

December 7, 2020 - Vancouver City Council Meeting Minutes

WORKSHOPS

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

Councilmember Fox arrived at 5:14 p.m.

4:00-5:00 p.m. 2021 Federal Legislative Agenda

Joel Rubin, Federal Governmental Affairs Liaison

Summary

The City's federal governmental affairs liaisons provided Council with an overview of the proposed 2021 federal legislative agenda and an update on the status of City requests from the previous year.

5:00-5:30 p.m. Fall 2020 Zoning Code Amendments Follow-Up

Bryan Snodgrass, Principal Planner, 360-487-7946

Summary

Staff provided Council with an overview of three items being proposed as part of the annual review of the Comprehensive Plan and zoning code updates. This workshop was a follow-up discussion from the November 16, 2020,

workshop.

5:30-6:00 p.m. Transportation Benefit District 2020 Year in Review

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

Summary

Staff provided Council, also sitting as the Transportation Benefit District (TBD) Board of Directors, a review of the TBD's 2020 activities and budget, as well as a preview of the proposed budget and work plan for 2021, which will be brought before the TBD board for action on December 21.

REGULAR COUNCIL MEETING

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

Call to Order and Roll Call

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

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

Absent: None

Also present on the call were the following: Eric Holmes, City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Brian Carlson, Interim Deputy City Manager; Brent Boger, Assistant City Attorney; Cayla Cothron, Associate Planner; Chad Eiken, Community and Economic Development Director; Patrick Gilbride, IT Director; Rebecca Kennedy, Long Range Planning Manager; Aaron Lande, Senior Policy Analyst; Carrie Lewellen, City Treasurer; Ryan Lopossa, Streets and Transportation Manager; Jason Nortz, Development Review Manager; Peggy Sheehan, Community Development Programs Manager; Dan Swensen, Interim Public Works Director; and members of the public.

Approval of Minutes

Minutes - November 9, 2020

Motion by Councilmember Glover, seconded by Councilmember Fox, and carried unanimously to approve the meeting minutes of November 9, 2020.

Minutes - November 16, 2020

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of November 16, 2020.

Citizen Communication (Items 1-9) - see general protocol above

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

- Peter Fels, Vancouver, requested Council remove Item 5 from the Consent Agenda and consider it separately. He expressed concerns about it being sold privately, and urged the City to instead maintain ownership of the property and use it as a transitional housing facility for people who are experiencing homelessness.
- Glen Yung, Vancouver, spoke in opposition to Item 7, expressing concerns about waiving Park Impact Fees when there has already been noted a deficit in park land.

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

Consent Agenda (Items 1-9)

Council requested Items 1, 5 and 6 be pulled from the Consent Agenda for separate consideration, as summarized below.

Motion by Councilmember Paulsen, seconded by Councilmember Stober, and carried unanimously to approve Items 2-4 and 7-9 of the Consent Agenda.

1. Approval of 2021 Council Meeting Schedule

Staff Report 176-20

Summary

City staff develops and publishes the annual Council meeting schedule and calendar every fall for the following year. Council Policy 100-32 includes a

provision for Council adoption of the upcoming annual Council meeting schedule on the first meeting of December each year.

The annual schedule identifies the date, time and type of each Council meeting, as well as any Mondays when the Council will not meet. Per Council policy, the Council meets every first, second, third, and fourth Monday of each month, excluding any City-recognized holidays that fall on a Monday. Per City Charter, Council must meet at least twice per month for Regular meetings, which will typically fall on the first and third Mondays; Consent Agenda meetings with Citizen Forum fall on the second and fourth Mondays, unless otherwise pre-empted by a Regular meeting and identified as such on the approved schedule. Informational workshops may be held, as needed, before any Council meeting. The specific time and topic for each workshop will be identified on the published agenda for a given meeting date.

The 2021 Council schedule includes 24 Regular Council meetings, 18 Consent Agenda meetings, and 19 scheduled Citizen Forums. All City Council meetings will begin at 6:30 p.m., per Council Policy 100-32. Workshops will be held between 4:00 and 6:00 p.m., unless otherwise noted on a published agenda. Citizen Forums will be held for up to 90 minutes following the business items of the agenda.

Subject to Council approval, the 2021 annual schedule will be publicly noticed in The Columbian, and the calendar will be posted on the City's website and distributed to the media and all City departments. Copies of the printed Council meeting calendar may be requested by contacting the Council Assistant at 360-487-8605.

Any cancellations or changes to the annual schedule, or the addition of Council retreats or other special Council meetings, will be advertised in accordance with Council Policy and the Washington Open Public Meetings Act.

2021 Annual Meeting Schedule

All meetings begin at 6:30 p.m. | Workshops 4:00-6:00 p.m. (subject to change)

<i>1/4/2021</i>	<i>Regular Meeting</i>
<i>1/11/2021</i>	<i>Consent Agenda Meeting w/ Citizen Forum</i>
<i>1/18/2021</i>	<i>No Meeting - holiday (Martin Luther King Jr. Day)</i>
<i>1/25/2021</i>	<i>Regular Meeting</i>
<i>2/1/2021</i>	<i>Regular Meeting</i>
<i>2/8/2021</i>	<i>Consent Agenda Meeting w/ Citizen Forum</i>
<i>2/15/2021</i>	<i>No Meeting - holiday (Presidents Day)</i>
<i>2/22/2021</i>	<i>Regular Meeting</i>

3/1/2021	Regular Meeting
3/8/2021	Consent Agenda Meeting w/ Citizen Forum
3/15/2021	Regular Meeting
3/22/2021	Consent Agenda Meeting w/ Citizen Forum
3/29/2021	No Meeting - 5th Monday
4/5/2021	Regular Meeting
4/12/2021	Consent Agenda Meeting w/ Citizen Forum
4/19/2021	Regular Meeting
4/26/2021	Consent Agenda Meeting w/ Citizen Forum
5/3/2021	Regular Meeting
5/10/2021	Consent Agenda Meeting w/ Citizen Forum
5/17/2021	Regular Meeting
5/24/2021	Consent Agenda Meeting w/ Citizen Forum
5/31/2021	No Meeting - holiday (Memorial Day)
6/7/2021	Regular Meeting
6/14/2021	Consent Agenda Meeting w/ Citizen Forum
6/21/2021	Regular Meeting
6/28/2021	Consent Agenda Meeting w/ Citizen Forum
7/5/2021	No meeting - holiday (Independence Day observed)
7/12/2021	Regular Meeting
7/19/2021	Regular Meeting
7/26/2021	Consent Agenda Meeting w/ Citizen Forum
8/2/2021	Regular Meeting
8/9/2021	Consent Agenda Meeting w/ Citizen Forum
8/16/2021	Regular Meeting
8/23/2021	No Meeting - mid-year break
8/30/2021	No Meeting - 5th Monday
9/6/2021	No Meeting - holiday (Labor Day)
9/13/2021	Regular Meeting w/ Citizen Forum
9/20/2021	Regular Meeting
9/27/2021	Consent Agenda Meeting w/ Citizen Forum
10/4/2021	Regular Meeting
10/11/2021	Consent Agenda Meeting w/ Citizen Forum
10/18/2021	Regular Meeting
10/25/2021	Consent Agenda Meeting w/ Citizen Forum
11/1/2021	Regular Meeting
11/8/2021	Consent Agenda Meeting w/ Citizen Forum
11/15/2021	Regular Meeting
11/22/2021	Consent Agenda Meeting w/ Citizen Forum
11/29/2021	No Meeting - 5th Monday
12/6/2021	Regular Meeting
12/13/2021	Consent Agenda Meeting w/ Citizen Forum
12/20/2021	Regular Meeting
12/27/2021	No Meeting - End of Year Break

Request: Approve the 2021 annual City Council meeting schedule.

Amanda Delapena, Assistant to the City Council, 360-487-8605

Councilmember Fox noted the Council is planning a retreat for January. She asked whether the date had been confirmed, and if so, whether it could be added to the Council's adopted schedule for 2021.

City Manager Eric Holmes stated the Council's retreat date had been confirmed for January 16, and City staff is working to secure a facilitator to guide the discussions for the retreat. He stated there would be no issue adding the date to the calendar.

Motion by Councilmember Fox, seconded by Councilmember Hansen, and carried unanimously to approve the request with the additional retreat date to be added to the final schedule and calendar.

2. **Approval of Purchasing Authority for Software and Related Services from SHI International**

Staff Report 177-20

Summary

The City currently uses the State of Washington SHI contract to purchase software from multiple vendors, including Microsoft, Adobe, Avolve, Barracuda, Citrix, Infor, Kronos, NetMotion Wireless, OpenText, Pitney-Bowes, Qualys, RSA Security, VMware, and others. Because the State of Washington contract expires in April 2021, the City can lock in prices for major Microsoft subscription software purchases by utilizing the Sourcewell SHI contract through Sept. 2023.

Request: Authorize the City Manager or designee to approve purchases not to exceed \$3,600,000 from SHI International Corp. on Sourcewell Contract #081419-SHI over the life of the contract.

Patrick Gilbride, Information Technology Director, 360-487-7650

Motion approved the request.

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

Staff Report 178-20

A RESOLUTION a resolution providing approval, solely for purposes of

section 147(f) of the Internal Revenue Code, of the issuance of revenue obligations by the Housing Authority of the City of Vancouver in the principal amount of not to exceed \$22,500,000, to finance the acquisition, construction, rehabilitation, and equipping of a multifamily housing complex to provide housing for low-income persons in the City of Vancouver, Washington.

Summary

The Vancouver Housing Authority (VHA) is planning the rehabilitation and equipping of a multifamily housing complex known as Plum Meadows located at 1919 West 34th Street, in the Fruit Valley Neighborhood of Vancouver. Plum Meadows will provide approximately 162 units of housing for low income persons in the City. VHA has requested the City's approval of the issuance of tax-exempt qualified private activity bond obligations ("bonds") to finance a portion of the costs of the Plum Meadows project.

If approved, the bond obligations would be issued pursuant to a plan of financing consistent with Treasury Regulations. The schedule for issuance will require that the first issue of the obligations for the project be issued no later than one year after the City's approval and that any subsequent issuance for the project be issued no later than three years after first bond issuance for the project. The maximum principal amount of the bond obligations for the project will not exceed \$22,500,000.

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

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

Request: On December 7, 2020, adopt the resolution authorizing issuance of tax-exempt qualified private activity bond obligations by the Vancouver Housing Authority to support the Plum Meadows project.

Jonathan Young, City Attorney, 360-487-8500

Motion adopted Resolution M-4106 to approve the request.

4. Temporary license agreement with C-Tran for the Safe Park Zone for homeless residents with licensed vehicles to use the Evergreen Park and Ride located at 13601 NE 18th St., Vancouver, WA

Staff Report 179-20

Summary

The Safe Park Zone has operated in the parking area immediately adjacent to C-Tran's Evergreen Transit Center, Park and Ride located at 13601 NE 18th St. since June 2020.

The agreement allows the City to offer space within the parking area for vehicular parking for individuals experiencing unsheltered homelessness who are presently residing in vehicles. There are currently 52 spaces, 38 reserved for cars/trucks and 14 for recreational vehicles. To date, the site has served an estimated total of more than 200 residents and averaged 85% capacity.

Safe Park Zone participants are expected to follow "Stay Home, Stay Healthy" protocols, which include remaining in and around their vehicles, practicing social/physical distancing of at least 6 feet and limiting their trips to those that are for verified essential services (e.g. food, medicine).

Only legally, licensed motor vehicles may participate in the program. Participants must sign and adhere to a Code of Conduct at registration to receive a placard for their vehicle. The Code of Conduct covers issues like the check-in/check-out process, social/physical distancing, personal hygiene, site maintenance, alcohol and drug use and other prohibited behaviors.

The agreement with C-Tran requires the City to provide security from 8 pm to 6 am, sanitation facilities (portable bathrooms and hand washing stations), and trash service. Employees from the Parks & Recreation Department are typically on site from 8 am to 5 pm. The City contracts with Phoenix Protective Services for after-hours security at the site running 5 pm to 6 am.

The City has partnered with the Clark County Food Bank to provide weekly food delivery at the site. Additionally, staff have worked with various service providers when appropriate for guests needs.

Request: Approve and authorize the City Manager to execute a temporary license agreement with C-Tran for the Safe Park

Zone for homeless residents with licensed vehicles to use the Evergreen Park and Ride located at 13601 NE 18th St., Vancouver, WA.

Aaron Lande, Senior Policy Analyst, 360-487-8612

Motion approved the request.

5. Fire Station 1 Method of Disposition

Staff Report 180-20

A RESOLUTION of the City of Vancouver authorizing a disposition method for Fire Station No. 1 located at 900 W Evergreen, Vancouver, Washington.

Summary

The City's former Fire Station 1, located at 900 W. Evergreen, was declared surplus property by City Council in 2015, and in 2018, a new Fire Station 1 was constructed at the intersection of Main Street and Fourth Plain Boulevard after the City purchased the property from the Oliva family. The building and property have remained unoccupied since the fire department vacated it in 2018.

In anticipation of the new fire station being constructed, the property was declared surplus by City Council in 2015. In 2018, the City was approached by Josh Oliva, whose family controls adjacent parcels and other properties in the immediate vicinity of the site, to purchase and renovate the building and property for creative office use, as part of a broader plan to revitalize other properties in their control for offices and residences, resulting in a more active entrepreneurial district. In the course of discussions to date with the prospective buyer, the City has explored the use of a Disposition and Development Agreement (DDA) as a way to perfect the sale of this property in the context of future development of abutting properties. The prospective buyer, while committed long term to adaptive reuse of their holdings in the vicinity of Station #1, is unable to commit at this time to specific terms of development/redevelopment through a DDA.

The City's surplus and disposition regulations permit direct negotiations with abutting property owners of city property to be disposed. City staff would like the opportunity to directly negotiate the terms of a sale of Fire Station 1 with West Evergreen LLC, and will return to Council with a draft purchase and sale agreement that formalizes the agreed to sale price, due diligence period, and the purchaser's commitment to improve the fire station property.

Request: On December 7, 2020, adopt a resolution approving the

disposition method of the real property located at 900 W. Evergreen Boulevard (known as Old Fire Station 1).

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

Councilmember Fox stated she shares some of the concerns expressed during Citizen Communication, noting there would be value for the City to retain the property, given the location and recent or upcoming facilities needs the City may have. She noted she was not on the Council when this property was declared surplus and would like to take some more time to research the proposal.

Chad Eiken, Community and Economic Development Director, provided a summary of the surplus and disposition process for this item and the proposal of the developer who had expressed an interest in the property.

Mayor McEnerny-Ogle asked if the purchase and sale agreement (PSA) has a timeline. Mr. Eiken stated those negotiations had not started yet, but the PSA would establish a timeline for the developer to make improvements to the site as well as to execute on the sales transaction.

Councilmember Stober stated that as part of the review of the multi-family tax exemption (MFTE) program, Council had asked for an inventory of affordable vs. market-rate housing in the downtown area, and he stated he is concerned about moving forward with sale of this property without have the results of that survey and being able to determine whether there is an imbalance of types of development downtown that the City should work to mitigate.

Mr. Eiken stated that staff had just received information about the housing inventory, explaining there are a total of 3,083 multi-family units in the downtown area, with 1,108, or about 36 percent, being income restricted. He explained many of those are under the state tax credit programs and are properties of the Vancouver Housing Authority. The remainder would have been built under the City's MFTE program.

Councilmember Stober stated he is interested in knowing the percentage of units that are also age restricted and have additional time to review and contemplate the implications of this report.

Councilmember Hansen stated that when the Council originally declared this property as surplus, the intent was to sell the old fire station properties to help pay for the new fire stations. Mr. Holmes confirmed that was the intended approach, explaining the general fund has essentially provided short-term financing to the fire fund to cover the construction.

Councilmember Fox stated she is concerned, knowing the price of real estate, that the City may have better uses for this property. She noted much has changed since the property was declared surplus in 2015.

Councilmember Glover stated she is supportive of going forward with the proposed disposition method, stating this process was set up a while ago, and the City knows the developer is invested in and has a vision for this area. She stated she can see many good opportunities for jobs with this project.

Councilmembers Paulsen and Lebowsky echoed Councilmember Glover's comments.

Motion by Councilmember Glover, seconded by Councilmember Hansen, and carried 5-2 to adopt Resolution M-4107 approving the request. Councilmembers Stober and Fox voted No.

6. **Evergreen School District Impact Fees**

Staff Report 181-20

A RESOLUTION approving the reduction of school impact fees (SIF) for the Acero Parkside Project and Kestrel Apartments (Fifth Plain Creek Station) Project pursuant to Vancouver Municipal Code Section 20.915.020(C).

Summary

The City's impact fee program requires school districts to prepare and adopt CFPs meeting the specifications of the Growth Management Act (GMA) and City ordinances. Impact fees are calculated in accordance with the local jurisdiction's formula, which is based on projected school facility costs necessitated by new growth contained in the District's CFP. The formula allocates a portion of the cost for new facilities to the single family and multi-family house that create the demand (or need) based on a student factor, or the average number of students who live in new single family and multi-family homes. The formula also provides a credit for state match and Bond Proceeds (or property taxes).

In December 2019 the City Council adopted the Evergreen Public Schools Capital Facilities Plan 2019-2025 as part of the annual Comprehensive Plan and zoning map corrections, and text changes. The current SIF is listed on page 14 in the attached Evergreen School District Capital Facilities Plan and is reflected within VMC Table 20.915.060-1 School District Impact Fees. The SIF for multi-family development decreased by approximately 50% per multi-family unit from \$7,641 to \$3,753.

Importantly, while the City Council establishes the school impact fees by ordinance, it merely collects such fees from developers on behalf of the school districts.

The City recently received two separate requests from approved multi-family projects to reduce the impact fee amounts that were assessed under

the previous Evergreen Public Schools CFP. These projects include:

- 1. Acero Parkside D - 260 unit development located at 1330 NE 136th Avenue*
- 2. Kestrel Apartments (aka 5th Plain Creek Station) – 178 unit development located at 15306 NE 4th Plain Boulevard*

Per VMC 20.915.020.C, the impact fee for new multi-family development is calculated at the time of site plan approval and due and payable at time of building permit issuance. The two projects noted above both received site plan approval in 2019 prior to the current Evergreen Public Schools CFP being adopted. Both developments subsequently applied for building permits in 2020. As a result, each project is required to pay the older Evergreen SIF of \$7,641/unit that was in place at the time of site plan approval.

VMC 20.915.070.C further allows the development approval authority setting the impact fee, upon application by the developer, to reduce or eliminate such fee if it is shown that the formulae contained in Sections VMC 20.915.060 School Impact Fees does not accurately reflect traffic, park, or school impacts, respectively. The City Council is the authority that sets the impact fees.

Proponents of both developments are requesting that City Council reduce their SIF to the 2020 impact fee amount reflected in the current Evergreen Public Schools CFP because it is their position that the 2020 impact fee amount most accurately reflects that cost of the public school facility impacts.

Additionally, City staff ha heard from Evergreen School District regarding these requests and although they are not necessarily in support of these requests they are also not opposing them.

Request: Adopt a resolution approving the two requests to reduce the impact fee to the current 2020 Evergreen Public School impact fee for multi-family developments.

Jason Nortz, Development Review Manager, 360-487-7844

Jason Nortz, Development Review Manager, provided an overview of the request and summarized the recent history of the school impact fees.

Susan Steinbrenner, representing Evergreen School District, expressed concerns regarding this proposal, summarizing written comments (attached) she had sent to the City Council. She stated that the City establishes the timing of when impact fees are determined, which in this situation is at site plan approval. Developers are being asked to pay the higher fees because the City's ordinance requires that. The school district's Capital Facilities Plan

(CFP) in place during site plan approval for both developments accurately reflects the cost of school impacts at that time. The district complied with the City's ordinance by updating the CFP and calculating fees using the formula in the City's ordinance. The fees changed because the impacts development were having on schools had changed. She stated she agrees that developers should not pay fees based on previous and no longer relevant impacts, but the City's ordinance would need to be amended to require impact fees be collected at the time the building permit is pulled. This provision would align with other local jurisdictions as well.

Mr. Nortz stated he appreciates this issue and noted that staff and Council have been having discussions regarding the impact fee vesting issue. He stated the City's current code does allow developers the ability to make these requests, though.

Mayor McEnerny-Ogle asked whether there are other projects in the same situation and if they would be coming forward with similar requests. Mr. Nortz stated staff is aware of another project that could come before Council with a similar request at a future meeting, and there may be others as well.

Steve Horenstein, representing the Acero project, stated there is legal precedent from the Newcastle case in the 1990s where it was determined that impact fees cannot be vested under a development agreement under state law. He stated the usual problem developers face is between the time of site plan approval and permit issuance, fees typically go up and the developer must pay a higher rate. The opposite is the case for this situation. He stated the City's code needs to be updated to remedy the timing of impact fee collection, and the current request is a diplomatic way of fixing the conflict in the City code. He stated the City did not have authority to charge the higher impact fee rate to begin with because impact fees cannot be vested under state law.

Greg McGreevy, representing the Kestrel Apartments project, echoed Mr. Horenstein's points. He stated it has been a long process for the project to get to the point where it is about to pull permits, and the developer wants a fair and appropriate impact fee that accurately covers the current cost of the impact of the development.

Councilmember Stober asked for clarification of Ms. Steinbrenner's position on the proposed item. Ms. Steinbrenner stated the City needs to defend its ordinance, and the school district agrees with the developers that the impact fees should represent the impact of development at the time of development. She stated the City's ordinance creates the conflict and essentially allows developers to have it both ways, to pay a lower amount if the fee is lower when a development is approved, but not having to pay higher fees if they are higher when the building permit is pulled.

Councilmember Stober stated he wants to see this dealt with but thinks the City needs a methodology for more universally dealing with all projects where this conflict may apply. He stated he also questions why the City has been

discussing how to handle Park Impact Fee vesting if impact fees cannot be vested under state law.

Councilmember Paulsen expressed concerns about setting precedence in considering this current request and the broader issue of developers of projects further back in time that may have recourse if the City vested their fees when they should not have and the developer paid a higher rate. He stated the City needs to move quickly to align its code. He also questioned what kind of legal liability the City has in considering these projects.

City Attorney Jonathan Young stated the Newcastle opinion is not new. He stated it is the interpretation of the City Attorney's Office that while impact fees do not automatically vest, the legal precedent does not foreclose the possibility of vesting through either a local ordinance or through a development agreement. He stated he does agree with Mr. Horenstein in that the proposal before Council, which is allowed under the City's code, is a diplomatic solution to a gray area that has been illuminated by the present set of facts. And secondly, he agrees there are some improvements that can and should be made to City code, and his office has been working with the Community and Economic Development Department to work to bring those forward.

Mr. Holmes stated his understanding is the provision of elective vesting applies to all regulations that apply to a project at the time of vesting, and developers must comply with all regulations vested, not just impact fees. Mr. Eiken clarified that the vesting applies to land use regulations, and impact fees are not technically considered land use under the City's code. Mr. Holmes stated that Vancouver has for decades chosen to have a policy that is favorable to developments, and fees rarely go down. He stated this policy of vesting impact fees has been on the City's books for decades.

Councilmember Paulsen stated his primary concern is that the City have consistency and equity in how it remedies this situation. He stated he is in favor of a diplomatic solution in this particular instance but wants the City to take a comprehensive look at the issue of impact fee vesting.

Mr. Holmes stated that Mr. Young's advice is clear that there is a rather unique provision in the City's local impact fee code that allows this request to be before Council. He asked Mr. Young if the Council is required to take a particular action on the request or if it is discretionary. Mr. Young stated that his interpretation of the code is Council must consider the request, but the granting of the request is discretionary.

Motion by Councilmember Stober, seconded by Councilmember Paulsen, and carried unanimously to adopt Resolution M-4108 approving the request.

7. Meridian Apartments 80% Impact Fee Waiver

Staff Report 182-20

A RESOLUTION of the City Council of the City of Vancouver Washington approving a partial exemption of the collection of Traffic and Park Impact Fees in the amount of \$92,045 for The Meridian Apartments development.

Summary

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

For residential developments of four or more units Council may, by resolution, partially exempt up to 80% of the transportation and park impact fees or fully waive 100% of the impact fees. If Council only partially exempts the development, up to 80% of the impact fee, there is no requirement to pay the exempted portion of the fee from public funds. For partial exemptions (80%) the remaining 20% of the impact fees are paid by the applicant.

The Meridian

The proposal is to build 46 new affordable housing units in three buildings. The units consist of single bedroom, multi-family dwelling units for low- and very low-income individuals and families. The project site is a vacant site located on the west side of NE 78th Avenue, between NE Fourth Plain Boulevard and NE 32nd Street.

The Impact Fee ordinance requires that tenant housing costs be no greater than thirty percent of eighty percent of the median family income adjusted for family size for Clark County, Washington, as reported by the United States Department of Housing and Urban Development. As of July 1, 2020, maximum housing cost for a household of four at 80% AMI is \$1,843. The development will be exceeding the affordability requirement by serving tenants at 50% AMI for which the costs of a four-person household is \$1,151.

This request is for an 80% partial impact fee exemption. The transportation impact fees, based on the vehicle trips and designated fee subarea, are \$35,062.50 (Exhibit A). After an 80% reduction (\$28,050) the required transportation impact fee would be \$7,012.50. Park impact fees are based on the number of residential units and the park district subarea. The site is located within Park District B, which has a rate of \$1,739.00 per unit. The total park impact fee is \$79,994 (Exhibit A). After an 80% reduction (\$63,995.20) the applicant required park impact fee would be \$15,998.80.

The project site is located within the Vancouver School District, which requires \$2,381.93 per multi-family unit. City staff is expecting a response

from the school district soon. All impact fees are due prior to the issuance of building permits.

Request: Adopt a resolution approving exemption of 80% of Transportation and Park impact fees for the Meridian Low income housing development.

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

Motion adopted Resolution M- 4109 approving the request.

8. Appointments to the Public Facilities District Board

Summary

The Vancouver Public Facilities District Board (PFD) is a municipal corporation governed by a five-member Board of Directors. It was created by Vancouver City Council in 1999 to develop the downtown hotel and convention center. The PFD consists of two seats appointed at-large and three seats that require recommendations from outside agencies.

Committee 2 interviewed two applicants for two full-term positions; one at-large position and one position requiring a recommendation, and they recommend the appointments of Ashley Thomas-Velikokhatko and Elie Kassab, respectively; with their terms beginning immediately and expiring November 30, 2024.

Request: Appoint Ashley Thomas-Velikokhatko and Elie Kassab to the Vancouver Public Facilities District Board, terms beginning immediately and expiring November 30, 2024.

Council Committee 2

Motion approved the request.

9. Approval of Claim Vouchers

Request: Approve claim vouchers for December 7, 2020.

Motion approved claim vouchers for December 7, 2020, in the amount of \$10,528,501.20.

Public Hearings (Items 10-13) - see general protocol above

10. Surplus of Utility owned property - LM Shotwell LLC

Staff Report 183-20

A RESOLUTION of the City of Vancouver declaring certain real property as surplus.

Summary

The property proposed for surplus is 5,817 square-foot section of land ("subject property") that is part of an approximately 0.59-acre parcel that houses a stormwater detention pond. The subject property is not used by the City of Vancouver for utility or other municipal purposes.

Upon purchase of the property several decades ago, the City of Vancouver placed a 6-foot cyclone fence on the property . The alignment of this fence has been assumed to be the boundary line of the property for many years. This assumption by both parties has provided for unintentional encroachment by the adjacent landowner. As a result of continued assumption of the fence as the property boundary, the adjacent landowner has maintained the 5,817 square-feet of property for several decades.

The City will reserve a maintenance easement for a storm sewer outfall to Burnt Bridge Creek. The City will also retain an emergency access and maintenance easement over the entire 5,817 square feet so that the City can respond in the event of an emergency such as a blocked stream causing flooding or to access the creek as may be needed for other purposes.

The Interim Director of Public Works has determined that the subject property is not needed for public utility purposes and cannot be put to another municipal use by the City of Vancouver. The City has been in discussions with the adjacent property owner regarding the encroachment. City staff would like to settle the matter by executing a boundary line adjustment and sale of the subject property as follows: (1) adjust the boundary line so that the subject property is incorporated into the neighboring parcel, (2) City of Vancouver to maintain access and maintenance easement over entire parcel being declared surplus and, (3) receive payment for the real property, which is 5,817 square feet. Fair market value was determined to be \$6.30/square foot for surrounding developable parcels. Then a 70% discount was applied to account for this property being undevelopable due to it's proximity to Burnt Bridge Creek, and for the various easement encumbrances on the property, to arrive at a selling price of \$1.89/square foot.

The subject property is shown on a map attached as Exhibit A. Exhibit B shows the property being transferred and is titled "City of Vancouver to LM

Shotwell LLC". The proposed boundary line adjustment is also shown on Exhibit D. The City of Vancouver will maintain an access and maintenance easement over the surplus property which is shown as Exhibit E.

Because the subject property was originally acquired for public utility purposes, RCW 35.94.040 applies to the surplus and disposition of the subject property, rather than VMC Chapter 3.30. RCW 35.94.040 provides that whenever the City determines that any land "is surplus to the city's needs and is not required for providing continued public utility service, then such legislative authority by resolution and after a public hearing may cause such lands, property, or equipment to be leased, sold, or conveyed," and that the resolution should state the fair market value or other consideration to be paid. Proper notice was provided and this matter is scheduled for public hearing on December 7, 2020.

Request: On December 7, 2020, following a public hearing, adopt a resolution declaring the real property described in this staff report to be surplus and authorizing disposition of the property by City Manager.

Dan Swensen, Interim Public Works Director, 360-487-7754

Dan Swensen, Interim Public Works Director, provided an overview of the proposed surplus action.

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

Motion by Councilmember Paulsen, seconded by Councilmember Lebowsky, and carried unanimously to adopt Resolution M-4110 approving the request.

11. Multi-Family Tax Exemption Program Changes to Area Median Income Limits

Staff Report 174-20

AN ORDINANCE related to multi-family property tax exemption, amending Vancouver Municipal Code Section 3.22.040; and providing for an effective date.

Summary

As permitted under RCW 84.14 the City of Vancouver adopted a multi-family tax exemption program in 1997 to stimulate the construction or rehabilitation of multifamily housing as part of the Esther Short Redevelopment Plan and create a more active and vibrant downtown. The

MFTE program was a major part of the City's downtown redevelopment strategy and provided an incentive to attract more residents to the downtown area. Currently, the City offers the MFTE program in two designated residential target areas: The Vancouver City Center Vision Area (VCCV) and the Fourth Plain Corridor Subarea (added in 2007). The City has approved 33 MFTE program applications to date representing an estimated \$608 million in private investment. The City has approved over 2,700 units including 686 affordable units under the program.

As affordable housing became more of a crisis, state law was changed to allow the use of the exemption for affordable housing units. The Vancouver City Council enacted a modification to the city's MFTE program in January 2017. The City's 2017 modification made the following tax exemption options available to applicants:

- An 8-year exemption for market-rate projects offering public benefits negotiated through a development agreement process.*
- An 8-year exemption for projects with 20% of units affordable to households earning up to 100% of area median income (AMI).*
- A 10-year exemption for projects with 20% of units affordable to households earning up to 80% AMI.*
- A 12-year exemption for projects with 20% of units affordable to households earning up to 60% AMI.*

As these project applications were reviewed and processed the discrepancy between the restricted income levels defined in RCW 84.14 and local median incomes of Vancouver households became apparent. RCW 84.14 defines moderate and low income "for the county where the project is located, as reported by the United States department of housing and urban development.". HUD has grouped the median income for Vancouver households in a six-county Portland metropolitan statistical area in which the current median income is \$92,100. The current median income specific to the City of Vancouver, using adjusted 2017 ACS data, is \$64,900 which is 29.5% lower than the \$92,100 Portland MSA area median income used by HUD. Using the MSA median income as the base line for income restrictions resulted in "affordable" units that were still outside the financial means of Vancouver residents.

City Council is authorized to adopt the more stringent affordability and income eligibility criteria under RCW 84.14.030(2): "The multiple-unit housing must meet guidelines as adopted by the governing authority that may include height, density, public benefit features, number and size of proposed development, parking, income limits for occupancy, limits on rents or sale prices, and other adopted requirements indicated necessary by the city or county."

The City Center Redevelopment Authority (CCRA) per their bylaws is charged with making recommendations to City Council regarding the Multi-

Family Tax Exemption Program. On September 21, City staff held a workshop with the City Center Redevelopment Authority to discuss the proposed adjustment to Area Median Income to reflect Vancouver's Median Household Income. The board agreed that affordable rents under the program should reflect rents that are based on Vancouver, versus more regionally-based incomes, but also expressed that impacts from this change to the new supply of affordable housing should be monitored over time. The CCRA will be making a formal recommendation to City Council prior to the public hearing date.

City staff are recommending using the more specific Vancouver median household income as the basis for establishing affordable rent limits. This would be accomplished by multiplying the maximum income and affordable rent levels obtained from the HUD area median income based on the Portland MSA income by 70% (a reduction of 30%).

City staff will conduct an annual analysis of the HUD area median income for Clark County in relation to Vancouver's median household income and adjust the reduction factor accordingly. This annual review will ensure that affordable housing rents stay relevant to the City of Vancouver population. Additionally, staff will monitor the future use of the affordable housing options under the program and will report any significant changes to Council that might warrant further adjustments.

Request: On Monday, December 7, 2020, subject to second reading and public hearing, approve the ordinance.

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

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

Mr. Holmes noted there are a couple of new pieces of information that emerged since the Council's first reading on this, including additional stakeholder input and supplemental recommendations from the City Center Redevelopment Authority that just recently came through.

Mr. Eiken provided background information about the MFTE program and an overview of the proposed adjustments to the City's Area Median Income (AMI) thresholds to more accurately reflect the actual income levels within Vancouver without the Portland Metro Area income levels skewing those.

Mr. Eiken summarized the feedback staff had received from a series of listening sessions with developers who utilize the MFTE program, stating there was a strong consensus that the profit margin in multi-family housing is thin and the proposed 30 percent drop in the income threshold would make it

harder for affordable projects to generate enough rent to make the projects feasible. He stated staff heard that it would be unlikely any of these developers would participate in the program for the affordable housing projects. He stated another concern expressed was there may be projects currently in process, and so the request of those developers is that such projects already started but not approved be vested to the current standard.

Mr. Eiken stated the CCRA has discussed this issue on several occasions, including a special meeting on December 3 during which the CCRA voted on a recommendation to the Council. He stated that while the CCRA supports the City's efforts to incentivize the construction of more affordable housing and agrees that income levels in Vancouver are generally lower than in the Portland area, they express significant concerns with making proposed changes at this time due to the uncertain economic conditions ahead. He stated ultimately the CCRA voted to recommend the City delay the changes until the program is evaluated comprehensively. They also recommended that further study be undertaken to evaluate whether the proposed changes to the definition of what is affordable will result in a program that will still be attractive to developers. Mr. Eiken stated the CCRA also provided supplemental comments (attached) which were provided to the Council.

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

- Glen Yung, Vancouver, spoke in support of the proposed amendment to the MFTE income limits, and urged the Council to have a broader discussion regarding the effectiveness of the overall program in incentivizing development.
- CarolLee Braithwait, Vancouver, spoke in support of the proposed amendment to the MFTE income limits, and stated it may open up the market to new developers who are building affordable housing.
- Lisa Nelski, Vancouver, expressed concerns regarding the overall MFTE program, stating it encourages a cycle of poverty and discourages homeownership. She stated she would support the proposed amendment to the MFTE income levels, but does not support the program as a whole.

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

Councilmember Paulsen asked for which types of projects the MFTE program can be utilized. Mr. Eiken and Peggy Sheehan, Community Development Programs Manager, explained it can be used for apartment projects and homeownership of condos if the project is a building of four or more units. It can also be used to support rehabilitation of an existing building if the building has been vacant for at least one year or the developer has worked out relocation assistance for existing tenants. Councilmember Paulsen also asked if the program can be refined for certain uses and if it can be used

differently in different parts of the city. Mr. Eiken stated that targets may be established for specific areas.

Councilmember Paulsen stated that the projects that have taken advantage of this program have provided benefits to the community beyond just affordable housing. He stated he does not think the Council is ready to make the proposed change yet, and expressed concerns that if the income thresholds were lowered, the MFTE program would become unused by local developers. He stated that while the program may not be providing the amount of affordable housing desired at the levels proposed, it is still providing benefits in the community and it can be refined in ways that could increase the benefits to the community. He stated additional comprehensive review and possible revisions to the program need to be done, and the City should not essentially shelve the program in the meantime.

Councilmember Glover echoed Councilmember Paulsen's comments, stating it has been a good tool in the downtown area and the time is right to have a broader conversation about housing options and goals. She supported deferring this action until the Council has more data and can have a broader conversation about the program as a whole.

Motion by Councilmember Glover, seconded by Councilmember Lebowsky to delay the public hearing and return the item to staff.

Councilmember Fox agreed that the program needs more work on some of the issues raised but she stated she fully supports making this particular change to the income thresholds now. She stated it would show the community that the City is making progress on something that is well overdue and show the Council's commitment to press on and look at how to fine tune the overall program. She stated she would not support the motion on the table.

Councilmember Stober stated it is not this particular program alone that causes development to happen. It took particular developers with a long-term vision of the city to take a risk and invest in the downtown area to spur the growth that has occurred in recent decades. He stated the 12-year option at the highest affordability levels is rarely utilized by developers, while the market rate option is the most frequently used, and that option would still be available if Council approved the proposed changes to AMI levels. He stated his primary concern is the 100 percent AMI option because he believes it allows developers to build a project with no public benefit at the current 100 percent AMI level, which is not affordable for Vancouver residents. As such, these projects essentially provide market-rate units without having to provide any public benefit. He stated he wanted to see, at a minimum, the Council place a moratorium on the 100 percent AMI MFTE option so this loophole is closed while the Council considers improvements to the overall program.

Councilmember Hansen stated he agrees with Councilmembers Paulsen and Glover, noting that the building of Heritage Place downtown really spurred development and growth, and that project essentially kick-started the MFTE

program and the revitalization of downtown. He stated not everyone who lives in Heritage Place is wealthy; they are people who invested everything to move downtown because they wanted to live downtown. He expressed concerns that the program would not be utilized if the income levels were changed as proposed. He agreed that the current levels should not be considered affordable.

Mr. Holmes clarified that the intent of the motion is for staff to return the item to staff for staff to bring back a broader policy discussion for the Council and an evaluation of the overall program. He stated this conversation can be worked into the Council's January retreat.

Motion carried 5-2 to return the item to staff. Councilmembers Stober and Fox voted No.

Motion by Councilmember Stober seconded by Councilmember Fox to place a moratorium on applications for the 100 percent Area Median Income (AMI) multifamily tax exemption option.

Mr. Holmes asked for clarification on whether such a moratorium could be affected by the motion at this meeting or if the motion would have to direct staff to bring back an ordinance to enact the proposed moratorium. Mr. Young stated the question is whether this would be a true moratorium or whether it effectively would direct staff not to process the 100 percent AMI affordable housing applications. He stated he is unclear because it does affect land use processes and an owner's rights to bring and process applications.

Mr. Holmes suggested Mr. Young take a few minutes to research the matter and the Council could revisit the motion under Communications.

12. Banking Services Contract Amendment

Staff Report 172-20

AN ORDINANCE authorizing the execution of a contract amendment with Bank of America N.A., a national banking association (hereinafter "Contractor"), to continue the provision of professional banking services (hereinafter "Services") to the City of Vancouver, Washington ("City"); authorizing a contract amendment extending the contract beyond its original five (5) year duration; providing for severability; and setting an effective date.

Summary

The City currently is under contract with Bank of America for general banking services. This includes depository account services, electronic payment services, settling credit/debit card transactions for money the City collects for its various fees and services, and other banking transactions. Council authorized the City Manager or his designee to sign banking services agreements with Bank of America from January 1, 2016, through

December 31, 2020, for a total contract not-to-exceed amount of \$4,000,000. City Charter Section 11.05 requires City Council approve the execution of contracts with a duration of more than five (5) years by Ordinance.

Staff has been working on issuing a new RFP for banking services and anticipates releasing the RFP in late November 2020. Due to a delay in getting the RFP released, and then receiving responses, and negotiating a new contract, staff is requesting that Council authorize a one-year extension of the existing banking services agreement with Bank of America to expire on December 31, 2021. Staff anticipates the RFP will be released in late November 2020, and a new contract will be entered into prior to March 31, 2021. The new contract will be presented to Council for approval prior to March 31, 2021. If the same financial institution is selected, the new contract authorized by Council would supersede this amendment. However if a different financial institution is selected and the contract is approved by Council, the existing banking services would need to be extended through December 31, 2021, to allow time for checks to clear or go through the unclaimed property process, and to transition other banking services to the new City bank accounts.

The existing banking service contract was initially estimated at a not-to-exceed amount of \$4,000,000 over the life of the contract. In the last year of the contract, the City is fast approaching the \$4,000,000 total contract limit due to a higher prevalence of credit card utilization by City customers than had originally been anticipated. Staff is recommending adding an additional \$1,500,000 to the contract limit for a total of \$5,500,000 through the contract extension. Originally about 90% of the banking service fees paid were attributed to credit/debit card processing fees added on by Visa/MasterCard/Discover. Currently merchant service fees represent 97% of the total annual fees paid for banking services. Over the past 5-years, the City has implemented new software payment systems that allow more citizens and businesses to pay for City fees and services by credit/debit card on-line. Most recently the City implemented the on-line permit module, which has significantly increased payments by credit cards through the Community and Economic Development department. Parking is also seeing an increase as more pay stations were added.

Request: On Monday, December 7, 2020, subject to second reading and public hearing, approve ordinance.

Carrie Lewellen, City Treasurer, 360-487-8482

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

Carrie Lewellen, City Treasurer, provided an overview of the proposed contract amendment.

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

Motion by Councilmember Paulsen, seconded by Councilmember Stober, and carried unanimously to approve Ordinance M-4322.

13. **Six-month extension of temporary moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities**

Staff Report 173-20

AN ORDINANCE extending the six-month moratorium enacted by Ordinance No. M-4295, prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities, for an additional period of six months; directing staff to continue efforts to develop recommendations addressing the circumstances necessitating the moratorium; and establishing an immediate effective date.

Summary

The current moratorium prohibits the acceptance, processing, and granting of applications for permits for establishment of new, or expansion of existing, large-scale fossil fuel facilities until December 8, 2020. This provides time for work to continue on updates to the Strategic Plan, VCCV, Title 20 updates, and the drafting of a Climate Action Plan. This extension would keep the current moratorium in place until June 8, 2021.

Request: On Monday, December 7, 2020, subject to second reading and public hearing, approve ordinance.

Aaron Lande, Senior Policy Analyst, 360-487-8612

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

Aaron Lande, Senior Policy Analyst, provided an overview of the extension request and an update on the work plan to date.

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

- Jean Avery, Vancouver, spoke in support of the moratorium extension.
- Susan Saul, Vancouver, representing the Vancouver Audubon Society, spoke in support of the moratorium extension.

- Phoebe Abbruzzese, Vancouver, representing Skyview iTUNA, spoke in support of the moratorium extension.
- Cathryn Chudy, Vancouver, spoke in support of the moratorium extension.
- Don Steinke, Vancouver, spoke in support of the moratorium extension.
- Alona Steinke, Vancouver, spoke in support of the moratorium extension.
- Janet Hedgepath, Vancouver, spoke in support of the moratorium extension.
- Peter Fels, Vancouver, spoke in support of the moratorium extension.
- Delaney Humber, Vancouver, spoke in support of the moratorium extension.
- Oliver Gibbons, Vancouver, representing Skyview iTUNA, spoke in support of the moratorium extension.
- Jonah Kropp, Vancouver, spoke in support of the moratorium extension.
- Sharon Miller, Vancouver, spoke in support of the moratorium extension.
- Ryan Welch, Vancouver, representing Skyview iTUNA, spoke in support of the moratorium extension.
- Caroline, Ceravolo, Ridgefield, Washington, spoke in support of the moratorium extension.
- Caleb Ceravolo, Ridgefield, Washington, spoke in support of the moratorium extension.
- Megan Sarkissian, Ridgefield, Washington, spoke in support of the moratorium extension.
- Rick Marshall, Camas, Washington, spoke in support of the moratorium extension.
- Jim Byrne, Ridgefield, Washington, spoke in support of the moratorium extension.
- Theodora Tsongas, Portland, Oregon, spoke in support of the moratorium extension.
- Ryan Rittenhouse, Portland, Oregon, representing the Friends of the Columbia Gorge, spoke in support of the moratorium extension.
- Kate Murphy, Portland, Oregon, representing Columbia

Riverkeeper, spoke in support of the moratorium extension.

- Eric Strid, White Salmon, Washington, representing Columbia Gorge Climate Action Network, spoke in support of the moratorium extension.
- Elijah Cetas, Milwaukie, Oregon, representing Breach Collective and the Portland Harbor Community Coalition, spoke in support of the moratorium extension.
- Rebecca Ponzio, Seattle, Washington, representing Washington Environmental Council and Washington Conservation Voters, spoke in support of the moratorium extension.

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

Councilmember Fox asked for more information about the proposed work plan and expectations of the work that will occur and when the Council might see proposals on policies if this moratorium is extended.

Mr. Lande stated staff's next step will be to present initial work to the Planning Commission in late February, followed by additional research into what policies other communities in the Northwest have in place. Staff would then draft initial policy language and check in with the Council sometime in the spring, followed by refinement at the Planning Commission level. He noted there would need to be SEPA review as part of the process as well, as this would require amendments to Title 20. He stated he is unsure whether all of the work would be completed within the next six months. If not, it may require a request of Council to extend the moratorium for an additional six months to wrap up the process.

Cayla Cothron, Associate Planner, added that the SEPA review is standard for any Title 20 code amendments. She stated staff would be evaluating environmental acts and other community impacts through the review process. She stated that process generally is in advance of a public hearing, but after the draft language stage, with a 14-day public comment period followed by a 14-day appeal period.

Motion by Councilmember Stober, seconded by Councilmember Hansen, and carried unanimously to approve Ordinance M-4323.

Communications

Mayor McEnerny-Ogle returned discussion to the motion to place a moratorium on 100 percent AMI MFTE applications.

Mr. Young stated that based on his research, such a proposal would not be a land use zoning moratorium, so essentially the Council is free to take a vote on

suspending the 100 percent AMI MFTE option by instructing staff not to bring forward such applications to Council; directing staff to return a resolution to Council that would suspend that part of the City's code; or by directing staff to craft an ordinance that would amend the City's code by striking that option.

Councilmember Stober clarified that he would want applications under that option to proceed through the process and be reviewed. He would want the processing of new applications to be suspended until the subject of the overall MFTE program is returned to Council for further formal action.

Councilmember Paulsen stated he agrees the MFTE program is one tool and not the only tool responsible for the development activity the city experiences. He noted that the majority of the housing inventory downtown has been constructed since 1997, and about half of that inventory was constructed after 2017. He noted that the 100 percent affordability rate set by HUD is essentially workforce housing, which is also needed in Vancouver. Councilmember Paulsen also noted that the program is bringing density to the downtown area and improving the vibrancy of downtown and business districts. He stated increased density leads to many other benefits in the community. He stated his biggest concern is dampening the momentum that the MFTE program seems to be stimulating and at a very difficult and uncertain time in the economy. He stated he preferred leaving the program in place and acknowledging what the community is actually getting from it and study it some more to find better solutions to improve the system as a whole.

Councilmember Lebowsky stated she agrees with the approach Councilmember Paulsen had outlined.

Councilmember Stober asked staff to provide the breakdown between the projects at 100 percent AMI and market rate. Mr. Eiken stated there have been 14 applications total submitted since 2017, five under the market rate option, five at the 100 percent AMI, and then four submitted under the 80 percent AMI level.

Motion to place a moratorium on the processing of applications to the multifamily tax exemption program under the 100 percent AMI option failed, 2-5. Councilmembers Stober and Fox voted Yes.

A. From the Council

B. From the Mayor

C. From the City Manager

a. Impact Fee Vesting: Change to VMC 20.915

Mr. Holmes stated that Council's earlier discussion regarding impact fees had provided staff with direction to move forward, and as such, staff would forego making this presentation at this time.

b. Unsheltered homelessness - legal issues (City Attorney update)

City Attorney Jonathan Young provided Council with an overview (detailed in attached memo) of legal issues pertaining to the City's response to clean-up and safety concerns related to homeless encampments.

Mr. Lande provided an update regarding the availability of amenities and severe weather housing for people who are experiencing homelessness over the coming winter months.

Adjournment

9:58 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

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

From: [Delapena, Amanda](#)
Cc: [Holmes, Eric](#); [Eiken, Chad](#); [Nortz, Jason](#); [Boger, Brent](#); [Young, Jonathan](#)
Bcc: [Ty Stober \(councilor@tystober.com\)](#); ["citycouncillebowsky@gmail.com"](#); [Fox, Sarah](#); [Glover, Linda](#); [Hansen, Bart](#); [Lebowsky, Laurie \(City Council\)](#); [McEnerny-Ogle, Anne](#); [Paulsen, Erik](#); [Stober, Ty](#)
Subject: FW: School Impact Fee Question
Date: Monday, December 7, 2020 4:17:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Council,

Please see the email below from Susan Steinbrenner, Evergreen Public Schools, regarding reduction of the school impact fee for two projects (Item 6 on tonight's agenda).

Amanda Delapena | Assistant to the City Council

Pronouns: She/Her/Hers



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Mayor/City Manager's Office

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From: Susan Steinbrenner <Susan.Steinbrenner@evergreenps.org>

Sent: Monday, December 7, 2020 3:58 PM

To: Delapena, Amanda <Amanda.Delapena@cityofvancouver.us>

Subject: School Impact Fee Question

Hi Amanda,

Below is the information I sent to Jason Nortz and cc'd Chad Eiken in regards to the School Impact fees. Please incorporate the email below into the public comment, with emphasis on the following:

1. The City of Vancouver establishes the timing of when impact fees are determined, in this situation, at site plan approval. Developers are being asked to pay the higher fees is because the City's ordinance requires that. The CFP in place during site plan approval for both developments accurately reflect the cost of school impacts at that time.
2. The district complied with the City's ordinance; we updated the CFP and calculated fees using the formula in the City's ordinance. The fees changed because the impacts development were having on schools changed.
3. If the City of Vancouver were to adopt an ordinance to collect impact fees in place when the building permit is pulled, we would not be in this position. The City's ordinance would align with other local jurisdiction's ordinances (City of Camas, Clark County).
4. In approving the resolution, the City of Vancouver is allowing development to have it both ways - vest and pay a lower amount if the fee is lower when a development is approved, but not if fees are higher when the building permit is pulled.
5. Evergreen Public School respectfully advocates for the City to amend its ordinance to pay the impact fees that are in place when the building permit is pulled. Fees in place when building

permits are pulled are more accurate in capturing the impacts development has on schools.

Susan Steinbrenner
Executive Director of Facilities
(360) 604-4077


From: Susan Steinbrenner
Sent: Friday, November 20, 2020 5:32 PM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Cc: Mike Merlino <Michael.Merlino@evergreenps.org>; Eiken, Chad <Chad.Eiken@cityofvancouver.us>
Subject: School Impact Fee Question

Hi Jason,
Hope all is well. Just wanted to let you know that Amy Zoltie from Hurley Development reached out to give me a heads up that they are disputing the City's calculation of school impact fees on the Kestrel Apartment multi-family project in Orchards. I understand from Amy's email that City Council may be discussing school impact fees at the meeting on December 7th, but the agenda is not yet posted, so I'm not sure what is being discussed.

For the record, I disagree with Hurley's statement that "the original 2019 school impact fees were excessive, did not accurately reflect actual school impacts . . .". Acero's letter contained a similar accusation - "Evergreen School District concluded in late 2019 that it had erroneously overstated the cost of development in its jurisdiction". The district complied with the City's ordinance. We updated the CFP to reflect passage of the bond and calculated fees using the formula in the City's ordinance. The fees changed because the impacts development were having on schools changed.

We will not accept a settlement agreement that suggests the district's fees were erroneous or the district did something wrong – we followed the City's ordinance and process. It's the City ordinance and choices that are creating the conflict, hence the City needs to defend its ordinance or reach an agreement that doesn't put the District in a compromised and inaccurate position. Developers should not have it both ways – vest and pay lower amount if fee is lower when development is approved but not if fees were higher when development was approved.

We support the City revising the code to calculate school impact fees at the time of building permit application as it would more accurately represent the current situation and align with timelines in other local jurisdictions.

If you have any questions, please let me know. Thanks.

Susan Steinbrenner
Executive Director of Facilities

(360) 604-4077



From: Susan Steinbrenner
Sent: Monday, November 2, 2020 4:50 PM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Subject: RE: School Impact Fee Question

I've had a couple of conversations with Brent, but I am not sure what the resolution is – Brent wanted the District to make an exception, but like I said, we aren't in a position to change the timing of collection since that is a City code. I was copied on Steve's letter, but from what I understand, Brent is working with Chad on a resolution. Attached is the last correspondence I had from Brent.

Susan Steinbrenner
Executive Director of Facilities
(360) 604-4077
The logo for Evergreen Public Schools, featuring a stylized green tree icon to the left of the text "Evergreen Public Schools" in a blue sans-serif font.

From: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Sent: Monday, November 2, 2020 3:05 PM
To: Susan Steinbrenner <Susan.Steinbrenner@evergreenps.org>
Subject: RE: School Impact Fee Question

Sue,
The City is considering the timing of assessing impact fees but that won't happen for a little bit. In the meantime we have the two projects I spoke to earlier that have both made requests of the City to allow them to pay the SIFs that are currently active. In my conversations with Brent he mentioned the district was aware of Acerro's request and that Steve H. had spoke to you all about this. I asked Greg McGreevy with Hurley's team to contact you but that sounds like it hasn't happened.

From: Susan Steinbrenner <Susan.Steinbrenner@evergreenps.org>
Sent: Monday, November 2, 2020 2:46 PM
To: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Subject: RE: School Impact Fee Question

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

Hi Jason,
All is quiet on this end, except that we don't have kids in school! So far, nobody from Hurley has reached out about the 5th Plain Creek project, but our position would be the same as the Acero project, in that the district is not in a position to revise the fee amount since the City establishes the timing of when impact fees are collected. I heard from Chad that the City is considering revising the code so that impact fee rates would be calculated and collected when the building permit is issued, which we would support as I'm fairly certain other districts would support as well. I would be happy

to set up a meeting with the other districts if you think that would be helpful.

Susan Steinbrenner
Executive Director of Facilities
(360) 604-4077



From: Nortz, Jason <Jason.Nortz@cityofvancouver.us>
Sent: Monday, November 2, 2020 2:22 PM
To: Susan Steinbrenner <Susan.Steinbrenner@evergreenps.org>
Subject: School Impact Fee Question

Sue,
Hope this email finds you well. The last we talked about this issue it was in regard to the Accero Parkside project. We received a similar request from Hurley's project at 5th Plain Creek. Has anyone from his team contacted you about this?



November 23, 2020

Chad Eiken/Director
Eric Holmes/City Manager
City of Vancouver
415 W. 6th Street
Vancouver, WA 98660

Chad and Eric:

Thank you for including us in your analysis of changing the MFTE rental rates for the City of Vancouver. Please see our attached worksheet providing our analysis on the effects this will have on the marketplace.

We believe the goal is to provide affordable workforce housing for Vancouver. The change you have proposed will be applied to all new proposed projects going forward. As outlined this will save individuals who occupy these new units the \$483 monthly or \$5,796 annually.

Our understanding is that the State of Washington provided the MFTE program so that Cities could incentivize housing production in their communities to benefit the entire Community. Originally both Portland and Vancouver did not require affordable units to be set aside as each set aside unit reduces the value of the incentive and makes it less likely that new units will actually be added. While this was the case Portland's SMSA (until the incentive was removed in Portland in 2007) achieved rent levels that were approximately 30% less than Seattle and an individual at 60% of AMI could afford a 2 bedroom apartment. Since the incentive was removed and additional affordable requirements imposed this incentive was insufficient to continue adding housing that kept pace with demand. As a result, today it takes approximately 130% of AMI to afford a 2 bedroom unit in the Portland SMSA.

The reason for this is as follows:

When you lower the rent on the 20% of the units gaining a lower affordable unit you raise the rent required to rebalance the revenue on the 80% of the remaining units. Your analysis provides the following rental rate decreases:



	Potential Savings	Additional Cost to 80% units
Average MFI %	(\$483)	\$121
Studio	(\$517)	\$129
1BR	(\$621)	\$155
2BR	(\$726)	\$182
3BR	(\$800)	\$200

So going forward the average market rate units in Vancouver will have to rise an additional \$121 monthly or \$1,452 to produce the same average revenue to the community.

Using a 150 unit project the number of affordable units that will receive this discount will be 20% or 30 units. These 30 units will save on average \$483 month or \$5,796 annually. Or in total the rent savings from all 30 units will be \$173,880 annually.

The cost of this increased incentive is on average \$121 to each of the market rate units in downtown Vancouver. We estimate that today we have 2,000 units in downtown. To rebalance the required rents each of these units market rents will have to increase on average \$121 monthly to offset this incentive or \$1,452 annually. This translates into a cost of higher rents in the City of \$242,000 monthly or \$2,904,000 annually or said another way an additional annual expense of \$96,800 to market rate units in the City for each of the 30 affordable units in this example. The MFTE affordable benefit is only 8 years, however without this incentive to encourage new development the increased monthly cost goes on into the future until the incentive requirement is reversed and then would rebalance through an increased supply of units over time.

Adopting this additional incentive will have a number of what we believe are unintended consequences. First if this proposed requirement was in place we would not have been able to finance either Vancouver Center or Block 10. As it was we had to subsidize the capital requirements in order to successfully close these two new developments. Had we not financed these the amount of sales tax we are paying on the projects would not be paid, we would also not be paying property taxes on these communities after the MFTE time period expired, there would be approximately 300 less individuals living in downtown supporting local businesses. The cost to the City of Vancouver would quickly escalate into millions of dollars and lower values on the commercial buildings from the lack of density and individuals in downtown.

If the objective is to have 30 units with these lower rents a voucher program would be dramatically less expensive than burdening new projects with these requirements.



We understand that we are developers and there are those that feel “developers only care about making more money” so they discount our opinions and the actual effect that their decisions have on the market place. What we suggest is to Hire an expert economic forecaster to run a model of these requirements looking at the full housing market costs and benefits. If the conclusions differ greatly from what we have outlined send us the bill and we will pay it as a contribution to the struggling families in our community.

If you would like more affordable housing for our workforce then we are pleased to work with the development community to provide you with a full list of recommendations. The key is to remember when you make housing more expensive you actually do make it more expensive. That said if you want to make it more affordable we are a willing partner to work with you to find ways to have the City succeed, to provide housing at lower rents to individuals and families and to provide for increased revenues to the City without raising taxes on your in place businesses.

This would seem to be a great way to bring together our community around a noble goal that will benefit our community for generations. We stand ready to engage with you in this effort.



Clyde Holland
CEO/Chairman
Holland Partner Group

cc: Greg Daniels
Jamison Loos

Vancouver MFTE Program Change Analysis
11/20/20

Current Rent Summary (8-Year MFTE Abatement)	Average Rent (Monthly)	Average Rent (\$/SF)	Average SF
Market Rate Rents (New Construction)	\$1,911	\$2.53	754
Portland MSA Affordable Rents (100% AMI)	\$1,507	\$2.00	754
Vancouver Discounted Affordable Rents (75% AMI)	\$983	\$1.30	754

Market Rent to Cover Vancouver Affordability	Average Rent (Monthly)	Average Rent (\$/SF)	Average SF
Market Rate Rents Increased to Offset Vancouver 75% AMI			
Discounted Affordability (New Construction)	\$2,042	\$2.71	754
Vancouver Discounted Affordable Rents (75% AMI)	\$983	\$1.30	754

Market Rent Increase Summary	Average Rent (Monthly)	Average Rent (\$/SF)	% Increase
Market Rate Rents (New Construction)	\$1,911	\$22,932.00	
Market Rate Rents Increased to Offset Vancouver 75% AMI			
Discounted Affordability (New Construction)	\$2,042	\$24,504.00	
Total Increase	\$131	\$1,572.00	6.86%

8-Year MFTE Abatement	% MFI	0 Bdrm	1 Bdrm	2 Bdrm	3 Bdrm
Proposed Vancouver Discounted Rents (70% AMI)	\$1,128	\$1,209	\$1,451	\$1,668	\$1,870
Current Portland MSA Affordable Rents (100% AMI)	\$1,611	\$1,726	\$2,072	\$2,394	\$2,670
Difference	(\$483)	(\$517)	(\$621)	(\$726)	(\$800)

INCREASE IN MARKET RATE UNITS
TO PROVIDE THE ADDITION BELOW
MARKET RATE

\$121

\$129

\$155

\$182

\$200

150 UNITS

30 AFFORDABLE UNITS
@ \$493 SAVINGS

\$14,490/monthly

\$173,890/Ann

EST 2000 UNITS IN
VACUUM PAY HIGHER
RAT.

2000 x 121

242,000/monthly

2,904,000/Ann

Developer Feedback on MFTE Program

City Listening Sessions: Sept-Nov 2020

Summary

City staff held a series of four listening sessions (by video conference) with development stakeholders, most of whom have recently participated in the city's Multi-Family Tax Exemption (MFTE) Program. Meeting invitations were sent to 50 developers or consultants familiar with the program, and approximately 25 people participated in the meetings. The sessions were held on September 21 (two sessions), and on November 20 and 23.

Attendees included: Matt Grady, Fred Dockweiler, Ian Johnson, Phil Hays, Dave Campos, Garret Hodgins, Elie Kassab, Tim Leavitt, Ryan Zygar, Greg Daniels, Jamison Loos, Alkash Patel, George Diamond, Marc Heffron, Dave (Alliance Residential), Greg McGreevey, Patrick Ginn, Phil Wuest, Scott Vanderhofen, Frank Stock, Albert Angelo III, Dean Kirkland, Victoria Kirkland, Dana, Peggy Sheehan (City) and Chad Eiken (City). Phil Wuest, Lance Killian, and Clyde Holland sent more detailed written comments after the listening sessions, some of which are included below.

Below is a summary of comments received at the meetings and in subsequent emails from stakeholders:

- Rents for Clark County and Vancouver are likely much lower than what we would find if we only looked at newer projects, because the studies include housing stock that is 10-20-or more years old, which have much lower rents because they are older and possibly in poor shape.
- The City should be accounting for the “bump” in net income that Vancouver residents receive compared with Portland residents, who have to pay state income tax. Their point was that yes, incomes and rents are higher in Portland, but should be “grossing up the incomes” to reflect a true picture of the difference in incomes, which might show that it is not a 30% difference.
- Land, soft costs (engineering, architecture) and construction costs are the same as Portland (except downtown Portland), but that in Vancouver, there is sales tax on construction which Portland projects do not have. One developer stated that the tax benefit sometimes is enough to just cover the sales tax on construction.
- The City should consult with housing developers who specialize in affordable housing to understand how to make sure that affordable housing can be developed in the City of Vancouver.
- Affordable housing will not be feasible without public subsidy/support and understanding what may be necessary is critical to actually achieving the intended outcome of affordable housing being constructed.

- How important is increasing housing supply in urban/targeted areas? The MFTE program was created on a certain premise which still holds true and in some respects is even more exaggerated now with increased costs, accelerated climate change, etc. Certainly any incremental costs makes the feasibility of underwriting a project more challenging – other factors (market rent, etc.) being held constant.
- There is a common mis-conception that multi-family housing has a high return profile – that is not correct...these projects have fragile under-writing. Typically multi-family housing has one of the lowest return and highest equity profiles (for various reasons) of most real estate product types. The MFTE program has made a material difference in the expansion of the urban housing supply and density (particularly in downtown Vancouver) which is now gaining some momentum.
- Adding a fee in lieu seems reasonable (and for the right cause), it is additional cost and at a minimum should be considered in light of any other fees or charges that the City might consider increasing or imposing over time (cumulative effect can be very real).
- Is affordable housing important in urban areas (yes!)? Adjusting the AMI levels to the actual levels in Clark County makes sense, but will further complicate the underlying feasibility of affordable housing. Affordable housing simply does not pencil without public subsidy, and as we all know communities need to be doubling down on expanding affordable housing with the growing need (and extreme deficit that already exists).
- The MFTE program helps, but is only one of many cost-reducing structures that is required to make an affordable housing project financially feasible. This change to the AMI will effectively reduce the revenue potential of an affordable housing project, making it that much more challenging to under-write and may have the un-intended consequence of constraining supply.
- Has the Council explored other ideas like tax increment financing (which can be plowed back into affordable housing programs) within these prescribed areas as a means of helping support more affordable housing, or looked at other jurisdictions for ideas on how to further enable the creation of affordable housing (ie. Oregon's passage of Measure 102 in 2018)?
- The conditional certificate for Roosevelt Commons (attached here), which we're scheduled to submit for finalization this week, requires ongoing compliance with VMC 3.22, demonstrated by annual reporting. If the draft ordinance is adopted in the current form with an effective date early in 2021, will Roosevelt Commons need to demonstrate compliance with the 80% that is currently in effect or the 55% threshold in the revised Section 3.22? As drafted, it appears to me that the project would have to demonstrate compliance with 55% AMI. If that is the case, we will remove the property from the MFTE program.

- Using Roosevelt Commons as a general example, we believe the proposed code change will work against the City's affordable housing goals. The present value of the modified MFTE program for Roosevelt Commons at 55% AMI would be about -\$154,000 over the ten year abatement period (or -\$15,400/year or -\$1,284/month). That loss arising from program participation is based on reduction in collected rents of about \$350,000 to \$400,000 measured against the benefit of the property tax savings over the same time period. Participating in a program with negative returns doesn't make sense.
- For Roosevelt Commons, a 36 unit project (each a 4-bedroom townhome) with 8 units currently rented to residents qualifying under 80% AMI criteria, the effect of the code change will be to remove the below-market-rate-rent units from available inventory. As the current leases come up for renewal, we will have to convert them to market rate if the proposed changes are adopted.
- During the stakeholder input process, we mentioned that the Vancouver AMI (as proposed) doesn't have a direct relationship to development/construction of new rental housing stock. In terms of construction costs and lending/underwriting requirements, it's a regional market. Rents are also very similar throughout the market area. I believe it will be significant challenge for market-rate projects that could otherwise provide 20% of units at below market rents at 80% AMI to be able to justify participation financially at 55% AMI.
- Because we don't believe the revised program criteria will work for project underwriting anything but project that are already receiving other subsidies, we believe that the proposed code change will result in a drop in program participation and reduction in the total number of units available at below-market rents in Vancouver.
- I trust you know we are in favor of and support affordable housing as an essential element of a healthy housing market and we are working to be part of a solution – it seems this new ordinance hasn't been fully vetted and balanced to make sure it continues to encourage and stimulate affordable housing.
- If there were lower parking ratios and opportunity for a density bonus in conjunction with MFTE program participation, that could help offset the impact of lower income limits.
- Decrease in rent revenue from the change would need to be made up from other non-restricted rents.
- I'm not sure extending the period will help. The math is really whether the annual reduction in property taxes is more or less than the reduction in rent collected. If that holds, then extending the period won't really have an impact on participation.

MEMORANDUM

TO: Eric Holmes, City Manager
CC: Richard Keller, President, City Center Redevelopment Authority

FROM: Chad Eiken, Executive Director
City Center Redevelopment Authority

DATE: December 7, 2020

SUBJECT: CCRA Recommendation Regarding MFTE Program Change

On December 3, 2020, The City Center Redevelopment Authority met at a special meeting to consider the proposed changes to the Area Median Income threshold used by the Multi-Family Tax Exemption Program. Following a presentation by staff and discussion by the board, CCRA approved the following motion:

"The CCRA Board recommends that City Council delay any decision with regard to the MFTE Program until impacts on both the market and non-market (affordable) aspects of the program can be considered in totality; and, that further study is undertaken to evaluate whether or not the proposed changes in definition of what is affordable will result in a program that will still be attractive to developers."

Motion by D. Ewing
Seconded by J. Onder

Additional comments during discussion of the motion which CCRA asked to be communicated to City Council are as follows:

- *The economy is still fragile; we are in uncertain economic times*
- *The City is attempting to jumpstart the development in the Waterfront Gateway area and CCRA is reluctant to see any changes that would make this more difficult;*
- *Housing in the downtown is subject to higher land costs versus other areas of the city and (relative to cost of construction), when you compare Portland to Vancouver, developers in Vancouver must pay sales tax on construction which adds significant cost; and*
- *The CCRA Board is very much in support of adjusting the program to incentivize the construction of more affordable housing, but further study is needed to ensure that any such adjustments do not significantly reduce the number of new units that are built.*

Motion was passed by a vote of 6-0.

Due to time constraints, full minutes of the meeting were not available in time for tonight's public hearing, but staff will be available for any questions.

November 23, 2020 - Vancouver City Council Meeting Minutes

WORKSHOPS

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

4:00-5:00 p.m. Vancouver Innovation Center

Chad Eiken, Community and Economic Development Director, 360-487-7882; Bryan Snodgrass, Principal Planner, 360-487-7952

Summary

Staff provided Council with an overview of the primary components of the proposed Vancouver Innovation Center, background information about the site, discussion to date about the project, the process moving forward, and the status of key issues.

5:00-6:00 p.m. City of Vancouver Climate Strategy

P.J. Tillman and Tristan Smit, Cascadia Consulting Group

Summary

Staff and consultants provided Council with an overview of the process used to develop Vancouver's climate strategy, and a summary of the City's greenhouse gas emissions and options for reducing emissions.

Executive Session re: Labor Negotiation Strategy (30 minutes)

Mayor McEnerny-Ogle announced the Council would be entering into executive session to discuss labor negotiation strategies for up to 30 minutes. Council was in executive session from 6:00 to 6:18 p.m.

COUNCIL CONSENT AGENDA MEETING

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

Call to Order and Roll Call

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

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

Absent: None

Also present on the call were the following: Eric Holmes, City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Jeanette Bader, Special Projects; Brian Carlson, Interim Deputy City Manager; Chad Eiken, Community and Economic Development Director; Sheryl Hale, Senior Engineering Supervisor; Aaron Lande, Senior Policy Analyst; Carrie Lewellen, City Treasurer; Peggy Sheehan, Community Development Programs Manager; Jean Singer, Capital Projects Manager; and members of the public.

Citizen Communication (Items 1-9) - see general protocol above

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

- Heidi Cody, Vancouver, spoke in support of Item 6, extension of a temporary moratorium on large-scale fossil fuel facilities.

- Teresa Hardy, Vancouver, spoke in support of Item 6, extension of a temporary moratorium on large-scale fossil fuel facilities.
- Caroline Ceravolo, Ridgefield, Washington, spoke in support of Item 6, extension of a temporary moratorium on large-scale fossil fuel facilities.
- Caleb Ceravolo, Ridgefield, Washington, spoke in support of Item 6, extension of a temporary moratorium on large-scale fossil fuel facilities.
- Jonah Kropp, Vancouver, spoke in support of Item 6, extension of a temporary moratorium on large-scale fossil fuel facilities.
- Glen Yung, Vancouver, spoke regarding Item 7 and expressed concerns about the multifamily tax exemption program, urging the City to evaluate the effectiveness and impact of the program on motivating development in Vancouver.

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

Consent Agenda (Items 1-9)

Council requested Items 4 and 8 be pulled from the Consent Agenda for separate consideration.

Councilmember Glover stated she would be recusing herself from a vote on Item 4, extension of the Celebrate Freedom contract, as she sits on the Historic Trust Board of Directors.

Councilmember Hansen stated he would be recusing himself from the vote on Item 8, adoption of a resolution requesting a broadband feasibility study, as he is employed by Clark Public Utilities.

Motion by Councilmember Stober, seconded by Councilmember Fox, and carried unanimously to approve items 1-3, 5-7 and 9 of the Consent Agenda.

1. Bid Award for 2020 Elevator Maintenance Services Project, per ITB #20-33

Staff Report 168-20

Summary

The City of Vancouver's existing contract for elevator maintenance and inspections of City buildings expired on June 7, 2020. Facilities and Procurement prepared bid documents for a new 5 year contract to include elevator preventative maintenance and inspections in all City buildings, and new installation/additions or required upgrades to the elevator systems. Procurement then posted the bid on October 8, 2020. Bids were

opened October 27, 2020.

Three bids were received for the subject project, however, one was deemed "non-responsive". The two responsive bids were \$93,241.34 annually and \$71,977.60 annually. The low bidder was responsive and responsible. The bids are as follows:

SUMMARY OF BIDS	
BIDDER	AMOUNT
George Elevator Service, LLC, Vancouver, Washington	\$71,977.60
ThyssenKrupp Elevator Corp, Portland, Oregon	\$93,241.34
Primarius Elevator, Bothell, Washington	Non-Responsive
Engineers' Estimate (Depending on required full elevator upgrades costs.)	\$50,000.00 to \$150,000.00 per year

Request: Award a Maintenance/Construction Contract for the 2020 Elevator Maintenance Services Project, per Bid #20-33 project to the lowest responsive and responsible bidder, George Elevator Service, LLC. 13208 NE 20th St. Vancouver, WA 98684, USA at their bid price of \$71.977.60 per year or not to exceed \$450,000.00 in five years, which includes Washington State sales tax; authorize the City Manager or designee to execute the foregoing contract and approve any legal action necessary to enforce the terms of the same.

Mike Shrum, Facilities Contract Services Supervisor, 360-487-8260

Motion approved the request.

2. **Professional Services Agreements (PSAs) for On Call Architecture and Engineering Services**

Staff Report 169-20

Summary

The City routinely utilizes contracts with various companies for the provision of professional services using "on-call" procedures. On-call procedures allow for a master contract establishing rates and scope to be executed without identifying work to be done, or costs incurred, until a project specific "task order" is issued. There are no costs or budgetary impacts until there is a task order and funding identified for an active project.

Most recently, in 2015, City Council authorized the establishment of two on-call contracts for professional architecture and some support engineering design services. These contracts provided the City with support services required to successfully deliver a variety of facilities capital and maintenance projects. These contracts expired in September 2020.

In June of 2020, proposals were requested for similar contracts for the years 2020 through 2025. Proposal responses were received from 26 companies. After a review of all proposals, six companies have been selected for proposed professional service contracts. The six companies are: LSW Architects of Vancouver; EL, Architects of Vancouver; Scott Edwards Architecture of Portland, OR; FFA Architecture + Interiors of Portland, OR; SERA Architects of Portland, OR; and Ankrom Moisan of Portland, OR.

- Request:
1. Authorize the City Manager to enter into a professional services agreement with LSW Architects of Vancouver; EL, Architects of Vancouver; Scott Edwards Architecture of Portland, OR; FFA Architecture + Interiors of Portland, OR; SERA Architects of Portland, OR; and Ankrom Moisan of Portland, OR, for the provision of architecture and engineering design services on an as-needed basis for five year in an amount not to exceed \$500,000 for the life of each contract.
 2. Authorize the City Manager, or his designee, to activate services to be provided under this contract with a series of specific task orders. The task order proposal provides for timely “as-needed” service provision, but within the framework, scope, and limitations of the overall master contract.
 3. Authorize the City Manager to approve any legal action necessary to enforce the terms of the foregoing agreements.

Jean Singer, Capital Projects Manager, 360-487-7755

Motion approved the request.

3. Easement Release - Sanitary Sewer

Staff Report 170-20

Summary

The property owners have granted a new sanitary sewer easement to the City of Vancouver that in combination with the two previous easements will accommodate a public sewer extension through the property. However, portions of the two prior easements will no longer be required to protect and

provide access to the new sewer facilities. The property owners have therefore requested that the City release these portions of prior easements from encumbrance.

Request: Authorize the City Manager or his designee to sign the attached easement releases.

Sheryl Hale, Senior Engineering Supervisor, 360-487-7151

Motion approved the request.

4. Celebrate Freedom Agreement Extension

Staff Report 171-20

Summary

The City has contracted with the Vancouver National Historic Reserve Trust (dba The Historic Trust) to produce the Celebrate Freedom programs since 1999. Celebrate Freedom promotes the ideals of public service, leadership, civic engagement and community pride and includes many of the City's signature events, the Marshall Lecture, Marshall Adult and Youth Leadership Awards, Flag Day, Independence Day at Fort Vancouver and the Veterans Day Parade.

With the onset of the COVID-19 pandemic in March 2020 the Trust, in consultation with the City and based on public health recommendations, cancelled all the Celebrate Freedom events in 2020. The Celebrate Freedom contract has one, two-year extension remaining. The Trust and City believe that when it is safe to do so, the community will be interested in participating in events like Independence Day and the Veteran's Day Parade and are interested in extending the contract. Due to the COVID-19 triggered recession the City is proposing reducing the Celebrate Freedom agreement from \$200,000 per year to \$170,000.

The City and Trust acknowledge that the pandemic may prevent some or all of the Celebrate Freedom events from being held in 2021 and 2022. The City recognizes that due to the need for advanced planning and non-refundable deposits on some items like fireworks, the Trust may incur expenses, which City will need to reimburse, for events that end up being cancelled.

Request: Authorize the City Manager or his designee to execute a contract extension with the Vancouver National Historic Reserve Trust for the planning, coordination and funding of the Celebrate Freedom events.

Motion by Councilmember Stober, seconded by Councilmember Lebowsky, and carried unanimously to approve the request. Councilmember Glover recused.

5. Banking Services Contract Amendment

Staff Report 172-20

AN ORDINANCE authorizing the execution of a contract amendment with Bank of America N.A., a national banking association (hereinafter “Contractor”), to continue the provision of professional banking services (hereinafter “Services”) to the City of Vancouver, Washington (“City”); authorizing a contract amendment extending the contract beyond its original five (5) year duration; providing for severability; and setting an effective date.

Summary

The City currently is under contract with Bank of America for general banking services. This includes depository account services, electronic payment services, settling credit/debit card transactions for money the City collects for its various fees and services, and other banking transactions. Council authorized the City Manager or his designee to sign banking services agreements with Bank of America from January 1, 2016, through December 31, 2020, for a total contract not-to-exceed amount of \$4,000,000. City Charter Section 11.05 requires City Council approve the execution of contracts with a duration of more than five (5) years by Ordinance.

Staff has been working on issuing a new RFP for banking services and anticipates releasing the RFP in late November 2020. Due to a delay in getting the RFP released, and then receiving responses, and negotiating a new contract, staff is requesting that Council authorize a one-year extension of the existing banking services agreement with Bank of America to expire on December 31, 2021. Staff anticipates the RFP will be released in late November 2020, and a new contract will be entered into prior to March 31, 2021. The new contract will be presented to Council for approval prior to March 31, 2021. If the same financial institution is selected, the new contract authorized by Council would supersede this amendment. However if a different financial institution is selected and the contract is approved by Council, the existing banking services would need to be extended through December 31, 2021, to allow time for checks to clear or go through the unclaimed property process, and to transition other banking services to the new City bank accounts.

The existing banking service contract was initially estimated at a not-to-

exceed amount of \$4,000,000 over the life of the contract. In the last year of the contract, the City is fast approaching the \$4,000,000 total contract limit due to a higher prevalence of credit card utilization by City customers than had originally been anticipated. Staff is recommending adding an additional \$1,500,000 to the contract limit for a total of \$5,500,000 through the contract extension. Originally about 90% of the banking service fees paid were attributed to credit/debit card processing fees added on by Visa/MasterCard/Discover. Currently merchant service fees represent 97% of the total annual fees paid for banking services. Over the past 5-years, the City has implemented new software payment systems that allow more citizens and businesses to pay for City fees and services by credit/debit card on-line. Most recently the City implemented the on-line permit module, which has significantly increased payments by credit cards through the Community and Economic Development department. Parking is also seeing an increase as more pay stations were added.

Request: On Monday, November 23, 2020, approve ordinance on first reading, setting date of second reading and public hearing for Monday, December 7, 2020.

Carrie Lewellen, City Treasurer, 360-487-8482

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

Motion approved the request.

6. Six-month extension of temporary moratorium prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities

Staff Report 173-20

AN ORDINANCE extending the six-month moratorium enacted by Ordinance No. M-4295, prohibiting the establishment of new, or expansion of existing, large-scale fossil fuel facilities, for an additional period of six months; directing staff to continue efforts to develop recommendations addressing the circumstances necessitating the moratorium; and establishing an immediate effective date.

Summary

The current moratorium prohibits the acceptance, processing, and granting of applications for permits for establishment of new, or expansion of existing, large-scale fossil fuel facilities until December 8, 2020. This provides time for work to continue on updates to the Strategic Plan, VCCV, Title 20 updates, and the drafting of a Climate Action Plan. This extension would keep the current moratorium in place until June 8, 2021.

Request: On Monday, November 23, 2020, approve ordinance on first reading, setting date of second reading and public hearing for Monday, December 7, 2020.

Aaron Lande, Senior Policy Analyst, 360-487-8612

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

Motion approved the request.

7. Multi-Family Tax Exemption Program Changes to Area Median Income Limits

Staff Report 174-20

AN ORDINANCE related to multi-family property tax exemption, amending Vancouver Municipal Code Section 3.22.040; and providing for an effective date.

Summary

As permitted under RCW 84.14 the City of Vancouver adopted a multi-family tax exemption program in 1997 to stimulate the construction or rehabilitation of multifamily housing as part of the Esther Short Redevelopment Plan and create a more active and vibrant downtown. The MFTE program was a major part of the City's downtown redevelopment strategy and provided an incentive to attract more residents to the downtown area. Currently, the City offers the MFTE program in two designated residential target areas: The Vancouver City Center Vision Area (VCCV) and the Fourth Plain Corridor Subarea (added in 2007). The City has approved 33 MFTE program applications to date representing an estimated \$608 million in private investment. The City has approved over 2,700 units including 686 affordable units under the program.

As affordable housing became more of a crisis, state law was changed to allow the use of the exemption for affordable housing units. The Vancouver City Council enacted a modification to the city's MFTE program in January 2017. The City's 2017 modification made the following tax exemption options available to applicants:

- An 8-year exemption for market-rate projects offering public benefits negotiated through a development agreement process.*
- An 8-year exemption for projects with 20% of units affordable to households earning up to 100% of area median income (AMI).*
- A 10-year exemption for projects with 20% of units affordable to households earning up to 80% AMI.*
- A 12-year exemption for projects with 20% of units affordable to*

households earning up to 60% AMI.

As these project applications were reviewed and processed the discrepancy between the restricted income levels defined in RCW 84.14 and local median incomes of Vancouver households became apparent. RCW 84.14 defines moderate and low income “for the county where the project is located, as reported by the United States department of housing and urban development.” HUD has grouped the median income for Vancouver households in a six-county Portland metropolitan statistical area in which the current median income is \$92,100. The current median income specific to the City of Vancouver, using adjusted 2017 ACS data, is \$64,900 which is 29.5% lower than the \$92,100 Portland MSA area median income used by HUD. Using the MSA median income as the base line for income restrictions resulted in “affordable” units that were still outside the financial means of Vancouver residents.

City Council is authorized to adopt the more stringent affordability and income eligibility criteria under RCW 84.14.030(2): “The multiple-unit housing must meet guidelines as adopted by the governing authority that may include height, density, public benefit features, number and size of proposed development, parking, income limits for occupancy, limits on rents or sale prices, and other adopted requirements indicated necessary by the city or county.”

The City Center Redevelopment Authority (CCRA) per their bylaws is charged with making recommendations to City Council regarding the Multi-Family Tax Exemption Program. On September 21, City staff held a workshop with the City Center Redevelopment Authority to discuss the proposed adjustment to Area Median Income to reflect Vancouver's Median Household Income. The board agreed that affordable rents under the program should reflect rents that are based on Vancouver, versus more regionally-based incomes, but also expressed that impacts from this change to the new supply of affordable housing should be monitored over time. The CCRA will be making a formal recommendation to City Council prior to the public hearing date.

City staff are recommending using the more specific Vancouver median household income as the basis for establishing affordable rent limits. This would be accomplished by multiplying the maximum income and affordable rent levels obtained from the HUD area median income based on the Portland MSA income by 70% (a reduction of 30%).

City staff will conduct an annual analysis of the HUD area median income for Clark County in relation to Vancouver's median household income and adjust the reduction factor accordingly. This annual review will ensure that affordable housing rents stay relevant to the City of Vancouver population. Additionally, staff will monitor the future use of the affordable housing options under the program and will report any significant changes to

Council that might warrant further adjustments.

Request: On Monday, November 23, 2020, approve the ordinance on first reading, setting date of second reading and public hearing for Monday, December 7, 2020.

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

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

Motion approved the request.

8. **Adoption of a resolution requesting a feasibility study for improved broadband in Clark County by Clark PUD**

Staff Report 175-20

A RESOLUTION requesting a feasibility study for improved broadband in Clark County by Clark Public Utilities.

Summary

Access to affordable and quality broadband internet service is critical for enabling access to health care, education, employment opportunities and essential services, providing economic opportunities, and enhancing public health and safety. The COVID-19 pandemic has only increased the pressing need for countywide equitable high-speed broadband internet infrastructure. Resolution requests Clark Public Utilities District conduct a feasibility study to develop a plan that encourages, fosters, develops, and improves affordable, equitable, quality broadband within the county.

Request: Adopt Resolution requesting a feasibility study for improved broadband in Clark County by Clark Public Utilities.

Aaron Lande, Senior Policy Analyst, 360-487-8612

Motion by Councilmember Stober, seconded by Councilmember Fox, and carried unanimously to adopt Resolution M-4105 approving the request.

9. **Approval of Claim Vouchers**

Request: Approve claim vouchers for November 23, 2020.

Motion approved claim vouchers for November 23, 2020, in the amount of \$7,042,187.36.

Interstate Bridge Replacement Program Update

Review of Executive Steering Group Charter

Councilmember Lebowsky disclosed that she is employed by Washington State Department of Transportation.

Aaron Lande, Senior Policy Analyst, provided an overview of the proposed charter, noting it has changed very little since Council had last reviewed it in June.

City Manager Eric Holmes stated the next meeting of the Executive Steering Group (ESG) is on November 30, so this Council meeting is the last opportunity for Council to provide approval by consensus to the Mayor to endorse the proposed charter at that next meeting. He noted there would be multiple touches with Council in the future to provide updates on the steering committee's work, and future actions would be previewed with the Council. He noted staff would generally avoid seeking a formal vote from Council on such items in the event there are small changes to the documentation being considered between the time when Council reviews it and when it is voted on by the ESG.

Councilmember Stober stated he is generally supportive of the efforts of the ESG, but urged the group to give ample opportunity and in a sufficient platform for citizen representatives to provide their perspectives and feedback to avoid some of the failures of the previous Columbia River Crossing project.

Council provided approval by consensus for Mayor McEnerny-Ogle to endorse the draft ESG charter.

Citizen Forum - see general protocol above

Mayor McEnerny-Ogle opened the Citizen Forum and received the following testimony:

- Jayne Haygood, Vancouver, expressed concerns about the proposed Vancouver Innovation Center and urged the City to work with the developers to conserve the urban forest located on the site as much as possible.
- Anna Sjoberg-Smith, Vancouver, expressed concerns about the proposed Vancouver Innovation Center and its impact on the tree canopy and parks deficit.
- Justin Smith, Vancouver, expressed concerns about the proposed Vancouver Innovation Center and its impact on the tree canopy and parks deficit.
- Mohammed Maraee, Vancouver, expressed concerns about the proposed Vancouver Innovation Center's impact on traffic in the vicinity of the site, as well as a lack of greenspace in the current proposal.

- Kathleen Mathieson, expressed concerns about the proposed Vancouver Innovation Center and its impact on the tree canopy and parks deficit.
- Rose Toombs, Vancouver, expressed concerns about the proposed Vancouver Innovation Center and its impact on the tree canopy and parks deficit.
- Don Steinke, Vancouver, urged the City to aim high in its climate action targets and involve other regional agencies in developing the climate action strategy.
- Alona Steinke, Vancouver, urged the Council to extend the moratorium on large-scale fossil fuel facilities, and expressed concerns about the transport and storage of liquified natural gas.

Adjournment

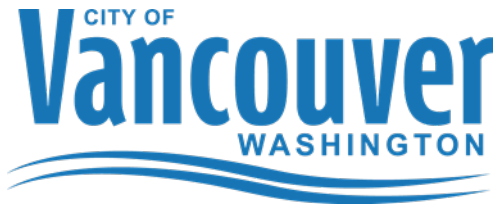
7:30 p.m.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

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



Memorandum

DATE: December 14, 2020

TO: Vancouver City Council

FROM: Chad Eiken, Director, Community & Economic Development Department; Bryan Snodgrass, Principal Planner, Community and Economic Development Department

RE: December 21 Council workshop review of proposed Vancouver Innovation Center proposal.



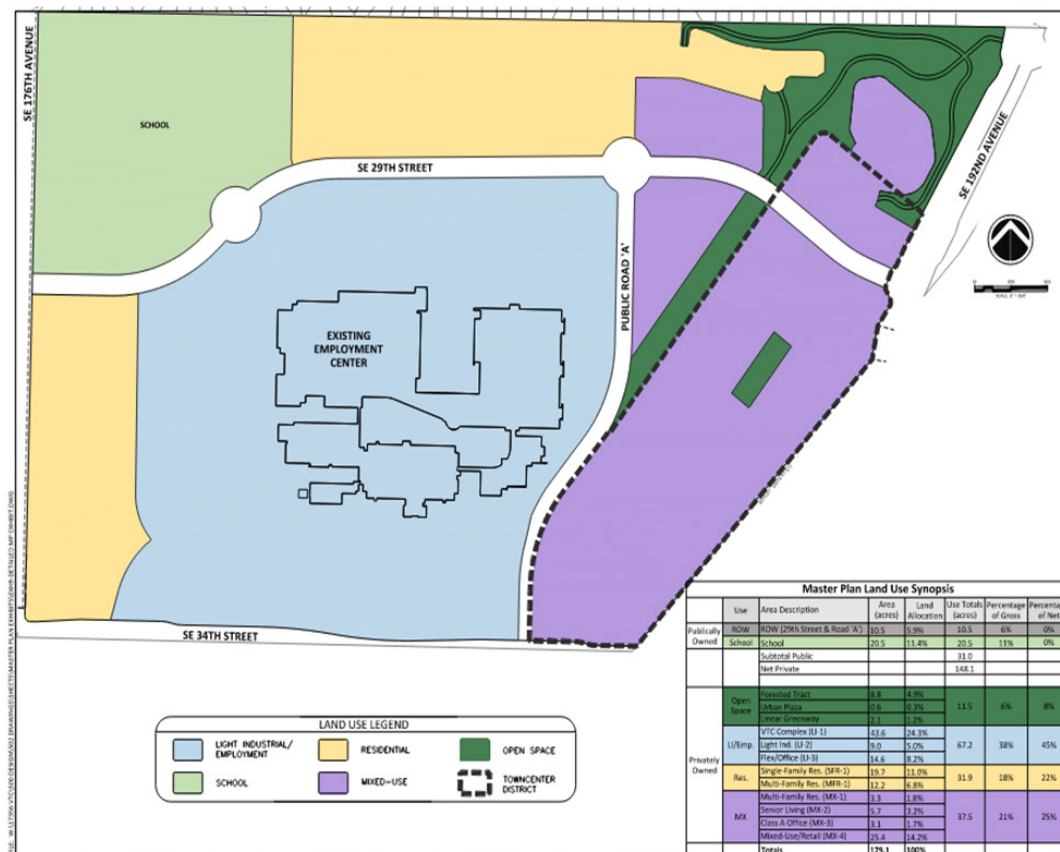
The proposal for a Comprehensive Plan and zone change, Mixed Use Master Plan and associated Development Agreement for the 179-acre Vancouver Innovation Center site is currently under Planning Commission review, with a final Commission workshop scheduled for January 12 and a Commission public hearing scheduled for January 26. The December 21 Council workshop follows

earlier Council review on November 2 and November 23. Council hearings have not yet been scheduled but are anticipated in February and March.

The purpose of the December 21 workshop is to update the Council on key issues that have emerged from Planning Commission and community input over the last several months, and identify other issues of concern and any additional information needed. City Councilmembers are encouraged to provide general direction, but should not make up their minds on the proposed designation changes to the Comprehensive Plan and zoning maps, or the proposed Master Plan until the public hearing.

Staff contact for the proposal is Bryan Snodgrass, bryan.snodgrass@cityofvancouver.us. City Community and Economic Development, Parks, Transportation and Forestry staff as well as applicant representatives will attend the workshop and be available to answer questions.

To recap, the Vancouver Innovation Center (VIC) proposal consists of a proposed Comprehensive Plan and zone change from Light Industrial/IL to Commercial and Mixed Use/MX, as well as approval of a Mixed Use Master Plan and an associated Development Agreement. The proposal would first retain and improve an existing 47-acre light industrial building complex at the center of the site, and then develop the remainder of the site with a range of employment, residential, and public or publicly accessible uses over 15 years according to the proposed Master Plan:



- The blue light industrial area in the middle of the site with the existing 700,000 square foot building complex will be retained and improved with an intended future yield of approximately 3,000 jobs, up from 1,000 jobs currently. An additional 500,000 to 900,000 square feet of new industrial buildings elsewhere in the blue area are envisioned to accommodate 1,600 to 2,500 additional jobs.
- In the tan residential area at the north edge of the site 125 to 190 single family units are planned, with 90-290 medium-density multi-family units envisioned in the tan area on the west edge of the site.
- The light green area in the northwest corner is envisioned as a public middle school site employing approximately 130 persons.
- Two major public roadways are planned to serve the site, SE 29th Avenue running east-west, and Road A running north-south.
- The purple mixed use area in the eastern portion of the site is intended primarily for mixed use buildings with multi-family housing over retail, as well as individual apartment buildings and a senior housing facility. At buildout this area is envisioned by the applicant to accommodate 300 to 575 new jobs and 540 to 610 multi-family units. A senior housing facility with 250 units is also planned in this area.
- Approximately 19 acres of green open space are proposed, through the retention of some of the forested area in the northeast portion of the site, a linear greenway extending from the forested area, and a separate urban plaza within the purple mixed use area. The egg-shaped purple area in the far northeast of the above Master Plan will also likely become part of a privately accessible park based on recent and ongoing discussions between the applicant and City parks staff. See slide 15 of the December 8 Planning Commission workshop [presentation](#), as well as additional key issues discussion in this memorandum.

In total 5,000 to 6,400 jobs are envisioned by the application at buildout, along with 1,100 to 1,300 residential units. Again, full build-out of the site is anticipated to occur over a period of about fifteen years. A full set of recent application materials from November 3 is [here](#), with an executive summary beginning on page 7. Renderings of bird's eye views of the site from various angles at buildout begin at page 66.

The proposal, if implemented as envisioned appears able to demonstrate consistency with applicable rezone, Mixed Use Master Plan and Development Agreement criteria, in staff's view. The following summarizes key issues discussed at the Planning Commission, most recently on [December 8](#), as well as at the November 23 City Council workshop:

Appropriate Site Zoning: Two Planning Commissioners have indicated continued concern about removing the existing IL zoning on the site, and losing the ability for the full site to develop with industrial users through either demolition of the existing industrial building complex, or development around it. At the upcoming January Commission workshop staff will share recent consultant findings regarding industrial viability of the site. Although the site is proposed to be converted to MX zoning, the Master Plan envisions retaining and improving the existing central industrial buildings, adding 500,000 to 900,000 square feet of additional light industrial building space, and other mixed use and commercial activities, which the applicant projects will

yield a total of 5,000-6,400 jobs at the site at full buildout. By comparison the Clark County Vacant and Buildable Land model estimates that a generic vacant 179-acre industrial property would produce approximately 1,500 jobs. If the property zoning remains IL, future development would occur through individual site plan applications rather than a comprehensive master plan review, with no assessment of Park or School Impact Fees, no requirement for usable open space, and likely no opportunities to establish a school or park on the site.

Open Space/Park Issues: As noted, in recent discussions the applicant and City staff have reached conceptual agreement regarding the general location of publicly accessible park space in the northeast portion of the site, with continued talks focused on potential amenities, management terms and related issues. With this the proposal would include approximately 19 acres of usable open space in the site to serve residents and employees of the site and surrounding neighborhoods, and modestly reduce the areawide deficit of parks and open space. Locating the park in the forested area can also facilitate greater retention of trees than would otherwise occur.

School Site Status: Evergreen School District officials indicate that their capital plans call for acquiring land for a future middle school to accommodate growth, and district Board authorization to begin negotiations regarding this site is anticipated shortly. Middle schools typically have a free-standing covered play area, and sports fields. The District envisions engaging the community for input during school design, and work to coordinate any pedestrian paths facilitating access from nearby residential areas. School officials have indicated that there is currently adequate capacity in the middle school that serves this area, so the acquisition of this site would be intended to accommodate future growth in the area, perhaps as much as five or more years from now.

Traffic Impacts: The applicant's traffic study recently submitted and reviewed by City staff indicate that full buildout under the proposed MX zone would produce a similar number of total vehicle trips per day as the existing IL zoning, approximately 30,000 trips per day. However, the traffic study also indicates that impacts would be significantly less under the MX proposal, since the range of uses envisioned would result in staggered rather than peak hour traffic, with a significant number of trips being internal to the site only, or pass-by trips that would have occurred regardless. The traffic study at staff's request also examined eleven intersections in the surrounding area, with the following findings:

- Even if the proposal site is not further developed, four of the studied intersections are projected to no longer meet City Level-Of-Service standards by 2036 because of traffic increases from other development: SE 192nd Avenue at the 20th, 25th and 34th Street intersections, and SE 176th Avenue at 20th Street.
- If the site develops under MX zoning as proposed, three additional studied intersections would also fail to meet City standards or have insufficient queuing storage by 2036, at one of their movements: SE 29th Street at the 164th and 176th Avenue intersections, and SE 34th Street at Hiddenbrook Drive.
- Preliminary recommendations at the site are to extend SE 29th Street and SE 184th Avenue through the site as indicated in the Master Plan, with bicycle and pedestrian facilities on both. A signal should be installed at the intersection of 29th Street and 192nd Avenue, and roundabout installed at the intersection of 29th Street and 176th Avenue.

- Preliminary off-site recommendations include striping, lane storage or signal phasing improvements at the intersections of 34th Street and 192nd Avenue, and 29th Street and 164th Avenue. Proportionate share improvements should also be made to improvements at the 192nd Avenue and SR-14 westbound ramp. Improvement should also be made at the 20th Street/192nd Avenue, 20th Street/176th Avenue and 25th Street/192nd Avenue intersections.
- In addition to these LOS-driven improvements, opportunities for traffic calming on 172nd will be explored as warranted, and the applicant will be asked for support of complete streets improvement on 34th Avenue.
- In addition to the above, staff is exploring the role of transit, both provided by CTRAN and potential shuttle services provided by the project, as part of a comprehensive traffic impact mitigation strategy.

Parking Plan: MX standards require a parking plan indicating how uses can provide sufficient and coordinated parking to avoid off-site impacts, which the applicant is further developing.

Development Agreement: A Development Agreement (DA) is proposed to oversee various aspects of the proposal, many of which are still being formulated. When finalized the DA will at minimum address the following:

- Final transportation provisions and mitigation requirements
- Park and open space provisions and requirements
- Development sequencing. MX standards allow no more than 50% of any major use type to be occupied until at least 25% of all other major use types in the Master Plan are occupied. Staff is exploring a modification to this requirement that would favor employment uses, and fully allow the improvements to the existing industrial buildings to occur prior to other development as indicated by the applicant. A standard based on construction or land use approvals rather than occupancy would also be more easily administered.
- Amount of development allowed. MX standards require specifying the location of all proposed structures, which may not be feasible for a 179-acre site where all future development specifics are not known at that level of detail. However, to ensure a measure of predictability, staff proposes future development in the various portions of the site be limited to the ranges proposed by the applicant, noted in this memorandum. Development outside those ranges would require formally amending the Master Plan, which would include Planning Commission and City Council review of proposed changes.
- Design standards. The applicant's proposed design standards are on page 59 of the November 3 [submittal](#), and are still being reviewed by staff. Concerns were raised by one Planning Commissioner about the adequacy of the standards, particularly with regards to the street front pedestrian experience.
- Climate and sustainability. The mix of uses- including jobs, amenities, open space, housing and potentially a future school- as well as multimodal infrastructure included in the proposal allows people to more easily more walk, bike and roll for some of their trips, which reduces for vehicle trips and resulting emissions. The proposed park land and retention of trees can also address climate and sustainability considerations in a manner beyond what is likely to occur under the existing zoning.
- Other implementation provisions

Public and Stakeholder Input: Approximately 35 written comments from area residents have been received thus far. Concerns raised range from impacts from traffic and housing on the site, impacts to public services, and a desire to retain all or most of the undeveloped portion of the site as a natural area or park. See Attachment B at end of November 10 Planning Commission staff memo for comments through [October 26](#), and here for comments from [October 27 to November 10](#). More recent comments are at the end of the staff [memorandum](#) for the December 8 Planning Commission workshop, and in [citizen communication](#) on that date. The applicant team has also reached out to the local community through hardcopy mail, and virtually.

Task Force on Council Representation



December 21, 2020

Aaron Lande, Senior Policy Analyst
Jeff Swanson, Consultant/Facilitator

Outline

- Task Force Work Since September 21 Workshop
 - Public Involvement
 - Development of Recommendation
- Recommendation of Task Force
- Discussion/Q&A

(Prior workshop slides attached as background)

Public Involvement Summary

- Outreach and Engagement Period: October 1st thru 30th
 - Be Heard Vancouver Project Page w/ Survey Link
 - 2 Virtual Open Houses
 - 2 Be Heard Vancouver Newsletter Email blasts
 - Over 1,000 recipients
 - Vancouver Connects Newsletter Email
 - Over 10,000 recipients
 - Weekly Email Newsletter Blast to Neighborhood Associations
 - Numerous Facebook, Twitter, Instagram, and Next-door posts
 - Re-shared by community organizations representing residents of color

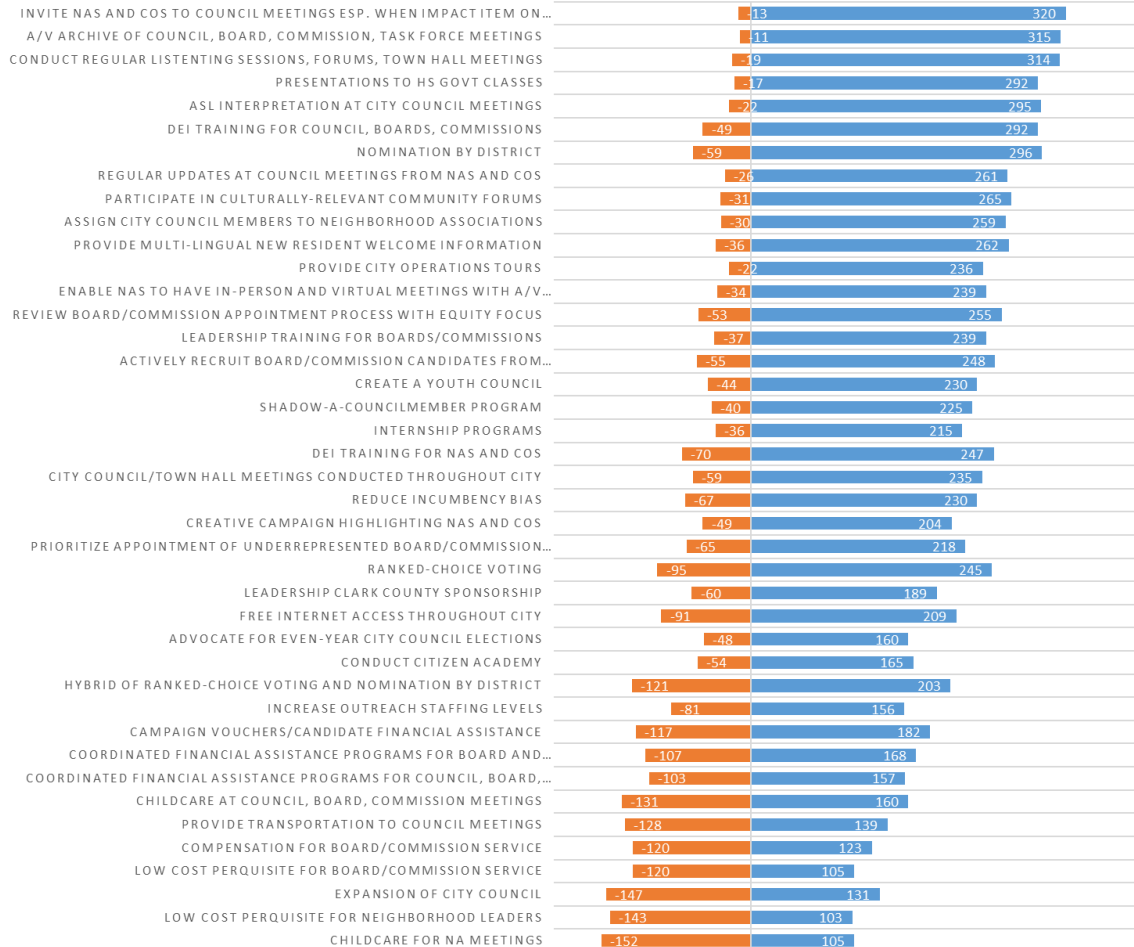
Public Survey Results

- Scale Used:
 - “Strongly Agree”
 - “Agree”
 - “Neither Agree nor Disagree”
 - “Disagree”
 - “Strongly Disagree”
- Caveats of Community Survey results
- Positivity analysis: controlling for under-response and indifference

Answer Positivity

Agree or Strongly Agree

Disagree or Strongly Disagree



Question

Task Force Ranking of Proposals (Top 5 Ranked)

Proposals Receiving 3 Votes

1. Nomination by District
2. Ranked Choice Voting (RCV)
3. (TIE)
 - Assign Council Members to Neighborhood Associations
 - DEI Training for Council, Boards, Commissions



Proposals Receiving 2 Votes

5. Hybrid of Districting and RCV
6. (TIE)
 - Review Board/Commission Appointment Process Focusing on Equity
 - Conduct Council and Town Hall Meetings Around City
8. (TIE)
 - Advocate for Even-Year City Council Elections
 - Reduce Incumbency Bias
10. Presentations to High School Government Classrooms
11. Expansion of City Council Size

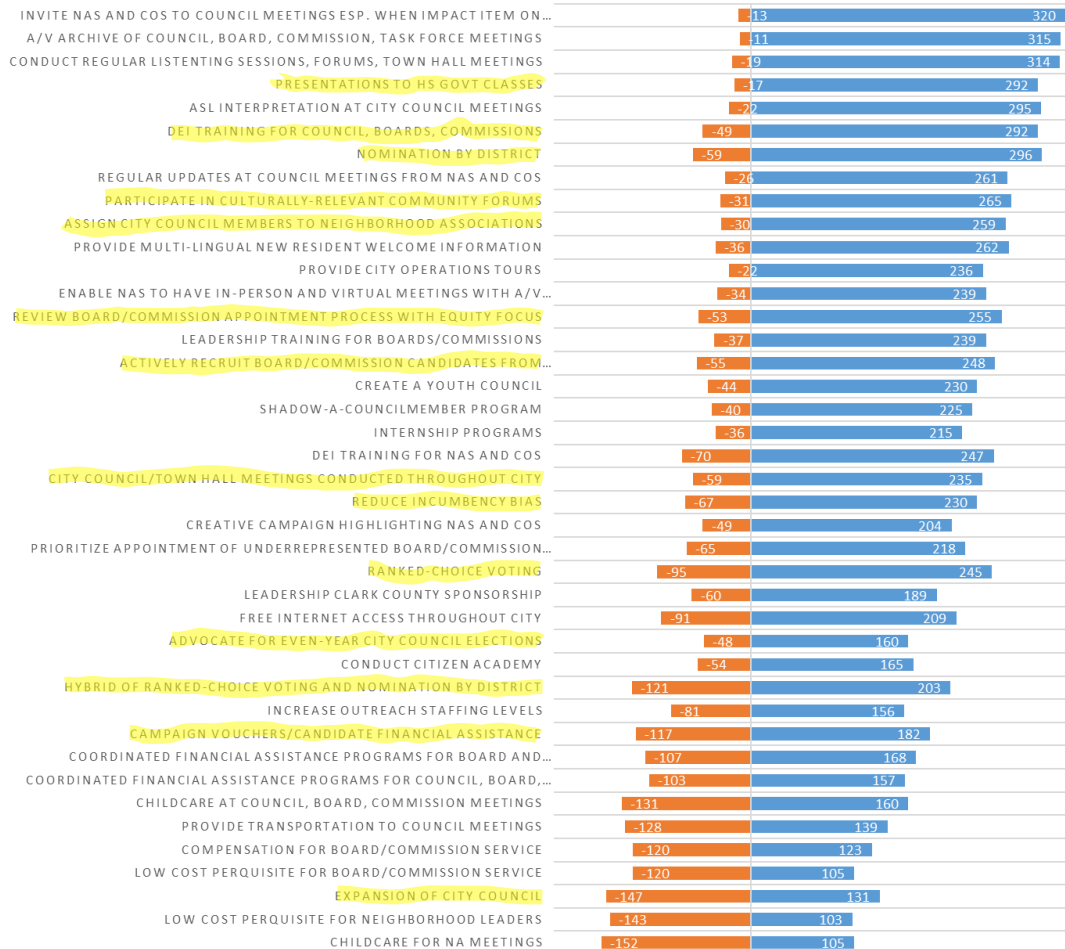
Proposals Receiving 1 Vote

12. (TIE)
 - Actively Recruit Candidates for Boards/Commissions from Underrepresented Groups
 - Campaign Vouchers/Candidate Financial Assistance
14. Participate in Culturally-Relevant Community Forums

Answer Positivity

Agree or Strongly Agree

Disagree or Strongly Disagree



Question

Q#	Strategy	Brief Description	CS Rank	TF Rank
2	B	Nomination by district	7	1
1	A	Ranked-choice voting	25	2
8	D.5	DEI training for Council, Boards, Commissions	6	3 (TIE)
17	E.1.1	Assign City Council members to neighborhood associations	10	3 (TIE)
3	C	Hybrid of ranked-choice voting and nomination by district	30	5
28	F.1.3	Review board/commission appointment process with equity focus	14	6 (TIE)
14	D.6.6	City Council/Town Hall meetings conducted throughout City	21	6 (TIE)
6	D.3	Reduce incumbency bias	22	8 (TIE)
7	D.4	Advocate for even-year City Council elections	28	8 (TIE)
41	F.4.7	Presentations to HS Govt Classes	4	10
4	D.1	Expansion of City Council	39	11
30	F.1.5	Actively recruit board/commission candidates from underrepresented groups	16	12 (TIE)
5	D.2	Campaign vouchers/candidate financial assistance	32	12 (TIE)
36	F.4.2	Participate in culturally-relevant community forums	9	14

Recommendation of Task Force

Proposals that appear simpler to implement and have broad support:

- Invite NAs/COs to Council meetings especially when an agenda item has impact
- Provide A/V recordings and archives of Council, Board, Commission, Task Force meetings
- City Council conduct regular listening sessions, forums, town halls
- *Conduct presentations to high school government classrooms and encourage voter participation
- Provide ASL interpretation at all City Council meetings
- *DEI training for Council, Boards, Commissions (***City to begin implementing in 2021***)
- Regular updates from neighborhood associations and community organizations at Council meetings
- *Participate in culturally-relevant community forums to introduce City
- *Assign Councilmembers to neighborhood associations
- Provide new resident welcome information in multi-lingual format

Recommendation of Task Force

- Complex proposals that are more challenging to implement and require additional detailed consideration and process:
 - Nomination by district
 - Ranked choice voting
 - Hybrid of districting and ranked choice voting

Nomination by District

- Districts (compared to the whole city) will make it easier for candidates to compete, and in doing so encourages participation
- Residents should vote on a new system of electing their city councilors
- A lack of representation is a root cause of apathy and citizen involvement. Wanting a change requires a change to status quo
- With census data forthcoming the timing for district formation is optimal
- With districts, we will have equal and equitable representation for all and remain united for a stronger, more inclusive Vancouver.

Nomination by District

- Survey comments and input have overwhelmingly been in support of districted voting
- 75% of those surveyed agreed to election by district - 45% strongly agreed
- Only 15% of those surveyed disagreed with districting

"Presenting in front of the city council is very intimidating. But the councilors are not. If one meets them in a supermarket or brew pub or whatever, friendly conversations ensue. But when all the councilors are from one corner of the city those who don't live in the area find it hard to have those conversations."

Ranked-Choice Voting

How does ranked-choice voting work?

- Ranked-choice voting lets voters rank multiple candidates in order of preference.
- Combines the primary and general election into one event.
- A winner is not declared until one candidate receives over 50 percent of the votes (50% plus one).



RANKED CHOICE VOTING

	1st Choice	2nd Choice	3rd Choice
Candidate 1	☐	☒	☐
Candidate 2	☒	☐	☐
Candidate 3	☐	☐	☒

Ranked-Choice Voting

The Civic Benefits of ranked-choice voting.

- Ranked-choice voting is more majoritarian than plurality voting (current system).
- Ranked choice voting saves jurisdictions money because it eliminates the need for multiple rounds of voting.
- By eliminating multiple rounds of voting, ranked choice voting avoids the decline in voter participation that occurs in most primary elections.

Hybrid/Combination

- An election system that combines the features of both districting and RCV.
 - Single or multi-member districts elected using RCV
 - Examples: 6 single-member districts and 1 at large OR 3 multi-member districts and 1 at large
- **Benefits:**
 - Districting ensures geographic diversity of elected officials, while increasing the possibility of ethnic diversity.
 - RCV may further contribute to likelihood of ethnic diversity, while also making campaigns more affordable and likely increasing participation in the process.

Hybrid/Combination (cont'd)

Hybrid Districts/Combination

Pro: Candidates campaign in a geographically smaller area simplifying process in terms of scope and cost.

Pro: Districting will generate more neighborhood involvement and ensure representation from every part of the city.

Pro: The probability of underrepresented groups elected is higher than in current election system.

Con: Although geographic diversity is assured, increase in ethnic representation depends on the people's will to run for office.

Questions and Discussion

VANCOUVER
CITY HALL



Aaron Lande, Senior Policy Analyst

360-487-8612

Aaron.Lande@cityofvancouver.us

Final Recommendation Report

by the Task Force on City Council Representation

December 2020



Task Force Members

Mary Elkin

Tanisha Harris

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Glen Yung

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Introduction and Background

In early 2019, the City of Vancouver's most-recently convened Charter Review Committee recommended the election of the City's six Council positions by geographic district. Following City Council deliberation over the recommendation, it was determined to form a Task Force to address this recommendation, with each City Councilmember appointing a Task Force member.

The Task Force Charter defines the group's purpose as being:

"...to identify, develop and recommend practical strategies and policies, including council nomination by district, that supports elected representation on the City Council that more closely reflects the Vancouver community."

Development of a Problem Statement and Identification of Barriers

The Task Force began meeting in late 2019. Their work was paused between March 2020 and June 2020 due to the COVID-19 public health emergency. When meetings could resume, the Task Force developed and adopted the following statement defining the problem and barriers to adequate City Council representation of the greater community:

Task Force Problem Statement

Setting public policy which best serves the public interest requires inclusion of diverse community perspectives. Diversity includes age, color, culture, disability, ethnicity, gender identity or expression, marital status, national origin, race, religion, sex, sexual orientation, geography and socioeconomic status.

There is a perceived lack of diverse representation on the Vancouver City Council and its appointed Boards and Commissions. Direct and indirect representation of underserved groups and neighborhoods in the community needs to improve and increase.

Low rates of citizen engagement, civic participation, and voter turnout highlight the need to increase community access to local government.

Adequate representation is inhibited by barriers, including, but not limited to:

- Accessibility of City Council and reduced public input/comment opportunities
- Lack of diversity in positions appointed by City Council
- How and when elections are conducted -
 - Voting methods which induce vote-splitting
 - Elections for City Council being held on odd-numbered years with resulting low voter turnout
- Insufficient staffing capacity to effectively liaison at the neighborhood level
- Lack of understanding of the challenges and barriers faced by diverse candidates for office in both running and winning election
- Inadequate connection to diverse communities and individuals, and lacking understanding of the practical and logistical obstacles which impede engagement

¹ See: https://www.cityofvancouver.us/sites/default/files/fileattachments/city_council/page/39754/community_task_force_on_council_representation.charter.pdf

Strategies to Address Barriers

The Task Force has identified several strategies to address barriers to Council representation. These generally are categorized as:

- Changes to voting method
- Creating geographical City Council districts
- Empowering neighborhoods and communities
- Increasing access to City Council
- Enhancing existing strategies and implementing new strategies for diversity, equity, and inclusion

The strategies considered are outlined below. Where feasible, a probable budgetary impact is also offered associated with each strategy according to the following scale of magnitude:

- Significant budgetary impact anticipated
- Minor budgetary impact anticipated
- No or insignificant budgetary impact anticipated
- Unknown budgetary impact

For example:

- A significant budgetary impact would involve hiring of additional personnel
- A minor budgetary impact would be a task, project or work item which would be assigned to current personnel requiring time, but no additional personnel to complete the task effectively
- Something of no or insignificant budgetary impact would be providing beverage service for meetings of City Boards/Commissions.

These budgetary impact estimates are not rigorously derived, however, and individual proposals would need to be detailed and vetted properly by City staff to understand the true fiscal impact.

Strategy A, Ranked-choice voting

Ranked-choice voting allows voters to rank candidates by preference rather than casting a vote for a single candidate running for a position on a ballot. Different forms of ranked-choice voting include instant runoff voting and single transferable vote. It is anticipated implementation of ranked-choice voting would result in a minor budgetary impact.

Strategy B, Nomination by district

Nomination of City Councilmembers by district involves designating geographic areas in the City where candidates would need to live to be eligible to run for that Council position. For example, a potential option includes establishing three districts and a Councilmember from within each, with three other Council positions and the Mayor being elected at large. It is anticipated implementation of nomination by district would result in a minor budgetary impact.

Strategy C, Hybrid approach involving both ranked-choice voting and nomination by district

A hybrid option implementing ranked-choice voting AND geographic districts is also a possibility, with many possible specific iterations. It is anticipated implementation of this proposal would result in a minor budgetary impact.

Strategy Set D, Increasing Access to City Council

- D.1** The City of Vancouver should consider expanding the size of the City Council from the current size (six Councilmembers plus the Mayor). A significant budgetary impact is anticipated to be associated with this proposal.
- D.2** The City of Vancouver should consider financial assistance/campaign voucher programs for City Council candidates. This proposal has an unknown budgetary impact.
- D.3** The City of Vancouver should consider charter amendments to reduce incumbency bias such as term limits and ineligibility of interim vacancy appointments to run for City Council. This proposal is anticipated to have no significant budgetary impact.
- D.4** The City of Vancouver should advocate for changes to state law to enable even-year City Council elections. This proposal is anticipated to have no significant budgetary impact.
- D.5** The City of Vancouver should provide diversity, equity, and inclusion training for City Council, Boards, and Commissions. A minor budgetary impact is anticipated.
- D.6** Reduce Citizen Participation Barriers Related to City Council Meetings.
 - D.6.1** The City of Vancouver should provide American Sign Language interpretation at City Council meetings. A minor budgetary impact is anticipated.
 - D.6.2** The City of Vancouver should provide no-cost transportation to and from City Council meetings. The budgetary impact related to this proposal is unknown.
 - D.6.3** The City of Vancouver should provide childcare at City Council, Board, and Commission meetings. The budgetary impact related to this proposal is unknown.
 - D.6.4** The City of Vancouver should deploy free internet access throughout the City. The budgetary impact related to this proposal is unknown.
 - D.6.5** The City of Vancouver should provide audio/video recordings of City Council, Board, Commission, and Task Force meetings. A minor budgetary impact is anticipated.
 - D.6.6** The City of Vancouver should conduct City Council meetings and town hall meetings at varied locations throughout the City. A minor budgetary impact is anticipated.
 - D.6.7** The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Board, and Commission candidates. The budgetary impact related to this proposal is unknown.
 - D.6.8** The City of Vancouver should conduct regular listening sessions, citizen forms, and town hall meetings. A minor budgetary impact is anticipated.

Strategy Set E, Empowering Neighborhoods and Communities

- E.1** Increased Neighborhood Outreach/Coordination.
 - E.1.1** The City of Vancouver should assign City Council members to neighborhood

associations as specific points of contact. Implementing this recommendation would likely have an insignificant budgetary impact.

E.1.2 The City of Vancouver should undertake a creative campaign highlighting the function and contribution of neighborhood associations and community-based organizations. The budgetary impact of this proposal is unknown.

E.2 Invest in Neighborhood Association and Community Organization Relationships.

E.2.1 The City of Vancouver should provide a low- or no-cost perquisite for neighborhood leaders. A minor budgetary impact is anticipated associated with this proposal.

E.2.2 The City of Vancouver should invite regular updates at City Council meetings from neighborhood associations and community-based organizations. This proposal is anticipated to have no significant budgetary impact.

E.2.3 The City of Vancouver should provide for neighborhood associations to have both virtual and in-person meeting formats with archiving of meeting proceedings for public access. A minor budgetary impact is anticipated associated with this proposal.

E.2.4 The City of Vancouver should provide childcare for neighborhood association meeting attendees. The budgetary impact of this proposal is unknown.

E.2.5 The City of Vancouver should provide diversity, equity, and inclusion training for neighborhood association and community-based organization leaders. The budgetary impact of this proposal is unknown.

E.2.6 The City of Vancouver should provide tours of City operations for neighborhood association leaders. A minor budgetary impact is anticipated.

E.2.7 The City of Vancouver should periodically invite neighborhood associations to attend a City Council meeting, especially when an item on the agenda has particular effect on that neighborhood association and its members. This proposal is anticipated to have no significant budgetary impact.

E.2.8 The City of Vancouver should have neighborhood police officers and representatives from other City departments regularly attend neighborhood association meetings. The budgetary impact of this proposal is unknown. ²

Strategy Set F, New and Enhanced Strategies for Diversity, Equity, and Inclusion

F.1 Encourage Diverse Candidates and Increase Civic Participation.

F.1.1 The City of Vancouver should sponsor participants in the Leadership Clark County program. A minor budgetary impact is anticipated.

F.1.2 The City of Vancouver should set policy prioritizing the appointment of candidates from underrepresented populations to Boards and Commissions. This proposal is anticipated to have no significant budgetary impact.

² This proposal was inadvertently excluded from the Community Survey because of an error.

- F.1.3** The City of Vancouver should review the Board and Commission appointment process with a focus on equity. A minor budgetary impact is anticipated.
- F.1.4** The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Board, and Commission candidates. The budgetary impact related to this proposal is unknown.
- F.1.5** The City of Vancouver should actively recruit candidates from underrepresented populations to serve on Boards and Commissions. The budgetary impact related to this proposal is unknown.
- F.1.6** The City of Vancouver should provide new resident welcome information in multi-lingual formats introducing City officials, Boards, Commissions, and City contact information. A minor budgetary impact is anticipated.
- F.2** Stipends and Perquisites for Board and Commission Service.
 - F.2.1** The City of Vancouver should provide free and/or low-cost perquisites for service on Boards and Commissions. The budgetary impact related to this proposal is unknown.
 - F.2.2** The City of Vancouver should provide honoraria/compensation for service on Boards and Commissions. The budgetary impact related to this proposal is unknown.
- F.3** The City of Vancouver should increase outreach staffing levels. A significant budgetary impact is anticipated associated with this proposal.
- F.4** Develop Community Leadership Capacity.
 - F.4.1** The City of Vancouver should conduct a citizen academy. A minor budgetary impact is anticipated.
 - F.4.2** The City of Vancouver should conduct culturally relevant community forums to introduce the City to diverse constituencies. A minor budgetary impact is anticipated.
 - F.4.3** The City of Vancouver should conduct leadership training for Boards and Commissions. The budgetary impact related to this proposal is unknown.
 - F.4.4** The City of Vancouver should conduct a youth council. The budgetary impact related to this proposal is unknown.
 - F.4.5** The City of Vancouver should invest in internship programs. The budgetary impact related to this proposal is unknown.
 - F.4.6** The City of Vancouver should conduct a “Shadow-a-Councilmember” program. A minor budgetary impact is anticipated.
 - F.4.7** The City of Vancouver should conduct presentations to high school government classrooms and encourage voter participation. A minor budgetary impact is anticipated.

Public Involvement Process and Community Survey

A public outreach and engagement period seeking feedback on these proposals was conducted between October 1, 2020 and October 30, 2020. The outreach efforts were designed to direct contacts to a “Be Heard Vancouver” web page for this project,³ along with a link to a community survey.

Outreach efforts included:

- Two virtual open houses
- Two “Be Heard Vancouver” newsletter email blasts reaching over 1,000 recipients
- A “Vancouver Connects” newsletter email reaching over 10,000 recipients
- Weekly email newsletter blasts to neighborhood associations
- Numerous social media posts on Facebook, Twitter, Instagram and Nextdoor, which were reshared by community organizations representing underrepresented populations

The survey itself was structured such that each proposal was briefly described, and survey respondents were asked if they agreed the proposal would improve City Council representation. The scale used to express degree of assent was:

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

Space was also provided for free form comments from respondents. The summary of survey responses including the free form comments are provided in Appendix B, and a slide deck prepared by City staff providing some analysis of these results in Appendix C.

The survey was not conducted, nor was it intended to be, in a scientifically rigorous fashion. Accordingly, the results of the survey cannot be construed to be statistically significant or generalizable. The intent of the survey was to provide some signal to the Task Force regarding the reception of the proposals developed to inform the Task Force’s process of developing a final recommendation.

A total of 404 survey responses were received, with a 67% rate of completion. The length of the survey with the large number of proposals likely deterred a higher completion rate. Additional factors potentially affecting survey results include lack of verification of respondent residency (whether they are City residents) as well as informational complexity of the proposals, i.e. dealing with issues such as ranked-choice voting and incumbency bias with little background. The anticipated direct and indirect effects of the proposals on the issue of City Council representation are themselves speculative, potentially affecting survey responses as no examples of implementation or other context were offered with the proposals.

³ <https://www.beheardvancouver.org/community-task-force-on-council-representation?preview=true>

Development of Task Force Recommendation

The Task Force held three meetings following the end of the public involvement period to develop a final recommendation to present to City Council. The first of these meetings reviewed the results of the Community Survey. Of the many ways to analyze the survey responses, the Task Force found positivity analysis to be of greater utility. In this method the responses of “neither agree or disagree” and nonresponses (i.e. respondents who skipped the proposal) are controlled for such that the agree/strongly agree and disagree/strongly disagree are compared, and the proposals are correspondingly ranked.

Figure 1, located in the figures and tables section, shows positivity analysis of the Community Survey responses using brief descriptions of the proposals.

Six of the seven Task Force members participated in a ranking exercise. Those results are attached as Appendix D. One of the six responses provided a top four ranking, while the other five responses ranked all proposals. The combined top five responses are given in Table 1 below. No single proposal received more than three task force votes.

Table 1

Proposals Receiving 3 Votes	Proposals Receiving 2 Votes	Proposals Receiving 1 Vote
1. Nomination by District 2. Ranked Choice Voting (RCV) 3. (TIE) - Assign Council Members to Neighborhood Associations - DEI Training for Council, Boards, Commissions	5. Hybrid of Districting and RCV 6. (TIE) - Review Board/Commission Appointment Process Focusing on Equity - Conduct Council and Town Hall Meetings Around City 8. (TIE) - Advocate for Even-Year City Council Elections - Reduce Incumbency Bias 10. Presentations to High School Government Classrooms 11. Expansion of City Council Size	12. (TIE) - Actively Recruit Candidates for Boards/Commissions from Underrepresented Groups - Campaign Vouchers/Candidate Financial Assistance 14. Participate in Culturally-Relevant Community Forums

Table 2, located in the figures and tables section, displays an index of the proposals along with their positivity ranking from the Community Survey and the composite result of the top five ranking exercise completed by Task Force members.

Figure 2, also located in the figures and tables section, displays the positivity analysis from the Community Survey while highlighting the Task Force’s top-ranked proposals for visual effect.

Task Force Recommendation to City Council

The Task Force’s recommendation to City Council generally consists of two major components: (1) proposals which are relatively simple and inexpensive to implement and which enjoy popular support as evidenced by the Community Survey response data, and (2) proposals which are more complex and arduous to implement, and which have varying degrees of support based on both the Task Force’s rankings and the Community Survey responses.

Table 3, located in the figures and tables section, provides a different sorting of Table 2 based on Community Survey ranking. When viewed through this sorting, among the top-ranked proposals are several which appear to be relatively simple and inexpensive to implement. Some examples of these include:

- E.2.7 – Invite neighborhood associations and community-based organizations to City Council meetings, especially when an item on the agenda has an anticipated impact or effect
- D.6.5 – Provide access to audio/video archives of City Council, Board, Commission, and Task Force meetings on the City’s website
- D.6.8 – Conduct regular listening sessions, forums, and town hall meetings
- F.4.7 – Conduct presentations to high school government classrooms about local government and encourage voter participation
- D.6.1 – Provide ASL interpretation at all City Council meetings
- D.5 – Diversity, equity, and inclusion training for City Council, Boards and Commissions
- E.2.2 – Invite regular updates at City Council meetings from neighborhood associations and community-based organizations
- F.4.2 – Participate in culturally-relevant community forums to introduce City government more widely in the community
- E.1.1 – Assign City Council members to neighborhood associations
- F.1.6 – Provide multi-lingual new resident welcome information

Other proposals may similarly offer incremental impact in terms of increasing City Council representation with relatively small expenditure of time and resources. For example, reviewing the Board and Commission appointment process with a focus on equity could be impactful while requiring little resources to complete and implement. Providing diversity, equity, and inclusion training for leaders of neighborhood associations and community-based organizations could simply mean opening participation for already-planned workshops of this type to such groups.

These simpler proposals garner consensus (or something approaching consensus) much easier than the complex proposals.

The more complex and arduous-to-implement proposals contemplated by the Task Force involve thorough development of additional details related to these proposals, composing a formal proposition to amend the City Charter, and placing the proposal on the ballot. These proposals center largely around the process by which City Councilors are elected. They are:

- Nomination by geographic district
- Implementation of ranked-choice voting
- A hybridization of nomination by geographic district and ranked-choice voting

Nomination by district was strongly considered by the Task Force because of the recommendation of the 2019 Charter Review Committee. There is no consensus among the Task Force that nomination by district will directly produce a more diverse City Council body. Districting is certain only to produce a City Council body which is diverse geographically. Task Force members recognize nomination by district – depending on its specific implementation – could make it easier for candidates to campaign for office as they might not have to run City-wide.

Ranked-choice voting was also considered by the Task Force. It is seen as compelling – again, depending on its specific form and implementation – for its potential to reduce the effects of vote-splitting and its deleterious effects on the electoral process. Again, the Task Force arrived at no

consensus on this proposal. There are also statutory limitations on certain types of ranked-choice voting: the forms which are viewed to be the most beneficial in terms of evoking the voice of the electorate.

A hybridized approach of nomination by geographic district and ranked-choice voting could provide an opportunity to realize the expected combinatorial benefits of both approaches. For example, City Councilmembers would be elected by geographic district using a form of ranked-choice voting.

In all three of the aforementioned proposals it is understood by Task Force members that implementation would likely involve appointment of additional City task forces, staff time, externally-sourced subject matter expertise, and much time to properly calibrate a proposal to refer to City Council for subsequent referral to voters.

Conclusion

Task Force members complete their assigned work grateful for the opportunity of working together and serving the community in this manner. They acknowledge the complexity and ambiguity of the task they were given, and, having thoroughly contemplated and defined what they see as the scope of issues around City Council representation, generated many ideas for City Council consideration. The proposals were considered because they are seen to have direct and/or indirect effects on issues of City Council representation.

The Task Force invites the City Council to continue to explore these issues and the ideas the Task Force generated to address them. Economic and the fiscal condition of the City will understandably affect prioritization and implementation of proposals. The Task Force, as evidenced in the problem statement and barriers identification they developed, view the issues around City Council representation and requiring consistent and continuous effort and evaluation.

Acknowledgements

We wish to thank and acknowledge the Task Force members for the many hours spent in meetings, reviewing materials, participating in community outreach, and doing excellent work together.

We likewise acknowledge City of Vancouver staff for their immeasurable contribution to this project. In particular we thank Shannon Ripp from the City Manager's Office, Public Engagement Manager Tony Ramos, and Brent Boger from the City Attorney's Office. Each contributed many hours of effort supporting the work of the Task Force and their expertise was invaluable.

The Task Force also benefitted from the expertise of subject matter experts:

- Then-City of Vancouver Communications Director Carol Bua presented information on City demographics
- Lisa Ayrault of FairVote Washington presented information on ranked-choice voting
- Rekah Strong facilitated a workshop on diversity, equity and inclusion
- Hugh Spitzer conducted a presentation on nomination by geographic district

We are appreciative of the time, insight, and expertise of these individuals.

Figures & Tables

Figure 1: Positivity analysis of Community Survey responses

Table 2: Index of proposals with Community Survey positivity ranking and Task Force ranking

Figure 2: Positivity analysis of Community Survey responses with Task Force’s top-ranked proposals highlighted

Table 3: Sorting of Table 2 by Community Survey ranking

Figure 1

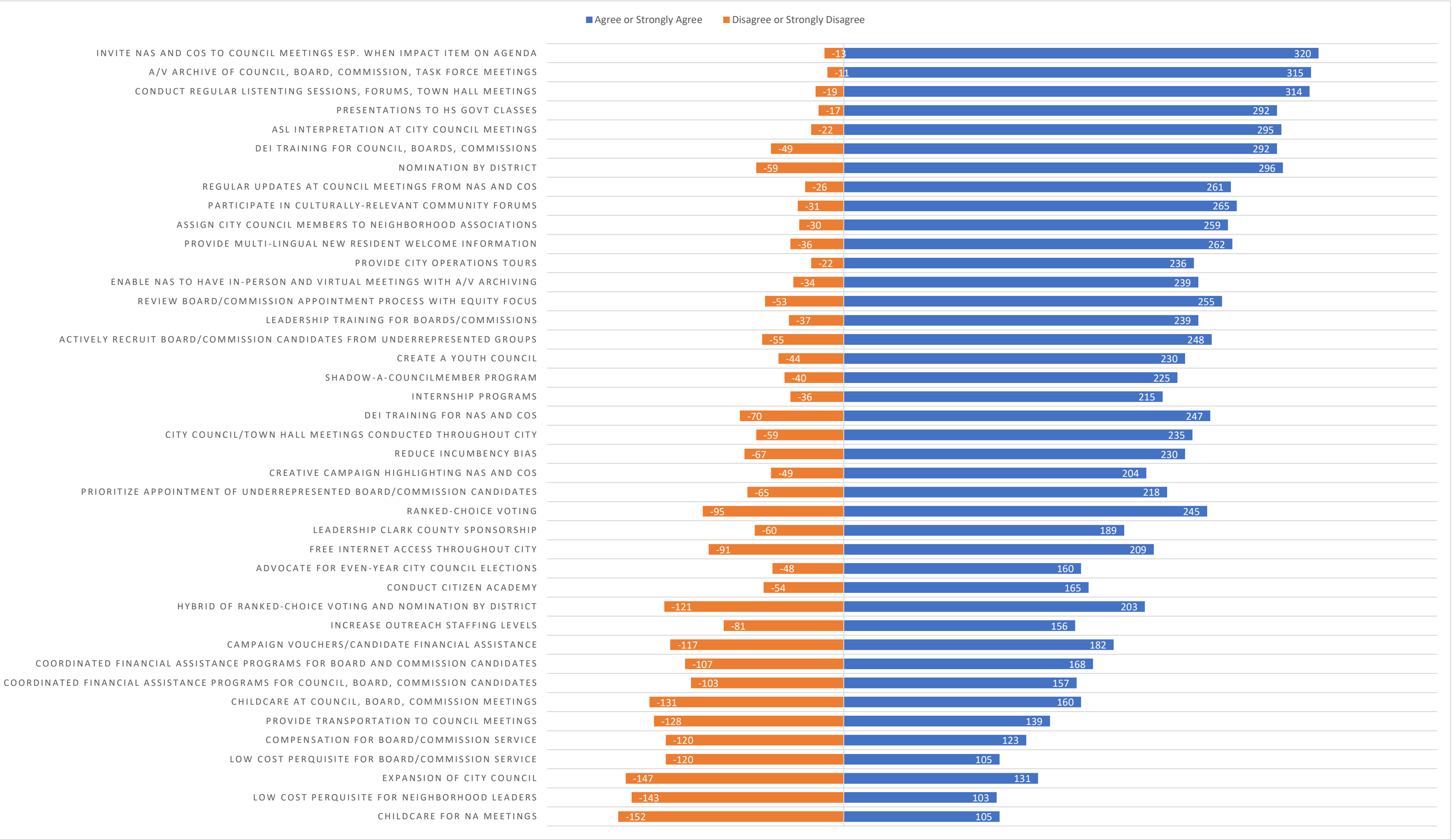


Table 2

Survey Question #	Proposed Strategy #	Brief Description	Community Survey Rank	Task Force Rank
1	A	Ranked-choice voting	25	2
2	B	Nomination by district	7	1
3	C	Hybrid of ranked-choice voting and nomination by district	30	5
4	D.1	Expansion of City Council	39	11
5	D.2	Campaign vouchers/candidate financial assistance	32	12 (TIE)
6	D.3	Reduce incumbency bias	22	8 (TIE)
7	D.4	Advocate for even-year City Council elections	28	8 (TIE)
8	D.5	DEI training for Council, Boards, Commissions	6	3 (TIE)
9	D.6.1	ASL interpretation at City Council meetings	5	
10	D.6.2	Provide transportation to Council meetings	36	
11	D.6.3	Childcare at Council, Board, Commission meetings	35	
12	D.6.4	Free internet access throughout City	27	
13	D.6.5	A/V archive of Council, Board, Commission, Task Force meetings	2	
14	D.6.6	City Council/Town Hall meetings conducted throughout City	21	6 (TIE)
15	D.6.7	Coordinated financial assistance programs for board and commission candidates	33	
16	D.6.8	Conduct regular listening sessions, forums, town hall meetings	3	
17	E.1.1	Assign City Council members to neighborhood associations	10	3 (TIE)
18	E.1.2	Creative campaign highlighting NAs and COs	23	
19	E.2.1	Low cost perquisite for neighborhood leaders	40	
20	E.2.2	Regular updates at Council meetings from NAs and COs	8	
21	E.2.3	Enable NAs to have in-person and virtual meetings with A/V archiving	13	
22	E.2.4	Childcare for NA meetings	41	
23	E.2.5	DEI training for NAs and COs	20	
24	E.2.6	Provide City operations tours	12	
25	E.2.7	Invite NAs to Council meetings esp. when impact item on agenda	1	
26	F.1.1	Leadership Clark County sponsorship	26	
27	F.1.2	Prioritize appointment of underrepresented board/commission candidates	24	
28	F.1.3	Review board/commission appointment process with equity focus	14	6 (TIE)
29	F.1.4	Coordinated financial assistance programs for Council, board, and commission candidates	34	
30	F.1.5	Actively recruit board/commission candidates from underrepresented groups	16	12 (TIE)
31	F.1.6	Provide multi-lingual new resident welcome information	11	
32	F.2.1	Low cost perquisite for board/commission service	38	
33	F.2.2	Compensation for board/commission service	37	
34	F.3	Increase outreach staffing levels	31	
35	F.4.1	Conduct citizen academy	29	
36	F.4.2	Participate in culturally-relevant community forums	9	14
37	F.4.3	Leadership training for boards/commissions	15	
38	F.4.4	Create a Youth Council	17	
39	F.4.5	Internship programs	19	
40	F.4.6	Shadow-a-Councilmember program	18	
41	F.4.7	Presentations to HS Govt Classes	4	10

Figure 2

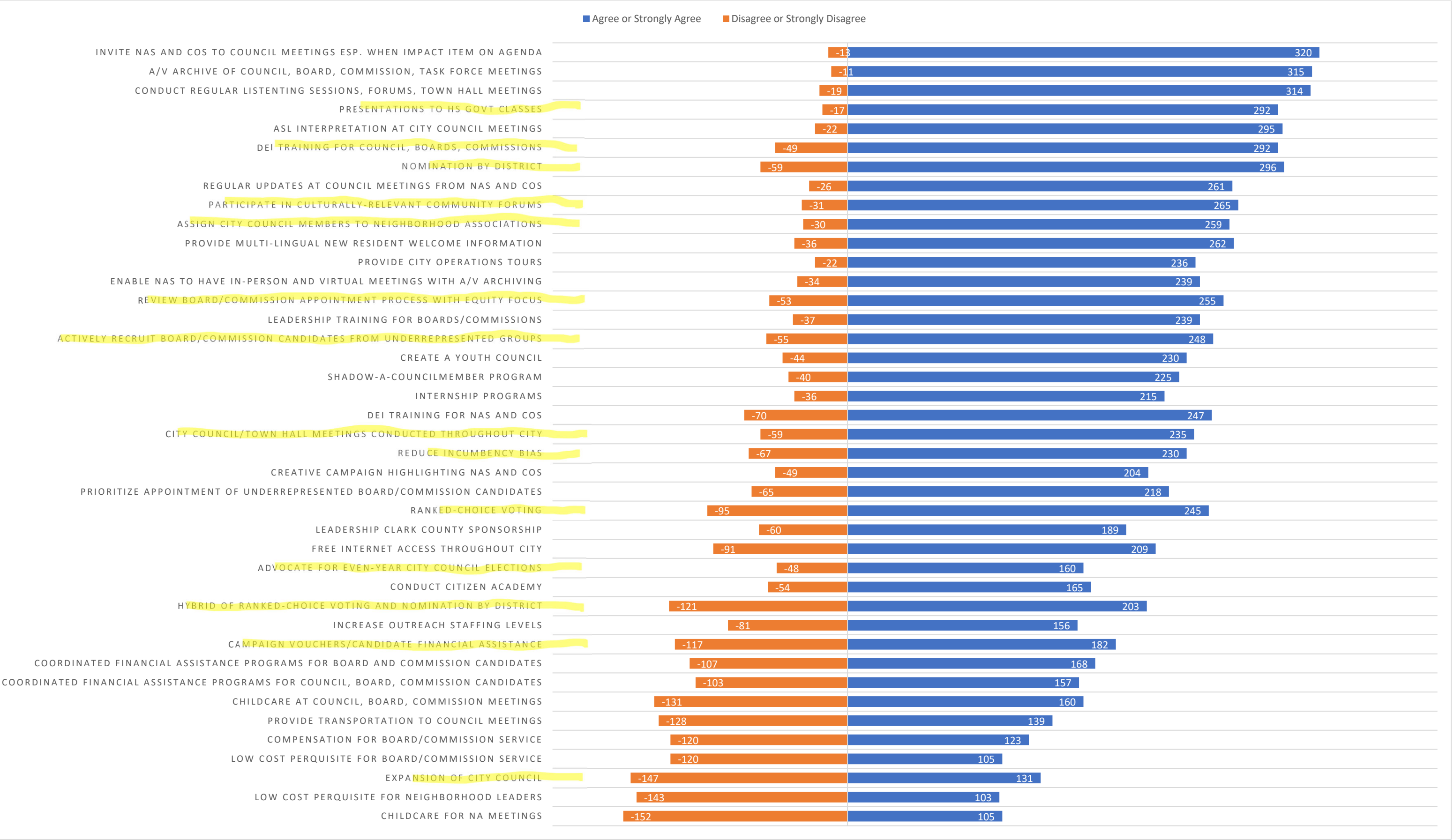


Table 3

Survey Question #	Proposed Strategy #	Brief Description	Community Survey Rank	Task Force Rank
25	E.2.7	Invite NAs to Council meetings esp. when impact item on agenda	1	
13	D.6.5	A/V archive of Council, Board, Commission, Task Force meetings	2	
16	D.6.8	Conduct regular listening sessions, forums, town hall meetings	3	
41	F.4.7	Presentations to HS Govt Classes	4	10
9	D.6.1	ASL interpretation at City Council meetings	5	
8	D.5	DEI training for Council, Boards, Commissions	6	3 (TIE)
2	B	Nomination by district	7	1
20	E.2.2	Regular updates at Council meetings from NAs and COs	8	
36	F.4.2	Participate in culturally-relevant community forums	9	14
17	E.1.1	Assign City Council members to neighborhood associations	10	3 (TIE)
31	F.1.6	Provide multi-lingual new resident welcome information	11	
24	E.2.6	Provide City operations tours	12	
21	E.2.3	Enable NAs to have in-person and virtual meetings with A/V archiving	13	
28	F.1.3	Review board/commission appointment process with equity focus	14	6 (TIE)
37	F.4.3	Leadership training for boards/commissions	15	
30	F.1.5	Actively recruit board/commission candidates from underrepresented groups	16	12 (TIE)
38	F.4.4	Create a Youth Council	17	
40	F.4.6	Shadow-a-Councilmember program	18	
39	F.4.5	Internship programs	19	
23	E.2.5	DEI training for NAs and COs	20	
14	D.6.6	City Council/Town Hall meetings conducted throughout City	21	6 (TIE)
6	D.3	Reduce incumbency bias	22	8 (TIE)
18	E.1.2	Creative campaign highlighting NAs and COs	23	
27	F.1.2	Prioritize appointment of underrepresented board/commission candidates	24	
1	A	Ranked-choice voting	25	2
26	F.1.1	Leadership Clark County sponsorship	26	
12	D.6.4	Free internet access throughout City	27	
7	D.4	Advocate for even-year City Council elections	28	8 (TIE)
35	F.4.1	Conduct citizen academy	29	
3	C	Hybrid of ranked-choice voting and nomination by district	30	5
34	F.3	Increase outreach staffing levels	31	
5	D.2	Campaign vouchers/candidate financial assistance	32	12 (TIE)
15	D.6.7	Coordinated financial assistance programs for board and commission candidates	33	
29	F.1.4	Coordinated financial assistance programs for Council, board, and commission candidates	34	
11	D.6.3	Childcare at Council, Board, Commission meetings	35	
10	D.6.2	Provide transportation to Council meetings	36	
33	F.2.2	Compensation for board/commission service	37	
32	F.2.1	Low cost perquisite for board/commission service	38	
4	D.1	Expansion of City Council	39	11
19	E.2.1	Low cost perquisite for neighborhood leaders	40	
22	E.2.4	Childcare for NA meetings	41	

Appendices

- A.** September 21, 2020 City Council Workshop Slides
- B.** Community Survey Results
- C.** Staff Analysis of Community Survey Results
- D.** Task Force Ranking Exercise Results
- E.** December 21, 2020 City Council Workshop Slides

Appendix A



Task Force on Council Representation

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

September 21, 2020

Aaron Lande, Senior Policy Analyst
Jeff Swanson, Consultant/Facilitator

Outline

- Introduction of Task Force Members
- Project Background and Task Force Work to Date
 - Problem Statement Development
 - Identification of Barriers and Approaches
- Public Involvement Plan
- Next Steps

Introduction of Task Force Members

- Mary Elkin
- Tanisha Harris
- Pat Jollota
- Aemri Marks
- Michael Martin
- Diana Perez
- Glen Yung

Task Force Charter as Approved by City Council

“...to identify, develop and recommend practical strategies and policies, including council nomination by district, that supports elected representation on the City Council that more closely reflects the Vancouver community.”

Project Background and Task Force Work to Date

- 13 Meetings Conducted; Public Comment Accepted at Each Meeting; Meeting Venues Varied to Encourage Participation
- Presentations on Topics Including:
 - Council-Manager Form of Government
 - Work of 2019 Charter Review Committee on Districting and Presentation by Districting Expert
 - City of Vancouver Demographics/Distribution
 - Ranked-Choice Voting
 - Diversity, Equity, and Inclusion

Problem Statement

Setting public policy which best serves the public interest requires inclusion of diverse community perspectives. Diversity includes age, color, culture, disability, ethnicity, gender identity or expression, marital status, national origin, race, religion, sex, sexual orientation, geography and socioeconomic status.

There is a perceived lack of diverse representation on the Vancouver City Council and its appointed Boards and Commissions. Direct and indirect representation of underserved groups and neighborhoods in the community needs to improve and increase.

Low rates of citizen engagement, civic participation, and voter turnout highlight the need to increase community access to local government.

Barrier Identification

Adequate representation is inhibited by barriers, including, but not limited to:

- Accessibility of City Council and reduced public input/comment opportunities
- Lack of diversity in positions appointed by City Council
- How and when elections are conducted -
 - Voting methods which induce vote-splitting
 - Elections for City Council being held on odd-numbered years with resulting low voter turnout
- Insufficient staffing capacity to effectively liaison at the neighborhood level
- Lack of understanding of the challenges and barriers faced by diverse candidates for office in both running and winning election
- Inadequate connection to diverse communities and individuals, and lacking understanding of the practical and logistical obstacles which impede engagement

Approaches

- Ranked-Choice Voting*
- Nomination by Geographic District*
- *Hybridized Option
- Approaches to:
 - Empowering Neighborhoods and Communities
 - Increasing Access to City Council
 - Enhancing Existing and Implementing New Strategies for Diversity, Equity, and Inclusion

Empowering Neighborhoods and Communities

- Increased Neighborhood Outreach/Coordination
 - Assign Council Members to Neighborhood Associations
 - Creative Campaign Highlighting Neighborhood Associations
- Invest in Neighborhood Association and Community Organization Relationships
 - Low/No Cost Perquisite for Neighborhood Leaders
 - Regular Updates to City Council on Neighborhood Assoc/Community Orgs
 - Online and In-Person Formats for Neighborhood Association Meetings with Archiving

Empowering Neighborhoods and Communities (cont.'d)

- Invest in Neighborhood Association and Community Organization Relationships
 - Childcare for Neighborhood Association Meeting Attendees
 - DEI Training for Neighborhood Association Leaders
 - Neighborhood Police Officers and Other City Department Reps Regularly Attend Neighborhood Association Meetings
 - Tours of City Operations for Neighborhood Association Leaders
 - Periodic Invitation for Neighborhood Associations to Attend City Council Meetings

Increasing Access to City Council

- Expansion of City Council Size
- Financial Assistance/Campaign Voucher Programs for Candidates
- Charter Amendments to Reduce Incumbency Bias
- Advocate for Changing RCWs to Enable Even-Year Elections
- DEI Training for City Council, Boards and Commissions
- Reduce Citizen Participation Barriers Related to City Council Meetings:
 - Provide ASL Interpretation
 - Provide Transportation

Increasing Access to City Council (cont.'d)

- Reduce Citizen Participation Barriers Related to City Council Meetings:
 - Provide Childcare at City Council, Board and Commission Meetings
 - Deploy Free Internet Access Throughout City
 - Provide Access to Audio/Video Recordings of City Council, Board, Commission, and Task Force Meetings
 - Hold Council Meetings at Varied Locations, Including Town Hall Style Meetings
 - Coordinate with Community Orgs to Create Financial Assistance Programs for Candidates, Including for Boards and Commissions
 - Conduct Regular Listening Sessions, Citizen Forums, and Town Hall Meetings

New/Enhanced DEI Strategies

- Encourage Diverse Candidates and Increase Civic Participation
 - Sponsor Leadership Clark County Participants
 - Prioritize by Policy Appointment of Underrepresented Candidates to Boards and Commissions
 - Review Board/Commission Appointment Process with Equity Lens
 - Coordinate with Community Orgs to Create Financial Assistance Programs for Candidates, Including for Boards and Commissions
 - Engage in Actively Recruiting Candidates from Underrepresented Communities to Serve on Boards and Commissions

New/Enhanced DEI Strategies (cont.'d)

- Encourage Diverse Candidates and Increase Civic Participation
 - New Resident Welcome Information (multi-lingual) Introducing City Officials, Boards, Commissions, and City Contact Info
- Stipends/Perquisites for Board Commission Service
- Additional Outreach Staffing
- Develop Community Leadership Capacity
 - Citizen Academy
 - Conduct Culturally-Relevant Community Forums to Introduce City

New/Enhanced DEI Strategies (cont.'d)

- Develop Community Leadership Capacity
 - Conduct Leadership Training for Boards and Commissions
 - Youth Council
 - Internship Programs
 - “Shadow a Councilmember” Program
- Present to High School Government Classrooms and Encourage Voter Registration

Public Involvement Plan

- Be Heard Vancouver Webpage
- Online Survey
- Promotion on Social Media Channels
- Virtual Engagement Sessions

Next Steps

- Conduct Public Outreach (late September to mid-October)
- Review and Synthesize Public Input (late October)
- Develop Final Recommendations (November)
- Present Final Recommendations to City Council (December)

Questions and Discussion

VANCOUVER
CITY HALL



Aaron Lande, Senior Policy Analyst

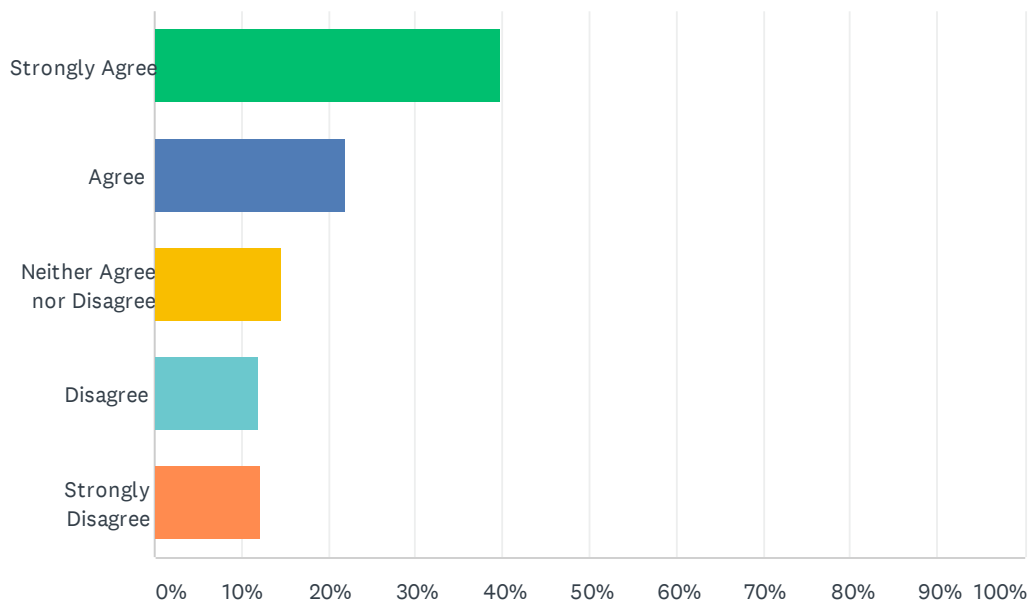
360-487-8612

Aaron.Lande@cityofvancouver.us

Appendix B

Q1 Strategy A Ranked-choice voting allows voters to rank candidates by preference rather than casting a vote for a single candidate running for a position on a ballot. Different forms of ranked-choice voting include instant runoff voting and single transferable vote. A minor budgetary impact is anticipated. Please note your agreement with the following statement: The City of Vancouver should implement a form of ranked-choice voting to improve City Council representation.

Answered: 397 Skipped: 6



ANSWER CHOICES	RESPONSES	
Strongly Agree	39.80%	158
Agree	21.91%	87
Neither Agree nor Disagree	14.61%	58
Disagree	11.84%	47
Strongly Disagree	12.09%	48
Total Respondents: 397		

2 / 153

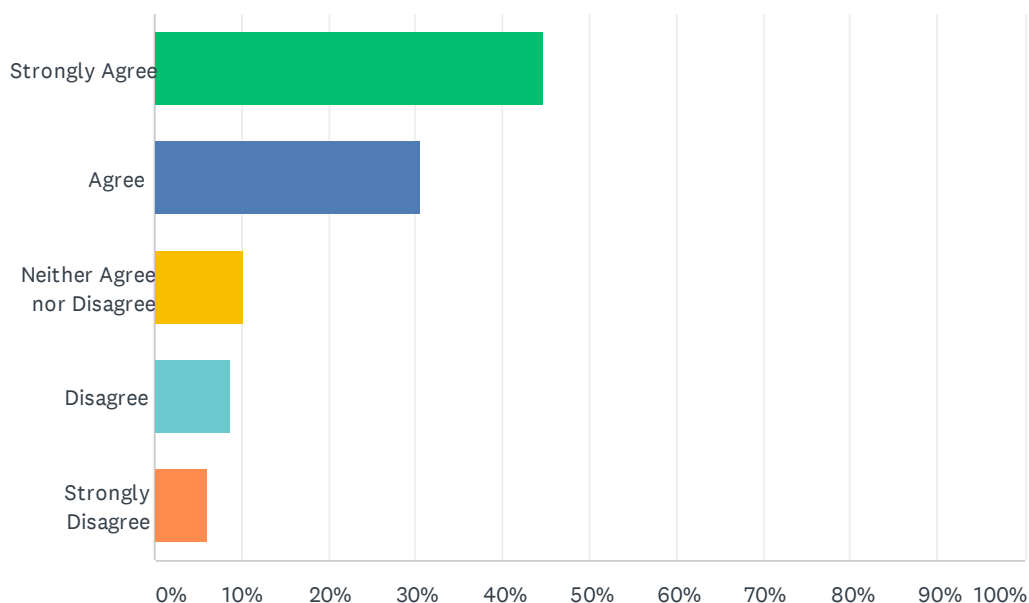
	improve representation.	
19	pleeeeeeeeeaaaaaaaaaaaaaassssssssssseeeeeeeeeeeeeeeee	10/24/2020 11:09 AM
20	I like the idea of Single Transferable Vote for use in electing the city council. This method has proven to be an effective way to get both personal representation (voting for individuals rather than parties) and proportional representation in places where it has been used, like Ireland. I don't know if this will come up later, but it would require a large number of seats to be elected simultaneously and it might be a smart idea to move city council elections to coincide with high turnout federal elections (so they would only be during even-numbered years).	10/24/2020 10:53 AM
21	The city did away with this type forced rank hiring long ago. Does not seem equal or clear if we use forced rank voting for leaders now. If you allow this for city leadership it should be reinstituted for hiring of city employees.	10/24/2020 6:47 AM
22	There are verifiable examples where this method decreases campaign polarization, increases candidate diversity and voter participation. Since there have been a variety of these type of elections already performed, there is a fair amount of anecdotal experiences on its pros, cons and adjustments. I advocate for a trial of this method through several election cycles.	10/23/2020 9:48 PM
23	If there is a case of a very close win for a Council Seat, in a ranked-choice voting situation, I would suggest a revote with these candidates or a shared position.	10/23/2020 3:59 PM
24	Very strongly agree with raked choice voting!	10/23/2020 2:47 PM
25	As our diverse groups grow in Vancouver, BIPOC needs representation in City Council. Hire with purpose!	10/23/2020 11:59 AM
26	From what I know about ranked choice voting, it seems especially suited to local, nonpartisan positions.	10/23/2020 11:24 AM
27	Would be helpful to see pros and cons to these proposals. I wonder if a better strategy is to have a robust plan for voter engagement and civic duties.	10/23/2020 11:01 AM
28	Reasons for Ranked-choice voting from League of Women Voters that I agree with: Promotes majority support - The voting continues until one candidate has the majority of votes, so the final winner has support of the majority of voters. Discourages negative campaigning - Candidates who use negative campaigning may lose the second choice vote of those whose first choice was treated poorly. Provides more choice for voters - Voters can vote for the candidate they truly feel is best, without concern about the spoiler effect. Minimizes strategic voting - Instead of feeling compelled to vote for "the lesser of two evils," as in plurality voting, voters can honestly vote for who they believe is the best candidate.\ Saves money compared to running primary elections (to narrow the field before the general election) or run-off elections (to chose a final winner after a general election, if no candidate has a majority, and if the law requires a majority for that office). With IRV, the result can be obtained with one ballot. Provides an outcome more reflective of the majority of voters than either primaries (get extreme candidates "playing to their base") or run-off elections (far lower turnout for run-off elections, typically).	10/23/2020 10:38 AM
29	I am not an attorney or constitutional scholar but this should be unconstitutional. You are actually changing votes that people cast. Do not monkey with peoples votes. If you did this and ranked the ballots, you could elect a 3rd choice in some cases. I do not care that some jurisdictions are doing this I am against this for these reasons. I also think you could be sued if you go forward with this idea!	10/23/2020 10:13 AM
30	No on bike mobility and Yes to access water and garbage can instead of closing bathrooms taking away the choice for a clean city	10/23/2020 10:03 AM
31	This will be a powerful tool to alleviate the illusion that we are trapped with only two options. We need to empower and uplift our "third place" options, not only to give underdogs a fighting chance but also to offer a beacon of hope when the two most popular options enflame hate and division.	10/23/2020 9:50 AM
32	This prevents political gaming and removes the incentive to negatively campaign. It's absolutely necessary for an election to work as it's intended.	10/14/2020 7:00 PM
33	This makes sense and should have been implemented years ago.	10/14/2020 6:12 PM
34	Ranked-choice voting improves the diversity of candidates that run. It is a modern and updated	10/14/2020 5:57 PM

	way of voting that has proven successful in many other places on the city, county and state level.	
35	This is a completely unfair voting method.	10/14/2020 7:42 AM
36	It is not legal in the state of Washington.	10/12/2020 4:14 PM
37	I recognize that this may be more confusing for some, but in the long run it would provide more equitable and less knee jerk decisions, and more representational government.	10/11/2020 4:35 PM
38	Worst idea ever!	10/11/2020 10:13 AM
39	Ranked Choice Voting would go a long way to ensure that Vancouver City Council accurately reflects the will of the electorate while as well as the it's diversity. It removes elements of gamesmanship from our political process such as drawing district boundaries to favor a particular candidate or party or forcing candidates to choose a particular position to run for. RCV has been shown to promote civil discourse. STV diversity intrinsically in that any sufficiently large coalition of voters can elect a candidate to council to represent their interests, regardless of where they live geographically. Conversely, drawing districts to promote diversity is a short term solution that cannot adjust to demographic changes without redrawing boundaries over and over again.	10/10/2020 1:27 PM
40	I do not know what the benefits, impacts risks, etc are in this. Examples would be helpful. Where is it implemented and why? What does it solve for? Why is this a choice right now?	10/9/2020 8:30 AM
41	Ranked-Choice voting gives the voters the most possible voice. No one should be elected without more than 50% of the vote -- Ranked-Choice voting allows us to do this in an easy and efficient manner. If we can implement it at local levels, it will be easier to take to the state and national levels.	10/8/2020 8:58 PM
42	I think ranked-choice voting should be adopted for elections at all levels of government.	10/7/2020 11:59 AM
43	I don't think this will help that much. Most cities I have lived in have council member per district and then one or 2 At-large members. If you have 1 member to be an advocate for your area is helpful because you contact 1 person and not emailing all the council members.	10/6/2020 11:49 AM
44	The City of Vancouver should implement a form of ranked-choice voting to improve City Council representation. Yes, absolutely this needs to happen. We desperately need to improve City Council representation. I also love the fact the City of Vancouver acknowledges this.	10/5/2020 10:19 PM
45	I think that we keep the voting structure where it's one person, one vote.	10/5/2020 8:56 PM
46	Strongly agree, I love that the city council acknowledges lack the lack of diversity on the council and it seems like they are making steps toward seeming representation on the council.	10/5/2020 8:47 PM
47	I don't believe this will impact diversity of representation, but it might be a good idea. I would like more information.	10/5/2020 8:08 PM
48	Please provide detail as to why there would be "minor budgetary impact". The usage of RCV potentially eliminates the need for both a primary and (second) general election. That can result in some savings when it comes to both conducting and managing a local election. I can see some initial one-time expense to introduce the concept of RCV to the voter, but what would be the longer-term expense(s)?	10/5/2020 1:03 PM
49	I generally agree with RCV, but I feel like I need more information.	10/4/2020 10:36 PM
50	Can you encourage new people in the community instead of the same people ignoring problems	10/4/2020 6:17 PM
51	Ranked-choice voting in a primary election might help clear the field if there are multiple people running for the same position but not in a general election. I have not seen multiple people running for the same City Council position, at least in recent years.	10/4/2020 12:06 PM
52	This idea has been floated by the Charter Review Committee and has had plenty of public input. I am surprised it surfaced again, with the small of amount of public interest it has received in the past.	10/4/2020 11:20 AM
53	Not sure what this would really accomplish. The person with the most votes wins, so what difference does it make to "rank" them?	10/3/2020 7:03 AM
54	Ranked-choice voting should occur in ALL elections!	10/2/2020 9:07 PM

55	Keep it simple and count accurate.	10/2/2020 7:41 PM
56	This will not result in diversity. It doesn't bother me and I wouldn't mind it, but the effects will be minimal. The City has tremendous problems with representation and diversity. This is a puny weapon.	10/2/2020 7:24 PM
57	Please do this	10/2/2020 6:35 PM
58	Ranked Choice Voting provides the opportunity for fairer representation.	10/2/2020 5:40 PM
59	By itself, it seems unlikely to improve diversity of elected officials, but it would improve the likelihood of selecting someone with less implicit bias.	10/2/2020 4:53 PM
60	What is ranked-choice voting? I do not know what this terminology means. It is the first time I have ever heard it used. Please define it so people know what it means before saying they agree or disagree with it. I believe in diversity, equity and inclusion and it is time to get there so everyone is fairly represented with a voice. Our system is not fair. We have been hearing the voice of the white male for hundreds of years. That is why nothing has changed.	10/2/2020 4:08 PM
61	If there is only one place to fill, i don't see how this will help other than identify the public's back up choice	10/2/2020 3:15 PM
62	Ranked choice voting is a fad. It is not true democracy. If someone only ranks 3 of 5 candidates and none of those 3 win, then essentially that person has no voice. We need to have actual winners and losers. Quit trying to do the trending thing.	10/2/2020 1:12 PM
63	I am THRILLED to see ranked-choice voting offered as a potential strategy. Thank you. I'm a big proponent of RCV as a more equitable means of representational governance, as it guarantees that a candidate wins a seat by actual majority not plurality, it eliminates the spoiler effect, and statistically it ensures that more voters are satisfied with the winning candidate. In my opinion, RCV should be the only method that America uses to vote in every election from the smallest to the presidential.	10/2/2020 12:50 PM
64	This system is too confusing for most voters plus could be very time consuming to select a final winner. May result in a winner no one wants.	10/2/2020 12:40 PM
65	Research shows that ranked-choice voting helps diversify elections.	10/2/2020 11:58 AM
66	This will solve the intent of the council to increase diversity.	10/2/2020 11:56 AM
67	Makes democracy more confusing and obscure - a real turn-off to participation	10/2/2020 11:42 AM
68	Ranked choice voting is the fairest, most equitable form of elections to exist.	10/2/2020 11:41 AM

Q2 Strategy B Nomination of City Councilmembers by district involves designating geographic areas in the City where candidates would need to live to be eligible to run for that Council position. For example, a potential option includes establishing three districts and a Councilmember from within each, with three other Council positions and the Mayor being elected at large. A minor budgetary impact is anticipated. Please note your agreement with the following statement: The City of Vancouver should implement a form of geographic districting to improve City Council representation.

Answered: 394 Skipped: 9



ANSWER CHOICES	RESPONSES	
Strongly Agree	44.67%	176
Agree	30.46%	120
Neither Agree nor Disagree	10.15%	40
Disagree	8.88%	35
Strongly Disagree	6.09%	24
Total Respondents: 394		

#	COMMENTS:	DATE
1	I am not certain if this will achieve greater of BIPOC people on the city council which I believe should be a very high priority. I recommend deferring to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether geographic districting increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 2:27 PM
2	The drawing of districts has often been used to disenfranchise certain constituencies. Without a clear policy to ensure fair representation, this approach may be problematic.	10/30/2020 12:49 PM
3	I don't like how this would pit geographical areas against each other in terms of which area prefers what, plus it would require districting which it seems would be rife with the possibility of gerrymandering. I would prefer the idea of council members needing to understand the values and considerations of all parts of Vancouver to make the best decisions for the city as a whole.	10/29/2020 6:13 PM
4	Moving away from at-large elections is crucial to increasing representation. The NAACP Legal Defense and Education Fund notes that at-large voting often drowns out BIPOC voices in majority-white areas. The idea of having only 3 councilmembers elected by district and 3 elected at large seems like a half-way measures. I do not think it would be productive to have two classes of councilmembers (at-large members and district members). I would prefer all members elected by district and the mayor elected at-large. Districts would provide residents with an advocate for their immediate geographic area, ensuring that investments positively impact all of Vancouver.	10/28/2020 1:43 PM
5	I think this method is more likely than the previous suggestion to result in improved representation.	10/28/2020 4:45 AM
6	I think it makes sense to partially fill the council in this way but there should still be at large positions as noted in the example.	10/28/2020 1:32 AM
7	There are start socioeconomic and diversity differences in different geographic areas of the county; those who live in those areas should be represented by those who are more likely to share their demographics.	10/25/2020 5:59 PM
8	If they represent me, I want a say in who the representative is.	10/25/2020 11:37 AM
9	Vancouver is not that large of a city that the council needs to have representatives live in a certain neighborhood. We may miss out on a great candidate because if this.	10/25/2020 8:55 AM
10	If having STV is not an option this might be a better option than having single-seat district Ranked-Choice Voting, but I don't think having a bunch of at-large positions is a good idea. Instead, I would support three districts with three city council members from each district and the mayor elected by the council instead. And I would prefer if there was an election method that produced proportional results rather than multiple first-past-the-post races within the same district.	10/24/2020 10:56 AM
11	I advocate for giving this a try as well through several election cycles.	10/23/2020 9:52 PM
12	Great idea!	10/23/2020 5:03 PM
13	As long as you have equal positions at large. ditricting doesnt always get you the strongest candidate. Our city is not ethically diverse, so geographical representation may not be necessary	10/23/2020 4:52 PM
14	Various areas of Vancouver often complain they are ignored in favor of the development of downtown. I'm not sure this is true but having representation by districts might help ensure that all areas are represented on issues.	10/23/2020 4:02 PM
15	I still think that you will attract the strongest and best citizens from a City wide vote	10/23/2020 3:55 PM
16	Not enough information to be swayed one way or another.	10/23/2020 2:05 PM
17	I think there should actually be 5 geographic districts, one at large council member and the mayor (also at large).	10/23/2020 2:03 PM
18	it 100% makes sense that our elected representatives should live with the people they represent	10/23/2020 1:41 PM

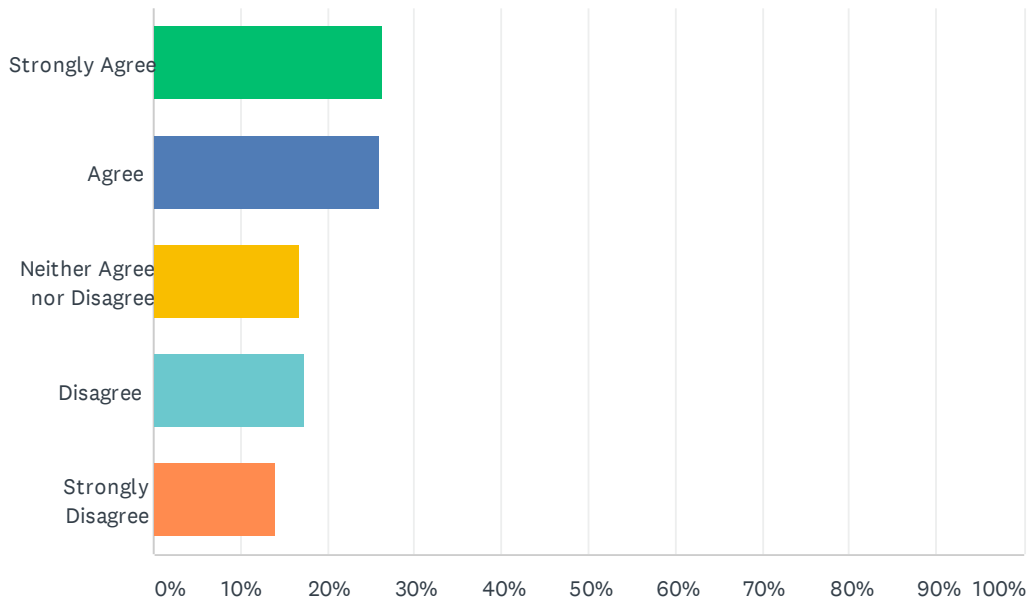
19	Bring community members from the different zip codes to represent those areas and address their needs, barriers to level up to better standards	10/23/2020 12:02 PM
20	Vancouver is geographically large and diverse enough that I think this approach would improve representation, especially for outside of the central area around downtown. A mix of district and at-large positions seems wise.	10/23/2020 11:27 AM
21	Excludes many otherwise qualified people and can allow "special interests" to capture Council control while a minority of voters, ie Seattle	10/23/2020 11:22 AM
22	I like the idea of broader representation but again, would like to see the downside to this strategy. Does this limit the pool of qualified candidates?	10/23/2020 11:01 AM
23	When I lived in San Francisco the Supervisors were not elected by districts and it created candidates funded by wealthy funds supporting outside money interests and not the the communities they were supposed to represent. I am in favor of any measure that helps improve representation and inclusiveness.	10/23/2020 10:48 AM
24	Present system seems to function ok.	10/23/2020 10:21 AM
25	A city this big and diverse needs to be split in more than three areas.	10/23/2020 10:14 AM
26	This would necessitate concerted efforts by council members as a group to forge their commitment to represent the entire city, not just the people who voted for them and not JUST their own area, in order to avoid the ugly partisanship that seems to be endemic today in the world.	10/23/2020 10:01 AM
27	The current representation is predominately from the downtown area and its obvious an extreme bias towards "their" vision.	10/23/2020 9:48 AM
28	How would Vancouver ensure the form of geographic districting is fair and not somehow marginalizing citizens?	10/14/2020 6:58 PM
29	It doesn't unite the whole city. It also restricts who the city can vote for; one section might end up with an awful council member they don't like because they were the best or only option of people who lived in that geographical area.	10/14/2020 7:45 AM
30	This will insure a balanced city council from all areas of the city.	10/12/2020 4:15 PM
31	I think this would help to support more realistic representation	10/12/2020 8:26 AM
32	I agree if the districts can be implemented in a way that cannot be manipulated.	10/11/2020 6:06 PM
33	This strategy has a high likelihood of creating a more diverse City Council.	10/11/2020 4:36 PM
34	As long as nominees can decline nomination	10/11/2020 10:41 AM
35	But the district should be literal boxes so NO GERRYMANDERING!	10/11/2020 10:14 AM
36	I am not intrinsically opposed to districts when the goal is to ensure that specifically local concerns are addressed by the council. That said, I do not think that Vanouever is sufficiently large that different neighborhoods have drastically different local problems than each other. STV can also do a decent job allowing local concerns to bubble to the surface without locking voters and candidates into one top-down definition of what the neighborhoods actually are.	10/10/2020 1:30 PM
37	This question is misworded. ALL councilors should be elected at large, but most should come from a certain district of the City.	10/9/2020 8:58 AM
38	This seems like a good idea, because it may establish clearer, more representative stakeholders. More discussion on how and why this is indicated as a preamble to this survey would be helpful. Not just a general concept to make improvements which no one can disagree with.	10/9/2020 8:34 AM
39	Yes -- this is quite important, but I would pick Ranked-Choice voting if I can only have one or the other. The fact that 6 of our current 6 Council members live downtown makes it difficult to believe that they have the interests of all of Vancouver at the forefront of their thoughts as they determine policy. We keep seeing money poured into downtown projects, while other areas continue to sit on the back burner.	10/8/2020 9:29 PM
40	I feel like a lot of the focus has been on minor improvements in downtown neighborhoods when there are drastic needs on the East side that are over looked.	10/8/2020 5:36 PM

41	You need representation spread out evenly. This current group of council members do not understand racism's s a matter of fact, they support the racist mayor.	10/6/2020 1:56 PM
42	I think this is the best option. This would give council a greater reflection/representation of the city. It is good to have a couple At-large too.	10/6/2020 11:52 AM
43	The City of Vancouver should implement a form of geographic districting to improve City Council representation. Yes, this definitely needs to happen.	10/5/2020 10:24 PM
44	I am not sure if this would impact diversity. It might, but districting can also be detrimental to diversity. I would like more information.	10/5/2020 8:10 PM
45	Presenting in front of the council is very intimidating. But the councilors are not. If one meets them in the supermarket or brewpub or whatever, friendly conversations ensue. But when all the councilors are from one corner of the city, those who don't live in the area find it hard to have those conversations.	10/5/2020 6:02 PM
46	why divide us more than we are already?	10/5/2020 3:54 PM
47	I'm still trying to "get my head around" if this concept will truly result in greater diversity / representation on the Council. Assuming that the voters in each of the 3 districts have sole responsibility to choose the one Council member, how does this method prevent the other 3 "at-large"-voted council members the opportunity for all district voters to "gang up" on any council member by electing this "at large" member, who may be at odds with the council member voted in exclusively by the single-district voters? Or for that matter, the Council members themselves doing the same?	10/5/2020 1:14 PM
48	Add a minimum the city Council should let voters have a say on this issue!	10/5/2020 11:25 AM
49	We definitely need districting.	10/4/2020 10:37 PM
50	The City Council represents the whole city, not just a geographic area. What if no one from a particular geographic area is interested in being on the City Council? Would the seat be left vacant?	10/4/2020 12:08 PM
51	Once again, this has been the topic of every Charter Review Committee, in the past twenty years. After much discussion and public input the conclusions were always the same: *we are one city, citizens can work with any council member or members *East Vancouver has no interest in Vancouver politics. East Vancouver is strongly aligned with Portland. Live in Vancouver, for schools and lower taxes. Work in Portland. Very little extra time to devote to a council position or to work with the community. *East Vancouver Business Association has no interest in West Vancouver Businesses. Also very little interest or turn out to meet council candidates or those who are running. *East and West Vancouver have different personalities. West Vancouver is more of a community. East is traffic jams, national chain stores and little community identity .e *how many cities of our size have districts versus full representation. What are the greatest loss and gains?? *Districts would divide us even more.	10/4/2020 11:27 AM
52	Sounds like a reasonable step but I don't know whether this is currently an issue, so can't know whether it would improve representation.	10/3/2020 4:56 PM
53	You could also have 1 or 2 at-large council members-not just the mayor.	10/3/2020 4:13 PM
54	Ideally it would be more representative of the demographics	10/3/2020 7:05 AM
55	All council members should be elected based on ethics to represent the best for all citizens in city as a whole.	10/2/2020 7:43 PM
56	Won't make any difference. Oh, it will drape a facade of acceptability and inclusion on the Council, but it does nothing to ensure the voices of the people are heard. Right now the Councilors tend to do anything the City Manager tells them to do, they are weak and somewhat fawning. They do not work for the people, they just pretend to. The policies, the direction are all the result of orchestrated, cherry-picked committees and special interest. When it doesn't go in a direction Management wants, they bull-doze or purposely skew their survey results.	10/2/2020 7:32 PM
57	It should be more than 3 districts because neighborhoods within districts are very different economically.	10/2/2020 6:58 PM
58	It makes sense to have someone who lives in the area they are serving	10/2/2020 6:36 PM
59	Avoid a lawsuit. Implement District voting now.	10/2/2020 5:41 PM

60	This would have little or no effect on diversity. Vancouver doesn't have defined areas with significant minority populations.	10/2/2020 4:26 PM
61	It opens the door to the same problem we have with congressional districting. This format encourages gerrymandering representing districts to achieve the goal of ethnic inclusion. If districts are drawn to include an equal number of citizens in each district based on population and not ethnic makeup as it should be then your hidden goal would not be met. I think each candidate should be elected city wide.	10/2/2020 4:16 PM
62	This could potentially be abused. What we really need is to have a board of people who fairly represents the community. That means diversity in gender, race, ability/disability, age and sexual preference as well as marital status, those with kids and those without kids so everyone in our community is fairly represented.	10/2/2020 4:12 PM
63	Need more info... Maybe 4 by districts, 3 at-large (including mayor's seat)	10/2/2020 3:50 PM
64	Making them District specific could result in Council members making decisions based solely on the interests of their District and not as the City as a whole.	10/2/2020 3:29 PM
65	I feel that everything east of i-205 is ignored by the city. I want a representative living east of i-205 and north of mill Plain	10/2/2020 3:17 PM
66	This seems like the most effective way to have a representative that understands your interests.	10/2/2020 1:13 PM
67	Not sure where council members are from now but if they do not represent the diverse neighborhoods in Vancouver, then it would be best practice to engage all neighborhoods.	10/2/2020 1:04 PM
68	I appreciate how the current set up requires the city council members to work to be away of all of the city area and advocate for all of it as a collective council. If we were to move to districts it would create more obstinance in getting policy to happen.	10/2/2020 12:53 PM
69	This is by far the best idea proposed to improve representation of our diverse community from a racial, economic and geographic perspective.	10/2/2020 12:41 PM
70	I would rather the city be divided into 6 districts with the Mayor elected city wide. Require all council members reside in the district they represent, and the Mayor be required to live within city limits.	10/2/2020 12:22 PM
71	I want all of the council members to represent all of the city, not just their own district.	10/2/2020 12:21 PM
72	Only the Mayor should be elected at large. The other council members should be elected by geographic districting. With six districts each would be smaller than than having only 3 districts. This would allow more citizens to participate as a candidate.	10/2/2020 12:04 PM
73	I believe that any representative should live within the district they are elected to represent. How else are they able to understand the needs and desires of those people they are supposed to represent if they do not live within those boundaries?	10/2/2020 11:49 AM
74	Asxalways, be mindful of gerrymandering!	10/2/2020 11:45 AM
75	Would get better geographic representation but at the cost of greater balkanization. The ward system of the east coast provides numerous examples of how a good idea goes bad - breeding more opportunities for corruption and dysfunctional government.	10/2/2020 11:44 AM
76	The City should also do districts. That way voices throughout the city can be better heard and people from the east part of town will engage more in local issues.	10/2/2020 11:42 AM

Q3 Strategy CA hybrid option implementing ranked-choice voting AND geographic districts is also a possibility, with many possible specific iterations. A minor budgetary impact is anticipated. Please note your agreement with the following statement: The City of Vancouver should implement a hybrid option including BOTH a form of ranked-choice voting AND geographic districting to improve City Council representation.

Answered: 388 Skipped: 15



ANSWER CHOICES	RESPONSES	
Strongly Agree	26.29%	102
Agree	26.03%	101
Neither Agree nor Disagree	16.75%	65
Disagree	17.27%	67
Strongly Disagree	13.92%	54
Total Respondents: 388		

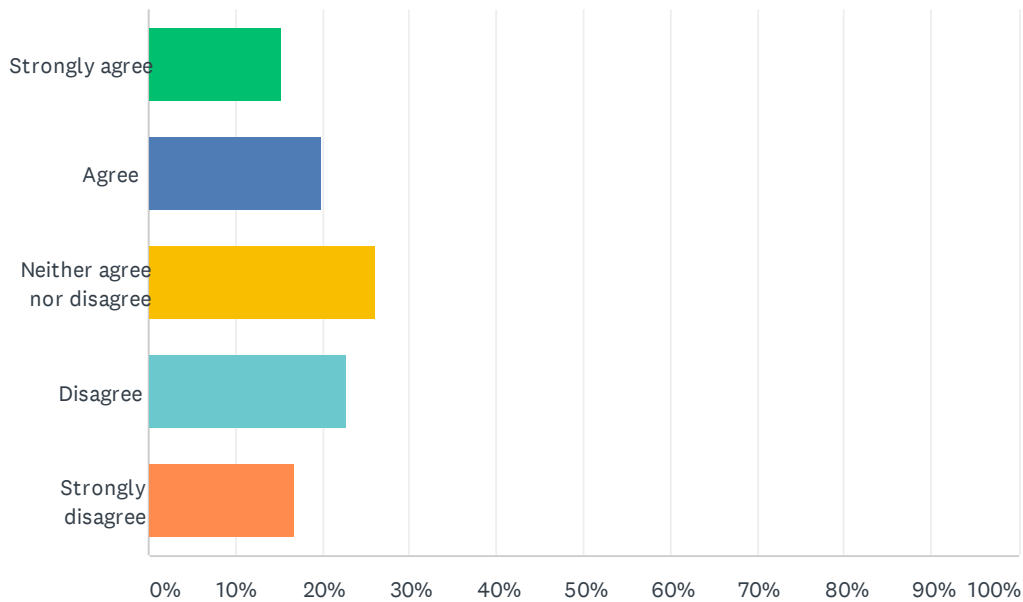
#	COMMENTS:	DATE
1	If the BIPOC folks on the task force feel geographic districting will improve representation, combining it with ranked-choice voting would be positive.	10/30/2020 2:27 PM
2	I will listen to the video soon but probably not until after the election next week is complete. I have not had time to consider this variation and do not have enough information yet to form an opinion.	10/30/2020 1:12 PM
3	Have concerns on ranked choice. Please see comments on question 1.	10/30/2020 7:21 AM
4	I disagree with this as a I was not in favor of the geographic districts, but I very much do support ranked choice voting.	10/29/2020 6:14 PM
5	Yes!!! Combining the benefits of RCV with district representation is an excellent solution that will increase representation on council and encourage more people to run for office.	10/28/2020 1:45 PM
6	Properly designed, this has potential.	10/28/2020 4:46 AM
7	I am always in favor of ranked choice voting.	10/28/2020 1:34 AM
8	Both ranked choice and geographic districting combined offer more opportunity for diverse representation than either alone.	10/25/2020 6:00 PM
9	This would further reduce the amount of quality candidates we would choose from. We need to protect the two party system. Ranked choice would virtually eliminate all minor party candidates, further reducing representation.	10/25/2020 8:57 AM
10	I think we should be wary of single-seat RCV. It might lead to some minority populations going completely unrepresented. If there is a district where people vote consistently between candidates of different parties you might end up having a district that has all three members from the same party, while 40% of the population loses in all three races and goes unrepresented (this happens with FPTP too, but is more likely with RCV).	10/24/2020 11:00 AM
11	See previous responses.	10/23/2020 9:52 PM
12	You need to represent by geography to make sure all areas are represented but don't do the ranked choice voting.	10/23/2020 5:52 PM
13	Don't complicate the system. Most votes win.	10/23/2020 3:56 PM
14	Based on what?...Population in each area? Number of households? Registered voters?	10/23/2020 2:07 PM
15	Not sure how this would look nor what it would achieve.	10/23/2020 11:01 AM
16	This one makes sense. I am for some sort of ranked based voting and creating districts. My suggestion is for some research to be done to study/see what is considered the most fair and equitable. We also need a lot of outreach and community education.	10/23/2020 10:50 AM
17	As the first question is about ranked choice, see that answer. Keep ranked-choice out of the equation!	10/23/2020 10:16 AM
18	Hybrid is a relative term and without knowing how this would work exactly it is hard to say if I agree. Some districts may have more of an impact than others	10/23/2020 9:56 AM
19	I think both of these are important. Ranked choice gives the opportunity for more candidates and I think it's important that we have a geographically diverse council	10/19/2020 6:33 PM
20	Combining two awful ideas will only make it worse, not better. Two negatives still add up to be a negative.	10/14/2020 7:46 AM
21	Once again, ranked choice voting isn't legal in the state of Washington. Why are you even talking about this?	10/12/2020 4:16 PM
22	This is WAY too little info. to provide an informed response.	10/12/2020 9:14 AM
23	Again, I like the idea of districting, but worry that this can be manipulated and thus become non-representational.	10/11/2020 6:07 PM
24	RANK VOTING IS THOUGHT SUPPRESSION	10/11/2020 10:15 AM
25	As I said previously, there's nothing wrong with districts, but I am skeptical that Vancouver is	10/10/2020 1:31 PM

	sufficiently large for them to be necessary, especially if Vancouver adopts STV.	
26	Implementing both ranked choice voting and geographic districting would be a big step towards opening up the possibilities of new and diverse candidates being able to move forward in local elections. I fully support putting both of these processes in place.	10/9/2020 6:59 PM
27	All councilors elected at large, but most must live in one of 5 districts of the City.	10/9/2020 8:58 AM
28	Again, if this solve for DEI, better stakeholder representation and access, absolutely. It should be efficient, clearly communicated, and invite lots of engagement	10/9/2020 8:36 AM
29	This is almost definitely the best way for our city council to be representative of the will and the voice of the city.	10/8/2020 9:29 PM
30	the city of Vancouver needs a city council that better represents the city. The current city council and mayor only represent themselves.	10/6/2020 1:57 PM
31	A hybrid of districts and At large.	10/6/2020 11:53 AM
32	The City of Vancouver should implement a hybrid option including BOTH a form of ranked-choice voting AND geographic districting to improve City Council representation. Yes, absolutely because, again the City council needs to improve representation and needs to go about it every which way they can. There shouldn't be any limits.	10/5/2020 10:25 PM
33	Absolutely, the more options the better! There shouldn't be any limits.	10/5/2020 8:48 PM
34	See previous comments. It's not clear if either of these would impact diversity, let alone in combination.	10/5/2020 8:11 PM
35	That sounds WAY too complicated.	10/5/2020 7:53 PM
36	These two ideas are not mutually exclusive at all. It's mix or match!	10/5/2020 6:03 PM
37	Again-- please provide specific details on this hybridization	10/5/2020 1:15 PM
38	I need more information to determine if I think this is a wise course.	10/4/2020 10:37 PM
39	What we have is not broken? What is the value of this exercise. Especially since we have been through it so many times before. After the pandemic, our city budge is going to be completely different-not as much money. Do we have dollars, for this realignment ???	10/4/2020 11:29 AM
40	Not excited about the "rank" voting	10/3/2020 7:05 AM
41	I am FOR ranked-choice voting and against geographic districting.	10/2/2020 9:08 PM
42	Stop special interests and campaign promises to benefit the few. All council members need to weigh what's best for Vancouver as a whole and govern collaboratively not competitively. A separated council is a separated city without pride and harmony and fewer volunteers.	10/2/2020 7:46 PM
43	This is an attempt to appear fair, but is a rather silly suggestion. Do it, or don't. But it won't make any difference until people elected represent their constituents instead of weak, cheer-leading sycophantic behavior the Mayor and Council usually exhibit. It is a joke to most people I talk to that we even have a City Council and Mayor. They are weak and ineffective. (The Charter states the Manager works for the Council...not the other way around)	10/2/2020 7:36 PM
44	There is still nothing in the survey defining ranked-choice voting. How can we be sure all the groups I specified earlier will have fair representation with these methods? If they don't have fair representation for all those groups than nothing will improve - those voices will still not be heard.	10/2/2020 5:57 PM
45	Open up the process by having district and ranked choice voting.	10/2/2020 5:43 PM
46	Consider a combo of districting for 4 seats and at-large representation for 3 seats (including the mayor)	10/2/2020 3:51 PM
47	Two separate issues should not be combined	10/2/2020 2:01 PM
48	I am strongly opposed to ranked choice voting. There needs to be winners and losers. Many voters will not understand how to do rank choice voting. Stop this!	10/2/2020 1:14 PM
49	Mayor and council members should just do their best to be accountable, accessible, and represent the interests of the citizens.	10/2/2020 12:42 PM

50	WAY TO CONFUSING	10/2/2020 12:41 PM
51	Both is the best option.	10/2/2020 12:27 PM
52	Does not create a place for more candidates to participate.	10/2/2020 12:07 PM
53	Hybrid is even more confusing than doing it a single way. More opportunity for elites to obfuscate and manipulate the system.	10/2/2020 11:46 AM

Q4 Strategy D.1 Increasing Access to City Council Please note your agreement with the following statement: The City of Vancouver should consider expanding the size of the City Council from the current size (six Councilmembers plus the Mayor) to improve City Council representation. Significant budgetary impact anticipated.

Answered: 372 Skipped: 31



ANSWER CHOICES	RESPONSES	
Strongly agree	15.32%	57
Agree	19.89%	74
Neither agree nor disagree	26.08%	97
Disagree	22.85%	85
Strongly disagree	16.67%	62
Total Respondents: 372		

#	COMMENTS:	DATE
1	however, I defer to the experience and knowledge of BIPOC folks that are on the task force and the data that city staff can bring to determining whether expanding the size of City Council increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver. If size increases are recommended by the BIPOC folks that are on the task force, it seems to me that 1 or 2 more members would likely be enough.	10/30/2020 2:37 PM
2	This proposal should be considered.	10/30/2020 1:25 PM
3	To 7 plus mayor	10/29/2020 7:00 PM
4	I believe city council is small enough to not get too bogged down by too many members but large enough to still support a diversity of opinions.	10/29/2020 6:21 PM
5	I agree, but only to the point where we feel it is necessary to add councilmembers to address effective representation as our population grows.	10/28/2020 2:42 PM
6	I think six members across geographical districts seems about right for the size of the City. I don't think the possible benefits of expansion outweigh the significant budgetary impact.	10/28/2020 2:05 PM
7	It be nice to see a position or 2 from unincorporated Vancouver too be represented. Especially since they will be part of Vancouver some day. Also, it would be nice to see some diversity on the council. With reperceives of different races or backgrounds, even disabilities.	10/28/2020 7:50 AM
8	More people will not improve the quality of the council. Quality governance is the result of electing qualified, experienced council members and having good leadership. A strong mayor system would help.	10/28/2020 5:13 AM
9	Too much \$ and if that is all that changes we just get more of the same	10/26/2020 9:22 PM
10	The City is not large enough to require this quantity of elected leadership and ensuing associated costs	10/26/2020 11:12 AM
11	The City of Seattle is divided into 7 Council Districts, with a Councilmember representing each district + 2 citywide Councilmembers representing the entire city. I don't believe Vancouver requires more representation than the largest city in the state.	10/25/2020 6:11 PM
12	Vancouver should look at similar size cities across the country to see how many council members they have per citizen as representatives and ask Vancouver citizens to vote in any additions to the council.	10/25/2020 9:21 AM
13	Seven members does not seem large enough for a city of this size. I think 15 members would make a lot of sense, especially if you go with the hybrid model.	10/24/2020 11:14 AM
14	Representation is very important, but if the council gets too big, it will be harder to get any actual work done and decisions made.	10/24/2020 9:29 AM
15	How many more would be included?	10/24/2020 7:16 AM
16	Too many cooks ect. You can't run a City by endless discussions. Six plus Mayor is the way to get the job done in a timely manner.	10/23/2020 4:11 PM
17	The current number of council members seems to be working well. More members might mean less cooperation and then everyone suffers.	10/23/2020 3:12 PM
18	Not enough info. What are the current roadblocks?	10/23/2020 2:13 PM
19	I'm not sure if we need more council seats or not. I think it depends on how the geographic districts work to increase council diversity, racial equity, and community representation.	10/23/2020 2:08 PM
20	As long as is not more of the same white folks	10/23/2020 12:19 PM
21	I'd rather see ranked choice and/or geographic representation implemented first; see what difference that makes and perhaps in 5-10 years, expand the size of Council, if needed. Especially if significant areas were annexed.	10/23/2020 11:38 AM
22	Need more discussion on this. When was 6 established and based on what? Have the demographics increased in terms of boundaries and population? What is standard for other cities of our size?	10/23/2020 11:11 AM

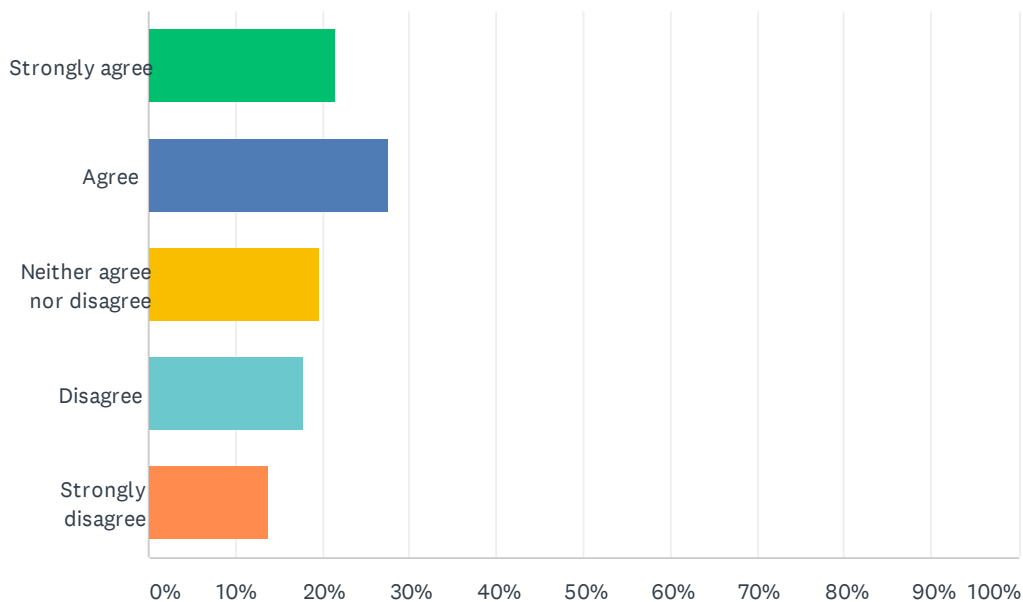
23	Making the council to more members will not solve your problem. I do think that the best method is to make districts, but more than three.	10/23/2020 10:39 AM
24	Should only be 'considered' if city population increases.	10/23/2020 10:22 AM
25	Larger group size would lead unavoidably to faction formation and difficulty in having all voices heard. Stick to six!	10/23/2020 10:17 AM
26	The current council has at least 5 members who are in complete alignment with in their thoughts / opinions, with very little diversity and openness to contrasting thoughts / ideas. Very unfortunate for our city. We need more council members to prevent a small block of council members driving their agenda.	10/23/2020 10:04 AM
27	No need to increase the size of the city council. Instead increase the size of our police department and officers to address growing crime and declining quality of life issues on our streets.	10/23/2020 9:59 AM
28	I don't have enough info to say on this one.	10/19/2020 6:39 PM
29	This smacks of packing the supreme court to get the rulings you want. Six people can make good decisions (see the supreme court case Ballew v. Georgia). Expanding it is likely to just skew the outcomes of deliberations, leaving residents feeling less represented.	10/14/2020 8:19 AM
30	Isn't seven enough? Adding more will be a financial burden and it will further muddy the waters with too many opinions.	10/12/2020 4:32 PM
31	If folks can't make a decision now and meetings last forever debating small details that aren't event the intent of Council's policy setting role, I fear more Councilors will only create more diversions and gridlock.	10/12/2020 9:33 AM
32	The truth is City Council really doesn't care one little bit about the people they are supposed to represent. Its been shown time and time again with the stupid crap you keep doing. Your rules and decisions shut down businesses, waste money on art projects and added an un necessary diversity person. If you really want to be fair, take care of all the people in Vancouver instead of the ones who give you (personally) the most money and other benefits.	10/11/2020 9:50 PM
33	This strategy should definitely be considered as the population of the city grows.	10/11/2020 4:47 PM
34	With specific demographic of Latino, LGBTQ, BIPOC, YOUTH (YOUNGER AGE GROUP REPRESENTATIVE),	10/11/2020 11:18 AM
35	Too many cooks.	10/11/2020 10:48 AM
36	The proportionality of results in an STV election increases as one increases the number of seats elected, so I support this change.	10/10/2020 2:10 PM
37	I have no idea if this would be a tool for more efficiency as earlier stated, with regard to DEI and better representation, If so, yes	10/9/2020 8:46 AM
38	I think we should consider the population of the city. Larger cities have more concerns with more vested interests. Perhaps we should have 2 general positions, and 1 position for each distinct area of Vancouver. I don't know if this would increase, decrease or maintain the current size of City Council.	10/8/2020 10:25 PM
39	I feel like the current number of Councilmembers is a good one. It would be worthwhile to make a law for possible changes in the future like having one Councilmember per X number of citizens.	10/8/2020 5:54 PM
40	I'm not sure this would make the City Council better representative of the city.	10/7/2020 12:06 PM
41	I think with the growth the city has experience that 6 is to small of a group for the importance of their decisions.	10/6/2020 12:11 PM
42	The City of Vancouver should consider expanding the size of the City Council from the current size (six Councilmembers plus the Mayor) to improve City Council representation. Yes, strongly agree with this decision. We definitely need diversity on the City council, and I believe expanding the size of the City council. More than six council members to improve representation is a smart decision. Representation of BIPOC is desperately needed.	10/5/2020 11:07 PM
43	I do not believe a larger council will bring greater governance.	10/5/2020 9:08 PM

44	More opportunities seems likely to impact opportunities for diverse representation.	10/5/2020 8:21 PM
45	If not coupled with districting I don't see any correlation between increasing access and increasing the number.	10/5/2020 6:13 PM
46	A greater number surely provides greater opportunity for increased diversity of the Council members. Assuming the budget impact is tied to the remuneration of the Council members, can we see some numbers tied to the increased number of Councilors-- 1, 2 3, or more? What might be any other increases in costs?	10/5/2020 2:00 PM
47	This is a must	10/5/2020 11:40 AM
48	I don't feel under represented as it stands now.	10/5/2020 12:32 AM
49	I'm comfortable with the number of councilors.	10/4/2020 10:49 PM
50	No, seven people is about as large a group as you want to have effective discussions and decision-making. Any bigger and some voices will be silenced due to group dynamics and less time for people to speak.	10/4/2020 12:40 PM
51	It's just going to cost the city more money it does not have. There is no proof it is going to create better representation.	10/4/2020 11:54 AM
52	We don't need to spend anymore tax payer money creating more members	10/3/2020 7:13 AM
53	We, as a nation need to start thinking of larger councils and not just a president but a council there as well. Fresh, diverse ideas. Bring separate talent in not equal minds.	10/2/2020 10:46 PM
54	Too many people on a 'team' make for inefficiencies.	10/2/2020 9:17 PM
55	Smaller is better to have ample discussion time.	10/2/2020 7:58 PM
56	If the New Council is anything like the cheerleaders and boot-lickers on the current Council, NO. If they are real people who independently represent those who elect them (rather than just doing what they want to do) SURE. With the current behavior demonstrated by Council. No. Don't need anymore weak people who follow the lead of the Manager rather than representing the people who elect them.	10/2/2020 7:52 PM
57	Agreement on matters before the council become more difficult and even impossible when to many people are voting.	10/2/2020 7:18 PM
58	Maybe two more people	10/2/2020 6:46 PM
59	Yes, and they should start listening to the people they represent who take the time to write to them about issues. Again, if you do not have people of color on the council as well as other underrepresented groups, nothing will change and the issue will remain unresolved.	10/2/2020 6:28 PM
60	I do not see the benefit with this proposal other than allowing current councilmembers to keep their jobs.	10/2/2020 5:51 PM
61	I would drop this ranking down if in a vacuum. If combined with a qualified lottery to select additional seats or geographic districts; it would be worthwhile.	10/2/2020 5:01 PM
62	It would create a situation where making a decision by committee would result in slowing down the governing process. Elect, citywide council members and let the seven of them guide the direction of the City. There job is to give direction to the City Manager. Just be sure that the Council hires the right City Manager for the job.	10/2/2020 4:37 PM
63	This would have questionable effect.	10/2/2020 4:27 PM
64	Expand by 2 councilors.	10/2/2020 3:57 PM
65	Add 2, then do 5 districts, and 3 at-large seats (including the mayor)	10/2/2020 3:53 PM
66	Six people plus the mayor is already a large group for decision making. A larger group will be more susceptible to group-think and compromised choices that do not benefit the majority, but only the minority opinion	10/2/2020 3:37 PM
67	Could allow for more districts. Three districts might not be enough.	10/2/2020 2:09 PM
68	We do not need any more city employees for a city this size! Stop wasting tax payer money to make people "feel good"	10/2/2020 1:22 PM

69	Council size is appropriate as it is and has functioned well from this perspective.	10/2/2020 1:01 PM
70	This would depend on how the districts are created.	10/2/2020 12:52 PM
71	I would like to see enlargement depending on population size. Say once council member per 35,000 city population.	10/2/2020 12:31 PM
72	Americans are some of the least represented people in the democratic world in terms of local government. Increasing the city council size to 15 or even 21 members is crucial to ensuring that every citizen of Vancouver feels their voice is heard.	10/2/2020 12:31 PM
73	Representation by city council members should be reflective of the population of that specific district	10/2/2020 12:09 PM
74	"More" government and more money isn't the answer.	10/2/2020 12:05 PM
75	Going above 7 members (including the mayor) tends to make decision-making ever more cumbersome.	10/2/2020 11:58 AM

Q5 Strategy D.2Increasing Access to City CouncilPlease note your agreement with the following statement:**The City of Vancouver should consider financial assistance/campaign voucher programs for City Council candidates to improve City Council representation. Unknown budgetary impact.**

Answered: 370 Skipped: 33



ANSWER CHOICES	RESPONSES	
Strongly agree	21.62%	80
Agree	27.57%	102
Neither agree nor disagree	19.73%	73
Disagree	17.84%	66
Strongly disagree	13.78%	51
Total Respondents: 370		

#	COMMENTS:	DATE
1	however, I defer to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether expanding the size of City Council increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 2:37 PM
2	I would like to think that candidates wouldn't be able to buy more advertising because they have more money. I would love to see there be a limit to how much people could spend on their campaigns, and see what they could do with a budget. Providing financial assistance or campaign vouchers would give us greater representation of our people.	10/30/2020 2:24 PM
3	This proposal should be considered.	10/30/2020 1:25 PM
4	Need to define how this would look like for candidates to qualify.	10/30/2020 7:34 AM
5	I like the idea of this in theory to allow lower income candidates to run, but the implementation of it seems very difficult to accomplish. I wonder if a better option would be to cap the amount of money a candidate can raise or limit campaigning to a shorter time period to keep the race more efficient and cheaper.	10/29/2020 6:21 PM
6	Use financial needs guidelines	10/29/2020 9:44 AM
7	This is a great idea. There needs to be a per capita donation limit as well as a cap on campaign spending and no donations allowed by individuals with city contracts or contracts with a councilmember's personal business.	10/28/2020 2:42 PM
8	While I tend to be in favor of elements of publicly funded elections, I don't think taxpayers funding any part of campaigns would be politically feasible at this time.	10/28/2020 2:05 PM
9	Assisting candidates with campaign infrastructure or referring them to additional resources or existing programs that train candidates how to run, such as Emily's List, could also be beneficial for candidates.	10/28/2020 1:24 PM
10	There is a system in place to build consensus and support within the current political frame work. furthermore there is a plethora of alternative funding sources and cloud funding sources available to anyone with the will and the tenacity to pursue them. Just look at the amount of money raised by various BLM organizations and a whole host of other alternative viewpoints. There is no shortage of money available to candidates from outside of the established political process.	10/26/2020 11:12 AM
11	Campaign finances should not prevent the most qualified and representative Council candidates from participating in local government.	10/25/2020 6:11 PM
12	This would create an unequal playing field for candidates. To be fair, every candidate should be provided a small stipend. This too should not be approved without voters approval.	10/25/2020 9:21 AM
13	providing kick starts for grassroots campaigns sounds like a good use of finances	10/24/2020 11:10 AM
14	City Council membership should not be dependent on how much money you have or can make. Though I do not believe government should be in the business of paying for people to get involved. Need a fresh funding stream idea for this one and I would strongly agree.	10/24/2020 7:16 AM
15	I also think an internet media approach with links from the City site to City Council "potentials" would work...then the representation could come from one source and all the options would be on equal footing.	10/23/2020 5:11 PM
16	This would certainly help increase the number of minority members of the community that could run for office. Actually, it could also include increasing the voice of all people who are poor.	10/23/2020 4:35 PM
17	This is a Council made up of citizens who are interested the whats best for the community they live in. We don't need to attract people that will run just because it won't cost them any time and effort.	10/23/2020 4:11 PM
18	This would probably result in people unqualified to run for office throwing their hat in the ring. Why should we waste tax payer money on this?	10/23/2020 3:12 PM
19	Currently, are positions paid or voluntary? Can't provide input without that knowledge.	10/23/2020 2:13 PM

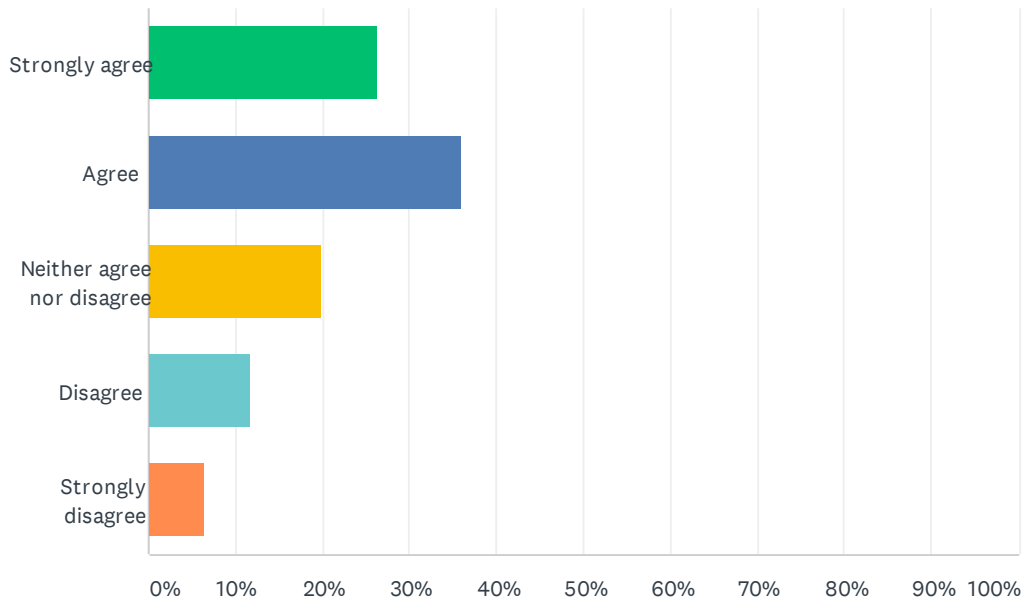
20	YESSSS. Any efforts to remove barriers can only increase equitable representation	10/23/2020 1:46 PM
21	I'm not sure how much they make or why they need more financial support- but if they do, sure.	10/23/2020 12:19 PM
22	Assuming each candidate received the same amount, I'm not sure this would improve representation. I'd rather see the money spent elsewhere.	10/23/2020 11:38 AM
23	I am not in favor of paying people to run for elected office. You need committed people serve. You need to make the process easier and maybe hold informational sessions for potential candidates to let them know what they are getting into. As a 14 year citizen, I still don't know how I can speak at a meeting. Before the pandemic there were many issues I would have spoken about, but the perception of this citizen is that the council only want favorable things brought up and the negative are discouraged and made more difficult.	10/23/2020 10:39 AM
24	I don't understand what this is/means.	10/23/2020 10:31 AM
25	Hard to determine what that might mean. How do you define "financial assistance/campaign voucher"? Sounds like they would get some sort of stipend for serving on the council. I would need to understand a bit more as to what it would look like and the overall costs.	10/23/2020 10:05 AM
26	Assistance, yes, but only after the potential candidate has provided evidence that they can inspire a following -- maybe through gathering a certain number of signatures and endorsements. We don't want our elected leaders to be from only one socio-economic group!	10/21/2020 1:04 PM
27	I prefer campaign spending limits.	10/21/2020 1:03 PM
28	Public support for candidates who represent ethnic, minority or other unique communities and those who have been marginalized is critical. Incumbents have the advantage, as do wealthier communities. Setting some campaign limits may also be a good idea to even the playing field.	10/20/2020 1:26 PM
29	Yes!!	10/19/2020 6:39 PM
30	The City should work for the citizens. This actually SAVES money by not spending it on pet kickback projects for the benefit of the biggest donors.	10/14/2020 7:06 PM
31	In order to have full representation, we need to have people running for office that represent all socio-economic groups, not just the middle and upper class white folks who can afford to run a campaign. Even taking time off work to campaign is a MAJOR barrier for most working class folks. Vouchers would help with campaign finance, and even the playing field.	10/14/2020 6:36 PM
32	No. I'm not going to pay taxes just so someone can run for office. Taxes should not be used to fund campaigns. If you think you will improve city council representation, go ask for donations from the voters like a normal candidate.	10/14/2020 8:19 AM
33	Qualified candidates may not have the means to pay for the spot on the ballot.	10/12/2020 4:32 PM
34	Having capital to even get started is a huge barrier. You need capital in order to fundraise and get started.	10/12/2020 1:59 PM
35	This is a waste	10/11/2020 9:50 PM
36	Current campaign finance law in the United States makes it an uphill battle to run a successful campaign without taking financial support from large donors or special interests. This has a distorting effect on how elected officials establish their priorities even if it doesn't change any of their positions on the issues. While this effect is certainly less pronounced in local elections, successful reforms almost always start at the local level. Vancouver should be proud to be an example to other jurisdictions on mitigating the corrupting influence of money in elections.	10/10/2020 2:10 PM
37	I do not feel I understand the implications of this to offer an informed opinion. Was there some discussion on this I missed?	10/9/2020 8:46 AM
38	Instead of just giving money to campaigns, the city should build media resources that they make available to people running for city council. This should include a campaign site for each candidate on the city's servers and access to tech people to help them set up, edit and maintain the site until election day. The city should also have a main page that allows Vancouver's citizens to easily access each candidate's page. The city should then spend its campaign money on advertising these campaign sites. Additionally, there should be a significant cap on other campaign spending. Money should not win elections.	10/8/2020 10:25 PM

39	Just put a cap on how much money can be spent. That will do the same thing this strategy is trying to do without costing taxpayer money.	10/8/2020 5:54 PM
40	Not sure about this without more details.	10/6/2020 12:11 PM
41	The City of Vancouver should consider financial assistance/campaign voucher programs for City Council candidates to improve City Council representation. Yes, this definitely should be a consideration. Financial barriers should not get in the way of someone wanting to represent the City council. I think this idea of financial assistance/campaign voucher programs is a very thoughtful idea, and a great use of resources.	10/5/2020 11:07 PM
42	I VERY strongly disagree with the city assisting with any sort of campaign financing. Instead of providing direct financial assistance to candidates, the city might provide candidates with resource information on fundraising strategies and the like.	10/5/2020 9:51 PM
43	This should be the first item on the list. Diversity and access to opportunity are inseparable, so increasing access would undoubtedly increase diversity of representation.	10/5/2020 8:21 PM
44	Financial assistance should be a standard, with all candidates receiving and being allowed to spend the same amount of money (and-- during a specified amount of time. This is a method well understood and in use by elections in the United Kingdom). We see too many examples of money dominating the conduction and influence of an election, by direct contribution and "in-kind" donation. Money (donations) are tied to influence-- no question. As a solution to the budgetary impact-- voters can be offered the opportunity to contribute to a campaign "pool" that can be evenly distributed to the candidates. Candidates can spend the money (with full disclosure) as they choose, depending on how they think it will be most effective for their individual campaigns. This also places no restriction on "volunteer" (unfunded) effort. If one candidate has the networking ability to organize significant volunteer support, it speaks of that candidate's ability to support his/her constituents, as well as their trust in that candidate.	10/5/2020 2:00 PM
45	Equality	10/5/2020 11:40 AM
46	Generally, rather than providing campaign voucher programs, I would rather see restrictions on spending from more privileged candidates, with financial support for those who are economically disadvantaged. We won't be able to easily increase diversity on the council if those with generational wealth, or those with more significant social connections are outspending candidates who are coming from more diverse backgrounds.	10/4/2020 10:49 PM
47	I'm not understanding campaign vouchers.	10/4/2020 9:41 PM
48	I wouldn't want people to think of serving on the City Council as a money-making opportunity instead of a public service, but I'm sure many people who might consider running for the City Council don't because of other reasons. For example, those who work for an employer, may not have a flexible schedule to take time off for Council meetings and activities, or they have other family obligations which prevent them from participating. The barriers are not always financial.	10/4/2020 12:40 PM
49	Absolutely not.....council members know what the job entails. They are already paid a stipend, trip incentives, and health insurance. Besides the city does not have the money. After the Columbia Street bicycle debacle - the council is not going to listen to citizen advisory committees, anyway. So, what is the use????	10/4/2020 11:54 AM
50	No more spending!!	10/3/2020 7:13 AM
51	Limit cost of campaign materials allowed. Offer open public debates and city channels and pbs equal coverage. Ban TV and radio ads to level the playing field.	10/2/2020 7:58 PM
52	Good candidates always need support, not sure this is the way to do it. If you want to improve representation stop promoting to committees and boards people that only represent your view. How about some real diversity?	10/2/2020 7:52 PM
53	They should consider it so that someone who is poor can have a voice on council so you can understand that perspective and why people are not thriving financially.	10/2/2020 6:28 PM
54	These proposals cost taxpayers!	10/2/2020 6:11 PM
55	This is another step to help achieve some diversity on the council.	10/2/2020 5:51 PM
56	Our current method of running elections has stood the test of time. Vouchers mean that my tax	10/2/2020 4:37 PM

	dollars may support a candidate that I oppose.	
57	I don't understand how this works.	10/2/2020 3:54 PM
58	Need more info	10/2/2020 3:53 PM
59	Responsibility should be a characteristics for all City Council candidates.	10/2/2020 3:41 PM
60	This has not been shown in other areas to be effective. Campaign finance reform and limiting candidates to local dollars at a low amount (\$50), provide a more even playing field.	10/2/2020 3:38 PM
61	I would like to understand more detail about this option. I have heard it can be effective, if implemented the right way.	10/2/2020 3:37 PM
62	Who makes that determination, what qualifies a candidate as "serious" versus someone who is doing this as a lark since there is not cost to it.	10/2/2020 3:34 PM
63	Council elections often rely on large donors who do not represent the whole community.	10/2/2020 3:13 PM
64	Give vouchers to all candidates, don't allow additional spending on campaign.	10/2/2020 2:09 PM
65	I'm not sure what this means	10/2/2020 1:31 PM
66	This seems too expensive. Remember you have a 8 million dollar budget deficit.	10/2/2020 1:22 PM
67	If districts are added this will have a significant impact on lowering the cost of running for office and enhancing council representation.	10/2/2020 1:01 PM
68	I am not sure financial assistance will help the council accomplish what they are wanting to achieve. Maybe some rules on campaign funding might help.	10/2/2020 12:52 PM
69	All campaigns should be publicly financed in their entirety. Anyone using private wealth to buy political office should be barred from running for life.	10/2/2020 12:31 PM
70	The Supreme Court's McCutcheon v. FEC decision further increases the influence of big money in elections. But McCutcheon is just the latest in a long string of cases weakening campaign finance rules. I believe that campaign financial assistance must come from the people in the small increments that just regular people can afford and keep government and big business out of the campaign finance system	10/2/2020 12:09 PM
71	Who's paying for this?	10/2/2020 12:05 PM
72	A good test of whether a candidate is for real is that individual's ability to garner financial support. What is important is good disclosure of major contributions.	10/2/2020 11:58 AM

Q6 Strategy D.3 Increasing Access to City Council Please note your agreement with the following statement: The City of Vancouver should consider charter amendments to reduce incumbency bias as a step to improve City Council amendments. Possible amendments could include term limits and ineligibility of interim vacancy appointments to run for City Council. No or insignificant budgetary impact anticipated.

Answered: 369 Skipped: 34



ANSWER CHOICES	RESPONSES	
Strongly agree	26.29%	97
Agree	36.04%	133
Neither agree nor disagree	19.78%	73
Disagree	11.65%	43
Strongly disagree	6.50%	24
Total Respondents: 369		

#	COMMENTS:	DATE
1	however, I defer to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether expanding the size of City Council increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 2:37 PM
2	This proposal should be considered.	10/30/2020 1:25 PM
3	I very much like the idea of term limits! It would be hard to allow great councilmembers to leave, but in the interest of diversity, I think it's a good idea.	10/29/2020 6:21 PM
4	Perhaps the Chair could have term limits. Otherwise, don't penalize council members for experience and competency	10/29/2020 9:44 AM
5	Incumbents should be allowed to run for reelection. If the voters think an incumbent has been in office too long, they will vote them out.	10/28/2020 2:05 PM
6	Term limits could provide a vehicle to usher in change on the council.	10/28/2020 1:24 PM
7	I don't think this is needed if you implement ranked choice voting.	10/28/2020 1:39 AM
8	Term limit's ensure a fresh crop of citizen legislators and maximize the strength of our democratic republic by helping the most effective people to move up while encouraging the less effective to move on.	10/26/2020 11:12 AM
9	Term limits helps ensure an influx of fresh perspectives on the City Council. It would encourage voters to look at candidates positions on the issues versus habitually voting for the incumbent.	10/25/2020 6:11 PM
10	Sensible term limits are always a good practice.	10/25/2020 9:21 AM
11	Term limits are a bad idea. They create perverse incentives for members of the council when they are lame ducks and undermines the will of the voters (if they want incumbents out they have opportunities to so through voting). I think the second idea is fine. Maybe a better idea would be to find a way to create a more even campaigning environment (like through the democracy vouchers idea).	10/24/2020 11:14 AM
12	I am smart and educated. This question is tricky to understand. Also brings up the question, is this survey in several different languages and accessible to all? I do agree with term limits.	10/24/2020 7:16 AM
13	Pair rank-choice voting with an increased % threshold requirement for incumbents. First term would be as-is, >50% of the vote. Then increase the % to offset the incumbent advantage over time (55%, then 60%, etc.)?	10/23/2020 8:29 PM
14	Agree with interim not running	10/23/2020 8:28 PM
15	If someone is doing a good job and their area supports them no reason to get rid of them.	10/23/2020 6:01 PM
16	We should also consider an "outside" support option for a non-biased reduction in incumbency bias for the charter amendments. If not local, then another sister city?	10/23/2020 5:11 PM
17	term limits yes. no to limiting appointees	10/23/2020 5:05 PM
18	I believe that voters should always have the right to reelect someone who they feel are effective.	10/23/2020 4:35 PM
19	Terms limited to two. I disagree with ineligibility of interim appointments.	10/23/2020 3:19 PM
20	This does not seem necessary.	10/23/2020 3:12 PM
21	Agree with term limits, but do not agree interim vacancy appointments should be ineligible to run for Council	10/23/2020 3:03 PM
22	Yes, like stating no racial discrimination exists in Clark County. BIPOC representation is a MUST!!	10/23/2020 12:19 PM
23	It doesn't seem that incumbency has been a significant factor, at least in recent years.	10/23/2020 11:38 AM
24	Let voters decide whether to retain incumbents.	10/23/2020 11:27 AM
25	Again what does research say on this?	10/23/2020 11:11 AM

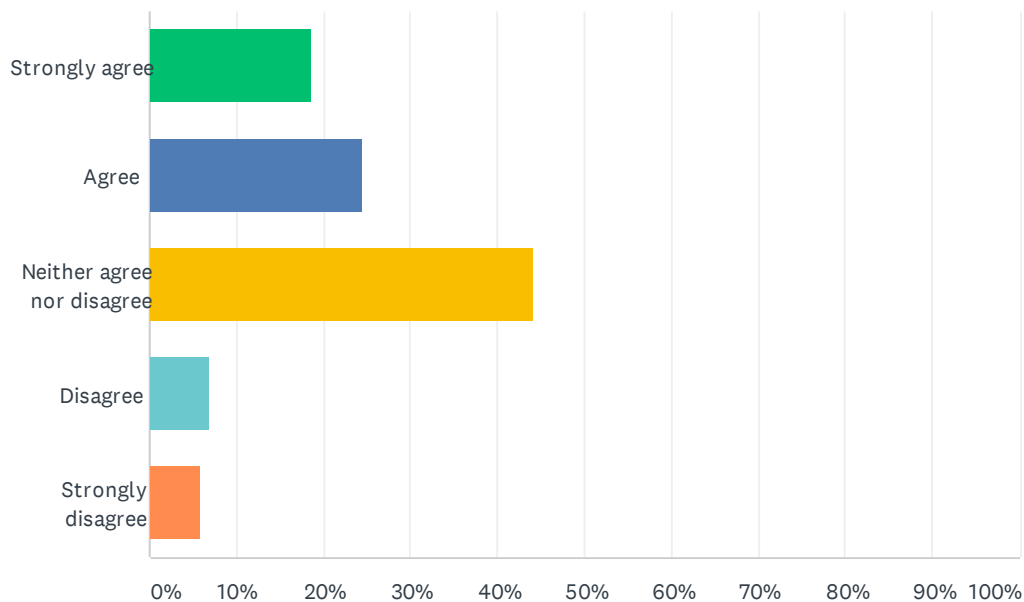
26	Term limits would be excellent. People get on that council and stay way too long!	10/23/2020 10:39 AM
27	I would hope for generous term limits, not just two.	10/23/2020 10:17 AM
28	The mayors term should and must be limited.	10/23/2020 10:04 AM
29	I need an example to better understand the meaning of the statement.	10/21/2020 1:04 PM
30	I think experience helps improve decision making.	10/21/2020 1:03 PM
31	The practice of early resignations to create an incumbent and a leg up on the next election is a pox on the democratic process and far too prevalent in Vancouver and Clark Co.	10/18/2020 8:43 AM
32	Term limits encourage sweetheart deals for outgoing representatives and remove the incentive for lame duck representatives to try to get elected again.	10/14/2020 7:06 PM
33	Again, it's about evening the access for a more diverse pool of people to run.	10/14/2020 6:36 PM
34	What if the incumbent is actually a great candidate and people actually want them?	10/14/2020 8:19 AM
35	interims should be able to run. maybe two or three terms (including an interim as a term perhaps).	10/12/2020 1:59 PM
36	This is one good thing. Term limits.	10/11/2020 9:50 PM
37	I need more information about this before really weighing in. I do feel that term limits may not be necessary, as the voters have an opportunity to vote for alternatives to the incumbent.	10/11/2020 4:47 PM
38	I don't have a sense that these approaches work very well. I suggest that "soft power" approaches, such as building a culture within the Council where incumbents seek out and nurture a pool of replacements might work better.	10/11/2020 12:19 PM
39	Term limits.	10/11/2020 10:48 AM
40	I am skeptical of measures that forbid incumbents from running for office, since incumbents are candidates who have an established record that voters can consider. Additionally, I believe that having the elected positions in a government be perpetually filled by novices increases the soft power of technocratic positions that are not so limited. I would be interested in a system whereby there are no term limits but consecutive terms are disallowed. However, to my knowledge this system has not been attempted anywhere and I am not confident enough in the idea to propose that Vancouver be the first city to try it.	10/10/2020 2:10 PM
41	I do not know. Highly effective leaders may be wanted to continue serving.	10/9/2020 8:46 AM
42	If some one on the City Council feels really strongly about something, they can still take an active part in advising City Council as a citizen or an advisory board. They can also groom a replacement if they really feel that they want to keep their agenda alive after they leave. Stagnation is the enemy of change and progress -- and incumbency is a form of stagnation. That said, we only have one City Council member who has been on City Council for more than 5 years.	10/8/2020 10:25 PM
43	I'm pro four term limits maximum. That would give a larger number of citizens a chance to serve.	10/8/2020 5:54 PM
44	Term limits is a good idea. Bart Hanson needs to go. He is an arrogant privileged white male.	10/6/2020 2:09 PM
45	Term limits!	10/6/2020 12:11 PM
46	The City of Vancouver should consider charter amendments to reduce incumbency bias as a step to improve City Council amendments. Possible amendments could include term limits and ineligibility of interim vacancy appointments to run for City Council.	10/5/2020 11:07 PM
47	What if the incumbent genuinely does a good job representing the people of Vancouver and promoting their best interests? I don't believe increasing leadership turnover rates will necessarily lead to better representation or better governance. More people does not necessarily mean more diverse.	10/5/2020 9:51 PM
48	This might enable more diverse representation if nothing else than by increasing access by limiting opportunities filled by non-diverse incumbents, but it would also limit diverse candidates who end up on the council.	10/5/2020 8:21 PM

49	Appointments have a tendency to disenfranchise the voter	10/5/2020 6:13 PM
50	Term limits should be a voter decision. A Councilor accrues job experience with any successive term, and if the job is not being done to the voters' approval, they can replace that Councilor by their vote. No interim replacement by anyone except the voters.	10/5/2020 2:00 PM
51	I think what I would prefer to see is more transparency in appointments, more community involvement, or even a special election, rather than an appointment if there is a vacancy outside of the standard election process.	10/4/2020 10:49 PM
52	Term limits!	10/4/2020 6:23 PM
53	Yes, term limits are good so the Council doesn't get stuck in a rut.	10/4/2020 12:40 PM
54	It's not broken.....what is there to fix. How do other cities our size deal with this.....comparison's/outcomes????	10/4/2020 11:54 AM
55	Term limits sound good, but that generally turns the keys of thd organization over to the administrative staff	10/4/2020 8:16 AM
56	I agree with term lkimitsb	10/3/2020 7:13 AM
57	Absolutely this!	10/2/2020 9:12 PM
58	Let the voters decide based on performance and don't limit the value of experience.	10/2/2020 7:58 PM
59	There is nothing better than a seasoned legislator. We don't (mostly) have that on the Council. We have people with their own biases and agendas that are NOT that of the people who elected them. Guess this comes down to Ethics and democracy. We have lots of Council members who promote business interests, nothing for the little people. How are you going to fix that?	10/2/2020 7:52 PM
60	Don't understand this?	10/2/2020 6:46 PM
61	Having knowledgeable and experienced councilmembers out weights the incumbency bias.	10/2/2020 5:51 PM
62	I have not seen this work.	10/2/2020 5:01 PM
63	Should enact rules that prohibit a city council member from running for a different office and maintaining their seat, if they lose.	10/2/2020 3:38 PM
64	I think all public offices need some form of term limits. Seeing the same person in one position for 40+years means they are completely disconnected from the reality their constituents live in. Having a good rep in a position for 10 years or less makes sense for continuity and decision making	10/2/2020 3:37 PM
65	Institutional knowledge would be lost if term limits were employed.	10/2/2020 3:34 PM
66	I support term limits, perhaps up to eight or ten years.	10/2/2020 3:13 PM
67	If this means that things voted on have a short-term or a term limit then I agree-- otherwise I'm not sure what the question is asking.	10/2/2020 1:31 PM
68	I strongly agree with term limits.	10/2/2020 1:22 PM
69	Along these lines, why do their closest friends and colleagues always have to replace them when they leave? It's a little inner circle of like mindedness and the priveledge of both wealth AND time.	10/2/2020 1:15 PM
70	Need new blood circulated with old blood at all times.	10/2/2020 1:14 PM
71	There are already term limits, called a "term." If a popular candidate chooses to serve multiple terms then the voters would be cheated if some statute says oh no you've been there too long. If a person is appointed to a vacancy we expect that person to be well qualified and would expect them to continue on to be a candidate in the next election. To do otherwise would reduce the pool of qualified candidates artificially.	10/2/2020 1:01 PM
72	I think term limits are good ideas. The council does not want to limit who can run for it or become a "Good ol' boys club."	10/2/2020 12:52 PM
73	You time in office should never be considered for anything other than your personal satisfaction. I disagree with term limits though as such policies tell the voters they are too	10/2/2020 12:31 PM

	stupid to elect representation.	
74	Term limits only empower non-elected people, like developers and lobbyists.	10/2/2020 12:31 PM
75	Term limits are vital to allowing change, relieving entrenchment and reducing the sedentary attitudes that are incumbent upon those who sit in their same chairs year after year after year. They get nothing done for the people and their only goal becomes the accumulation of power and the money or wealth that comes with increased power.	10/2/2020 12:09 PM

Q7 Strategy D.4Increasing Access to City CouncilPlease note your agreement with the following statement:**The City of Vancouver should advocate for changes to state law to enable even-year City Council elections to improve City Council representation. No or insignificant budgetary impact anticipated.**

Answered: 372 Skipped: 31



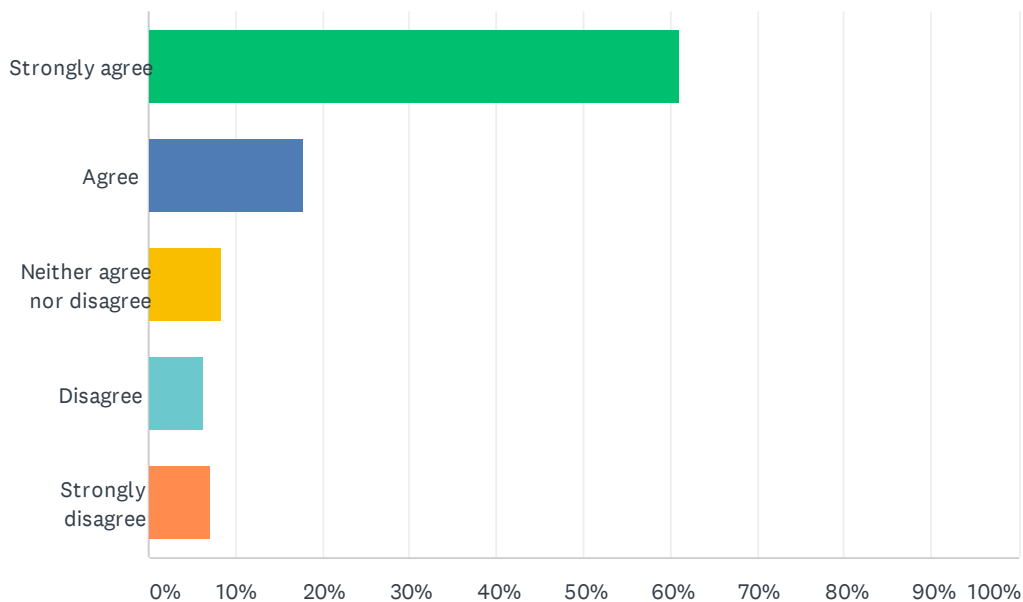
ANSWER CHOICES	RESPONSES	
Strongly agree	18.55%	69
Agree	24.46%	91
Neither agree nor disagree	44.09%	164
Disagree	6.99%	26
Strongly disagree	5.91%	22
Total Respondents: 372		

#	COMMENTS:	DATE
1	however, I defer to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether expanding the size of City Council increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 2:37 PM
2	Yes please! Would love to see elections feel more important by keeping them with midterm and presidential election years.	10/29/2020 6:21 PM
3	This would be a good way to increase voter turnout.	10/28/2020 2:05 PM
4	City council should have elections on the same years as state elections so we don't incur the added expense of creating all the separate materials and circumstances that are involved in the election process.	10/25/2020 9:21 AM
5	Yes! Yes! I cannot agree with this enough.	10/24/2020 11:14 AM
6	i dont know much about what this is trying to change, on a pragmatic level. but if coordinating elections could make things easier that makes sense, and i'm for voting more, so if this increases the instances of voting people have i'm for it.	10/24/2020 11:10 AM
7	No more elections, spend the time on connecting with the community in your role as a council member not thinking about and making decisions based on your reelection.	10/24/2020 7:16 AM
8	If there is no real budgetary impacts for holding more frequent elections, why aren't we doing this already? This would keep council on best behavior as one or more members will be up for re-election every year.	10/23/2020 8:29 PM
9	Have no idea how this would affect elections based on even year elections vs odd year elections.	10/23/2020 6:01 PM
10	Even year City Council elections only if they fall 2 years from Presidential election years and the terms for City Council are 4 years long.	10/23/2020 5:11 PM
11	I'm not sure what problem this would solve, but it seems like a waste of energy and resources to do this.	10/23/2020 3:12 PM
12	Not convinced it would "improve" representation	10/23/2020 3:03 PM
13	I don't understand how this would help.	10/23/2020 11:41 AM
14	Need more details about the benefits of this.	10/23/2020 11:11 AM
15	I am not sure what you are getting at. I don't think the actual year has anything to do with the problem.	10/23/2020 10:39 AM
16	why would this help?	10/23/2020 10:31 AM
17	citizens voice is their vote. We need more opportunities to make sure the council here's our voice and have the ability to correct poor decisions in more timely manner.	10/23/2020 10:04 AM
18	We don't need it. Don't waste your time and our money.	10/14/2020 8:19 AM
19	This will enlarge the ballot further discouraging people to vote who just don't want to deal with a complex ballot.	10/12/2020 4:32 PM
20	Good idea for greater voter participation.	10/12/2020 1:56 PM
21	Concerned that this will result in little cohesiveness (already a problem) as Councilors change more frequently.	10/12/2020 9:33 AM
22	Hahaha. You only wantt more yes men to support the stupid ideas	10/11/2020 9:50 PM
23	I need more information about this before weighing in on the strategy.	10/11/2020 4:47 PM
24	Non-partisan offices would be swept up in partisan signaling to a much greater degree.	10/11/2020 12:19 PM
25	Why is the state dictating this?	10/11/2020 11:18 AM
26	As opposed to what? What is the current rule on this?	10/8/2020 10:25 PM
27	If people care they vote regardless of odd or even years.	10/6/2020 12:11 PM

28	The City of Vancouver should advocate for changes to state law to enable even-year City Council elections to improve City Council representation.	10/5/2020 11:07 PM
29	Would that mean we would have an election every year?	10/5/2020 9:51 PM
30	I don't know how to evaluate the impact of this option on diversity.	10/5/2020 8:21 PM
31	I don't see the relevance of even-year versus odd-year elections, if that is the point of this statement.	10/4/2020 12:40 PM
32	Once again not broken.....what is the purpose???	10/4/2020 11:54 AM
33	Lower races are ignored by voters when we have high profile races on the ballot. Even year would only make that worse.	10/3/2020 1:01 PM
34	Good plan	10/3/2020 7:13 AM
35	Window-dressing.	10/2/2020 7:52 PM
36	Yes, we do need to make some changes to city council so there is better representation.	10/2/2020 6:28 PM
37	A good suggestion.	10/2/2020 5:51 PM
38	Engaged citizens don't need enhancements to encourage them to vote. I always vote whether special election, primary election or general elections. Stop dangling a carrot in front of people to encourage them to vote. If they care enough they will vote.	10/2/2020 4:37 PM
39	There are sounds arguments why this law exists.	10/2/2020 3:38 PM
40	Is this changing the term limits of the council?	10/2/2020 1:31 PM
41	It is not a problem now so why waist time with this effort. There are plenty of other activities to spend time working with the state on.	10/2/2020 1:01 PM
42	Not sure of this. If the City Council elections occur in combination with other elections could reduce the costs and get more voters.	10/2/2020 12:52 PM
43	My only concern is low turnouts, which tend to happen in off-year elections. Then the City would lose faith in the general populace.	10/2/2020 12:31 PM
44	The more people voting in the election, the better.	10/2/2020 12:31 PM
45	See previous comments on improvements to representation	10/2/2020 12:09 PM
46	To what purpose?	10/2/2020 11:58 AM
47	City races would be swamped out by all the partisan races, resulting in less visibility for candidates, especially candidates from under-represented groups.	10/2/2020 10:03 AM

Q8 Strategy D.5 Increasing Access to City Council Please note your agreement with the following statement: The City of Vancouver should provide diversity, equity, and inclusion training for City Council, Boards, and Commissions to improve City Council representation. Minor budgetary impact anticipated.

Answered: 370 Skipped: 33



ANSWER CHOICES	RESPONSES	
Strongly agree	61.08%	226
Agree	17.84%	66
Neither agree nor disagree	8.38%	31
Disagree	6.22%	23
Strongly disagree	7.03%	26
Total Respondents: 370		

#	COMMENTS:	DATE
1	More diversity, equity and inclusion are needed. The work of ending systemic racism requires training. The City should be actively and ongoing engaging in this work.	10/30/2020 1:25 PM
2	Ensure the training is done by someone or org that has footprint & knowledge of Vancouver community & its issues.	10/30/2020 7:34 AM
3	I'm surprised this isn't happening already!	10/29/2020 6:21 PM
4	Critical race theory training should be banned by the city.	10/29/2020 1:05 AM
5	Every government and organization should provide this training.	10/28/2020 2:05 PM
6	Quality training from professional DEI consultants could help the council reshape exclusionary practices and embrace an approach that turkey values diverse perspectives and experiences.	10/28/2020 1:24 PM
7	We should have more Hispanics representing the city. There is an influx of Hispanics Americans living in our beautiful city.	10/28/2020 1:03 PM
8	If this is not already being done I am shocked! This is a minimum requirement in my opinion for any elected officials. Also, I would highly recommend that any training be led by a Black-owned organisation rather than white people teaching white people about equity and inclusion.	10/28/2020 12:56 PM
9	Yes, as a current commission member, I would appreciate this training topic.	10/28/2020 12:37 PM
10	I believe this type of training is re-racializing our society by forcing people to constantly focus on race and by forcing people to declare themselves racist or see themselves as racially stigmatized. I abhor racism; we are all brothers and sisters and the way past racism is love, not these misguided trainings that divide people.	10/26/2020 11:12 AM
11	This should be a minimum requirement for any agency and/or governing body.	10/25/2020 6:11 PM
12	This training, if implemented, should not focus on demonizing one group or another. We are all Vancouver citizens and require fair representation.	10/25/2020 9:21 AM
13	as long as the training is actually by communities of color. do not train privileged people with other privileged people.. this is counter productive.	10/24/2020 11:10 AM
14	This is fundamental and basic education.	10/24/2020 7:16 AM
15	I'm not sure what "diversity" training means. I'd be more interested in Council understanding first the problems our community faces, the competing demands between demographics, and seeking root-causes for these imbalances first. If the statements above are what this training represents, then great. The next question would be who gets to decide the material that will be used for training? Etc. Sensitivity training seems like a waste of money. Candidates should reflect/exemplify the desired behaviors we seek, not be "trained." I'm curious - why aren't we including City Staff in this list above? I've seen plenty coming out the mouths of staff reflecting ignorance of the community they serve. THEY need the training first as they are the engine behind Council. Boards, etc.	10/23/2020 8:29 PM
16	Most people have already had this training and depending on who is giving the training it can be outright offensive.	10/23/2020 6:01 PM
17	And frankly, if our entire sitting City Council is currently white, each seat should be doubled, with each new place being reserved for a person of color, OR half of the longest sitting Council Members should give up their seats to new members specifically of other cultures. Our City Council should directly reflect the cultural percentages of our City. Period.	10/23/2020 5:11 PM
18	Such training should include hearing from members of the communities that you want to understand better. Such communities might include African-Americans, Native Americans, Asians, religious minorities, the disabled (including myself), and the homeless.	10/23/2020 4:35 PM
19	This seems like a waste of time and money. The current City Council and mayor's office is fairly diverse - i.e women and the LGBTQ community are well represented. I'm not sure how much more diversity could be achieved with spending more money on this.	10/23/2020 3:12 PM
20	I feel strongly that training opportunities are fantastic, however I'm opposed to required or mandated trainings	10/23/2020 3:03 PM
21	The council should also set aside an appointed council position dedicated to a diverse council	10/23/2020 3:00 PM

person(s) whose race is not currently represented on the Council. As an example, if a LatinX individual is already seated on the council then the appointed position should perhaps go to an African American. By following this recommendation, it would give someone political experience which during the next campaign that individual could then campaign on their own merits. Then a new individual would be eligible to replace the now experienced individual who is subsequently required to get elected normally!

22	But make sure the training goes beyond lip service and translates into action.	10/23/2020 2:13 PM
23	YES.	10/23/2020 1:46 PM
24	Learning about our diverse racial community should be a priority for individuals considering to be council members. Engaged in the community!	10/23/2020 12:19 PM
25	Agree but neutral as to inclusion.	10/23/2020 11:27 AM
26	What about citizen inclusion?	10/23/2020 11:11 AM
27	Yes you should. As can be seen, there is a lot of racial bias in this community (whether people want to admit it or not!). It needs to be acknowledged and dealt with. The county chair is the biggest offender that I have seen recently.	10/23/2020 10:39 AM
28	This is a no-brainer.	10/23/2020 10:31 AM
29	This is essential, essential, essential. Our leadership MUST have a deep understanding of how minorities are impacted by the current systems in place, and take steps to break it down and build it better. Ultimately, diverse people need to be part of leadership, not just a topic for discussion. We need to be critical and ask ourselves, "What perspective are we missing, and who is missing from this conversation?"	10/23/2020 9:56 AM
30	I also think the city should have a session on historical systemic patterns set in motion in previous centuries.	10/20/2020 1:26 PM
31	EVERYONE, EVERYWHERE needs equity and inclusion training.	10/14/2020 6:36 PM
32	Diversity, equity, and inclusion training comes at the cost of excluding certain other groups. People on the City Council, Boards, and Commissions aren't likely to truly be racist, sexist, anti-diversity, or against inclusion of people. If they are, the voters can just vote them out next election or launch a recall. The training is a waste of time and money.	10/14/2020 8:19 AM
33	Candidates and electees are adults, going through the campaign process should teach them everything they need to know.	10/12/2020 4:32 PM
34	YES. Required.	10/12/2020 1:59 PM
35	Definitely think this is vital	10/12/2020 8:34 AM
36	They already know what to do. If they don't then fire their sorry ass. No more training needed	10/11/2020 9:50 PM
37	Yes!!! Especially white privilege training/history of discrimination in The U.S.	10/11/2020 4:47 PM
38	While I support diversity, current curriculums are overly trendy and even out-dated. Political correctness is over-used and over-abused.	10/11/2020 10:48 AM
39	As currently done, it is itself racist and non inclusive. Stop doing it.	10/11/2020 10:19 AM
40	I think more education on this issue is almost always a good thing.	10/10/2020 2:10 PM
41	OK! That one I feel comfortable commenting on. City Council is SO MUCH BETTER than County on this point.	10/9/2020 8:46 AM
42	We have an all white City Council. We do not have an all white Vancouver. And, although Vancouver is about 80% white, it would be good if our city government reflected our city's population. Also many of those white people are of Slavic descent and are first or second generation Americans. This may be a good reason to increase the size of City Council for more and better representation, and perhaps a good reason for geographic Council members for the same reason. We should definitely have training to better help Council members understand and server Vancouver's citizens.	10/8/2020 10:25 PM
43	I strongly agree that City Council should have training, but I feel like this can be obtained from reading anti-racism books and spending time with minority group organizations.	10/8/2020 5:54 PM

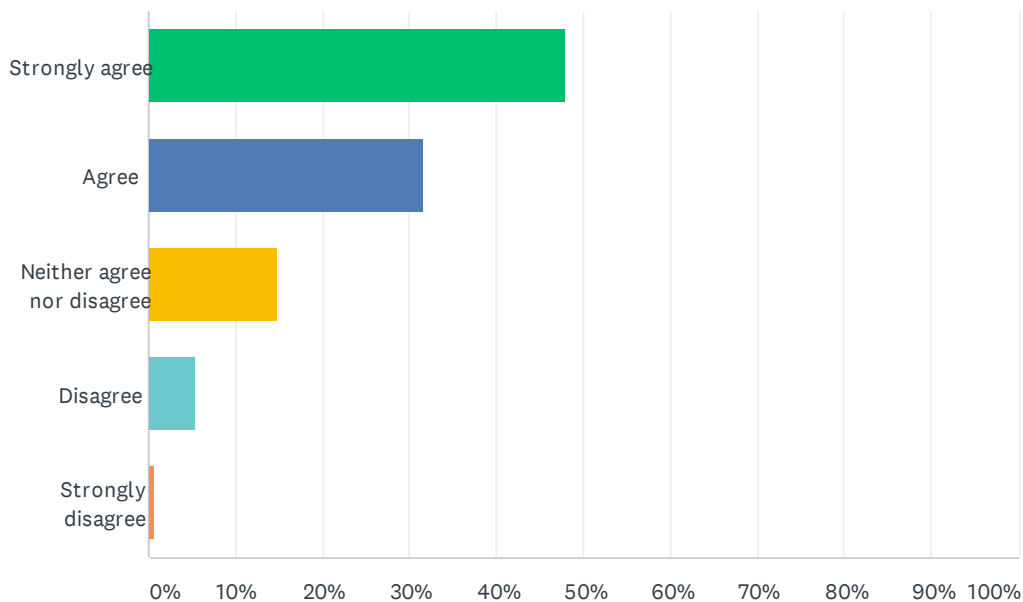
44	If this happens it is important that trainings be conducted by underrepresented groups who are appropriately compensated.	10/6/2020 4:27 PM
45	I believe they are trying that right now and it's not working. They don't care. They don't care about the city charter, and seem to think lying to Senators is ok, even though it's a gross misdemeanor. An outside organization needs to review misconduct by elected officials and city employees.	10/6/2020 2:09 PM
46	This is nonsense, what this really means is you want to force non racist people to think they are racist just because they are not black, like the training being forced on the police, that President Trump, stopped. Very few people are racist but I have seen more racist black people, in the last several months, and there is no equality or equity problems in this country. Everyone has the same rights and opportunity as anyone else. They just have to be willing to work hard for it just like everyone else. And the idea that "we the people" owe any black person money for slavery is just BS, That all happened many generations ago and no one currently alive now had anything to do with slavery and no one currently living who is black has been or is a slave except to their own "entitlement thinking" I treat all people the same but I have not been treated correctly by black people, even just walking down the street. We have the constitution, and in it is the definition for diversity, equity, and inclusion. Just teach the constitution.	10/6/2020 12:03 AM
47	The City of Vancouver should provide diversity, equity, and inclusion training for City Council, Boards, and Commissions to improve City Council representation. Yes, strongly agree with this statement. I love that the city is being progressive in suggesting to provide diversity, equity, and inclusion training for the City council, boards, and commissions to improve City council representation. It desperately needs to happen right away and should of happened years ago. I also think this training should be a requirement for law enforcement, medics, and the fire department, if this training isn't already available to them.	10/5/2020 11:07 PM
48	It really would depend on the training. Based on the highly biased diversity training I have received for work, I hesitate to support these workshops. In my experience, these trainings perpetuate racism more often than they alleviate it.	10/5/2020 9:51 PM
49	This should be implemented in addition to any other action taken.	10/5/2020 8:21 PM
50	Diversity and inclusion training should have been provided decades ago. We should be focused now on equitable hiring. It's disappointing that we are so far behind on this.	10/4/2020 10:49 PM
51	No one currently serving looks like me or face my concerns. Out of touch to most of us	10/4/2020 6:23 PM
52	To improve City Council representation, people in the community need to better understand what the role of City Councilor is and the responsibilities. Help people to engage with the Councilors. Maybe the City could offer more information about the qualities needed to be a good, productive City Councilor, what the role requires, and how to run for election?	10/4/2020 12:40 PM
53	The city attorney already meets ,with all of the above, to discuss Washington State law and how it actions affect the law. Any other area of concerns could be included, in this briefing.	10/4/2020 11:54 AM
54	This should be done, but not sure that it directly addresses representation. People groups represent themselves. Allies are good but allies don't represent.	10/3/2020 5:11 PM
55	I would hope that the people we elect should not need training in how to represent the voters in the needs of our community I believe our community is a whole community and not to be dissected by "diversity" In addition I believe voters should accept the responsibility be involved their community. This survey is a great start Thank you	10/3/2020 11:18 AM
56	Elect people of integrity and let people be people with a free mind and thought.	10/3/2020 7:13 AM
57	Please get some color on board. I'm a college educated Black, Marine (not active), homeowner here and i am unsettled by my neighbors. Either you know what you have built here or you don't have the eyes to see.	10/2/2020 11:11 PM
58	I do not think there is a one-to-one correspondence between diversity training and more varied representation. However, diversity training is good for everybody.	10/2/2020 9:17 PM
59	Actually training with a distinct anti-racism, and anti-classism focus would be even better. Most of the equity, etc training I have seen is much too vanilla and doesn't go to the heart of the problem.	10/2/2020 9:13 PM

60	Annual retreats over a weekend of unpaid time for education and building decorum and team comradery.	10/2/2020 7:58 PM
61	Problem with letting Council interview and appoint. I swear everyone on any board I have ever examined is just a clone of the Council member. How about starting by looking at how many white, business-type people populate these boards. How about management at the City? White-man land.	10/2/2020 7:52 PM
62	Yes!	10/2/2020 7:03 PM
63	Learning is the key for understanding each other.	10/2/2020 6:46 PM
64	In my experience, this type of training only makes people hyper-sensitive about how to treat others and makes them focus on skin color instead of personality.	10/2/2020 6:30 PM
65	Yes, city council should definitely be trained For diversity, equity and inclusion but we also need to take action to actually make our city council have a broader range of representation so new ideas can be voiced, so problems can be addressed and so our community can thrive. The sooner we do it, the sooner our community will benefit.	10/2/2020 6:28 PM
66	Hell NO! These diversity training sessions are a waste of time! If people are like me they do not see color of anybody's skin.	10/2/2020 6:11 PM
67	To put anyone ahead of another because they claim they are of a different sex than they were born with , because of their color , or religion ,, should not be done. Candidates background , such as finishing high school , and or college and community involvement is a must. No one that claims to be part of a far right or left group should be allowed to be on any council . eg proud boys , antifa . patriot prayer , have been arrested or been part of any riots that caused damage , looting and burning in any state or city.	10/2/2020 5:23 PM
68	If city leaders don't know how to treat others they should not be running our city. Sitting in classes or training trying to teach them acceptance of others is a waste of time and money. The only ones who benefit from these trainings are the ones who are selling these programs.	10/2/2020 4:10 PM
69	Why is this even a question? Questions related to a candidate's DEI commitment and drive should also be a part of ALL application processes for ALL boards, Council and Commissions.	10/2/2020 3:38 PM
70	I don't see how training the people already in those positions would help get more diversity.	10/2/2020 3:37 PM
71	It should be a requirement, outlined in the charter and city government by-laws that every city council members, board members and commissioners must attend DEI and Social Justice trainings through out their term limits. Trainings should be called "learnings" and how will those "learnings" influence and shape policies, practices and processes	10/2/2020 3:23 PM
72	I would also make it a goal of any sitting council to work with City Manager and staff to recruit people of color and minorities to run for office.	10/2/2020 3:13 PM
73	YES. This is absolutely essential and necessary. I would rate higher than "Strongly agree" if I could.	10/2/2020 1:23 PM
74	This type of training only serves to make whites feel guilty that they are white and cram diversity and equity down our throats. Stop this nonsense with my tax dollars!!! I attended this type of training and it was a ridiculous waste of time. People need to be kind to each other, period.	10/2/2020 1:22 PM
75	That would be best practice.	10/2/2020 1:14 PM
76	This would be a worthy activity. One result may be a more divers and inclusive representation on various boards and comisisons appointed by the Council.	10/2/2020 1:01 PM
77	Not sure this will get more citizens in running for the council.	10/2/2020 12:52 PM
78	I've never known these types of training to be super impactful, unfortunately.	10/2/2020 12:32 PM
79	This should be mandatory for all candidates, not just elected officials.	10/2/2020 12:31 PM
80	Thank you to the council for their responses and support of addressing racial injustice. The opinion of the County Chair was alarming to say the least.	10/2/2020 12:13 PM
81	Diversity is our greatest tool in learning to live and let live. The idea of inclusion training is long overdue. We do not need any more analysis; no more graphs, no more studies. We already	10/2/2020 12:09 PM

	know the problem of the lack of inclusion and diversity already exists. Just do it already!	
82	I never knew Vancouver was prejudiced.	10/2/2020 12:05 PM
83	This is B.S. No one has ever been excluded from getting involved.... you have to get out of bed to do anything in life.	10/2/2020 11:59 AM
84	OK as long as not biased toward any particular political agenda.	10/2/2020 11:58 AM
85	Definitely!	10/2/2020 11:48 AM

Q9 Strategy D.6.1 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should provide American Sign Language interpretation at City Council meetings to improve City Council representation. Minor budgetary impact anticipated.

Answered: 371 Skipped: 32



ANSWER CHOICES	RESPONSES	
Strongly agree	47.98%	178
Agree	31.54%	117
Neither agree nor disagree	14.82%	55
Disagree	5.39%	20
Strongly disagree	0.54%	2
Total Respondents: 371		

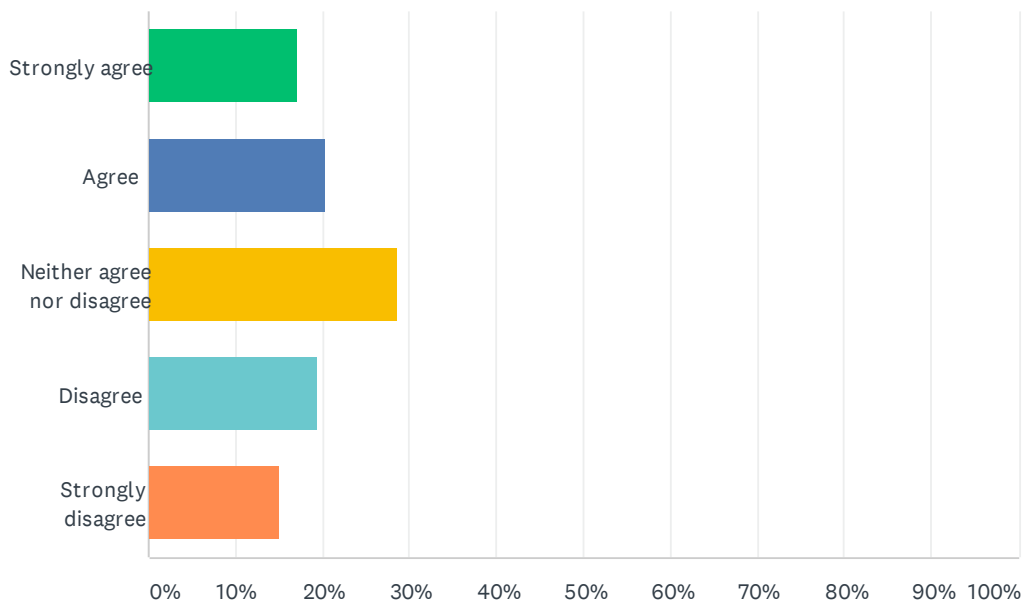
#	COMMENTS:	DATE
1	can you say ADA	10/29/2020 6:04 AM
2	And captions on screen	10/28/2020 12:37 PM
3	Close captioning instead	10/26/2020 9:22 PM
4	We have a disproportionately large population of deaf and hard of hearing citizens in Southwest Washington.	10/25/2020 6:11 PM
5	ASL should be the official language of the entire country	10/24/2020 11:10 AM
6	When requested.	10/24/2020 8:54 AM
7	Not clear on this question. Are we talking about enabling the deaf to run for Council or citizen participation? If the latter... What is the cost impact? Those who can't read the teleprompters and are deaf... any idea on how many people of this narrow slice of the demographic we are excluding? I can think of many other needs that could be reviewed For example- if the driver is to increase community participation, why are we preventing people from registering to testify UNLESS they sign-up 6+ hours before the session? (usually before workshops held during that afternoon where input may be generated). WHY? Fix the easy stuff first. If sign-language is available on request and can be tapped at short-notice, the status-quo should be sufficient. Otherwise, especially during these times of COVID, are transcriptions not available in near-realtime?	10/23/2020 8:29 PM
8	But only if there is a need. There should be a way to survey the attendees to see if there is a need. Don't want to exclude anyone but no need to waste money either.	10/23/2020 6:01 PM
9	Please ask the folks who's use this service whether or not it's be helpful.	10/23/2020 5:48 PM
10	And any other local languages (Spanish, Russian, Chuukese, Vietnamese) should also be offered. Is there any way for this to be offered as a function of zoom?	10/23/2020 5:11 PM
11	If there is a request for or a need for this addition than, yes, it should be provided	10/23/2020 3:03 PM
12	ASL, interpretation in Spanish as well as our Hispanic community is rapidly growing ~	10/23/2020 12:19 PM
13	Should be available upon request	10/23/2020 11:07 AM
14	Sounds like a great idea.	10/23/2020 10:39 AM
15	Again, a no-brainer.	10/23/2020 10:31 AM
16	Reach out to the community of people with hearing impairments and let them decide what the best solution is - maybe interpretation on demand? Maybe there could be anytime access to instant closed-caption translations on phone or other devices?	10/23/2020 10:17 AM
17	Maybe only if requested ahead of time by a participant. Are the taped meetings online with Closed Captions following the meeting so anyone wanting to know what occurred can read the information?	10/21/2020 1:04 PM
18	The disabled community as a whole needs more representation and access. Ableism is a real problem in the community and needs to be addressed, especially after the pandemic and wildfires have hurt a lot of disabled citizens, rendering many homeless without any help or ways to reach out for help.	10/15/2020 9:22 AM
19	WHY DON'T THEY ALREADY? ASL interpreters should be at every public/government function nationwide. Why do we even have the ADA if it's not applicable to everyone with different abilities? We have ramps at our public buildings and handicapped parking and bathroom spaces, so people can access those areas, but access for our deaf and hard of hearing community is just ignored. It's terrible. There should ABSOLUTELY be sign language interpreters at every city council meeting.	10/14/2020 6:36 PM
20	Why is this even a question. The more appropriate question is why hasn't this been done already?	10/14/2020 6:34 PM
21	Deaf people should be able to participate too. ADA and all that.	10/14/2020 8:19 AM
22	While it is very important to ensure accessibility for hearing impaired, i believe there are more cost effective and impactful strategies using technology while being ready to meet folks'	10/12/2020 9:33 AM

	specific needs based on request.	
23	The School for the Deaf is located here. Let's model inclusion of the Deaf everywhere we can.	10/11/2020 12:19 PM
24	I would want to see if this is of interest to the deaf community	10/9/2020 8:54 AM
25	Basic inclusion	10/9/2020 8:46 AM
26	The Washington State School for the Deaf is in Vancouver. We should be leading the way in this area.	10/8/2020 10:25 PM
27	Considering we have a school for the deaf, I am surprised they don't have one already.	10/6/2020 12:11 PM
28	The City of Vancouver should provide American Sign Language interpretation at City Council meetings to improve City Council representation. Yes, absolutely, but this option should include Spanish and Russian interpretation. I say this because there are Hispanic and Russian communities, and these communities may want to attend City council meetings.	10/5/2020 11:07 PM
29	I'm somewhat surprised this isn't already available, as I have attended other city/community events with sign language interpreters and I'm used to seeing sign language interpreters on Portland/Oregon press conferences. I'm not sure if city council meetings are different or if members of the community have already requested sign language interpretation, but this seems like a reasonable accomodation.	10/5/2020 9:51 PM
30	This comment applies to Strategies D-6-1 thru D-6-8 (with exception to D-6-7, see separate comment). These several strategies make no mention of increasing television access to Council Meetings by adopting "over-the-air" TV broadcasting. Access via cable TV is given, but there is an increasing number of households that have chosen to discontinue cable TV (with associated rising costs). Over-the-air is well established, and has to cost to the consumer, once the initial antenna has been installed. Also-- being able to watch a meeting (especially if there is ASL) is much easier than having to view it via internet on a much smaller computer screen or hand-held device.	10/5/2020 2:00 PM
31	It always seems like a private club, they never want to even hear the concerns or criticism from ordinary citizens	10/4/2020 6:23 PM
32	I don't know that lack of ASL interpretation reduces City Council representation. It's always helpful to have information communicated in other forms, if possible, so people with diminished sight or hearing can receive similar communication as those with "normal" sight and hearing.	10/4/2020 12:40 PM
33	Only provide if requested	10/3/2020 6:01 PM
34	Only if requested by the hearing impaired.	10/3/2020 2:52 PM
35	As a person with hearing impairment, this is great!	10/3/2020 7:13 AM
36	Closed caption meetings on CCTV. Live Sign Language is distracting for long meetings. Sign Language is necessary for time sensitive announcements but can lose some nuance when dealing with complex subject matter in my opinion.	10/3/2020 6:56 AM
37	Access is important	10/2/2020 11:11 PM
38	Most hearing impaired read lips and have their own interpreters. Software can turn audio to words on a screen in chambers.	10/2/2020 7:58 PM
39	Should have been done a decade ago.	10/2/2020 7:52 PM
40	Hearing pods to the audience that translate in different languages, Russian, Japanese etc.	10/2/2020 6:46 PM
41	That costs too much for the amount of people that it would serve.	10/2/2020 5:23 PM
42	I would need more details on this.	10/2/2020 3:54 PM
43	Interpretation should be provided equitably across all languages. If sign language interpretation will be provided, Spanish language translation should also be provided.	10/2/2020 3:38 PM
44	This makes sense mostly because Vancouver has the state school for the blind about a mile from city hall. How do we not provide this service already?	10/2/2020 3:37 PM
45	I agree that hearing impaired citizens should have access to meetings, but I would offer interpretation based on prior request. Some meeting include very few citizens, so it makes no sense to provide interpretation if there is no hearing impaired citizens who are "listening".	10/2/2020 3:13 PM

46	Only if a request is made by someone needing this.	10/2/2020 1:32 PM
47	Anything that can be done to take down barriers should be done-- making it accessible for all.	10/2/2020 1:31 PM
48	YES. This is critical to equity and inclusion and should go without saying that we provide access for as many residents to participate in meetings as possible at all times.	10/2/2020 1:23 PM
49	Most larger jurisdictions already do this. With numerous private businesses available for this service and with the close proximity of the State Deaf School it makes sense.	10/2/2020 1:01 PM
50	I'm surprised we don't offer that considering we have a representative deaf population here with the state school of the Deaf being here.	10/2/2020 1:00 PM
51	No comment.	10/2/2020 12:52 PM
52	This is basic ADA stuff.	10/2/2020 12:31 PM
53	We have a large community of hearing impaired individuals in the city (and county). Also, providing ASL in meetings also gives hearing privileged people and opportunity to exercise any ASL they may have learned	10/2/2020 12:13 PM
54	Everybody needs to know what goes on with City government, even the hearing impaired.	10/2/2020 12:09 PM
55	Don't forget the other major sensory impairment: blind and low vision. Make documents accessible online for increased font size or audio versions. Braille is not necessary with proper assistive technology. Vancouver is home to the School for the Blind, as well.	10/2/2020 12:03 PM
56	Citizen participation is vital especially with virtual meetings. Keep speakers to strict time limits.	10/2/2020 11:58 AM
57	if requested, yes	10/2/2020 11:48 AM

Q10 Strategy D.6.2 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should provide no-cost transportation to and from City Council meetings to improve City Council representation. Unknown budgetary impact.

Answered: 371 Skipped: 32



ANSWER CHOICES	RESPONSES	
Strongly agree	17.25%	64
Agree	20.22%	75
Neither agree nor disagree	28.57%	106
Disagree	19.41%	72
Strongly disagree	15.09%	56
Total Respondents: 371		

#	COMMENTS:	DATE
1	I might agree if this was in the form of a C-Tran voucher/ticket	10/30/2020 4:58 PM
2	Hope city look into partnering with CTran or receive grant funding to support this.	10/30/2020 7:34 AM
3	Electronic access ok	10/29/2020 10:03 AM
4	Or at least free parking	10/29/2020 9:44 AM
5	Worth a proposal	10/29/2020 6:04 AM
6	Perhaps the implementation of easily accessible virtual attendance for those who cannot easily access in person, not just due to transportation barriers. I have attended virtual meetings with over 200 participants and they went surprisingly well.	10/28/2020 2:42 PM
7	Providing C-Tran vouchers is a possible solution.	10/28/2020 2:05 PM
8	Partner with C-Tran? Or... Offer remote meeting participation sites? Library meeting rooms with tele-conference gear and facilitator?	10/28/2020 12:37 PM
9	If it is needed for some.	10/28/2020 7:50 AM
10	In a perfect world with unlimited funding, this would be a welcome gesture to increase accessibility to meetings for persons who do not have their own means of transportation. That said, I doubt the city can afford it. Better to work with CTRAN to ensure bus schedules are adjusted to allow timely access to meetings.	10/28/2020 5:13 AM
11	For council members, if needed. For citizens with transportation barriers, a virtual platform should always be available.	10/25/2020 6:11 PM
12	The city council does not need to provide transportation.	10/25/2020 9:21 AM
13	city council meetings should have a zoom component. providing transport, whether that's ubers or free bus shuttles, feels important, but it seems easier to use technology to bring council meetings /to/ the people, than the people to the council meetings. whatever, do both.	10/24/2020 11:10 AM
14	What does this mean exactly? Doesn't the bus system work near to city hall? Just partner with the downtown Ryd car to provide transportation form home or from nearby busline. No brainer, should already be happening. Childcare is a bigger issue than transport.	10/24/2020 7:16 AM
15	I'll agree if people have to apply for such aid	10/23/2020 8:28 PM
16	And any needed interpreters at the meeting location. We have many amazing staff in the Vancouver Public Schools District that can step in in this capacity.	10/23/2020 5:11 PM
17	This would be particularly helpful to some disabled and the homeless. I live in Smith Tower so I'm close enough to City Hall to make council meetings and have attended some.	10/23/2020 4:35 PM
18	If transportation is free you will get people who are bored of television or facebook and just want to see what's going on without a real interest in the agenda.	10/23/2020 4:11 PM
19	Not enough information provided. I would support free C-Tran rides on lines serving the location of city council meetings for hours before and after meetings. Do not support any system that would require a request and approval process if it increases duties of existing positions within city or C-Tran.	10/23/2020 3:19 PM
20	Only with verified income restrictions/low income people	10/23/2020 3:12 PM
21	Do not feel it is the public taxpayer's responsibility to subsidize transportation costs to Council meetings, unless data supports there truly is a significant number of residents unable to reach City Hall on Monday evenings.	10/23/2020 3:03 PM
22	Allow for continued participation and opinion sharing via on-line meeting tools instead.	10/23/2020 2:48 PM
23	Can meetings be virtual as well as in person?	10/23/2020 2:13 PM
24	I don't think the cost of transportation is the issue. Scheduling for the meetings may need to be addressed.	10/23/2020 11:41 AM
25	Seems that implementation could cost more than the benefits.	10/23/2020 11:38 AM

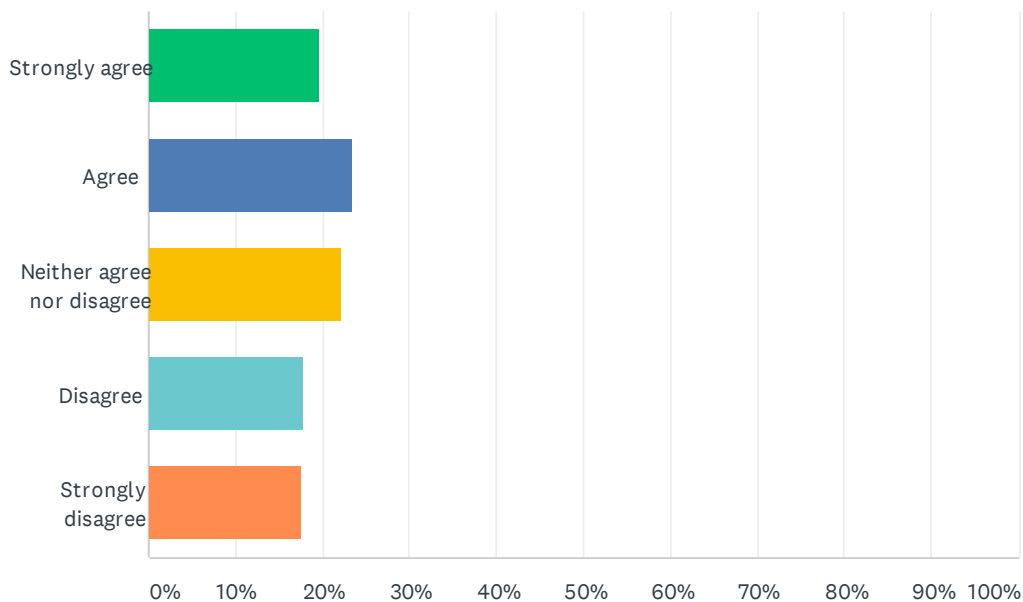
26	Other than the parking problem downtown, I am not sure there is a transportation problem.	10/23/2020 10:39 AM
27	Maybe bus vouchers	10/23/2020 10:31 AM
28	Must meet need criteria first.	10/23/2020 10:22 AM
29	On request	10/23/2020 10:17 AM
30	How about allowing a participant to use Zoom or other means, and set up that as an option ahead of time, if they are unable to physically attend?	10/21/2020 1:04 PM
31	OR hold meetings on varying days, time and in different locations throughout the City. Keep doing Zoom format for those who cannot attend in person.	10/19/2020 11:50 AM
32	This as well as better, more widespread notification to everyone when a meeting is coming up, and all the information needed to attend.	10/15/2020 9:22 AM
33	Democratic participation should not be limited to the few.	10/14/2020 7:06 PM
34	How awesome would Vancouver be, if we provided this? That would be amazing and would encourage a lot more people to participate actively in their city government. Having free daycare available during city council meetings would also be amazing and necessary for many people to be able to attend. Oh... ha! That's the next question!	10/14/2020 6:36 PM
35	No-cost has a cost somewhere. That's my tax dollars, thank you very much. People can walk, bum a ride, or find some other way to get there. If they're truly motivated, they will find a way.	10/14/2020 8:19 AM
36	I doubt that CTrans fare structure is the problem with attendance.	10/12/2020 4:32 PM
37	Or provide better virtual options instead. Or ability to submit a video or something to for those that work and can't make it either.	10/12/2020 1:59 PM
38	Wondering if resources aren't better spent in increasing free high speed internet access to the community to not only increase participation for government meetings but also help the same people get access to education, employment opportunities and government services as well.	10/12/2020 11:54 AM
39	Waste of money. If you want to be there bad enough you will find a way	10/11/2020 9:50 PM
40	I believe that barriers to participation should be identified. If lack of transportation is a barrier to participation in meetings then this should be addressed...	10/11/2020 6:21 PM
41	Or maybe provide an opportunity for virtual participation.	10/11/2020 4:47 PM
42	Perhaps an alternative where access through remote means to offer testimony would be better. Unless we entirely reform CTRAN?	10/11/2020 12:19 PM
43	I could see using a city or school bus to pick people up from maybe the local middle schools where they will gather for these meetings. Do not consider picking people up from their individual homes. That would be far too expensive.	10/11/2020 10:19 AM
44	And help plan all transportation needs as it serves a human, not a vehicle	10/9/2020 8:46 AM
45	I agree with this -- but it should be public transportation. However, I believe this cost could be alleviated by continuing to stream all City Council meetings even after COVID, and allowing virtual attendees the ability to comment and ask questions as they are currently able to do. COVID has hurt our city in so many ways, let's at least take the few things it has given us and use them to improve.	10/8/2020 10:25 PM
46	As long as it's bus fare. Private car or taxi service would be too costly.	10/8/2020 5:54 PM
47	Are you going to give out bus tickets? This opens up a huge can of worms.	10/6/2020 12:11 PM
48	The City of Vancouver should provide no-cost transportation to and from City Council meetings to improve City Council representation.	10/5/2020 11:07 PM
49	People would take advantage of this system to gain free rides to and from downtown. Even with a ticket validation system, there would be those who would attend the meeting just long enough to validate their ticket.	10/5/2020 9:51 PM
50	More broadly, Vancouver needs a far more robust public transportation network. It will not make a difference to most of Vancouver if there is free transportation to and from the meetings if there is no bus service. Unless you are proposing setting up private bus or cab service?	10/4/2020 10:49 PM

	Really, we just need to increase our public transportation by expanding routes, adding more busses to existing routes, and expanding times that routes are operating.	
51	Continue broadcasts/streaming of City Council meetings and that will allow more people to stay informed.	10/4/2020 12:40 PM
52	Where is the money going to come from to pay bus drivers, bus maintenance....????	10/4/2020 11:54 AM
53	Don't know the number of request, costs, or impact projections. Is there a known need?	10/2/2020 11:11 PM
54	Depends on the details	10/2/2020 9:13 PM
55	Public transportation works. Walking is healthy. Encourage car pool. Hold meetings in local schools occasionally.	10/2/2020 7:58 PM
56	DUH. Covid. Squeezing people into public transit is the worst possible thing you can do in the next ~2 years as we struggle with this pandemic. (Yeah, about two years, read the Hopkin's epidemiologist predictions)	10/2/2020 7:52 PM
57	There's at least two meetings I would have attended if I could still drive or if someone picked me up.	10/2/2020 7:18 PM
58	Provide bikes. Scooters. Roller blades.	10/2/2020 6:46 PM
59	I am not clear on what this means. You are wanting the city to pay for specific people to attend who might not be able to org wise attend? Why not add one or two people to the council who are considered poor and subsidize the transportation cost for them? If they can't call in to your meetings, will they be able to contact you for a transportation subsidy? How will you locate these people who want to attend? I am not clear on this. With Zoom and Facebook Live, can't people attend much easier than they used to? They could attend using The local libraries resources couldn't they?	10/2/2020 6:28 PM
60	Hell NO!	10/2/2020 6:11 PM
61	I don't see transportation as a problem.	10/2/2020 5:51 PM
62	Is there really a need for gas money - city leaders or citizens attending meetings should live close enough to be able to afford a gallon of gas or a bus ticket.	10/2/2020 4:10 PM
63	That sounds like extra work for city employees.	10/2/2020 3:57 PM
64	This is silly proposal. The City Council should decrease barriers and increase access to public transportation in general and not just to City Council meetings. It's not about just decreasing barriers to City Council meetings it's about helping people access their basic needs. This includes continuing to have a virtual watching and commenting opportunity even when in-person meeting begin again. Pay council members a living wage and they could arrange their own transportation, take public transport or Uber.	10/2/2020 3:38 PM
65	Free transportation will not improve council meeting attendance. City bus is very cheap already. Free transportation, as seen in Portland old max model, just gives homeless people a place to joyride around the city.	10/2/2020 3:37 PM
66	Several social service providers have free bus passes to give out to lower income citizens of Vancouver who may want to attend meetings in person. Creating a no cost transportation system to meeting can be cost prohibitive.	10/2/2020 3:13 PM
67	Absolutely; this is equity and inclusion in action. In addition, to improve access, City Council meetings should always be accessible by Zoom or a similar platform--even beyond COVID-19--so that folks can participate in the public comment portion of meetings when they cannot attend in-person meetings.	10/2/2020 1:23 PM
68	Are you kidding me??? Absolutely not! Would you like to provide meals and clothing too? This is the dumbest idea I have ever heard of.	10/2/2020 1:22 PM
69	For who? Council members, general public, persons with disabilities, Where would it stop. Making all council meetings available virtually would go a long way to accommodate this issue if it is an issue.	10/2/2020 1:01 PM
70	Not sure of the impact on potential candidates.	10/2/2020 12:52 PM
71	Perhaps a C-Tran shuttle like they do with the Clark County Fair (in non-Covid times).	10/2/2020 12:31 PM

72	Only people who use this option should be allowed to speak at meetings.	10/2/2020 12:31 PM
73	Make online attendance/participation a norm. No transportation needed. For attendees who need to be in person, offering a free one-day pass from C-Tran to attend in person would be agreeable	10/2/2020 12:13 PM
74	It is a good idea, and would really alleviate parking, added smog or emissions, congestion on city streets, but if you have a car, then use it. But providing transportation for those who are not fortunate enough to own a vehicle, free transportation is a good idea in order to get everyone involved with City government.	10/2/2020 12:09 PM
75	People have to be responsible for some effort.	10/2/2020 12:05 PM
76	In a time of financial curtailment, there are far more important budget priorities.	10/2/2020 11:58 AM
77	Or provide paid designated parking for council meetings	10/2/2020 11:53 AM
78	Should allow online participation instead of spending money on costly transportation	10/2/2020 11:48 AM

Q11 Strategy D.6.3 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should provide childcare at City Council, Board, and Commission meetings to improve City Council representation. Unknown budgetary impact.

Answered: 371 Skipped: 32



ANSWER CHOICES	RESPONSES	
Strongly agree	19.68%	73
Agree	23.45%	87
Neither agree nor disagree	22.10%	82
Disagree	17.79%	66
Strongly disagree	17.52%	65
Total Respondents: 371		

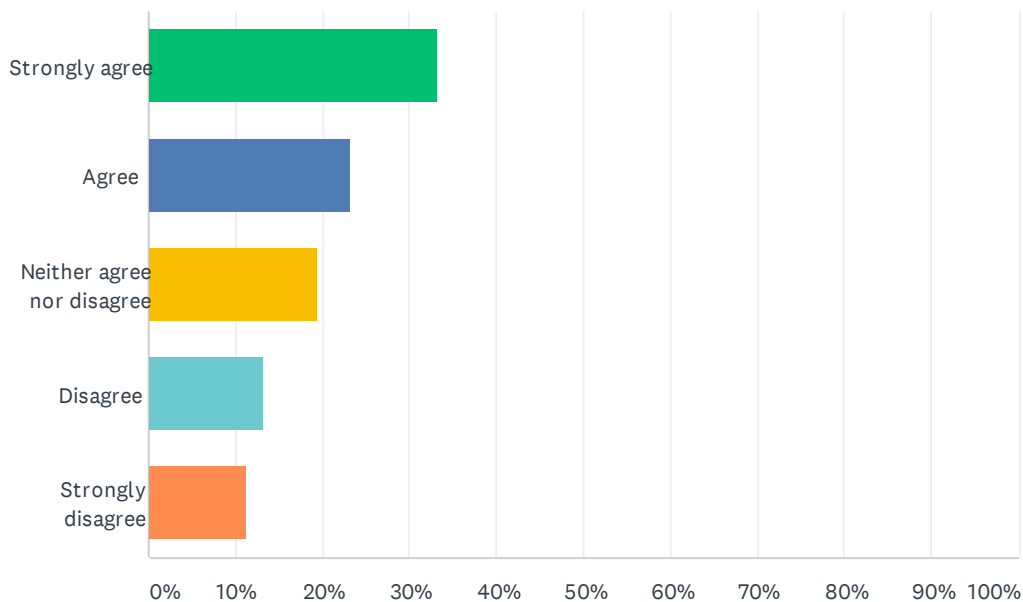
#	COMMENTS:	DATE
1	Hope city look into grant funding opportunities to achieve this. Not sure it is fair for all city taxpayers to take financial responsibility for this.	10/30/2020 7:34 AM
2	this is super important!	10/28/2020 5:38 PM
3	Not sure about this one, but virtual meeting attendance options might also help to lower this barrier...	10/28/2020 2:42 PM
4	Too many people are unable to participate in local government because of childcare reasons.	10/28/2020 2:05 PM
5	Strongly agree with this - working parents, especially working moms and moms with multiple responsibilities are some of the hardest working and under represented people in policy decision making processes.	10/28/2020 12:56 PM
6	Or provide a tele- conference room, family-friendly.	10/28/2020 12:37 PM
7	Again, interesting in concept, but the cost, lack of facilities and potential liability would make this inadvisable.	10/28/2020 5:13 AM
8	Cost and liability issues would need to be considered. I like the idea of making the meetings accessible to all though.	10/27/2020 11:21 AM
9	For council members, if needed. For citizens with childcare barriers, a virtual platform should always be available.	10/25/2020 6:11 PM
10	10,000%	10/24/2020 11:10 AM
11	Yeah! Gonna need to hire qualified staff to manage this. Throw in some civics curriculum for the kids too.	10/24/2020 7:16 AM
12	Unknown what this could entail...a survey for this should be collected publicly, separately.	10/23/2020 5:11 PM
13	This is not a responsibility of city. Might support provision of space within city hall for children to gather with a adult supervision.	10/23/2020 3:19 PM
14	Only for lower income qualified people	10/23/2020 3:12 PM
15	Again, not supportive of the additional tax burden to the public	10/23/2020 3:03 PM
16	Will this be used? Parents put a lot of thought behind who is watching their children. Would it be strange to leave them with someone who they haven't vetted?	10/23/2020 2:13 PM
17	If funds allow it, sure	10/23/2020 12:19 PM
18	Not a good idea.	10/23/2020 10:39 AM
19	This is a real barrier to citizen participation	10/23/2020 10:31 AM
20	On request, perhaps	10/23/2020 10:17 AM
21	It is not the responsibility of tax payers to provide childcare.	10/23/2020 9:59 AM
22	If people are committed to attend they can arrange childcare or bring well-behaved children.	10/21/2020 1:03 PM
23	What a great idea!	10/19/2020 6:39 PM
24	Democratic participation should not be limited to the few.	10/14/2020 7:06 PM
25	YES to this! Childcare is a huge barrier for many people to be able to participate in local government. This would help so many parents to be able to come and have a voice and be represented.	10/14/2020 6:36 PM
26	No. Find some neighbor or someone to watch your kid. I'm not going to pay for that.	10/14/2020 8:19 AM
27	This opens the city up to a whole barrage of liability issues related to child safety. This is a super bad idea. Almost as bad as ranked choice voting.	10/12/2020 4:32 PM
28	Significant cost and logistics for what I would think is moderate participation. Better to use funds to create more outreach to existing community organizations IMO. Showing up in person at Council or a board/commission should not be considered the essential/end-all for public participation.	10/12/2020 9:33 AM

29	This will show support to all ages but skilled, safe child care is a must	10/12/2020 8:34 AM
30	Another waste of money	10/11/2020 9:50 PM
31	Barriers should be eliminated.	10/11/2020 6:21 PM
32	Many churches do this. The parks and recreation centers offer drop-off supervised play areas at the community centers. Even Fred Meyer does this, don't they? I think it's possible.	10/11/2020 12:19 PM
33	Young families are core to any community. Their voices shouldn't only be welcome, but encouraged.	10/8/2020 10:25 PM
34	Not sure how many people this would benefit, but no childcare is the #1 reason I can't go. Having virtual access after the coronavirus restrictions are gone would also be great. I've never been able to go so frequently!	10/8/2020 5:54 PM
35	Liability and many other issues. This is a terrible idea.	10/6/2020 12:11 PM
36	The City of Vancouver should provide childcare at City Council, Board, and Commission meetings to improve City Council representation. Yes, definitely. Families need to be able to attend these meetings and provide their input.	10/5/2020 11:07 PM
37	Is this for City Council members or for community members attending meetings?	10/5/2020 9:51 PM
38	Bring the kid!	10/5/2020 6:13 PM
39	It might be prudent to explore if there is a need for child care and for what ages, whether parents would be comfortable leaving their children with strangers, and what would that cost for parents and/or the City?	10/4/2020 12:40 PM
40	The city is not in the business of supplying safe child care to its employees-how can we afford to pay for volunteers ????	10/4/2020 11:54 AM
41	Ridiculous	10/3/2020 7:13 AM
42	Don't know the number of request, costs, or impact projections. Is there a known need?	10/2/2020 11:11 PM
43	Volunteer run like churches on a trial basis.	10/2/2020 7:58 PM
44	Are you insane? COVID	10/2/2020 7:52 PM
45	I agree 100%, but make sure the parent dropping off the kids are actually attending the meeting.	10/2/2020 7:18 PM
46	If the person teleconferences into the meeting, they should not need childcare. They could remain at home with their kids. Or, their kids could use the library while they attended the meeting using the library to teleconference.	10/2/2020 6:28 PM
47	Hell No! That would be spending taxpayer dollar\$	10/2/2020 6:11 PM
48	If people really want to be there , they can have a family member take care of that person.	10/2/2020 5:23 PM
49	This is also silly proposal. There is a massive child care shortage in Clark County and people need it to work, access care and to recharge. This should be the conversation around child care and what needs to be invested in. Providing a living wage to the city councilmembers, Board and Commission meeting will allow them to pay for their own preferred child care.	10/2/2020 3:38 PM
50	Finding child care is part of being a parent. If they want to attend, they need to prepare ahead of time. As a father of 7 children, i know it is a struggle, but it prepares the Parent for the rest of their life. Things don't get handed to you. Fight for what you want.	10/2/2020 3:37 PM
51	Agree, but only to the extent that the request for childcare is requested in advance, so staff can bring in childcare providers. Makes little sense to open daycare hours and no children show up.	10/2/2020 3:13 PM
52	People who need childcare should make this known prior to meeting so that council does not hire someone to look after children that do not come or so that the child care services know how many and what ages to provide appropriate care. Having a 10 year old and a baby means different requirements and may mean different caregivers. I think some study needs to be done on this one. I agree to the idea but the implementation needs some work.	10/2/2020 1:31 PM
53	Yes, again, a sound and recognized equity strategy.	10/2/2020 1:23 PM

54	Once again, you are becoming socialist. This is the dumbest idea I have ever heard of. Don't become PORTLAND!! People who want to attend city council meetings can get there if they want to. I have seen it.	10/2/2020 1:22 PM
55	Going too far.	10/2/2020 1:01 PM
56	This is the responsibility of the parents to raise and care for their children. How can we start a childcare program via taxpayer when the city is not addressing serious issues such as gangs, crime, traffic congestion, understaffed police dept?	10/2/2020 12:48 PM
57	I feel this could be an opportunity to get kids interested in local government. We need to start somewhere, right?! Having coloring pages of city buildings, parks, C-Tran busses, etc. would help associate kids with services our government provides.	10/2/2020 12:13 PM
58	Same answer as found in Strategy D.6.2	10/2/2020 12:09 PM
59	Do NOT become the"Nanny state" of Washington	10/2/2020 11:59 AM
60	Makes no sense in time of budget and social distancing concerns.	10/2/2020 11:58 AM

Q12 Strategy D.6.4 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should deploy free internet access throughout the City to improve City Council representation. Unknown budgetary impact.

Answered: 370 Skipped: 33



ANSWER CHOICES	RESPONSES	
Strongly agree	33.24%	123
Agree	23.24%	86
Neither agree nor disagree	19.46%	72
Disagree	13.24%	49
Strongly disagree	11.35%	42
Total Respondents: 370		

#	COMMENTS:	DATE
1	Internet access should be provided by a publicly owned utility. The City should further efforts in this direction.	10/30/2020 1:25 PM
2	Absolutely. Internet access should be treated as a public utility with free access to everyone.	10/28/2020 2:42 PM
3	Municipal broadband is an intriguing concept. I think this should be explored as part of a conversation about public infrastructure, not as part of this council representation discussion. Ultimately, ensuring all residents have internet access would increase representation, but the technical and fiscal details that need to be worked through lend themselves to a separate process.	10/28/2020 2:05 PM
4	This would be a fantastic way during council meetings to ensure Every citizen has access to view the meetings and participate!	10/28/2020 12:56 PM
5	Visitors to Vancouver, would even appreciate this (coming from someone who works in the hospitality industry)	10/28/2020 7:50 AM
6	Another interesting concept. This has been tried elsewhere, but I'm not sure it worked, nor do I think our city can afford it.	10/28/2020 5:13 AM
7	I think this is a great idea but not just for city council access.	10/28/2020 1:39 AM
8	Hmm. I thought I wasn't going to be of much help to this survey, and then came 'free wifi.' Free internet access is kind of a good subject. Maybe I think of it as 'free over the airwaves' tech' like radio/TV. Maybe we should become more evolved into that segment of communications for our community. ...maybe it could help the homeless network with one another and their loved ones better, in some productive way? Free internet access... ...Yeah, that is a medium which we could make ourselves [Vancouver] as a good representative to others. It would be good data gathering for statistical information on how people make use of it. I for example don't make use of a cellular provider; I have an Android, but I only make use of it for the wifi at home and out and about - with a VoIP connection through Skype as a "real phone number." I'm not saying "cater to me and those like me" - I KNOW free access to the internet for all is something of REAL value. It is the go-to source for self-education, and news - everything. I don't know what else to say about this and am sure others could contribute to the positives behind it.	10/26/2020 8:46 PM
9	The city should not get into the business of providing "Free" utilities to the populace. Nothing is Free, rather the question is regarding Taxpayer funded internet. This would lead to a movement to bring other utilities under the umbrella of the city and it would be the start of a new level of city wide bureaucracy . Taxpayer funded Internet might be made available in City Buildings and in libraries but not citywide.	10/26/2020 11:12 AM
10	This measure would improve the wellbeing of Clark County residents.	10/25/2020 6:11 PM
11	I used to live in Longmont, Colorado where they have municipal internet and it was great and I think it would be a high-quality infrastructure investment for the city.	10/24/2020 11:14 AM
12	this would be very impactful if there are additional technological resources to access council meetings (i.e. zoom participation, more surveys, etc)	10/24/2020 11:10 AM
13	This should probably be a thing anyway. Partner with the schools on this, they should be sharing in the cost.	10/24/2020 7:16 AM
14	ABSOLUTELY!	10/23/2020 5:11 PM
15	I don't understand how free internet will improve Council representation.	10/23/2020 4:11 PM
16	We have come to the point where internet access should be considered an essential utility, same as water/garbage/electricity.	10/23/2020 3:19 PM
17	Most people already have internet access and I don't understand how this would increase representation. It seems like a solution to a problem that we don't have.	10/23/2020 3:12 PM
18	Free is another name for publicly subsidized. Not supportive of an unknown budgetary impact.	10/23/2020 3:03 PM
19	I think that free internet access could help with equity in other ways (access to employment and education); the effect on city Council representation would be negligible.	10/23/2020 11:38 AM

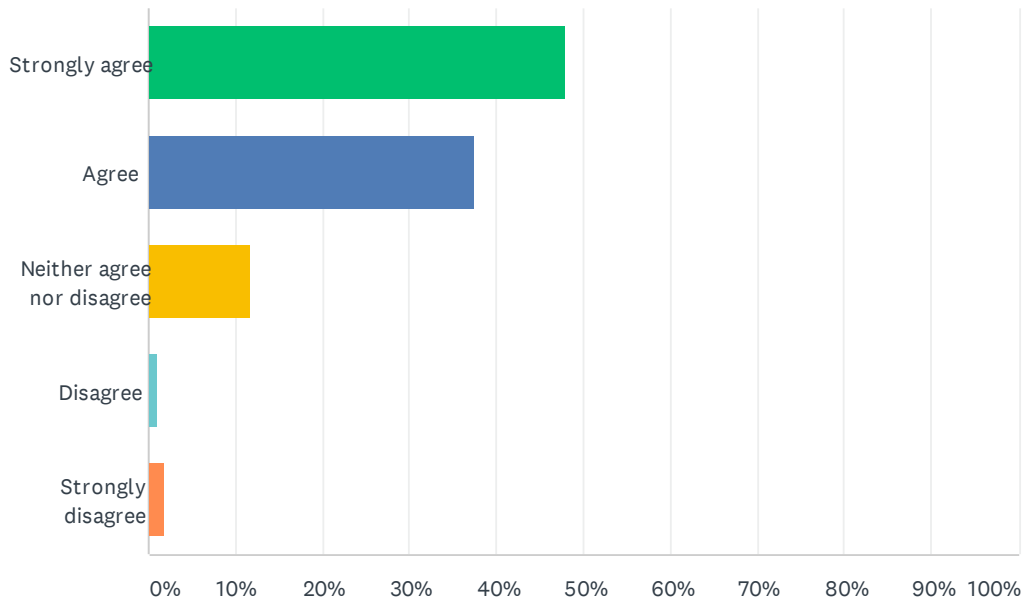
20	Internet access throughout the city should be deployed for various reasons. I do not consider one of the top reasons would be to improve City Council representation. The following would be some of the top reasons: Equal access to information, education, social service resources, etc.	10/23/2020 11:07 AM
21	I have not seen municipal installations as a success.	10/23/2020 10:39 AM
22	I agree, but I would be surprised if this is economically feasible. It's ironic -- this is where we thought we'd be by now when Internet access was first being deployed in cities. It's too bad that libraries and retail establishments ended up being the ones to provide access.	10/23/2020 10:17 AM
23	No such thing as free. There is a cost somewhere. Let's focus on upgrading our streets with flat surfaces without potholes. Fixing broken and dilapidated street lights. Removing graffiti and tagging from every street i drive down. Reducing traffic congestion.	10/23/2020 9:59 AM
24	I don't want to bust the budget. What is next, buying people computers to access City Council meetings?	10/21/2020 1:03 PM
25	Given the restrictions imposed by the pandemic, and the disparity that has become evident in internet access for people at the margins, this is an excellent public strategy whether it is for City Council meetings, school access, in consideration of elderly peoples' limitations or people with disabilities. Internet access for our future, for our children, for those who want to be civically involved... this is a great way forward! Congratulations for a bold idea.	10/20/2020 1:26 PM
26	Our broadband access even inside city limits is laughable. In 2020, a tech-heavy city with over 175,000 people should have gigabit fiber. It's embarrassing we don't.	10/14/2020 7:06 PM
27	Internet access should be provided by Clark PUD to the entire county.	10/14/2020 6:59 PM
28	Free WiFi across the city. 100% so many people lack access now with people working and many children going to school online this is critical and urgent.	10/14/2020 6:34 PM
29	No. People will use that to look at pornography. I'm not paying for that. I pay for my own internet; I don't need to pay for everyone else's too. Get a job and pay for it yourself. Or go to the library or a restaurant with internet and use your computer or other device there.	10/14/2020 8:19 AM
30	Way too few details to responsibly answer. Cost could be huge, etc.	10/12/2020 9:33 AM
31	This is an economic equality must	10/12/2020 8:34 AM
32	There is already enough internet in the library, starbucks, mcdonalds and a dozen other places. Waste of money	10/11/2020 9:50 PM
33	Agree depending on cost efficiency	10/11/2020 5:39 PM
34	This would have many beneficial affects, mostly evening out the playing field for those who currently do not have access.	10/11/2020 4:47 PM
35	Depending on cost	10/11/2020 1:02 PM
36	That one is going to need State and Federal support.	10/11/2020 12:19 PM
37	I like this idea in principal, but I don't think the benefit would merit the financial cost.	10/10/2020 2:10 PM
38	Hot spots to check out would make this feasible and affordable	10/9/2020 8:46 AM
39	We live in the 21st century -- people are increasingly expected to have access, and for some people, it is required for their employment and/or education (even outside of this COVID environment). Many struggling families have limited or no access to the internet. Right now, the schools are spending school resources (both time and money) to facilitate kids who have no access. The city acting responsible in this manner would alleviate those school costs. Additionally, consistent access to the internet (even lower band) will provide people with more access to job searching, educational opportunities, entrepreneurial ideas, and even recreation.	10/8/2020 10:25 PM
40	Find out how much citizens are paying per month anyway. I would do this if collectively paying would net save everyone money. If not, there is already internet at the library and wifi at many private establishments for free.	10/8/2020 5:54 PM
41	While I think free internet access could be a really good thing, I don't think the full reason should be to impact the makeup of the city council, I think it needs to be part of a larger plan around equity and access.	10/6/2020 4:27 PM

42	Have to know the cost to make an informed decision.	10/6/2020 12:11 PM
43	The City of Vancouver should deploy free internet access throughout the City to improve City Council representation. Yes!! This should of happened a long time ago. I believe this would be a great solution to those who have barriers with internet access.	10/5/2020 11:07 PM
44	This sounds extremely expensive and is not the city's responsibility. As with the free transportation proposal, this is a system that will be taken advantage of for purposes other than city council representation. Post-covid, WiFi hotspots such as libraries, coffee shops, and cafes will be open again. Also, it's reasonable to assume that most people in Vancouver in 2020 know at least one person with Internet access in their home, who might be willing to share that access every now and then.	10/5/2020 9:51 PM
45	Perhaps at specific locations such as the library or other designated civic areas.	10/5/2020 8:21 PM
46	This is way bigger than council representation. This is about citizens access to information.	10/5/2020 6:13 PM
47	I agree with internet access for all, but don't believe this will increase access to city council members or access for those who wish to run for office.	10/5/2020 5:01 PM
48	Beyond access to city council, I am thinking of all the families that do not have internet at home, or who are living unhoused, and how are those children learning right now? The pandemic has demonstrated that access to reliable internet is necessary to the success of students, job seekers, and all of us. We should be providing that service to anyone who needs it.	10/4/2020 10:49 PM
49	Greater participation should take advantage of technology	10/4/2020 6:23 PM
50	It might be worth exploring options: what are the technological options, what would bandwidth be, what would be the installation and operational costs, how would costs be funded, how would it be accessed and by whom?	10/4/2020 12:40 PM
51	Not until students, who are trying to succeed, with online learning have the same opportunity.	10/4/2020 11:54 AM
52	Or expand a program like Internet Essentials so more people qualify (people who already have subsidized phone service; people with low income but otherwise don't qualify, etc.). Also provide IOT security with the service. To protect everyone in general from botnets, as well as to protect the individual users. I know this is hard because Big Telcom, but consider organizing internet service as a city utility. You could offer subsidies like the PUD does.	10/3/2020 5:11 PM
53	that seems a huge undertaking. I work IT and if you do it, future proof it as far out as you can afford. The next time it needs to be kept up, will get pushed back. This will need to last.	10/2/2020 11:11 PM
54	High quality internet access throughout a community is indeed a problem. I heard a Planet Money podcast on this issue and while a city was capable of providing high-quality internet access to the city the private companies came unglued and got the legislature to pass a law preventing any other municipality from forming a high-quality internet access benefit. This could be a very complicated issue for the city and might rouse the private internet providers to object and to pressure the legislature to pass an anti-municipality-provided service.	10/2/2020 9:17 PM
55	For schooling and emergency also.	10/2/2020 7:58 PM
56	And while you are at it start giving more to the people and less (TAX ABATEMENTS) to Waterfront developers. (What a joke)	10/2/2020 7:52 PM
57	I would love free internet but I suspect the cost would be crazy. It is a great incentive to watch, participate and to move into city limits if one lives in county.	10/2/2020 7:18 PM
58	Everywhere this needs to be done! Schools, businesses, etc.	10/2/2020 6:46 PM
59	If Comcast wasn't a monopoly more people would be able to afford internet service and the service would be much better. We should be working with Google and other companies to help us implement a better system asking them to help us provide it to everyone. They would probably help us if we had the right motives - for fair representation in our community.	10/2/2020 6:28 PM
60	Comcast/Xfinity has hot spots all of the city, it should be required of them to allow access to these hot spots . As part of their contract with the city and county.	10/2/2020 5:23 PM
61	Am I hearing that the City wants to compete with the Comcast franchise which the City negotiates?	10/2/2020 4:37 PM

62	I'm assuming this is because access to the library or businesses that offer free internet (McDonalds or Starbucks) aren't available during the pandemic closures. Once things open up there will be plenty of places where free wi-fi can be accessed.	10/2/2020 4:10 PM
63	At specific locations across the City not just blanketed across the entire City	10/2/2020 3:59 PM
64	That would be amazing! Don't know how you'd pay for it but Comcast is expensive. Perhaps a public utility approach is the answer.	10/2/2020 3:57 PM
65	I am in agreement with this strategy, though it will not likely change City Council representation. Why not ask the libraries to first open, then allow guests to use computer for more than an hour a day. The application for City Council is enormous and take far more than an hour.	10/2/2020 3:38 PM
66	The city library just a few blocks down has free internet, why would the city pay for everyone's internet? Also, if the city is paying there will be a privacy concern. This would be a political disaster.	10/2/2020 3:37 PM
67	It sounds like a good idea, but the cost will be prohibitive. Plus, internet providers will fight tooth and nail to oppose it since they will loose revenue.	10/2/2020 3:13 PM
68	Free internet access would have many additional advantages. The internet has become so important in our daily lives that it should be considered a public utility, on a par with water , sewer and electricity.	10/2/2020 2:09 PM
69	I think there should be some areas where internet access is available in city owned or designated areas. To make it available everywhere could be an issue but if there were areas where people could go -- it would make it accessible. This question seems to infer that the access would be to every home throughout the city and that does not seem feasible. In the times of Covid I could see low income residents needing low cost or free internet for children to access for school and perhaps to continue this after so that children do not fall behind their more affluent peers.	10/2/2020 1:31 PM
70	Once again, you are spending MY tax payer dollars on stupid stuff!!	10/2/2020 1:22 PM
71	*potentially agree; budget dependent	10/2/2020 1:15 PM
72	Free internet throughout Vancouver is a good idea if it can be done affordably, but for many other reasons than for improving council representation.	10/2/2020 1:01 PM
73	I think at this point. Work to really offer an online component to the meetings when they return back to normal and see how that works out.	10/2/2020 1:00 PM
74	Not sure how it would improve City Council representation but would be great for the community.	10/2/2020 12:52 PM
75	There are some legal challenges to municipal broadband, and I have concerns over the taxes that could be easily laid on the municipal broadband service. I would suggest it being studied for low income areas only. I am sure there would be lawsuits though from Comcast and Qwest.	10/2/2020 12:31 PM
76	This would also improve economic and educational outcomes for many people in the city.	10/2/2020 12:31 PM
77	Agreed! And hopefully one day, this access will be provided to individuals across the US! This is a supported use of increased taxpayer dollars.	10/2/2020 12:13 PM
78	Again, who is paying for this?	10/2/2020 12:05 PM
79	Worth considering but should evaluate for a) # of persons for whom this is a net benefit and b) budgetary impact vis-a-vis other essential public services	10/2/2020 11:58 AM
80	Should do research to determine if this is actually an impediment to council participation. Just giving everyone free internet access will not increase participation.	10/2/2020 11:48 AM
81	I don't believe this would effective in improving representation.	10/2/2020 10:03 AM

Q13 Strategy D.6.5 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should provide audio/video recordings of City Council, Board, Commission, and Task Force meetings to improve City Council representation. Minor budgetary impact anticipated.

Answered: 369 Skipped: 34



ANSWER CHOICES	RESPONSES	
Strongly agree	47.97%	177
Agree	37.40%	138
Neither agree nor disagree	11.65%	43
Disagree	1.08%	4
Strongly disagree	1.90%	7
Total Respondents: 369		

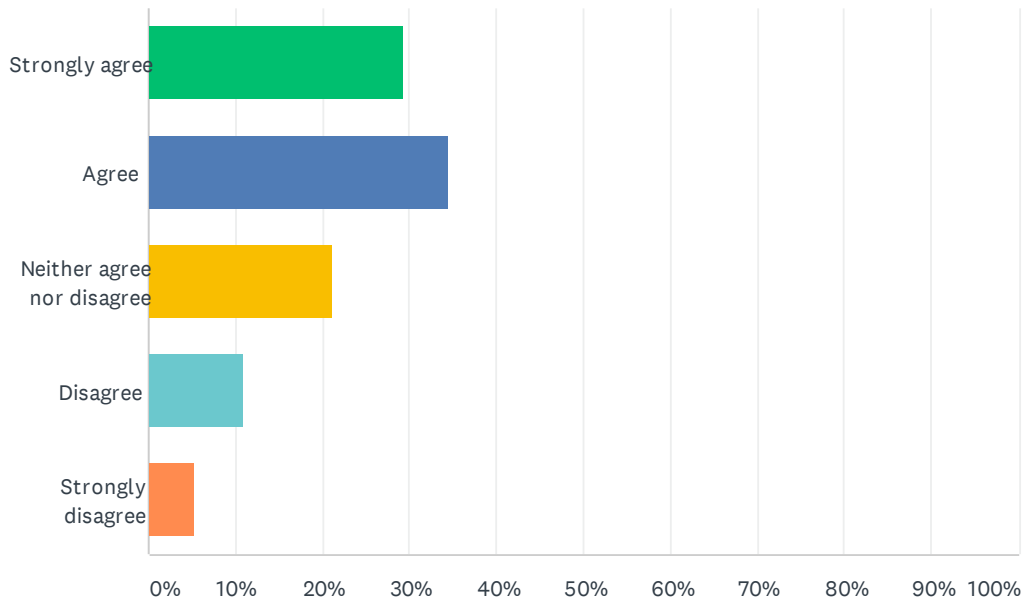
#	COMMENTS:	DATE
1	I feel that transcripts would be more helpful than audio/video recordings.	10/30/2020 2:37 PM
2	Often when I personally haven't been able to attend as a citizen I've wanted to watch a recording of the meeting.	10/28/2020 12:56 PM
3	It doesn't take much effort to load one's content up to their YouTube channel for others to access 24/7 these days...	10/26/2020 8:46 PM
4	Transparency is essential to equitable governance.	10/25/2020 6:11 PM
5	t r a n s p a r e n c y	10/24/2020 11:10 AM
6	I assume you are referring to the many unrecorded Board and Commission meetings? Of course, these should be recorded and shared out, something that should have been done long ago. How will ESL people participate?	10/24/2020 7:16 AM
7	Why are we not doing this already?	10/23/2020 8:29 PM
8	If it's only a matter of hitting the "record" button on Zoom, then sure.	10/23/2020 5:48 PM
9	Or at least stream them online	10/23/2020 1:46 PM
10	ASL and Spanish	10/23/2020 12:19 PM
11	As far as I am aware, this is pretty much the standard...Weird that it is being brought up here.	10/23/2020 11:17 AM
12	Don't think this would include representation but would increase access/information/transparency to citizens	10/23/2020 11:07 AM
13	Don't you already provide meetings on the TV?	10/23/2020 10:39 AM
14	I thought council meetings already were recorded and available for playback...	10/23/2020 10:17 AM
15	Yes to complete openness.	10/21/2020 1:03 PM
16	Absolutely critical to a healthy amount of civic engagement. If people are able to access these recordings, they can make their own decisions about whom they want to represent them in the future. TRANSPARENCY IS HOW WE IMPROVE OUR DEMOCRACY.	10/20/2020 1:26 PM
17	Isn't this already happening via CVTV and Facebook recordings?	10/19/2020 11:50 AM
18	CVTV needs an overhaul. Their website is antiquated and needs a top to bottom overhaul. Animal Control Hearings are important but should not receive the same priority as a Council meeting. The menu is difficult to follow and contains too much unprioritized options.	10/18/2020 8:43 AM
19	Include these, if possible, as easily and readily accessible live streams and/or recordings to watch later posted across social media platforms like Instagram and YouTube, this would really help access for citizens who couldn't physically attend but want to stay informed.	10/15/2020 9:22 AM
20	This is too cheap to not consider doing. Just be sure to shop around, since these solutions are available at all kinds of price points for unsuspecting buyers.	10/14/2020 7:06 PM
21	This would provide a very high level of transparency and increase trust and involvement. This should DEFINITELY be employed.	10/14/2020 6:36 PM
22	Transparency	10/14/2020 6:34 PM
23	City Government transparency is paramount.	10/14/2020 6:13 PM
24	Pick a cheap option. This way, we have more ammunition for why we should vote all of you out or why we should keep certain good members.	10/14/2020 8:19 AM
25	Increase transparency	10/12/2020 8:34 AM
26	Local tv already does	10/11/2020 9:50 PM
27	Along with translation for community members.	10/11/2020 5:39 PM
28	I thought that CVTV already taped these meetings?	10/11/2020 4:47 PM
29	I think that any meetings that are currently open to the public should have video recordings	10/10/2020 2:10 PM

	that are posted publicly afterwards. However, I do recognize that there is a place for private meetings in government.	
30	This already happens.	10/10/2020 7:50 AM
31	City Council, Board, Commission, and Task Force meetings should be posted to the city of Vancouver YouTube page.	10/9/2020 7:03 PM
32	Sure, why not?	10/9/2020 8:46 AM
33	What minor budgetary impact? Setup a camera (or two), turn them on. Upload the videos to youtube. We could even make an account / channel specifically for these videos. I don't see how this could have any real impact on the budget. I do this for my students right now for High School -- and it has not been a big struggle for me.	10/8/2020 10:25 PM
34	They're already online. The City should continue this.	10/8/2020 5:54 PM
35	This group has proved they can not be trusted, everything the city council does needs to made available to the public.	10/6/2020 2:09 PM
36	People could watch the meeting at their convenience.	10/6/2020 12:11 PM
37	The City of Vancouver should provide audio/video recordings of City Council, Board, Commission, and Task Force meetings to improve City Council representation. Absolutely, because there should be more transparency and insight on what goes on at these meetings. The public deserves to know, especially since these are people that are elected into these positions. It would be nice for those who are too busy to be able to have access to the meetings whenever people have free time to listen or view the meetings.	10/5/2020 11:07 PM
38	I like this idea more for transparency and educational value any sort of improvement in representation.	10/5/2020 9:51 PM
39	How is this not already happening?	10/5/2020 8:21 PM
40	Doesn't CVTV already do this?	10/5/2020 6:13 PM
41	Most of these meetings are recorded by CVTV.	10/5/2020 5:01 PM
42	Doesn't CVTV already do this???	10/5/2020 10:10 AM
43	Recordings for those who missed a meeting would be helpful for interested parties to stay informed. I don't see how that would improve City Council representation.	10/4/2020 12:40 PM
44	That used to be an option. The city does not have the money.	10/4/2020 11:54 AM
45	This will be a huge benefit to people with cognitive challenges, as well as to people with busy or irregular schedules. The videos should be accurately captioned, both for Deaf users and for those with sensory or cognitive issues which make following sound difficult. Background noise should be minimized for accessibility.	10/3/2020 5:11 PM
46	CVTV already provides adequate service.	10/3/2020 2:52 PM
47	It is already on the web site and available on the cctv	10/3/2020 11:18 AM
48	keep an online record. Wait, this isn't done already?	10/2/2020 11:11 PM
49	Prevent long meetings with council and public grand standing.	10/2/2020 7:58 PM
50	I used to watch county meetings on CCTV but, I quit Comcast when I moved into the city. It's unfair that one has to pay Comcast (or any for profit company) so that one can watch county meetings.	10/2/2020 7:18 PM
51	Doesn't the city already provide these recordings?	10/2/2020 6:30 PM
52	That sounds like a good idea. If you do them on Zoom or Facebook live they could be recorded so everyone could watch them when it was convenient for them. They could then write in with comments about the meetings.	10/2/2020 6:28 PM
53	This can be done thru Comcast/Xfinity hot spots that are all over the area and can be set up with in a day of two , not matter what they claim .	10/2/2020 5:23 PM
54	Already being done	10/2/2020 3:59 PM

55	This already happens for the most part. What does this have to do with increasing representation?	10/2/2020 3:38 PM
56	Meetings should be recorded for those who could not attend and contact information provided for residents that have questions. Addresses and homeownership/rental agreements should be validated before responding to concerns. No non-residents should have a voice.	10/2/2020 3:37 PM
57	I thought this was happening already on CVTV online	10/2/2020 3:13 PM
58	How would this be made available? Over the internet on a designated website. I would be for that one.	10/2/2020 1:31 PM
59	Online meetings or review of agenda notes would be helpful. So enjoying the mayors updates on the virus. Need that kind of transparency, education about other issues as well. I would love a monthly update sent to me via email.	10/2/2020 1:14 PM
60	These audio/video should be available on the council web page.	10/2/2020 12:52 PM

Q14 Strategy D.6.6 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should conduct City Council meetings and town hall meetings at varied locations throughout the City to improve City Council representation. Minor budgetary impact anticipated.

Answered: 369 Skipped: 34



ANSWER CHOICES	RESPONSES	
Strongly agree	29.27%	108
Agree	34.42%	127
Neither agree nor disagree	21.14%	78
Disagree	10.84%	40
Strongly disagree	5.15%	19
Total Respondents: 369		

#	COMMENTS:	DATE
1	Whenever a change in location happens for a group, people are unsure where the current meeting will be held. I believe it will lead to less people going to a meeting if there are changes in venue.	10/30/2020 2:24 PM
2	Like this idea however it can cause a strain for city residents that have transportation barriers. One location that has public transportation works well for most. If we want city residents to be engaged, it is important to have them visit the place where critical decisions are made, our city hall & chambers.	10/30/2020 7:34 AM
3	I would like to see council come to the people more!	10/29/2020 6:21 PM
4	Town halls at various locations. Meetings should remain at a single location	10/29/2020 6:04 AM
5	In general, it makes sense to have regular Council meetings at City Hall where the space and technology is available. Conducting a handful of Council listening sessions at other locations throughout the City each year would be beneficial.	10/28/2020 2:05 PM
6	Might get confusing. Maybe offer tele-conference sites with facilitators around town.	10/28/2020 12:37 PM
7	Council meetings should be held at the usual place. However, having town hall and other meetings can be held at various locations with an eye to increasing attendance.	10/28/2020 5:13 AM
8	This sounds constructive. :) Immediately I think of the projected/upcoming 4th Plain International Community Center (I totally have that name wrong.) next to Walmart and the new fire station. "Get up - be there - with your members of the community."	10/26/2020 8:46 PM
9	A virtual platform may suffice.	10/25/2020 6:11 PM
10	Cost not worth the benefit.	10/25/2020 11:41 AM
11	As an East Vancouver resident, I think this makes some sense. If I didn't have a car getting downtown would take a long time, but I am not sure about moving meetings would be easier for residents.	10/24/2020 11:14 AM
12	there's a bunch of granges around exdee but also libraries or other gov buildings please dont hold council meetings in churches	10/24/2020 11:10 AM
13	While this sounds good on the surface, it may prove too confusing. Having it in one location allows for optimization.	10/24/2020 9:29 AM
14	This is a good way to improve participation without the cost of transportation or childcare.	10/24/2020 8:54 AM
15	The massive City Hall concept is antiquated. Smaller more approachable and accessible sites that provide incubator space, space for staff as needed (at this point many are set up and thriving at home and the stress of child care is less), and the office of the elected official in that district, NGO/NPO space at no to low cost.	10/24/2020 7:16 AM
16	Town hall meetings more than city council meetings. Town hall meetings might cover particular topics like transportation issues. They might also be open to gather information about issues that people feel are not being addressed.	10/23/2020 4:35 PM
17	Periodic town hall meetings should be held throughout the community. Regular City Council meetings should be held at city hall.	10/23/2020 3:19 PM
18	That would make it harder to figure out where meetings are being held...Just stick with one or two venues downtown.	10/23/2020 3:12 PM
19	I always like the idea of having multiple meeting options and having a few at remote locations	10/23/2020 3:03 PM
20	It may be confusing to figure out where the council is appearing.	10/23/2020 3:00 PM
21	Worth trying to see if attendance changes.	10/23/2020 11:38 AM
22	If Council meetings move around, it will be too confusing	10/23/2020 11:35 AM
23	Concern would be communication and ensuring citizens would be well-informed of the location.	10/23/2020 11:11 AM
24	I like this idea. Bring the meetings to the people. You have other venues you could use around the city.	10/23/2020 10:39 AM

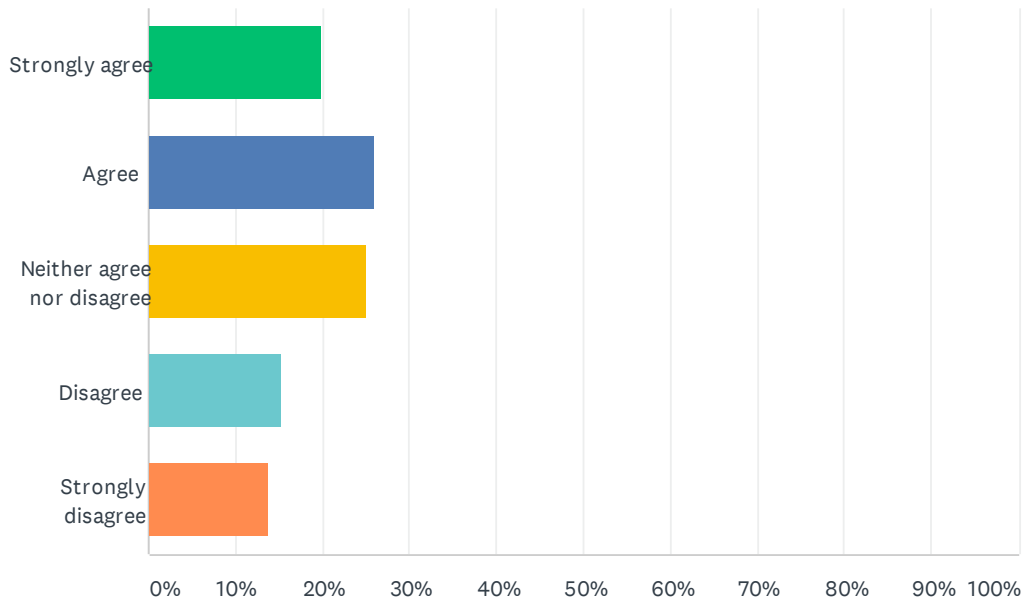
25	It is good for the council to get out and be present at other sites - and it's good for the citizens too.	10/23/2020 10:31 AM
26	Too confusing. Maybe once a year hold a regular meeting on the east side.	10/23/2020 10:17 AM
27	Although this sounds like a wonderful idea, from my previous experiences in Clark County with nonprofits, arts groups and educational programs, it doesn't work. My alternative suggestion would be to have additional meetings in other parts of the city but always keep the regular scheduled meeting on the same day, same time, at the same place, etc. I found that when we tried to switch it up, people got confused, lost, forgot, went to the wrong place - and got angry with us - and it actually discouraged attendance. Changing the location as particularly cumbersome when there was inclement weather. It sounds like such a great idea, but it was a nightmare in practice. That said, most of our attendees were older people. Perhaps to entice younger citizens this would be a good idea - but they will want to see someone in their general age group (within two decades of their ages) - so you may need to feature a younger speaker as an attraction.	10/20/2020 1:26 PM
28	YES! Long overdue.	10/19/2020 11:50 AM
29	This would be especially great for town halls.	10/15/2020 9:22 AM
30	Again, it provides access to so many more people and gives different areas of town representation and a neighborhood-specific voice.	10/14/2020 6:36 PM
31	Pick one spot so we all can find it if we want to come. And pick it in a safe area of town so we aren't all worried we're going to be crime victims as we walk to and from our cars or other mode of transportation in the dark.	10/14/2020 8:19 AM
32	Yes! Get out of your shell and come meet the people.	10/12/2020 4:32 PM
33	Just needs to have a bus that can get you there.	10/12/2020 1:59 PM
34	This would depend on whether previous strategies are put into place	10/12/2020 8:34 AM
35	Just to be confusing	10/11/2020 9:50 PM
36	This would be nice, but if virtual opportunistic are made available, then perhaps this is less important.	10/11/2020 4:47 PM
37	I would prefer that public transport infrastructure be improved to make holding town council meetings at several locations unnecessary. I have no objection to this as a stopgap measure.	10/10/2020 2:10 PM
38	Covid-19 makes this moot right now. Recording for everyone's safety, widely available might make more sense.	10/9/2020 8:46 AM
39	Having the meetings at various locations would definitely bring different people to the meetings. They would need to be advertised in that area in the week leading up to the meeting though.	10/8/2020 10:25 PM
40	It may or may not increase turnout since some people would probably go to the wrong place. I think having it to continue streaming would be better.	10/8/2020 5:54 PM
41	That's a great idea, more citizens would probably get involved	10/6/2020 2:09 PM
42	Just make sure that Map apps can find the location. If you don't know where the Op center Google won't get you there,	10/6/2020 12:11 PM
43	The City of Vancouver should conduct City Council meetings and town hall meetings at varied locations throughout the City to improve City Council representation. Yes, there should be meetings held in all parts of the City. Not everyone can attend the meetings in downtown Vancouver, because not everyone lives close to City hall. Also, people would be able to provide feedback and give their own testimony, and bring forward their concerns.	10/5/2020 11:07 PM
44	It would be nice to have a few town hall meetings at different locations throughout the city. This plan is probably simpler in some ways than trying to implement a free transportation system. It may also help residents from the area feel more willing to get engaged, rather than having to travel across town.	10/5/2020 9:51 PM
45	This was done and it didn't increase the number or diversity of people who attended meetings.	10/5/2020 5:01 PM
46	As stated earlier it seems like a private club at present	10/4/2020 6:23 PM

47	All meeting locations should be easily accessible by public transportation.	10/4/2020 4:36 PM
48	City Council meetings should all be held at City Hall. Town hall meetings at varied locations is an interesting idea, depending on logistics. There would need to be some consistency about where and when or people will just be confused and not go to the correct locations.	10/4/2020 12:40 PM
49	However, all locations should be fully accessible and on a bus line/ in the paratransit service area.	10/3/2020 5:11 PM
50	That was tried. The attendance and attendees did not change. It just cost money to move the cameras around. Also people became confused on where the meetings would be. Only avid followers could keep up and they were already attending.	10/3/2020 1:01 PM
51	People remember with set schedules	10/3/2020 11:18 AM
52	This is a good plan when agenda items affect specific neighborhoods. Would be far more inclusive than the current system.	10/3/2020 6:56 AM
53	I think this would make things confusing for citizens on where meetings are	10/3/2020 5:46 AM
54	Brilliant! That will help	10/2/2020 11:11 PM
55	Years ago we used to do this!! And many people who attended would act like jerks. I'd be very careful with implementing something like this!	10/2/2020 9:17 PM
56	Community access at low cost.	10/2/2020 7:58 PM
57	Keep it at one spot. Don't confuse the people.	10/2/2020 6:46 PM
58	Move them from downtown to other locations around the area that have large rooms and parking .	10/2/2020 5:23 PM
59	I think this is already being done at some level	10/2/2020 3:59 PM
60	Consider maybe once a quarter or 3 times a year	10/2/2020 3:53 PM
61	It's difficult to track when this happens and parking can be a real challenge depending on the location. Choose one East side location and go back and forth between City Hall	10/2/2020 3:38 PM
62	Twice a year, i would like to see a council meeting east of i-205	10/2/2020 3:37 PM
63	Maybe not regularly scheduled meetings that would be confusing but I agree on changing the location of townhalls.	10/2/2020 3:29 PM
64	I would only recommend this on occasion in consort with City sponsored activity in certain parts.	10/2/2020 3:13 PM
65	I believe this could cause confusion and people who want to attend could end up at the wrong location.	10/2/2020 1:31 PM
66	Including providing real-time online access for viewing and for public comment.	10/2/2020 1:23 PM
67	One good idea!	10/2/2020 1:22 PM
68	Changing locations would create more confusion and make the problem worse that it is now.	10/2/2020 1:01 PM
69	This is a good idea. Test it out and see if it brings in people, especially new constituents.	10/2/2020 1:00 PM
70	This would be a nice touch for the community.	10/2/2020 12:52 PM
71	Too often, we feel disconnected with the City since we live in East Vancouver. Seeing the council move between areas for meetings would allow it to get input and feel the pulse of the citizens for whom downtown is another world.	10/2/2020 12:31 PM
72	Male additional use of city parks and host neetings there. Would be another use of having childcare during meetings...kids can play on equipment, use picnic tables for coloring activities, etc.	10/2/2020 12:13 PM
73	Maybe ok to do periodically but not until COVID not an issue and regular meetings at City Hall are up and running again.	10/2/2020 11:58 AM
74	For cohesion they should be at the same time and same place to eliminate confusion and	10/2/2020 11:53 AM

parking or transportation problems.

Q15 Strategy D.6.7 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings Please note your agreement with the following statement: The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Board, and Commission candidates to improve City Council representation. Unknown budgetary impact.

Answered: 367 Skipped: 36



ANSWER CHOICES	RESPONSES	
Strongly agree	19.89%	73
Agree	25.89%	95
Neither agree nor disagree	25.07%	92
Disagree	15.26%	56
Strongly disagree	13.90%	51
Total Respondents: 367		

#	COMMENTS:	DATE
1	however, I defer to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether expanding the size of City Council increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 2:37 PM
2	Need more info but sounds good.	10/30/2020 1:25 PM
3	Like this option however would not want city to be involved in financial behavior of an independent candidate campaign. It can appear a conflict of interest to some residents. City should partner with nonpartisan civic engagement orgs that can do this with funding & less appearance of conflict of interest.	10/30/2020 7:34 AM
4	Not sure how this improves participation	10/29/2020 6:04 AM
5	It is probably not politically popular, but as it stands right now, candidates have to be financial stable enough to do this work as a second job with little or no pay. People juggling jobs, childcare, family, and other commitments often cannot make the time commitment without some level of financial assistance or compensation.	10/28/2020 2:05 PM
6	Worth discussing.	10/28/2020 5:13 AM
7	see my comments on question Strategy D.2 There is a system in place to build consensus and support within the current political frame work. furthermore there is a plethora of alternative funding sources and cloud funding sources available to anyone with the will and the tenacity to pursue them. Just look at the amount of money raised by various BLM organizations and a whole host of other alternative viewpoints. There is no shortage of money available to candidates from outside of the established political process.	10/26/2020 11:12 AM
8	Finances should not prevent the most qualified and representative Council candidates from participating in local government.	10/25/2020 6:11 PM
9	Does this correlate with strategy d.2? Put these questions together. Why does it have to cost so much to run a campaign? Seems like we need some more creative thinking around the cost and community engagement to lower the cost.	10/24/2020 7:16 AM
10	Money is a barrier for equal access. However it can also be abused if the money is paying for participation where its influence corrupts that participation. Examples- running for seats to get assistance (like a job), those providing assistance gets a stronger voice or influence on the candidates, etc. Care is needed if we are to go down this route.	10/23/2020 8:29 PM
11	Agree, but also, we need to reconsider what drives the monetary involvement for these Council Members. A public servant should also be contributing to their demographic in a way concerning rotating revenue, such as creative budgeting or fundraising.	10/23/2020 5:11 PM
12	We have a system that has been proven to work.	10/23/2020 4:11 PM
13	Not enough information provided. Why do council members need assistance?	10/23/2020 3:19 PM
14	I think this is a poor use of our tax dollars and would not really solve any problems related to representation. It would probably be deemed unconstitutional - using tax dollars to fund minority candidates running for office goes too far and dabbles in discrimination and exclusion. The very things the program is trying to fix.	10/23/2020 3:12 PM
15	Again, not going to support an unknown budgetary impact, but based on the limited information, agree with the concept.	10/23/2020 3:03 PM
16	If you want a more diverse council you need to partner directly with those communities. The individual community will know what is important to that group, what their community can offer, what their community needs to participate, etc.	10/23/2020 11:07 AM
17	I am not sure about the financial part, but the community organizations know the sections of town better than anyone.	10/23/2020 10:39 AM
18	If someone is homeless and a City Council member, how much will they be open to the needs of businesses, homeowners, etc.?	10/21/2020 1:03 PM
19	The City should co-create leadership development programs with these groups. For example, Leadership Clark County is way too expensive for most minority candidates and essentially a	10/20/2020 1:26 PM

cliquey set-up as it is now. This sort of networking group doesn't fit for most minority candidates and they would need to be extremely motivated to want to apply. I am guessing the minority graduates are 95% white. Many of the required activities require volunteering, foregoing their "day job" income, not providing childcare or reimbursement, and the set ups are generally during the business day. Not only do non-business-owners have no flexibility, but employers may resent their employees' political or social activism, seeing it as "taking away" from the devotion they expect on the job. (Irrational, but if you survey employers in person you'll see how non-thrilled they are with employees' secondary interests.)

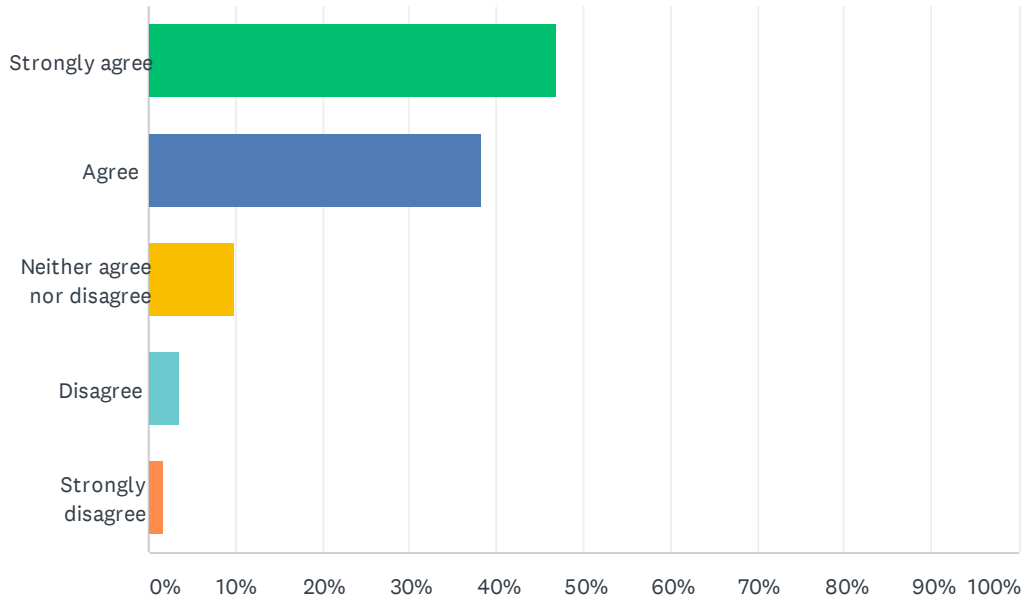
20	This is difficult to weigh in on as right now the city really needs to direct all possible financial assistance funds towards housing for all those displaced and at risk at or now homeless because of the pandemic and wildfires. More assistance there is desperately needed and funds need to be reallocated to programs more pressing like that.	10/15/2020 9:22 AM
21	The purpose of providing campaign funding is to reduce the influence of organizations that are able to contribute legal, large "bribes" that would make the candidates deep a sense of obligation to be amenable to their views. Let ideas win campaigns. Not buying them.	10/14/2020 7:27 PM
22	Public funded campaigns would do this without creating a dual role. Community organizations offering financial assistance, regardless of intent or reason, is a problem. It is another form of buying candidate influence in some way if they win. Public funded campaigns are ethically cleaner.	10/14/2020 6:13 PM
23	No. The candidates can do that themselves. It's called, building community relationships. They should be doing that if they want donations and votes.	10/14/2020 8:19 AM
24	Assistance with what costs? Boards and commissions are appointed positions. You already asked about help with candidate filing.	10/12/2020 4:32 PM
25	Have no clue what this would entail or imply - too non-specific to have a view.	10/12/2020 11:54 AM
26	Unsure what this actually means; would need more specifics	10/12/2020 8:34 AM
27	Legal bribes? Better than the illegal ones already happening.	10/11/2020 9:50 PM
28	It is difficult for me to take a position on this issue without more information.	10/10/2020 2:10 PM
29	Some kind of local election process that takes money out and offers clear communication of values, accomplishments, vision, etc of candidates. Lack of funds should not prohibit those who wish to serve from pursuing it.	10/9/2020 8:46 AM
30	Instead of just giving money to campaigns, the city should build media resources that they make available to people running for city council. This should include a campaign site for each candidate on the city's servers and access to tech people to help them set up, edit and maintain the site until election day. The city should also have a main page that allows Vancouver's citizens to easily access each candidate's page. The city should then spend its campaign money on advertising these campaign sites. Additionally, there should be a significant cap on other campaign spending. Money should not win elections.	10/8/2020 10:25 PM
31	It would be great to have more diverse representation, but I don't really think this is a job for City Council. We had the option of voting for a Latino man last election and people just didn't vote for him. Have a ceiling on how the amount of donations and/or money that can be spent on an election would do a better job rather than trying to outspend other people with tax payer money.	10/8/2020 5:54 PM
32	No that could lead to big problems.	10/6/2020 12:11 PM
33	The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Board, and Commission candidates to improve City Council representation. Yes, this needs to happen!! I believe community organizations can help out tremendously. I think this kind of partnership would significantly help with creating financial assistance programs.	10/5/2020 11:07 PM
34	If candidates have the backing of community organizations and those organizations want to help fund their campaign, that's fine. I do NOT believe the city itself should get involved with funding candidates in any way.	10/5/2020 9:51 PM
35	Once again-- allowing monetary influence of campaigns by allowing private (specific-agenda) organizations to spend on those campaigns. Not desirable-- unless, of course, those	10/5/2020 2:00 PM

organizations would be invited to contribute to a general campaign monetary fund (as noted under "Comments, Strategy D2" above). The "benefit" to any individual organization would be that they can claim to be a supporter of the voting process itself. If any organization would say no to this general funding, it would be obvious that they are trying to influence an election via monetary means.

36	Isn't this the same as question 5, Strategy D2? I wouldn't want people to think of serving on the City Council as a money-making opportunity instead of a public service, but I'm sure many people who might consider running for the City Council don't because of other reasons. For example, those who work for an employer, may not have a flexible schedule to take time off for Council meetings and activities, or they have other family obligations which prevent them from participating. The barriers are not always financial.	10/4/2020 12:40 PM
37	The city does not have the money, after the pandemic.	10/4/2020 11:54 AM
38	I don't understand this one. You offer assistance in money to be a candidate?	10/2/2020 11:11 PM
39	Prefer volunteers serving for the right reasons to give back and offer experience.	10/2/2020 7:58 PM
40	That might be a good idea. However, it should be noted that just because we are poorly represented by people of color it may not have anything to do with finances and quite a bit to do with how our community is set up to not allow people of color a voice in our community.	10/2/2020 6:28 PM
41	Again I am hearing that, as opposed to a poll tax, you want to pay people to run for office or to vote?	10/2/2020 4:37 PM
42	Pay the Council, board and commission members a living wage for their time. Then a financial assistance program will not be needed.	10/2/2020 3:38 PM
43	Candidates can find their own campaigns. Im not interested in playing for someone i don't believe in. If community organizations want to find a candidate they can do that within the confines of approved donations.	10/2/2020 3:37 PM
44	Who makes the choices on organizations, what criteria is used?	10/2/2020 3:34 PM
45	Not sure what this means.	10/2/2020 3:13 PM
46	This would make it accessible to people who may not run due to finances. It could improve diversity on the council.	10/2/2020 1:31 PM
47	You are spending MY tax payer dollars on nonsense. I did not know we had become such a socialist city. This is very upsetting.	10/2/2020 1:22 PM
48	This could easily be seen as manipulation of the system by those currently in power. REALLY BAD IDEA!	10/2/2020 1:01 PM
49	I don't understand this one. It's too vague for me.	10/2/2020 1:00 PM
50	This would be covered in campaign funding rules.	10/2/2020 12:52 PM
51	Yes!	10/2/2020 12:13 PM
52	So long as financial assistance programs are not politically motivated or sponsored by a political party	10/2/2020 12:09 PM
53	You are proposing so many things that would seem to mean higher taxes, someone's got to pay for all this.	10/2/2020 12:05 PM
54	Coordination with and information to neighborhoods is a good idea but not doing out \$\$, especially at a time of budget cutbacks.	10/2/2020 11:58 AM

Q16 Strategy D.6.8 Increase Access to city Council by Reducing Citizen Participation Barriers Related to City Council Meetings
Please note your agreement with the following statement: The City of Vancouver should conduct regular listening sessions, citizen forums, and town hall meetings to improve City Council representation. Minor budgetary impact anticipated.

Answered: 369 Skipped: 34



ANSWER CHOICES	RESPONSES	
Strongly agree	46.88%	173
Agree	38.21%	141
Neither agree nor disagree	9.76%	36
Disagree	3.52%	13
Strongly disagree	1.63%	6
Total Respondents: 369		

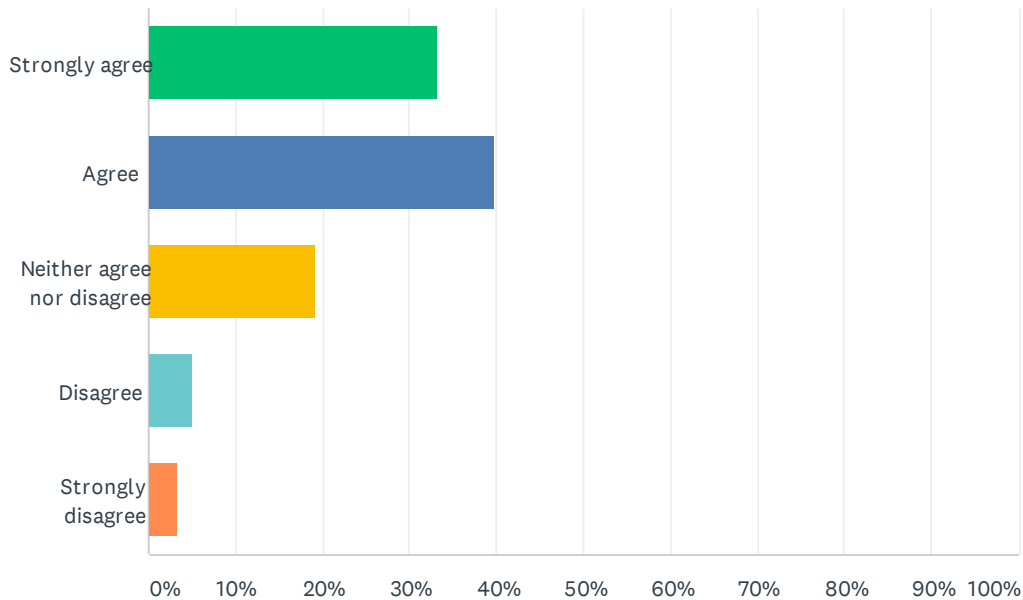
#	COMMENTS:	DATE
1	Yes but we are in a pandemic era so would have to be mindful with the true capacity of city staff & leadership.	10/30/2020 7:34 AM
2	Mayor & city manager should conduct information meetings quarterly in various locations throughout the city. Open Q & A, transparent responses.	10/29/2020 10:03 AM
3	Listening sessions = town halls ??	10/29/2020 6:04 AM
4	Well-structured, facilitated meetings are important to expanding resident input beyond the standard public comment periods at Council meetings.	10/28/2020 2:05 PM
5	I also think there are additional creative and more inclusive and emotionally safe formats that could be considered for better connecting with community members.	10/27/2020 1:54 PM
6	More citizen communication opportunities at meetings	10/26/2020 9:22 PM
7	The listening sessions that the City Council has had this year have been very beneficial and should continue.	10/25/2020 6:11 PM
8	this becomes much easier with technology	10/24/2020 11:10 AM
9	Represent!	10/24/2020 8:54 AM
10	They represent the people of course they should do this. They should also be going to where the people are, that is not always the neighborhood association. I imagine there is a per diem given for every mile driven, meal purchased etc. What is done with the actual information after the event that is important. Also what about the people that do not show up to these events. It is these people that are not there that you need to consider. I am a involved, informed and privileged middle class white person but I cannot go to these meetings because I have a family, I hate to say this but it is a barrier to involvement. When we have community events again, a council or Board/Commission member should be stationed at a table with a huge sign in multi languages saying this is the person that represents you, come talk to them. Station right next to the activity for kids station. Include an interpreter	10/24/2020 7:16 AM
11	The Westside Mobility Project and CAC is a shining example where "more" was not better. How is the review of lessons-learned with the WMBP CAC coming along? I would be interested in the City and Council showing how they can better identify differing opinions, get engagement and debate occurring in a more healthy manner, and demonstrate transparency in showing how the input provided translates into outcomes. After this step is met we can then talk about resourcing and volume. Right now there are too many disconnects and this is causing a trust issue with the community.	10/23/2020 8:29 PM
12	I'm assuming you don't need an extra meeting and you could have an "open mic" session to listen at the regular meetings.	10/23/2020 6:01 PM
13	A way to learn of issues that aren't being addressed.	10/23/2020 4:35 PM
14	Council members already have a huge time demand, or should have if they are doing their job, and adding to that burden is the wrong way to proceed.	10/23/2020 4:11 PM
15	I feel that is already the responsibility of public employees and elected City leaders	10/23/2020 3:03 PM
16	YOU DON'T ALREADY DO THIS??	10/23/2020 1:46 PM
17	Invite with purpose	10/23/2020 12:19 PM
18	With a vigorous effort around citizens engagement.	10/23/2020 11:11 AM
19	This may improve representation long term if more people are able to access, see and hear what the city is discussing.	10/23/2020 11:07 AM
20	Some of the meetings that I have seen for citizen forums have been "sprung" on us with 1 days notice. Everybody needs more notice!	10/23/2020 10:39 AM
21	Another no-brainer	10/23/2020 10:31 AM
22	This also could be accomplished by having each Council member responsible for attending a specified number of meetings of clubs and organizations during each year, during which they would do a brief presentation and take questions.	10/23/2020 10:17 AM

23	Strongly agree. However, when listening sessions fall on deaf ears - it wastes the citizens time. A number of the council members as well as the mayor already have their minds made up on many issues / improvements and no matter how much "listening" they do - would still exercise their original thoughts. This level of ignoring citizens thoughts / concerns is unprecedented in past 20 years.	10/23/2020 10:04 AM
24	Yes!	10/23/2020 9:56 AM
25	. . . while ensuring that nobody can dominate and use as a forum for propaganda; limit time and have rules for participation so the same people can't repeat the same message at every single meeting.	10/21/2020 1:04 PM
26	I agree while monitoring how well such meetings are attended. If attendance is low this should be re-thought.	10/21/2020 1:03 PM
27	As the Dalai Lama says, "When you talk you are only repeating what you already know. When you listen, you may learn something new." :). Of course, the "you" is a "we" in these two sentences.	10/20/2020 1:26 PM
28	The city does a great job with these, Council just needs to take more ownership and get more involved in them. I love Tigard's Fireside Chats with the Mayor.	10/19/2020 11:50 AM
29	If possible, announce these across social media platforms as well	10/15/2020 9:22 AM
30	No. Only certain groups get to go and speak. It silences everyone else. Those in the groups that do get to go are too afraid to speak and disagree with anyone else in that group.	10/14/2020 8:19 AM
31	And have topics too.	10/12/2020 1:59 PM
32	I believe one of the reasons more folks don't engage is that sitting through hours of technical presentations on specific land use actions or some contract award are not of interest to 99.9% of citizens who have busy lives. No. 1 Council should operate within their defined scope and not constantly overreach in trying to "make deals" in constantly changing staff recommendations in land use actions, etc. Your job is to SET POLICY! The current Council is out of their minds frankly. No. 2, I believe general citizens would be much more likely to engage if the effort was focused on things that actually matter to them and presented in a way that they could give feedback on city priorities and major policy direction.	10/12/2020 9:33 AM
33	More input, more buyin	10/12/2020 8:34 AM
34	No more are needed	10/11/2020 9:50 PM
35	Along with interpreters for community members that would like to share or understand what is being presented	10/11/2020 5:39 PM
36	Citizen participation is one of the greatest assets a democracy has for increasing the perception of legitimacy. We are living through a crisis of perceived legitimacy in government and I can't think of a more important time for government to be accessible to the public.	10/10/2020 2:10 PM
37	A lot of this is done already, but in general folks don't pay attention until there is a problem impacting them.	10/9/2020 9:01 AM
38	Why not? Learning what what people are thinking and feeling in a respectful atmosphere of genuine listening to understand is a great idea, and one could argue, necessary for governance.	10/9/2020 8:46 AM
39	If the City Council wants to act on the citizens' interests, it needs to listen to those interests.	10/8/2020 10:25 PM
40	The City should continue to do this.	10/8/2020 5:54 PM
41	But will they listen if the someone complains about their racism? An outside organization should conduct listening sessions.	10/6/2020 2:09 PM
42	Define "regular". Once a year? Twice a year? Quarterly?	10/6/2020 12:11 PM
43	The City of Vancouver should conduct regular listening sessions, citizen forums, and town hall meetings to improve City Council representation. YES!!! This definitely needs to happen!! People need to have their voices heard, especially since these are people we elect into these positions. People need to have a say so in topics, and able to express themselves respectfully.	10/5/2020 11:07 PM

44	If these sessions/forums/meetings are held, they should be held publicly. I object to selective/exclusionary sessions such as the one(s) held earlier in the year.	10/5/2020 9:51 PM
45	Anything to break down the intimidating, "Good evening Mayor, Councilors, City Manager, I beg forbearance for my discussion of..." format that is demanded.	10/5/2020 6:13 PM
46	I would expect that City Council members seek input from both people they know and don't know who are Vancouver residents. It's difficult to represent a constituency if you don't understand the breadth their of opinions and experiences. I would leave the "how" of doing that to the individual Council member as long as multiple feedback methods are employed, e.g., virtual, in-person, written, one-on-one, group.	10/4/2020 12:40 PM
47	What is the definition of regular.	10/4/2020 11:54 AM
48	Adequate time is allotted at most meetings	10/3/2020 2:52 PM
49	I think that there is adequate opportunity on the web site for citizens to reach out & if there is a larger issue there be a town hall.	10/3/2020 11:18 AM
50	Thought you already did this	10/3/2020 7:13 AM
51	At least once annually.	10/2/2020 7:58 PM
52	With a caveat. If they are anything like some of the listening sessions I've attended, don't waste our time.	10/2/2020 7:52 PM
53	The twin hall meetings would be a good idea. Also in different locations - senior citizens homes, a place where communities of color could come together, a place where LGBT communities Could come together and a place where singles could come together. White, male, wealthy and people with kids have long dominated the voice of representation. Let's get some other voices and be open-minded about listening to what they have to say so we can tackle some of the issues in our community.	10/2/2020 6:28 PM
54	So long as we have a citizen council which get a small reimbursement to cover expenses we cannot put a larger burden of time and expense on Council members. If you do this then you a talking about full time Council members who would get a Living Wage salary and that is not what the City of Vancouver wants.	10/2/2020 4:37 PM
55	This already happens.	10/2/2020 3:38 PM
56	City Council meetings are transparent and there is ample opportunity to speak and be heard. The Council has conducted town hall type meetings like the Navigation Center openings.	10/2/2020 3:13 PM
57	This has worked well in the past and gives the council a chance to hear from the public collectively rather than one on one from community members who have like agendas.	10/2/2020 1:01 PM
58	Isn't that what the city council meeting is? But don't the council members already do a variation of this?	10/2/2020 1:00 PM
59	These are good ideas but not sure of their impact on council representation.	10/2/2020 12:52 PM
60	Hold them throughout the city, not just Downtown.	10/2/2020 12:31 PM
61	Doesn't seem to matter....only 2 members listen to public comments. The rest, including the Mayor, already have their minds made up.	10/2/2020 11:59 AM
62	Need to consider the time impact on Council members relative to their meager salaries. Prefer a citizen council with people not beholden to public sector employment. But creates greater potential for increased conflict of interest -- to both govern and work solely for the same public entity.	10/2/2020 11:58 AM
63	I think meetings in various parts of the city with at least two council members not from that area could be productive.	10/2/2020 11:53 AM

Q17 Strategy E.1.1 Empowering Neighborhoods and Communities through Increased Neighborhood Outreach/Coordination Please note your agreement with the following statement: The City of Vancouver should assign City Council members to neighborhood associations as specific points of contact to improve City Council representation. No or insignificant budgetary impact anticipated.

Answered: 355 Skipped: 48



ANSWER CHOICES	RESPONSES	
Strongly agree	33.24%	118
Agree	39.72%	141
Neither agree nor disagree	19.15%	68
Disagree	5.07%	18
Strongly disagree	3.38%	12
Total Respondents: 355		

#	COMMENTS:	DATE
1	while this is a good idea. I'm concerned about this and some of the other strategies that increase the number of meetings, that the time burden on council members could become a barrier to greater representation.	10/30/2020 2:46 PM
2	Concern about the impact of capacity for city council members & not every city resident participates with their own neighborhood association.	10/30/2020 7:38 AM
3	I like the idea of a city council member assigned to my neighborhood association. This sounds like a good way to achieve some geographical representation without needing districts.	10/29/2020 6:25 PM
4	However, my neighborhood (Village Vista/Fishers Creek) either has no neighborhood association (or at best, a very dormant one)	10/29/2020 9:50 AM
5	Not sure about this. Maybe an alternative would be to have regular meetings with the neighborhood association representatives and annual or biannual attendance of na meetings in their district?	10/28/2020 2:47 PM
6	Geographical districts solves this problem without having to assign neighborhood associations to councilmembers. Neighborhood associations are important, but focusing efforts on them distracts from the real issue: the structure of City Council. Changing the relationship with associations/groups alone will not fix the representation problem on Council.	10/28/2020 2:15 PM
7	I think this only makes sense if there are candidates for a specific district.	10/28/2020 1:44 AM
8	This should be done until districting can be fully implemented	10/26/2020 9:25 PM
9	I've never been to one of my neighborhood meetings (I'm at the SE corner of Clark College), and have kicked myself for not getting up and going to one over the years. I know there are VPD assigned officers who make an appearance at times (?) at them, and I find this to be a positive effort. I do feel - as though having CC rep's showing up would be a chill idea. :)	10/26/2020 8:53 PM
10	Would provide a sense of connection.	10/25/2020 11:43 AM
11	There is some recent research suggesting that neighborhood associations exacerbate representational inequalities in cities so I am not sure giving them a more formal role in the city representation would have the desired effect.	10/24/2020 11:20 AM
12	This is a good idea.	10/24/2020 9:34 AM
13	But please don't then check the box that community engagement is now complete. So many do not or cannot participate in the neighborhoods. You need more staff to support neighborhoods.	10/24/2020 7:26 AM
14	As long as the assigned council members will fight for what the neighborhoods express as priorities.	10/23/2020 5:55 PM
15	as a neighborhood association leader, I want to be able to freely access who I feel is the best person to address the issue, not someone assigned to me	10/23/2020 5:28 PM
16	Our neighborhood associations already have assigned liaisons to the city who represent the city and keep us aware of important changes. With 68 associations throughout the city, using council members would be a waste of their time.	10/23/2020 3:41 PM
17	Great idea!	10/23/2020 3:18 PM
18	Only concern with this, is the potential for the "squeaky wheel gets the grease" scenario, where "active" NA's receive a disproportionate amount of the City's attention	10/23/2020 3:11 PM
19	do we even currently have neighborhood associations?	10/23/2020 1:55 PM
20	It is important to know the community City Council works with. Obtain data from CCPH about the location of our diverse racial groups, services and lack of services to address their needs, etc	10/23/2020 12:31 PM
21	Neighborhood Associations already have city staff attending and if they are doing their jobs, they should be reporting issues from these meetings to Council already.	10/23/2020 10:45 AM
22	And they should be accountable to communicate the concerns of those citizens. Don't come and waste their time. There should also be effort made to have these meetings reflect the	10/23/2020 10:09 AM

	diversity of thoughts of a neighborhood and not the same 4 people, espousing the same thoughts week after week.	
23	Relationships are the first step in engagement to express problems and potential solutions.	10/21/2020 1:22 PM
24	This may be going too far. Perhaps it is better to allow the citizens to choose the council member their relate to best.	10/20/2020 1:39 PM
25	Think this is already happening	10/19/2020 11:53 AM
26	The focus here, however, should be on less affluent neighborhoods as those are the ones desperately needing more representation. If City Council only speaks with the affluent, nicer areas of the city, there could be serious damage to the rest as it already appears there is a growing class bias in many community institutions. We do not want the wealthiest and more ignorant groups having the only say and representation in matters that affect the daily lives of those struggling and in need of more exposure.	10/15/2020 9:34 AM
27	No. The city council members should be equally representative of all neighborhoods, not assigned to just a few. If you want to hand out your business card to these associations, feel free.	10/14/2020 8:22 AM
28	If districts are implemented, council members should be in direct communication with those associations in their districts.	10/12/2020 12:00 PM
29	Reasonable idea but concern that, based on the ego of these current Councilors, this turns into a campaigning effort which reinforces incumbency bias.	10/12/2020 9:41 AM
30	Waste of time. They dont listen anyway	10/11/2020 10:00 PM
31	This only makes sense if you plan on listening. We are all super tired of you telling us you're going to do something, pretending like you are taking neighborhood input and yet doing exactly what you plan to do from the beginning with little to no changes. That's the type of thing that should get you voted out immediately.	10/11/2020 10:22 AM
32	The people who participate in neighborhood associations are older, white residents. Most younger residents are too busy with work and family to in engage in these groups.	10/9/2020 9:05 AM
33	Seems like a good idea	10/9/2020 8:48 AM
34	Having one point of contact makes it much easier. Perhaps the geographical Council member.	10/8/2020 10:25 PM
35	My Neighborhood association would love to have a City Councilor at our meetings!	10/8/2020 6:00 PM
36	This is a great idea.	10/6/2020 12:16 PM
37	The City of Vancouver should assign City Council members to neighborhood associations as specific points of contact to improve City Council representation. Yes, especially since there is consideration of expanding the City council. If expansion does happen, then I definitely think assigning council members to neighborhood associates is a brilliant idea.	10/5/2020 11:19 PM
38	Are there areas without neighborhood associations, which might be left without that increased representation? Otherwise, I see no problem with this idea. It parallels the NPO program VPD already has in place, which seems to be working.	10/5/2020 9:57 PM
39	Having a city rep seems to work well enough for my association...	10/5/2020 6:21 PM
40	People who officially participate in the respective neighborhood associations are but a small percentage of people in those respective neighborhoods. Listening sessions periodically and in various locations throughout the city would be much better, because that would reach a wide variety of people. For example at Clark College East campus, there could be periodic council meetings there or even a small city council office for people to meet with people periodically one on one at that location . Maybe a city Council office at City Hall would be good also to meet one on one there with people periodically. East campus meetings would require negotiation with Clark College but perhaps something could be worked out.	10/5/2020 11:38 AM
41	Interesting idea. What if a neighborhood does not have a meaningful association? Will the council help develop and support those?	10/4/2020 10:54 PM
42	Neighborhood associations are not the place to identify diverse candidates.	10/4/2020 9:14 PM
43	Then you might realize what ordinary citizens face	10/4/2020 6:27 PM

44	I like the idea of City Council members being a point of contact for neighborhood associations. That would mean assigning 11-12 neighborhoods to each Council member but I think having a presence at the neighborhood meetings by attending and listening would help with civic engagement.	10/4/2020 12:57 PM
45	That has been past policy-for council members or department heads. It has been successful. Can the city afford it???	10/4/2020 12:03 PM
46	I don't know of having a neighborhood association where I am.	10/3/2020 5:17 PM
47	Only if feasible.	10/3/2020 2:56 PM
48	Aren't city staff members already assigned as liaisons? Also community policing specialists? What would this add?	10/3/2020 12:52 PM
49	no impact, no idea	10/2/2020 11:20 PM
50	We already have city personnel as liaisons. City council members are most welcome to attend our meetings, but there are 60+ N.A. so any one council member would be attending a bunch of meetings. :-(	10/2/2020 9:22 PM
51	Try it.	10/2/2020 8:06 PM
52	Not sure this is going to do anything. Some Council members are downright dismissive, or just full of empty one-line platitudes.	10/2/2020 8:01 PM
53	That might be a good idea. Let's see how it works.	10/2/2020 6:37 PM
54	All City Council members should be equally available to everyone in the city.	10/2/2020 6:36 PM
55	especially if geographic representation is implemented	10/2/2020 5:59 PM
56	City councilors already have enough to do. We already have a city representative for our NA. This works very well.	10/2/2020 4:28 PM
57	That would be a wonderful addition to neighborhood outreach. The city employee assigned to our neighborhood is a great support (though not a councilor.)	10/2/2020 4:01 PM
58	Neighborhood associations should have a specific council member assigned. This is a great idea!!	10/2/2020 3:51 PM
59	Although this may be almost impossible with as many association as we have.	10/2/2020 3:28 PM
60	Yes the voice of neighborhood associations is not being heard right now	10/2/2020 2:54 PM
61	This could even replace listening sessions as the person who goes to neighborhood associations could be hearing the concerns of the people	10/2/2020 1:39 PM
62	neighborhood and business associations	10/2/2020 1:35 PM
63	Great idea.	10/2/2020 1:25 PM
64	This might seem to be a way for council members to gather more information but would be a significant drain on their already busy schedule. Addition of this activity would require an additional 6/7 or more nights per month minimum. The Salary Review Commission would see this as a significant increase in time to do the job that should be compensated by an increase in council salaries.	10/2/2020 1:15 PM
65	If members of the council represent districts then each should be the contact person in their district.	10/2/2020 1:10 PM
66	As someone who is in a neighborhood organization that is thankfully active. We've never had a problem getting city council members to either attend or respond. Rather that require them to meet I think you should just strengthen the messaging about this opportunity for neighborhoods organizations. Be strongly promotional that this is an option.	10/2/2020 1:08 PM
67	Neighborhood associations are not effective tools of outreach.	10/2/2020 12:31 PM
68	I feel like those involved with neighborhood associations know who their representative is. Passing this might lead to the representative of the neighborhood not agreeing with or sharing concerns with other council members...	10/2/2020 12:21 PM

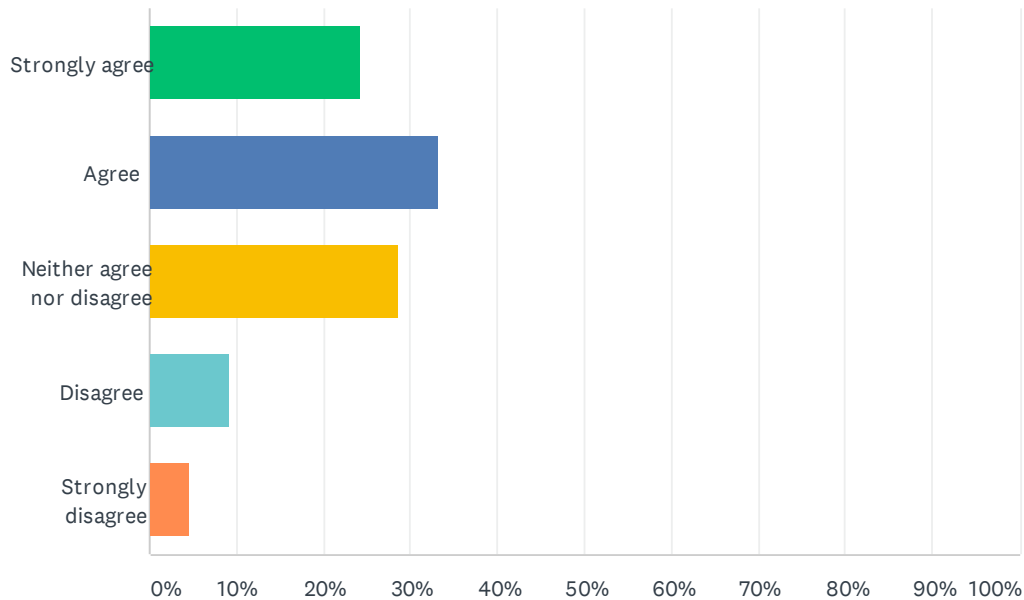
69

Right now, city employees do that job. I'm not sure that is as beneficial as having elected councilors do this.

10/2/2020 12:05 PM

Q18 Strategy E.1.2 Empowering Neighborhoods and Communities through Increased Neighborhood Outreach/Coordination Please note your agreement with the following statement: The City of Vancouver should undertake a creative campaign highlighting the function and contribution of neighborhood associations and other community based organizations to improve City Council representation. Unknown budgetary impact.

Answered: 355 Skipped: 48



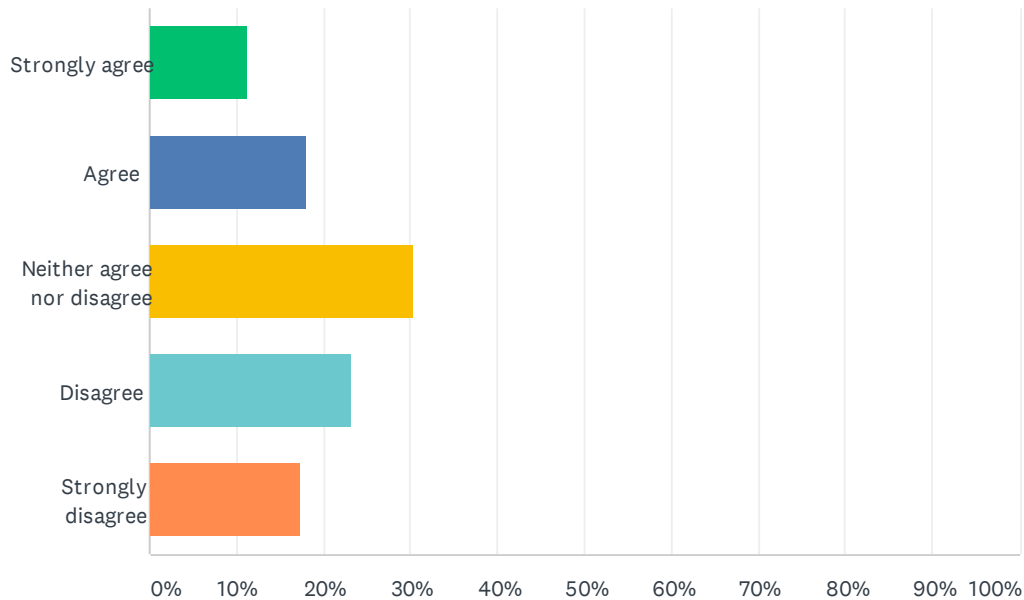
ANSWER CHOICES	RESPONSES	
Strongly agree	24.23%	86
Agree	33.24%	118
Neither agree nor disagree	28.73%	102
Disagree	9.30%	33
Strongly disagree	4.51%	16
Total Respondents: 355		

#	COMMENTS:	DATE
1	Intentionally breathing life and vibrancy into certain neighborhood associations might be best approach for creating a direct line between Council and neighborhoods.	10/30/2020 2:09 PM
2	What neighborhood association?	10/29/2020 9:50 AM
3	I support this because you included community organizations in addition to neighborhood associations.	10/27/2020 1:56 PM
4	Some neighborhood associations and community-based organizations may currently be unaware of their ability to impact the work of the City Council.	10/25/2020 6:17 PM
5	As a once neighborhood leader, I would like to see this. Too many people don't realize how useful neighborhood associations are and the impacts they can have.	10/24/2020 9:34 AM
6	Hmm, not exactly sure if doing this will equal the resulted increased representation. But give it a try.	10/24/2020 7:26 AM
7	What does "creative" mean?	10/23/2020 8:42 PM
8	Yes! Would love to learn how our leadership is meant to function - from the top down, or from the bottom up.	10/23/2020 5:55 PM
9	My career was in marketing and I am an active member of my neighborhood association. I dont think this expense is necessary	10/23/2020 5:28 PM
10	Neighborhoods associations are having a lot of difficulty in attracting "neighbors" at our meetings. The BBC neighborhood has 1800 homes and in recent years, we've had only 10-12 attendees. Five years ago, we had 25-30. Those members were largely retirees and they've now "aged out" of participation in community events. Parents of school-age children don't have time or energy to attend meetings. Using guest speakers with interesting and relevant topics did not improve our attendance. School districts are having difficulty attracting sufficient parents to support their children's activities.	10/23/2020 3:41 PM
11	Supportive of NA's and their role	10/23/2020 3:11 PM
12	Neighborhood associations are fairly limited to those who own homes. Rarely do we find an active group of renters attending meetings. We also do not find that these meetings include those with families, or (in general) those who are under 35 years old.	10/23/2020 11:20 AM
13	Should only undertake this if it will increase participation in NA meetings and events.	10/23/2020 10:45 AM
14	Promoting Neighborhood associations and providing further networking opportunities between the community and city is a good thing.	10/23/2020 10:11 AM
15	Need to know the budget impact before agreeing or not	10/23/2020 9:52 AM
16	A sense of community is extremely important to all facets of successful government and gains cooperation and respect by community members -- and both "sides" can learn more through learning about the needs and concerns of the other perspectives..	10/21/2020 1:22 PM
17	Maybe it can maintain an online list with links to such associations.	10/21/2020 1:10 PM
18	Not everyone has time or resources to participate in their neighborhood associations. Make childcare and virtual participation a priority for neighborhoods.	10/19/2020 11:53 AM
19	That costs money, people! The organizations themselves can do that, if they so choose.	10/14/2020 8:22 AM
20	I think some of the work belongs to the associations and there might be a problem with fair implementation of this idea.	10/12/2020 12:00 PM
21	The current neighborhood association process seems to work OK as far as engaging with the city. It should be understood that neighborhood associations tend to favor long time residents who are more likely to be home owners, higher income, older and white. Don't further invest in the current neighborhood model, put that effort into other strategies that better engage the WHOLE community.	10/12/2020 9:41 AM
22	The associations are just bullying organization	10/11/2020 10:00 PM
23	Sounds great	10/9/2020 8:48 AM

24	This will hopefully increase and improve participation in Neighborhood Associations, as well as in overall community.	10/8/2020 10:25 PM
25	As long as it wasn't expensive.	10/8/2020 6:00 PM
26	The City of Vancouver should undertake a creative campaign highlighting the function and contribution of neighborhood associations and other community based organizations to improve City Council representation. Yes, definitely. Highlighting this kind of advocacy would be a huge amount of help and would highlight the importance of the neighborhood associations and other community based organizations.	10/5/2020 11:19 PM
27	I don't think this is a priority right now, what with covid and economic issues and everything. Let those organizations promote themselves if they wish.	10/5/2020 9:57 PM
28	and this would make a difference because?	10/5/2020 4:01 PM
29	More communication in general, more communication and more frequent communication.	10/4/2020 10:54 PM
30	It helps to know what neighborhood associations and other community based organizations exist, especially for people who move into a neighborhood. Perhaps Realtors could help with a welcome packet for homeowners. I'm not sure how that would work for landlords or property management companies to renters. The printed neighborhood association newsletter and/or postcard is nice. It gives contact info and upcoming events/dates.	10/4/2020 12:57 PM
31	This has also been done, in the past.	10/4/2020 12:03 PM
32	To encourage participation in NA meetings.	10/3/2020 2:56 PM
33	I don't see how this would improve council representation	10/3/2020 12:52 PM
34	This omformarion could come to the city through implementing the above question	10/3/2020 11:21 AM
35	Encourage volunteers. Have annual recognition program.	10/2/2020 8:06 PM
36	NA are an impotent quasi-governmental piece of fluff. They have no power, they have no vote, they are only there to satisfy some Paleolithic half-remembered past. Many Council members don't represent their constituents anyway...why is this going to improve anything? If you want to improve NA, give them some power.	10/2/2020 8:01 PM
37	That sounds like a good idea.	10/2/2020 6:37 PM
38	This seems like something that could be a good idea down the road, but not when the city is trying to balance its budget because of the COVID-19 shutdowns.	10/2/2020 6:36 PM
39	I'm not sure of what the thinking here is.	10/2/2020 1:39 PM
40	Not necessary	10/2/2020 1:25 PM
41	Neighborhood organizations provide an excellent avenue for citizens to be involved and informed about their community. However, participation is inconsistent between associations. The city already makes a big effort to work with neighborhood associations. Not sure what more could be done other than an combined Neighborhood Newsletter mailed to each home in the city say on a quarterly basis.	10/2/2020 1:15 PM
42	No comment.	10/2/2020 1:10 PM
43	Only if it highlights how neighborhood associations are the mouthpiece of the landlord class.	10/2/2020 12:31 PM
44	Waste of time and money when it's needed to clean up the homeless trash	10/2/2020 12:01 PM
45	This doesn't make sense. Don't understand how this would help at all.	10/2/2020 11:52 AM

Q19 Strategy E.2.1 Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should provide a low- or no-cost gratuity for neighborhood leaders to improve City Council representation. Minor budgetary impact anticipated.

Answered: 352 Skipped: 51



ANSWER CHOICES	RESPONSES	
Strongly agree	11.36%	40
Agree	17.90%	63
Neither agree nor disagree	30.40%	107
Disagree	23.30%	82
Strongly disagree	17.33%	61
Total Respondents: 352		

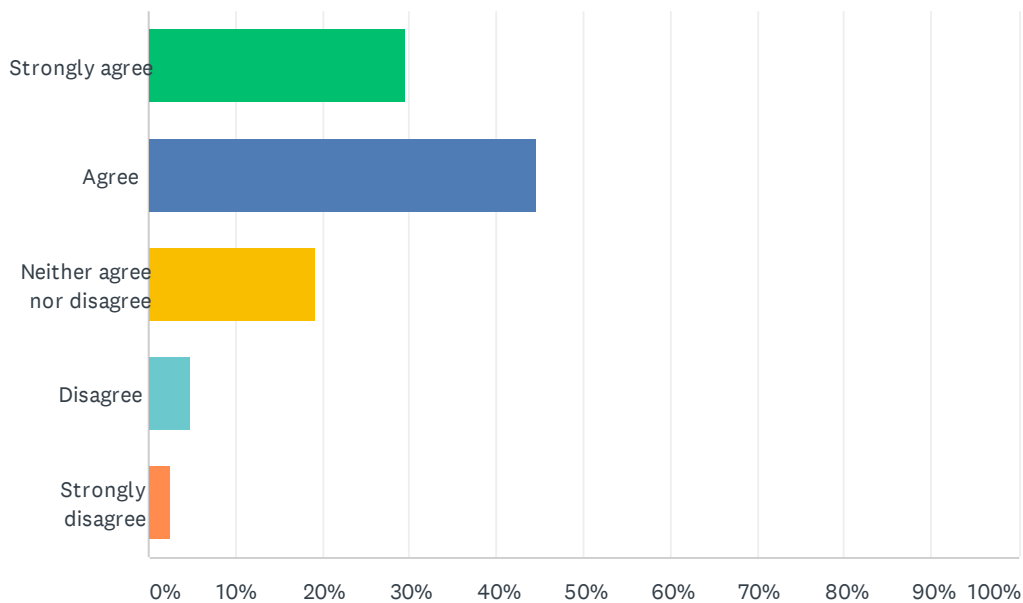
#	COMMENTS:	DATE
1	Intentionally breathing life and vibrancy into certain neighborhood associations might be best approach for creating a direct line of communication between Council and neighborhoods.	10/30/2020 2:09 PM
2	May trigger bias & conflict of interest for some.	10/30/2020 7:38 AM
3	I don't know what this means.	10/29/2020 6:25 PM
4	Neighborhood leaders are volunteers	10/29/2020 10:08 AM
5	What neighborhood association?	10/29/2020 9:50 AM
6	Unless this gratuity is provided to leaders of other community interest groups, it should not be provided to neighborhood associations.	10/28/2020 2:15 PM
7	This is important, but also must be done Equitably! Who would be making these decisions? How would funding be decided? How would it be made fair?	10/28/2020 12:59 PM
8	I'm not sure how a no cost gratuity works.	10/28/2020 1:44 AM
9	I don't understand what this means.	10/26/2020 10:11 PM
10	this makes no sense, enables people to trade political favors and is a breeding ground for corruption	10/26/2020 11:17 AM
11	Neighborhood groups should be kept voluntary. Giving money out to these groups will politicize them.	10/25/2020 9:29 AM
12	This is a volunteer position right?	10/24/2020 9:15 AM
13	Gratuity? Like a stipend? You are going to pay the volunteers? I am never an advocate of paying volunteers. Please don't call it gratuity, they are not waiters. Perhaps a operational reimbursement. We could certainly invest more in neighborhoods. Parks, public space investments, paid childcare, more access to cleanup days, volunteer partnerships where all departments truly value and engage with community members.	10/24/2020 7:26 AM
14	What does "investing in ... relationships" mean? City to start paying neighborhood leaders????	10/23/2020 8:42 PM
15	I do not understand this one	10/23/2020 8:31 PM
16	Anyone willing to volunteer to represent their area shouldn't have to be paid to do it.	10/23/2020 6:07 PM
17	nope	10/23/2020 5:28 PM
18	Need more clarification.	10/23/2020 5:22 PM
19	I don't understand this question.	10/23/2020 3:18 PM
20	"low or no cost"? NA's need to remain independent, and separate from City Council. They represent the neighborhoods interests, not necessarily the City's.	10/23/2020 3:11 PM
21	If there is a budget or a grant, sure. When diverse racial communities face adversity, discrimination and lack of health services; these groups get depressed, underrepresented and vulnerable to chronic diseases. This is by far a major problem for non- documented Clark County residents.	10/23/2020 12:31 PM
22	I don't know what this means.	10/23/2020 11:44 AM
23	Perhaps on a trial basis of a few years to see if that attracts more people to participate as NA leaders. Although, in my experience, NA involvement is like other volunteer activities -- people do it if interested in that kind of service.	10/23/2020 11:43 AM
24	Define "gratuity"! Incentivizing participation is a slippery slope. Again, more focus on robust civic engagement.	10/23/2020 11:15 AM
25	I had to look up what "gratuity" meant in this sense. Consider word choice/language when seeking feedback from the entire community.	10/23/2020 11:08 AM
26	i believe that if someone wants to participate in their community they should not be expected to be compensated for being a neighborhood association leader	10/23/2020 10:11 AM
27	With good oversight.	10/21/2020 1:22 PM

28	I'm not sure what this means but want to see community organizations self-fund.	10/21/2020 1:10 PM
29	I'd have to think about this more. Perhaps free transportation - some people don't drive at night or have a car - or childcare would be more meaningful.	10/20/2020 1:39 PM
30	Perhaps yes for lower income neighborhood leaders and no for higher income leaders.	10/16/2020 5:59 PM
31	Financial incentives are great and helpful for the struggling neighborhoods where people live paycheck to paycheck, but this could also create problems among affluent neighborhoods and lead to, again, a strong leaning bias/disproportionate socioeconomic representation.	10/15/2020 9:34 AM
32	I am not sure what's being asked here.	10/14/2020 7:08 PM
33	Cannot support unless a gratuity is outlined better. What are we talking about here and the reasons why exactly? I suppose I don't quite understand this one.	10/14/2020 6:17 PM
34	No. The people they serve can do that as an act of gratitude if they so choose. I don't want to pay for that for everyone else.	10/14/2020 8:22 AM
35	I can see where a free membership to a community center or a CTran pass could entice those not already to become involved.	10/12/2020 4:39 PM
36	The moment you start paying community activists from government funds, those activists are naturally compromised. This is a terrible idea. People should be involved because of their desire to serve the public, not get a gratuity.	10/12/2020 12:00 PM
37	Like they need any more. Absolutely ☐ NO!	10/11/2020 10:00 PM
38	They're really shouldn't be any government money involved in campaigning electing or otherwise encouraging involvement with the government at a government-paid level.	10/11/2020 10:22 AM
39	Sure	10/9/2020 8:48 AM
40	I don't completely understand this strategy - gratuity as in a tip?	10/6/2020 4:30 PM
41	The City of Vancouver should provide a low- or no-cost gratuity for neighborhood leaders to improve City Council representation. Yes, this should absolutely happen. I think this a great incentive for neighborhood leaders.	10/5/2020 11:19 PM
42	It's not clear to me how this would impact diversity of representation.	10/5/2020 8:23 PM
43	Paying people to lead neighborhood groups is inherently wrong and can lead to corruption.	10/5/2020 4:01 PM
44	Increased presence occasionally by the local Council member would be a huge improvement, probably encouraging neighborhood residents to attend neighborhood meetings. With regard to "gratuities" to neighborhood leaders-- at this time some neighborhood associations have been shown to have partisan influence within their organizations. No funding of any type, based on this fact.	10/5/2020 2:16 PM
45	I need more information on this.	10/4/2020 10:54 PM
46	I'm not sure what this means but "gratuity for neighborhood leaders" sounds like a bribe.	10/4/2020 12:57 PM
47	This is a relationship created by the individuals or the neighborhood groups.	10/4/2020 12:03 PM
48	What type of gratuity? And how would giving that to neighborhood leaders improve Council representation?	10/3/2020 12:52 PM
49	Too much of a chance for misuse of funds. Truly committed leaders are not and should not be financially motivated.	10/3/2020 7:06 AM
50	I don't understand what we are giving money to or for	10/2/2020 11:20 PM
51	Volunteers need to give for the right reasons. Donate time and experience not looking for pay or credit but gaining appreciation and friendship and perhaps a preferred ear from city manager about city concerns.	10/2/2020 8:06 PM
52	With the City the way I've observed it, it will be used to support people who agree with the City. Not so good. If we had ethical Council members who represented their constituents it could be great.	10/2/2020 8:01 PM
53	I dont know what this means. Please explain.	10/2/2020 6:48 PM

54	We will need to do that to an extent to get representation for those that are not well off, we may want to get a member of the unguided community to help us understand the issues pertaining to the unhoused.	10/2/2020 6:37 PM
55	Maybe im not understanding this, but it looks like you are saying the city will pay/bribe Neighborhood association members to increase attendance at council meetings and therefore improve representation. No way.	10/2/2020 3:51 PM
56	I don't understand this.	10/2/2020 2:14 PM
57	What would be a no-cost gratuity? If there would be a cost I could see giving the person gas money to attend meeting or something that covers their cost of doing this job.	10/2/2020 1:39 PM
58	Stop paying people to perform their civic duty. This is stupid	10/2/2020 1:25 PM
59	This would politisise neighborhood associations. Bad Idea.	10/2/2020 1:15 PM
60	Shows again shows the need for council members to represent a district and live in it	10/2/2020 1:10 PM
61	Dont understand the proposal	10/2/2020 12:57 PM
62	What does that look like?	10/2/2020 12:44 PM
63	Neighborhood Associations should always be volunteer only, including leadership.	10/2/2020 12:33 PM
64	Neighborhood associations don't need more handouts.	10/2/2020 12:31 PM
65	Paid representation can become biased toward the entity making the payments rendering any decisions moot for all practical purposes.	10/2/2020 12:02 PM
66	This doesn't make any sense.	10/2/2020 11:52 AM

Q20 Strategy E.2.2. Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should have regular updates at City Council meetings from neighborhood associations and community organizations to improve City Council representation. No or insignificant budgetary impact anticipated.

Answered: 353 Skipped: 50



ANSWER CHOICES	RESPONSES	
Strongly agree	29.46%	104
Agree	44.48%	157
Neither agree nor disagree	19.26%	68
Disagree	4.82%	17
Strongly disagree	2.55%	9
Total Respondents: 353		

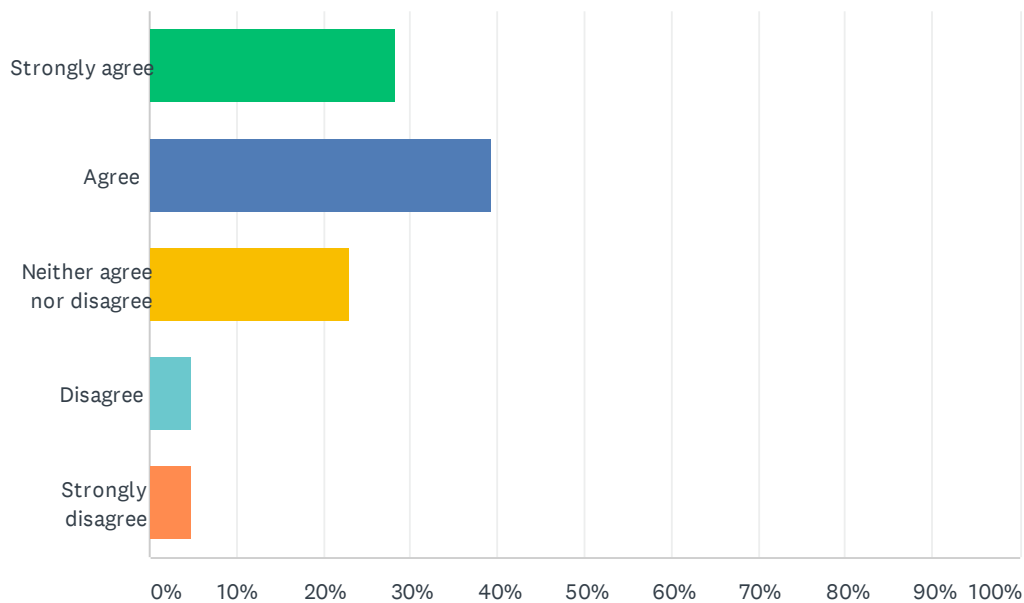
#	COMMENTS:	DATE
1	I defer to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether this strategy increases the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 2:46 PM
2	Again not everyone participates with their neighborhood associations & some are not even active.	10/30/2020 7:38 AM
3	Again, I'm surprised something like this doesn't happen already. I don't know that the full council meeting would be the most efficient way to do this, but at least a way to allow neighborhoods to report to council would be nice	10/29/2020 6:25 PM
4	What neighborhood association?	10/29/2020 9:50 AM
5	This seems like a good idea but it would potentially be hard to balance. Like if wealthier neighborhood associations are better organized this could give them a disproportionate voice and skew issues. It's a good idea if balance can be considered	10/28/2020 12:42 PM
6	Specific topics and a format to keep within timeline of council meetings.	10/27/2020 11:28 AM
7	My concern is that some neighborhoods will have the capacity, resources, and representation to do this effectively and frequently and others will not, and the council's attention will naturally tilt towards the "squeaky wheels". There needs to be some checks in place to prevent this outcome.	10/26/2020 10:11 PM
8	Contribution. Feedback. Iteration.	10/26/2020 8:53 PM
9	Creating an intentional space for neighborhood associations and community organizations to speak lets the public know that the City Council is receptive to feedback.	10/25/2020 6:17 PM
10	I like the idea of doing this for community organizations, but not so much with neighborhood associations.	10/24/2020 11:20 AM
11	Would be nice, but that could take a lot of valuable time. I'd rather my council members be available for more pressing topics.	10/24/2020 9:34 AM
12	Hopefully neighborhood associations are already communicating openly with city council.	10/24/2020 9:15 AM
13	To think there is not a huge cost of money and time to people and staff on this one is absurd.	10/24/2020 7:26 AM
14	Surprized this isn't already happening.	10/23/2020 6:07 PM
15	There is plenty of opportunity to communicate at citizen forums, via email or one on one with councilors	10/23/2020 5:28 PM
16	NA's are free to currently attend Council meetings	10/23/2020 3:11 PM
17	The problem is the NA's are not always representative of their neighbors. Only a small group - those who show up to the meetings - would be speaking on behalf of the neighborhood.	10/23/2020 10:45 AM
18	Great idea!	10/23/2020 10:22 AM
19	Or, at least, an option to check in, maybe on a rotating basis unless a strong urgent need is present. We don't want to make the meetings too long or cumbersome.	10/21/2020 1:22 PM
20	The Council should invite updates but should put primarily emphasis on its own programs and actions.	10/21/2020 1:10 PM
21	Yes, but as a link to something so people can read a mini-newsletter. Alternatively, they could be for a half hour before the meeting starts or for a half at the end of the meeting. Otherwise the meetings will be too long for the general public, sad as that statement is.	10/20/2020 1:39 PM
22	It's just going to swamp the meetings and cause y'all to get nothing done.	10/14/2020 8:22 AM
23	This could empower neighborhoods to feel like the council cares and values the work they are doing within the boundaries of their own neighborhoods.	10/12/2020 4:39 PM
24	These updates could be online.	10/12/2020 12:00 PM
25	Possibly written reports?	10/12/2020 8:38 AM

26	That's all the bullies in those associations need. More power. Power corrupts and absolute power corrupts absolutely	10/11/2020 10:00 PM
27	Better communication being informed, updated, how can this be wrong?	10/9/2020 8:48 AM
28	Great idea.	10/8/2020 6:00 PM
29	I represent a group of minorities in Vancouver. 99% of information provided to city council member Anne McEnerny-Ogle was suppress in favor of her racist agenda. No once did she mention anything about our meetings.	10/6/2020 2:13 PM
30	Define "regular."	10/6/2020 12:16 PM
31	The City of Vancouver should have regular updates at City Council meetings from neighborhood associations and community organizations to improve City Council representation. Yes, it would be nice to know information from neighborhood associations and community organizations.	10/5/2020 11:19 PM
32	That is what citizen communications is designated for. Not sure how this will help facilitate additional empowerment.	10/5/2020 5:04 PM
33	if neighborhoods want the extra work	10/5/2020 4:01 PM
34	With 60+ NAs within Vancouver, this means a lot of time for these updates. While not necessarily a negative, that is up to the Council to to administrate. At this time, the 60+ NAs run the gamut of being highly organized bodies to non-existent. Some neighborhoods would clearly dominate. That in itself might encourage growth of neighborhood associations, but certainly would mean much more time would have to be dedicated to them by the Council.	10/5/2020 2:16 PM
35	While it would be helpful for City Council members to know what are concerns and desires of neighborhood associations and community organizations, I don't know that it needs to be a neighborhood update at a City Council meeting. The neighborhood associations and community organizations should be able to request agenda items for regular meetings when there are topics of interest to share with Council members.	10/4/2020 12:57 PM
36	Yes, by the department head or council member representing the association. Already a format, at the end of each council meeting.	10/4/2020 12:03 PM
37	If "community organizations" is diverse and includes organizations actually led by the people intending to be better heard. A group advocating for people with disabilities but not led by people with disabilities should not be the primary resource for needs of disabled residents, for example.	10/3/2020 5:17 PM
38	The council has city business to take care of. We don't want the meetings to turn into hours of listening to reports where no action is needed or taken.	10/3/2020 1:04 PM
39	Need access when a NA wants to present an issue.	10/3/2020 8:01 AM
40	has there been an expressed need? Is it backed? Schedule a few so the word has time to get out over a few months. See how it goes. Well? Continue	10/2/2020 11:20 PM
41	I'm not sure how this would work! Council can already read our newsletters.	10/2/2020 9:22 PM
42	Try it.	10/2/2020 8:06 PM
43	Only if you decide to actually give NA more power.	10/2/2020 8:01 PM
44	Definitely.	10/2/2020 6:37 PM
45	Neighborhood associations could have the opportunity to speak once per year with each neighborhood being assigned a specific date. If all associations were spread over the year, this could work well.	10/2/2020 3:51 PM
46	I'd prefer instead that neighborhoods/communities/districts have their own meetings. Maybe once a month.	10/2/2020 3:33 PM
47	I recommend setting some council time aside to communicate with neighborhood associations, but we have too many and they are not equally active.	10/2/2020 3:28 PM
48	Yes! Voices of neighborhood associations are not being heard right now	10/2/2020 2:54 PM

49	If someone attends the meeting of the neighborhood associations this might not be needed.	10/2/2020 1:39 PM
50	This opportunity already exists. Anyone/neighborhood can address the city council during public testimony now.	10/2/2020 1:15 PM
51	Again demonstrates need for council members to come from districts.	10/2/2020 1:10 PM
52	Once again, what's needed is to foster this relationship so neighborhood associations know this is welcomed and encouraged at city council meeting whenever they have something that want to share with the council.	10/2/2020 1:08 PM
53	NAs need more transparency.	10/2/2020 12:31 PM
54	Also explicitly include business organizations.	10/2/2020 12:02 PM
55	Council doesn't listen to neighborhoods or most who criticize their direction.	10/2/2020 12:01 PM
56	Neighborhood associations should be doing this anyway. Don't see how it would specifically improve Council representation.	10/2/2020 11:52 AM

Q21 Strategy E.2.3. Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should provide for neighborhood associations to have both virtual and in person meeting formats with archiving of meeting proceedings for public access to improve City Council representation. Minor budgetary impact anticipated.

Answered: 353 Skipped: 50



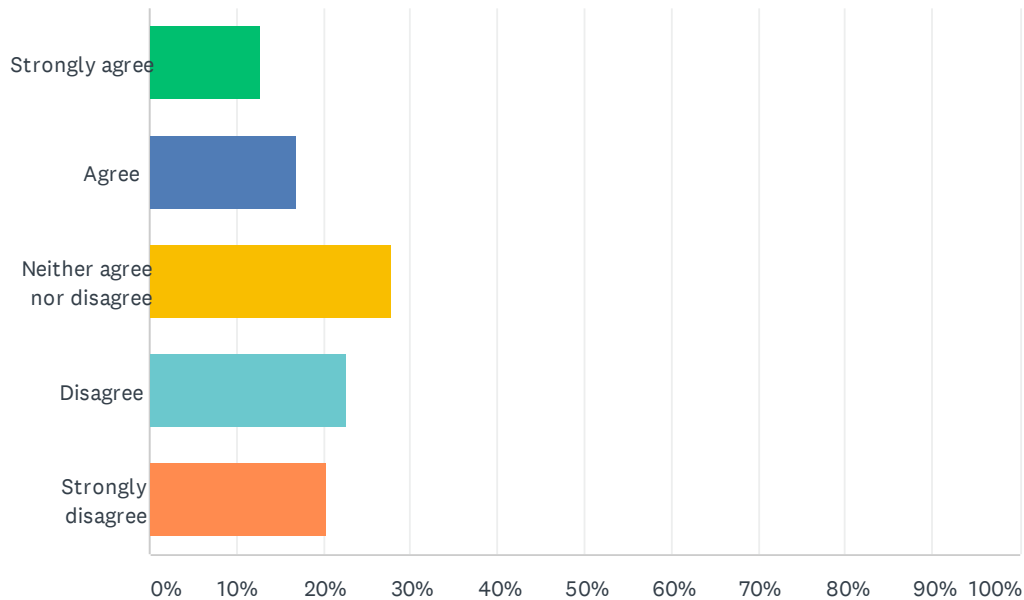
ANSWER CHOICES	RESPONSES	
Strongly agree	28.33%	100
Agree	39.38%	139
Neither agree nor disagree	22.95%	81
Disagree	4.82%	17
Strongly disagree	4.82%	17
Total Respondents: 353		

#	COMMENTS:	DATE
1	What neighborhood association?	10/29/2020 9:50 AM
2	Zoom is great for this and helps with greater access and involvement of public	10/27/2020 11:28 AM
3	no just another avenue to have the city fund these associations. again it's an opportunity for corruption.	10/26/2020 11:17 AM
4	Neighborhood associations have many Free opportunities to record proceedings. This should not be paid for from city council.	10/25/2020 9:29 AM
5	i just worry the city will work with HOAs in a neighborhood of renters.. it's imperative the city work with the actual communities, the actual people living in an area.	10/24/2020 11:13 AM
6	Perhaps a non-real time virtual format which gives some of us who aren't otherwise available the ability to parti	10/24/2020 9:15 AM
7	This new system approach is one of the unanticipated blessing from Covid19.	10/24/2020 7:26 AM
8	Simply making the technology available is only a part of the equation. There is an organic component to how neighborhoods run and how they conduct their business. Always being on TV may have adverse effects on the participation. Are we talking about Council watching recorded sessions from neighborhood meetings? Then no. If it means recording sessions where Council members (or the Mayor) attends? Then, yes. The main idea here is Council should be showing up to these meetings and engaging the neighborhood members.	10/23/2020 8:42 PM
9	If the neighborhoods are serious about their function and ability to work with the city then they need to go in person.	10/23/2020 6:07 PM
10	Need more information.	10/23/2020 5:22 PM
11	This should only be done if the neighborhood association wants to do this and the City can provide this service at no cost to the organization.	10/23/2020 3:18 PM
12	May result in even lower attendance, but I think that would be a great option for neighbors who can't attend	10/23/2020 3:11 PM
13	Sort of agree. It would be great if the city could provide some Zoom training to NAs. Many have struggled to figure out this technology and have just canceled all meetings until COVID is under control.	10/23/2020 10:45 AM
14	The sad thing is that there's often little attendance at these meetings unless there's a galvanizing neighborhood issue.	10/23/2020 10:22 AM
15	This would really facilitate involvement, it seems.	10/21/2020 1:22 PM
16	We have a pandemic. Let's minimize exposure. Also virtual access makes meeting attendance more convenient for many.	10/21/2020 1:10 PM
17	Not everyone across the city and beyond needs to know everything that happened in neighborhood association meetings. The neighbors can either go or ask their neighbor who went for the information. It's been like that for years and worked just fine.	10/14/2020 8:22 AM
18	More transparency	10/12/2020 8:38 AM
19	No	10/11/2020 10:00 PM
20	The City of Vancouver should provide for neighborhood associations to have both virtual and in person meeting formats with archiving of meeting proceedings for public access to improve City Council representation. yes, having an array of options and not having barriers hold them back is a great solution.	10/5/2020 11:19 PM
21	Our meetings are pretty boring...	10/5/2020 6:21 PM
22	this would improve diversity how?	10/5/2020 4:01 PM
23	Again, doesn't CVTV already do this?	10/5/2020 10:12 AM
24	Neighborhood associations themselves should be completely overhauled.	10/4/2020 9:14 PM
25	If it can be done effectively, affordably, and logistically, this could help with civic engagement.	10/4/2020 12:57 PM

	I don't see how it would improve City Council representation.	
26	Council and neighborhood minutes are already available, online.	10/4/2020 12:03 PM
27	How would having access to neighborhood association meeting proceedings improve council representation? Don't the current liaisons provide a summary of neighborhood discussions and issues?	10/3/2020 12:52 PM
28	it's the world we live in, atm. Follow the docs. It's why they are there.	10/2/2020 11:20 PM
29	Don't we already have this?? Again, the newsletters generally have a lot of information in them about N.A. meetings.	10/2/2020 9:22 PM
30	Zoom for traffic and illness safety, access, less traffic, time saving. Allows ALL to participate. Easy and accepted.	10/2/2020 8:06 PM
31	As long as you don't use FACEBOOK.	10/2/2020 8:01 PM
32	I don't understand the need for this. What is the benefit?	10/2/2020 5:59 PM
33	These are volunteers. Any additional burden would discourage people from volunteering.	10/2/2020 4:41 PM
34	Neighborhoods can do their own thing with their own formats. This will push the associations away for partnering with the city	10/2/2020 3:51 PM
35	During Covid this should be happening-- I do think we will be involved in Covid for awhile. I don't see an end in sight and I would see it necessary now but perhaps not in the future.	10/2/2020 1:39 PM
36	A budget nightmare that would not work.	10/2/2020 1:15 PM
37	See previous comment.	10/2/2020 1:10 PM
38	In our neighborhood association we already have that where a city liaison takes notes that are available for the community to read. Financial help on making Zoom meetings' cost covered would be helpful. Although, I believe the Vancouver Neighborhood Alliance has something like that for it's neighborhood members.	10/2/2020 1:08 PM
39	A virtual meeting can eliminate interested parties who have little or no access to programs necessary for virtual participation.	10/2/2020 12:02 PM
40	Don't see how this would improve Council representation.	10/2/2020 11:52 AM

Q22 Strategy E.2.4. Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should provide childcare for neighborhood associations meeting attendees to improve City Council representation. Unknown budgetary impact.

Answered: 353 Skipped: 50



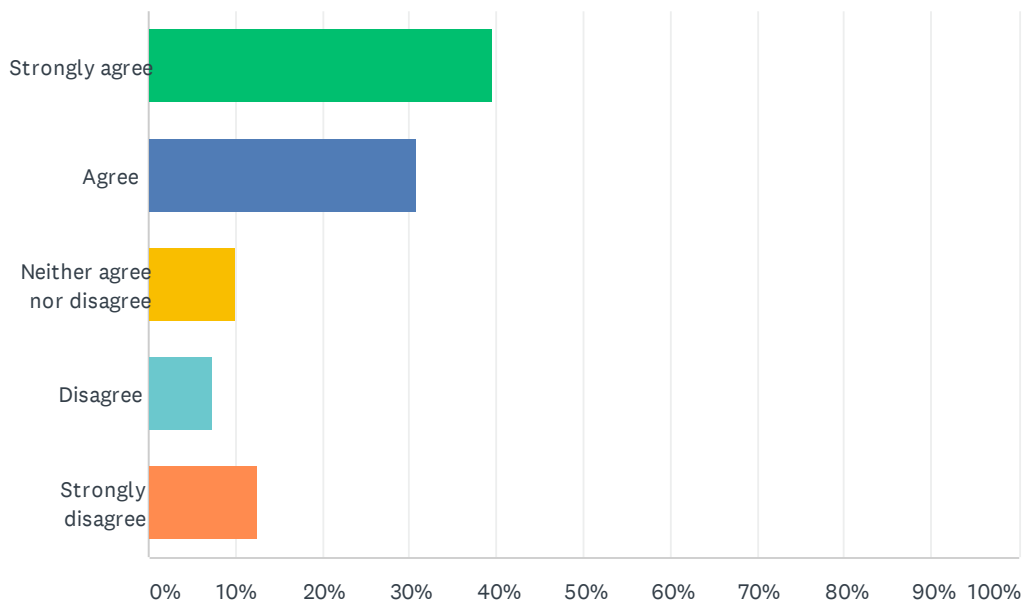
ANSWER CHOICES	RESPONSES	
Strongly agree	12.75%	45
Agree	17.00%	60
Neither agree nor disagree	27.76%	98
Disagree	22.66%	80
Strongly disagree	20.40%	72
Total Respondents: 353		

#	COMMENTS:	DATE
1	The City should actively partner with neighborhood schools to develop Community Schools as per WEA and NEA.	10/30/2020 2:09 PM
2	See earlier comments re childcare.	10/28/2020 5:28 AM
3	no funding of neighborhood associations from council	10/26/2020 11:17 AM
4	Virtual meeting platforms may meet this need.	10/25/2020 6:17 PM
5	Makes sense once we are out of this COVID mess.	10/23/2020 8:42 PM
6	If we are going to have virtual archived meeting this would not be necessary	10/23/2020 5:28 PM
7	Unsure this is needed. Survey of neighborhoods would be helpful.	10/23/2020 5:22 PM
8	This goes too far and is unnecessary.	10/23/2020 3:18 PM
9	childcare is the single barrier keeping me from attending any meetings	10/23/2020 1:55 PM
10	City Council must establish strong relationships with the diverse racial groups in our community.	10/23/2020 12:31 PM
11	Assuming that means childcare at NA meetings, I don't see that as a City responsibility.	10/23/2020 11:43 AM
12	Childcare would not be needed if a virtual format was available. But...this is one of those situations in which internet throughout the city would be needed if we want community members to have equal access to neighborhood association meetings.	10/23/2020 11:08 AM
13	Neighbors should be able to coordinate this themselves.	10/23/2020 10:45 AM
14	Perhaps this could be done with volunteers.	10/23/2020 10:22 AM
15	No the responsibility of tax payers to provide childcare	10/23/2020 10:02 AM
16	Don't bust the budget.	10/21/2020 1:10 PM
17	I think parents should feel free to bring their children to such meetings.	10/19/2020 4:14 PM
18	Or children can just come to the meeting and be welcomed.	10/16/2020 5:59 PM
19	If you want more people to become engaged you really have to remove all the barriers. Childcare in the evenings or during the day is a big one.	10/14/2020 6:17 PM
20	Find someone to watch your kid yourself. I don't want to pay for everyone else's childcare. Plus, many associations meet in parks, so the kids could just run around and play within sight.	10/14/2020 8:22 AM
21	This opens the city and the neighborhood up to liability issues involved with childcare.	10/12/2020 4:39 PM
22	Or just make it not an issue for kids to be there.	10/12/2020 2:00 PM
23	Unless (post COVID of course) we can somehow minimize the costs (perhaps using one location for multiple association meetings so child care is leveraged) - this would be way too complex to manage.	10/12/2020 12:00 PM
24	Amother way to waste money	10/11/2020 10:00 PM
25	Is this something that the neighborhoods would utilize	10/9/2020 8:56 AM
26	Young families are core to any community. Their voices shouldn't only be welcome, but encouraged.	10/8/2020 10:25 PM
27	That would greatly help my ability to attend meetings, but I don't know if it would be cost efficient.	10/8/2020 6:00 PM
28	The City of Vancouver should provide childcare for neighborhood associations meeting attendees to improve City Council representation. Yes, families definitely deserve to have input at these meetings.	10/5/2020 11:19 PM
29	The point of these associations is to be neighborly, right? We can babysit our own neighbors' kids.	10/5/2020 9:57 PM
30	Our former chair brought her child with her.	10/5/2020 6:21 PM

31	Cost might be subsidized by registered and vetted child care organizations / caregivers.	10/5/2020 2:16 PM
32	I don't see how this would improve City Council representation. If child care is a need for neighborhood association meetings, that should be raised the by those neighbors and resolved by the association itself.	10/4/2020 12:57 PM
33	That is up to the neighborhood association. There will be money involved that the city does not have: *renting space *paying qualified daycare workers *insurance-liability to the city budget	10/4/2020 12:03 PM
34	Let's cover police and fire first. The associations should pool resources in their own groups to cover meeting needs.	10/3/2020 1:04 PM
35	depends on need. If you wouldn't hear from them otherwise then their input is valuable for that fact alone. Do it to find out something you may not have otherwise found out about.	10/2/2020 11:20 PM
36	Volunteer basis by association. Parents take turns.	10/2/2020 8:06 PM
37	COVID	10/2/2020 8:01 PM
38	If the meetings were held in our neighborhood parks, the kids might get a chance to get to know one another and play together rather than be segregated in a childcare facility. They might also learn by watching how adults interact with one another when faced with challenges. With kids there neighbors might be more civil toward one another. Also, have a BBQ. Why don't communities do that anymore? People could get a chance to know their neighbors.	10/2/2020 6:37 PM
39	If people have kids and want to attend , a family member can take care of the kids.	10/2/2020 5:30 PM
40	What Insurance would be provided? What effect on budget?	10/2/2020 4:02 PM
41	See my previous response to childcare	10/2/2020 3:51 PM
42	I am not sure how this would work.	10/2/2020 3:28 PM
43	Childcare for people attending neighborhood association meetings? I think the neighborhood associations should arrange it. Perhaps the City can promote the idea.	10/2/2020 2:14 PM
44	Maybe you should provide full meals, gas money, childcare, elder care, housing, and a free bike too... Stop coming up with these stupid ideas.	10/2/2020 1:25 PM
45	Another budget nightmare, NO!	10/2/2020 1:15 PM
46	Not sure this will improve City Council representation.	10/2/2020 1:10 PM
47	It might be helpful.I think it would be worth testing with a couple neighborhood associations to see if it effects turnaround.	10/2/2020 1:08 PM
48	I think this could be addressed by altering meeting locations. I've taken my child to meetings that were at schools/other locations that had play areas, libraries, toys, etc., and that was helpful to me. The school the Northwest Neighborhood Association does their meetings at is a good example of that.	10/2/2020 12:44 PM

Q23 Strategy E.2.5. Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should provide diversity, equity, and inclusion training for neighborhood association or other community-based organization leaders to improve City Council representation. Unknown budgetary impact.

Answered: 351 Skipped: 52



ANSWER CHOICES	RESPONSES	
Strongly agree	39.60%	139
Agree	30.77%	108
Neither agree nor disagree	9.97%	35
Disagree	7.41%	26
Strongly disagree	12.54%	44
Total Respondents: 351		

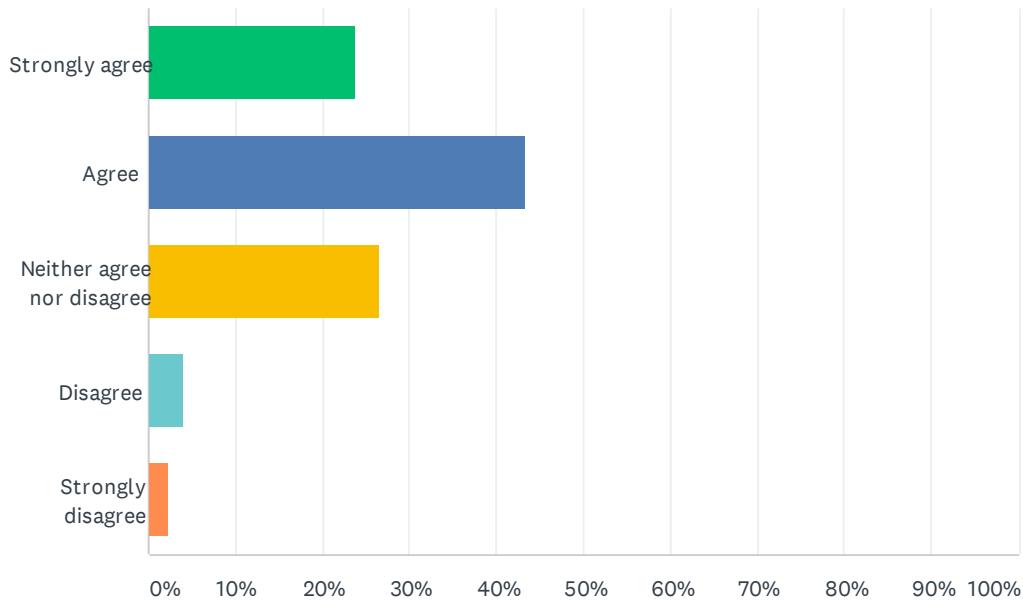
#	COMMENTS:	DATE
1	Rather place initial DEI training with city staff & leadership first	10/30/2020 7:38 AM
2	Yes spread the word on DEI. This is an actionable proposal that will benefit the whole Vancouver community.	10/29/2020 10:08 AM
3	No critical race theory training.	10/29/2020 1:06 AM
4	At the very least, the City should provide a list or recommend resources/trainers.	10/28/2020 2:15 PM
5	Again, very important especially given the county we live in and its racist history and existing racism.	10/28/2020 12:59 PM
6	I'm not sure how this would be possible. It is another issue of finding funding, but, more important, neighborhood associations, in my experience, tend to have a firm grasp of these principles as they apply to their neighborhoods.	10/28/2020 5:28 AM
7	Make a speaker available to do this. Or do it as a City Neighborhood Leader Training	10/26/2020 9:25 PM
8	This sounds totally chill. :)	10/26/2020 8:53 PM
9	I believe this type of training is re-racializing our society by forcing people to constantly focus on race and by forcing people to declare themselves racist or see themselves as racially stigmatized. I abhor racism; we are all brothers and sisters and the way past racism is love, not these misguided trainings that divide people.	10/26/2020 11:17 AM
10	i would hope this training is actually provided by communities/people of color	10/24/2020 11:13 AM
11	This probably should be available and voluntary for leaders that want it. It also brings up the question of how to get minority members of the community interested in attending neighborhood association meetings.	10/23/2020 4:45 PM
12	No! Please don't waste their time! People can take these classes on their own.	10/23/2020 3:18 PM
13	Provide the training options, but no mandate	10/23/2020 3:11 PM
14	really the whole city needs DEI training....	10/23/2020 1:55 PM
15	City Council members and new prospects must learn about diversity, equity and inclusion. Not just margarita time and a few Spanish words or an all inclusive trip to Mexico.	10/23/2020 12:31 PM
16	Everyone can use DEI training. This, again, may lead to a more diverse City Council down the road, but not right away. A safer neighborhood association = more inclusive attendance/participation => if City Council is regularly interacting with Neighborhood Associations, then this broad group of neighborhood citizens will see who/what the City Council is/does.	10/23/2020 11:08 AM
17	I was in a neighborhood association meeting where the group was considering holding a Cinco de Mayo meal to try to encourage Latino neighbors to attend. One member thought this was ridiculous and we should not "cowtow" to neighbors who do not speak English or "like American food." It was overtly racist.	10/23/2020 10:45 AM
18	Again, essential! A great idea.	10/23/2020 10:01 AM
19	Maybe have a campaign with an on-line training option available for anyone and maybe an in-person culmination where participants can interact and ask questions, practice what they learned, and build relationships. People who feel they matter, who have a say and who feel respected will follow and support governmental leaders and policies. Government will set better policy because they learn of the experience of their constituents.	10/21/2020 1:22 PM
20	Include ableism and socioeconomic status training and inclusion from an angle of removing bias and stereotypes of/ against those considered "lower" class. Equity across all of the minorities as well as working towards removing classism/elitism in the community would go a long way. There are a lot of affluent neighborhoods who seem to be completely blind to what's going on and what life is like for the rest of the city and there needs to be more empathy and awareness there.	10/15/2020 9:34 AM
21	Why would we do that? We're just going to tell our people if they're wrong anyway. We don't need to do a training. It just makes a person more racist because they learn to view people as part of a group they may or may not like and forget to look at the person as an individual.	10/14/2020 8:22 AM

22	This will chase people away.	10/12/2020 4:39 PM
23	Very important but could also individualize based on needs	10/12/2020 8:38 AM
24	Antifa and the rest of the fascists already have enough support of their propoganda	10/11/2020 10:00 PM
25	Current training as such is extremely racist and is strictly designed to make white people feel bad. You need to stop using racial diversity and identity training immediately.	10/11/2020 10:22 AM
26	This should be made available through the city's website -- maybe give them a special online badge or some kind certificate when they complete it. But it can't be mandated.	10/8/2020 10:25 PM
27	Once again, that kind of training is important, I just don't think taxpayer money should be spent on formal trainings when there are non and for profit groups that would do that and phenomenal books at the library that have already been purchased.	10/8/2020 6:00 PM
28	The City of Vancouver should provide diversity, equity, and inclusion training for neighborhood association or other community-based organization leaders to improve City Council representation. Yes, definitely. This kind of training should take place for both training for neighborhood association or other community-based organization leaders. Honestly this training would benefit so many organizations, companies, and schools.	10/5/2020 11:19 PM
29	See answer to similar question above.	10/5/2020 9:57 PM
30	Everybody can use training	10/5/2020 6:21 PM
31	while I agree with this in theory, I know that we have unequal development of neighborhood associations. My neighborhood association only meets 1-2 times a year. We need more structure and support to build a robust association so that there are folks available to participate in diversity training.	10/4/2020 10:54 PM
32	City Attorney could give one program a year, with handouts.	10/4/2020 12:03 PM
33	Again, representation requires representation, but training is good, too, if it's done well.	10/3/2020 5:17 PM
34	I listened to Joel McHale rail on Lake Oswego. Some places look down on others and it is known. You want to hear voices you hadn't listened to before then you may need to quiet some of the already loud ones.	10/2/2020 11:20 PM
35	Depends on how effective the training is	10/2/2020 9:16 PM
36	Always good to educate and unite people with differences.	10/2/2020 8:06 PM
37	How insulting. Clean your own house first, then lead by example. Most neighborhood activists could teach the City a thing or two about real inclusion and representation.	10/2/2020 8:01 PM
38	Yes! We need to address this and not tolerate any discrimination.	10/2/2020 6:37 PM
39	In my experience, this type of training only serves to make people hypersensitive and only see someone's skin color while worrying they are going to offend them or automatically assuming they have nothing in common and no shared experiences instead of taking the time to get to know the person and their actual character.	10/2/2020 6:36 PM
40	Waste of time and money	10/2/2020 6:15 PM
41	As needed.	10/2/2020 4:41 PM
42	If representatives don't know how to treat others they should not be representing communities. Sitting in classes or training trying to teach them acceptance of others is a waste of time and money. The only ones who benefit from these trainings are the ones who are selling these programs.	10/2/2020 4:12 PM
43	Neighborhood leaders should actively recruit members and target all community members with an inclusion and diversity lens. Providing training is not the same as "asking" leaders to be proactively inclusive in their decision making. But training is a great first step.	10/2/2020 3:28 PM
44	This is critical for Vancouver residents and neighborhoods.	10/2/2020 1:26 PM
45	No!!! Not useful and no one will attend	10/2/2020 1:25 PM
46	This training should be available and maybe required for council members and candidates.	10/2/2020 1:15 PM

47	Not sure this will improve City Council representation.	10/2/2020 1:10 PM
48	It would need to be a very good training. I don't see these trainings as impactful most of the time, unfortunately. Maybe if various trainings were done by local organizations?	10/2/2020 12:44 PM
49	This should be mandatory.	10/2/2020 12:31 PM
50	Ok if done w/o a particular political agenda	10/2/2020 12:02 PM
51	The City should pay for, and implement regular trainings, on DEI for their own City Council and City staff. NOT for neighborhood associations.	10/2/2020 11:52 AM

Q24 Strategy E.2.6 Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should provide tours of City operations for community members to improve City Council representation. Minor budgetary impact anticipated.

Answered: 351 Skipped: 52



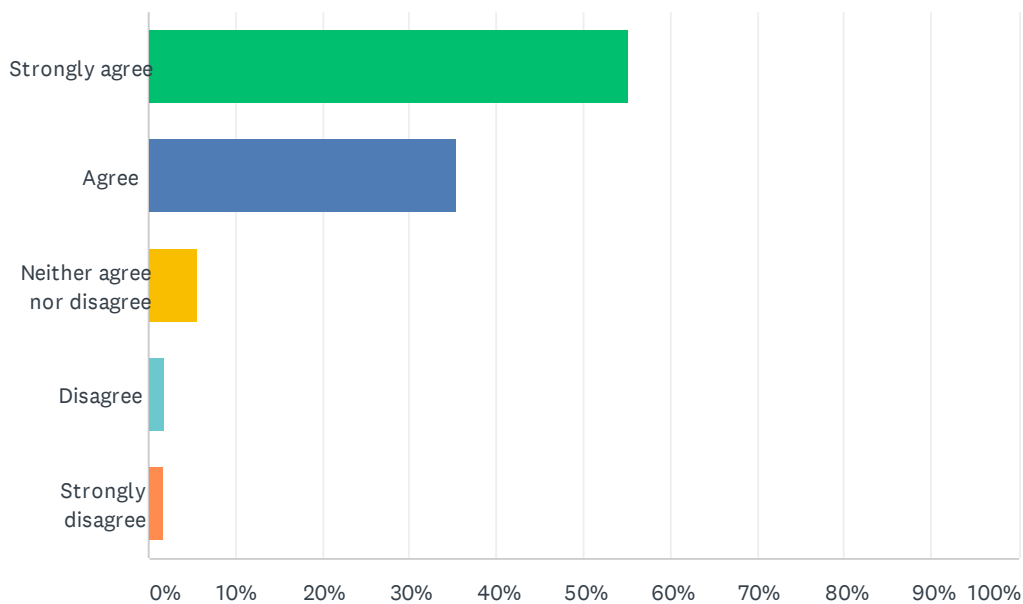
ANSWER CHOICES	RESPONSES	
Strongly agree	23.93%	84
Agree	43.30%	152
Neither agree nor disagree	26.50%	93
Disagree	3.99%	14
Strongly disagree	2.28%	8
Total Respondents: 351		

#	COMMENTS:	DATE
1	Be engaged with the people. Let them see the functions of the work effort provided.	10/26/2020 8:53 PM
2	This may enhance transparency and involvement in local government.	10/25/2020 6:17 PM
3	These tours should be operated by volunteers. It would be good for our school students as well. There is an enormous untapped population of Senior Citizen volunteers.	10/25/2020 9:29 AM
4	I did this in Boulder County, Colorado and it was really enlightening and great.	10/24/2020 11:20 AM
5	Isn't this done now?	10/24/2020 7:26 AM
6	This could easily be done if you start rotating the meetings around the city, even open it up to the general population.	10/23/2020 6:07 PM
7	Very supportive of that concept	10/23/2020 3:11 PM
8	Another great idea! I've always thought the Port of Vancouver's community tours were effective and educational.	10/23/2020 10:22 AM
9	It could be a virtual tour for a lesser expense. If the tours are conducted by the City Council members, that would improve engagement. If a staff person does it, I am not sure that is as meaningful except for school children. If you do want to think long-term for engagement, though, it should start with field trips by children. Parents could do this or there could be a summer open house or festival of some kind. To prepare for this one day event, kids would run for office in their schools, be elected by their peers to be their representative, and then run the city for a day. The City would then help the kids set up a City government replica that explains why people pay taxes, where the money goes, etc. It could be a great introduction to Civic Opportunity & Responsibility as well as Leadership. De-mystifying the process starts at a young age when children learn about how government works. If their parents have been marginalized, this is not going to happen at home unfortunately, as it has no real-world relevance.	10/20/2020 1:39 PM
10	Great idea, but have a feeling only certain types of people (retired, wealthy) will make time for something like this.	10/19/2020 11:53 AM
11	Again, it is a form of transparency that improves trust in local government.	10/14/2020 6:17 PM
12	That'd be fun. You could even charge a small fee, like in museums, and get some extra revenue.	10/14/2020 8:22 AM
13	This might be good for the kids. But kids see everything and don't keep secrets very well	10/11/2020 10:00 PM
14	The reason for these tours is really more for residents to understand how the City works, the budget challenges it faces and how a resident can best engage with the City.	10/9/2020 9:05 AM
15	There should be multiple tours every year.	10/8/2020 10:25 PM
16	I would love to see how things get recycled!	10/8/2020 6:00 PM
17	The City of Vancouver should provide tours of City operations for community members to improve City Council representation. I think this a great option, but also may be provide online tours as well.	10/5/2020 11:19 PM
18	That could be really helpful for community members to understand how the city actually works.	10/5/2020 9:57 PM
19	how does this lead to diversity?	10/5/2020 4:01 PM
20	Who has time for tours?	10/4/2020 9:14 PM
21	For the purpose of educating voters/tax payers on City operations.	10/3/2020 2:56 PM
22	Tours seem like a good idea, but I'm not sure how it would help improve council representation.	10/3/2020 12:52 PM
23	I have lived here for 20 + years and have no idea what the council does. It's past time to find out. This could help others do the same	10/2/2020 11:20 PM
24	Summer programs if done safely and for education. Also offer on Zoom.	10/2/2020 8:06 PM
25	Sounds like a good idea.	10/2/2020 6:37 PM

26	why?	10/2/2020 5:30 PM
27	This could be done with videos.	10/2/2020 4:02 PM
28	I think this would get me more engaged	10/2/2020 3:51 PM
29	Nice idea but would likely not be beneficial. Rather the city could produce (via WSU) some documentary presentations available on demand that show how the city works.	10/2/2020 1:15 PM
30	A good idea but not sure this will improve City Council representation.	10/2/2020 1:10 PM
31	Council members to attend and answer questions.	10/2/2020 1:08 PM
32	Do if can be done with minimal budget impact and without disruption to governmental functions.	10/2/2020 12:02 PM
33	This is good for residents to learn about. But it would have no correlation with improving Council representation.	10/2/2020 11:52 AM

Q25 Strategy E.2.7 Empowering Neighborhoods and Communities by Investing in Neighborhood Association and Community Organization Relationships. Please note your agreement with the following statement: The City of Vancouver should periodically invite residents and neighborhood association members to attend a City Council meeting (especially when an item on the agenda has particular effect on that neighborhood) to improve City Council representation. No or insignificant budgetary impact anticipated.

Answered: 353 Skipped: 50



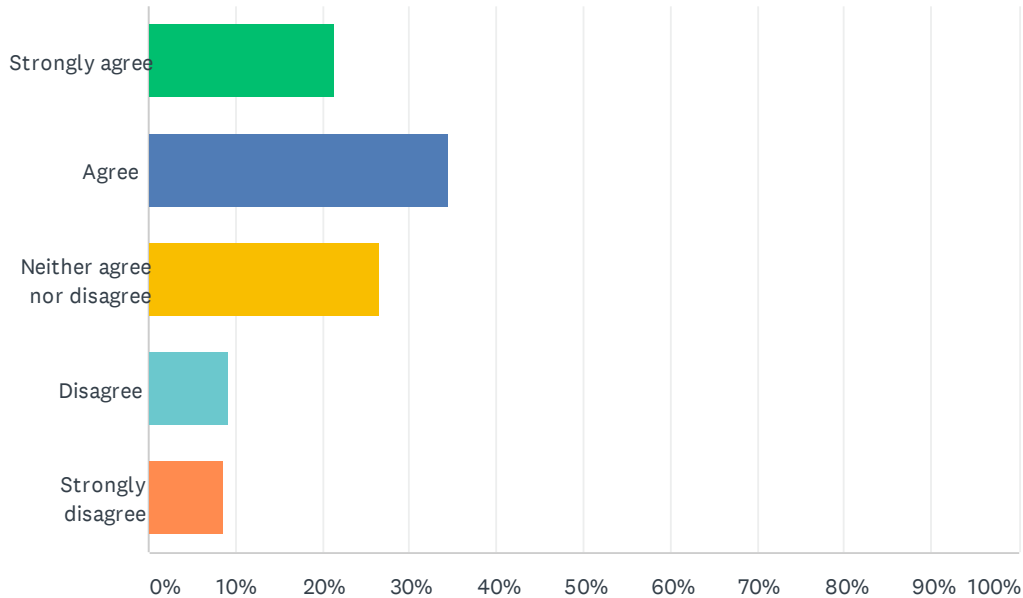
ANSWER CHOICES	RESPONSES	
Strongly agree	55.24%	195
Agree	35.41%	125
Neither agree nor disagree	5.67%	20
Disagree	1.98%	7
Strongly disagree	1.70%	6
Total Respondents: 353		

#	COMMENTS:	DATE
1	For example, a more vigorous community outreach effort for this survey could provide	10/30/2020 2:09 PM
2	Be engaged with the people. Let them see the functions of the work effort provided.	10/26/2020 8:53 PM
3	Directly soliciting feedback helps empower groups to advocate for themselves and their communities.	10/25/2020 6:17 PM
4	Is there an extra "should" in that sentence?	10/24/2020 5:07 PM
5	Isn't this done now? Can we hold the city council in the neighborhood when the agenda item(s) is important to a specific neighborhood.	10/24/2020 7:26 AM
6	again, surprized this isn't already happening.	10/23/2020 6:07 PM
7	We already have opportunity to come to every meeting or watch live on CVTV. Neighborhood associations should be reaching out when there are highly pertinet meetings. Perhaps I dont know exactly what the form of the invite is or why it is necessary	10/23/2020 5:28 PM
8	Their should be room at every City Counsel meeting for at least one seat for each neighborhood association to be represented.	10/23/2020 5:22 PM
9	Yes, input and support	10/23/2020 12:31 PM
10	With acknowledgment of and a thank-you for their presence during the meeting, of course.	10/23/2020 10:22 AM
11	so long as these people are given the courtesy of being listened to and their thoughts / concerns discussed.	10/23/2020 10:09 AM
12	It's difficult to keep up with what is important so that notification would have significant effect!	10/21/2020 1:22 PM
13	Inviting them when the item affects their neighborhood sounds like a good idea.	10/14/2020 8:22 AM
14	With representation by district, this concept could increase participation.	10/12/2020 12:00 PM
15	Isn't this already the case?	10/12/2020 9:41 AM
16	Polititions are corrupt. They only do what suits them. I don't believe you care at all. Just do your diligence to say you did.	10/11/2020 10:00 PM
17	Personal invitations are a great way to improve attendance and invite a variety of voices.	10/8/2020 10:25 PM
18	Yes inclusivity and transparency are a big issue, and I think people would like to be a part of decision making, providing their input, and coming up with solutions when there are issues or barriers that may come up.	10/5/2020 11:19 PM
19	how would this encourage diversity?	10/5/2020 4:01 PM
20	All too often-- a "neighborhood" is the last body to know of changes that will impact a neighborhood-- specifically-- when in comes to housing developments, it appears that developments are very much underway with the planning process and necessary coordination between the City and the developer(s), before the neighborhood has a clear picture of what is already planned to happen. This is not transparency	10/5/2020 2:16 PM
21	In general, it seems to me that officially further empowering official neighborhood associations while not necessarily a bad idea really reaches people who already have a voice in city business. Council needs to reach people that it rarely sees and rarely hears from. Official neighborhood associations tend to have their own hierarchy which in some neighborhoods may not actually reflect a genuine community wide opinion on issues. I personally am very active in a variety of ways with the city but quite inactive in my neighborhood association, although I keep up with the matters that come before it.	10/5/2020 11:38 AM
22	If a well organized neighborhood is in action, with city staff representation, interested members will know when an item of interest appears. Neighborhood liaison's can give guidance and a heads up concerning agenda and action.	10/4/2020 12:03 PM
23	I thought anyone could attend any meeting without an invitation so what does this do except create resentment among uninvited neighborhoods and create more work for organizers who have more pressing issues for agendas	10/3/2020 1:34 PM
24	Isn't this already done?	10/3/2020 12:52 PM

25	please do	10/2/2020 11:20 PM
26	Us neighborhood leaders can always attend any public council meeting we want.	10/2/2020 9:22 PM
27	Always nice to be invited if optional.	10/2/2020 8:06 PM
28	Not until they actually have some power.	10/2/2020 8:01 PM
29	Not periodically. For every meeting	10/2/2020 6:48 PM
30	Definitely.	10/2/2020 6:37 PM
31	Meetings are already open to the public.	10/2/2020 4:28 PM
32	They will come if they want to do so.	10/2/2020 4:02 PM
33	This is a current option. The city has been very responsive when it comes to public out reach on things that affect neighborhoods and members. The information is there for those who want it and opportunities to be included are there.	10/2/2020 1:15 PM
34	Good idea but done with the district council member.	10/2/2020 1:10 PM
35	i think Council meetings should ALWAYS be open to neighborhood associations. What affects one area may have a ripple effect on another area.	10/2/2020 12:02 PM
36	Isn't that already happening?	10/2/2020 11:52 AM

Q26 Strategy F.1.1 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Encourage Diverse Candidates and Increase Civic Participation
Please note your agreement with the following statement: The City of Vancouver should sponsor participants in the Leadership Clark County program to improve City Council representation. Minor budgetary impact anticipated.

Answered: 339 Skipped: 64



ANSWER CHOICES	RESPONSES	
Strongly agree	21.24%	72
Agree	34.51%	117
Neither agree nor disagree	26.55%	90
Disagree	9.14%	31
Strongly disagree	8.55%	29
Total Respondents: 339		

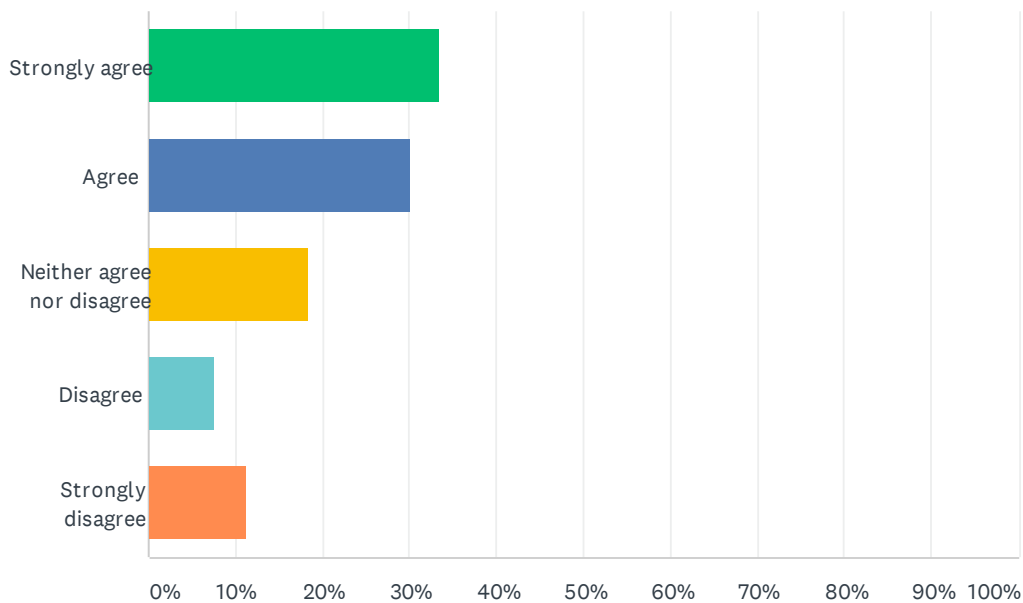
#	COMMENTS:	DATE
1	I like the idea however have concerns of how it would be received by City residents who have no idea who LCC is & appears to show conflict of interest.	10/30/2020 7:50 AM
2	This is how you would grow future leaders.	10/29/2020 10:17 AM
3	*I am extremely unfamiliar with any of these programs. ...I am very "noob" to all of this. :)	10/26/2020 9:05 PM
4	Vancouver should partner with existing groups like Junior Achievement if there is a need. The burden should not be on the taxpayers.	10/25/2020 10:01 AM
5	Staff should have access to this training too. Can your DEI training be part of this. Can we require this training for leaders.	10/24/2020 7:43 AM
6	How would sponsorship work and who decides who gets money?	10/23/2020 8:43 PM
7	The Leadership Clark Co provides well trained citizens who are already over achievers and these are the type of people who will volunteer anyway.	10/23/2020 6:15 PM
8	Not a bad idea!	10/23/2020 3:28 PM
9	Not the role of the City and its taxpayers	10/23/2020 3:23 PM
10	The council must value diversity in determining who is sponsored for Leadership Clark County. And, a mentorship program of some sort to accompany this sponsorship may be beneficial to the success of this initiative.	10/23/2020 2:14 PM
11	but first Leadership Clark County needs more diverse participants and improved DEI training	10/23/2020 2:09 PM
12	Again, hire with purpose. Restock city council! with a diverse group that can learn, guide, support and challenge all to be happy, healthy and participative in everything that matters to all individuals.	10/23/2020 12:48 PM
13	Who would be sponsored? How selected?	10/23/2020 11:32 AM
14	I am not a fan of this program. It isn't simply a monetary obstacle to be a member, but there is a lot of time associated with it that most working people and working parents simply don't have. I don't support this elitist political club.	10/23/2020 11:26 AM
15	I've been through LCC. They struggle to teach diversity and inclusion in a valuable way.	10/23/2020 10:50 AM
16	Perhaps this would work best via a competitive annual scholarship, with a follow-up report by the recipient to Council upon graduation.	10/23/2020 10:37 AM
17	Leaders aren't born, they are made.	10/21/2020 1:35 PM
18	I don't know about what that program is.	10/21/2020 1:19 PM
19	I previously referred to LCC as cliquy and essentially white and implied this was for the already privileged. This training is meaningless unless sponsored participants have strong mentors in the program and this program leads to something significant in the long term. On its own it won't do much. Coupled with other mentoring support actions, it could be very meaningful.	10/20/2020 1:57 PM
20	this program is outdated.	10/19/2020 11:58 AM
21	I'm not aware of this program and don't know how to answer.	10/14/2020 7:12 PM
22	There would need to be a process to keep bias from happening in which candidates would be chosen for sponsorship. This would have to be handled well.	10/14/2020 6:21 PM
23	No. I don't want to pay for that.	10/14/2020 10:00 AM
24	Unless you intend to make graduation from LCC a pre-requisite to being on city council what business does the city have offering this and taking on the costs? Do you also have questions about offering free transportation and child care to LCC, because that would be insane.	10/12/2020 5:02 PM
25	There is an element of fairness here. While most of us support the work of Leadership Clark County, there may be other programs just as deserving.	10/12/2020 12:07 PM
26	Another waste of money. You don't care about the best leaders. Only care about who can help	10/11/2020 10:29 PM

	you most. Why bother	
27	Passing off responsibility to third parties is not thoughtful city leadership, it's catering to those already involved and pandering at best to participants.	10/11/2020 1:07 PM
28	I do not support Leadership Clark County. It is rich people charging folks to get a list of contacts. Everything they do could be done for far less money and include far more people.	10/9/2020 7:12 PM
29	The City of Vancouver should sponsor participants in the Leadership Clark County program to improve City Council representation. I think this a very brilliant idea. I would show the City is serious about leadership in Clark County.	10/5/2020 11:38 PM
30	gift of public money	10/5/2020 4:11 PM
31	The city should offer a short course on how to become active in boards and commissions and informed on issues. The course could be offered twice a year at different locations around the city of Vancouver. A consultant could easily develop such a course and it would be a good way for people to learn about the city and what serving on a board and commission is like.	10/5/2020 11:47 AM
32	I have not heard of the Leadership Clark County program so I can't weigh in on whether it would improve City Council representation.	10/4/2020 1:08 PM
33	How would this work, with Leadership Clark County? Has been accomplished, in the past.	10/4/2020 12:16 PM
34	They should promote but not sponsor participants.	10/3/2020 1:07 PM
35	If someone shows promise and is somehow blocked, help move the obstacle. They have something valuable to contribute that is from a view you don't have (ideally).	10/2/2020 11:39 PM
36	Not sure how that would work. Certainly promote program and show up to support.	10/2/2020 8:31 PM
37	Leadership Clark County has a dubious reputation.	10/2/2020 8:09 PM
38	Yes, we need to sponsor underrepresented groups.	10/2/2020 6:45 PM
39	What is "the Leadership Clark County program?" I'd need to know more about this program to understand how it would improve City Council representation.	10/2/2020 6:14 PM
40	Its good for young people to understand city politics	10/2/2020 4:02 PM
41	I am not familiar with this program.	10/2/2020 2:20 PM
42	Should be coordinated through the Neighborhood Association	10/2/2020 1:33 PM
43	Not sure this will improve City Council representation but could	10/2/2020 1:27 PM
44	How would participants be selected?	10/2/2020 12:57 PM

Q27 Strategy F.1.2 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Encourage Diverse Candidates and Increase Civic Participation

Please note your agreement with the following statement: The City of Vancouver should set policy prioritizing the appointment of candidates from underrepresented populations to Boards and Commissions to improve City Council representation. No or insignificant budgetary impact anticipated.

Answered: 343 Skipped: 60



ANSWER CHOICES	RESPONSES	
Strongly agree	33.53%	115
Agree	30.03%	103
Neither agree nor disagree	18.37%	63
Disagree	7.58%	26
Strongly disagree	11.37%	39
Total Respondents: 343		

#	COMMENTS:	DATE
1	However, I defer to the experience and knowledge of BIPOC folks that are on the task force as to whether strategy F.1.2 is more important than F.1.3.	10/30/2020 3:01 PM
2	I see pros & cons of this. Great idea however it could show tokenism taking place that is traumatic for some of our vulnerable populations. City needs to invest DEI for some time inside before transitioning into this type of option.	10/30/2020 7:50 AM
3	Yes! Absolutely should be doing this.	10/29/2020 6:28 PM
4	Representation should "look" like the community.	10/29/2020 10:17 AM
5	Qualifications are important	10/29/2020 6:09 AM
6	No discrimination or favoritism in any direction.	10/29/2020 1:10 AM
7	Why not just make positions available only to members of identified, underrepresented populations? This would guarantee a voice to those who need one.	10/28/2020 3:00 PM
8	The most important point here is that each individual be qualified and have the experience to contribute to the body's mandate.	10/28/2020 5:38 AM
9	quotas are racist	10/26/2020 11:28 AM
10	This is necessary to provide equitable representation.	10/25/2020 6:21 PM
11	Appointments should be done on merit, ability and passion for the position, not race or gender.	10/25/2020 10:01 AM
12	Tricky. Seems like huge potential for backfire on this one. Definitely need more detail.	10/24/2020 7:43 AM
13	City of Vancouver should not be setting policy. Policy is the job of Council who are our elected representatives. How will underrepresentation be made? How are populations classified?	10/23/2020 8:43 PM
14	I agree only if you appoint qualified candidates and not just trying to fill a quota.	10/23/2020 6:15 PM
15	Council should appoint citizens who proactively show and interest bring some expertise to the Board or Commission to which they are seeking appointment.	10/23/2020 4:23 PM
16	Just appoint the most qualified candidate, please!	10/23/2020 3:28 PM
17	We are all residents of the City of Vancouver	10/23/2020 3:23 PM
18	Yes	10/23/2020 12:48 PM
19	Appoint best qualified -	10/23/2020 11:32 AM
20	Yes, but at the same time, ensure a safe and welcoming work environment and training for those new to the role	10/23/2020 11:14 AM
21	Not a good idea unless you can prevent it from becoming a contentious process...	10/23/2020 10:37 AM
22	This action is the OPPOSITE of what you want!! Qualified Candidates should be considered without regard to race/gender/religion	10/23/2020 10:05 AM
23	Absolutely. They need an opportunity to share their voice on equal footing.	10/23/2020 10:04 AM
24	This needs a lot of careful thought on how to best accomplish the goal. Maybe a period of prioritizing is necessary to compensate for the under-representation historically. I'd need to know more about the compositions of these groups to feel 100% clear on how to go with this.	10/20/2020 1:57 PM
25	Appoint/elect candidates with good ideas and policy, not just because their skin looks a certain way.	10/14/2020 10:00 AM
26	If under-represented people are not applying for involvement what makes you think setting a policy is going to change anything?	10/12/2020 5:02 PM
27	Easier done if we have districts.	10/12/2020 12:07 PM
28	The details could be controversial, but considering we're currently almost 100% while, even minor changes could only help.	10/12/2020 9:50 AM
29	Thats all we need. Another policy for you to ignore. None of this matters. We dont need token	10/11/2020 10:29 PM

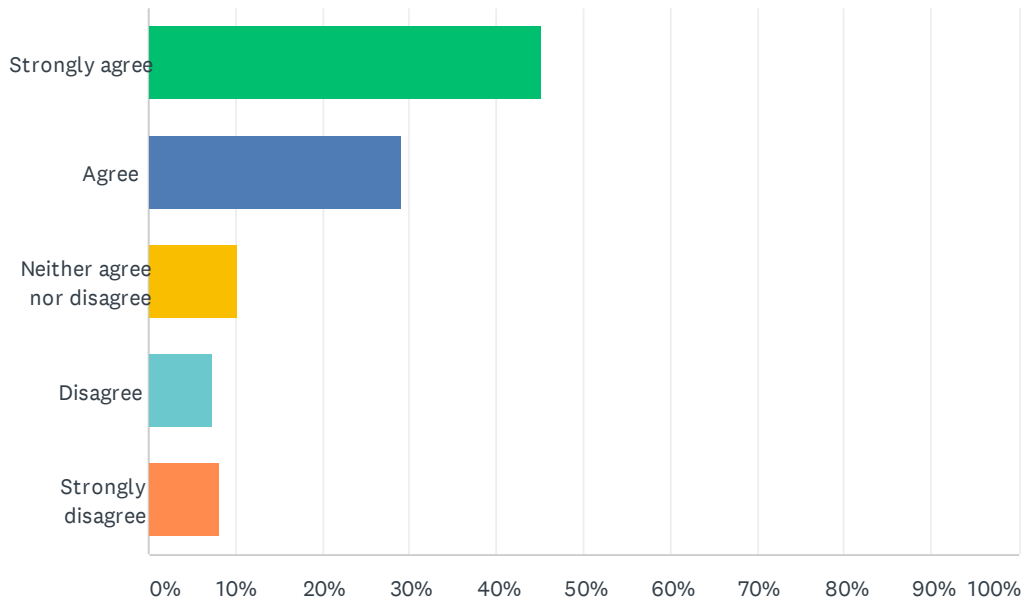
	people	
30	The City of Vancouver should set policy prioritizing the appointment of candidates from underrepresented populations to Boards and Commissions to improve City Council representation. Yes, because the underrepresented populations need to be able to have a voice, provide their concerns, feedback, ideas, and any solutions to any issues or barriers.	10/5/2020 11:38 PM
31	Prioritizing certain categories of people over others is discrimination.	10/5/2020 10:08 PM
32	if qualified candidates from underrepresented populations apply, special attention should be given	10/5/2020 4:11 PM
33	Policy determined by who? The Council, or by the voters?	10/5/2020 2:34 PM
34	I think an affirmative action approach would be good but often times the issue is who applies and gets interviewed. That is why I advocate periodic training and informational meetings throughout the community as a low-key approach for people to begin to get involved. Publicizing such sessions could be especially targeted in areas or representation tends to be low such as people of color.	10/5/2020 11:47 AM
35	People who serve the City should reflect the citizens	10/4/2020 6:31 PM
36	Select the best person for the position. No quotas.	10/4/2020 1:08 PM
37	Everyone should have the same opportunity. Who are the underrepresented neighborhoods?	10/4/2020 12:16 PM
38	appoint most knowledgeable and informed person for these important matters	10/3/2020 1:50 PM
39	you are partially blind to the needs of those you govern without their voice. This should be remedied quickly. Get someone who isn't just Black but from the neighborhoods not heard from as well. Not just gay but known in their community as trusted. Get my meaning?	10/2/2020 11:39 PM
40	Yes — directly including BIPOC members and those with disabilities is critically important.	10/2/2020 9:20 PM
41	Qualified candidates only with open access to mentoring programs. Encourage council meeting attendance and volunteer activities to get more people with aptitude recognized.	10/2/2020 8:31 PM
42	Don't forget diversity in thought as well.	10/2/2020 8:09 PM
43	When interviewing candidate to Boards and Commissions the Council should only consider their expertise, interest and what they can contribute to the subject for which the Board or Commission was formed.	10/2/2020 4:51 PM
44	Pick the person most qualified. Forcing choice based on a protected classification is not helpful to the community	10/2/2020 4:02 PM
45	Quota system?	10/2/2020 3:38 PM
46	This sounds too much like quotas.	10/2/2020 2:20 PM
47	This could be seen as a discriminatory policy and should be avoided. Rather a policy to reach out to all underrepresented populations when vacancies occur to insure a wide variety of candidates to choose from.	10/2/2020 1:33 PM
48	No, let democracy determine representation. How about going into the schools and teaching kids civics and their role in democracy rather than jury mandering the city council	10/2/2020 1:30 PM
49	The appointee needs to qualify for the position.	10/2/2020 1:27 PM
50	Yes if the underrepresented is otherwise qualified.	10/2/2020 1:14 PM
51	I think recruitment of potential candidates should be targeted, not necessarily appointments. But there should definitely be more effort put into attracting underrepresented populations for boards, commissions, etc.	10/2/2020 12:57 PM
52	I don't believe any person should be prioritized, whoever is most qualified.	10/2/2020 12:21 PM
53	As long as the individual also brings experience, expertise and interest that is also useful to the board's function.	10/2/2020 12:08 PM
54	This should be done to improve diversity of background, lived-experience, and thought on Boards and Commissions but don't see how it improves Council representation.	10/2/2020 12:02 PM

Q28 Strategy F.1.3 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Encourage Diverse Candidates and Increase Civic Participation

Please note your agreement with the following statement: The City of Vancouver should review the Board and Commission appointment process with a focus on equity to improve City Council representation.

Minor budgetary impact anticipated.

Answered: 343 Skipped: 60



ANSWER CHOICES	RESPONSES	
Strongly agree	45.19%	155
Agree	29.15%	100
Neither agree nor disagree	10.20%	35
Disagree	7.29%	25
Strongly disagree	8.16%	28
Total Respondents: 343		

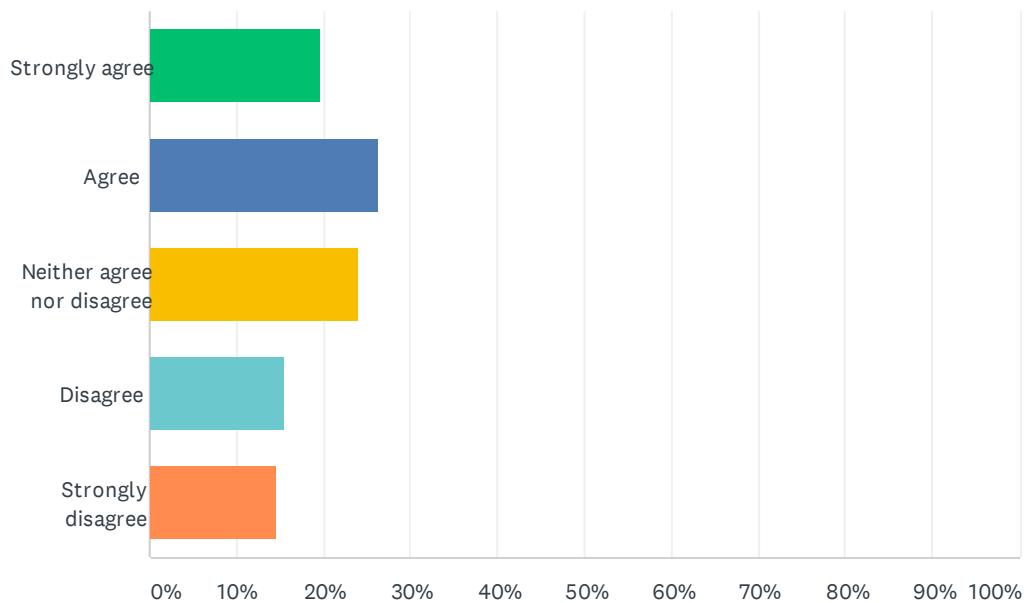
#	COMMENTS:	DATE
1	Equity is a false goal. The goal should be equality of opportunity; not equity in outcome.	10/29/2020 1:10 AM
2	... but with an eye firmly focused on qualifications.	10/28/2020 5:38 AM
3	I don't even specifically understand what that statement means. but quotas are still racist	10/26/2020 11:28 AM
4	This is necessary to provide equitable representation.	10/25/2020 6:21 PM
5	Such potential for nepotism now.	10/24/2020 7:43 AM
6	I'm not sure what "equity" means here. Engineering to prescribe an outcome is bad governance. There are numerous improvement areas we can target overall to improve the appointment process.	10/23/2020 8:43 PM
7	You need to define equity because this is a loaded question if there ever was one.	10/23/2020 6:15 PM
8	Eliminate quid pro quo as much as possible.	10/23/2020 5:58 PM
9	Once again - please pick the best, most qualified candidates	10/23/2020 3:28 PM
10	The most qualified, based on the posted position description, should be offered the appointment	10/23/2020 3:23 PM
11	Equity or equality? One is monetary	10/23/2020 12:56 PM
12	Yikes, hate to think how this would work. I think under-represented groups just want to be heard and acknowledged more than needing to have elected representatives. But I'm not one of them, so maybe I'm wearing blinders.	10/23/2020 10:37 AM
13	Excellent idea!	10/23/2020 10:04 AM
14	Pick people well-suited to the position, no matter what they look like.	10/14/2020 10:00 AM
15	You fill these appointments with the most qualified people. Would you tell a private pilot who pays for airplane storage he cannot be on the aviation board because he's the over-represented, and then offer the chair to someone who doesn't actually utilize the facilities?	10/12/2020 5:02 PM
16	Keep.saying basically the same thing repeatedly hoping for a different answer is childish	10/11/2020 10:29 PM
17	Applicants are vetted by City staff who are looking for the most "qualified" candidates. Information can be learned, but diverse life experiences cannot. We need more diversity of perspective on boards and commissions.	10/9/2020 9:11 AM
18	The City of Vancouver should review the Board and Commission appointment process with a focus on equity to improve City Council representation. Strongly agree with this idea. It needs to happen sooner than later.	10/5/2020 11:38 PM
19	process reviews are always valuable	10/5/2020 4:11 PM
20	See previous comments.	10/5/2020 11:47 AM
21	Remove barriers that prohibit or discourage underrepresented populations from participation but only to the extent of leveling the playing field of equal opportunity for everyone.	10/4/2020 4:52 PM
22	I'm not familiar with the current Board and Commission appointment process. Are there any concerns with current process?	10/4/2020 1:08 PM
23	How can this be accomplished???? *advertise *meetings are open to the public if someone is interested-for knowledge *what is the definition of equity vs skills for the particular committee, i.e. aviation advisory? * you can't push people through the door, and hope they are equitable without being knowledgeable	10/4/2020 12:16 PM
24	Appointments should be made based upon qualifications and what the individual can contribute. Instead of some quota based criteria. The attempt to eliminate bias only creates bias and institutionalizes "we they".	10/4/2020 8:22 AM
25	Focus on who is the BEST candidate.	10/3/2020 3:07 PM
26	isn't that what this is about??	10/3/2020 1:50 PM
27	if you don't then what is your goal?	10/2/2020 11:39 PM

28	Appointment needs to be on merit from caring about the whole city and being involved. Each council member can appoint an equal number of people but approved by whole council as the best candidates.	10/2/2020 8:31 PM
29	Once you clean up your own house, then you can clean up the discriminatory way people have been placed on boards and commissions.	10/2/2020 8:09 PM
30	Pick the most qualified person	10/2/2020 4:02 PM
31	Focus should not be on what a person looks like but on what they bring to the commission	10/2/2020 3:38 PM
32	This is fine lie to walk bordering on discrimination.	10/2/2020 1:33 PM
33	No comment	10/2/2020 1:27 PM
34	Not as the over-riding purpose but emphasizing equity when other factors are relatively equal	10/2/2020 12:08 PM
35	This should be done to improve diversity of background, lived-experience, and thought on Boards and Commissions but don't see how it improves Council representation.	10/2/2020 12:02 PM

Q29 Strategy F.1.4 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Encourage Diverse Candidates and Increase Civic Participation

Please note your agreement with the following statement: The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Board, and Commission candidates to improve City Council representation. Unknown budgetary impact.

Answered: 342 Skipped: 61



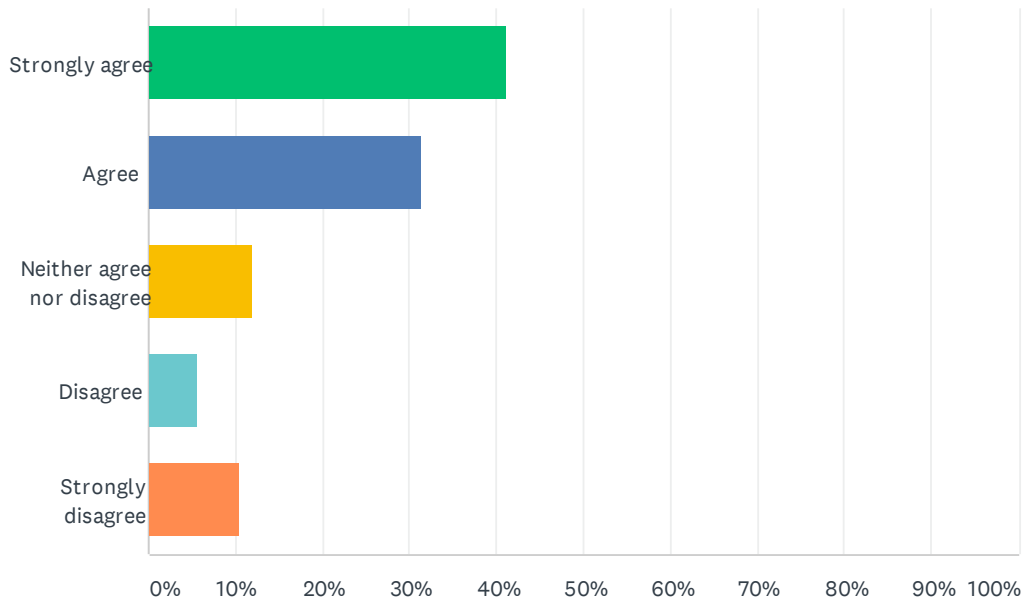
ANSWER CHOICES	RESPONSES	
Strongly agree	19.59%	67
Agree	26.32%	90
Neither agree nor disagree	23.98%	82
Disagree	15.50%	53
Strongly disagree	14.62%	50
Total Respondents: 342		

#	COMMENTS:	DATE
1	Concern of city having financial influence on candidate campaigns & city should partner with orgs & nonprofits that can do this work with no issues of conflict of interest	10/30/2020 7:50 AM
2	This is a slippery slope. I'd be very careful before going down this path.	10/28/2020 5:38 AM
3	see answer from D2	10/26/2020 11:28 AM
4	The city council should not corrupt these groups by injecting money into the process. Volunteers have passion for their position.	10/25/2020 10:01 AM
5	Yes, lets get our NGO's more involved and show that we truly value what they do for our community. Staff need to get on board with this way of thinking or this will never work. Staff of COV hold too closely to 'the way we have always done things' mentality and fear that NGO's, volunteers, citizens etc. will take their jobs away. This creates huge equality issues and lack of creativity!	10/24/2020 7:43 AM
6	Similar to E.2.1. The City should not be in the business of recruitment or compensation of members providing oversight on its activities. This statement/question posed is insufficient as stating "unknown budgetary impact" = requesting consent before being informed.	10/23/2020 8:43 PM
7	Not a good use of our tax payer resources	10/23/2020 3:28 PM
8	The city should not provide financial assistance, but should collaborate with organizations to identify and/or limit costs.	10/23/2020 3:27 PM
9	Agree with community organizations playing a role, but not with public taxpayer dollars	10/23/2020 3:23 PM
10	Many multiracial businesses could be approached	10/23/2020 12:48 PM
11	This sounds like three previous questions. Not sure how this is different. I am not sure what "financial assistance" really means? Are they considering a monthly stipend or does this mean that they will help them run a campaign?	10/23/2020 11:26 AM
12	Again, this should depend on need. I am not for granting additional assistance to those who are wealthy.	10/16/2020 6:04 PM
13	No. I already told you the candidates should do that to network and gain votes and donations. The rest of us don't need to pay for the city to help them make those connections.	10/14/2020 10:00 AM
14	Again I ask, what costs? You already asked about help with expenditures of getting on the ballot. Boards and commissions are appointed, there are no costs involved.	10/12/2020 5:02 PM
15	Too vague. If you want to have public financing of local elections - do it that way. What will be the criteria for selecting which community organizations would receive assistance? Too slippery of a slope.	10/12/2020 12:07 PM
16	Taxes at work for positive outcomes	10/12/2020 8:44 AM
17	Put the finances into something to do good. Clean up graffiti. Get homeless off the streets and get the city open and people back to work	10/11/2020 10:29 PM
18	Instead of just giving money to campaigns, the city should build media resources that they make available to people running for city council. This should include a campaign site for each candidate on the city's servers and access to tech people to help them set up, edit and maintain the site until election day. The city should also have a main page that allows Vancouver's citizens to easily access each candidate's page. The city should then spend its campaign money on advertising these campaign sites. Additionally, there should be a significant cap on other campaign spending. Money should not win elections.	10/8/2020 10:31 PM
19	I feel like this was asked twice.	10/8/2020 6:05 PM
20	The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Board, and Commission candidates to improve City Council representation.	10/5/2020 11:38 PM
21	I don't think this is the city government's responsibility.	10/5/2020 10:08 PM
22	the city has no legitimate reason to bankroll anyone.	10/5/2020 4:11 PM

23	Again (as noted above)-- no financial assistance from private organizations to candidates for public office or board membership, unless donated to a general pool of funding to support all candidates.	10/5/2020 2:34 PM
24	One is not paid to volunteer for their community. Much like the present: neighborhood groups cannot maintain neighborhood parks because the city and their workers unions are in charge. This takes away the essence of community, interest	10/4/2020 12:16 PM
25	Again, pick organizations that themselves have good representation.	10/3/2020 5:25 PM
26	The financial barrier to committing the time necessary to be an effective city council member is definitely a major deterrent to many potential candidates from diverse backgrounds, as opposed to the standard "white retiree"	10/3/2020 2:16 PM
27	Is there an expressed or known need?	10/2/2020 11:39 PM
28	Only for candidates who need aid — we don't need to toss money at folks who are wealthy.	10/2/2020 9:20 PM
29	Keep caring volunteerism alive and healthy by creating a healthy culture and make time meaningful.	10/2/2020 8:31 PM
30	Not all underrepresented groups need financial Assistance. Assuming they do may often certain groups. Some minorities are very well off financially.	10/2/2020 6:45 PM
31	Again a very slippery slope. This borders on a power control move and could be seen as discriminatory.	10/2/2020 1:33 PM
32	I have already said, STOP WASTING MY TAX DOLLARS	10/2/2020 1:30 PM
33	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
34	What does this look like?	10/2/2020 12:57 PM
35	Community service should be a privilege and if sacrifice is required, then it should be done. Once you begin programs that provide assistance, you risk individuals who are not motivated for public service, but other, less noble reasons.	10/2/2020 12:21 PM

Q30 Strategy F.1.5 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Encourage Diverse Candidates and Increase Civic Participation
Please note your agreement with the following statement: The City of Vancouver should actively recruit candidates from underrepresented populations to serve on Boards and Commissions to improve City Council representation. Unknown budgetary impact.

Answered: 342 Skipped: 61



ANSWER CHOICES	RESPONSES	
Strongly agree	41.23%	141
Agree	31.29%	107
Neither agree nor disagree	11.99%	41
Disagree	5.56%	19
Strongly disagree	10.53%	36
Total Respondents: 342		

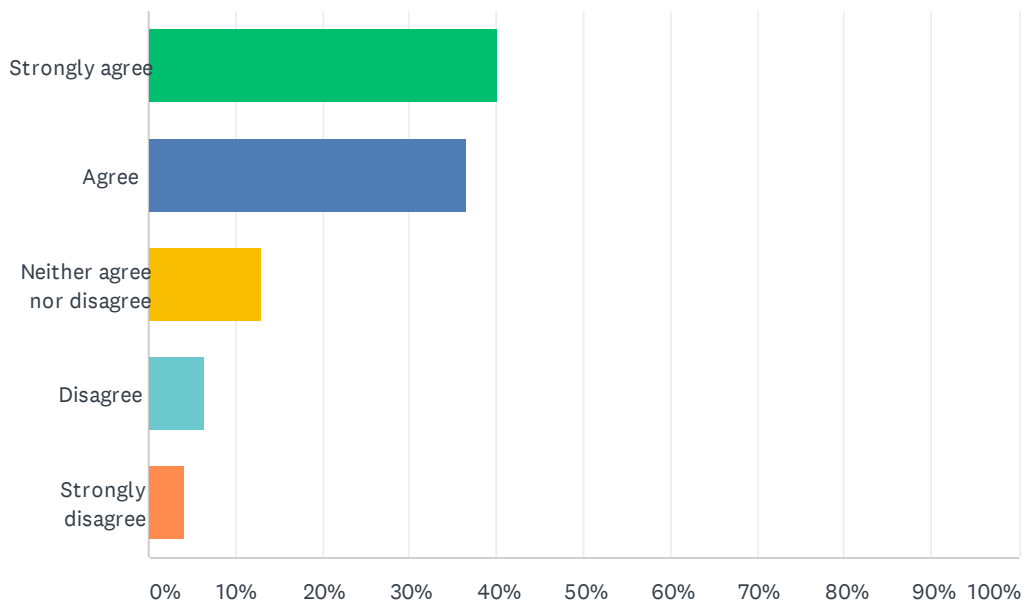
#	COMMENTS:	DATE
1	Thought this was already happening....if not, it should.	10/30/2020 7:50 AM
2	Identify current & future leaders of the community. A form of succession planning.	10/29/2020 10:17 AM
3	No favoritism.	10/29/2020 1:10 AM
4	Qualifications?	10/28/2020 5:38 AM
5	With training on the role of leadership on boards, commissions etc.	10/27/2020 11:51 AM
6	quotas are still racist and Critical race theory is still racist and divisive	10/26/2020 11:28 AM
7	This is necessary to provide equitable representation.	10/25/2020 6:21 PM
8	Only if there is an equitable spread if this recruitment. The city should not dangle money or other perks to bring in those who were never interested in serving the city to start with.	10/25/2020 10:01 AM
9	Duh!	10/24/2020 7:43 AM
10	Recruiting also means more time and effort making such boards and commissions needing members known in advance.	10/23/2020 8:43 PM
11	Again, I agree only if they are qualified.	10/23/2020 6:15 PM
12	see above	10/23/2020 4:23 PM
13	Please recruit the most qualified candidates and don't make it all about race.	10/23/2020 3:28 PM
14	AGAIN. you don't already do this??	10/23/2020 2:09 PM
15	This again, sounds like a repeated question. Very annoying.	10/23/2020 11:26 AM
16	See previous comments re: safe environment and training so these folks aren't set up for failure	10/23/2020 11:14 AM
17	Maybe. Boy, this would need to be done with high-level tact and diplomacy.	10/23/2020 10:37 AM
18	Candidacy is a grass roots matter.	10/21/2020 1:19 PM
19	You'll need to change the requirements for many of these commissions/boards if you want to do this.	10/19/2020 11:58 AM
20	Appoint/elect candidates with good ideas and policy, not just because their skin looks a certain way.	10/14/2020 10:00 AM
21	Recruit to be a candidate, yes. But appointing just so the right color scheme appears on the official city photo? No.	10/12/2020 5:02 PM
22	Waste of time. If people wanted to do it they would. Fighting uphill is exhausting	10/11/2020 10:29 PM
23	The City of Vancouver should actively recruit candidates from underrepresented populations to serve on Boards and Commissions to improve City Council representation. Yes, they deserve to have a chance to serve and and be a voice in the community.	10/5/2020 11:38 PM
24	Again, targeting specific groups of people can VERY easily lead to discrimination.	10/5/2020 10:08 PM
25	Who would do the recruiting, and where would you find the recruits?	10/5/2020 4:11 PM
26	"Active recruitment" should apply to the need to fill a position, and the recruitment methodology (advertising, etc.) should be applied in that regard, but not to specific populations.	10/5/2020 2:34 PM
27	We are all equitable.....no one should be singled out as a better citizen than another	10/4/2020 12:16 PM
28	Recruit BEST QUALIFIED candidates.	10/3/2020 3:07 PM
29	depends on who and how they are recruited. Member and elected from people who want the position and recruiting is fraught with temptation to stack council with like minded and can lead to self serving. I dont think sitting council member should get involved in a canidates campaign for a seat on the council. It is the people not the sitting council who should decide who is elected or who runs.	10/3/2020 1:50 PM
30	If a person is interested they will apply	10/3/2020 7:18 AM

31	Why should they be ignored? Are they? What is the history, group, representation in any respect?	10/2/2020 11:39 PM
32	All of these statements seem to ignore the fact that anybody can apply for these volunteer positions.	10/2/2020 9:27 PM
33	Yes, Vancouver needs to prioritize equity.	10/2/2020 9:20 PM
34	Keep opportunities visible and appealing. Allow free choice and initiative based on making thd process clear, accessible, easy. Offer classes.	10/2/2020 8:31 PM
35	When interviewing candidate to Boards and Commissions the Council should only consider their expertise, interest and what they can contribute to the subject for which the Board or Commission was formed.	10/2/2020 4:51 PM
36	The City should never be involved in recruiting candidates in any circumstance. A role to educate citizens about public participation should be encouraged and underrepresented populations should be encouraged to take part but in no case should the city be seen as "selecting" candidates.	10/2/2020 1:33 PM
37	No comment.	10/2/2020 1:27 PM
38	They should actively encourage underrepresented populations to apply. All selections should be made based on who is best fit for an open position/seat.	10/2/2020 12:57 PM
39	I would like to see encouragement but not appointment.	10/2/2020 12:38 PM
40	This outreach should include ALL protected minorities including LGBT.	10/2/2020 12:14 PM
41	This should be done to improve diversity of background, lived-experience, and thought on Boards and Commissions but don't see how it improves Council representation.	10/2/2020 12:02 PM

Q31 Strategy F.1.6 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Encourage Diverse Candidates and Increase Civic Participation

Please note your agreement with the following statement: The City of Vancouver should provide new resident welcome information in multi-lingual formats introducing City officials, Boards, Commissions, and City contact information to improve City Council representation. Minor budgetary impact anticipated.

Answered: 341 Skipped: 62



ANSWER CHOICES	RESPONSES	
Strongly agree	40.18%	137
Agree	36.66%	125
Neither agree nor disagree	12.90%	44
Disagree	6.45%	22
Strongly disagree	4.11%	14
Total Respondents: 341		

#	COMMENTS:	DATE
1	If we have the funding for it, sure.	10/30/2020 7:50 AM
2	Not sure how this increases representation. But again ADA and Civil rights act of 1964	10/29/2020 6:09 AM
3	This is America. We speak English.	10/29/2020 1:10 AM
4	Be engaged and make certain you communicate to your people - all of them.	10/26/2020 9:05 PM
5	Yes but this seems like a big undertaking. How do you track this, what about renters? Who gets lost with this idea?	10/24/2020 7:43 AM
6	If and when the Navigation Center can reopen, I would like to see its programs expanded to include a center for immigrants to become acquainted with the community and get help with any problems they may face as immigrants.	10/23/2020 5:01 PM
7	Offer better quality and more ESL classes to support new families arriving in our community. I volunteered as an ESL tutor and saw how little support we provided to newly arriving refugee families. They could use a lot more assistance than they're getting.	10/23/2020 3:48 PM
8	Including Spanish would be a good idea.	10/23/2020 3:28 PM
9	Getting information on the City of Vancouver to all of its residents is always going to be supported	10/23/2020 3:23 PM
10	Most definitely!	10/23/2020 12:48 PM
11	I like the concept but I think it would be wasted effort.	10/23/2020 10:37 AM
12	English is the language of our country - representatives need to be able to speak ENGLISH and we should not add expenses to try and cater to everyone - where will you stop? How many languages?	10/23/2020 10:05 AM
13	Maybe also design a packet of this information that citizens can request be sent to them even if they've been here a while but have never been able to get to know about these things, that would be incredibly helpful!	10/15/2020 9:45 AM
14	Is pretty standard. They have it at the emergency room.	10/14/2020 10:00 AM
15	Another part of lip service. People are moving away from here, schools are disasters, businesses are closing and crime is rising. That's not much of a welcome for the unlucky few	10/11/2020 10:29 PM
16	We have a large multilingual population in Vancouver. It is one of the defining features of Vancouver.	10/8/2020 10:31 PM
17	why do they not know English? All immigrants should be required to learn English if they do not want to be left out, the opportunities to learn English are many, there is no inequity here that requires "we the people" to cater to them.	10/6/2020 12:18 AM
18	The City of Vancouver should provide new resident welcome information in multi-lingual formats introducing City officials, Boards, Commissions, and City contact information to improve City Council representation. Yes, and again this should have happened a very long time ago. But, better late than never. I think this is a great idea, because when you are new to an area it can be overwhelming, so providing this resource is a great idea.	10/5/2020 11:38 PM
19	welcome wagon from your city council	10/5/2020 4:11 PM
20	New resident welcome information is a good idea but it should be in the official language of the City, in this case, English.	10/4/2020 1:08 PM
21	This is an English speaking state, city and nation.	10/3/2020 1:50 PM
22	it's a good sized city. Is this not already done? It should be.	10/2/2020 11:39 PM
23	My Norwegian great grandparents learned English, became citizens, improved land over 4 years and earned 160 acres homestead in Washougal, WA based on Lincoln's 1862 Homestead Act. Encourage the best from people. Allow people to strive and earn what they get in life not spoon feeding. We need to be a strong citizenry to have a great city.	10/2/2020 8:31 PM
24	Since 96% of the US population speaks English, I think we are wasting a lot of resources looking into this.	10/2/2020 4:02 PM

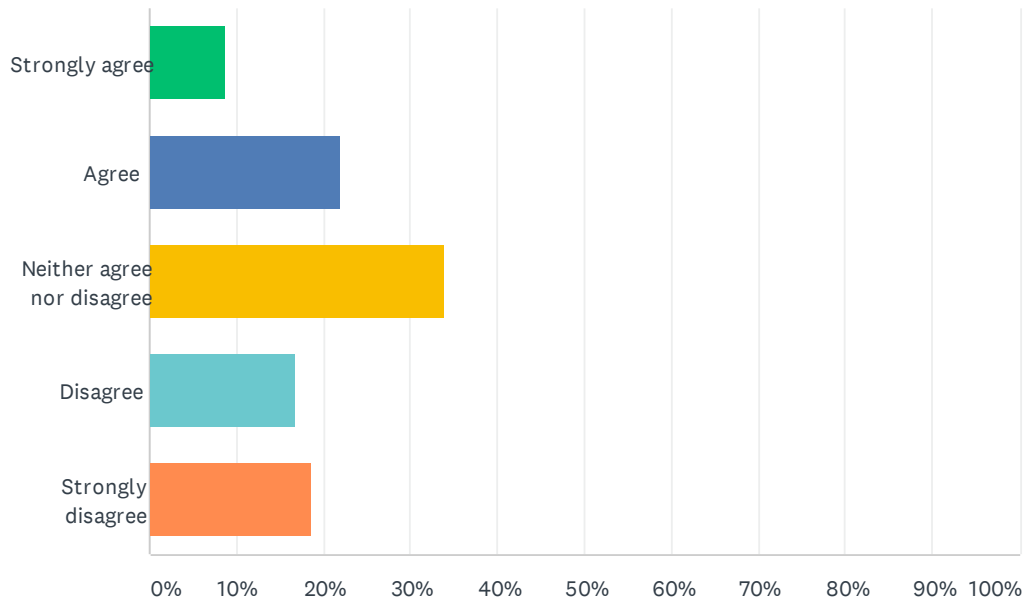
25	This could be done easily on the city web site and in conjunction with the school districts.	10/2/2020 1:33 PM
26	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
27	upon request	10/2/2020 1:19 PM
28	Provide them to whom, and how?	10/2/2020 12:57 PM
29	At what point though do we assume we have actually covered all languages of immigrants? While English is the dominate language, I cannot help but wonder if we would be enabling the continued use of non-English language instead of encouraging people to learn and use English as the common language. Are we going to have resident information in Esperanto? One of the 50 or so languages spoken in SE Asia and Africa? At what point is the line drawn?	10/2/2020 12:38 PM
30	This should be done but don't see how it improves Council representation.	10/2/2020 12:02 PM

Q32 Strategy F.2.1 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Stipends and Perquisites for Board and Commission Service

Please note your agreement with the following statement: The City of Vancouver should provide free and/or low-cost gratuities for service on Boards and Commissions to improve City Council representation.

Unknown budgetary impact.

Answered: 340 Skipped: 63



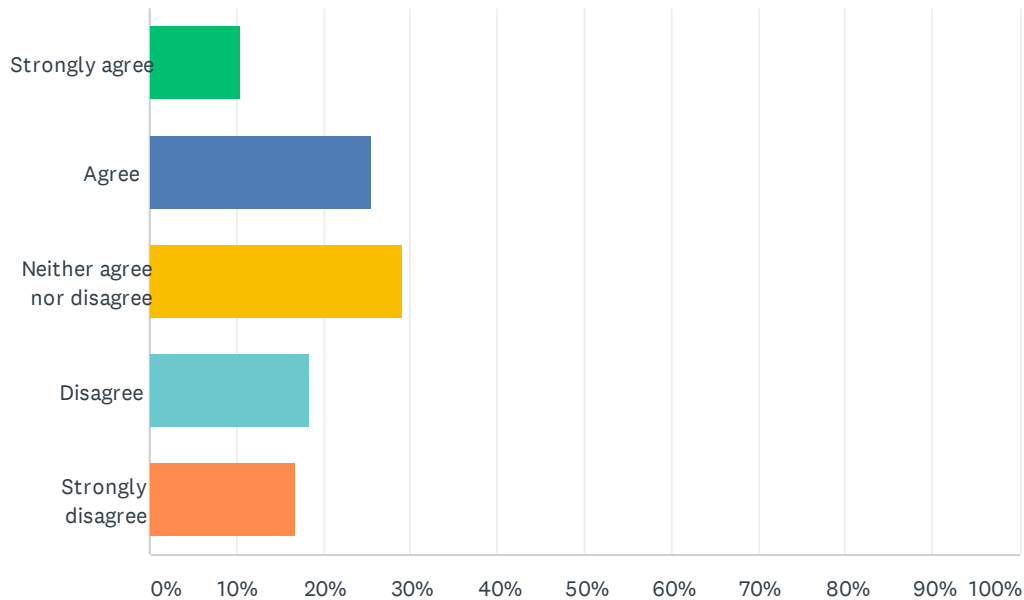
ANSWER CHOICES	RESPONSES	
Strongly agree	8.82%	30
Agree	22.06%	75
Neither agree nor disagree	33.82%	115
Disagree	16.76%	57
Strongly disagree	18.53%	63
Total Respondents: 340		

#	COMMENTS:	DATE
1	I defer to the experience and knowledge of BIPOC folks that are on the task force.	10/30/2020 3:01 PM
2	Got mixed feeling as it will help in addressing barriers for people to participate however does it guarantee genuine effort & good of the order for all city residents?	10/30/2020 7:50 AM
3	Don't understand what this means.	10/29/2020 6:28 PM
4	What is a free gratuity?	10/26/2020 10:14 PM
5	re-imbursement of expenses only	10/26/2020 11:28 AM
6	This would incentivize those with socioeconomic barriers.	10/25/2020 6:21 PM
7	Didn't you already ask this question? Can I have fries with that, Mr./Mrs. waiter?	10/24/2020 7:43 AM
8	Similar to E.2.1. The City should not be in the business of recruitment or compensation of members providing oversight on its activities. This statement/question posed is insufficient as stating "unknown budgetary impact" = requesting consent before being informed.	10/23/2020 8:43 PM
9	This would be particularly helpful for positions that require a lot of time from participants.	10/23/2020 5:01 PM
10	Why?	10/23/2020 3:28 PM
11	These have traditionally been volunteer positions, and should not be incentivized with public funds to serve on the board/commission	10/23/2020 3:23 PM
12	If feasible, yes.	10/23/2020 12:48 PM
13	I don't know what that means. Are you talking a stipend, or lunch or dinner to attend a meeting?	10/23/2020 11:47 AM
14	This is illegal. We cannot gift public funds.	10/23/2020 11:26 AM
15	Maybe. Most people who serve don't do it for money offered.	10/23/2020 10:37 AM
16	I don't know what "free and/or low-cost gratuities" are. Donuts and coffee? Payment for attendance?	10/21/2020 1:19 PM
17	These are often extensive time commitments, so yes, people should be compensated.	10/19/2020 11:58 AM
18	Only depending on the person's income. If they're not low income they shouldn't receive any help.	10/16/2020 11:59 AM
19	Same concerns here as with providing this for neighborhood association people. Need more info.	10/14/2020 6:21 PM
20	Nope. The citizens can decide to do that on their own. You chose your path.	10/14/2020 10:00 AM
21	No. F2.2 is a better solution.	10/12/2020 12:07 PM
22	Waste of money. Bribing people to serve	10/11/2020 10:29 PM
23	I still don't understand the way the word gratuities is being used here.	10/6/2020 4:43 PM
24	The City of Vancouver should provide free and/or low-cost gratuities for service on Boards and Commissions to improve City Council representation.	10/5/2020 11:38 PM
25	Giving tax money away for no discernible benefit	10/5/2020 4:11 PM
26	Minimal-- possible transportation costs (for meeting attendance) re-imbursement, but no salary or equivalent remuneration for participation.	10/5/2020 2:34 PM
27	I need more information on this.	10/4/2020 10:58 PM
28	if the council and department heads cannot work through neighborhood associations there is no need for money. Money has been spent in the past to send neighborhood representatives to conventions, multi city workshops, etc.. This is already done.	10/4/2020 12:16 PM
29	What gratuities? And how would this improve participation or council representativeness?	10/3/2020 12:58 PM
30	do not understand what the means. So no idea of scope. Can't answer	10/2/2020 11:39 PM

31	Recognize and Celebrate volunteerism that makes our cities and nation a better place to live, work, go to school and play.	10/2/2020 8:31 PM
32	Dont know what that means	10/2/2020 7:02 PM
33	If needed for equal representation.	10/2/2020 6:45 PM
34	Pay living wage for hours served.	10/2/2020 3:59 PM
35	Currently some expenses are covered such as parking. Leave it there.	10/2/2020 1:33 PM
36	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
37	What does that look like?	10/2/2020 12:57 PM
38	What is a "free" gratuity? People should be compensated for their time. Don't see how this improves Council representation.	10/2/2020 12:02 PM

Q33 Strategy F.2.2 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Stipends and Perquisites for Board and Commission Service
 Please note your agreement with the following statement: The City of Vancouver should provide stipends/compensation for service on Boards and Commissions to improve City Council representation. Unknown budgetary impact.

Answered: 341 Skipped: 62



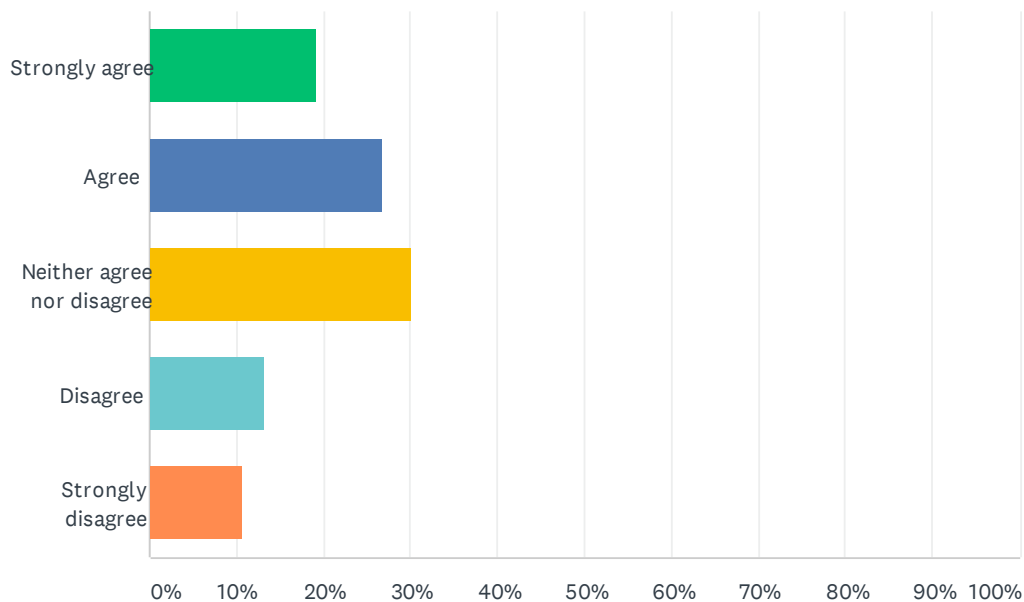
ANSWER CHOICES	RESPONSES	
Strongly agree	10.56%	36
Agree	25.51%	87
Neither agree nor disagree	29.03%	99
Disagree	18.48%	63
Strongly disagree	16.72%	57
Total Respondents: 341		

#	COMMENTS:	DATE
1	Stipends could be means based and/or sufficient to cover out-of-pocket to help citizens of limited means serve without financial hardship.	10/30/2020 2:15 PM
2	Got mixed feeling as it will help in addressing barriers for people to participate however does it guarantee genuine effort & good of the order for all city residents?	10/30/2020 7:50 AM
3	we must encourage MORE volunteerism in the community not create a new class of patronage jobs	10/26/2020 11:28 AM
4	This would incentivize those with socioeconomic barriers.	10/25/2020 6:21 PM
5	Again, not sure I understand how these questions are different that previous 2?	10/24/2020 7:43 AM
6	Similar to E.2.1. The City should not be in the business of recruitment or compensation of members providing oversight on its activities. This statement/question posed is insufficient as stating "unknown budgetary impact" = requesting consent before being informed.	10/23/2020 8:43 PM
7	For boards and commissions that require a lot of time and expertise.	10/23/2020 5:01 PM
8	If this is implemented it should be for the position, not just based on someone's income or ethnicity.	10/23/2020 3:28 PM
9	I believe mileage, parking and meal(s) should be provided, but no form of compensation	10/23/2020 3:23 PM
10	Yes	10/23/2020 12:48 PM
11	Leadership training and other types of in-kind compensation for those who need it (tech support/access - i.e. Zoom account, laptop, tablet, etc.) may be a win-win option. Doesn't cost the city tons of money and those who serve receive some benefits for their volunteer work.	10/23/2020 11:14 AM
12	How do you determine the amount of stipend or compensation?	10/21/2020 1:19 PM
13	Normally I would say, yes, but with the reduced tax revenues from the pandemic, this might be a better question for two years from now.	10/20/2020 1:57 PM
14	Only to those who come from lower income circumstances, whether current or generational.	10/16/2020 6:04 PM
15	Only depending on the person's income. If they're not low income they shouldn't receive any help	10/16/2020 11:59 AM
16	No. You chose your path. You knew what you would or wouldn't get paid when you accepted the position.	10/14/2020 10:00 AM
17	I can see compensating travel or registration costs for conferences that are directly related to the board or commission. Making any appointed position paid will open a world of scrutiny on the council members involved in picking the person.	10/12/2020 5:02 PM
18	Must be applied fairly. If board members don't show - no pay.	10/12/2020 12:07 PM
19	Again same question and still wasteful	10/11/2020 10:29 PM
20	It should be minimal, minimum wage for the hours they are in meetings, etc.	10/8/2020 10:31 PM
21	The City of Vancouver should provide stipends/compensation for service on Boards and Commissions to improve City Council representation.	10/5/2020 11:38 PM
22	ridiculous. underrepresented people should be able to volunteer as all good citizens can and have done. Why do you want to throw money around? Its tax money.	10/5/2020 4:11 PM
23	Minimal-- possible transportation costs (for meeting attendance) re-imbursment, but no salary or equivalent remuneration for participation.	10/5/2020 2:34 PM
24	It depends. When the city asks certain populations to provide guidance, specifically, if you are going to ask folks who are poor, or from BIPOC communities, they should be compensated for their time and efforts. This is less important when folks who are already financially stable are volunteering.	10/4/2020 10:58 PM
25	Where is the money going to come from? Is the qualifier money, experience or interest???	10/4/2020 12:16 PM
26	A financial incentive does not necessarily produce the BEST QUALIFIED participant.	10/3/2020 3:07 PM

27	do not understand what the means. So no idea of scope. Can't answer	10/2/2020 11:39 PM
28	Only if the member has financial need!	10/2/2020 9:20 PM
29	Make it part of thd job. Publicize attendance in newspapers especially around elections. Paying doesn't produce caring or performance.	10/2/2020 8:31 PM
30	As long as it isn't the current white-man-thinking boards.	10/2/2020 8:09 PM
31	Dont know what that means	10/2/2020 7:02 PM
32	Yes. If someone is serving they should be paid for that service.	10/2/2020 6:45 PM
33	These are volunteer who a passionate about the purpose of the Board or Commission. As such they should not need or expect a stipend.	10/2/2020 4:51 PM
34	This must be an amount low enough to compensate for time, but no more than 10% of the poverty level in the city. In other words, it would not be possible to live on only being a council member.	10/2/2020 4:02 PM
35	Only for underrepresented groups	10/2/2020 2:57 PM
36	I would be in favor only of reimbursement for those working in this positions.	10/2/2020 1:46 PM
37	NOT A PRIORITY AND COULD DRAW UNQUALIFIED PEOPLE WHO WOULD TAKE ADVANTAGE OF IT.	10/2/2020 1:33 PM
38	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
39	Depends on the service(s)	10/2/2020 12:26 PM
40	Consider compensation only for boards requiring substantial time commitment that comes at the expense of other employment.	10/2/2020 12:08 PM
41	People should be paid for their time. Don't see how this improves Council representation.	10/2/2020 12:02 PM

Q34 Strategy F.3 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Increase City Council Outreach Please note your agreement with the following statement: The City of Vancouver should increase outreach staffing levels to improve City Council representation. Significant budgetary impact anticipated.

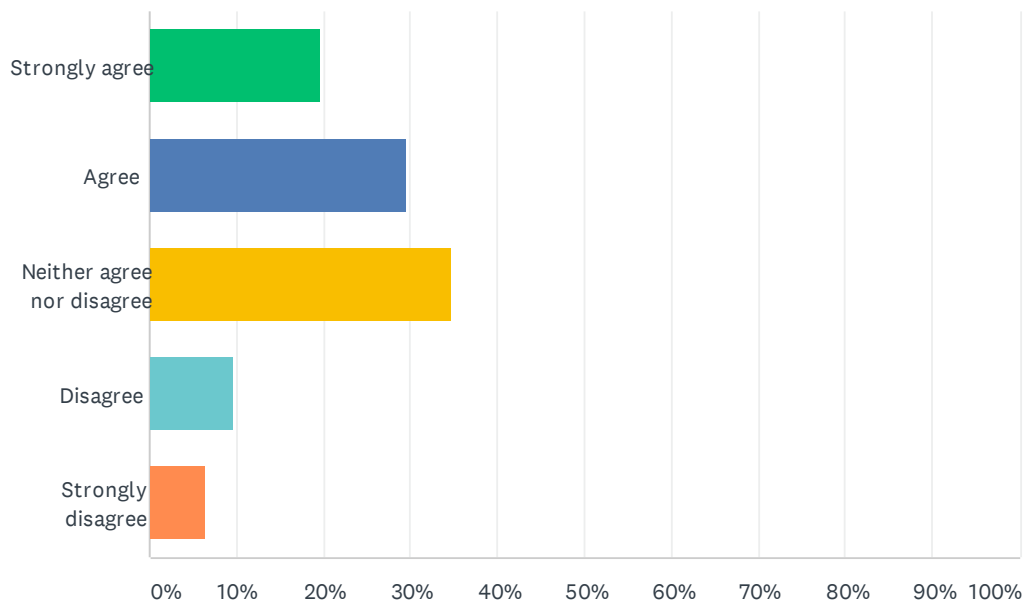
Answered: 339 Skipped: 64



ANSWER CHOICES	RESPONSES	
Strongly agree	19.17%	65
Agree	26.84%	91
Neither agree nor disagree	30.09%	102
Disagree	13.27%	45
Strongly disagree	10.62%	36
Total Respondents: 339		

Q35 Strategy F.4.1 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should create a citizen academy to improve City Council representation. Minor budgetary impact anticipated.

Answered: 336 Skipped: 67



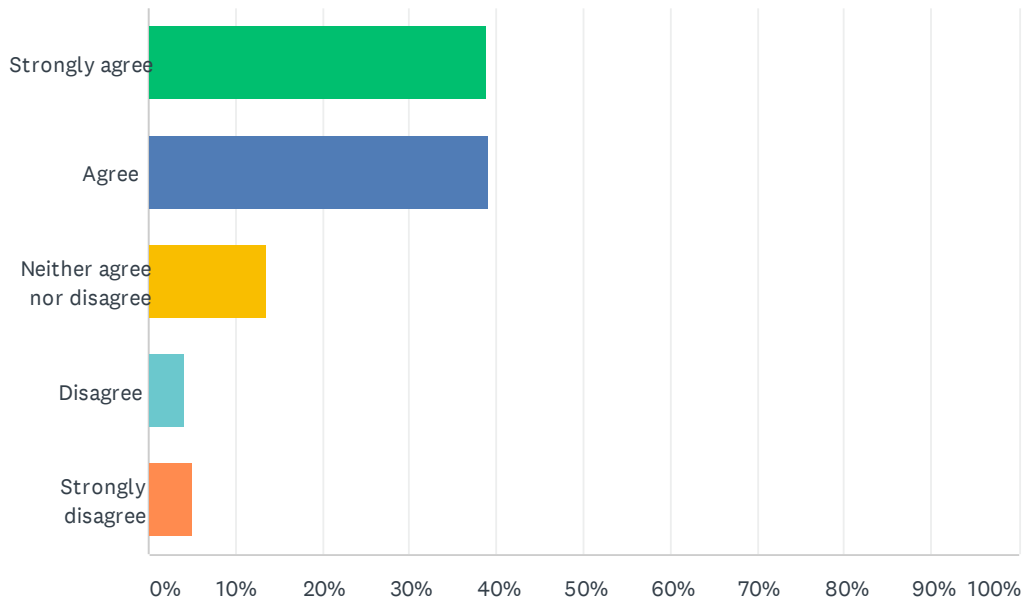
ANSWER CHOICES	RESPONSES	
Strongly agree	19.64%	66
Agree	29.46%	99
Neither agree nor disagree	34.82%	117
Disagree	9.52%	32
Strongly disagree	6.55%	22
Total Respondents: 336		

#	COMMENTS:	DATE
1	What exactly is a citizen academy?	10/30/2020 2:28 PM
2	Don't understand what a citizen academy would mean.	10/29/2020 6:28 PM
3	Would need more information about how this would work to give an opinion. Do other similar-sized cities have such programs?	10/28/2020 2:22 PM
4	Perhaps this could be done through Clark College or WSU Vancouver to keep cost to the participants affordable.	10/28/2020 5:38 AM
5	This should be taught in our public schools.	10/26/2020 11:28 AM
6	What is a citizen academy, sounds fancy. Could expanding Leadership Clark County be part of this solution? Also sounds time consuming and expensive.	10/24/2020 7:43 AM
7	What does a "citizen academy" mean?	10/23/2020 8:43 PM
8	Need more information.	10/23/2020 5:29 PM
9	Part of the purpose of this would be to offer a class about what boards and commissions do and what opportunities there are to serve on these boards. Should also include information on volunteering for the city in general.	10/23/2020 5:01 PM
10	Not a good use of resources	10/23/2020 3:28 PM
11	Don't know enough of the concept to support or not	10/23/2020 3:23 PM
12	I like this idea. Kind of like a public-sector version of Leadership Clark County, but focused on the city. I would have done this instead of Leadership Clark County if I'd had the chance - especially because I had to pay the high tuition fee myself.	10/23/2020 10:37 AM
13	Need further explanation of what this means.	10/21/2020 1:35 PM
14	Although I agree, how is the curriculum and format decided?	10/21/2020 1:19 PM
15	This should be free and childcare provided for participants.	10/20/2020 1:57 PM
16	No clue what you mean by outreach staffing or citizen academy.	10/16/2020 6:04 PM
17	If it were a citizen's police academy, the answer would be an ABSOLUTE YES!!!!!!!!!!!!!!	10/14/2020 10:00 AM
18	Cost tax payers!	10/13/2020 10:09 AM
19	Maybe a virtual one on the city website. But not ABC actual class.	10/12/2020 5:02 PM
20	Need more details and ensure local businesses in the political space don't take advantage of this to make more money for themselves as the goal. We've seen this time and time again when the same local "political consultants" are used by local government agencies (run by their friends) to do similar work.	10/12/2020 12:07 PM
21	Add more city jobs. Should be cushy. Money for lip service.	10/11/2020 10:29 PM
22	Partner with the League of Women Voters of Clark County!	10/11/2020 4:57 PM
23	Not entirely sure what this is, but it sounds promising.	10/8/2020 10:31 PM
24	Most people have no idea how to run for office.	10/8/2020 6:05 PM
25	I don't know what a citizen academy would entail.	10/7/2020 12:15 PM
26	You could partner with the Fort Vancouver Regional Libraries to host and co-produce this academy.	10/7/2020 11:57 AM
27	The City of Vancouver should create a citizen academy to improve City Council representation. This is another great idea. I strongly agree this would be a huge benefit.	10/5/2020 11:38 PM
28	another waste of government money to no purpose. The information is available online.	10/5/2020 4:11 PM
29	See previous comments.	10/5/2020 11:47 AM
30	interesting idea.	10/4/2020 10:58 PM

31	Utilize leadership clark county and the existing culturally specific groups.	10/4/2020 9:18 PM
32	What is a citizen academy?	10/4/2020 1:08 PM
33	Sorry, I don't know what that is.	10/3/2020 5:25 PM
34	A citizen academy for the purpose of informing Council/Board prospective candidates on expectations of participation.	10/3/2020 3:07 PM
35	do not understand what the means. So no idea of scope. Can't answer but it sounds positive	10/2/2020 11:39 PM
36	I do not understand statement # 34.	10/2/2020 9:27 PM
37	In theory sounds fine but without knowing what it entails it is difficult to evaluate	10/2/2020 9:21 PM
38	Best of all ideas. Same for Commissions, etc. Widely recruit. Great way to become known., appointed and elected.	10/2/2020 8:31 PM
39	How would this improve Council representation? Council already doesn't represent the people. (Mostly)	10/2/2020 8:09 PM
40	What is a citizen academy?	10/2/2020 6:45 PM
41	Stick with Leadership Clark County.	10/2/2020 3:59 PM
42	Need more info	10/2/2020 3:58 PM
43	Covered earlier.	10/2/2020 1:33 PM
44	I don't know what a citizen academy looks like so I feel I can't adequately answer this question.	10/2/2020 1:16 PM
45	What does this mean?	10/2/2020 12:31 PM
46	I am interested in hearing more about this initiative	10/2/2020 12:26 PM
47	Eric Liu of Seattle created Citizen University and it is very effective. I've attended a couple of the conferences. Google him. His program is inspiring. We could do it at the city level.	10/2/2020 12:10 PM
48	Educating residents about local government is important. But don't see how this would improve Council representation	10/2/2020 12:02 PM

Q36 Strategy F.4.2 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should participate in culturally relevant community forums to introduce the City to diverse constituencies to improve City Council representation. Minor budgetary impact anticipated.

Answered: 340 Skipped: 63

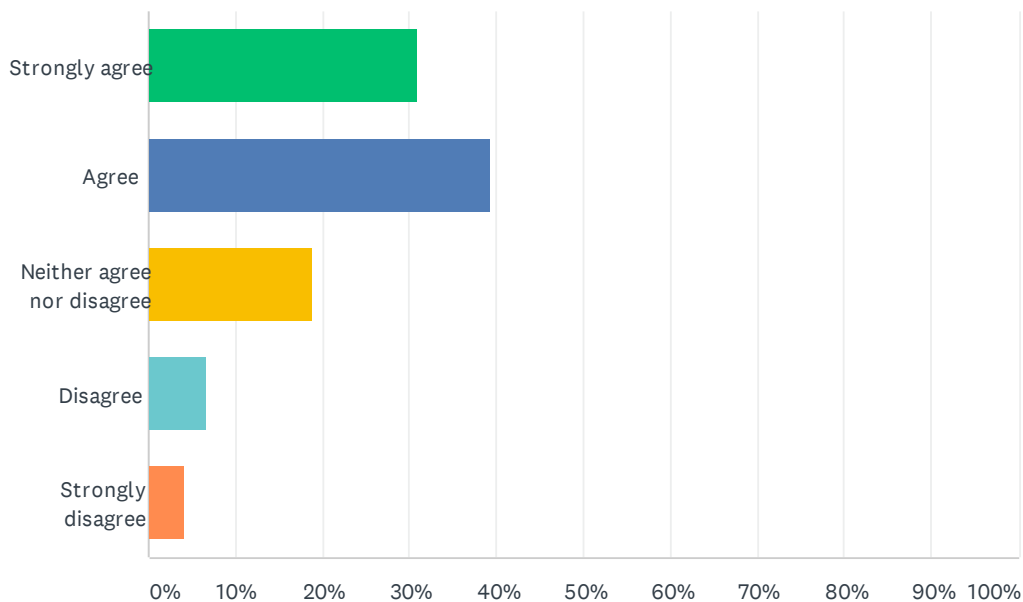


ANSWER CHOICES	RESPONSES	
Strongly agree	38.82%	132
Agree	39.12%	133
Neither agree nor disagree	13.53%	46
Disagree	4.12%	14
Strongly disagree	5.00%	17
Total Respondents: 340		

#	COMMENTS:	DATE
1	Not sure how the specifics would look so it's impossible to agree or disagree with this nonsense statement	10/26/2020 11:28 AM
2	You mean more that just CVTV videos? Yes station those representatives in our community at events that people are already going to.	10/24/2020 7:43 AM
3	What does it mean to be "culturally relevant"? Who gets to decide what is relevant?	10/23/2020 8:43 PM
4	Again, Council members have time pressure to just do their job as it exists now.	10/23/2020 4:23 PM
5	there are so many things in this survey that I am surprised to read you don't already do	10/23/2020 2:09 PM
6	And let the various "cultures" help determine how to make them "relevant."	10/23/2020 10:37 AM
7	Be sure to include disabled, impoverished and homeless communities.	10/15/2020 9:45 AM
8	This lets some people talk while shutting up others, even within the groups the city would be introduced to.	10/14/2020 10:00 AM
9	Hell No!!!	10/13/2020 10:09 AM
10	Haven't you heard. The other culture dont want mixing. Everyone needs to be ashamed of who they are and fight	10/11/2020 10:29 PM
11	From what I've seen you are already doing this there is no reason to spend additional funds looking into something where are already doing.	10/11/2020 10:25 AM
12	Our diversity is one of our defining features. This not only brings us together by honoring our citizens, it also allows us to be an example to other cities.	10/8/2020 10:31 PM
13	Same comment as above: partner with the library - they have community trust and space to host these kinds of forums.	10/7/2020 11:57 AM
14	The City of Vancouver should participate in culturally relevant community forums to introduce the City to diverse constituencies to improve City Council representation. Yes!! The more inclusivity into the City council, the better. We need to be a smorgasbord when it comes to representation of the City council, that includes other cultures as well.	10/5/2020 11:38 PM
15	probably a waste of time and effort	10/5/2020 4:11 PM
16	Assume this be part of outreach as noted on Strategy F3 above?	10/5/2020 2:34 PM
17	What is a culturally relevant community forum?	10/4/2020 1:08 PM
18	This is not representation but is a good thing to do.	10/3/2020 5:25 PM
19	please!	10/2/2020 11:39 PM
20	I do not understand what a relevant community forum is.	10/2/2020 9:27 PM
21	Educate. Show you care. Listen.	10/2/2020 8:31 PM
22	Yes!!!	10/2/2020 7:02 PM
23	That could be a good idea depending on what you mean by culturally relevant community forums.	10/2/2020 6:45 PM
24	I fount of survey on social media. Wouldn't have seen it otherese.	10/2/2020 3:38 PM
25	There are plenty of opportunities for culturally relevant activities in Vancouver. The City can facilitate these by making public spaces available but should never promote them.	10/2/2020 1:33 PM
26	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
27	What is culturally relevant?	10/2/2020 1:14 PM
28	What does this look like, and is it not already done in some way?	10/2/2020 12:57 PM
29	This is important to expose Councilors to diverse communities and experiences. Dont' see how it would improve Council representation.	10/2/2020 12:02 PM

Q37 Strategy F.4.3 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should provide leadership training for Boards and Commissions to improve City Council representation. Unknown budgetary impact.

Answered: 340 Skipped: 63

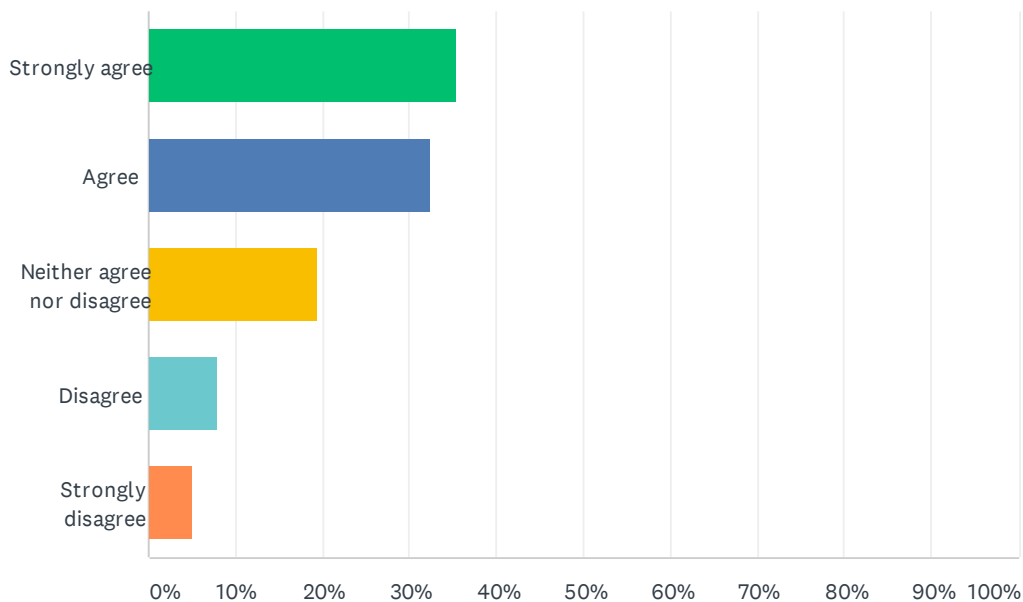


ANSWER CHOICES	RESPONSES	
Strongly agree	30.88%	105
Agree	39.41%	134
Neither agree nor disagree	18.82%	64
Disagree	6.76%	23
Strongly disagree	4.12%	14
Total Respondents: 340		

#	COMMENTS:	DATE
1	The city should partner with private organizations already in existence.	10/25/2020 10:01 AM
2	Leadership Clark County is part of this solution, kick them some money, get them more staff and make them a non-profit arm of COV.	10/24/2020 7:43 AM
3	If leadership = something like what MIT Sloan puts out (4-CAP), then yes if they are doing leadership-type activities. I'd also like to see a focus on analytical skills (otherwise we are just emotional), listening skills, and communication skills. https://executive.mit.edu/blog/credible-leaders-walk-the-talk	10/23/2020 8:43 PM
4	Learn to serve diverse racial groups	10/23/2020 12:48 PM
5	Leadership training to include DEI concepts	10/23/2020 11:14 AM
6	Great idea - perhaps this should be mandatory.	10/23/2020 10:37 AM
7	Yes. Getting elected and governing are two separate skills.	10/14/2020 7:12 PM
8	I am sure it already is part of leadership training but there needs to be serious professional ethics training included.	10/14/2020 6:21 PM
9	There are trainings the people could go to on their own time and money. I don't want to pay for trainings when I don't have a say in the quality of the training.	10/14/2020 10:00 AM
10	Offer it, but at a cost to cover expenses.	10/12/2020 5:02 PM
11	Need more details.	10/12/2020 12:07 PM
12	Didnt this get asked already. The answer is still no	10/11/2020 10:29 PM
13	The City of Vancouver should provide leadership training for Boards and Commissions to improve City Council representation. Yes, and it should be provided annually.	10/5/2020 11:38 PM
14	Once again, it would have no impact on diversity	10/5/2020 4:11 PM
15	Board and Commission members need to have a basic understanding of how these bodies are meant to function.	10/5/2020 2:34 PM
16	See previous comments.	10/5/2020 11:47 AM
17	Leadership based on the white people's ideals?	10/4/2020 9:18 PM
18	Civic leadership and decision-making training is a good idea as long as it's non-partisan and without a specific political or ideological agenda.	10/4/2020 1:08 PM
19	This has been done through the department of neighborhoods, city attorney presentations.	10/4/2020 12:16 PM
20	Leadership training is always helpful.	10/2/2020 9:27 PM
21	Again this is dependent on the quality of the training.	10/2/2020 9:21 PM
22	Invest in outcome and possible new council candidates. Best ideas.	10/2/2020 8:31 PM
23	Leadership training is valuable if the students have an open mind.	10/2/2020 4:02 PM
24	Covered earlier. Need to be careful how it is done	10/2/2020 1:33 PM
25	Might be a good idea?	10/2/2020 1:27 PM
26	Agree Boards & Commissions should learn and understand what leadership is. But don't see how it improves Council Representation	10/2/2020 12:02 PM

Q38 Strategy F.4.4 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should form a youth council to improve City Council representation. Unknown budgetary impact.

Answered: 340 Skipped: 63



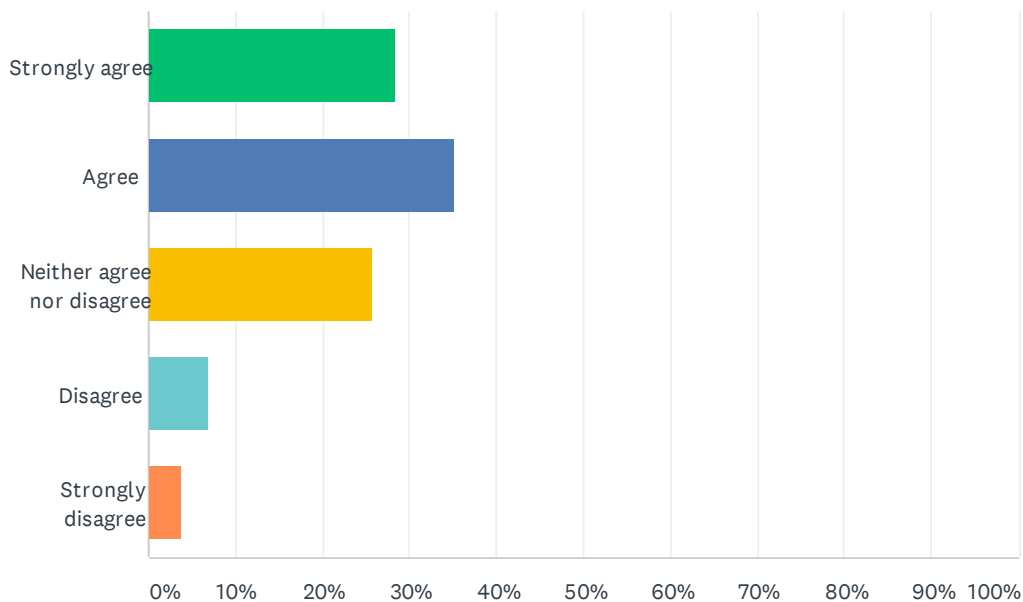
ANSWER CHOICES	RESPONSES	
Strongly agree	35.29%	120
Agree	32.35%	110
Neither agree nor disagree	19.41%	66
Disagree	7.94%	27
Strongly disagree	5.00%	17
Total Respondents: 340		

#	COMMENTS:	DATE
1	If the budget permits, yes. Its difficult with pandemic right now.	10/30/2020 7:50 AM
2	Youth & student lead groups enhance how government works and provides for the education of future community leaders.	10/29/2020 10:17 AM
3	This may be the single most important strategy point in this survey. PLEASE consider implementing this idea.	10/28/2020 3:00 PM
4	The youth are our future seems obvious to include them. This is an awful statement but I have found this to be true.... youth engagement takes more time and resources, they will have big ideas and if you do not value and implement they will be gone, be prepared	10/24/2020 7:43 AM
5	Unknown budgetary impact and unknown purpose. What would a "youth council" be doing? What would be its purpose beyond getting younger folks interested in politics?	10/23/2020 8:43 PM
6	Representatives should come from each schools within the boundaries of the City Counsel. Public & Private schools representatives, with Upper Elementary Grades and Middle Schools & High Schools. Mirrored percentages of culture should be of course represented within these participants as well.	10/23/2020 5:29 PM
7	What is this?	10/23/2020 3:28 PM
8	Interested in the concept, but don't know enough to support or not	10/23/2020 3:23 PM
9	CCYC? City of Vancouver Youth Commission? Merging or supporting the one already in place?	10/23/2020 12:48 PM
10	Seems like the schools or Partners in Careers could do this?	10/23/2020 10:50 AM
11	Meh. Maybe. Teens are busy.	10/23/2020 10:37 AM
12	Given the assumption of qualified assignments taking place, I would support this.	10/23/2020 10:18 AM
13	Unknown Budget?? Need more info	10/23/2020 10:05 AM
14	BRAVO on this one, and this should have a stipend. Many children from underrepresented communities would need money for transportation to activities. Many also work after school and on weekends, and the family would already be sacrificing that income for the kids to participate.	10/20/2020 1:57 PM
15	I served on my city's youth council through high school, including serving as Mayor and I would recommend it!	10/16/2020 6:04 PM
16	Kids don't know what they're doing.	10/14/2020 10:00 AM
17	This seems largely ceremonial in nature . What power would they yield? If none then why go to the expense of staff time?	10/12/2020 5:02 PM
18	Would help support future leadership	10/12/2020 8:44 AM
19	Youth not being brainwashed enough in school	10/11/2020 10:29 PM
20	What a terrific way to encourage future leaders.	10/11/2020 4:57 PM
21	Our youth are our future.	10/8/2020 10:31 PM
22	The City of Vancouver should form a youth council to improve City Council representation. Absolutely!! I would love to see our youth get involved with the City council and have their input and ideas considered.	10/5/2020 11:38 PM
23	Youth have opportunities to learn about civics and leadership through schools, churches, and other community organizations. While there are other ways for them to be active in the community, they don't need to be in government leadership.	10/5/2020 10:08 PM
24	It's been done in the past, nothing of value was produced.	10/5/2020 4:11 PM
25	This is truly an example long-term planning!	10/5/2020 2:34 PM
26	Work with the Clark County Youth Commission don't create a new one.	10/4/2020 9:18 PM
27	Not a new idea.....it has existed in the past!!!!!! and been successful	10/4/2020 12:16 PM

28	Invite students in leadership positions. They usually know the good, bad and the ugly of youth issues.	10/3/2020 3:07 PM
29	How would this work and why wouldn't it be subject to the same selection biases that council is?	10/3/2020 12:58 PM
30	Possibly through the schools as a club to have no financial impact on the city, more of a mentoring situation of equal listening & learning from each other	10/3/2020 11:31 AM
31	Make a Youth in Government program in collaboration with a school program/class. Great idea.	10/2/2020 8:31 PM
32	That is a good idea.	10/2/2020 6:45 PM
33	Must be diverse.	10/2/2020 5:11 PM
34	Partner with the Clark County Youth Council don't create a new one.	10/2/2020 3:59 PM
35	Require city council members, board members, and commissioners to foster leadership development and mentor youth to grown capacity	10/2/2020 3:27 PM
36	A youth council sounds like a good idea, but should be promoted among underrepresented populations.	10/2/2020 2:20 PM
37	If this is needed work through the local schools and look to WSU for leadership	10/2/2020 1:33 PM
38	Yes, get our youth involved	10/2/2020 1:30 PM
39	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
40	This is another one where I don't know exactly what a youth council looks like so I don't feel comfortable giving you a yes or no answer.	10/2/2020 1:16 PM
41	Absolutely!!!	10/2/2020 12:26 PM
42	As one of the founding members of Beaverton Youth Services years ago I can see where this would be a valuable resource for not only the youth in the city, but with youth members to be active in the process of city growth and leadership.	10/2/2020 12:14 PM

Q39 Strategy F.4.5 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should create an internship program to improve City Council representation. Unknown budgetary impact.

Answered: 338 Skipped: 65



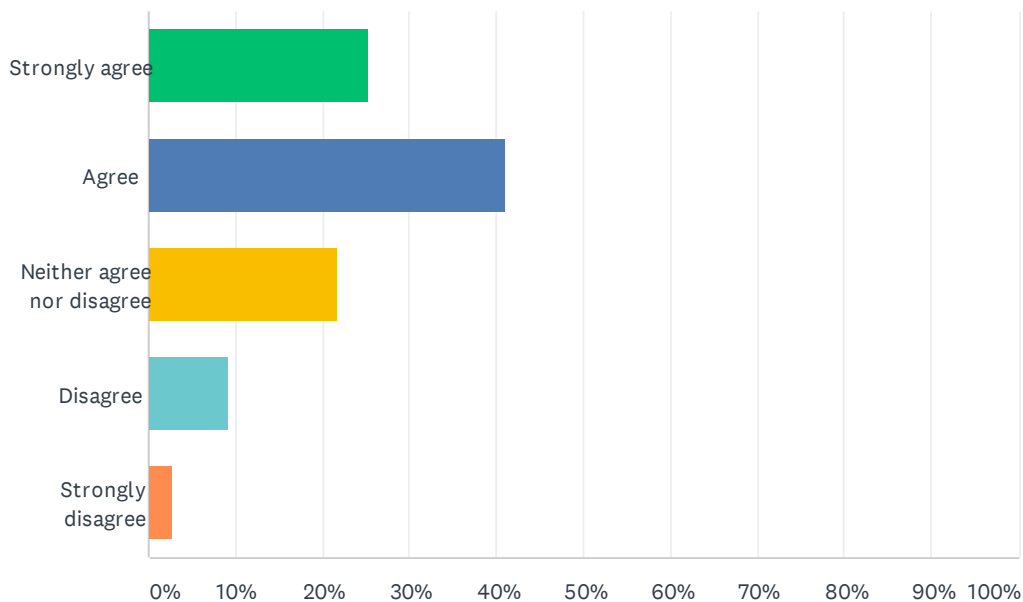
ANSWER CHOICES	RESPONSES	
Strongly agree	28.40%	96
Agree	35.21%	119
Neither agree nor disagree	25.74%	87
Disagree	6.80%	23
Strongly disagree	3.85%	13
Total Respondents: 338		

#	COMMENTS:	DATE
1	DEI really needs to be invested & practiced before doing this.	10/30/2020 7:50 AM
2	Combine education with workplace experience. The best way to educate students.	10/29/2020 10:17 AM
3	Internship for what	10/29/2020 6:09 AM
4	Again, this kind of program would need to ensure Equity in who is hired and how they are hired and selected.	10/28/2020 1:01 PM
5	If it is unpaid and voluntary	10/26/2020 9:34 PM
6	If it's paid	10/25/2020 6:21 PM
7	http://leg.wa.gov/House/pages/housepageprogram.aspx	10/24/2020 7:43 AM
8	Great idea!	10/23/2020 3:28 PM
9	Interested in the concept, but don't know enough to support or not	10/23/2020 3:23 PM
10	Maybe -- perhaps like a Senate page program for aspiring future leaders?	10/23/2020 10:37 AM
11	A mentorship program would be higher level. Interns are notoriously abused and treated as Go-fers, but if the purpose of the internship was to actually learn something - and not be relegated to the copy machine or making coffee - sure. Why not? Also, for underrepresented communities the internship should be paid at minimum wage or more.	10/20/2020 1:57 PM
12	this already exists.	10/19/2020 11:58 AM
13	PAID internship. Otherwise, it just causes more privilege to those who can afford to do the work for free.	10/16/2020 6:04 PM
14	It needs to be a paid internship. Unpaid internships are only available to people who can afford not to work.	10/14/2020 7:12 PM
15	It's good experience for the students. Just don't pay them. They get paid in credits.	10/14/2020 10:00 AM
16	You already have that, it's called attending the meetings and paying attention.	10/12/2020 5:02 PM
17	Seems like a "no brainer"	10/12/2020 8:44 AM
18	I dont know if this would be a good idea. Come to think of it. No. Its not. Interns wouldn't be chosen for ability. Just sex and skin color. Arent we supposed to judge people not on the color of their skin but the cobtent of their hearts.	10/11/2020 10:29 PM
19	Our youth are our future. It should focus on youth.	10/8/2020 10:31 PM
20	Must be paid, otherwise only privileged folks who can afford the time will apply/participate.	10/7/2020 11:57 AM
21	If there is an internship program I think it is important that internships are paid and give a true preview into city/city council work.	10/6/2020 4:43 PM
22	The City of Vancouver should create an internship program to improve City Council representation. Yes, it would be extremely helpful especially for those that have little to no experience being on a City council.	10/5/2020 11:38 PM
23	What kind of internship program?	10/5/2020 10:08 PM
24	No impact on diversity	10/5/2020 4:11 PM
25	How would that work???	10/4/2020 12:16 PM
26	What kind of internships? To council? city departments? neighborhood associations?	10/3/2020 12:58 PM
27	See above	10/3/2020 11:31 AM
28	Maybe. Volunteer. Competitive few positions to start, short term.	10/2/2020 8:31 PM
29	How? All they would learn with the (almost total) Council we have now is how to market empty platitudes, pretend to listen, and then do what the Manager wants. What good is that?	10/2/2020 8:09 PM
30	Great idea!	10/2/2020 6:45 PM

31	Need more info	10/2/2020 3:58 PM
32	Could be seen as a power play and could easily become discriminatory.	10/2/2020 1:33 PM
33	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
34	If kept to a reasonable level, such as X number of interns per city council member.	10/2/2020 12:38 PM

Q40 Strategy F.4.6 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should host a “Shadow-a-Councilmember” program to improve City Council representation. Minor budgetary impact anticipated.

Answered: 339 Skipped: 64

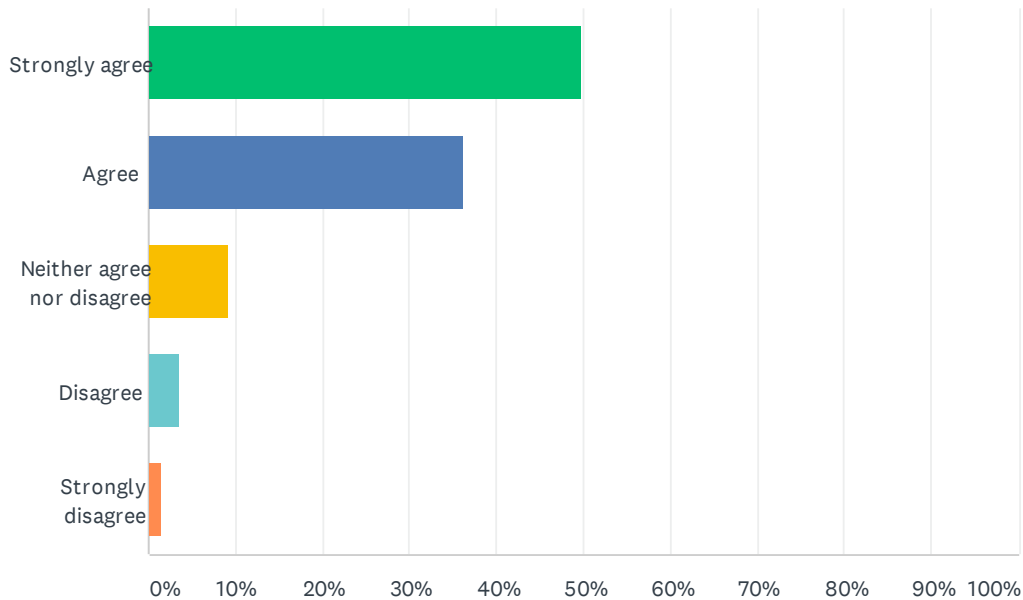


ANSWER CHOICES	RESPONSES	
Strongly agree	25.37%	86
Agree	41.00%	139
Neither agree nor disagree	21.83%	74
Disagree	9.14%	31
Strongly disagree	2.65%	9
Total Respondents: 339		

#	COMMENTS:	DATE
1	This would be cool.	10/29/2020 6:28 PM
2	High school civics	10/29/2020 6:09 AM
3	I know someone is going to have their opinion about this if I were to bring it up if they have been in the area and around Hudson's Bay high school in the early/mid '90s...I think of the 'Eagles Wing' program I was in at Hudson's Bay high school the year of '92-'93. That was supposed to be something positive and enriching. I wish I had more initiative back then, along with a car to get from A to B so I could be more engaged with maybe doing a job-shadowing in a career field I was interested in. :)	10/26/2020 9:05 PM
4	Transparency is of paramount importance.	10/25/2020 10:01 AM
5	How is this different than an internship. How will you vet this group of shadows.	10/24/2020 7:43 AM
6	We don't need a program for something council members should be encouraged to do on their own.	10/23/2020 8:43 PM
7	Only concern I'd have is the potential for the Councilmember to lose focus on the key issues they are discussing/voting on. If they have capacity, great, however as our elected leaders we need them to serve in the now, not be responsible for developing the future	10/23/2020 3:23 PM
8	Sure, internships help individuals learn about jobs/duties Shadowing a community member representing a vulnerable group is also a good idea~ attend meetings for these groups	10/23/2020 12:48 PM
9	I support mentorship. However, I am not really sure how someone could shadow a council member when the bulk of their work happens at their homes reading, researching, and responding to constituents. The mayor has an office, so this would make more sense applied to shadowing the mayor.	10/23/2020 11:26 AM
10	Evergreen Public Schools has a "Principal for the Day" program so maybe this could be patterned after that.	10/23/2020 10:50 AM
11	I believe this could be a part of the Intern Program	10/23/2020 10:18 AM
12	waste of time. You'd see only what they would want you to see. How they vote and act at council meetings is the true measure of their character & integrity	10/23/2020 10:15 AM
13	Sounds like the internship. Just don't pay people or force all the council members to participate if they really don't want to.	10/14/2020 10:00 AM
14	This is called stalking, I cannot see where this does anything but monopolize a city council members time.	10/12/2020 5:02 PM
15	Waste of time. No more puppets needed	10/11/2020 10:29 PM
16	Our youth are our future.	10/8/2020 10:31 PM
17	The City of Vancouver should host a "Shadow-a-Councilmember" program to improve City Council representation. Yes, because again those with little to no experience should know what they are getting themselves into and what to expect.	10/5/2020 11:38 PM
18	Go with them from their day job to their council activities	10/5/2020 4:11 PM
19	These type of things turn out to be rather stilted and not really reflective of a genuine experience.	10/5/2020 11:47 AM
20	See above	10/3/2020 11:31 AM
21	One 1/2 day/year. Same day for everyone with luncheon and sharing what was learned by each student.	10/2/2020 8:31 PM
22	Ewww.	10/2/2020 8:09 PM
23	Busy work for already over loaded council members	10/2/2020 1:33 PM
24	Not sure this will improve City Council representation.	10/2/2020 1:27 PM
25	The more people are encouraged to engage in their community/government, the better off we'll be.	10/2/2020 12:57 PM

Q41 Strategy F.4.7 New and Enhanced Strategies for Diversity, Equity, and Inclusion: Develop Community Leadership Capacity Please note your agreement with the following statement: The City of Vancouver should conduct presentations to high school government classrooms and encourage voter participation to improve City Council representation. Minor budgetary impact anticipated.

Answered: 339 Skipped: 64



ANSWER CHOICES	RESPONSES	
Strongly agree	49.85%	169
Agree	36.28%	123
Neither agree nor disagree	9.14%	31
Disagree	3.54%	12
Strongly disagree	1.47%	5
Total Respondents: 339		

#	COMMENTS:	DATE
1	Just don't make them boring or you'll turn the students off even more!	10/29/2020 6:28 PM
2	We need to improve civic education. Doing so will increase voting rates for young people.	10/28/2020 2:22 PM
3	yes but supported funded NGO's might be better for this role.	10/24/2020 7:43 AM
4	The schools should already be doing this in civics classes. Federal, State, County or City government do not differ too much in how they operate and respond to the citizens they represent.	10/23/2020 4:23 PM
5	Yes!	10/23/2020 3:28 PM
6	Our youth must be included in learning about our local government and City Council role	10/23/2020 12:48 PM
7	Great idea. The challenge is getting schools to fit you into their already crowded curriculum.	10/23/2020 10:37 AM
8	Depends- will the presentations be UNBIASED???	10/23/2020 10:05 AM
9	My third grade classes benefitted from their field trip to the city hall, and afterwards, we had mock city council meetings that were very engaging and developed leadership and citizenship understanding, skills, and positive attitudes: You can be a community leader and make a positive difference!	10/21/2020 1:35 PM
10	ABSOLUTELY! This is soooooooooo important! Our youth are our future, and our present! They deserve to be represented, but often don't even know how or where to start, and the 40+ crowd is making all the decisions for them without their voice or vote!	10/14/2020 7:01 PM
11	Just don't push a particular agenda/indoctrinate the kids while you do it. Stick to the function, not the politics. If done right, it could be a great way to get kids interested in government and perhaps one day they'll run for city council. :)	10/14/2020 10:00 AM
12	This would be good but should already be part of the job. No more money in the budget for this	10/11/2020 10:29 PM
13	Great idea	10/9/2020 8:51 AM
14	Our youth are our future.	10/8/2020 10:31 PM
15	The City of Vancouver should conduct presentations to high school government classrooms and encourage voter participation to improve City Council representation. YES!!! 100% YES! Our youth need to be involved, because they are the future. Some of them will be future leaders. I also strongly believe voting is SO important. Voting is our voice and our power. Our youth need to know there is voting in power, and voting also has a huge impact on so many decisions and issues.	10/5/2020 11:38 PM
16	As long as the government class is something all students take. Otherwise it should target classes that all students take.	10/5/2020 8:30 PM
17	there is a lack of local government info given in Social Studies classes. This would probably encourage participation from all young citizens.	10/5/2020 4:11 PM
18	The city cannot do everything, but could encourage an organization such as the League of Women Voters to do such outreach.	10/5/2020 11:47 AM
19	Great ideas! I am all for removing barriers for those who wish to serve our City.	10/4/2020 2:21 PM
20	Rather than encouraging voter participation, show people how to be informed voters. What are the responsibilities and qualifications for positions? Where to find information about candidates and measures?	10/4/2020 1:08 PM
21	Elected officials to present. Otherwise, it's just another "teacher." Kids (anyone) are impressed when an elected official cares enough to talk with them.	10/3/2020 3:07 PM
22	See above	10/3/2020 11:31 AM
23	Hold an annual assembly with all council present scripted by staff.	10/2/2020 8:31 PM
24	Agree, but must be to seniors only. Any other age group will zone out.	10/2/2020 4:02 PM
25	Again more busy work for over worked council members. It should be accomplished by something called a "CIVIC CLASS."	10/2/2020 1:33 PM

26	A good idea but done through the district council member.	10/2/2020 1:27 PM
27	Having them reach out directly to high school students to know their input as a citizen is a welcomed and encouraged is a solid way to try to get better engagement from younger citizens.	10/2/2020 1:16 PM

Q42 Additional Comments or Feedback:

Answered: 55 Skipped: 348

#	RESPONSES	DATE
1	I defer to the experience and knowledge of BIPOC folks that are on the task force, and the data that city staff can bring to determining whether these strategies increase the likelihood of greater representation on city council of those that have experienced the challenges of BIPOC communities in Vancouver.	10/30/2020 3:01 PM
2	Thank you for the opportunity to participate.	10/29/2020 10:17 AM
3	It is great that the City is having this conversation! While bigger changes like districts and ranked-choice voting are more challenging to implement, I encourage the Task Force to recommend them. These exciting ideas have the potential to revitalize democracy in Vancouver and expand representation.	10/28/2020 2:22 PM
4	There is a need for systematic change to address the disparity in representation and establish voting on the principles of equality and justice. Vancouver currently relies on an undemocratic voting system by electing council members all at-large. As a result, we have a concentration of 7 out of 7 council members living west of I205 and a lack of diversity in socio-economic status, race and ethnicity.	10/26/2020 9:34 PM
5	I think the city should consider a citizen's assembly / participatory budgeting process. This would be a real way to increase citizen engagement with the city and if done in a way that get a random sample of the population would do a good job of increasing representation.	10/24/2020 11:29 AM
6	Be transparent. Provide space for community involvement.	10/24/2020 9:31 AM
7	The City of Vancouver and Clark County should provide, and aggressively announce, monthly and annual financial reports in a clear and consistent manner so that citizenry can follow the money easily and saliently.	10/23/2020 5:45 PM
8	I'm a bit shocked that so many of these questions are presented as new ideas....they should have been done so long ago!!	10/23/2020 2:09 PM
9	Neat survey. You get points just for asking the questions. Thanks! (Would have been nice to have included a progress marker - there were points when I wondered how much longer it would go.)	10/23/2020 10:37 AM
10	I hope that this survey, unlike others, is not shelved nor simply done for sake of checking a box	10/23/2020 10:15 AM
11	I think that voting on anything that has an UNKNOWN BUDGETARY IMPACT- is irresponsible. I also believe that compensating people to represent at this level has many problems tied to it. It is an HONOR and a PRIVILEGE to represent your community. Perhaps adjusting hours and being flexible with days/times will make access better for everyone. On the subject of race- EVERY Vancouver resident should have an opportunity to serve at this level- when you fashion rules that say we need to have so many from each 'category' you are condoning selection BASED on race- that seems like the exact opposite of what we need to do. The outreach- especially if we were able to responsibly budget - could be structured to make sure all citizens had access.	10/23/2020 10:05 AM
12	Thank you for making informed decisions on taking steps toward progress. Many of these initiatives would make a profound impact in our community.	10/23/2020 10:04 AM
13	Wow! What a thorough and thoughtful survey! You should contact The Columbian and have them do an article on why and how this survey was created and what the next steps will be. It is unclear if nonn-city residents can participate, although they definitely will be impacted by the results. Thank you!	10/21/2020 1:35 PM
14	These are very creative ideas. Thank you!	10/21/2020 1:19 PM
15	I LOVE that you are even asking these questions! It shows that at least the thought process is looking to improve this amazing City. Great job and I look forward to the diversity and improvements we can make.	10/19/2020 6:47 PM
16	Wow, this was pretty damn thorough and satisfying to go thru. Amazing, inclusive ideas towards progressive transformative change.	10/19/2020 6:17 PM
17	The City of Vancouver should develop programs and presentations to encourage the Mayor, City Manager, and Council members to answer or acknowledge their mail.	10/18/2020 8:54 AM

18	Many of these I was unsure of on how to answer without a better description of what the specifics would be, so going forward that would help in general as far as deciding these things. One of the biggest things personally is making representatives more accessible for individual citizens to talk to. I've been through a crisis and have spent months trying to get through to reps that might be able to help. I don't know enough about our city council to know if they could even help, but going forward it sounds like programs like these that make the council aware of the issues and problems in the community that keep leading to citizens going through what I have might at least make steps going forward towards alleviating some of the underlying issues.	10/15/2020 9:45 AM
19	This survey was REALLY long. You should put a more accurate time length on the link page so people know when to take it in their day/schedule. In the future, you might want to break it up into a couple different surveys to prevent participant fatigue, especially with the open-ended answers. It will help you get more accurate information.	10/14/2020 10:00 AM
20	Many great ideas here! I'd prefer six separate Council districts within the city and Mayor elected at-large.	10/12/2020 2:06 PM
21	The current Council seems to embody white entitlement who only listen to a few well healed developers and politically active donors as well as neighborhood organizations who don't represent the entire community. I think the biggest problem currently is the people in power not really embracing the need for change.	10/12/2020 9:50 AM
22	Thank you for this opportunity to give input. Is there a targeted time frame for compiling these results and how the results will be shared?	10/12/2020 8:44 AM
23	You keep putting out these surveys to please the far left. Stop screwing around and do your jobs. Trash is everywhere. Homeless fill the streets. Businesses are closing. Many for good. Our kids aren't getting an education. Virtual school doesn't work. Unemployment is high. People are being shamed, bullied and beaten because of the masks. Including people in the city. Public health pushes fear. People are dying. Not from covid but from suicide and medical issues because they couldn't see their doctors. Violence is all around us and nightly. People are suffering irreparable harm right now due to this isolation and you put out these stupid surveys about stupid crap. Anyone who disagrees have their lives ruined by the cancel culture you helped create. We need a mayor and city council that will stand up to the Olympia Idiot who keeps the state closed for an illness with a 99% survival rate.. Put the people back to work. Get the homeless off the street. Educate the children better. Provide a fair criminal justice system and hold those who commit crime accountable. Including members of the city council. Why don't you do something that actually matters and stop wasting time and money with fluff crap like this.	10/11/2020 10:29 PM
24	A lot of what I'm reading would cost money that we do not have. Stop wasting our tax dollars on these things until you get a handle on the basics. Pay for the firefighters pay for the roads pay for the water in the sewer to function properly I'm so tired of seeing all these additional ways to spend the funds which means you're raising taxes on people that already have issues finding affordable housing. Among other things. Stop wasting taxpayer dollars.	10/11/2020 10:25 AM
25	The survey is too long. The section on districts makes it sound like the districts would be like the County instead of like school boards (except Vancouver PS). Too much focus on neighborhood associations which further the status quo and don't typically engender new, younger thinking and perspective.	10/9/2020 9:11 AM
26	Really long.	10/8/2020 10:31 PM
27	Long survey!	10/8/2020 6:05 PM
28	thanks for asking for my input	10/7/2020 12:15 PM
29	Currently, Vancouver city hall is the most blatantly racist Organization I have ever encounter. The city manager, city attorney's, the mayor, and many others. Under this current group, nothing is going to change.	10/6/2020 2:19 PM
30	It would have been helpful to know the source of these ideas. If any of them were recommended by diverse communities expressing what would help them, I would strongly support those ideas. Community education and outreach starts here.	10/5/2020 8:30 PM
31	This survey was WAY too long. Bring it down to 5-7 choices or you are going to lose people.	10/5/2020 7:08 PM
32	Thanks for the opportunity to comment!	10/5/2020 2:34 PM

33	The survey is so lengthy that I wonder how many people will devote the time and thought required thought to completing it.	10/5/2020 11:47 AM
34	Recruit seniors with youth	10/4/2020 9:47 PM
35	Thank you for the opportunity to be heard via this survey.	10/4/2020 2:21 PM
36	This survey was WAY TOO LONG. Shorten it down to 10 key questions. Some terminology was used without explanation or examples. How are people to give feedback if they don't know what you are asking?	10/4/2020 1:08 PM
37	So much of this is redundant and provides so little background information, financials, or outcomes, it is hardly worth the exercise.	10/4/2020 12:16 PM
38	Web attendance should continue after the pandemic. Sidewalk and location accessibility of the city should be reviewed. CVAN is awesome.	10/3/2020 5:25 PM
39	Thanks for asking.	10/3/2020 3:07 PM
40	Please consult with Black and POC professionals about how to make the City of Vancouver an equitable place to volunteer and serve. Surveying white people won't get you where we need to be.	10/2/2020 9:20 PM
41	These questions worry me. Open meeting for discussion?	10/2/2020 8:31 PM
42	Really disappointed with the Council and Mayor. No leadership, only do what they are told.	10/2/2020 8:09 PM
43	Take some money from police and put it into social programs. NAMI, jail rehabilitation, big brothers things like that. Internet for all! For free! Counselors for all. I think we all need healing from something in our lives, we need to learn how to love each other. Get people who want to teach love to everyone in the community. A kindness class. Have it broadcasted. Make it a weekly thing. The reader boards on the freeway can read positive quotes. The Need To Grow documentary is a must watch. We can learn a lot on how to re vamp our city. Gardens on roof tops of grocery stores. Make electric vehicles cheaper(don't think you can but we can hope) and buy them so that the community can use them. My name is Monica Zazueta. My number is 360 723 7707. Call me I would love to chat.	10/2/2020 7:02 PM
44	Thank you for taking the issue of diversity seriously.	10/2/2020 5:58 PM
45	I think the City of Vancouver needs more diversity on the City Council but I also think you are making a good effort to address this issue.	10/2/2020 4:04 PM
46	Thank you for allowing me to participate in your survey.	10/2/2020 3:45 PM
47	Many of the suggestions are valid and could be tried. Keep in mind council members are already over worked. Find ways for the community to be involved more rather than laying it all on council and staff	10/2/2020 1:33 PM
48	I think to make many of the ideas here effective they the council members to be elected by districts.	10/2/2020 1:27 PM
49	Along these lines, why do their closest friends and colleagues always have to replace them when they leave? It's a little inner circle of like mindedness and the privelege of both wealth AND time. I think everyone up their is best friends with former council member Jack Burkman, the epitome of privelege... recruiting his buddies like Bart Hansen.	10/2/2020 1:19 PM
50	I wish you explained some of these ideas better. Like a glossary on what exactly is a citizen academy. There were several moments like that in this survey where what your were suggestion was unclear to me. A way to define them would have been helpful.	10/2/2020 1:16 PM
51	This was a great outreach survey. Thank you for taking the time to create it and review responses!	10/2/2020 12:26 PM
52	Vancouver is rapidly growing and changing from a small town to a city that will need solid and diverse leadership to develop into a productive and active.member.of the state. This survey gives me hope for the future.	10/2/2020 12:14 PM
53	Thanks to the Commission for doing this important work.	10/2/2020 12:10 PM
54	Survey was awfully long and somewhat redundant. Will be interested to see how many made it	10/2/2020 12:08 PM

all the way through.

55	The majority of the questions asked in this survey are about DEI issues and not "increasing representation on City Council." The Councilors and Board/Commission members should ALL be trained on DEI and leadership. To diversify Councilors, diverse groups need to step up and run candidates. This is nothing that can be "districted" or "trained" in.	10/2/2020 12:02 PM
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Appendix C



Task Force on Council Representation

CITY OF
Vancouver
WASHINGTON

Community Outreach and Engagement

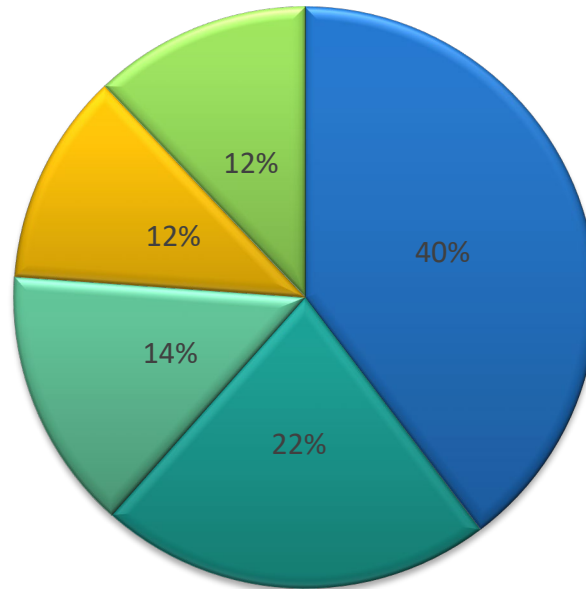
- Outreach and Engagement Period: October 1st thru 30th
 - Be Heard Vancouver Project Page w/ Survey Link
 - 2 Virtual Open Houses
 - 2 Be Heard Vancouver Newsletter Email blasts
 - Over 1,000 recipients
 - Vancouver Connects Newsletter Email
 - Over 10,000 recipients
 - Weekly Email Newsletter Blast to Neighborhood Associations
 - Numerous Facebook, Twitter, Instagram, and Next-door posts
 - Re-shared by community organizations representing residents of color

Possible strategies to improve diversity and representation:

- *Ranked-Choice Voting*
- *Nomination of City Councilmembers by Geographic District*
- *A hybrid option implementing Ranked-Choice Voting and Geographic Districts*

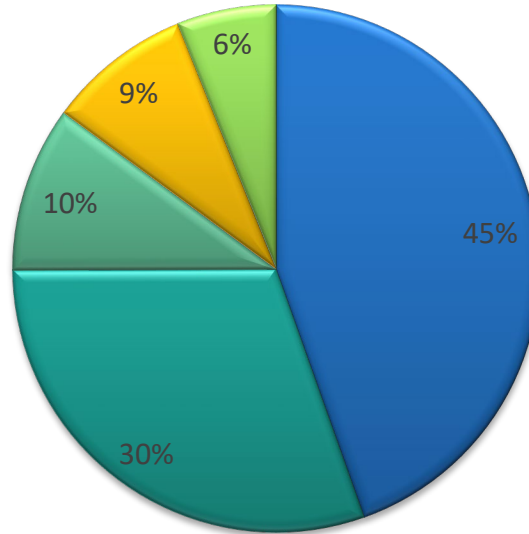
Strategy A: Ranked Choice Voting

Allows voters to rank candidates by preference rather than casting a vote for a single candidate running for a position on a ballot.

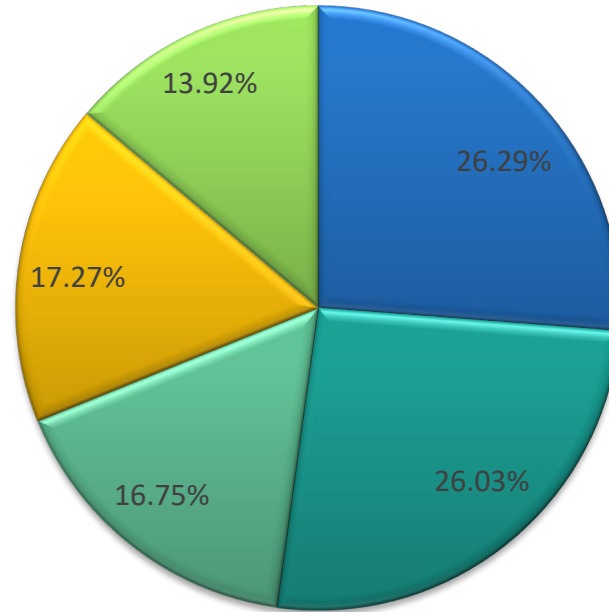


Strategy B: Nomination of City Councilors by district.

Divides city into geographic areas. A candidate must reside in a specific area to be eligible for that council position.



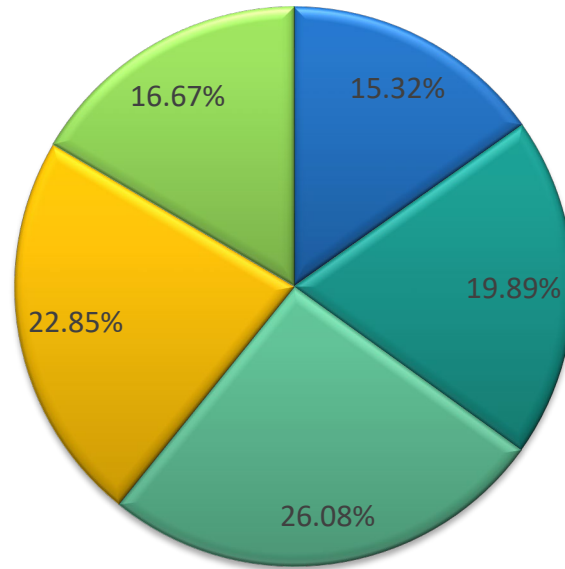
Strategy C: A hybrid of Ranked Choice voting and geographic districts.



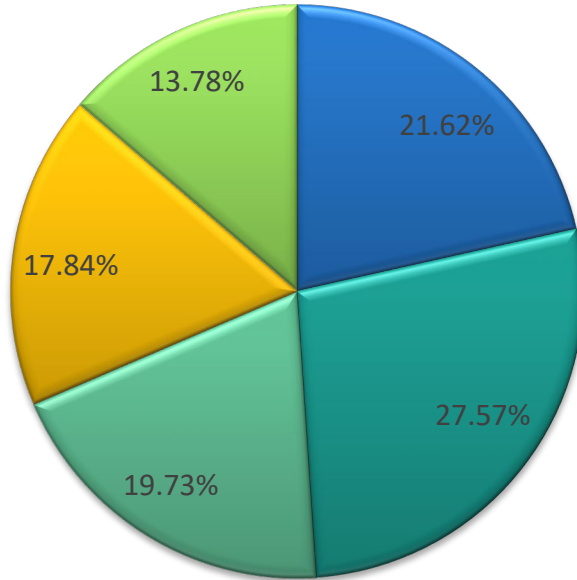
Strategies for Increasing Representation on Council

- Increasing Access/Representation on City Council:
 - Expanding the size of Council
 - Financial assistance to candidates running for Council
 - Charter Amendment: Term Limits
 - Advocate for State Law Change: Allow local elections in even number years
 - Provide Diversity, Equity and Inclusion training to Council, Boards and Commissions

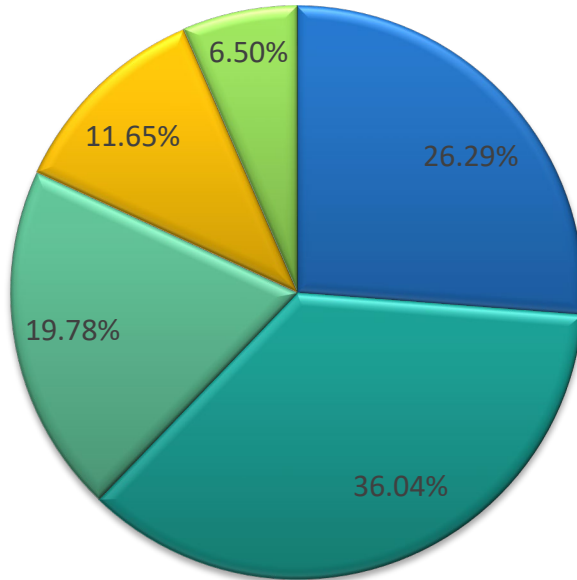
The City of Vancouver should consider expanding the size of Council from the current size of six Councilmembers plus the Mayor.



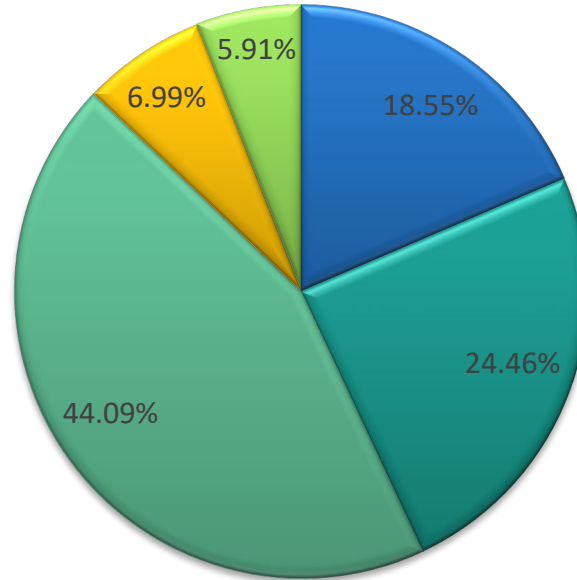
The City of Vancouver should consider financial assistance/campaign voucher programs for City Council candidates to improve representation.



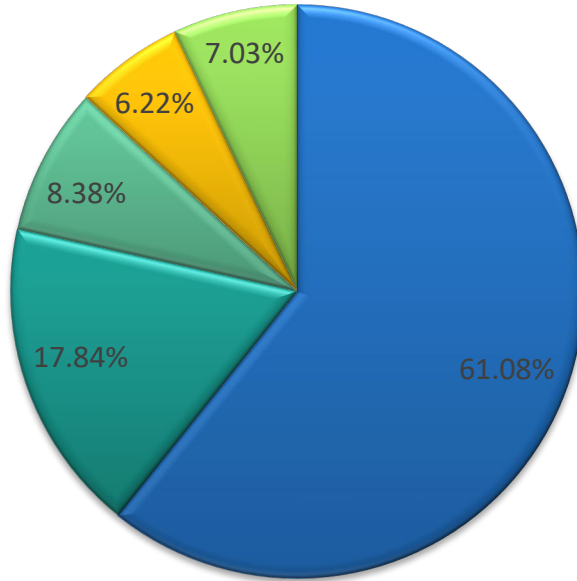
The City of Vancouver should consider a charter amendment to reduce incumbency bias as a step to improve City Council diversity. (Term Limits)



The City of Vancouver should advocate for changes to state law to enable even-year City Council elections to improve City Council representation.



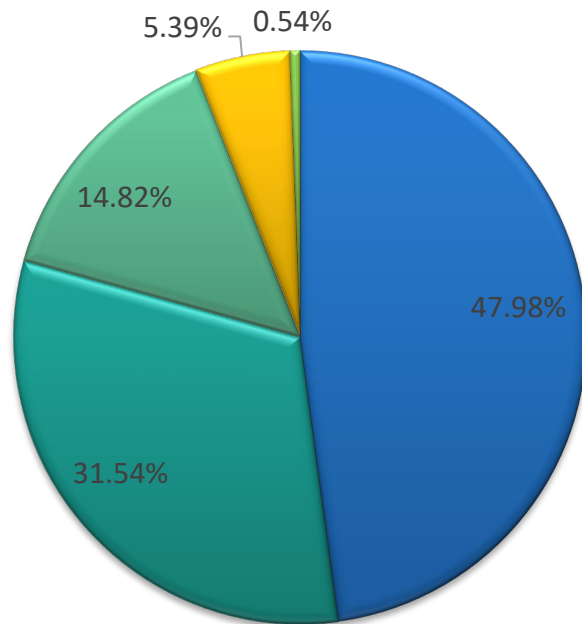
The City of Vancouver should provide diversity, equity, and inclusion training for City Council, Boards, and Commissions to improve City Council representation.



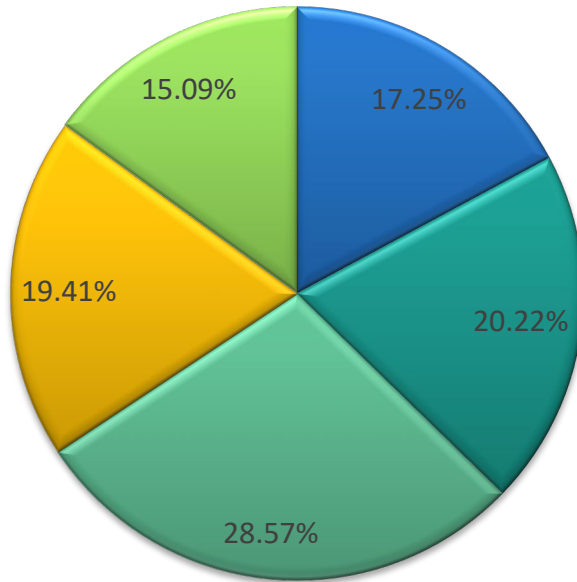
Strategies for increasing access to City Council

- Reducing citizen participation barriers
 - Providing ASL Interpretation
 - Providing no cost transportation
 - Providing no cost childcare
 - Providing citywide internet
 - Providing audio/video recordings of public meetings
 - Moving council meeting locations
 - Providing financial assistance programs
 - Conduct listening sessions, forums and town halls

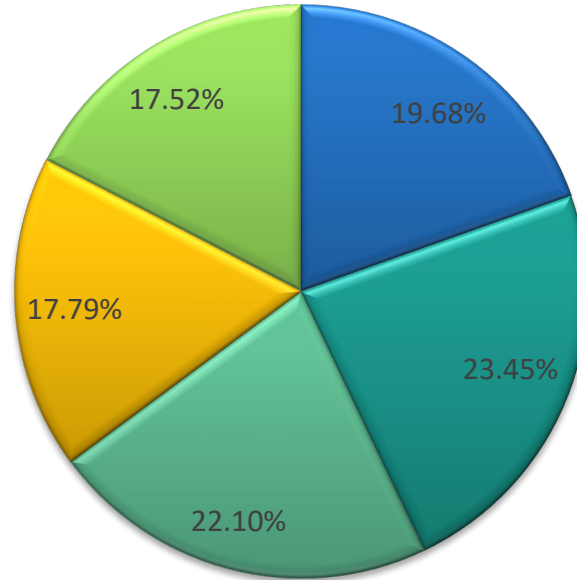
The City of Vancouver should provide American Sign Language interpretation at City Council meetings to improve representation.



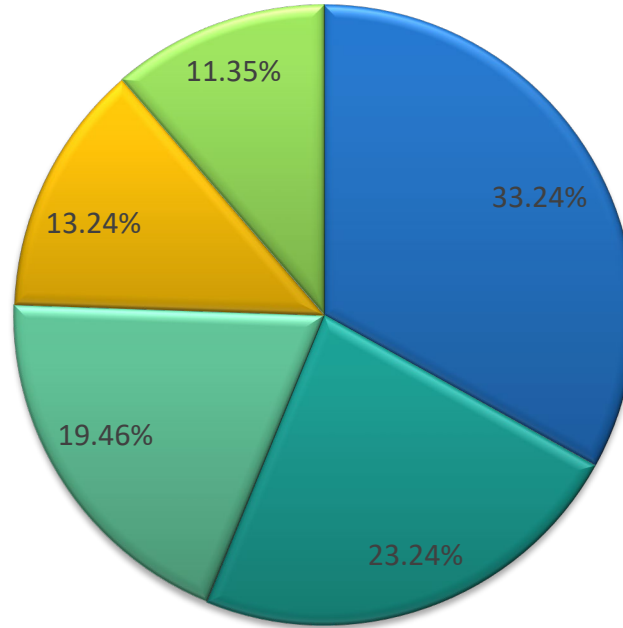
The City of Vancouver should provide no-cost transportation to and from City Council meetings to improve representation.



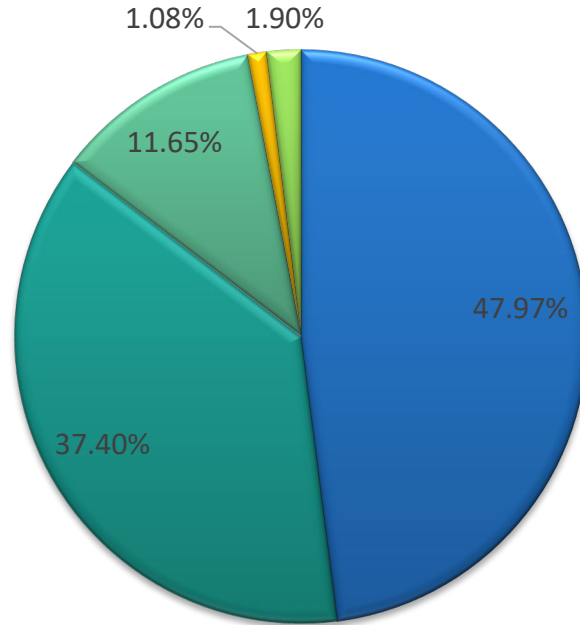
The City of Vancouver should provide childcare at City Council, Board, and Commission meetings to improve representation.



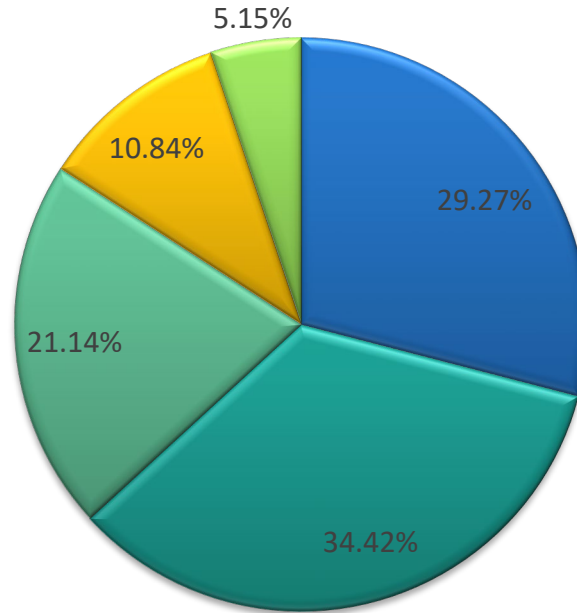
The City of Vancouver should deploy free internet access throughout the City to improve representation.



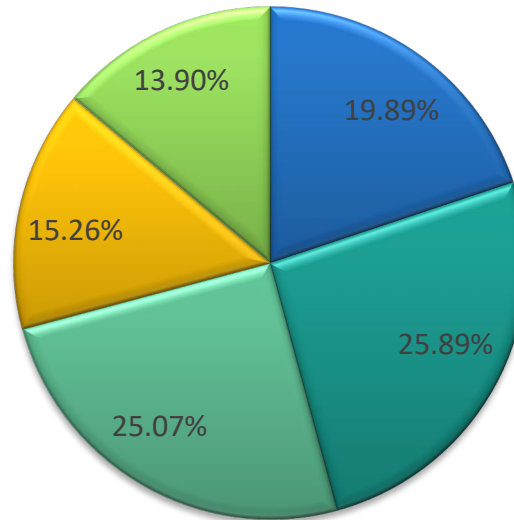
The City of Vancouver should provide audio/video recordings of City Council. Boards, Commission and Task Force meetings to improve representation.



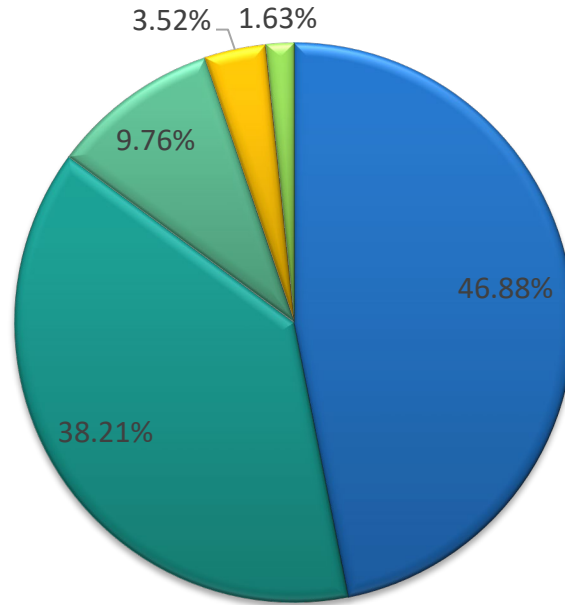
The City of Vancouver should conduct City Council meetings and town hall meetings at varied locations throughout the city to improve representation.



The City of Vancouver should coordinate with community organizations to create financial assistance programs for City Council, Boards and Commission candidates to improve representation.



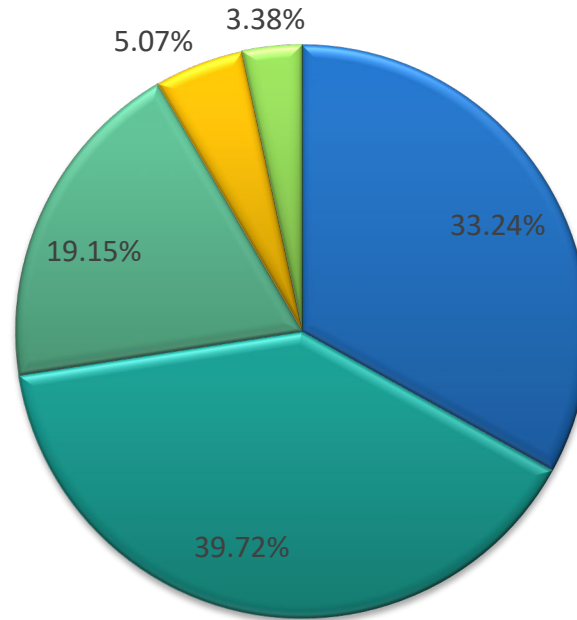
The City of Vancouver should conduct regular listening sessions, citizen forums, and town hall meetings to improve representation.



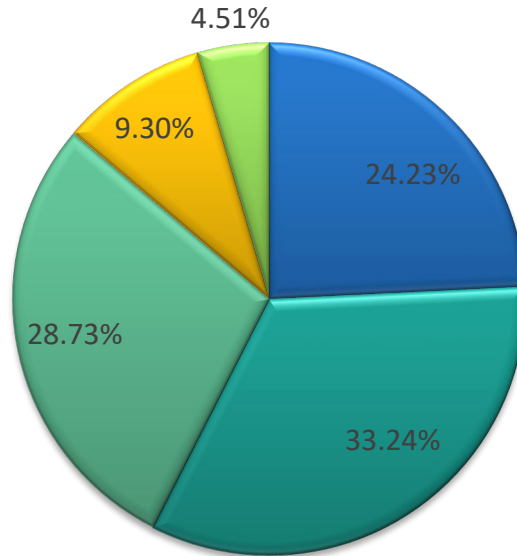
Empowering Neighborhoods and Community Organizations

- Increasing neighborhood/community outreach and coordination
 - Assign Councilors to specific NA's
 - Creative campaign to highlight NA's/Community Orgs
 - Low or no cost gratuities to NA leaders
 - NA/Community Org updates at Council Meetings
 - Provide virtual/in-person meeting formats to NA's
 - Provide free childcare at NA Meetings
 - Provide Diversity, Equity and Inclusion training to NA's
 - Conduct listening sessions, forums and town halls

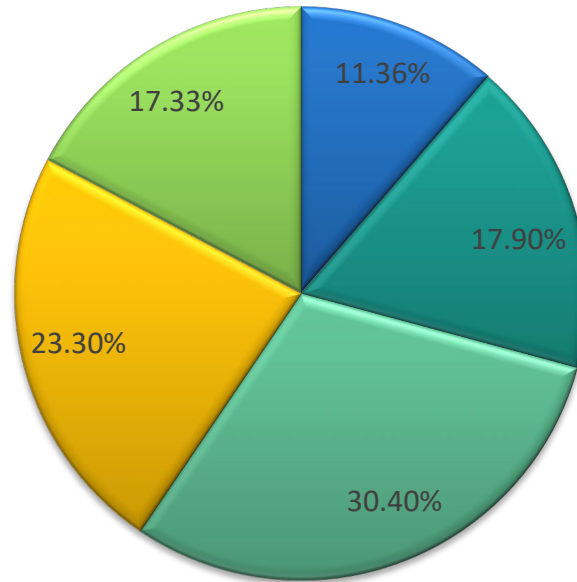
The City of Vancouver should assign City Council members to neighborhood associations as specific points of contact to improve representation.



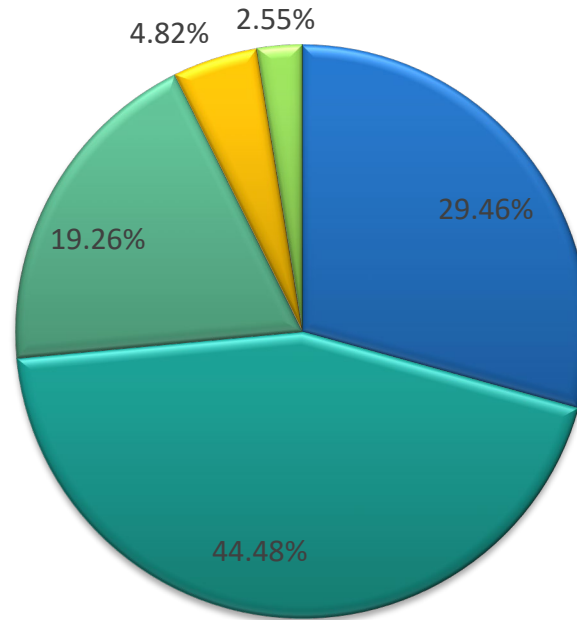
The City of Vancouver should undertake a creative campaign highlighting the function and contributions of neighborhood associations and other community based organizations to improve representation.



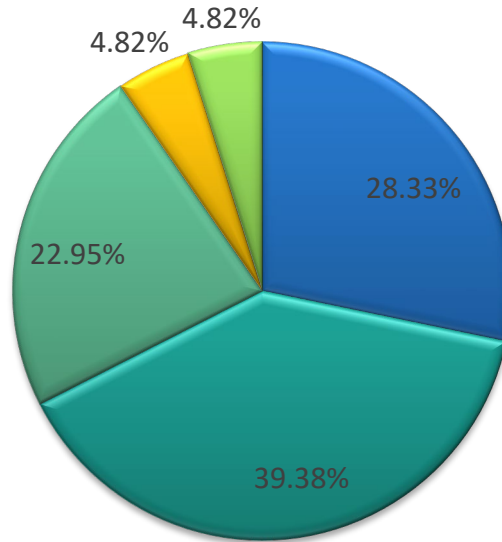
The City of Vancouver should provide a low or no cost gratuity for neighborhood leaders to improve representation.



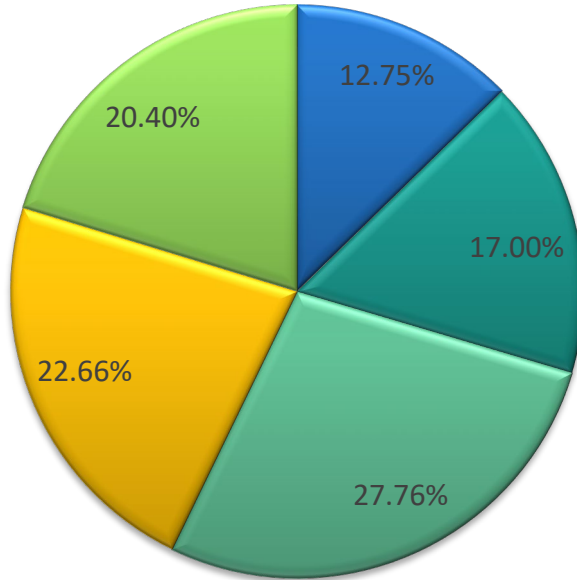
The City of Vancouver should have regular updates at Council meetings from neighborhood associations and community organizations to improve representation.



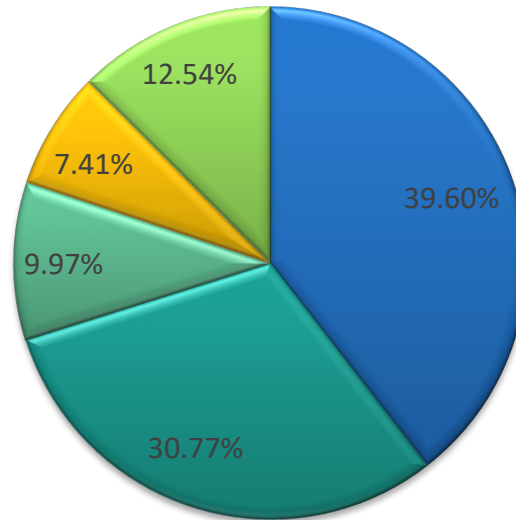
The City of Vancouver should provide for neighborhood associations to have both virtual and in-person meeting formats with a system of archiving meeting proceedings for public access to improve representation.



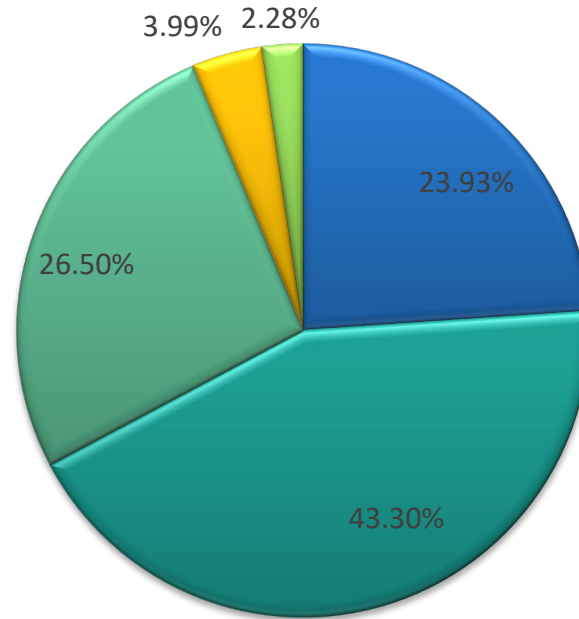
The City of Vancouver should provide childcare for neighborhood associations meeting attendees to improve representation.



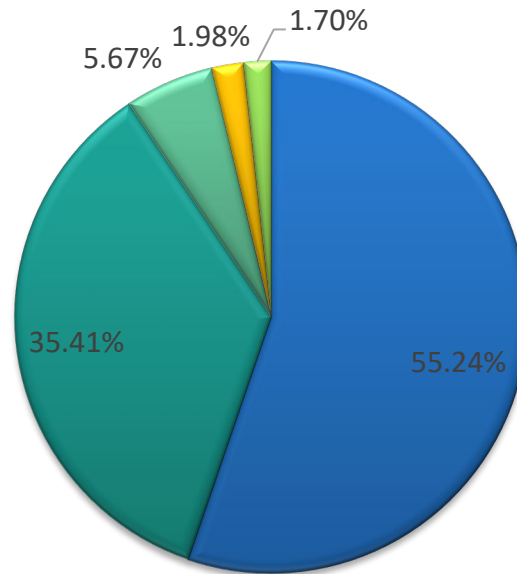
The City of Vancouver should provide diversity, equity and inclusion training for neighborhood association/community based organization leaders to improve representation.



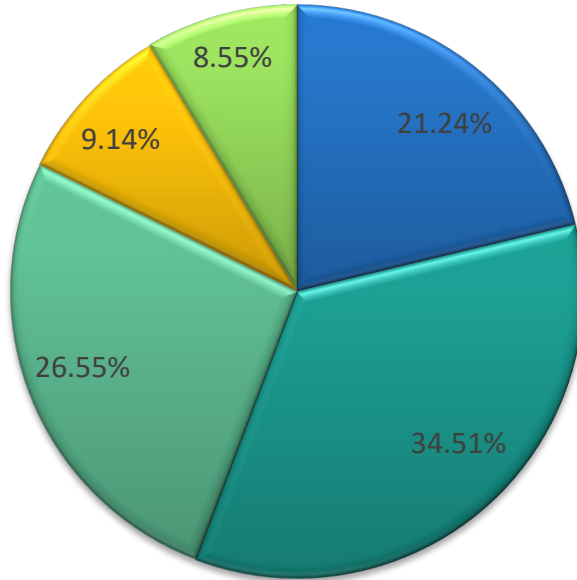
The City of Vancouver should provide tours of City operations for community members to improve representation.



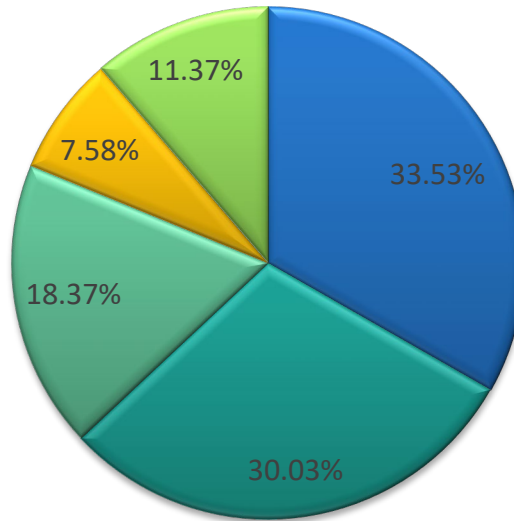
The City of Vancouver should periodically invite residents and neighborhood association members to attend a council meeting when agenda items have direct impacts to improve representation.



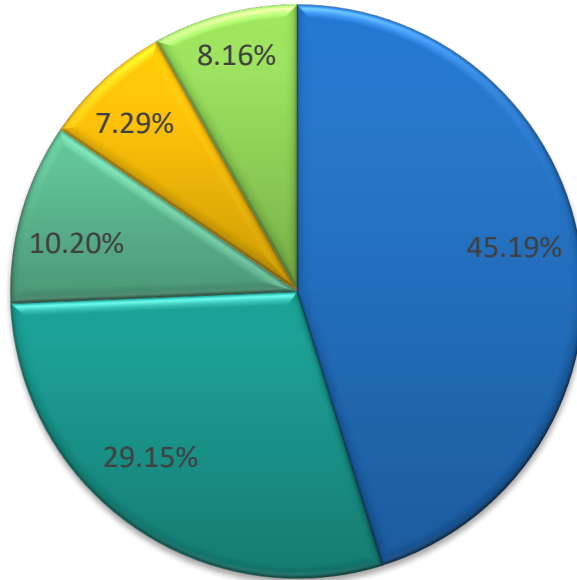
The City of Vancouver should sponsor participants in the Leadership Clark County program to improve representation.



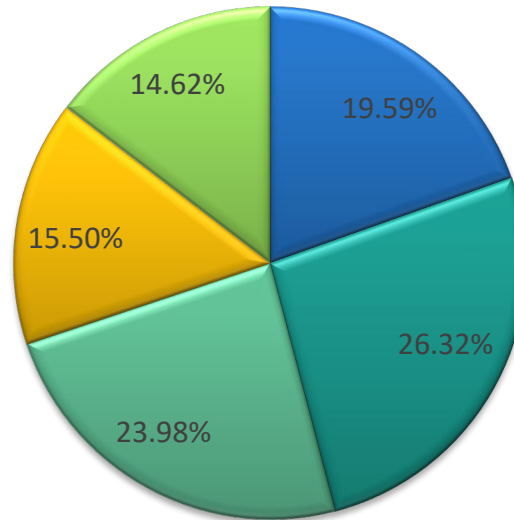
The City of Vancouver should set policy prioritizing the appointment of candidates from underrepresented populations to Boards and Commissions to improve representation.



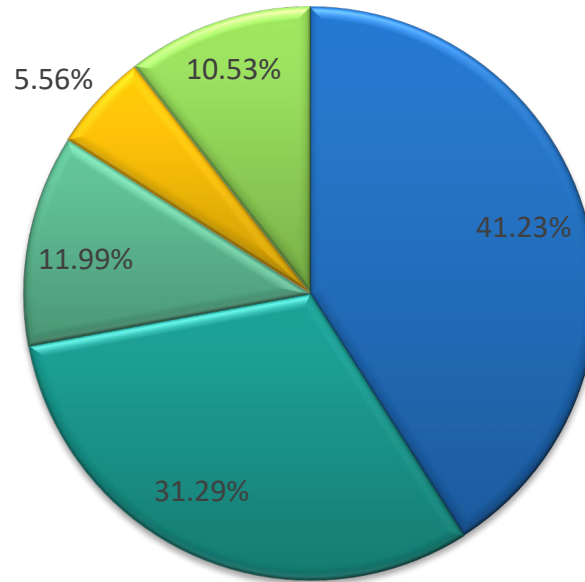
The City of Vancouver should review the Board and Commission appointment process with a focus on equity to improve council representation.



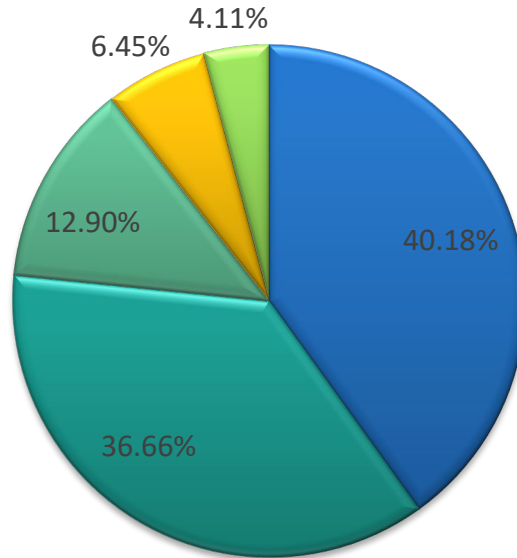
The City of Vancouver should coordinate with community organizations to create financial assistance programs for Council, Board and Commission candidates to improve representation.



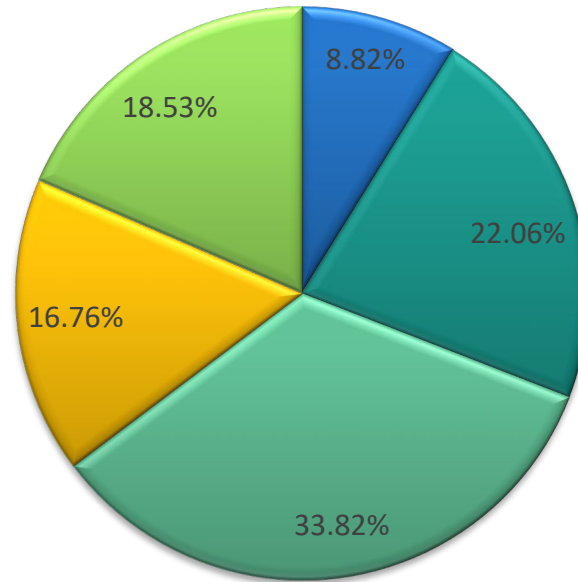
The City of Vancouver should actively recruit candidates from underrepresented populations to serve on Boards and Commissions to improve representation.



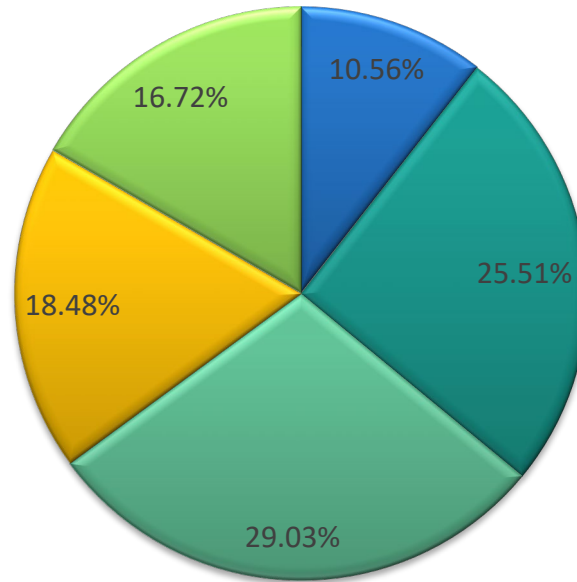
The City of Vancouver should provide new resident welcome information in multi-lingual formats introducing city officials, boards, commissions and city contact information to improve representation.



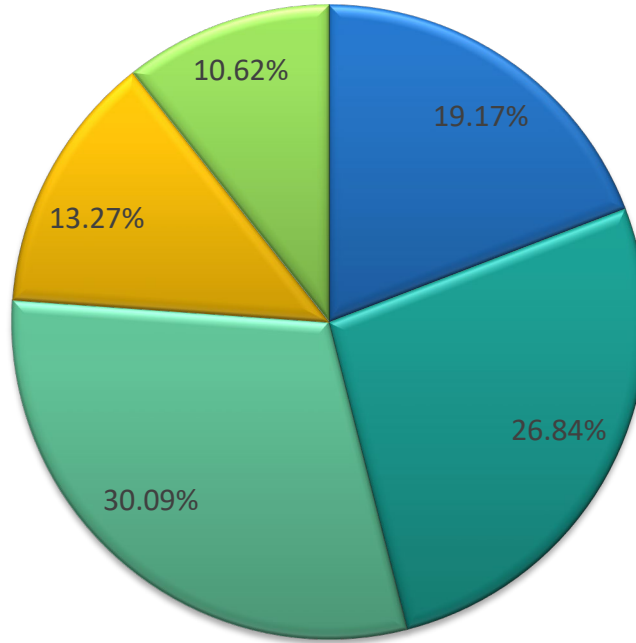
The City of Vancouver should provide free and/or low-cost gratuities for service on Boards and Commissions to improve representation.



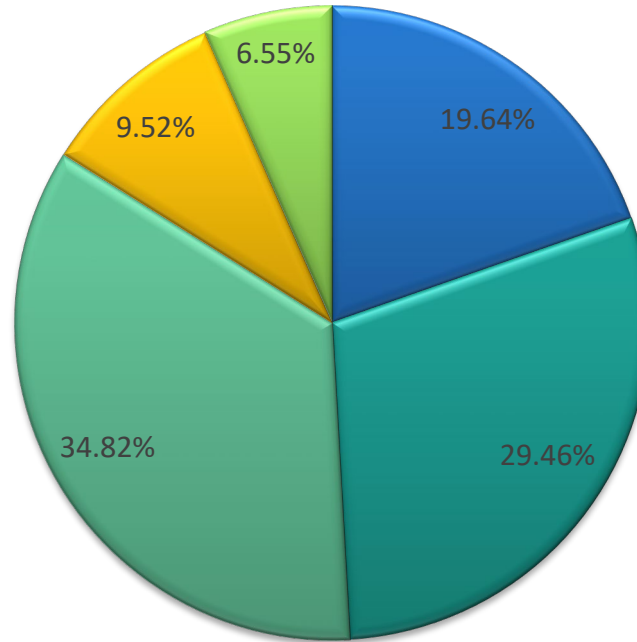
**The City of Vancouver should provide
stipends/compensation for service on Boards and
Commissions to improve representation.**



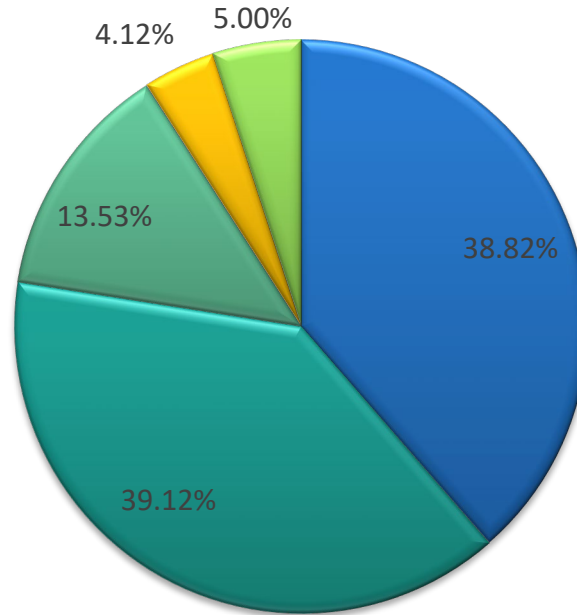
The City of Vancouver should increase outreach staffing levels to improve City Council representation.



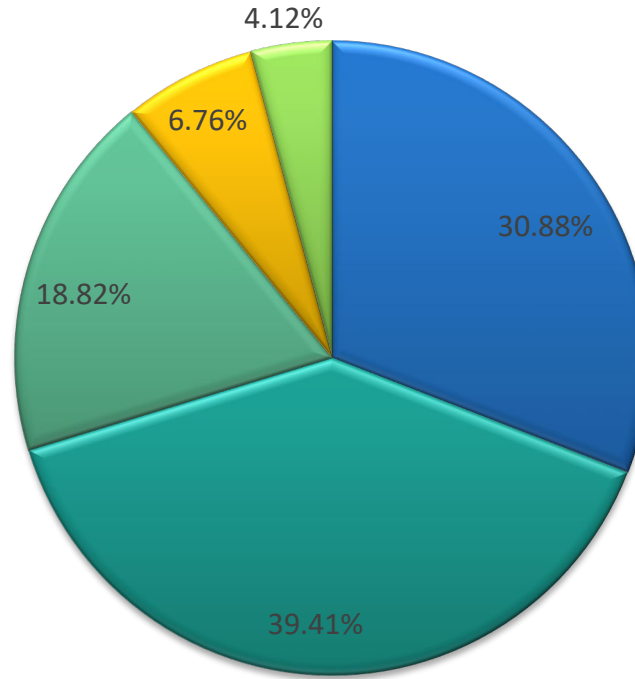
The City of Vancouver should create a citizen academy to improve City Council representation.



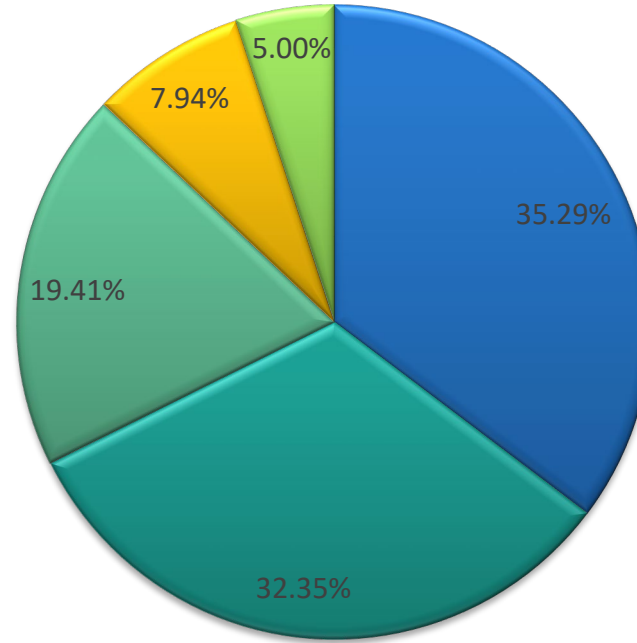
The City of Vancouver should participate in culturally relevant community forums to introduce the City to diverse constituencies to improve representation.



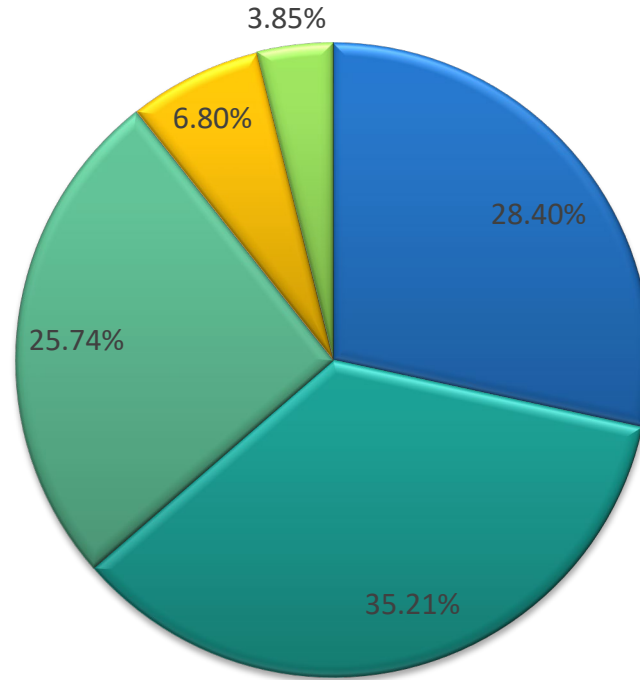
The City of Vancouver should provide leadership training for Boards and Commissions to improve representation.



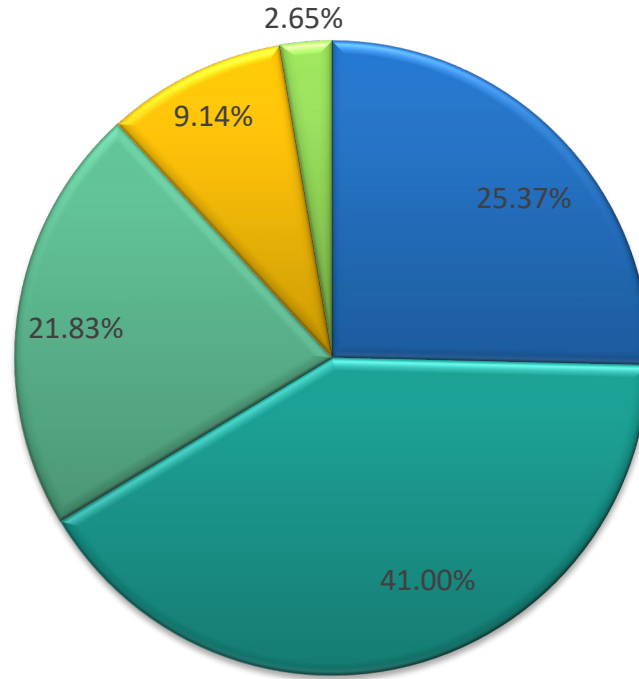
The City of Vancouver should form a youth council to improve City Council representation.



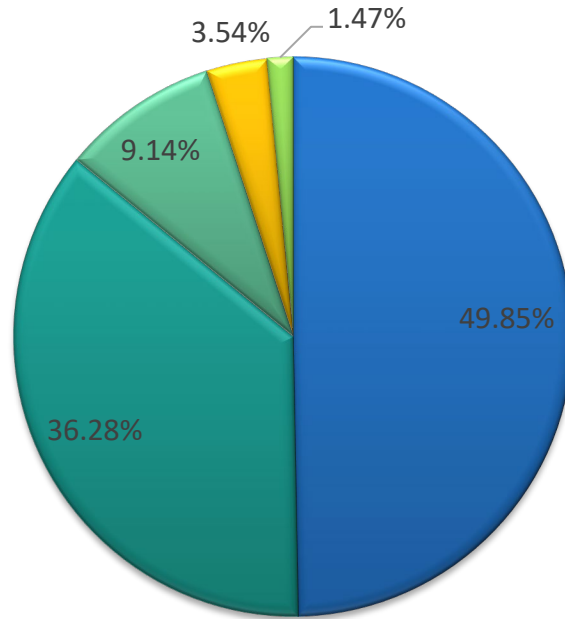
The City of Vancouver should create an internship program to improve City Council representation.



The City of Vancouver should host a “Shadow-a-Councilmember” program to improve representation.



The City of Vancouver should conduct presentations to high school government classrooms and encourage voter participation to improve representation.



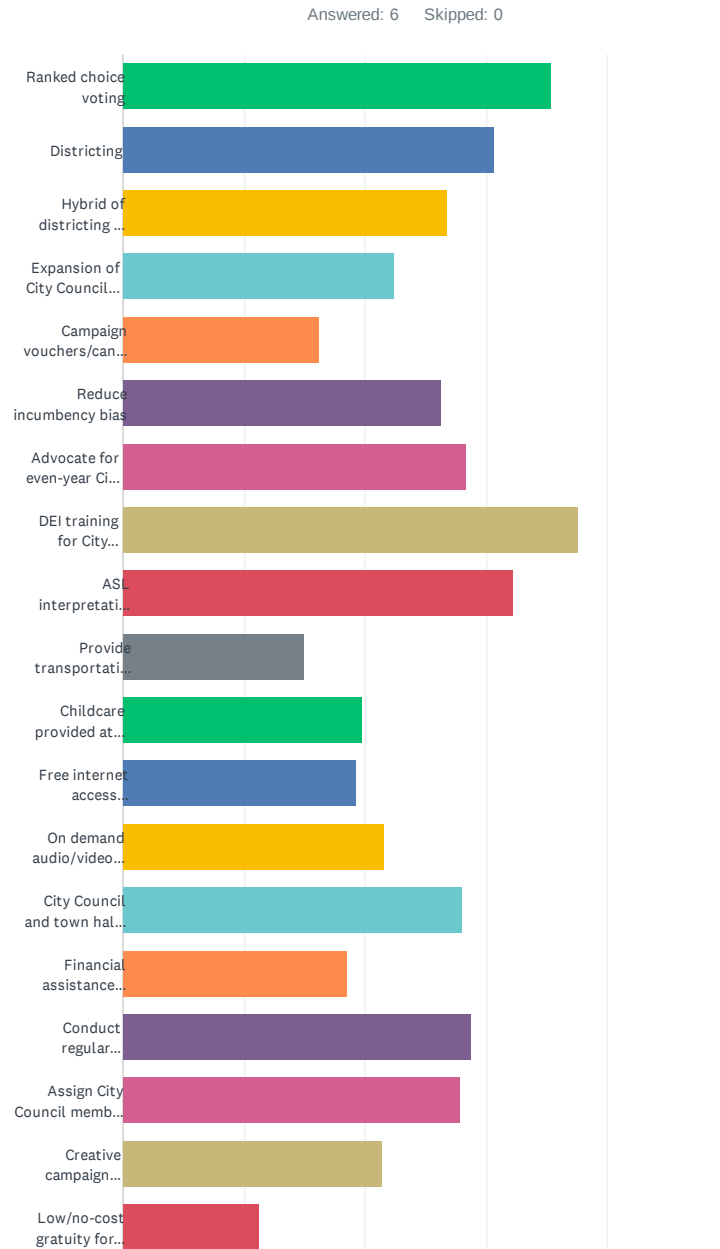
VANCOUVER
CITY HALL

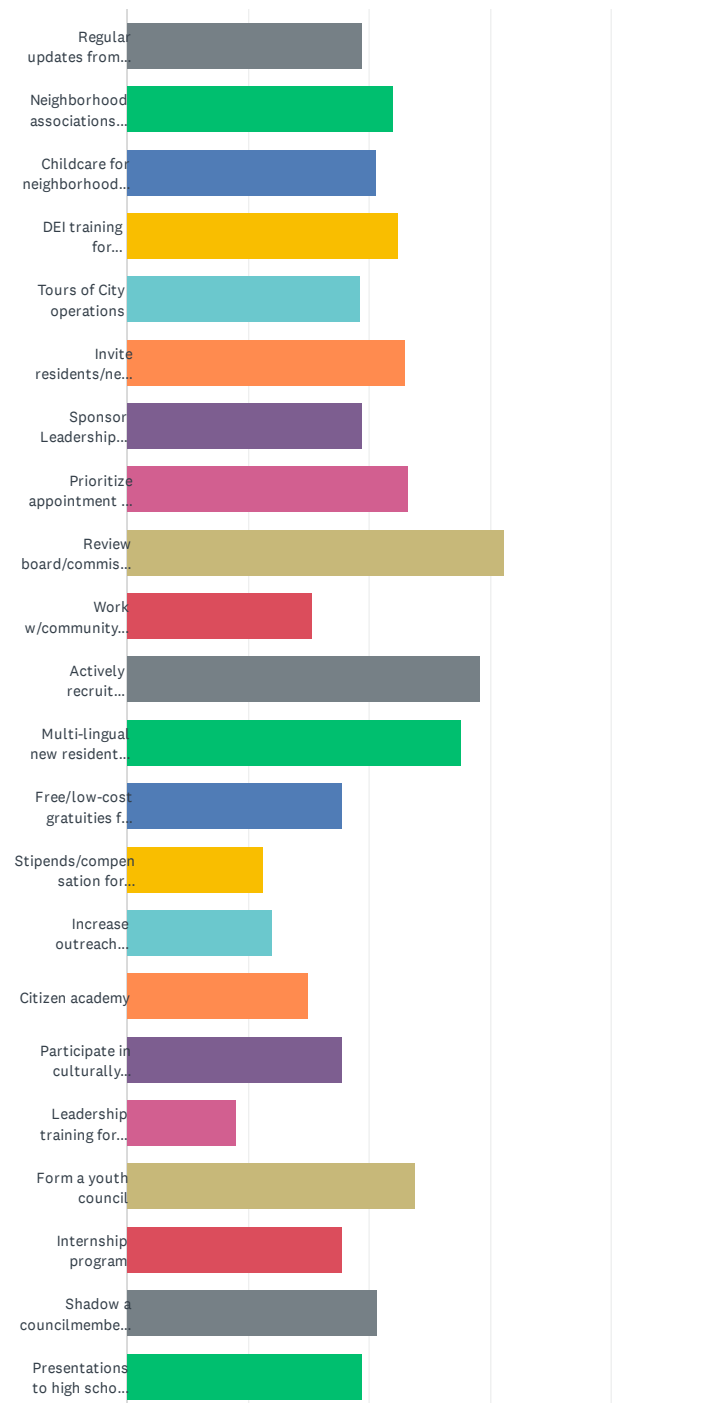
CITY OF
Vancouver
WASHINGTON

Appendix D



Q1 Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.





0 10 20 30 40 50

Community Task Force on Council Representation

SurveyMonkey

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
Ranked choice voting	40.00% 2	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	
Districting	60.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Hybrid of districting and ranked choice voting	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Expansion of City Council size	0.00% 0	0.00% 0	0.00% 0	20.00% 1	20.00% 1	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Campaign vouchers/candidate financial assistance	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Reduce incumbency bias	0.00% 0	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	
Advocate for even-year City Council elections	0.00% 0	16.67% 1	0.00% 0	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 2	16.67% 1	
DEI training for City Council, boards, and commissions	0.00% 0	20.00% 1	20.00% 1	0.00% 0	20.00% 1	40.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
ASL interpretation at City Council meetings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Provide transportation to/from City Council meetings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Childcare provided at City Council, board, and commission meetings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Free internet access throughout City	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	
On demand audio/video archives of City Council, board, commission, and task force meetings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 2	
City Council and town hall meetings conducted at varied locations throughout City	0.00% 0	0.00% 0	40.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Financial assistance coordinated with community orgs for Council/board/commission candidates	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	
Conduct regular listening sessions/citizen forums/town hall meetings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Assign City Council members to neighborhood associations as liaisons	0.00% 0	20.00% 1	0.00% 0	40.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Creative campaign highlighting neighborhood associations and community organizations	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	
Low/no-cost gratuity for neighborhood leaders	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	
Regular updates from	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Community Task Force on Council Representation

SurveyMonkey

neighborhood associations/community orgs at Council meetings	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Neighborhood associations have virtual/in person meetings; accessible archive of proceedings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Childcare for neighborhood association meetings	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
DEI training for neighborhood associations/community orgs	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Tours of City operations	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	40.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Invite residents/neighborhood associations to meetings esp. when impacted by agenda item	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0
Sponsor Leadership Clark County participants	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Prioritize appointment of underrepresented population candidates to boards and commissions	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0
Review board/commission appointment process with focus on equity	0.00% 0	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Work w/community orgs to create financial assistance programs for Council/board/commission candidates	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Actively recruit candidates from underrepresented groups to serve on boards/commissions	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	40.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Multi-lingual new resident welcome information	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	40.00% 2	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Free/low-cost gratuities for service on boards/commissions	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0
Stipends/compensation for service on boards/commissions	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0
Increase outreach staffing levels	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0
Citizen academy	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1
Participate in culturally relevant community forums to introduce City	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Leadership training for	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Community Task Force on Council Representation

SurveyMonkey

boards and commissions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Form a youth council	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	20.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Internship program	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Shadow a councilmember program	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0
Presentations to high school government classrooms	0.00% 0	0.00% 0	0.00% 0	50.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0

Q2 Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

Answered: 4 Skipped: 2

#	RESPONSES	DATE
1	I used a mixture of three things in determination... 1. What my thoughts are on items that will be most effective at bringing more forms of diversity to the City Council. 2. What I gathered from the citizen survey results. 3. What I believe is feasible, given budget restraints, what voters may approve, and what City Council Members may approve of. One thing I really wish we had done differently is take some small items that really are easily/cheaply implemented and run with those on a separate list. I don't want these items to be tossed away, simply because they don't make the top 5 list. There are many of them that can be easily implemented.	11/17/2020 7:29 PM
2	Sponsorship of trainings on how to run, such as partner with affinity groups, County and Greg Kimsey to hold a workshop(s) on how to file, government structure, typical costs of running campaigns, what are the electable seats in area, etc. - hosted and led by a coalition of BIPOC. I focused on the top 10 to 12 or so.	11/17/2020 7:12 PM
3	I believe districting should come before RCV. RCV is harder to understand and there remain legal questions. RCV is something I would advocate for at a later time. We need to do something NOW as opposed to waiting for legal opinions and an elaborate educational promotion of RCV.	11/17/2020 5:01 PM
4	Our goal is to "identify, develop and recommend practical strategies and policies that supports elected representation (including districts) on the City Council that more closely reflects the Vancouver community. My rationale for supporting the above policies is that they are the best at producing equality of opportunity vis-a-vis equality of outcome. Ranked-choice voting promotes diversity of political viewpoint as well as diversity of candidate background and demographics. Even in single-winner races, RCV can promote the representation of historically under-represented groups. Even-year elections generally have higher voter turnout than odd-year elections. The city conducts elections for city office on odd-years. If we moved from odd-year to even-year elections and 70% of voters are participating in an election compared to 50% you might have a better representation of what voters want it seems.	11/16/2020 10:34 AM

Q3 Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session? Please list.

Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	Districting, DEI Training for City Council/Boards/Commissions	11/18/2020 7:24 AM
2	Reduce incumbency bias Internship Program I think we all should have a discussion together to determine how we present districts/RCV/hybrid to the Council. I think that if there is one thing that we actually vote on as a Task Force, it should be our recommendation to council regarding these three options.	11/17/2020 7:29 PM
3	I can do districting, assessment of current appointment process for board/commission, key messaging on overall effort and desire to phase in as funding becomes available or opportunities for partnerships while maintaining an open door to creative innovative strategies that we haven't thought of it.	11/17/2020 7:12 PM
4	1.Districting. City Council 2.Council members assigned to NAs. 3.Meeting in various parts of City 4.Incumbency Bias (Ranked in order of interest)	11/17/2020 5:01 PM
5	districting will be harmful to the city's future. I would like to present those reasons to the council. term limits are not healthy for local governments. same remark	11/16/2020 11:16 AM
6	Ranked-choice voting or even-year elections	11/16/2020 10:34 AM

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 16, 2020 9:49:54 AM
Last Modified: Monday, November 16, 2020 10:33:50 AM
Time Spent: 00:43:56
IP Address: 67.171.135.247

Page 1: Hello Task Force on Council Representation!

Q1

Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.

Ranked choice voting	1
Expansion of City Council size	4
Campaign vouchers/candidate financial assistance	3
Advocate for even-year City Council elections	2

Q2

Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

Our goal is to "identify, develop and recommend practical strategies and policies that supports elected representation (including districts) on the City Council that more closely reflects the Vancouver community. My rationale for supporting the above policies is that they are the best at producing equality of opportunity vis-a-vis equality of outcome.

Ranked-choice voting promotes diversity of political viewpoint as well as diversity of candidate background and demographics. Even in single-winner races, RCV can promote the representation of historically under-represented groups.

Even-year elections generally have higher voter turnout than odd-year elections. The city conducts elections for city office on odd-years. If we moved from odd-year to even-year elections and 70% of voters are participating in an election compared to 50% you might have a better representation of what voters want it seems.

Q3

Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session? Please list.

Ranked-choice voting or even-year elections

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 16, 2020 11:04:44 AM
Last Modified:	Monday, November 16, 2020 11:16:29 AM
Time Spent:	00:11:44
IP Address:	24.21.66.54

Page 1: Hello Task Force on Council Representation!

Q1

Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.

Ranked choice voting	1
Districting	41
Hybrid of districting and ranked choice voting	40
Expansion of City Council size	39
Campaign vouchers/candidate financial assistance	38
Reduce incumbency bias	37
Advocate for even-year City Council elections	5
DEI training for City Council, boards, and commissions	6
ASL interpretation at City Council meetings	7
Provide transportation to/from City Council meetings	36
Childcare provided at City Council, board, and commission meetings	35
Free internet access throughout City	34
On demand audio/video archives of City Council, board, commission, and task force meetings	33
City Council and town hall meetings conducted at varied locations throughout City	31
Financial assistance coordinated with community orgs for Council/board/commission candidates	32
Conduct regular listening sessions/citizen forums/town hall meetings	8
Assign City Council members to neighborhood associations as liaisons	30
Creative campaign highlighting neighborhood associations and community organizations	29
Low/no-cost gratuity for neighborhood leaders	28
Regular updates from neighborhood associations/community orgs at Council meetings	27
Neighborhood associations have virtual/in person meetings; accessible archive of proceedings	10
Childcare for neighborhood association meetings	9
DEI training for neighborhood associations/community orgs	11
Tours of City operations	12
Invite residents/neighborhood associations to meetings esp. when impacted by agenda item	13
Sponsor Leadership Clark County participants	14

Prioritize appointment of underrepresented population candidates to boards and commissions	15
Review board/commission appointment process with focus on equity	2
Work w/community orgs to create financial assistance programs for Council/board/commission candidates	16
Actively recruit candidates from underrepresented groups to serve on boards/commissions	3
Multi-lingual new resident welcome information	17
Free/low-cost gratuities for service on boards/commissions	18
Stipends/compensation for service on boards/commissions	19
Increase outreach staffing levels	20
Citizen academy	21
Participate in culturally relevant community forums to introduce City	22
Leadership training for boards and commissions	23
Form a youth council	24
Internship program	25
Shadow a councilmember program	26
Presentations to high school government classrooms	4

Q2

Respondent skipped this question

Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

Q3

Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session? Please list.

districting will be harmful to the city's future. I would like to present those reasons to the council. term limits are not healthy for local governments. same remark

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, November 17, 2020 4:38:59 PM
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Time Spent:	00:21:52
IP Address:	71.193.217.110

Page 1: Hello Task Force on Council Representation!

Q1

Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.

Ranked choice voting	18
Districting	1
Hybrid of districting and ranked choice voting	17
Expansion of City Council size	41
Campaign vouchers/candidate financial assistance	34
Reduce incumbency bias	5
Advocate for even-year City Council elections	20
DEI training for City Council, boards, and commissions	6
ASL interpretation at City Council meetings	16
Provide transportation to/from City Council meetings	28
Childcare provided at City Council, board, and commission meetings	26
Free internet access throughout City	19
On demand audio/video archives of City Council, board, commission, and task force meetings	21
City Council and town hall meetings conducted at varied locations throughout City	3
Financial assistance coordinated with community orgs for Council/board/commission candidates	27
Conduct regular listening sessions/citizen forums/town hall meetings	7
Assign City Council members to neighborhood associations as liaisons	2
Creative campaign highlighting neighborhood associations and community organizations	9
Low/no-cost gratuity for neighborhood leaders	32
Regular updates from neighborhood associations/community orgs at Council meetings	22
Neighborhood associations have virtual/in person meetings; accessible archive of proceedings	12
Childcare for neighborhood association meetings	33
DEI training for neighborhood associations/community orgs	23
Tours of City operations	24
Invite residents/neighborhood associations to meetings esp. when impacted by agenda item	8
Sponsor Leadership Clark County participants	35

Prioritize appointment of underrepresented population candidates to boards and commissions	13
Review board/commission appointment process with focus on equity	10
Work w/community orgs to create financial assistance programs for Council/board/commission candidates	31
Actively recruit candidates from underrepresented groups to serve on boards/commissions	15
Multi-lingual new resident welcome information	11
Free/low-cost gratuities for service on boards/commissions	36
Stipends/compensation for service on boards/commissions	38
Increase outreach staffing levels	25
Citizen academy	40
Participate in culturally relevant community forums to introduce City	29
Leadership training for boards and commissions	37
Form a youth council	14
Internship program	39
Shadow a councilmember program	30
Presentations to high school government classrooms	4

Q2

Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

I believe districting should come before RCV. RCV is harder to understand and there remain legal questions. RCV is something I would advocate for at a later time. We need to do something NOW as opposed to waiting for legal opinions and an elaborate educational promotion of RCV.

Q3

Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session? Please list.

1.Districting. City Council 2.Council members assigned to NAs. 3.Meeting in various parts of City 4.Incumbency Bias
(Ranked in order of interest)

#4

COMPLETE

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Time Spent:	01:10:01
IP Address:	98.246.71.172

Page 1: Hello Task Force on Council Representation!

Q1

Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.

Ranked choice voting	2
Districting	1
Hybrid of districting and ranked choice voting	3
Expansion of City Council size	9
Campaign vouchers/candidate financial assistance	14
Reduce incumbency bias	19
Advocate for even-year City Council elections	20
DEI training for City Council, boards, and commissions	5
ASL interpretation at City Council meetings	6
Provide transportation to/from City Council meetings	22
Childcare provided at City Council, board, and commission meetings	12
Free internet access throughout City	23
On demand audio/video archives of City Council, board, commission, and task force meetings	21
City Council and town hall meetings conducted at varied locations throughout City	16
Financial assistance coordinated with community orgs for Council/board/commission candidates	15
Conduct regular listening sessions/citizen forums/town hall meetings	24
Assign City Council members to neighborhood associations as liaisons	31
Creative campaign highlighting neighborhood associations and community organizations	36
Low/no-cost gratuity for neighborhood leaders	38
Regular updates from neighborhood associations/community orgs at Council meetings	33
Neighborhood associations have virtual/in person meetings; accessible archive of proceedings	35
Childcare for neighborhood association meetings	30
DEI training for neighborhood associations/community orgs	25
Tours of City operations	39
Invite residents/neighborhood associations to meetings esp. when impacted by agenda item	37
Sponsor Leadership Clark County participants	13

Prioritize appointment of underrepresented population candidates to boards and commissions	18
Review board/commission appointment process with focus on equity	4
Work w/community orgs to create financial assistance programs for Council/board/commission candidates	29
Actively recruit candidates from underrepresented groups to serve on boards/commissions	7
Multi-lingual new resident welcome information	26
Free/low-cost gratuities for service on boards/commissions	10
Stipends/compensation for service on boards/commissions	32
Increase outreach staffing levels	40
Citizen academy	11
Participate in culturally relevant community forums to introduce City	28
Leadership training for boards and commissions	34
Form a youth council	8
Internship program	27
Shadow a councilmember program	17
Presentations to high school government classrooms	41

Q2

Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

Sponsorship of trainings on how to run, such as partner with affinity groups, County and Greg Kimsey to hold a workshop(s) on how to file, government structure, typical costs of running campaigns, what are the electable seats in area, etc. - hosted and led by a coalition of BIPOC.

I focused on the top 10 to 12 or so.

Q3

Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session? Please list.

I can do districting, assessment of current appointment process for board/commission, key messaging on overall effort and desire to phase in as funding becomes available or opportunities for partnerships while maintaining an open door to creative innovative strategies that we haven't thought of it.

#5

COMPLETE

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Last Modified:	Tuesday, November 17, 2020 7:28:43 PM
Time Spent:	00:15:06
IP Address:	71.63.254.100

Page 1: Hello Task Force on Council Representation!

Q1

Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.

Ranked choice voting	11
Districting	13
Hybrid of districting and ranked choice voting	1
Expansion of City Council size	5
Campaign vouchers/candidate financial assistance	40
Reduce incumbency bias	2
Advocate for even-year City Council elections	21
DEI training for City Council, boards, and commissions	3
ASL interpretation at City Council meetings	10
Provide transportation to/from City Council meetings	22
Childcare provided at City Council, board, and commission meetings	16
Free internet access throughout City	15
On demand audio/video archives of City Council, board, commission, and task force meetings	7
City Council and town hall meetings conducted at varied locations throughout City	17
Financial assistance coordinated with community orgs for Council/board/commission candidates	20
Conduct regular listening sessions/citizen forums/town hall meetings	14
Assign City Council members to neighborhood associations as liaisons	4
Creative campaign highlighting neighborhood associations and community organizations	19
Low/no-cost gratuity for neighborhood leaders	25
Regular updates from neighborhood associations/community orgs at Council meetings	8
Neighborhood associations have virtual/in person meetings; accessible archive of proceedings	23
Childcare for neighborhood association meetings	24
DEI training for neighborhood associations/community orgs	26
Tours of City operations	27
Invite residents/neighborhood associations to meetings esp. when impacted by agenda item	18
Sponsor Leadership Clark County participants	28

Prioritize appointment of underrepresented population candidates to boards and commissions	29
Review board/commission appointment process with focus on equity	30
Work w/community orgs to create financial assistance programs for Council/board/commission candidates	31
Actively recruit candidates from underrepresented groups to serve on boards/commissions	32
Multi-lingual new resident welcome information	9
Free/low-cost gratuities for service on boards/commissions	33
Stipends/compensation for service on boards/commissions	34
Increase outreach staffing levels	35
Citizen academy	36
Participate in culturally relevant community forums to introduce City	37
Leadership training for boards and commissions	38
Form a youth council	39
Internship program	6
Shadow a councilmember program	12
Presentations to high school government classrooms	41

Q2

Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

I used a mixture of three things in determination...

1. What my thoughts are on items that will be most effective at bringing more forms of diversity to the City Council.
2. What I gathered from the citizen survey results.
3. What I believe is feasible, given budget restraints, what voters may approve, and what City Council Members may approve of.

One thing I really wish we had done differently is take some small items that really are easily/cheaply implemented and run with those on a separate list. I don't want these items to be tossed away, simply because they don't make the top 5 list. There are many of them that can be easily implemented.

Q3

Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session? Please list.

Reduce incumbency bias
Internship Program

I think we all should have a discussion together to determine how we present districts/RCV/hybrid to the Council. I think that if there is one thing that we actually vote on as a Task Force, it should be our recommendation to council regarding these three options.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 18, 2020 7:09:51 AM
Last Modified: Wednesday, November 18, 2020 7:24:00 AM
Time Spent: 00:14:09
IP Address: 73.164.154.14

Page 1: Hello Task Force on Council Representation!

Q1

Rank the following proposals from 1 to 41, with 1 being your most preferred, 2 second most preferred, and so forth. The proposals are presented here in summary in the same order as on the survey used in the public involvement process.

Districting	1
Hybrid of districting and ranked choice voting	15
Advocate for even-year City Council elections	14
DEI training for City Council, boards, and commissions	2
City Council and town hall meetings conducted at varied locations throughout City	3
Assign City Council members to neighborhood associations as liaisons	4
Creative campaign highlighting neighborhood associations and community organizations	10
Childcare for neighborhood association meetings	11
DEI training for neighborhood associations/community orgs	13
Tours of City operations	12
Review board/commission appointment process with focus on equity	8
Actively recruit candidates from underrepresented groups to serve on boards/commissions	7
Multi-lingual new resident welcome information	9
Participate in culturally relevant community forums to introduce City	5
Form a youth council	6

Q2

Respondent skipped this question

Please provide any comments you would like for your colleagues to understand the rationale behind your rankings:

Q3

Are there any proposals you would like to be involved in presenting to City Council at the December 21 work session?
Please list.

Districting, DEI Training for City Council/Boards/Commissions

Appendix E



Task Force on Council Representation



December 21, 2020

Aaron Lande, Senior Policy Analyst
Jeff Swanson, Consultant/Facilitator

Outline

- Task Force Work Since September 21 Workshop
 - Public Involvement
 - Development of Recommendation
- Recommendation of Task Force
- Discussion/Q&A

(Prior workshop slides attached as background)

Public Involvement Summary

- Outreach and Engagement Period: October 1st thru 30th
 - Be Heard Vancouver Project Page w/ Survey Link
 - 2 Virtual Open Houses
 - 2 Be Heard Vancouver Newsletter Email blasts
 - Over 1,000 recipients
 - Vancouver Connects Newsletter Email
 - Over 10,000 recipients
 - Weekly Email Newsletter Blast to Neighborhood Associations
 - Numerous Facebook, Twitter, Instagram, and Next-door posts
 - Re-shared by community organizations representing residents of color

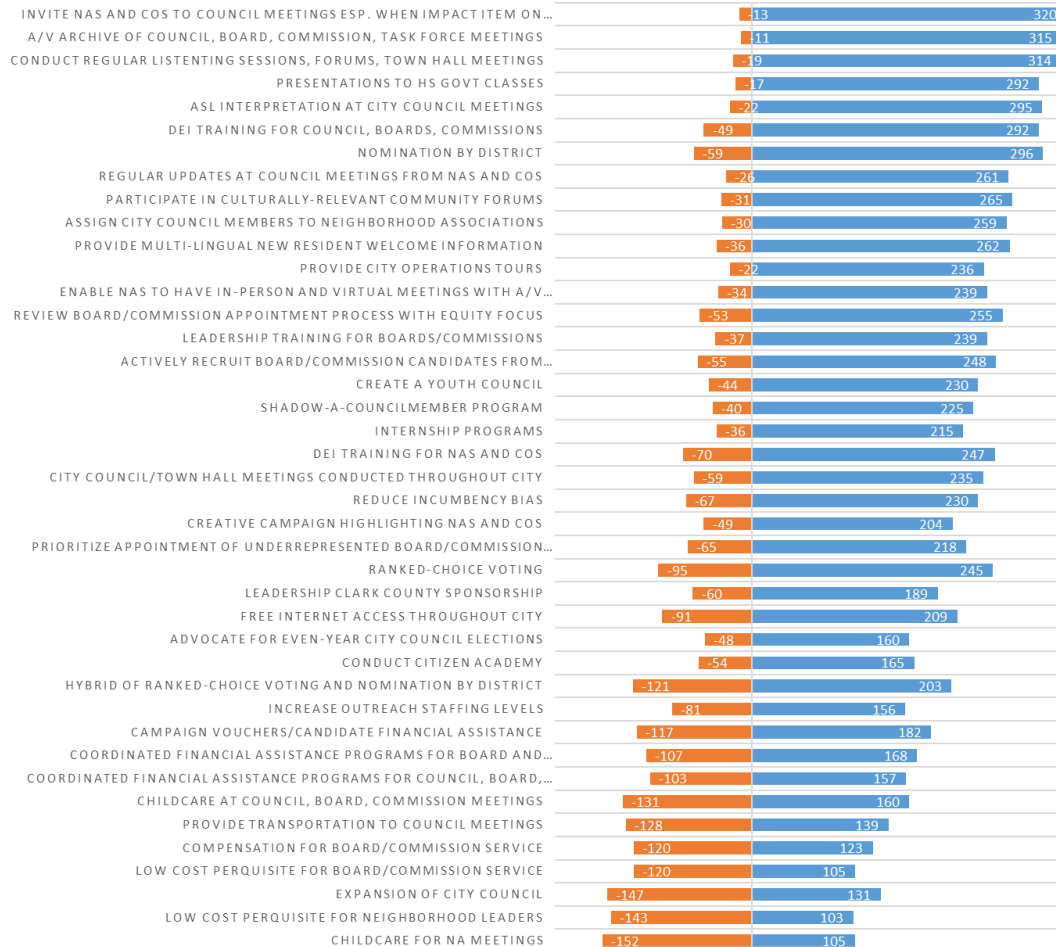
Public Survey Results

- Scale Used:
 - “Strongly Agree”
 - “Agree”
 - “Neither Agree nor Disagree”
 - “Disagree”
 - “Strongly Disagree”
- Caveats of Community Survey results
- Positivity analysis: controlling for under-response and indifference

Answer Positivity

Agree or Strongly Agree

Disagree or Strongly Disagree



Question

Task Force Ranking of Proposals (Top 5 Ranked)

Proposals Receiving 3 Votes

1. Nomination by District
2. Ranked Choice Voting (RCV)
3. (TIE)
 - Assign Council Members to Neighborhood Associations
 - DEI Training for Council, Boards, Commissions



Proposals Receiving 2 Votes

5. Hybrid of Districting and RCV
6. (TIE)
 - Review Board/Commission Appointment Process Focusing on Equity
 - Conduct Council and Town Hall Meetings Around City
8. (TIE)
 - Advocate for Even-Year City Council Elections
 - Reduce Incumbency Bias
10. Presentations to High School Government Classrooms
11. Expansion of City Council Size

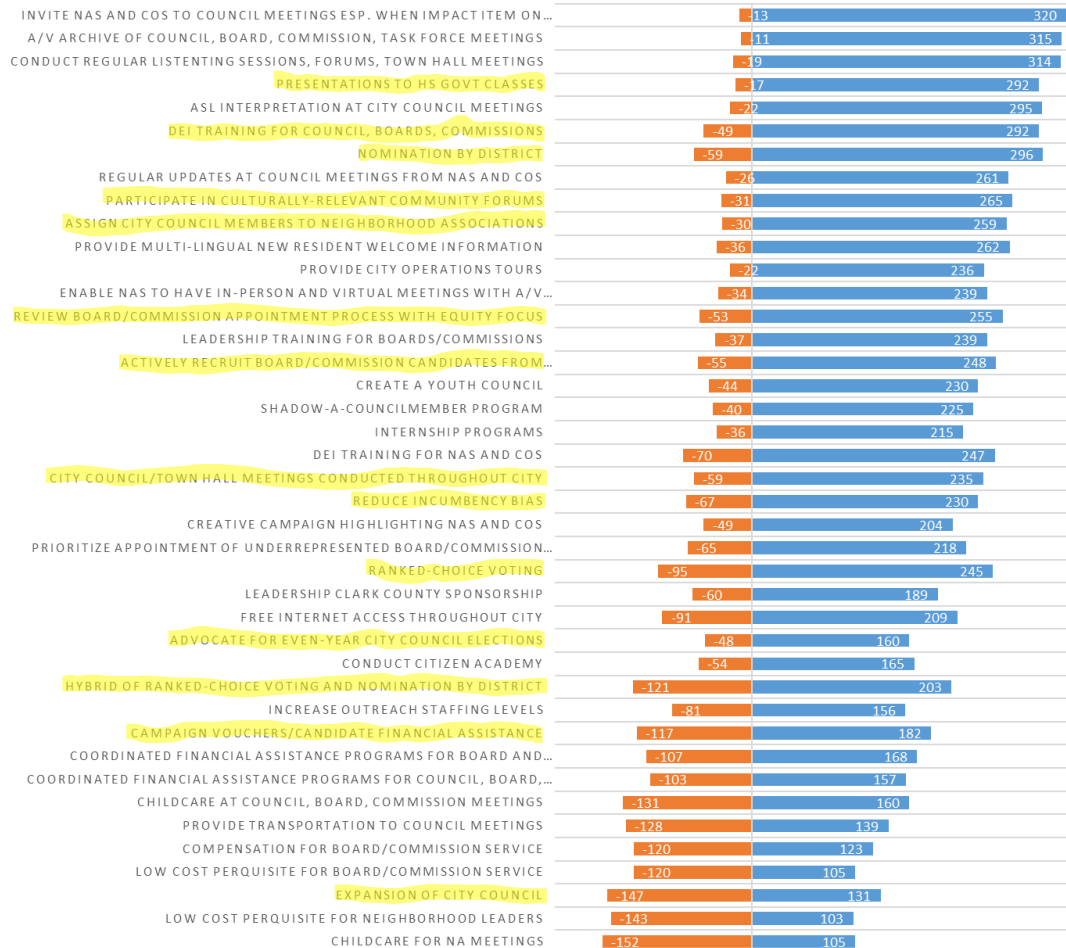
Proposals Receiving 1 Vote

12. (TIE)
 - Actively Recruit Candidates for Boards/Commissions from Underrepresented Groups
 - Campaign Vouchers/Candidate Financial Assistance
14. Participate in Culturally-Relevant Community Forums

Answer Positivity

Agree or Strongly Agree

Disagree or Strongly Disagree



Question

Q#	Strategy	Brief Description	CS Rank	TF Rank
2	B	Nomination by district	7	1
1	A	Ranked-choice voting	25	2
8	D.5	DEI training for Council, Boards, Commissions	6	3 (TIE)
17	E.1.1	Assign City Council members to neighborhood associations	10	3 (TIE)
3	C	Hybrid of ranked-choice voting and nomination by district	30	5
28	F.1.3	Review board/commission appointment process with equity focus	14	6 (TIE)
14	D.6.6	City Council/Town Hall meetings conducted throughout City	21	6 (TIE)
6	D.3	Reduce incumbency bias	22	8 (TIE)
7	D.4	Advocate for even-year City Council elections	28	8 (TIE)
41	F.4.7	Presentations to HS Govt Classes	4	10
4	D.1	Expansion of City Council	39	11
30	F.1.5	Actively recruit board/commission candidates from underrepresented groups	16	12 (TIE)
5	D.2	Campaign vouchers/candidate financial assistance	32	12 (TIE)
36	F.4.2	Participate in culturally-relevant community forums	9	14

Recommendation of Task Force

Proposals that appear simpler to implement and have broad support:

- Invite NAs/COs to Council meetings especially when an agenda item has impact
- Provide A/V recordings and archives of Council, Board, Commission, Task Force meetings
- City Council conduct regular listening sessions, forums, town halls
- *Conduct presentations to high school government classrooms and encourage voter participation
- Provide ASL interpretation at all City Council meetings
- *DEI training for Council, Boards, Commissions (***City to begin implementing in 2021***)
- Regular updates from neighborhood associations and community organizations at Council meetings
- *Participate in culturally-relevant community forums to introduce City
- *Assign Councilmembers to neighborhood associations
- Provide new resident welcome information in multi-lingual format

Recommendation of Task Force

- Complex proposals that are more challenging to implement and require additional detailed consideration and process:
 - Nomination by district
 - Ranked choice voting
 - Hybrid of districting and ranked choice voting

Nomination by District

- Districts (compared to the whole city) will make it easier for candidates to compete, and in doing so encourages participation
- Residents should vote on a new system of electing their city councilors
- A lack of representation is a root cause of apathy and citizen involvement. Wanting a change requires a change to status quo
- With census data forthcoming the timing for district formation is optimal
- With districts, we will have equal and equitable representation for all and remain united for a stronger, more inclusive Vancouver.

Nomination by District

- Survey comments and input have overwhelmingly been in support of districted voting
- 75% of those surveyed agreed to election by district - 45% strongly agreed
- Only 15% of those surveyed disagreed with districting

"Presenting in front of the city council is very intimidating. But the councilors are not. If one meets them in a supermarket or brew pub or whatever, friendly conversations ensue. But when all the councilors are from one corner of the city those who don't live in the area find it hard to have those conversations."

Ranked-Choice Voting

How does ranked-choice voting work?

- Ranked-choice voting lets voters rank multiple candidates in order of preference.
- Combines the primary and general election into one event.
- A winner is not declared until one candidate receives over 50 percent of the votes (50% plus one).



RANKED CHOICE VOTING

	1st Choice	2nd Choice	3rd Choice
Candidate 1	☐	☒	☐
Candidate 2	☒	☐	☐
Candidate 3	☐	☐	☒

Ranked-Choice Voting

The Civic Benefits of ranked-choice voting.

- Ranked-choice voting is more majoritarian than plurality voting (current system).
- Ranked choice voting saves jurisdictions money because it eliminates the need for multiple rounds of voting.
- By eliminating multiple rounds of voting, ranked choice voting avoids the decline in voter participation that occurs in most primary elections.

Hybrid/Combination

- An election system that combines the features of both districting and RCV.
 - Single or multi-member districts elected using RCV
 - Examples: 6 single-member districts and 1 at large OR 3 multi-member districts and 1 at large
- **Benefits:**
 - Districting ensures geographic diversity of elected officials, while increasing the possibility of ethnic diversity.
 - RCV may further contribute to likelihood of ethnic diversity, while also making campaigns more affordable and likely increasing participation in the process.

Hybrid/Combination (cont'd)

Hybrid Districts/Combination

Pro: Candidates campaign in a geographically smaller area simplifying process in terms of scope and cost.

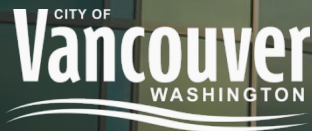
Pro: Districting will generate more neighborhood involvement and ensure representation from every part of the city.

Pro: The probability of underrepresented groups elected is higher than in current election system.

Con: Although geographic diversity is assured, increase in ethnic representation depends on the people's will to run for office.

Questions and Discussion

VANCOUVER
CITY HALL



Aaron Lande, Senior Policy Analyst
360-487-8612

Aaron.Lande@cityofvancouver.us

VANCOUVER
CITY HALL

Task Force on Council Representation - Background -

CITY OF
Vancouver
WASHINGTON

Task Force Members

- Mary Elkin
- Tanisha Harris
- Pat Jollota
- Aemri Marks
- Michael Martin
- Diana Perez
- Glen Yung

Task Force Charter as Approved by City Council

“...to identify, develop and recommend practical strategies and policies, including council nomination by district, that supports elected representation on the City Council that more closely reflects the Vancouver community.”

Project Background and Task Force Work to Date

- 17 Meetings Conducted; Public Comment Accepted at Each Meeting; Meeting Venues Varied to Encourage Participation
- Presentations on Topics Including:
 - Council-Manager Form of Government
 - Work of 2019 Charter Review Committee on Districting and Presentation by Districting Expert
 - City of Vancouver Demographics/Distribution
 - Ranked-Choice Voting
 - Diversity, Equity, and Inclusion

Problem Statement

Setting public policy which best serves the public interest requires inclusion of diverse community perspectives. Diversity includes age, color, culture, disability, ethnicity, gender identity or expression, marital status, national origin, race, religion, sex, sexual orientation, geography and socioeconomic status.

There is a perceived lack of diverse representation on the Vancouver City Council and its appointed Boards and Commissions. Direct and indirect representation of underserved groups and neighborhoods in the community needs to improve and increase.

Low rates of citizen engagement, civic participation, and voter turnout highlight the need to increase community access to local government.

Barrier Identification

Adequate representation is inhibited by barriers, including, but not limited to:

- Accessibility of City Council and reduced public input/comment opportunities
- Lack of diversity in positions appointed by City Council
- How and when elections are conducted -
 - Voting methods which induce vote-splitting
 - Elections for City Council being held on odd-numbered years with resulting low voter turnout
- Insufficient staffing capacity to effectively liaison at the neighborhood level
- Lack of understanding of the challenges and barriers faced by diverse candidates for office in both running and winning election
- Inadequate connection to diverse communities and individuals, and lacking understanding of the practical and logistical obstacles which impede engagement

Approaches

- Ranked-Choice Voting*
- Nomination by Geographic District*
- *Hybridized Option
- Approaches to:
 - Empowering Neighborhoods and Communities
 - Increasing Access to City Council
 - Enhancing Existing and Implementing New Strategies for Diversity, Equity, and Inclusion

Empowering Neighborhoods and Communities

- Increased Neighborhood Outreach/Coordination
 - Assign Council Members to Neighborhood Associations
 - Creative Campaign Highlighting Neighborhood Associations
- Invest in Neighborhood Association and Community Organization Relationships
 - Low/No Cost Perquisite for Neighborhood Leaders
 - Regular Updates to City Council on Neighborhood Assoc/Community Orgs
 - Online and In-Person Formats for Neighborhood Association Meetings with Archiving

Empowering Neighborhoods and Communities (cont.'d)

- Invest in Neighborhood Association and Community Organization Relationships
 - Childcare for Neighborhood Association Meeting Attendees
 - DEI Training for Neighborhood Association Leaders
 - Neighborhood Police Officers and Other City Department Reps Regularly Attend Neighborhood Association Meetings
 - Tours of City Operations for Neighborhood Association Leaders
 - Periodic Invitation for Neighborhood Associations to Attend City Council Meetings

Increasing Access to City Council

- Expansion of City Council Size
- Financial Assistance/Campaign Voucher Programs for Candidates
- Charter Amendments to Reduce Incumbency Bias
- Advocate for Changing RCWs to Enable Even-Year Elections
- DEI Training for City Council, Boards and Commissions
- Reduce Citizen Participation Barriers Related to City Council Meetings:
 - Provide ASL Interpretation
 - Provide Transportation

Increasing Access to City Council (cont.'d)

- Reduce Citizen Participation Barriers Related to City Council Meetings:
 - Provide Childcare at City Council, Board and Commission Meetings
 - Deploy Free Internet Access Throughout City
 - Provide Access to Audio/Video Recordings of City Council, Board, Commission, and Task Force Meetings
 - Hold Council Meetings at Varied Locations, Including Town Hall Style Meetings
 - Coordinate with Community Orgs to Create Financial Assistance Programs for Candidates, Including for Boards and Commissions
 - Conduct Regular Listening Sessions, Citizen Forums, and Town Hall Meetings

New/Enhanced DEI Strategies

- Encourage Diverse Candidates and Increase Civic Participation
 - Sponsor Leadership Clark County Participants
 - Prioritize by Policy Appointment of Underrepresented Candidates to Boards and Commissions
 - Review Board/Commission Appointment Process with Equity Lens
 - Coordinate with Community Orgs to Create Financial Assistance Programs for Candidates, Including for Boards and Commissions
 - Engage in Actively Recruiting Candidates from Underrepresented Communities to Serve on Boards and Commissions

New/Enhanced DEI Strategies (cont.'d)

- Encourage Diverse Candidates and Increase Civic Participation
 - New Resident Welcome Information (multi-lingual) Introducing City Officials, Boards, Commissions, and City Contact Info
- Stipends/Perquisites for Board Commission Service
- Additional Outreach Staffing
- Develop Community Leadership Capacity
 - Citizen Academy
 - Conduct Culturally-Relevant Community Forums to Introduce City

New/Enhanced DEI Strategies (cont.'d)

- Develop Community Leadership Capacity
 - Conduct Leadership Training for Boards and Commissions
 - Youth Council
 - Internship Programs
 - “Shadow a Councilmember” Program
- Present to High School Government Classrooms and Encourage Voter Registration

Public Involvement Plan

- Be Heard Vancouver Webpage
- Online Survey
- Promotion on Social Media Channels
- Virtual Engagement Sessions



Staff Report 188-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT RegJIN Intergovernmental Agreement – Inquiry Only Participant

Key Points

- In 2018, the City provided notice of its intent to exit the Regional Joint Information Network (RegJIN) hosted by the Portland Police Bureau following documented technical inefficiencies, projected cost increases, and Portland's own indication that it intends to replace RegJIN in the near future;
- On September 24, 2018, City Council approved an amendment to the RegJIN Participant Intergovernmental Agreement, allowing for a month-by-month extension in RegJIN that expired on December 31, 2019;
- Following a robust, nationwide competitive procurement process, Mark43, Inc. ("Mark43"), a provider of an internet cloud-based RMS solution, was selected by the City's RFP Evaluation Committee and Executive Steering Team as a replacement vendor for the City of Vancouver's police record management services ("RMS");
- On November 25, 2019, City Council approved an amendment to the RegJIN Participant Intergovernmental Agreement, allowing for a month-by-month extension in RegJIN that expires on December 31, 2020;
- Mark43 was launched on November 1, 2020, but the transfer of legacy data from RegJIN to Mark43 has not yet been completed and validated.
- The Vancouver Police Department is seeking to enter into an Inquiry Only Participant agreement with RegJIN to facilitate validation of the Mark43 data migration process and to allow a small number of investigators ongoing access for data sharing purposes.

Strategic Plan Alignment

Goal 2, Objective 2.1: Provide reliable and responsive police, fire and EMS service.

Present Situation

On June 19, 2018, the City of Vancouver notified the RegJIN User Board of our intent to withdraw from RegJIN effective January 1, 2019.

The selection of the new RMS vendor (Mark43) occurred in 2018, and the Mark43 system went live on November 1, 2020. However, the legacy data migration process will likely not be completed and fully validated before our current agreement with RegJIN expires.

A transition from the current 'Full Entry' Agreement to an 'Inquiry Only' Agreement with the RegJIN system is needed to allow continued validation of legacy RMS data that was transferred into Mark43. Further, once the data migration process is completed, continued partnership with RegJIN will allow a limited number of investigators access to regional police report information that will be valuable in solving local investigations.

Advantage(s)

Entering into an Inquiry Only Participant agreement with RegJIN allows the Vancouver Police Department to continue to access the RegJIN RMS during the final steps of the implementation of Mark43 and beyond.

Disadvantage(s)

None

Budget Impact

The City will be required to pay Inquiry Only user fees on a month-to-month, per-user basis as set by the RegJIN User Board. The user fee is \$44.64 per month, per user. Estimating 12 users for the department, the cost would be \$535.56 per month.

Prior Council Review

- The City Council approved an Interlocal Agreement with the City of Portland for participation in the RegJIN network on March 23, 2015.
- The City Council approved Staff Report 127-17 recommendations to contract with PRI Management Group for the Police RMS Replacement Project on November 6, 2017.
- On June 18, 2018, the City Council approved Staff Report 090-18 recommendations to withdraw from RegJIN effective January 1, 2019. The staff report noted, "Due to the withdrawal notification requirements with the Portland Police Bureau, the compressed timeline may create a business necessity to negotiate an extended withdrawal date to accommodate the Vancouver Police RMS Project timeline. Discussions with the Portland Police Bureau indicate that an extension request is not anticipated to be a problem."
- On September 24, 2018, the City Council approved Staff Report 144-18 recommendations to obtain City Council approval to enter into a month-by-month extension agreement with the RegJIN User Board that expired on December 31, 2019.
- On June 17, 2019, the City Council approved Staff Report 068-19, authorizing the award of a contract to Mark43, Inc. for the new police records management and report writing system (RMS).
- On November 25, 2019, the City Council approved Staff Report 174-19 recommendations to obtain City Council approval to enter into a month-by-month extension agreement with the RegJIN User Board that expires on December 31, 2020

Action Requested

Approve and authorize the City Manager or his designee to sign RegJIN Participant Intergovernmental Agreement Regional Partner Agency – Inquiry Only.

Michael Whitney, Vancouver Police Commander, 360-487-7354

ATTACHMENTS:

- ▣ RegJIN Participant Intergovernmental Agreement Regional Partner Agency – Inquiry Only
- ▣ Participant Intergovernmental Agreement Exhibit A (Inquiry Only): User Fees
- ▣ Participant Intergovernmental Agreement Exhibit C: System Procedures and Use Policy
- ▣ Participant Intergovernmental Agreement Exhibit D: Equipment and Security Requirements

**RegJIN PARTICIPANT INTERGOVERNMENTAL AGREEMENT
REGIONAL PARTNER AGENCY – INQUIRY ONLY**

This Intergovernmental Agreement (“Agreement”) is made effective on **DATE** (“Effective Date”) by and between the City of Portland, a municipal corporation of the State of **Oregon**, and its successors or assigns (hereinafter referred to as “City”) and **Click Here and Type** (hereinafter referred to as “RPA”), a(n) **municipal corporation of the State of Oregon/Agency of the State of Washington**, by and through their duly authorized representatives. Authority to enter into the Agreement is pursuant to Oregon Revised Statutes (“ORS”) 190.003. **and RCW 39.34.030.**

This Agreement may refer to the City and RPA individually as a “Party” or jointly as the “Parties.”

This Agreement shall be perpetual and remain in effect unless otherwise terminated per the terms of this Agreement.

RPA Contact:

Click Here and Type

Click Here and Type

Click Here and Type

Click Here and Type

Click Here and Type

City of Portland Contact:

Tammy Mayer

Portland Police Bureau

Records Division

1111 SW 2nd Avenue #1126

Portland, OR 97204

TEL: **Click Here and Type**

TEL: (503) 823 - 0101

E-MAIL: **Click Here and Type**

E-MAIL: tamara.mayer@portlandoregon.gov

RECITALS

WHEREAS, the City has acquired a law enforcement Records Management System (“System”) to maintain a multi-agency, multi-jurisdictional set of law enforcement applications and associated databases; and

WHEREAS, the RPA is an Inquiry Only RPA as defined in this Intergovernmental Agreement for the System herein; and

WHEREAS, the RPA desires to Access the System as an Inquiry Only RPA; and

WHEREAS, the City and the RPA desire to enter into this Agreement and being fully advised; and

NOW THEREFORE, IN CONSIDERATION of the mutual promises and covenants contained herein, it is agreed as follows:

1. **DEFINITIONS:**

The following is a definition of terms used herein:

- A. "Access" means the authority granted by the City to the RPA's Authorized Users to review or receive information from the System.
- B. "Agreement" means this Participating Intergovernmental Agreement and all the Terms and Conditions, including all the documents referenced in the Order of Precedence.
- C. "Amendment" means a written document required to be signed by both Parties when in any way altering the Terms and Conditions or provisions of the Agreement.
- D. "Authorized Use" means functions and capabilities that a User is assigned and able to perform based on User ID and Password, as established by a System Administrator.
- E. "Authorized System User" means any User that has passed the authentication process of the System and is thereby authorized to Use the System's functions and components based on the permissions established by that User's credentials (User ID and password, fingerprints, etc.).
- F. "City Confidential Information" means any information, in any form or media, including verbal discussions, whether or not marked or identified by the City, which is reasonably described by one or more of the following categories of information: (1) financial, statistical, personnel, human resources data or Personally Identifiable Information as described in the Oregon Consumer Identity Theft Protection Act of 2007; (2) business plans, negotiations, or strategies; (3) unannounced pending or future products, services, designs, projects or internal public relations information; (4) trade secrets, as such term is defined by ORS 192.501(2) and the Uniform Trade Secrets Act ORS 646.461 to 646.475; (5) Exempt per ORS 192.501 and/or ORS 192.502 (6) attorney/client privileged communications, (7) exempt per federal laws (including but not limited to Copyright, HIPAA) and (8) information relating to or embodied by designs, plans, configurations, specifications, programs, or systems developed for the benefit of the City including without limitation, data and information systems, any software code and related materials licensed or provided to the City by third parties; processes; applications; codes, modifications and enhancements thereto; and any work products produced for the City.
- G. "Confidential Information" means any information that is disclosed in written, graphic, verbal, or machine-recognizable form, and is marked, designated, labeled or identified at the time of disclosure as being confidential or its equivalent; or if the information is in verbal form, it is identified as confidential or proprietary at the time of disclosure and is confirmed in writing within thirty (30) Days of the disclosure. Confidential Information does not include any information that: is or becomes publicly known through no wrongful or negligent act of the receiving Party; is already known to the receiving Party without restriction when it is disclosed; is, or subsequently becomes, rightfully and without breach of this Contract or any other agreement between the Parties or of any applicable protective or similar order, in the receiving Party's possession without any obligation restricting disclosure; is independently developed by the receiving Party without breach of this Contract; or is explicitly approved for release by written authorization of the disclosing Party.

- H. "Cost Sharing Formula" means the Plan, adopted by the City based on recommendations by the User Board that apportions User Fees, capital, operation, maintenance, repair and equipment replacement costs and use of grant funding among the Entry RPAs and Inquiry Only RPAs. The Cost Sharing Formula may be amended as provided for in the User Board Master IGA.
- I. "Criminal History Record Information" means information collected by criminal justice agencies and stored or available through the System on individuals consisting of identifiable descriptions and notations of arrests, detentions, indictments, information, or other formal criminal charges and any dispositions arising therefrom, including, but not limited to sentencing, correctional supervision, and release.
- J. "Criminal Justice Information" means information collected by criminal justice agencies that is needed for their legally authorized and required functions. This includes Criminal History Record Information and investigative and intelligence information. It does not include agency personnel or administrative records used for agency operations or management.
- K. "Days" shall mean calendar days, including weekdays, weekends and holidays, beginning at midnight and ending at midnight twenty-four hours later, unless otherwise specified by the Agreement.
- L. Defects means one of the five types of Defects listed below and as outlined in Exhibit E, RegJIN Support Model, Figure 1:
- 1) "Material Defect" means an Error that impairs the Products as described in Critical Defect and for which no fix is available or forthcoming.
 - 2) "Critical Defect" means an Error as defined in the System maintenance and support agreement between the City and the System Contractor and at least 25% of the User base of the Production System are impacted in the same manner as defined in the System maintenance and support agreement for a Critical Defect.
 - 3) "High Defect" means an Error as defined in the System maintenance and support agreement between the City and the System Contractor and at least 25% of the active User base of the Production System and/or Hot Standby System environment are impacted in the same manner as defined in the System maintenance and support agreement for a High Defect.
 - 4) "Medium Defect" means an Error as defined in the System maintenance and support agreement between the City and the System Contractor.
 - 5) "Low Defect" means a Defect as defined in the System maintenance and support agreement between the City and the System Contractor. "Dissemination (Disseminate)" means the transmission of information, whether in writing, or electronically, to anyone outside the RPA that maintains the information, except reports to an authorized repository.
- M. "Documentation" means User manuals, and other written and electronic materials in any form that describe the features or functions of the System, including but not limited to published specifications, technical manuals, training manuals, and operating instructions.

- N. "Entry RPA" means a law enforcement agency that has signed the User Board Master IGA and a Full Entry Participant IGA with the City. Entry RPA, the City and their Authorized Users enter data into the System.
- O. "Equipment" means any hardware, machinery, device, tool, computer, computer components, computer system or other high-technology equipment, including add-ons, or peripherals of tangible form together with the necessary supplies for upkeep and maintenance, and other apparatus necessary for the proper execution, installation and acceptable completion of the System.
- P. "Error" means any Defect, problem, condition, bug, or other partial or complete inability of the System to operate in accordance with the applicable Specifications and Documentation.
- Q. "Interface" means a point of interaction between System components or the device or code which enables such interaction; applicable to both Equipment and Software.
- R. "Inquiry Only RPA" means an agency that has signed this Inquiry Only Participant IGA with the City, providing Access to view some System data but does not input any agency data into the System and has no voting rights on the User Board.
- S. "Intelligence and Investigative Information" means information compiled in an effort to anticipate, prevent, or monitor possible criminal activity, or compiled in a course of investigation of known or suspected crimes.
- T. "Material Breach" means any breach of this Contract that (a) causes or may cause substantial harm to the non-breaching party; or (b) substantially deprives the non-breaching party of the benefit it reasonably expected under this Contract.
- U. "Personal Computer (PC)" means commercial grade desk top computers that are capable of accessing System servers via a CJIS compliant connection.
- V. "Specifications" shall mean the specifications contained in the contract between the City and the Contractor for the System governing its implementation and use by the City, Entry RPA, and Inquiry Only RPA.
- W. "System" is the law enforcement records management system acquired and implemented by the City of Portland for use by the Portland Police Bureau and the RPA.
- X. "System Administrator" shall mean a specially trained Authorized User that is authorized to perform System administrative functions.
- Y. "System Manager" is the individual with designated named backups appointed by the City of Portland to manage and operate the System on a daily basis.
- Z. "Use" means the City authorized Access given to RPA to assign Users, permission levels, and receive information from the System.
- AA. "User" shall mean any person employed by or working on behalf of the City or an RPA, the City's and RPA's Bureaus and Divisions, Officers, Directors, and any person or entity authorized by the City and/or RPA to provide it with Services requiring use of the

System, and to use the City's or an RPA's resources in whole or in part, in the course of assisting the City or an RPA.

- BB. "User Board" shall mean the advisory body for the System that operates under the Master Intergovernmental Agreement for the User Board of the Regional Justice Information System Network (RegJIN).
- CC. "User Fees" are fees set by the City for RPA Access and use of the System and as agreed to between the City and a RPA in a Participating IGA. User Fees shall be updated annually based on the Cost Sharing Formula and do not require an Amendment.

2. ORDER OF PRECEDENCE:

In the event there is a conflict between the terms and conditions of one portion of this Agreement with another portion of this Agreement, the conflict will be resolved by designating which portion of the Agreement documents takes precedence over the other for purposes of interpretation, except where a clear statement of precedence other than that set forth in this section is included in the document. In this Agreement the order of precedence shall be:

Exhibit A – User Fees (Fiscal Year 2016-2017)

Exhibit B – Reserved

Exhibit C – System Procedures and Use Policy*

Exhibit D – Equipment and Security Requirements*

Exhibit E – RegJIN Support Model*

*Exhibits C, D, and E are available on the System's website at:

<http://www.portlandonline.com/regjinrc/index.cfm?&c=51409>. Exhibits C, D, and E will be revised as necessary to conform to updated requirements and procedures.

3. STATEMENT OF PURPOSE:

The purpose of this Agreement is to define the terms and conditions under which the System will be Accessed and Used by the RPA.

4. SYSTEM ACCESS:

The City will contract with the System Contractor and will own all licenses to Access the System. The City will provide the RPA's Users Access to the System.

5. CITY PROVIDED SERVICES:

- A. Enable Access via Equipment, including PCs, laptops, and other hand held devices for Authorized Use of the System by RPA Users.
- B. Provide procedures, instructions and other documents to the RPA regarding the methods available and minimum requirements for RPA's Equipment to gain Access to the System.

- C. Provide instructions, documents, and arrange for the necessary training to certify one or more RPA System Administrators to perform limited administrative functions such as resetting passwords. RPA System Administrators will be trained as required, but not more than five (5) RPA employees will be trained at any one time.
- D. Support the RPA's System Administrators in the performance of their System related administrative functions.
- E. Provide training materials to enable RPA trainers to provide System training and instruction to RPA Users.
- F. Maintain and administer the System according to City of Portland Information Technology policies and procedures including backup and restore, operating system patches, and System version upgrades as required and certified by the System Contractor.
- G. Ensure that audit logs are maintained in the System in accordance with CJIS requirements.
- H. The City will provide a help line during normal business hours for RPAs to report System problems, Errors or Defects. Protocol for addressing System problems, Errors or Defects is established in Exhibit E, RegJIN Support Model. For issues, after hours, IO RPA can leave a phone message or email which will be responded to during the following business day.

6. IO RPA RESPONSIBILITY:

- A. Compliance with Applicable Law. RPA warrants it has complied and shall comply with all applicable laws, ordinances, orders, decrees, labor standards and regulations of its domicile and wherever performance occurs in connection with the execution, delivery, and performance of this Agreement.
- B. The RPA acknowledges and agrees that RPA employees will only use the System for Authorized Uses. Permission to use the information available in or through the System other than for Authorized Use shall be obtained in writing from the City or originating RPA prior to any such use.
- C. The RPA acknowledges and agrees that RPA employees and subcontractors will only Access the System and information available in or through the System as authorized in this Agreement. Permission to Access the System or information available in or through the System other than as authorized in this Agreement shall be obtained in writing from the City or originating RPA prior to any such Access.
- D. The RPA acknowledges and agrees that the RPA, RPA employees, and RPA subcontractors will not modify through computer programming or other techniques the functions, capabilities, and operations of the System unless written authorization is provided by the System Manager prior to performing such modifications.
- E. The RPA acknowledges and agrees that; pursuant to the directions of the Oregon State Police and Part IV of the National Crime Information Center (NCIC) Computerized Criminal History, Program Concepts and Policy; the City shall establish policy and

exercise management control over all operations of the System. The System Procedures and Use Policy is attached as Exhibit C.

- F. RPA is responsible for providing its own Equipment, including PCs, and other RPA located devices required by RPA Users of the System.
- G. The RPA acknowledges and agrees that all RPA Equipment such as PCs with Access to the System will be configured to meet the System's minimum requirements to gain Access as specified in Exhibit D: Equipment and Security Requirements.
- H. The RPA acknowledges and agrees that all RPA Users shall meet the Personnel Security requirements specified in Exhibit D: Equipment and Security Requirements.
- I. RPA is responsible for maintaining RPA PCs according to City established requirements as specified in Exhibit D: Equipment and Security Requirements for the System.
- J. RPA is responsible for installing, configuring and providing network access to PC devices located in RPA facilities.
- K. RPA is responsible for providing secure network Access that 1) meets CJIS security requirements and 2) enables RPA to reach the System's network demarcation points.
- L. RPA is responsible for providing network connectivity that meets CJIS security policies and for providing all network communication devices, PCs and Equipment between RPA and the System (see Exhibit D for requirements).
- M. RPA is responsible for ensuring that all RPA network infrastructure and workstations with Access to the System comply with the most current CJIS security policy including, but not limited to, the physical security of workstations that are able to Access the System, access control, identification and authentication, information flow enforcement, and system and information integrity. RPA may contact the City to determine how to obtain the most current version of the CJIS security policy document. The RPA is responsible for resolving any problems uncovered as a result of an FBI audit. The City reserves the right to request and receive within a reasonable period, verification of RPA's compliance with CJIS policies.
- N. RPA is responsible for providing the City with the most current contact information for the RPA's security personnel and any changes thereof within seven (7) Days of the change.
- O. RPA is responsible for ensuring that all RPA Users that are granted Authorized Use of the System comply with the appropriate CJIS security requirements.

7. CONFIDENTIALITY:

- A. Maintenance of Confidentiality. The City and RPA shall treat as confidential any Confidential information that has been made known or available to them or that an RPA has received, learned, heard or observed; or to which an RPA has had access. The City and RPA shall use Confidential information exclusively for the City or RPA's benefit and in furtherance of this Agreement. Except as may be expressly authorized in writing by the City or originating RPA, in no event shall the City or RPA publish, use, discuss or cause or permit to be disclosed to any other person such Confidential information. The

City and RPA shall (1) limit disclosure of the Confidential information to those directors, officers, employees and agents of the City or RPA who need to know the Confidential information, (2) exercise reasonable care with respect to the Confidential Information, at least to the same degree of care as the City or RPA employs with respect to protecting its own proprietary and confidential information, and (3) return immediately to the City or RPA who provided the information, upon its request, all materials containing Confidential Information in whatever form, that are in the City or RPA's possession or custody or under its control. The City and RPA are expressly restricted from and shall not use Confidential intellectual property of the City or RPA without the City and that RPA's prior written consent.

- B. The RPA acknowledges that each RPA is subject to the Oregon or Washington Public Records Acts, as applicable, and Federal law. Third persons may claim that the Confidential Information may be, by virtue of its possession by the City or a RPA, a public record and subject to disclosure. RPA receiving a public records request agrees, consistent with its state public records law, not to disclose any information that includes a written request for confidentiality and as described above and specifically identifies the information to be treated as Confidential. **Specifically, Washington RPA shall abide by RCW 42.56 for cases involving public records contained in the City of Portland owned RegJIN System.** A RPA's commitments to maintain information confidential under this Agreement are all subject to the constraints of Oregon or Washington Statutes and Federal laws. Within the limits and discretion allowed by those laws, the City and RPA will maintain the confidentiality of information.
- C. The RPA acknowledges and agrees that the City and each RPA owns its own data in the System. RMS data can only be disclosed by the agency that entered it. In the event of a public record request for System data which belongs to the City or another RPA, the City or receiving RPA shall inform both the requestor and the appropriate RPA within two business days that it is not the custodian of record for the requested data and identify the RPA that may be able to comply with the public record request. **Notwithstanding the above, Washington RPA shall abide by Washington law including without limitation, RCW 42.56.**
- D. The RPA acknowledges that unauthorized disclosure of Confidential Information will result in irreparable harm to the City or providing RPA. In the event of a breach or threatened breach of this Agreement, the City or affected RPA may obtain equitable relief prohibiting the breach, in addition to any other appropriate legal or equitable relief.

8. LIMITS ON DISSEMINATION:

The RPA's Dissemination of Criminal Justice Information available in or through the RegJIN RMS shall follow current Criminal Justice Information Security policies and procedures and/or other applicable State and/or Federal Laws.

9. INFORMATION CONTROL AND RESPONSIBILITY:

The City will provide the RPA with a list of RPA Users and devices that are permitted Access to the System on an annual basis. The RPA shall verify the list and report any discrepancies within 60 Days. The RPA shall update the list of Authorized Users and devices to the City Administrator in a timely manner.

10. EQUITABLE REMEDIES:

The RPA acknowledges that unauthorized disclosure of City Confidential Information or misuse of a City computer system or network will result in irreparable harm to the City. In the event of a breach or threatened breach of this Contract, the City may obtain equitable relief prohibiting the breach, in addition to any other appropriate legal or equitable relief.

11. SECURITY:

- A. Physical Security – the RPA shall be responsible for maintaining the physical security of all devices that are authorized to Access the System, as well as any printed output (if authorized) or System Documentation which might permit unauthorized Access to, or Use of the System from within the RPA.
- B. On-Line Security – The System contains procedures and tools to ensure that only authorized RPA Users and RPA devices can Access the information available in or through the System. RPA Users will be required to enter System User IDs and passwords before gaining Access to the System. System functions and System data. The RPA is responsible for issuing unique individual System User IDs and passwords to RPA Users. The RPA acknowledges and agrees that RPA employees will not share System User IDs and passwords.
- C. Personnel Security – Any individuals that are provided Access to the System by the RPA through the issuing of System IDs and passwords shall undergo the following security checks:
 - 1) A personal background investigation equivalent to a background investigation that would enable them to Access the RPA's own Confidential information.
 - 2) Be fingerprinted and their identification and personal history verified through a check of the System's master name index, Oregon LEDS or Washington ACCESS (depending on the state in which the RPA resides), the National Crime Information Center, and the FBI's Criminal Identification files.
 - 3) Obtain appropriate certifications from the Oregon State Police for any LEDS and NCIC transactions for which the User is authorized to perform within the System.
- D. The RPA acknowledges and agrees to comply with applicable CJIS Security Policy, including, but not limited to, verifying identification, performing a state of residency and national fingerprint-based record check prior to Access in the System for all personnel who have direct access to Criminal Justice Information through RegJIN and for those RPA employees or contractors who have direct responsibility to configure and maintain computer systems and networks with direct Access to Criminal Justice Information through RegJIN. If applicable, RPA shall deny or terminate Access and deny issuing or revoke a System User ID and password if, upon investigation, any RPA employee requesting or currently Using a System User ID and password is found to be in violation of current CJIS policy.
- E. The RPA acknowledges and agrees to notify the City immediately to deactivate the System USER ID and password of any employee or contractor who is no longer an RPA employee, an RPA contractor, or who no longer requires Access to the System.

- F. RPA shall provide immediate written notification to the System Manager of any security breach that does or may affect the System or any other City systems. RPA shall provide written notification to the System Manager of any incident relating to System integrity such as a computer virus or unauthorized System queries.
- G. Failure to comply with the Security and Access specifications contained in the Agreement and Exhibit D: Equipment and Security Requirements may, at the sole discretion of the City, result in the suspension of the RPA and the RPA Users' Access to the System until such failures are corrected to the City's satisfaction.

12. PROPRIETARY RIGHTS:

All trademarks, service marks, patents, copyrights, trade secrets, and other proprietary rights in or related to each Party are and will remain the exclusive property of that Party.

13. PAYMENT:

- A. RPA acknowledges and agrees to pay the City the amount set out in Exhibit A: User Fees, which shall conform to the Inquiry Only RPA cost allocations contained in the Cost Sharing Formula in the User Board Master IGA in effect at the time of billing.
- B. Additional RegJIN services and/or System functions that are not routinely provided to other Inquiry Only RPAs under this Agreement shall be added via Amendment and billed as a separate line item identified in Exhibit A.
- C. Exhibit A, User Fees, shall be adjusted to conform to changes in the Cost Sharing Formula or in the services and/or System functions provided by the City to the RPA.
- D. The City will invoice the RPA annually in conformance with Exhibit A: User Fees.
- E. The RPA shall submit payment within thirty (30) Days of receipt of the invoice from the City.
- F. Failure to pay the City as due will suspend the RPA's Access to the System until paid in full.

14. CITY AUDITS:

The City, either directly or through a designated representative, may conduct financial and performance audits directly related to this Agreement. City audits shall be conducted in accordance with generally accepted auditing standards. RPA shall provide the City's internal auditor or external auditor, and their designees with a copy of all reports, including any management letters issued as a result of the specified audits.

Access to Records – The City internal auditor or City external auditor, and their designees, shall be given the right, and the necessary access, to review the work papers of RPA audits if the City deems it necessary. Copies of applicable records shall be made available upon request at no cost to the City.

15. DURATION, WITHDRAWAL AND TERMINATION:

- A. This Agreement is perpetual and shall continue from year to year unless otherwise terminated.
- B. This Agreement may be terminated by either Party by the provision of a 90-Day written notice of termination to the other Party. Termination notices must be provided in writing and sent by certified US mail, with return receipt requested.
- C. The effective date of termination shall be on the 90th Day following the receipt of the termination notice.
- D. In the event of termination, RPA shall pay the City for work performed in accordance with the Agreement prior to the effective date of termination.

16. FORCE MAJEURE:

- A. In the event that either Party is unable to perform any of its obligations under this Agreement (or in the event of loss of Use) due to natural disaster, actions or decrees of governmental bodies or communications line failure not the fault of the affected Party (hereinafter referred to as a "Force Majeure Event"), the Party who has been so affected immediately shall give notice to the other Party and shall do everything possible to resume performance.
- B. If the period of nonperformance exceeds fifteen (15) Calendar Days from the receipt of notice of the Force Majeure Event, the Party whose ability to perform has not been so affected may, by giving written notice, terminate this Agreement.

17. VIOLATIONS OF THE AGREEMENT:

In the event of violation of the provisions of this Agreement, or violation of the security policy by the RPA, RPA employees, and/or RPA contractors, the City shall have the authority to immediately restrict or prohibit Access to the System by RPA Users, RPA PCs, and other RPA devices until resolution of the problem to the satisfaction of the City. The RPA shall be notified in writing of such action, given 30 Days in which to cure the violation before Access is restricted or prohibited, and there shall be no charge for Access during any time that Access is prohibited.

18. ROLLING ESTOPPEL:

Unless otherwise notified by the RPA, it shall be understood that the City shall have met all its obligations under the Agreement. The City will be conclusively deemed to have fulfilled its obligations, unless it receives a deficiency report from the RPA within ninety (90) Days of the alleged deficiency and the RPA identifies the specific deficiency in the City's fulfillment of its obligations in that report. Deficiencies must be described in terms of how they have affected a specific performance requirement of City.

19. NOTICE:

Any notice provided for under this Agreement shall be sufficient if in writing and delivered personally to the following address or deposited in the United States Mail, postage prepaid, certified mail, return receipt requested, addressed as follows, or to such other address as the

receiving Party hereafter shall specify in writing:

If to the Provider:

RegJIN System Manager
Portland Police Bureau
1111 SW Second Avenue, Room 1156
Portland, Oregon 97204-3232

If to the RPA:

Agency Contact Info

[Click Here and Type](#) (name)

[Click Here and Type](#) (title)

[Click Here and Type](#) (office)

[Click Here and Type](#) (address)

[Click Here and Type](#) (city, state, zip)

20. AMENDMENTS:

Except as a section or subsection may otherwise specifically provide, limit, or prohibit, the City and RPA may amend this Agreement at any time only by written Amendment executed by the City and the RPA.

Any changes to the provisions of this Agreement shall be in the form of an Amendment. No provision of this Agreement may be amended unless such Amendment is approved as to form by the City Attorney and executed in writing by authorized representatives of the Parties. If the requirements for Amendment of this Agreement as described in this section are not satisfied in full, then such Amendments automatically will be deemed null, void, invalid, non-binding, and of no legal force or effect.

21. INTERPRETATION:

The terms and conditions of this Agreement shall be liberally construed in accordance with the general purposes of this Agreement and according to Oregon law. This Agreement shall be construed according to the laws of the State of Oregon without reference to its conflict of law provisions

22. INDEMNIFICATION:

To the extent permitted by [Federal Law](#) and the Constitutions and laws of Oregon [and Washington](#) the RPA and the City shall hold each other harmless and indemnify each other for the negligent acts, actions or omissions to act of their respective entity's, commissioners, officers, employees, and agents in the performance of their respective responsibilities and duties under this Agreement. Notwithstanding the foregoing, neither Party shall in any way be liable to hold harmless or indemnify the other Party for any costs or claims arising directly, or indirectly, out of any System related activities in which they are not participating.

23. ASSIGNMENT:

The rights and obligations of each Party under this Agreement may not be assigned in whole or in part. Any attempted transfer shall be null and void, of no force or effect. Attempted transfer of this Agreement shall be considered Material Breach of contract.

24. WAIVER:

No waiver or any breach of Agreement shall be held to be a waiver of any other or subsequent breach of this Agreement.

25. REMEDIES:

The remedies provided in this Agreement are cumulative, and may be exercised concurrently or separately. The exercise of any one remedy shall not constitute an election of one remedy to the exclusion of any other.

26. SURVIVAL:

All obligations relating to confidentiality; indemnification; publicity; representations and warranties; proprietary rights as stated in this Agreement shall survive the termination or expiration of this Agreement.

27. NO THIRD PARTY BENEFICIARIES:

The Parties expressly agreed that nothing contained in the Agreement shall create any legal right or inure to the benefit of any third party.

This Agreement is entered into for the benefit of the City and RPA. Except as set forth herein, nothing in this Agreement shall be construed as giving any benefits, rights, remedies or claims to any other person, firm, corporation or other entity, including, without limitation, the general public or any member thereof, or to authorize anyone not a party to this Agreement to maintain a suit for breach of contract, personal injuries, property damage, or any other relief in law or equity in connection with this Agreement.

28. SEVERABILITY:

The terms of this Agreement are severable and a determination by an appropriate body having jurisdiction over the subject matter of this Agreement that results in the invalidity of any part, shall not affect the remainder of this Agreement

RegJIN INQUIRY ONLY INTERGOVERNMENTAL AGREEMENT

Signature Page

29. INTEGRATION:

This Agreement, including its Exhibits, constitutes the entire Agreement between RPA and the City and supersedes all prior written or oral discussions, proposals, presentations, understandings or agreements between the Parties on this subject.

The Parties acknowledge that they have read and understand this Agreement and agree to be bound by the terms and conditions contained herein.

The Parties agree that they may execute this Agreement, and any Amendments to this Agreement, by electronic means, including the use of electronic signatures.

The Parties hereby cause this Agreement to be executed.

The City: City of Portland	RPA: City of Click Here and Type
By:	By:
Name:	Name: Click Here and Type
Title:	Title: Click Here and Type
Date:	Date:
By:	By:
Name:	Name:
Title:	Title:
Date:	Date:

Participant Intergovernmental Agreement
Exhibit A (Inquiry Only): User Fees
Fiscal Year – July 1, 2020 to June 30, 2021

RPA agrees to pay the City of Portland the following annual User Fees for System Access and Use. RPA shall be billed yearly. Partial year amounts shall be pro-rated. The User Fees conform to the Entry RPA cost allocations contained in the Cost Sharing Formula in the Master User Board IGA in effect at the time of billing. Inquiry Only Users has a minimum of 5 (five) users for billing purposes.

Cost Per User/Month **\$44.64**
Total Number of RegJIN Users from RPA [Click here to enter text.](#)

Monthly Cost for RegJIN Access and Use [Click here to enter text.](#)
Annual Cost for RegJIN Access and Use..... [Click here to enter text.](#)

This rate will be reviewed prior to the beginning of the next fiscal year for possible adjustment.

Exhibit C

System Procedures and Use Policy:

Exhibit C is comprised of the Standard Operating Procedures (SOP) that guide the Use of the RegJIN System. The RegJIN Standard Operating Procedures will be updated from time to time and placed on the City's RegJIN Website at: <http://www.portlandonline.com/RegJINRC>

Prior to 07/01/15, Additions, subtractions, or modifications of RegJIN Standard Operating Procedures will occur in consultation with the RegJIN Implementation Team.

After 07/01/15 Additions, subtractions, or modifications of RegJIN Standard Operating Procedures will occur in consultation with the RegJIN User Board (RUB).

Exhibit D

Equipment and Security Requirements:

Workstation Type	Application	Manufacturer	Specifications
Versadex Desktop	RMS	HP / Dell / IBM or equivalent	- Intel or AMD 2 GHz dual core processor • Memory ○ 2 GB (minimum) ○ 4 GB (recommended) • 20 GB (available) HDD • NIC ○ 10 Mbit minimum ○ 100 Mbit recommended • 1024x768+ resolution display monitor • Microsoft Windows XP, Vista or 7
Versadex Mobile	Field Reporting	Panasonic, Motorola or equivalent	• Intel Centrino dual core processor • 2GB RAM • Display Resolution ○ 800x600 minimum ○ 1024x768 recommended • 13.3" daylight-readable LCD with (preferable) touchscreen • 20 GB (available) HDD • Microsoft Windows XP, Vista or 7

1. **Access Security** - New, desktop and mobile Equipment with access to the RegJIN System must adhere to the following requirements:
 - 1.1. Both desktop and mobile Equipment shall employ virus protection software
 - 1.1.1. Use of Anti-Virus and Anti-Spyware software to scan, detect, and eliminate viruses on workstations and laptops
 - 1.1.2. Anti-Virus and Anti-Spyware software must be kept up to date with current virus definitions, run at start-up, and employ resident scanning
 - 1.2. Both desktop and mobile Equipment shall apply current operating system service packs and patches; Auto-update is recommended.
 - 1.3. All desktop and mobile Equipment shall be protected by a current firewall.
 - 1.4. All mobile Equipment shall employ encryption technology for wireless transmissions from origin to termination. Encryption shall comply with Federal Information Processing Standards (FIPS) publications and guidelines for encryption.
 - 1.5. All mobile Equipment shall employ virtual private network for those transmissions that traverse between wireless local area network and department trusted network segments and shall have a static private IP address.
 - 1.6. All Users shall employ an auto-lock on their workstation or laptop that meets CJIS requirements.

- 1.7. The secured facility and all desktop and mobile Equipment shall employ at least one Advanced User Authentication method to secure access to data. This could include, but is not limited to, Biometrics, Smart Cards, or Electronic Token devices.
2. **Personnel Security** – Prior to gaining Access to the System’s criminal history record information, a person shall:
 - 2.1. Be fingerprinted and a background investigation conducted by the User’s RPA.
 - 2.2. That investigation shall include, but not be limited to, verification of information provided by the person and to public record information, including a check of the System’s master name file, Oregon LEDS or Washington ACCESS (depending on the state in which the RPA resides) and the National Crime Information Center files, and FBI Criminal Identification files.



Staff Report 189-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT Speed limit reduction on NE Erwin O Reiger Memorial Hwy

Key Points

- NW Lower River Road (SR-501), also referred to as NW Erwin O. Reiger Memorial Highway, is under the jurisdiction of the Washington State Department of Transportation (WSDOT).
- NW Erwin O. Reiger Memorial Highway Spur is maintained by the City.
- There are inconsistencies in the posted speed limit for NW Lower River Road and the NW Erwin O. Reiger Memorial Highway Spur from West 26th Avenue to the City limits, including one section in the vicinity of the Vancouver Lake Regional Park that is posted at 50 MPH.
- NW Lower River Road provides access for thousands of recreation users who visit the Clark County Rowing Club, Vancouver Lake Regional Park, Frenchman's Bar Regional Park and the Frenchman's Bar Regional Trail each year. Cyclists and pedestrians regularly access or cross the road from these recreational facilities and speeding vehicles is an ongoing safety concern. Lowering the speed limit to 35 MPH will increase the safety for pedestrians and bicyclists.

Strategic Plan Alignment

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

Present Situation

The Washington State Department of Transportation (WSDOT) and the City of Vancouver Traffic Engineering Staff have investigated the current posted speed limits on NW Lower River Road from W 26th Ave to the City limits. The investigation included collecting traffic counts and speed

survey data, site visits and review of current land use.

NW Lower River Road from West 26th Avenue (mile point 2.2) to the NE Erwin O Reiger Memorial Hwy Spur (mile point 5.29) is under the jurisdiction of WSDOT.

The NW Erwin O Reiger Memorial Hwy Spur from its intersection with NW Lower River Road to mile point 6.05 is under the jurisdiction of the City of Vancouver.

The NW Erwin O Reiger Memorial Hwy Spur north of mile point 6.05 is under the jurisdiction of the Washington State Department of Transportation.

Staff is recommending the changes based on the following:

NW Lower River Road has a posted speed limit of 45 MPH from W 26thAve (mile point 2.2) to NW Lower River Rd (mile point 2.64). Lowering the speed limit to 35 MPH will extend the existing 35 MPH north to the existing 50 MPH zone.

The 50 MPH zone from NW Lower River Rd (mile point 2.64) to NW Erwin O Reiger Memorial Hwy Spur (mile point 5.29) does not currently meet requirements for lowering and will remain posted at 50 MPH.

The NW Erwin O Reiger Memorial Hwy Spur from its intersection with NW Lower River Road to Vancouver Lake Park has a posted speed limit of 50 MPH that extends to the City limits at mile point 6.05. Lowering the speed limit to 35 MPH will improve safety for cyclists and pedestrians who regularly access or cross the highway from the Clark County Rowing Club and Vancouver Lake Park.

Advantage(s)

Improves safety by reducing driver speeds

Disadvantage(s)

None

Budget Impact

New speed limit signs will cost a total of \$1,000.00

Prior Council Review

None

Action Requested

Adopt a resolution establishing speed limits of:

- 35 MPH on NW Lower River Road from West 26th Avenue (mile point 2.2) to NW Lower River Rd (mile point 2.64).

- 35 MPH on NW Erwin O Reiger Memorial Hwy Spur from its intersection with NE Erwin O Reiger Memorial Hwy to the City limits at mile point 6.05.

Chris Christofferson, City Traffic Engineer, 360-487-7716

ATTACHMENTS:

- ▣ Resolution
- ▣ map of entire road section
- ▣ SR 501 reduction
- ▣ SR 501 spur reduction

12/21/20

RESOLUTION NO. M-_____

A RESOLUTION relating to traffic and establishing new speed limits along NE Erwin O Reiger Memorial Hwy, and NW Erwin O Reiger Memorial Highway Spur.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. As recommended in SR 189-20, establishment of the following:

- 35 MPH on NW Lower River Road from West 26th Avenue (mile point 2.2) to NW Lower River Rd (mile point 2.64)
- 35 MPH on NW Erwin O Reiger Memorial Hwy Spur from its intersection with NE Erwin O Reiger Memorial Hwy to the City limits at mile point 6.

Section 2. The Department of Public Works is authorized to install all signs necessary to effectuate Section 1.

DATED this _____, of _____, 2020.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

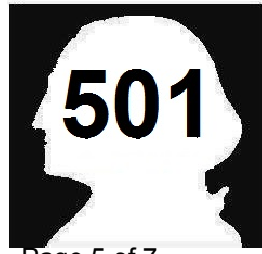
Approved as to form:

Jonathan Young, City Attorney

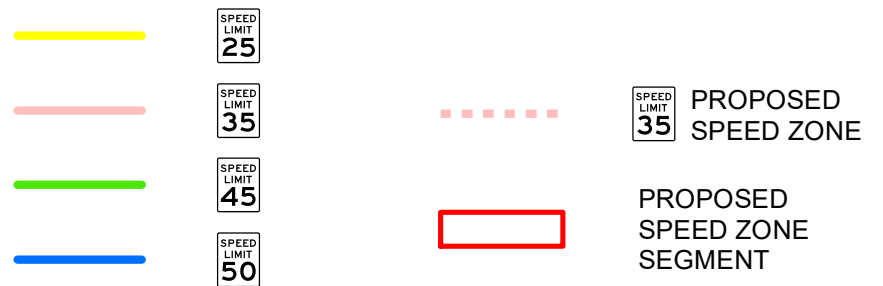
RESOLUTION - 1



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the

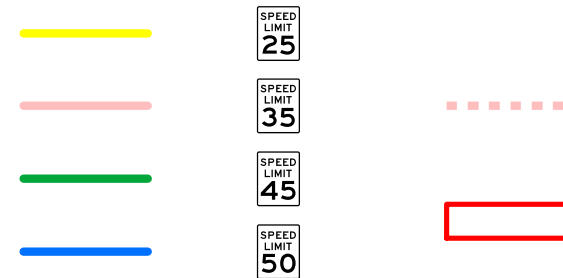


SR 501 & SR 501 SPUR PROPOSED SPEED ZONE STRIP MAP





SR 501 PROPOSED SPEED ZONE CHANGE MP 2.20 - MP 2.64



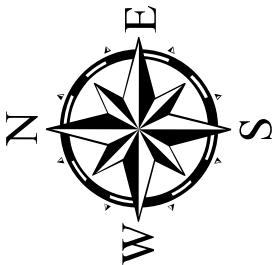
PROPOSED SPEED ZONE

PROPOSED SPEED ZONE SEGMENT





SR 501 SPUR PROPOSED SPEED ZONE CHANGE MP 5.24 - MP 6.05





Staff Report 190-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT Land donation - David H. Christensen Trust

Key Points

- Accepting this land donation would return this property to public right-of-way.

Strategic Plan Alignment

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

Present Situation

The family of Mr. Christensen has been working to settle his estate. As they reviewed his property holdings, it was found that he maintained ownership to a small strip of land (Assessor parcel No. 29625-000 – 3,049 square feet) that sits between City right-of-way at 18th & Murton. Upon further research, it was determined that in 1969 when Mr. Christensen donated property for the build-out of Murton Street, this sliver was missed in the transaction. The family would like to donate the property to the City as was originally intended. The City's Transportation Manager is in agreement that this should be City owned right-of-way.

This property has an assessed value of \$494.00. As an aside, the property being donated and the portion of the existing right-of-way just south of it are encumbered with water and sewer utility lines making development economically challenging, as the utilities would have to be relocated.

The parcel submitted for Council review for acceptance of land donation is outlined in an attached map.

Advantage(s)

Acceptance of land donation will put a sliver of property back to public right-of-way as originally

intended.

Disadvantage(s)

None

Budget Impact

None

Prior Council Review

None

Action Requested

On December 21, 2020, accept a donation of land from the David H. Christensen Trust and authorize the City Manager to execute a deed transferring ownership to the City as public right-of-way.

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

ATTACHMENTS:

- ▣ Gift Deed
- ▣ map

AFTER RECORDING RETURN TO:

CITY OF VANCOUVER

Attn: Property Management
PO Box 1995
VANCOUVER, WA 98668-1995

Grantor	:	DAVID H. CHRISTENSEN TRUST
Grantee	:	CITY OF VANCOUVER, a municipal corporation of the State of Washington
Abbreviated Legal	:	NORRIS ACRE TTS #2 LOTS 7 & 8 .07A
Assessor's Tax Parcel No.	:	029625-000
Prior Excise Tax No.	:	
Other Reference No(s).	:	

GIFT DEED

THE GRANTOR, DAVID H. CHRISTENSEN TRUST, for and in consideration of a gift conveys and quit claims to **GRANTEE, the CITY OF VANCOUVER**, a municipal corporation of the State of Washington, the following described real property, situated in the County of Clark, State of Washington, to wit:

Tax Parcel No. 029625-000

LEGAL DESCRIPTION: ALL THAT PART LOTS 7&8 NORRIS ACRE TTS LYNG S OF U S R/W EXC PTN DD TO MURTON ST DD 728223.

Grantor and Grantee do not intend to create any new lot by virtue of this deed. Grantor and Grantee intend that the property conveyed herein become public right-of-way:

DATED _____, 2020.

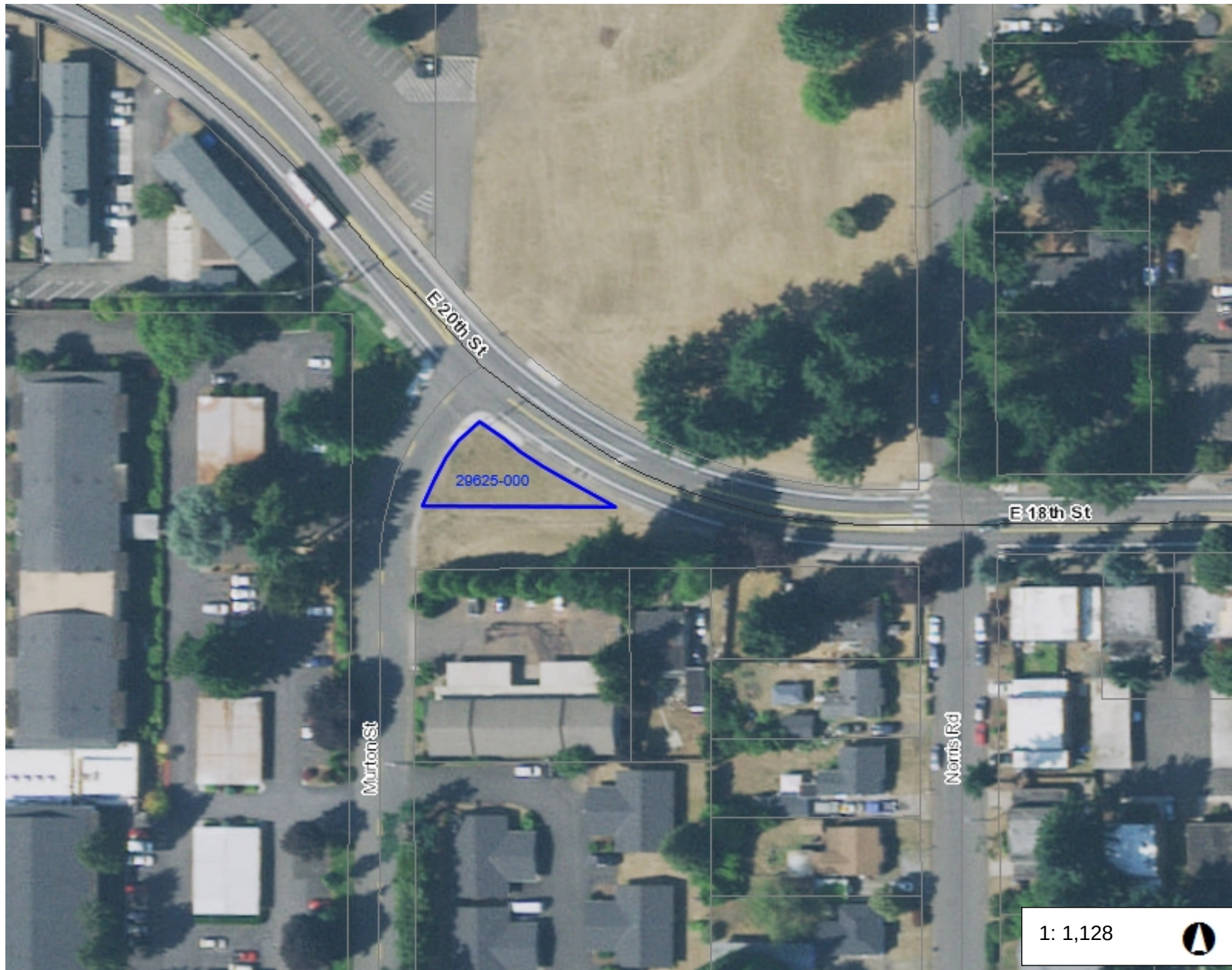
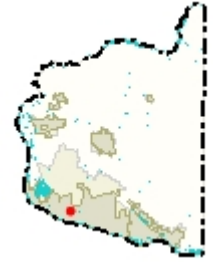
Kathy Maynard, Trust Executor

GIFT DEED - CHRISTENSEN

Page 1



David H. Christensen Trust



Legend

- ☐ Taxlots
- All Roads**
 - Interstate
 - State Route
 - Arterial
 - Forest Arterial
 - Minor Collector
 - Forest Collector
 - Private or Other
- Cities Boundaries
- Urban Growth Boundaries

Notes:

1: 1,128



188.0 0 94.00 188.0 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information.



Staff Report 191-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT Approval of Claim Vouchers and Requests for Paid Time Off (PTO) Cash-out

Key Points

- Claim vouchers are presented for Council's consideration in the usual manner.
- Companion to claim vouchers is a roster of PTO cash-out for Council's approval.
- Employees of the City of Vancouver accrue Paid Time Off (PTO) in accordance with City Policy as a benefit of employment.
- The City has a longstanding practice of permitting employees to cash out unused PTO hours at specified times throughout the year or upon separation from the City
- The option for mid-year PTO cash-outs was suspended in early 2020 due to fiscal concerns arising out of the pandemic-induced recession.
- Over the course of the year, pandemic-based restrictions on travel have resulted in higher than typical accrued PTO banks because employees have not taken time off in a typical manner.
- Employee PTO banks represent a future liability that the City has the capacity to pay down at present day values. Payments will be carried out contingent upon City Council approval of the claims voucher.

Strategic Plan Alignment

Not applicable.

Present Situation

Payment vouchers are presented to Council for approval in the usual manner.

Employees of the City of Vancouver accrue Paid Time Off (PTO) in accordance with City policy as a benefit of employment. The City's leave policies assist in attracting exceptionally talented staff. The City has a longstanding policy that allows employees to cash out unused PTO hours at specified times throughout the year or upon separation from the City.

However, at the onset of the COVID-19 pandemic, the City suspended the provisions for PTO cash-out payments by non-represented employees under City Policy 226-A.2 to maintain closer control over City cash flow due to the projected financial crisis at the national level. The City has since rescinded this provision altogether opting to allow PTO cash-out.

Coincidentally during the period the PTO cash-out policy was suspended earlier in 2020, the City became aware of new guidance from the Internal Revenue Service (IRS) that informed a modification to the PTO cash-out policy and process. This guidance indicates that a policy that allows up to a certain number of hours to be cashed out prior to Council authorization may create a tax liability to the individual employees whether they elect to cash out PTO or not. Moving forward, the administrative policy has been amended to address this, allowing PTO cash-outs once per year upon approval of City Council.

As all non-represented employees were required to take two weeks of unpaid furlough earlier this year (or a proportionate pay reduction) in response to the pandemic, many employees have taken less PTO during 2020 and their PTO banks have grown. Employee PTO banks represent a future liability that the City has the capacity to pay down at present day values upon request of employees.

Advantage(s)

Approval of the PTO cash-out buys down future PTO bank liability at present day value and supports a longstanding practice that continues to make the City of Vancouver an employer of choice for attracting and retaining exceptionally talented staff.

Disadvantage(s)

Approval of the claims voucher and payment of the requested PTO Cash Out requests will reduce the City's liquid capital. However, there are enough funds in the accrued liability reserve to cover this. Further, current PTO banks also represent a future liability for the City and capacity exists within the 2020 budget to buy down this future liability at present day salary schedules.

Budget Impact

As approval of the payment of requested PTO Cash Outs is supported by the 2020 budget, no new funding is required.

Prior Council Review

None

Action Requested

On December 21, 2020, approve Cash Out of the PTO hours specified in Attachment A to the staff report concurrent with approval of payment vouchers.

Jonathan Young, City Attorney, 360-487-8500

ATTACHMENTS:

- ▣ Attachment A: PTO Cash Out Roster
- ▣ Claim vouchers for 12.21.20

Name	Hours Requested
Abdalla, Hassan	200
Anderson, Mike	70
Anderson, Rae	104.9
Aske, Cory	56
Atkinson, Marcia	90
Atkison, Kevin	160
Azul, Jeff	60
Bailey, Judith	80
Barnabas, Nick	200
Batt, Donna	60
Berlanga, Jenn	40
Brenner, Debbie	200
Brown, Jeff	40
Brown, Jill	80
Brum, Teresa	80
Buck, Tim	200
Buckland, Cyle	100
Bullinger, Jim	80
Butsch, Tracy	97
Calhoun, Jason	100
Callahan, Loretta	100
Campos, Jennifer	140
Carlson, Brian	200
Carman, Allen	200
Castle, Mark	40
Christofferson, Chris	200
Clary, Tyler	100
Conjugacion, Michael	200
Cooley, Scott	200
Corbin, Kristian	160
Dacy, Olga	40
Davidson, Rita	100
Deaton, Leonard	40
Demmon, James	160
Dick, Frank	200
Dixon, Colby	62
Donovan, Stacey	193
Dorszynski, Weston	80
Douglas, Sean	106
Durshpek, Eugene	200
Eiken, Chad	200
Elliott, Kymberlee	54.6
Ellis, Sarah	8.5

English, Dean	200
Farra, John	200
Fell, Charles	200
Fields, James	70
Folkers, Cheryl	70
Folkers, Wayne	76
Fung, Alan	200
Gatter, Kirk	40
George, Jessica	100
Gibson, Ron	80
Gilbertson, Julie	40
Gilbride, Patrick	120
Gillis, Scott	60
Giurgiev, Iasmina	200
Grimes, Gary	80
Gunnels, Chris	80
Hancock, Giff	80
Harder, Rebecca	200
Harrington, Maggie	100
Harris, Paul	107
Harris, Steve	80
Hazuka, Mark	160
Heard, Brandi	120
Heath, Hailey	20
Hebert, Suzanne	90
Heitz, Kevin	80
Henry, Michelle	200
Holly, Michael	160
Holmes, Eric	200
Hoskinson, Jeremy	78
Huber, Elaine	80
Hyrman, Bobbi	200
Jones-Williams, Jinny	200
Jordan, Vanessa	200
Juve, Gene	200
Kapp, Kim	200
Kaspan, Steve	120
Keithley, Kristine	120
Kennedy, Rebecca	200
Kenning, Teri	200
Kitterman, Jason	80
Knox, Ryan	200
Koellermeier, Doug	200
Krohling, Karen	100
Kumpula, Karen	120
Kuzmin, Leo	191
Laursen, Jerek	130

Lawson, Connie	120
Lechuga, Mario	100
Lee, Joydene	186
Lee, Steve	140
Lehto, Kristin	20
Lester, Mike	160
Lewellen, Carrie	160
Lloyd, Dan	40
Lofton, Lee	40
Lopossa, Ryan	80
Lund, Kelly	106
Lynch, Jeff	40
Magdaleno, Leticia	90
Maguire, DJ	120
Mahan, Jacob	150
Malone, Chris	120
McClure, Kevin	200
McConaghy, Rich	200
McEllrath, Patricia	200
McElvain, James	80
McKee, Rich	200
McNees, Georgiana	200
Meade, Andy	200
Monroe, Bryan	160
Morley, Stuart	200
Nettles, Lisajo	125
Newbold, Jeri	200
Nguyen, Kim	200
Nigrey, Michael	200
Norfleet, Daniel	200
Nye, Katherine	200
Odegard, Aaron	200
O'Meara, Dan	60
Pelletier, Ken	200
Perlick, David	200
Petersen, Lisa	120
Pettinger, Dade	80
Porter, Brooke	40
Potter, Brian	200
Powell, Abby	100
Pratt-Israel, Deborah	200
Price, Troy	200
Quintrell, Anna	120
Rae, Allison	160
Ramirez, Tracie	160
Ray, Charles	100
Redmond, Nicholas	200

Renner, John	80
Reule, Andrew	200
Rice, Aron	54.5
Rolf, Pat	100
Rosdahl, Michael	100
Rose, Gretchen	120
Salmi, Kevin	100
Scarpelli, Heidi	200
Schadler, Eric	160
Schoessler, Janet	200
Schrantz, Jeanne	80
Sheehan, Peggy	80
Shrum, Mike	200
Smithline, Kevin	120
Snyder, Terry	120
Sommerville, Shawna	50
Sorenson, Amy	50
Steiner-Weigel, LaVonne	200
Stockton, James	40
Strano, Giovanni	200
Sutton, Dorie	60
Swanson, Mike	80
Swensen, Daniel	200
Takach, Lisa	200
Thirungari, Sree	200
Thomas, Eric	200
Thornquist, Laura	100
Tryon, Megun	25
Tucker, Johnie	120
Tuntland, Tracy	160
Turk, Shannon	80
Turner, Greg	80
Uribe, Jessie	200
Urick, Stephenie	60
Vedantham, Raj	200
Vedantham, Uma	200
Vidito, Michael	160
Waters, Roger	150
Weber, Jeff	120
Wooden, Paul	80
Woods, Michael	160
Wright, Carie	100
Young, Jonathan	200
	23,680.50

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:

\$ 9,264,437.42 this 21st day of December 2020.

MAYOR



AUDITING OFFICER

COUNCILMEMBER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
December 8 - Dec 14	Accounts Payable Checks (see attached)	\$ 6,281,026.56
December 8 - Dec 14	Hansen City Payments (see attached)	\$ 12,275.20
December 8 - Dec 14	Visa Refunds (see attached)	\$ -
December 8 - Dec 14	Payroll Checks (see attached)	\$ 2,971,135.66
TOTAL		\$ 9,264,437.42

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	12/8/2020	227.11	Keybank National Association	
Supplier Payment	Manual Wire	No Reference	12/10/2020	75.00	HRA VEBA Plan	
Supplier Payment	Manual Wire	No Reference	12/10/2020	3,999.19	ICMA 401A	
Supplier Payment	Manual Wire	No Reference	12/10/2020	168,087.83	ICMA Corp	
Supplier Payment	Manual Wire	No Reference	12/10/2020	25,072.58	ING	
Supplier Payment	Manual Wire	No Reference	12/10/2020	560.50	Oregon SDU	
Supplier Payment	Manual Wire	No Reference	12/10/2020	54,649.63	State of Washington Department of Retirement System (PERS)	
Supplier Payment	Manual Wire	No Reference	12/10/2020	1,559.70	Vancouver Fire Command Officers	
Supplier Payment	Manual Wire	No Reference	12/10/2020	24,617.93	Vancouver Firefighters Union Health & Welfare Trust	
Supplier Payment	Manual Wire	No Reference	12/10/2020	4,026.44	Washington SDU	
Supplier Payment	Manual Wire	No Reference	12/10/2020	17,700.00	Washington State Firefighters	
Supplier Payment	Manual Wire	No Reference	12/10/2020	16,809.49	Western States Health & Welfare Trust	
Supplier Payment	Manual Wire	No Reference	12/7/2020	138,960.97	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	12/7/2020	15,127.00	Washington Dental Service	
Supplier Payment	Manual Wire	No Reference	12/11/2020	92,885.77	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	12/11/2020	360,025.81	Clark County - Remit-To: Clark County - Treasurer	
Supplier Payment	Manual Wire	No Reference	12/11/2020	823,950.45	Vancouver	
Supplier Payment	Manual Wire	No Reference	12/11/2020	823,950.45	Internal Revenue Service	
Supplier Payment	Manual Wire	No Reference	12/11/2020	326,106.15	Kaiser Permanente - Remit-To: Kaiser Permanente	
Supplier Payment	Manual Wire	No Reference	12/11/2020	99.33	State of Arizona	
Supplier Payment	Manual Wire	No Reference	12/11/2020	23.60	State of California	
Supplier Payment	Manual Wire	No Reference	12/11/2020	967.10	VSP Vision Care Inc	
Supplier Payment	Manual Wire	No Reference	12/11/2020	5,130.00	Washington Dental Service	
Supplier Payment	Manual Wire	No Reference	12/14/2020	8,588.66	Bank Of America N.A. - Remit-To: Charlotte NC	
Supplier Payment	Manual Wire	No Reference	12/14/2020	249,969.37	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	12/14/2020	23,631.26	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire	No Reference	12/14/2020	19,151.43	Washington Dental Service	
Expense Payment	Direct Deposit	EFT-00082403	12/10/2020	133.10	John Renner	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082404	12/10/2020	60.00	Storme Telford	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082405	12/10/2020	164.76	William Zalpys	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082406	12/10/2020	225.00	Kyle Peters	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082407	12/10/2020	189.69	Douglas Van Aalst	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082408	12/10/2020	125.25	Nicholas Kujava	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082409	12/10/2020	332.24	John Scukanec	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082410	12/10/2020	150.00	Patrick Craney	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082411	12/10/2020	164.47	Wesley Kandoll	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082412	12/10/2020	204.36	Dene Foral	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082413	12/10/2020	138.92	Joseph Lenahan	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00082414	12/10/2020	226.98	Wayne Folkers	Employee Reimbursement
Supplier Payment	EFT	EFT-00082415	12/10/2020	21,160.74	Consolidated Supply Co	

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1 of 8

INVOICE PAYMENTS REPORT

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Supplier Payment	EFT	EFT-00082416	12/10/2020	1,100,000.00	Vancouver Housing Authority	
Supplier Payment	EFT	EFT-00082417	12/10/2020	10,665.10	Mead and Hunt Inc	
Supplier Payment	EFT	EFT-00082418	12/10/2020	1,222.75	Metro Overhead Door Inc	
Supplier Payment	EFT	EFT-00082419	12/10/2020	561.39	Praxair Distribution Inc	
Supplier Payment	EFT	EFT-00082420	12/10/2020	2,961.80	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	EFT	EFT-00082421	12/10/2020	2,523.28	George Elevator Service LLC	
Supplier Payment	EFT	EFT-00082422	12/10/2020	33,063.80	Halme Excavating Inc	
Supplier Payment	EFT	EFT-00082423	12/10/2020	2,484.00	Otak Inc	
Supplier Payment	EFT	EFT-00082424	12/10/2020	95.00	T2 Systems Inc	
Supplier Payment	EFT	EFT-00082425	12/10/2020	3,850.00	JCI Jones Chemicals Inc	
Supplier Payment	EFT	EFT-00082426	12/10/2020	86,913.96	Lee Contractors LLC	
Supplier Payment	EFT	EFT-00082427	12/10/2020	22,624.58	Share Inc	
Supplier Payment	EFT	EFT-00082428	12/10/2020	3,164.26	Jeanette M. Bader	
Supplier Payment	EFT	EFT-00082429	12/10/2020	11,631.32	Fire Systems West	
Supplier Payment	EFT	EFT-00082430	12/10/2020	815,267.06	Operations Management International Inc	
Supplier Payment	EFT	EFT-00082467	12/10/2020	68.12	Legal Shield	
Supplier Payment	EFT	EFT-00082468	12/10/2020	12,797.34	Allegiance Benefit Plan Management Inc	
Ad Hoc Payment	Check	18559	12/9/2020	80.64	Anderson, John	Utility Refunds: 0128000772-16
Ad Hoc Payment	Check	18560	12/9/2020	150.00	Andrew Costello	201203 Treefund
Ad Hoc Payment	Check	18561	12/9/2020	20.00	Ardis/ Charles Sweiberg	refund ovepmt alarm
Ad Hoc Payment	Check	18562	12/9/2020	111.64	Barker Jr, Reed	Utility Refunds: 0029003800-10
Ad Hoc Payment	Check	18563	12/9/2020	204.57	Belash, Alexander	Utility Refunds: 0161015100-02
Ad Hoc Payment	Check	18564	12/9/2020	135.06	Berezhnoy, Aleksandr and Brittany	Utility Refunds: 0045010920-02
Ad Hoc Payment	Check	18565	12/9/2020	14.19	Bliquez, Katie	Utility Refunds: 0071030502-03
Ad Hoc Payment	Check	18566	12/9/2020	49.81	Bliquez, Katie and Jonathan	Utility Refunds: 0071030502-03
Ad Hoc Payment	Check	18567	12/9/2020	100.00	Bobbi Thale	201203 Treefund
Ad Hoc Payment	Check	18568	12/9/2020	208.04	Branch, Thomas	Utility Refunds: 0109012268-02
Ad Hoc Payment	Check	18569	12/9/2020	339.59	Brown, Jenny	Utility Refunds: 0030042100-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18570	12/9/2020	120.21	Butrick, Ken	Utility Refunds: 0033082300-07 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18571	12/9/2020	238.62	Casey C Handley and, Katie Shea Marie Handley	Utility Refunds: 0128000164-06
Ad Hoc Payment	Check	18572	12/9/2020	69.57	Chen, Jen	Utility Refunds: 0056026300-05
Ad Hoc Payment	Check	18573	12/9/2020	53.85	Clark, Rory and Elisha	Utility Refunds: 0117051094-04
Ad Hoc Payment	Check	18574	12/9/2020	598.37	Cristian and Claudia Nedelcu	Utility Refunds: 0032054100-04
Ad Hoc Payment	Check	18575	12/9/2020	78.29	Crocker, Scott	Utility Refunds: 0140005353-03
Ad Hoc Payment	Check	18576	12/9/2020	207.68	Deryavko, Elvira and Aleksandr	Utility Refunds: 0063088672-03
Ad Hoc Payment	Check	18577	12/9/2020	216.89	Diaz, Paula	Utility Refunds: 0048068658-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18578	12/9/2020	176.40	Dickenson, Michael and Lalawne	Utility Refunds: 0064067504-02
Ad Hoc Payment	Check	18579	12/9/2020	49.17	Dimaya, Ark and Katherine	Utility Refunds: 0126001620-06
Ad Hoc Payment	Check	18580	12/9/2020	109.98	Dittlinger, John and Amanda	Utility Refunds: 0078001700-03
Ad Hoc Payment	Check	18581	12/9/2020	200.00	Donald Cardinal	201203 Treefund
Ad Hoc Payment	Check	18582	12/9/2020	78.87	D R Horton Inc Portland	Utility Refunds: 0500003819-01
Ad Hoc Payment	Check	18583	12/9/2020	96.70	Ellen Braukman	Utility Refunds: 0154001390-06
Ad Hoc Payment	Check	18584	12/9/2020	117.97	Ellis, Kevin	Utility Refunds: 0063015200-12
Ad Hoc Payment	Check	18585	12/9/2020	66.46	Estate of Deloris McQuiston	Utility Refunds: 0091012958-05
Ad Hoc Payment	Check	18586	12/9/2020	173.80	Estate of Dorothy Kirby	Utility Refunds: 0056080500-05
Ad Hoc Payment	Check	18587	12/9/2020	196.00	Fich, Trustee, Dorothye	Utility Refunds: 0042018907-04 Consolidated refund created from multiple refunds

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2 of 8

INVOICE PAYMENTS REPORT

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Ad Hoc Payment	Check	18588	12/9/2020	100.00	Fine,Georgia	Utility Refunds: 0093021600-13
Ad Hoc Payment	Check	18589	12/9/2020	66.11	Fry,Daniel	Utility Refunds: 0500003731-01
Ad Hoc Payment	Check	18590	12/9/2020	60.82	Gajer,Kevin and Angela	Utility Refunds: 0106080098-12
Ad Hoc Payment	Check	18591	12/9/2020	67.42	Garner,Robert and Danielle	Utility Refunds: 0158010048-03
Ad Hoc Payment	Check	18592	12/9/2020	49.21	Gary Pettit	Utility Refunds: 0050035600-01
Ad Hoc Payment	Check	18593	12/9/2020	116.69	George Gundlach and Stan McKinley	Utility Refunds: 0024006100-09
Ad Hoc Payment	Check	18594	12/9/2020	0.50	Glenwood Homes LLC	WTR-282279 refund
Ad Hoc Payment	Check	18595	12/9/2020	99.88	Guerra,Debra	Utility Refunds: 0056051600-02
Ad Hoc Payment	Check	18596	12/9/2020	28.12	Guerra,Roger and Debra	Utility Refunds: 0056051600-02
Ad Hoc Payment	Check	18597	12/9/2020	255.43	Haggerty Realty, LLC	Utility Refunds: 0138001822-03
Ad Hoc Payment	Check	18598	12/9/2020	56.36	Ham,Kathy and Keith	Utility Refunds: 0048332517-04
Ad Hoc Payment	Check	18599	12/9/2020	88.46	Hantho,Nicholas and Natalie	Utility Refunds: 0066018000-07
Ad Hoc Payment	Check	18600	12/9/2020	138.53	Hardy,David	Utility Refunds: 0000004865-02
Ad Hoc Payment	Check	18601	12/9/2020	101.82	Hatch,Jason and Ashley	Utility Refunds: 0072023605-05
Ad Hoc Payment	Check	18602	12/9/2020	306.50	Hiddenbrook Glen HOA	Utility Refunds: 0101021600-08
Ad Hoc Payment	Check	18603	12/9/2020	73.27	Hutchison,Karen	Utility Refunds: 0056032700-03
Ad Hoc Payment	Check	18604	12/9/2020	58.40	J & M Services	MPE-282466 refund
Ad Hoc Payment	Check	18605	12/9/2020	59.23	Jaden Yordi and Charity Miller	Utility Refunds: 0074089246-11
Ad Hoc Payment	Check	18606	12/9/2020	66.57	Jana Fanning and Janice and Robert Guill	Utility Refunds: 0500001010-02
Ad Hoc Payment	Check	18607	12/9/2020	123.91	Jeffrey Campbell and Gwendolyn Burnham-Campbell	Utility Refunds: 0028024300-01
Ad Hoc Payment	Check	18608	12/9/2020	223.00	Jocelyn Pratt and Terrence Purdy	Utility Refunds: 0092002800-08
Ad Hoc Payment	Check	18609	12/9/2020	35.00	John Ferrier	refund overpmt pkg cit #7202501224 (to be voided)
Ad Hoc Payment	Check	18610	12/9/2020	181.08	Junker,Ryan	Utility Refunds: 0002000111-02
Ad Hoc Payment	Check	18611	12/9/2020	20.00	Karen Kuryla	refund overpmt alarm
Ad Hoc Payment	Check	18612	12/9/2020	197.91	Kealy,Tracy	Utility Refunds: 0058025109-12
Ad Hoc Payment	Check	18613	12/9/2020	144.88	Keith Denver	Utility Refunds: 0070091050-02
Ad Hoc Payment	Check	18614	12/9/2020	88.07	Keith Ketcher and Darci Ingram-Ketcher	Utility Refunds: 0069080380-07
Ad Hoc Payment	Check	18615	12/9/2020	80.00	Klamfoth,Jennifer	Utility Refunds: 0002000111-02
Ad Hoc Payment	Check	18616	12/9/2020	116.20	Klepec,Gordon	Utility Refunds: 0117052146-03
Ad Hoc Payment	Check	18617	12/9/2020	70.80	Klepec,Nicole and Gordon	Utility Refunds: 0117052146-03
Ad Hoc Payment	Check	18618	12/9/2020	33.27	Knudeson,Shirley	Utility Refunds: 0085036308-06
Ad Hoc Payment	Check	18619	12/9/2020	145.02	Knudeson,Shirley, Jason and Daryl	Utility Refunds: 0085036308-06
Ad Hoc Payment	Check	18620	12/9/2020	33.27	Knudeson Trustee,Christopher	Utility Refunds: 0085036308-06
Ad Hoc Payment	Check	18621	12/9/2020	65.15	Kostadinov,Ivan	Utility Refunds: 0093047400-04
Ad Hoc Payment	Check	18622	12/9/2020	113.00	Latham,Lisa	Utility Refunds: 0031033700-06
Ad Hoc Payment	Check	18623	12/9/2020	228.97	Lechner,Paul	Utility Refunds: 0124002020-03
Ad Hoc Payment	Check	18624	12/9/2020	368.50	Leslie Cornish and Corey Sargent,Successor Trustees	Utility Refunds: 0063000503-01
Ad Hoc Payment	Check	18625	12/9/2020	55.28	Lockman,Brandon and Jennifer	Utility Refunds: 0128000290-04
Ad Hoc Payment	Check	18626	12/9/2020	30.89	Lockman,Derry and Evelyn	Utility Refunds: 0044077931-05
Ad Hoc Payment	Check	18627	12/9/2020	950.00	Mark Mamontov	refund PCEN GP PCEN IMP PCEN SRV (SIT #15553)
Ad Hoc Payment	Check	18628	12/9/2020	50.00	Martin Hansen	201203 Treefund
Ad Hoc Payment	Check	18629	12/9/2020	53.53	McCord,Tonya	Utility Refunds: 0063079001-03
Ad Hoc Payment	Check	18630	12/9/2020	482.28	McCormick,Mimi	Utility Refunds: 0115000086-02 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18631	12/9/2020	27.44	Mcelyea,Sean	Utility Refunds: 0039013700-01
Ad Hoc Payment	Check	18632	12/9/2020	285.00	Mcmanigal Trustee,Helen	Utility Refunds: 0032047100-02
Ad Hoc Payment	Check	18633	12/9/2020	25.57	Meritt,Guy and Carla Jo	Utility Refunds: 0028023708-04
Ad Hoc Payment	Check	18634	12/9/2020	50.00	Michael Harmel	201203 Treefund
Ad Hoc Payment	Check	18635	12/9/2020	49.73	Miller,Duane	Utility Refunds: 0072000716-03

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INVOICE PAYMENTS REPORT

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Ad Hoc Payment	Check	18636	12/9/2020	49.49	Mitchell,Debra	Utility Refunds: 0072012000-03
Ad Hoc Payment	Check	18637	12/9/2020	149.00	Monahan,Shelly	Utility Refunds: 0073003248-03
Ad Hoc Payment	Check	18638	12/9/2020	50.00	New Seasons Market	refund CIVICGOV
Ad Hoc Payment	Check	18639	12/9/2020	50.32	Nicole Petrie	refund pkg permit COV07681
Ad Hoc Payment	Check	18640	12/9/2020	79.04	Nob Hill Homeowners Assoc	Utility Refunds: 0024025500-18
Ad Hoc Payment	Check	18641	12/9/2020	160.32	Nob Hill Homeowners Assoc	Utility Refunds: 0024025520-14
Ad Hoc Payment	Check	18642	12/9/2020	352.92	Nob Hill Homeowners Assoc	Utility Refunds: 0024025509-14
Ad Hoc Payment	Check	18643	12/9/2020	84.47	Nylund Homes	Utility Refunds: 0067020566-09
Ad Hoc Payment	Check	18644	12/9/2020	4,631.10	Pacific Siteworks LLC	Inv #1339 (Abouzeiter) SCIP contractor pmt
Ad Hoc Payment	Check	18645	12/9/2020	40.00	PCS	Thomas Rankin (Cust #51166; Inv #99379707)
Ad Hoc Payment	Check	18646	12/9/2020	20.00	PCS	Mill Plain Heated Storage (cust #21340 ; Inv #99338979)
Ad Hoc Payment	Check	18647	12/9/2020	43,332.73	Peacehealth	Utility Refunds: 0014066035-00
Ad Hoc Payment	Check	18648	12/9/2020	5,416.94	Peacehealth	Utility Refunds: 0014066035-00 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18649	12/9/2020	40.76	Perkins,Shanna	Utility Refunds: 0025013300-05
Ad Hoc Payment	Check	18650	12/9/2020	222.96	Perron Jr, Frank E	Utility Refunds: 0139000390-02
Ad Hoc Payment	Check	18651	12/9/2020	69.35	Personal Rep,Theresa Davis	Utility Refunds: 0101000716-01
Ad Hoc Payment	Check	18652	12/9/2020	168.88	Pounsel-Lott,Kitwana	Utility Refunds: 0075004138-04
Ad Hoc Payment	Check	18653	12/9/2020	42.14	Raatz,Marilynn and Barry	Utility Refunds: 0094002000-05
Ad Hoc Payment	Check	18654	12/9/2020	161.12	Real Property Management Vancouver	Utility Refunds: 0500002551-01
Ad Hoc Payment	Check	18655	12/9/2020	48.69	Reinikka,Dana	Utility Refunds: 0121040068-01
Ad Hoc Payment	Check	18656	12/9/2020	150.00	Renee Newsome	201203 Treefund
Ad Hoc Payment	Check	18657	12/9/2020	94.83	Roa,Daniel	Utility Refunds: 0093021600-13
Ad Hoc Payment	Check	18658	12/9/2020	161.78	Santistevan,Stephanie	Utility Refunds: 0500001187-03
Ad Hoc Payment	Check	18659	12/9/2020	7,230.28	Sark Point Inc	Inv #1049 SCIP contractor pmt (Kline)
Ad Hoc Payment	Check	18660	12/9/2020	58.99	Scott A Reiman and Cathy L Barnes	Utility Refunds: 0025012200-15
Ad Hoc Payment	Check	18661	12/9/2020	20.00	Sea Mar Community Health Centers	refund overpmt alarm
Ad Hoc Payment	Check	18662	12/9/2020	97.67	Shawn M Dalton	Utility Refunds: 0107003134-07
Ad Hoc Payment	Check	18663	12/9/2020	36.23	Shea Lott and Kitwana Pounsel-Lott	Utility Refunds: 0075004138-04
Ad Hoc Payment	Check	18664	12/9/2020	30.87	Simpson,Michael and Mary Elizabeth	Utility Refunds: 0128410600-01
Ad Hoc Payment	Check	18665	12/9/2020	1,002.54	Smartlink LLC	CMI-274236 refund
Ad Hoc Payment	Check	18666	12/9/2020	1,002.54	Smartlink LLC	CMI-274239 refund
Ad Hoc Payment	Check	18667	12/9/2020	153.00	Stanley,Jeanette	Utility Refunds: 0063800050-05
Ad Hoc Payment	Check	18668	12/9/2020	215.30	Stires,John	Utility Refunds: 0057039023-02
Ad Hoc Payment	Check	18669	12/9/2020	43.70	Stires,John and Dixie	Utility Refunds: 0057039023-02
Ad Hoc Payment	Check	18670	12/9/2020	62.62	Stoeck,Christina	Utility Refunds: 0053076700-05
Ad Hoc Payment	Check	18671	12/9/2020	153.67	Summerfield Homes LLC	Utility Refunds: 0114008992-12
Ad Hoc Payment	Check	18672	12/9/2020	33.61	Taylor,Marge	Utility Refunds: 0078338000-06
Ad Hoc Payment	Check	18673	12/9/2020	89.65	The Jay Humbrock Estate	Utility Refunds: 0101000716-01
Ad Hoc Payment	Check	18674	12/9/2020	214.48	Tommie W & Shirley E Townsend	Utility Refunds: 0107007084-01
Ad Hoc Payment	Check	18675	12/9/2020	52.81	Ton,Anthony	Utility Refunds: 0147001618-01
Ad Hoc Payment	Check	18676	12/9/2020	53.58	Vasilchuk,Lyubov and Viktor	Utility Refunds: 0086002600-07
Ad Hoc Payment	Check	18677	12/9/2020	57.59	Vergeer,Douglas and Ashley	Utility Refunds: 0086066000-04
Ad Hoc Payment	Check	18678	12/9/2020	107.00	Wardell,Justin	Utility Refunds: 0108002514-11
Ad Hoc Payment	Check	18679	12/9/2020	4,922.45	Washington State Patrol- Budget and Fiscal Services	paid to the City of Vancouver in error
Ad Hoc Payment	Check	18680	12/9/2020	137.92	Weekley Homes LLC	Utility Refunds: 0500003791-01
Ad Hoc Payment	Check	18681	12/9/2020	151.62	Weekley Homes LLC	Utility Refunds: 0500003156-01 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	18682	12/9/2020	464.59	William and Michelle Wittenburg	Utility Refunds: 0056000046-05
Ad Hoc Payment	Check	18683	12/9/2020	32.67	Williams,Christopher and Clara	Utility Refunds: 0065025761-10

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4 of 8

INVOICE PAYMENTS REPORT

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Ad Hoc Payment	Check	18684	12/9/2020	77.72	Willits,Brent and Shawna	Utility Refunds: 0070091090-02
Ad Hoc Payment	Check	18685	12/9/2020	345.00	Winters Trustees,Jerry and Michelle	Utility Refunds: 0025040200-01
Supplier Payment	Check	18686	12/9/2020	362.00	Accurate Corporate Services Inc	
Supplier Payment	Check	18687	12/9/2020	16,576.74	Action Technology Systems	
Supplier Payment	Check	18688	12/9/2020	588.61	A-Line Asphalt Maintenance Inc	
Supplier Payment	Check	18689	12/9/2020	798.00	Allegheny Answering Services	
Supplier Payment	Check	18690	12/9/2020	20,723.00	Allegis Group Holdings Inc - Remit-To: TekSystems Inc - Atlanta	
Supplier Payment	Check	18691	12/9/2020	187,065.20	Allied Plumbing and Pumps LLC - Remit-To: Allied Trenchless	
Supplier Payment	Check	18692	12/9/2020	403.10	Amtech Less Lethal Inc	
Supplier Payment	Check	18693	12/9/2020	257.21	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	18694	12/9/2020	569.20	Archaeological Investigations Northwest Inc	
Supplier Payment	Check	18695	12/9/2020	6,045.25	Aspect Consulting LLC	
Supplier Payment	Check	18696	12/9/2020	8,190.07	AT & T Mobility II LLC	
Supplier Payment	Check	18697	12/9/2020	3,729.68	Atlas Supply	
Supplier Payment	Check	18698	12/9/2020	4,375.84	Bacon Collision	
Supplier Payment	Check	18699	12/9/2020	11,251.51	Bank Of America N.A. - Remit-To: Account Analysis	
Supplier Payment	Check	18700	12/9/2020	1,219.51	Blairco Inc	
Supplier Payment	Check	18701	12/9/2020	1,819.81	Bound Tree Medical LLC	
Supplier Payment	Check	18702	12/9/2020	11,684.50	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco	
Supplier Payment	Check	18703	12/9/2020	2,351.25	BSK Associates - Remit-To: Supplier BSK Associates	
Supplier Payment	Check	18704	12/9/2020	970.18	Buell Recreation LLCC	
Supplier Payment	Check	18705	12/9/2020	7,765.56	Cadman Materials - Remit-To: Cadman - Chicago	
Supplier Payment	Check	18706	12/9/2020	15,148.96	CECO Inc	
Supplier Payment	Check	18707	12/9/2020	495.32	Cellco Partnership - Remit-To: Cellco - Dallas	
Supplier Payment	Check	18708	12/9/2020	53,239.24	Century West Engineering Corp	
Supplier Payment	Check	18709	12/9/2020	9,992.43	CFM Strategic Communications Inc	
Supplier Payment	Check	18710	12/9/2020	11,425.78	CH2M Hill Engineers Inc - Remit-To: CH2M - Dallas	
Supplier Payment	Check	18711	12/9/2020	7,495.72	CH2M Hill Inc	
Supplier Payment	Check	18712	12/9/2020	3,529.64	CH2M Hill Inc - Remit-To: CH2M - Dallas	
Supplier Payment	Check	18713	12/9/2020	41.54	Clark County - Remit-To: Clark County - Treasurer Seattle	
Supplier Payment	Check	18714	12/9/2020	1,477.54	Clark Public Utility District No. 1	
Supplier Payment	Check	18715	12/9/2020	37.09	Clark Public Utility District No. 1	
Supplier Payment	Check	18716	12/9/2020	574.09	Clark Public Utility District No. 1	
Supplier Payment	Check	18717	12/9/2020	333.07	Clark Public Utility District No. 1	
Supplier Payment	Check	18718	12/9/2020	490.10	Clark Public Utility District No. 1	
Supplier Payment	Check	18719	12/9/2020	47.06	Clark Public Utility District No. 1	
Supplier Payment	Check	18720	12/9/2020	108.27	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18721	12/9/2020	193.27	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	18722	12/9/2020	16,756.88	Comcast Holdings Corporation - Remit-To: Comcast Holdings Corporation - Philadelphia	
Supplier Payment	Check	18723	12/9/2020	2,456.78	Core and Main LP - Remit-To: Core and Main LP	
Supplier Payment	Check	18724	12/9/2020	131,383.10	Del Sol Inc	

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5 of 8

INVOICE PAYMENTS REPORT

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Supplier Payment	Check	18725	12/9/2020	962.50	DS Forensics Inc	
Supplier Payment	Check	18726	12/9/2020	11,373.88	Epic Land Solutions Inc	
Supplier Payment	Check	18727	12/9/2020	5,140.10	Ferguson Enterprises - Remit-To: Ferguson - Dallas	
Supplier Payment	Check	18728	12/9/2020	2,692.50	Financial Consulting Solutions Group Inc	
Supplier Payment	Check	18729	12/9/2020	927.47	Gray & Osborne Inc	
Supplier Payment	Check	18730	12/9/2020	34,353.00	H&H Wood Recyclers	
Supplier Payment	Check	18731	12/9/2020	500.00	Harper Houf Peterson Righellis Inc	
Supplier Payment	Check	18732	12/9/2020	6,775.21	H D Fowler Company Inc	
Supplier Payment	Check	18733	12/9/2020	8,750.00	Hyas Group LLC	
Supplier Payment	Check	18734	12/9/2020	1,196.25	Investigative Solutions LLC	
Supplier Payment	Check	18735	12/9/2020	358.18	Iron Mountain Inc - Remit-To: Iron Mountain - New York	
Supplier Payment	Check	18736	12/9/2020	259.83	J-2 Blueprint Supply Co.	
Supplier Payment	Check	18737	12/9/2020	825.00	Jensen Hughes Inc	
Supplier Payment	Check	18738	12/9/2020	1,000.00	Jessica Leigh Graff	
Supplier Payment	Check	18739	12/9/2020	256.00	Julia Thornton Investigative & Consulting Services	
Supplier Payment	Check	18740	12/9/2020	145.00	Kaiser Permanente	
Supplier Payment	Check	18741	12/9/2020	3,000.00	Kenn D Meneely	
Supplier Payment	Check	18742	12/9/2020	120,721.02	Key Code Media, Inc	
Supplier Payment	Check	18743	12/9/2020	27,097.29	King County Directors Association Purchasing Department	
Supplier Payment	Check	18744	12/9/2020	2,478.66	Kittelson & Associates Inc	
Supplier Payment	Check	18745	12/9/2020	43,536.98	L.N. Curtis & Sons - Remit-To: Supplier L.N. Curtis & Sons	
Supplier Payment	Check	18746	12/9/2020	21,597.50	Lee Weinstein	
Supplier Payment	Check	18747	12/9/2020	208.00	Legacy Laboratory Services Inc	
Supplier Payment	Check	18748	12/9/2020	17,250.22	Mackenzie Engineering Inc	
Supplier Payment	Check	18749	12/9/2020	146.34	Mark IV Enterprises Inc	
Supplier Payment	Check	18750	12/9/2020	635.00	Marquam Group LTD	
Supplier Payment	Check	18751	12/9/2020	5,673.14	McFarlanes Bark Inc	
Supplier Payment	Check	18752	12/9/2020	1,000.00	Message Gears LLC	
Supplier Payment	Check	18753	12/9/2020	123,576.00	Municipal Emergency Services Inc	
Supplier Payment	Check	18754	12/9/2020	2,345.00	Murray Smith Inc	
Supplier Payment	Check	18755	12/9/2020	4,584.40	Neles USA Inc	
Supplier Payment	Check	18756	12/9/2020	311.88	Northwest Cascade Inc	
Supplier Payment	Check	18757	12/9/2020	18,861.42	Parkeon	
Supplier Payment	Check	18758	12/9/2020	2,860.12	Passport Labs Inc. - Remit-To: Passport Labs Inc	
Supplier Payment	Check	18759	12/9/2020	1,561.10	PBS Engineering and Environmental Inc	
Supplier Payment	Check	18760	12/9/2020	1,335.00	Portland Adventist Medical Center	
Supplier Payment	Check	18761	12/9/2020	6,619.24	Portland Mechanical Construction LLC	
Supplier Payment	Check	18762	12/9/2020	31,061.84	PPC Solutions Inc	
Supplier Payment	Check	18763	12/9/2020	179.55	Purple Communications Inc	
Supplier Payment	Check	18764	12/9/2020	3,361.16	RELX Inc. - Remit-To: LexisNexis - Chicago	
Supplier Payment	Check	18765	12/9/2020	208.67	Rentokil North America Inc	
Supplier Payment	Check	18766	12/9/2020	5,145.23	Retail Lockbox Inc	
Supplier Payment	Check	18767	12/9/2020	11,167.60	Right of Way Associates Inc	
Supplier Payment	Check	18768	12/9/2020	4.80	Shred It USA LLC	
Supplier Payment	Check	18769	12/9/2020	26,667.47	Stantec Consulting Services Inc - Remit-To: Stantec - Chicago	

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6 of 8

INVOICE PAYMENTS REPORT

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Supplier Payment	Check	18770	12/9/2020	13,928.98	State of Washington Department of Transportation	
Supplier Payment	Check	18771	12/9/2020	53.43	Stericycle Inc	
Supplier Payment	Check	18772	12/9/2020	343,648.71	Systems Source, Inc	
Supplier Payment	Check	18773	12/9/2020	3,101.75	Terracon Consultants Inc	
Supplier Payment	Check	18774	12/9/2020	613.54	Towing & Recovering Services Inc	
Supplier Payment	Check	18775	12/9/2020	533.00	Transunion Risk & Alternative Data Solutions Inc	
Supplier Payment	Check	18776	12/9/2020	12,105.00	Triangle Resources Inc	
Supplier Payment	Check	18777	12/9/2020	94.85	Triple J Enterprises	
Supplier Payment	Check	18778	12/9/2020	9,432.79	Univar Solutions USA Inc - Remit-To: Supplier Univar Solutions USA Inc	
Supplier Payment	Check	18779	12/9/2020	2,349.08	Vancouvercenter Condominium Association	
Supplier Payment	Check	18780	12/9/2020	10,000.00	Vancouver Downtown Association	
Supplier Payment	Check	18781	12/9/2020	2,845.65	Walter E Nelson Company	
Supplier Payment	Check	18782	12/9/2020	24,351.44	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	18783	12/9/2020	3,342.31	Wilson Oil Inc	
Supplier Payment	Check	18784	12/9/2020	200.10	WSP USA Inc. - Remit-To: WSP USA Inc. Dallas	
Supplier Payment	Check	18785	12/9/2020	23.97	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Supplier Payment	Check	18786	12/9/2020	33,833.87	Life Insurance Company of North America	
Supplier Payment	Check	18787	12/9/2020	30,645.75	Noel Vancouver	
Supplier Payment	Check	18788	12/9/2020	8,391.35	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	18789	12/9/2020	13,119.14	Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland	
Supplier Payment	Check	18790	12/9/2020	533.40	State of Washington Department of Labor & Industries - Remit-To: State of WA LNI - Boiler Pressure Vessel	
Supplier Payment	Check	18791	12/9/2020	198.00	Summit Law Group	
Supplier Payment	Check	18792	12/9/2020	28.90	United Parcel Service	
Supplier Payment	Check	18793	12/9/2020	951.50	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	18794	12/10/2020	8,645.75	Aflac	
Supplier Payment	Check	18795	12/10/2020	5,087.48	AFSCME Local #307	
Supplier Payment	Check	18796	12/10/2020	1,150.00	Chapter 13 - Trustee	
Supplier Payment	Check	18797	12/10/2020	22,505.55	IAFF Local #452	
Supplier Payment	Check	18798	12/10/2020	682.50	IAM Local #1374	
Supplier Payment	Check	18799	12/10/2020	8,273.54	Life Insurance Company of North America	
Supplier Payment	Check	18800	12/10/2020	575.00	MFS Service Center Inc	
Supplier Payment	Check	18801	12/10/2020	4,197.51	OPEIU Local #11	
Supplier Payment	Check	18802	12/10/2020	25.00	OPEIU Local #11	
Supplier Payment	Check	18803	12/10/2020	576.00	Teamsters Local #58	
Supplier Payment	Check	18804	12/10/2020	297.50	UA Local #290	
Supplier Payment	Check	18805	12/10/2020	890.97	United Way of the Columbia Willamette	
Supplier Payment	Check	18806	12/10/2020	899.40	Vancouver Command Guild	
Supplier Payment	Check	18807	12/10/2020	10,455.45	Vancouver Police Officer Guild	
Supplier Payment	Check	18808	12/10/2020	2,648.40	Western Conference of Teamsters	
Supplier Payment	Check	18809	12/10/2020	1,128.40	Western Metal Industry Pension Plan	
			SUBTOTAL	6,281,026.56		

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7 of 8

INVOICE PAYMENTS REPORT

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Hansen			12/14/2020	12,275.20	City Payments	Posted 12-07-20 to 12-13-20
			SUBTOTAL	12,275.20		
Visa			12/14/2020	0.00	Miscellaneous	Parks Class Refunds - FCC 12-07-20 to 12-13-20
Visa			12/7/2020	0.00	Miscellaneous	Parks Class Refunds - MCC 12-07-20 to 12-13-20
Visa			12/7/2020	0.00	Miscellaneous	Parks Class Refunds - Special Events 12-07-20 to 12-13-20
Visa			12/7/2020	0.00	Miscellaneous	Parks Class Refunds - WREC 12-07-20 to 12-13-20
			SUBTOTAL	-		
			TOTAL	6,293,301.76		

City of Vancouver
Payroll Council Report
December 8, 2020 - December 14, 2020

Check No.	Date	Explanation	Amount
2802 - 2810	12/10/20	21 2020 Payroll	\$ 8,646.81
80719 - 82396	12/10/20	21 2020 Direct Deposits	\$ 2,962,488.85
N/A	12/10/20	NACHA Return	\$ (500.00)
82469	12/10/20	Replacement Direct Deposit for NACHA Return	\$ 500.00

\$ 2,971,135.66



MEMORANDUM

DATE: Monday, December 14, 2020

TO: Mayor and City Councilmembers

FROM: Council Subcommittee 2 (Stober, Lebowsky and Paulsen)

CC: Eric J. Holmes, City Manager
Shannon Ripp, Boards and Commissions

RE: Recommendation for Reappointment to the Planning Commission
--

The Planning Commission (PC) serves as a volunteer advisory body and makes recommendations to the City Council on the topics related to the future growth and development of Vancouver.

Council Subcommittee 2 recently interviewed four candidates, including one seeking reappointment, for one full-term position on the commission and recommends the reappointment of Marjorie Ledell; with a term beginning immediately and expiring December 31, 2024.

If there are no objections we would like to make this reappointment at the **Monday, December 21, 2020** Council meeting.

Attachments:

Letter of Continued Interest from Ms. Ledell
Status Summary Memo from PC staff on behalf of Ms. Ledell
Roster



MEMORANDUM

DATE: Thursday, December 10, 2020

TO: Mayor and City Councilmembers

FROM: Council Subcommittee 1 (Hansen, Glover and Fox)

CC: Eric J. Holmes, City Manager
Shannon Ripp, Boards and Commissions

RE: Recommendation for Appointment to the Culture, Arts and Heritage Commission
--

The Culture, Arts and Heritage Commission (CAHC) is nine-member volunteer citizen's group responsible for undertaking, assisting with and facilitating the development and promotion of a thriving cultural, art and heritage environment in the city through programs, ownership of buildings and public art, and community partnerships.

Committee 1 interviewed three applicants for one full-term position, and they recommend the appointments of Alicia Nilo; with a term beginning immediately and expiring December 31, 2023.

If there are no objections we would like to make this appointment at the **Monday, December 21, 2020** Council meeting.

Attachments:
Application
Roster



MEMORANDUM

DATE: Monday, December 14, 2020

TO: City Councilmembers

FROM: Mayor McEnerny-Ogle

CC: Eric J. Holmes, City Manager
Shannon Ripp, Boards and Commissions

RE: Recommendation for Reappointment 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 two candidates, including one seeking reappointment, for one full-term position on the TCC and recommends the reappointment of Douglas Green; with a term beginning immediately and expiring December 31, 2023.

If there are no objections the Mayor would like to make this appointment at the **Monday, December 21, 2020** Council meeting.

Attachments:

Letter of Continued Interest from Mr. Green
Status Summary Memo from TCC staff on behalf of Mr. Green
Roster

Multifamily Tax Exemption - Aegis Apartments Amendment

VANCOUVER
CITY HALL



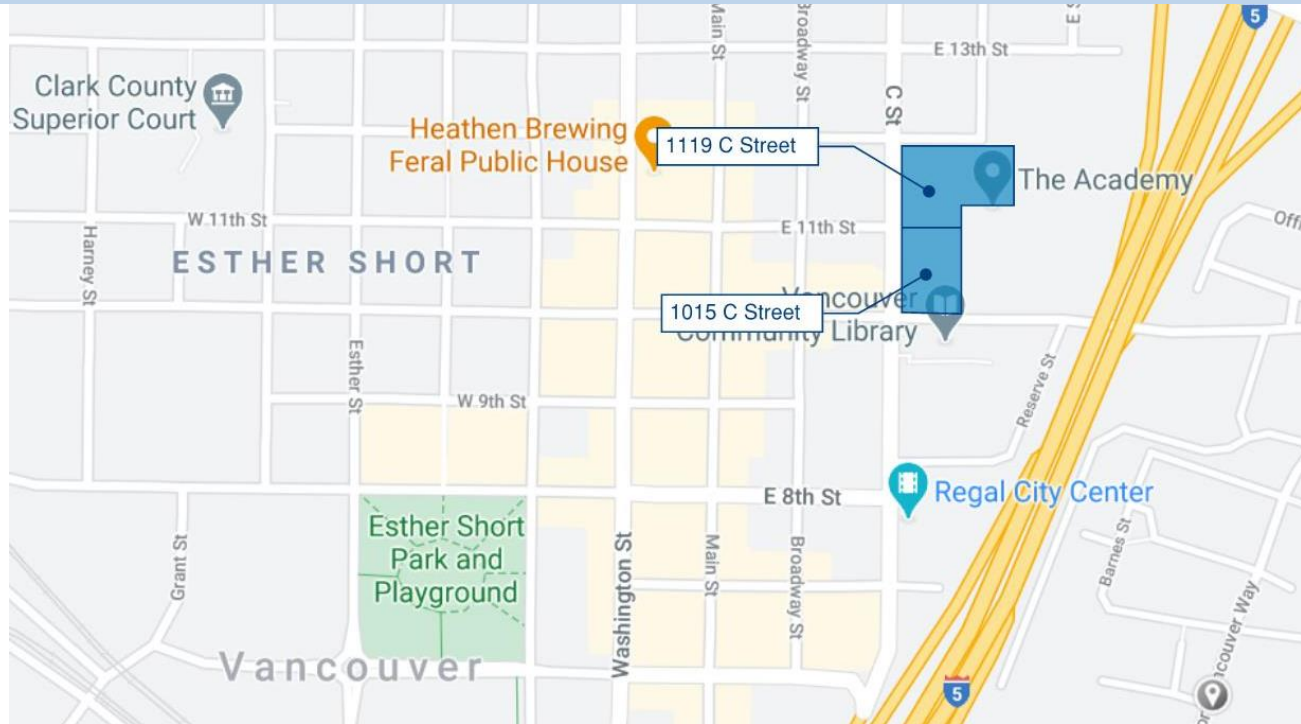
Vancouver City Council
December 21, 2020

Peggy Sheehan, Community Development Programs
Manager

Presentation Overview

- Development Description
- Summary of Proposed Changes
- Next steps and timeline

Project Location



Orienting Perspective + Project Overview

Phase I Development Statistics

- 2.21 acres
- Two buildings
- 164,003 gross sf total
- 147 Apartments
- 6,719 sf ground floor retail space
- 148 surface parking spaces

Academy Statistics

- 3.58 acres
- 72,830 gross sf with 41,224 sf of office and 9,053 sf of event space
- 86 parking spaces



Summary of Changes

Building B – Ground Floor

Converting 5,792 SF of
retail to 7 residential units



Building A – South Plaza

Removing the canopy

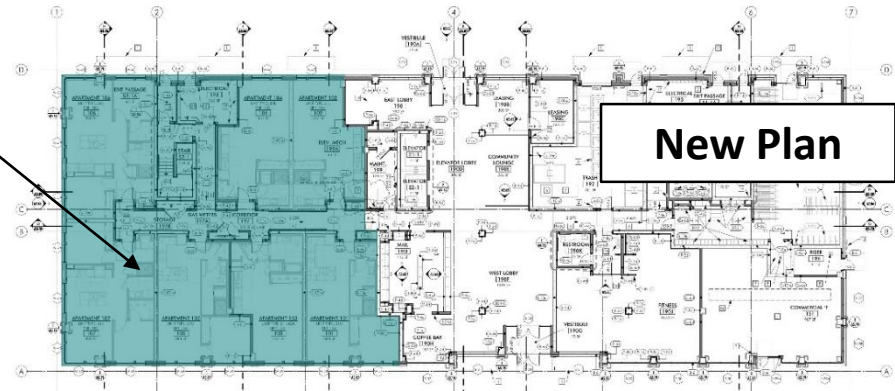


Summary of Changes – Building B

Building B – Ground Floor

Converting 5,792 SF of retail to seven additional residential units.

- Providence Health was expected to lease the subject commercial space but was unable to commit. Without a committed commercial tenant, this commercial space is not economically viable.
- The commercial space would remain vacant for a long time, and when leased would garnish significantly less rent than apartments.
- There is less demand for commercial than residential on the northern end of Building B because the adjacent uses are a mix of residential and commercial uses rather than just adjacent commercial uses like the Southern end of the development.

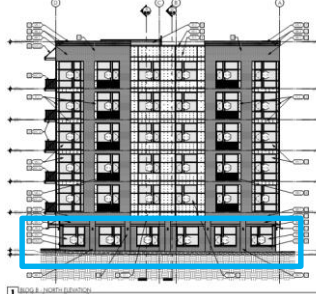


Summary of Changes – Building B

Original Elevations



New Elevations



Summary of Changes – South Plaza

Building A – South Plaza

Eliminating the canopy

- The canopy would partially obstruct view of the Academy building from the corner of Evergreen and C Street.
- The canopy would create shelter for unwanted camping in the plaza.
- The canopy design was turning out more expensive than anticipated and bulkier than anticipated which further obstructed the view.



Public Benefits

Unquantifiable Benefits

- LEED certification
- Promotion of bicycle commuting
- Activation of the site
- Activation of the public library
- Sale proceeds contributing to the renovation of the Academy

Quantifiable Benefits

- Increasing previous art budget from \$150,000 to \$175,000 to account for loss of canopy
- Creation of public plaza for roughly \$200,000
- Demolition of the El Presidente building for roughly \$80,000.



City Center Redevelopment Authority Review

- The project design was reviewed by the full CCRA committee on October 15, 2020.

Council Action Requested

- Approve amended resolution and development agreement allowing applicant to proceed with the tax exemption process.

Questions

Peggy Sheehan, Community Development Programs Manager

360-487-7952



Staff Report 192-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT Multifamily Tax Exemption: Aegis DA Amendment

Key Points

- The City has utilized the Multi-Unit Tax Exemption Program since 2007 to allow for limited-term tax exemptions for development in the Vancouver City Center Vision and Fourth Plain Corridor subareas.
- The City has received a request to modify the approved development agreement for an eight-year tax exemption for the Academy Aegis development, a market-rate rental project located in the VCCV sub-district. The application was previously approved by City Council on September 17, 2018.
- The amended application has been certified by the CED Director to have met the approval criteria established in VMC 3.22.
- The revised request has been reviewed by the City Center Redevelopment Authority, which agreed that due to its location, ground floor retail in the north building would be extremely challenging and recommended approval of the change.

Strategic Plan Alignment

Goal 8: Strengthen commercial, retail and community districts throughout the city.

Goal 8, Objective 8.1: Make downtown Vancouver a vibrant destination for the community and the region.

Goal 8, Objective 8.2: Strengthen neighborhood business districts.

Goal 10: Use our influence to support community partner's actions, projects and initiatives that improve our community's livability and prosperity.

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

Present Situation

The general intent of multifamily tax exemption ordinance is to encourage development that provides places to live closer to employment, shopping, entertainment and transit services and encourage affordable housing opportunities.

An application for the Aegis multi-family tax exemption was initially approved by City Council on September 17, 2018. The Applicant is requesting to amend the approved development agreement.

The requested changes include:

- Reducing the commercial retail space from 12,808 to 7,016 square feet
- Increasing the residential units from 140 to 147
- Eliminating a free standing pedestrian canopy

Amended Aegis Project Description:

- 2 buildings of 5 and 6 stories / 162,854 sq. ft. residential development in VCCV sub-district
- **147 apartment units** including studio, 1 bedroom and 2 bedroom units.
- **7,016 sq. ft. commercial space**
- 151 parking spaces available on-site
- Total estimated development cost of \$41.36 million

For this project the Applicant choose to provide public benefit elements in lieu of affordable housing units. The public benefits included providing:

- New development in a low/moderate income neighborhood
- Public plaza space with public art and historical information
- A LEED certified building

The Applicant's request to reduce commercial area and increase residential units was a result of the loss of a prospective commercial tenant. Without a specific committed tenant, the applicant believes the larger commercial space would be vacant for a long period of time making it economically not viable. The applicant believes that there is more demand for apartments than commercial space in the area at this time.

The request to eliminate the freestanding canopy results from several issues. The applicant has noted that:

- The structural requirements for the canopy resulted in a bulkier design than preferred.
- The canopy would partially obstruct views of the historic Academy building.
- The freestanding canopy might create shelter for unwanted camping.
- The cost of the canopy was significantly increasing the cost of the plaza as a whole. The canopy resources could be more effectively focused on other elements of the plaza including public art.

Advantage(s)

1. Over 20 years, factoring in the tax exemption, the project will generate roughly \$1.4 million in City taxes compared to \$24,000 in annual taxes being collected currently.
2. Construction of the \$41 million project will continue to support construction trades within the

City.

3. Promoting development activity to support housing supply needs.
4. Fostering development of this long time vacant site.
5. Providing residential uses to support commercial space for local businesses.
6. Providing construction employment opportunities.
7. Providing new development in a low/moderate income neighborhood.

Disadvantage(s)

Approval of the property tax exemption will delay the collection in property taxes associated with residential portion of the project for the duration of the 8 year exemption period.

Budget Impact

None.

Prior Council Review

- Council workshop September 10, 2018
- Council hearing September 17, 2018

Action Requested

On Monday, December 21, 2020, subject to public hearing, adopt a resolution authorizing the City Manager or his designee to sign the Amended Multi-Unit Housing Limited Property Tax Exemption Agreement with East Evergreen Apartments LLC.

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

ATTACHMENTS:

- ▢ Resolution
- ▢ Amended Development Agreement
- ▢ Presentation

12/21/20

RESOLUTION NO. M-_____

A RESOLUTION of the City Council of the City of Vancouver approving an amended agreement with East Evergreen Apartments LLC for limited property tax exemption.

WHEREAS, the Applicant submitted a initial application for the City's multifamily tax exemption program outlining the proposed development of new multi-family residential housing to be constructed on property in the block bounded by E 12th Street to the North, and E Evergreen to the South and C Street to the West to the east, property tax IDs 39224000, 986035621 and 986035622 (Property); and

WHEREAS, the Vancouver City Council approved the initial agreement and Resolution M-3979 on September 17, 2018

WHEREAS, the Applicant has requested two amendments to the original Development Agreement including the reduction of ground floor commercial space by 5,792 square feet and the removal of a pedestrian canopy in the public plaza; and

WHEREAS, the applicant has increased the number of residential units by 7 in -lieu of the ground floor commercial area; and

WHEREAS, the applicant has increased the public art cost budget by \$25,000 in -lieu of the pedestrian canopy; and

WHEREAS, the City of Vancouver desires to stimulate new construction of multi-family housing in specifically designated urban areas in order to reduce development pressure on single-

RESOLUTION - 1

family residential neighborhoods, to increase and improve housing opportunities, and encourage development densities supportive of tenant use, and

WHEREAS, the City is interested in promoting new housing in the downtown areas of the City of Vancouver; and

WHEREAS, the City has, pursuant to authority granted under the Revised Code of Washington (RCW), designated various “Residential Target Areas” for the provision of limited property tax exemptions for new multi-family residential housing; and

WHEREAS, the City has set forth in Chapter 3.22 of the Vancouver Municipal Code (VMC) a program whereby property owners may qualify for a “Final Certificate of Tax Exemption,” which certifies to the Clark County Assessor and Treasurer that a property is eligible to receive a limited property tax exemption; and

WHEREAS, East Evergreen Apartments LLC is interested in receiving a limited property tax exemption for constructing units of new multi-family residential housing within the VCCV subarea, which is a designated “Residential Target Area” identified in Chapter 3.22 VMC; and,

WHEREAS, the City has determined that the improvements to the Property will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Amended Agreement attached hereto as Exhibit A between East Evergreen Apartments LLC and the City of Vancouver, a Washington Municipal Corporation, is approved.

Section 2. The City Manager of the City of Vancouver or his designee is authorized to execute the attached Exhibit A.

RESOLUTION - 2

ADOPTED at a regular session of the Vancouver City Council this _____ of _____, 2020.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras City Clerk

Approved as to form:

Jonathan Young, City Attorney

RESOLUTION - 3

DEVELOPMENT AGREEMENT AMENDMENT
for
MULTI-FAMILY HOUSING LIMITED PROPERTY TAX EXEMPTION

THIS AMENDED AGREEMENT is entered into this__day of_____, 2020, by and between East Evergreen Apartments, a Washington limited liability company (hereinafter referred to as “Applicant”), and the CITY OF VANCOUVER, a Washington Charter City of the First Class (hereinafter referred to as “City”).

WITNESSETH:

WHEREAS, the City desires to stimulate new construction of multi-family housing in certain designated urban areas in order to reduce development pressure on single-family residential neighborhoods, to increase and improve housing opportunities, and to encourage development densities supportive of transit use, and

WHEREAS, the City is interested in promoting new housing in the downtown area of the City of Vancouver, and

WHEREAS, Downtown Vancouver has shown a resurgence in economic development activity with an accompanying need for more multi-family housing; and

WHEREAS, the City has, pursuant to authority granted to it under the Revised Code of Washington (“RCW”), designated various Residential Target Areas for the provision of limited property tax exemptions for new multi-family residential housing, and

WHEREAS, the City has, as set forth at Chapter 3.22 of the Vancouver Municipal Code (“VMC”), enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the Clark County Assessor and Treasurer that the Applicant is eligible to receive a limited property tax exemption, and

WHEREAS, the Applicant is interested in receiving a limited property tax exemption for constructing new multi-family residential housing within the Vancouver City Center Vision Subarea, which is a designated Residential Target Area identified in Chapter 3.22 VMC, and

WHEREAS, the Applicant has submitted to the City a complete application for the City’s limited tax exemption program (the “Application”) outlining the proposed development of new multi-family residential housing (“Development”) for an 8 year exemption to be constructed on property located on the grounds of Providence Academy at 312 East Evergreen Boulevard in Vancouver, WA more specifically described on Exhibit A attached hereto (“Property”), and

WHEREAS, the Applicant has requested two amendments to the original Development Agreement including the reduction of ground floor commercial space by 5,792 square feet and the removal of a pedestrian canopy in the public plaza, and

Page 1

WHEREAS, the applicant has increased the residential units by 7 in -lieu of the ground floor commercial area, and

WHEREAS, the applicant has increased the public art cost by \$25,000 in -lieu of the pedestrian canopy, and

WHEREAS, the City has determined that the improvements to the Property will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption.

NOW THEREFORE, the City and Applicant mutually agree as follows:

1. The recitals set forth above are incorporated into this Agreement by reference.
2. The City has determined that the Development provides significant public benefits on the Property and in the Vancouver City Center Vision Subarea generally and agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption for a period of eight (8) years in accordance with VMC 3.22.040 (the "Conditional Certificate"). The public benefits provided by the applicant for this project include but are not limited to those set forth on Exhibit B attached hereto (the "Public Benefits").

The Applicant agrees to construct multi-family residential housing and commercial space on the Property as described in the most recent site plan, floor plans, and elevations on file with the City as of the date of City Council approval of this Agreement. In no event shall such construction provide fewer than one hundred forty-seven (147) new permanent multi-family residential units. The property tax IDs are Parcel II – 39224-000 and Parcel III – 986035-622 and Parcel IV – 986035-621.

3. The Applicant agrees to complete construction of the agreed upon improvements within three years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within an extension thereof granted by the City.

4. The City shall grant a two-year extension of the Conditional Certificate (five [5] years total) in accordance with VMC 3.22.040 (H) if the City determines that the Applicant has been acting in good faith, is reasonably expected to continue to act in good faith, and with due diligence. Satisfaction of the following objective criteria within three (3) years of issuance of the Conditional Certificate shall constitute "acting in good faith, reasonably expected to continue to act in good faith, and with due diligence" as required for granting a two-year extension in accordance with VMC 3.22.040 (H):

- (a) The City has issued a building permit for the Development;
- (b) The Applicant has closed and secured against the Property a loan for

- construction of the Development; and
- (c) The Applicant has commenced construction, evidenced by commencing excavation, for the Development.

The City Community and Economic Development Director, authorized to grant the extension under VMC 3.22.040(H), has represented to Council that he bases his determination on the Development's complexity, the size of the Property, urban location, historic character of the site, adjacent historic structures, and adjacent occupied structures. The City and Applicant acknowledge for the purpose of granting a two-year extension of the Conditional Certificate (five (5) years total) in accordance with VMC 3.22.040(H), that the Development is sufficiently complex that it is beyond the control of the Applicant to ensure completion within three years.

5. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City's Director of Community Development ("Director") the following:

- (a) A statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire Property;
- (b) A description of the completed work and a statement that the new construction on the Property qualifies for limited exemption; and
- (c) A statement that the work was completed within the required three-year period plus any authorized extension.

6. The City agrees, conditioned on the Applicant's successful completion of the improvements in accordance with the terms of this Agreement and on the Applicant's filing of the materials described in Paragraph 5 above, to file a Final Certificate of Tax Exemption with the Clark County Treasurer and Assessor within 30 days.

7. The Applicant agrees, within thirty (30) days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption, and each year thereafter for a period of 8 years, to file a notarized declaration with the Director indicating the following:

- (a) A statement identifying the total number of occupied and vacant multi-family units receiving a property tax exemption;
- (b) A certification that the property continues to be in compliance with this Agreement;
- (c) A description of any improvements or changes to the Property constructed after the issuance of the Final Certificate of Tax Exemption; and
- (d) The total monthly rent for each unit.

8. The Applicant agrees to maintain records supporting all information provided to the City in accordance with this Agreement and to make those records and the multi-family units available for inspection by the City upon reasonable notice and at the office of the Applicant. Failure to submit the annual declaration identified in Paragraph 8 or to maintain adequate records may result in the tax exemption being canceled.

9. If the Applicant converts to another use any of the new multi-family residential housing units constructed under this Agreement, the Applicant shall notify the Clark County Assessor and Treasurer and the City within sixty (60) days of such change in use.

10. The Applicant agrees to notify the City promptly of any transfer of the Applicant's ownership interest in the Property or in the improvements made to the Property under this Agreement.

11. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement. Cancellation of the Final Certificate of Tax Exemption may subject the Applicant to potential tax liability as further described in RCW 84.14.

12. The Applicant shall have the right to appeal such cancellation pursuant to VMC 3.22.040(N).

13. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.

14. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.

15. The Applicant agrees that this Agreement is subject to the Vancouver Multi-Family Housing Tax Exemption set forth at Vancouver Municipal Code, Chapter 3.22.

CITY OF VANCOUVER

East Evergreen Apartments LLC

Eric Holmes, City Manager

Robert G. Johnson Manager East Evergreen Apartments LLC

Attest:

Approved as to form:

Jonathan Young, City Attorney

EXHIBIT A TO DEVELOPMENT AGREEMENT
ADJUSTED LEGAL DESCRIPTION

ADJUSTED PARCEL II

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING A PORTION OF BLOCK 42 OF THE PLAT OF EAST VANCOUVER (C-70), RECORDS OF SAID COUNTY, LYING IN THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 42 OF CITY OF VANCOUVER (COMMONLY KNOWN AS EAST VANCOUVER), ACCORDING TO THE PLAT THEREOF, RECORDED IN BOOK "C" OF PLATS, PAGE 70, RECORDS OF CLARK COUNTY, WASHINGTON; THENCE ALONG THE SOUTH LINE OF SAID BLOCK 42, ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF EAST EVERGREEN BLVD, SOUTH 87°40'59" EAST A DISTANCE OF 150.00 FEET; THENCE NORTH 02°20'32" EAST PARALLEL TO THE WEST LINE OF SAID BLOCK 42 A DISTANCE OF 125.00 FEET; THENCE NORTH 87°40'59" WEST A DISTANCE OF 50.00 FEET; THENCE NORTH 02°20'32" EAST A DISTANCE OF 115.06 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF ADJUSTED PARCEL 3 AS RECORDED UNDER AUDITOR'S FILE NUMBER 5141996, RECORDS OF SAID COUNTY; THENCE NORTH 87°39'28" WEST ALONG SAID SOUTH LINE AND ITS EASTERLY PROJECTION A DISTANCE OF 100.00 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF EAST "C" STREET; THENCE SOUTH 02°20'32" WEST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 240.10 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH ALL VACATED STREETS LYING WITHIN SAID PARCEL.

CONTAINING 0.69 ACRES, MORE OR LESS.

EXHIBIT A TO DEVELOPMENT AGREEMENT
ADJUSTED LEGAL DESCRIPTION

ADJUSTED PARCEL III

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING A PORTION OF BLOCK 47 OF THE PLAT OF EAST VANCOUVER (C-70), RECORDS OF SAID COUNTY, LYING IN THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 42 OF CITY OF VANCOUVER (COMMONLY KNOWN AS EAST VANCOUVER), ACCORDING TO THE PLAT THEREOF, RECORDED IN BOOK "C" OF PLATS, PAGE 70, RECORDS OF CLARK COUNTY, WASHINGTON; THENCE ALONG THE SOUTH LINE OF SAID BLOCK 42, ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF EAST EVERGREEN BLVD, SOUTH 87°40'59" EAST A DISTANCE OF 150.00 FEET; THENCE NORTH 02°20'32" EAST PARALLEL TO THE WEST LINE OF SAID BLOCK 42 A DISTANCE OF 125.00 FEET; THENCE NORTH 87°40'59" WEST A DISTANCE OF 50.00 FEET; THENCE NORTH 02°20'32" EAST A DISTANCE OF 115.06 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 02°20'32" EAST A DISTANCE OF 29.64 FEET; THENCE SOUTH 87°46'11" EAST A DISTANCE OF 16.00 FEET; THENCE NORTH 02°20'32" EAST A DISTANCE OF 210.59 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF EAST 12TH ST; THENCE WESTERLY ALONG SAID RIGHT-OF-WAY LINE NORTH 87°39'59" WEST A DISTANCE OF 116.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF EAST C ST; THENCE SOUTHERLY ALONG SAID RIGHT-OF-WAY LINE SOUTH 02°20'32" WEST A DISTANCE OF 240.24 FEET TO A POINT WHICH BEARS NORTH 87°39'28" WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 87°39'28" EAST A DISTANCE OF 100.00 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH ALL VACATED STREETS LYING
WITHIN SAID PARCEL.

CONTAINING 0.63 ACRES, MORE OR LESS.

EXHIBIT A TO DEVELOPMENT AGREEMENT
ADJUSTED LEGAL DESCRIPTION

ADJUSTED PARCEL IV

REAL PROPERTY SITUATED IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON, BEING A PORTION OF BLOCKS 47 AND 48 OF THE PLAT OF EAST VANCOUVER (C-70), RECORDS OF SAID COUNTY, LYING IN THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 2 NORTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 42 OF CITY OF VANCOUVER (COMMONLY KNOWN AS EAST VANCOUVER), ACCORDING TO THE PLAT THEREOF, RECORDED IN BOOK "C" OF PLATS, PAGE 70, RECORDS OF CLARK COUNTY, WASHINGTON; THENCE ALONG THE SOUTH LINE OF SAID BLOCK 42, ALSO BEING THE NORTH RIGHT-OF-WAY LINE OF EAST EVERGREEN BLVD, SOUTH 87°40'59" EAST A DISTANCE OF 150.00 FEET; THENCE NORTH 02°20'32" EAST PARALLEL TO THE WEST LINE OF SAID BLOCK 42 A DISTANCE OF 125.00 FEET; THENCE NORTH 87°40'59" WEST A DISTANCE OF 50.00 FEET; THENCE NORTH 02°20'32" EAST A DISTANCE OF 144.70 FEET TO A POINT ON THE NORTHERLY LINE OF ADJUSTED PARCEL 1 AS RECORDED UNDER AUDITOR'S FILE NUMBER 5141996; THENCE ALONG THE NORTHERLY LINE OF SAID ADJUSTED PARCEL 1 SOUTH 87°46'11" EAST A DISTANCE OF 16.00 TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG THE NORTHERLY LINE OF SAID ADJUSTED PARCEL 1 THE FOLLOWING COURSES; SOUTH 87°46'11" EAST A DISTANCE OF 98.62; THENCE NORTH 02°23'59" EAST A DISTANCE OF 87.70 FEET; SOUTH 87°46'11" EAST A DISTANCE OF 126.54 FEET; THENCE LEAVING THE NORTHERLY LINE OF SAID ADJUSTED PARCEL 1 NORTH 02°20'32" EAST A DISTANCE OF 162.48 FEET TO THE CENTERLINE OF EAST 12TH STREET (VACATED); THENCE WESTERLY ALONG SAID CENTERLINE NORTH 87°39'59" WEST A DISTANCE OF 61.38 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF D STREET; THENCE ALONG SAID RIGHT-OF-WAY LINE SOUTH 02°23'59" WEST DISTANCE OF 40.00 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF EAST 12TH STREET; THENCE ALONG SAID RIGHT-OF-WAY LINE NORTH 87°39'59" WEST A DISTANCE OF 163.83 FEET TO A POINT WHICH BEARS NORTH 02°20'32" EAST FROM THE TRUE POINT OF BEGINNING; THENCE SOUTH 02°20'32" WEST A DISTANCE OF 210.59 FEET TO THE TRUE POINT OF BEGINNING

TOGETHER WITH ALL VACATED STREETS LYING WITHIN SAID PARCEL.

CONTAINING 0.89 ACRES, MORE OR LESS.

EXHIBIT B TO DEVELOPMENT AGREEMENT
PUBLIC BENEFITS

Public Open Space – The development will create a 5,026 square foot public plaza at a cost of \$200,000 at the corner of East Evergreen Boulevard and C Street. The new plaza, with adjacent retail/restaurant space in the new South building, will activate the intersection and serve as a pedestrian gateway from downtown into the new mixed-use urban campus. The new plaza will have seating, and landscaping. The new plaza will be connected with a crosswalk and curbless parking to the hardscape and landscaping in front of the Academy.

Demolition of the Non-Historic Restaurant – In connection with construction of the Development the non-historic restaurant building in front of the Academy will be demolished. Demolishing the restaurant building will improve the view to the Academy and reconnect the Academy to the Evergreen Boulevard streetscape making the Academy more inviting to the public.

Public Art – The Development will provide \$175,000 public art in the form of historical informative and historical abstract interpretive art to communicate Providence Academy's history to the public. The public art will connect the new buildings to the historical site while providing valuable historical context and information to the public. Art features or historical markers shall be clearly visible from right of way. All public art design is subject to review by the Vancouver Cultural Commission
<https://www.cityofvancouver.us/cmo/page/public-art-committee>

Green Certification – The Development will be LEED certified.

Promotion of Bicycle Commuting – The Development will promote bicycle commuting with enhanced bike amenities including indoor secure horizontal bike parking with a ratio of one rack per apartment, lockers for the tenants with a ratio of one locker per apartment, bike service stations with stands and tools, and bike washing stations.

Removal of Unattractive Attributes – The Development will move all onsite utilities underground which will help convert an uninviting unattractive site into a welcoming campus.

Activation of an Underutilized Site – The Development will convert and activate the underutilized large downtown Academy site and its streetscapes into a mixed-use urban campus with residential, retail, restaurant, office, event, public museum, and public outdoor uses while providing the patrons thereof and the public generally an opportunity to engage the history of Providence Academy.

Regional Attractor – The Development will transform the Academy site into a mixed-use campus that could connect the Academy Building, Vancouver Public Library, Main Street, and Fort Vancouver into a multiple public attractor of regional significance. Revitalizing the Academy Site will reestablish the historic gateway from Downtown to Fort Vancouver that I-5 severed.

Increased Exposure of the Vancouver Public Library – Drawing residents, employees, and patrons to the new mixed use urban campus will provide exposure for the Public Library.

Improved Pedestrian Access – The Development will vastly improve pedestrian safety and access to and through the site and to the Academy Building from the East Evergreen Boulevard, C Street, and 12th Street frontages.

Automobile Access – The Development will improve automobile access drives and onsite drive lanes which will in turn improve pedestrian safety and stormwater quality.

Multifamily Tax Exemption

- Timber House Apartments

VANCOUVER
CITY HALL

Vancouver City Council December 21, 2020

CITY OF
Vancouver
WASHINGTON

Peggy Sheehan, Community Development Programs
Manager

Presentation Overview

- Multifamily Tax Exemption (MFTE) Program overview
- Proposed project- 8-year exemption providing public benefit
- Next steps and timeline

Exemption Options



8 years

- **Market-rate** properties with approved **Development Agreement**

8 years

- Properties with 20% of units for tenants earning up to 100% AMI

10 years

- Properties with 20% of units for tenants earning up to 80% AMI

12 years

- Properties with 20% of units for tenants earning up to 60% AMI

MFTE Project Pipeline

Multifamily Tax Exemption Program Summary				
	Completed	In Construction	In Permitting	Total
Projects Approved				
VCCV	17	7	6	30
Fourth Plain	2	1	0	3
Total				33
Total Units				
VCCV	1266	773	441	2,480
Fourth Plain	240	8	0	248
Total				2,728
Affordable Units				
VCCV	93	65	51	209
Fourth Plain	43	8	0	51
Total				260

MFTE Project Pipeline by Project Type

EXEMPTION YEARS	PROJECTS	TOTAL UNITS	INCOME RESTRICTED UNITS
Approved Projects			
8	15	1531	80
10	7	446	98
12	9	885	491
TOTAL	31	2862	669
Under Review			
8	1	227	0
12	1	68	14
TOTAL	2	295	14

Proposed Project – Timber House Apartments

Developer: Cedar Street Companies /Timber OP LLC

Project location: 500 W Columbia Way

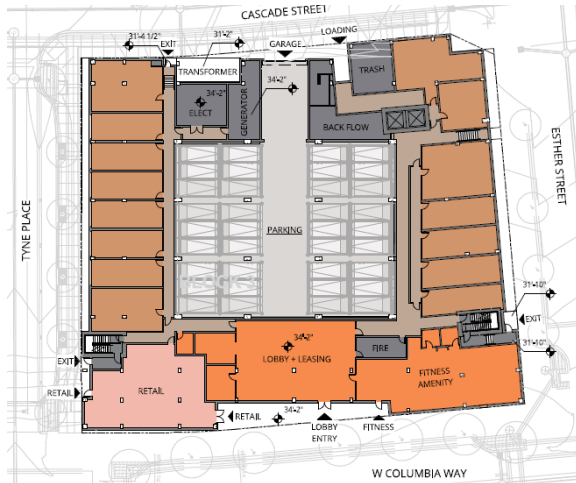
Requested exemption: 8-year market-rate option (Public Benefit Option)



Proposed Project: Timber House Apartments

- 8 story mixed-use development
- 233 on-site parking spaces
- 220-227 units (studios, 1-BD, 2-BD, 3BD)

- Total- 250,546 sq. ft.
- Retail-2,149 sq. ft.
- \$79 million est. development cost



Unit Type/ Rent- Timber House Apartments

Unit Type	Projected Monthly Rent	# Units	Required income to afford*
Studio	\$1,425	72	\$57,000
1 bed/1 bath	\$1,725	94	\$69,000
2 bed/ 2 bath	\$3,175	49	\$127,000
3 bed / 2 bath	\$3,600	6	\$144,000
Townhome	\$2,500	6	\$100,000

All units are market rate (Applicant provided data)

*For rent only. Utility costs not included.

Tax Summary- Timber House Apartments

	All taxing districts	City of Vancouver
Net Present value of future tax revenue ¹	\$10,190,000	\$2,642,000
Cost value of Public Benefit Enhanced improvements	\$0	Public Art Est \$150,000 Plaza Materials \$135,000 Parking Spaces \$93,648 <u>Portland Loo funding \$100,000</u> \$478,648
Subtotal	\$10,190,000	\$3,120,648
Net present value of “foregone” tax revenue (8 years)	(\$2,726,000)	(\$845,000)
NET PRESENT 20 YEAR BENEFIT	\$7,464,000	\$2,275,648

¹ Estimated discounted present value of construction sales tax, utility tax and property tax over 20 years

- Current property taxes are \$38,655/yr.

Market Rate Projects Require Public Benefit

Public Benefit Summary:

The applicant is proposing:

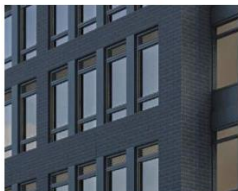
1. Enhanced building materials (Plaza materials) \$135,000
2. Public Art- Gateway element up to \$150,000 working with Cultural Arts Commission
3. Providing 4 more parking spaces required by zoning code without using allowable reductions. Resulting in 4 parking spaces with a construction cost value of \$93,648
4. Funding for Portland Loo in Esther Short Park \$100,000

Total public benefit costs: \$478,648

Public Benefit: Quality building materials



TYPICAL CLADDING - UPPER FLOORS
STUCCO - MEDIUM GRAY



TYPICAL CLADDING - UPPER FLOORS
STANDARD SIZE BRICK, RUNNING BOND - DARK GREY/BLACK BLEND



CLADDING - BUILDING ENTRY RECESS
B.O.D. EQUITONE, INTEGRAL COLOR PREMIUM FIBER CEMENT PANEL - OFF-WHITE



Public Benefit: Public art

- \$100,000 budget for public art subject to Arts Commission approval

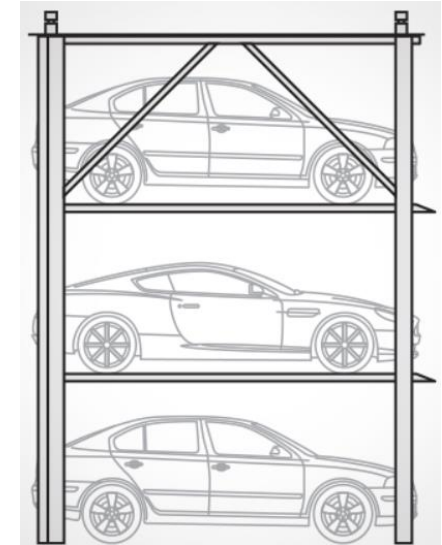
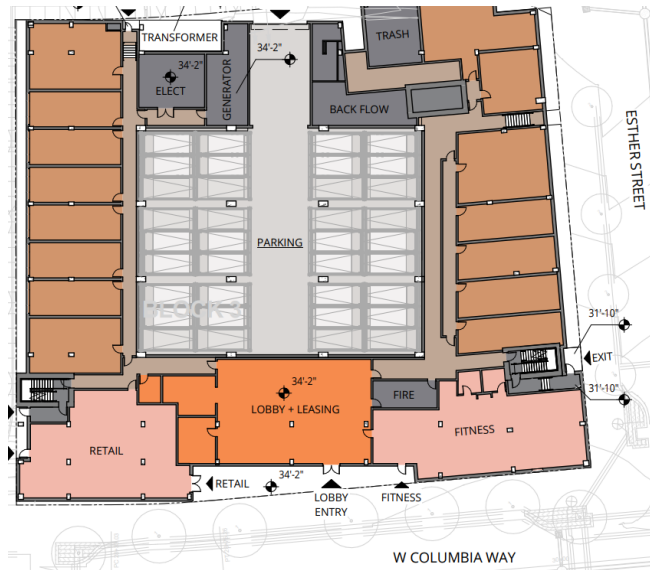


- Art location 01 (preferred option) - large, single piece
- Art location 02 - series of pieces in planter or along sidewalk wall



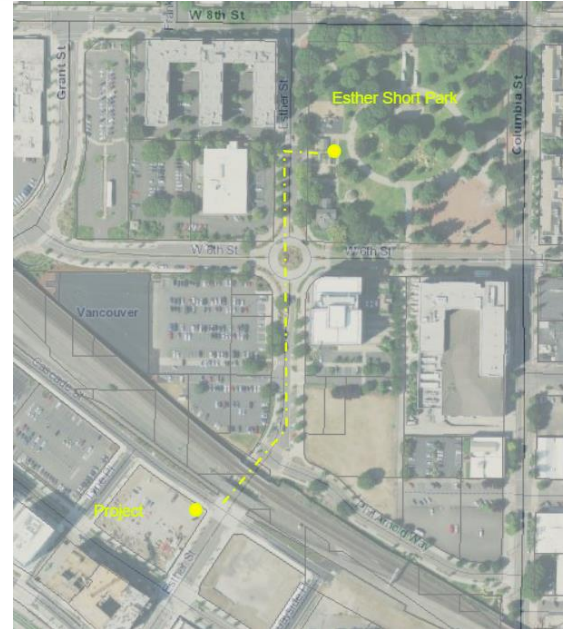
Public Benefit: Parking

- Did not request available code reductions for parking
- Provided an additional 4 spaces above code requirement
- Using stacking lift system not visible from the street
- 6% of spaces for EV charging



Public Benefit: Portland Loo Funding

- Funding to install Portland Loo in Esther Short Park



City Center Redevelopment Authority Review

- The project design was reviewed by the full CCRA committee on November 19, 2020.

Council Action Requested

- Approve resolution and development agreement allowing applicant to proceed with the tax exemption process using the 8-year market rate with a public benefit option

Questions

Peggy Sheehan, Community Development Programs Manager

360-487-7952



Staff Report 193-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT Multifamily Tax Exemption: Timber House Apartments Waterfront Block 3

Key Points

- The Multifamily Tax Exemption Program (VMC 3.22) is designed as an incentive for developers to build new private multi-family development in targeted areas of the City.
- A development applicant is requesting an 8-year tax exemption for market rate apartments. The developer is proposing to provide a public benefit rather than income-restricted units.
- The requested exemption facilitates an estimated \$79 million in new construction for a 220 unit apartment building with 233 structured parking spots in the downtown area that may not occur as quickly otherwise. This amount excludes any indirect employment associated with construction.
- The exemption accelerates construction of a project that will be on the tax rolls for decades beyond the end of the 8-year exemption period. When the tax exemption period ends the project will return to the tax rolls as if it were new construction.
- Over the 20- year period following construction, the project - with the exemption - will generate nearly \$7,464,000 in taxes benefiting all taxing districts (ports, schools, county, city, etc.) and a total of \$812,816 in taxes benefitting the City of Vancouver.
- The applicant's proposed public benefit is to provide:
 - Enhanced building materials (public plaza materials) \$135,000
 - Public Art- Gateway element up to \$150,000 working with Cultural Arts Commission
 - Providing more parking spaces required by zoning code without using allowable reductions. Resulting in 4 additional parking spaces above code requirement with a construction cost value of \$93,648
 - Provide up to \$100,000 in funding for Portland Loo installation at Esther Short park

Strategic Plan Alignment

Goal 3, Objective 3.2: Improve services available to underserved or vulnerable residents.

Goal 8, Objective 8.1: Make downtown Vancouver a vibrant destination for the community and the region.

Goal 8, Objective 8.2: Strengthen neighborhood business districts.

Present Situation

The applicant is requesting an 8-year exemption with development agreement for providing public improvements in lieu of affordable units. The proposed project will take place at 500 W Columbia Way.

The developer is proposing an 8-story building containing a total of 220 units with 223 on-site parking spaces. The estimated development cost is \$79 million.

Unit types will include:

72 Studio units	\$1,425 mo.
94 1BR/ 1BA units	\$1,725 mo.
6 1BR/ 1BA Townhomes	\$2,500 mo
49 2BR/ 2BA units	\$3,175 mo.
6 3BR/ 2BA units	\$3,600 mo.

For the public benefit component the applicant is proposing to provide:

- Public Art- Gateway element up to \$150,000 working with Cultural Arts Commission
- Providing more parking spaces required by zoning code without using allowable reductions.
- Resulting in 4 additional parking spaces above code requirement with a construction cost value of \$93,648
- Enhanced building materials (Public plaza materials) \$135,000
- Portland Loo funding for Esther Short Park \$100,000

Over 20 years (allowing development with the exemption) the project is estimated to generate nearly \$7.46 million in taxes benefiting all taxing districts (ports, county, city, etc.) with \$812,816 specifically generated for the City of Vancouver. Potentially foregone revenue is estimated at \$2,726,000 for all taxing districts and \$845,000 specifically for Vancouver. Without the exemption the site might forego the higher developed site tax revenues as well as affordable residential housing units. Following the exemption period the project will return to the tax rolls at full value.

The project design was presented to the City Center Redevelopment Authority on Thursday November 19, 2020. The CCRA forwarded a unanimous recommendation of approval to City Council.

Advantage(s)

1. Adds 220 new multifamily units in the VCCV subarea district.
2. Adds public benefit elements of enhanced building materials, public art, additional parking space numbers and funding for a new Portland Loo in Esther Short Park.
3. Increases taxable property value of the existing site.

4. Accelerates development in the downtown area adding new residential units to support local businesses.

Disadvantage(s)

The City will forego \$845,000 in property taxes during the 8 year exemption period.

Budget Impact

The City will forego \$845,000 in property taxes during the 8 year exemption period.

Prior Council Review

None

Action Requested

On Monday, December 21, 2020, following a public hearing, adopt a resolution approving an agreement with Timber Op LLC and authorizing the City Manager or designee execute a multi-family housing limited property tax exemption agreement and take any and all action necessary to enforce the terms thereof.

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

ATTACHMENTS:

- ▣ Resolution
- ▣ Development Agreement
- ▣ Presentation

12/21/20

RESOLUTION NO. M-

A RESOLUTION of the City Council of the City of Vancouver approving an agreement with TIMBER OP LLC for an 8 year property tax exemption with public improvements for the abutting property located at 500 W Columbia Way (Exhibit A) in Vancouver, Washington.

WHEREAS, the City of Vancouver desires to stimulate new construction of multi-family rental housing in specifically designated urban areas in order to reduce development pressure on single-family residential neighborhoods, to increase and improve housing opportunities, and encourage development densities supportive of tenant use, and

WHEREAS, the City is interested in promoting new rental housing in the VCCV subarea in the City of Vancouver; and

WHEREAS, the City has, pursuant to authority granted under the Revised Code of Washington (RCW), designated various “Residential Target Areas” for the provision of limited property tax exemptions for new multi-family residential housing; and

WHEREAS, the City has set forth in Chapter 3.22 of the Vancouver Municipal Code (VMC) a program whereby property owners may qualify for a “Final Certificate of Tax Exemption,” which certifies to the Clark County Assessor and Treasurer that a property is eligible to receive a limited property tax exemption; and

WHEREAS, TIMBER OP LLC (Applicant) is interested in receiving a limited property tax exemption for constructing units of new multi-family rental housing within the VCCV subarea, which is a designated “Residential Target Area” identified in Chapter 3.22 VMC; and,

RESOLUTION - 1

WHEREAS, the Applicant has submitted to the City a complete application for the City's limited tax exemption program outlining the proposed development of new multi-family rental housing to be constructed on property located at 500 W. Coulumbia Way (Property); and

WHEREAS, the City has determined that the improvements to the Property including those outlined in the Development Agreement (Exhibit B) will, if completed, satisfy the requirements for a Final Certificate of Tax Exemption.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Agreement attached hereto as Exhibit B between TIMBER OP LLC and the City of Vancouver, a Washington Municipal Corporation, is approved.

Section 2. The City Manager of the City of Vancouver or his designee is authorized to execute the Agreement attached hereto as Exhibit B.

ADOPTED at a regular session of the Vancouver City Council this ____ day of _____, 2020.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

RESOLUTION - 2

Resolution
Exhibit A
Legal Description

BLOCK 3 OF THE VANCOUVER WATERFRONT PLAT, RECORDED IN BOOK 311, PAGE 865, OF PLATS,
RECORDS OF CLARK COUNTY WASHINGTON. SW 1/4, S27, T2N, R1E WM

RESOLUTION - 3

Resolution
Exhibit B

**DEVELOPMENT AGREEMENT
for
MULTI-FAMILY HOUSING LIMITED PROPERTY TAX
EXEMPTION**

THIS AGREEMENT is entered into this _____ day of _____, 2020, by and between Cedar Street Companies (hereinafter referred to as “Applicant”), and the CITY OF VANCOUVER, a Washington Charter City of the First Class (hereinafter referred to as “City”).

WITNESSETH:

WHEREAS, the City desires to stimulate new construction of multi-family housing in certain designated urban areas in order to reduce development pressure on single-family residential neighborhoods, to increase and improve housing opportunities, and to encourage development densities supportive of transit use, and

WHEREAS, the City is interested in promoting new housing in the downtown area of the City of Vancouver, and

WHEREAS, the City has, pursuant to authority granted to it under the Revised Code of Washington (RCW), designated various Residential Target Areas for the provision of limited property tax exemptions for new multi-family residential housing, and

WHEREAS, the City has, as set forth at Chapter 3.22 of the Vancouver Municipal Code (“VMC”), enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the Clark County Assessor and Treasurer that the Applicant is eligible to receive a limited property tax exemption, and

WHEREAS, the Applicant is interested in receiving a limited property tax exemption for constructing units of new multi-family residential housing within the Vancouver City Center Vision Subarea, which is a Designated Residential Target Area identified in Chapter 3.22 VMC, and

WHEREAS, the Applicant has submitted to the City a complete application for the City’s limited tax exemption program outlining the proposed development of new multi-family residential housing to be constructed on property described in the legal description in Exhibit A (Property) for an 8-year market rate tax exemption.

WHEREAS, the City has determined that the improvements to the Property will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption.

RESOLUTION - 4

NOW THEREFORE, the City and Applicant mutually agree as follows:

1. The City agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption.
2. The City has determined that the Development provides public benefits in lieu of affordable housing units on the Property and within the Vancouver City Center Vision Subarea generally and agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption for a period of eight (8) years in accordance with VMC 3.22.040 (the "Conditional Certificate"). The public benefits provided by the applicant for this project include but are not limited to those set forth on Exhibit B attached hereto (the "Public Benefits").
3. The Applicant agrees to construct on the Property multi-family residential housing as described in the most recent site plans, floor plans, and elevations on file with the City as of the date of City Council approval of this agreement. In no event shall such construction provide fewer than 220 new permanent multi-family residential units.
4. The Applicant agrees to complete construction of the agreed upon Property improvements and public benefit improvements (Exhibit B) within three years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.
5. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City's Director of Community Development ("Director") the following:
 - (a) A statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire property;
 - (b) A description of the completed work and a statement of qualifications for the exemption; and
 - (c) A statement that the work was completed within the required three-year period or any authorized extension.
6. The City agrees, conditioned on the Applicant's successful completion of the Property and off-site improvements in accordance with the terms of this Agreement and on the Applicant's filing of the materials described in Paragraph 5 above, to file a Final Certificate of Tax Exemption with the Clark County Treasurer and Assessor within ten days.
7. The Applicant agrees, within 30 days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption, and each year thereafter for a period of eight years, to file a notarized declaration with the Director indicating the following:

RESOLUTION - 5

- (a) A statement identifying the total number of occupied and vacant multi-family units receiving a property tax exemption;
 - (b) A certification that the property continues to be in compliance with this Agreement, Chapter 3.22 VMC, and Chapter 84.14 RCW;
 - (c) A description of any improvements or changes to the property constructed after the issuance of the certificate of tax exemption; and
 - (d) The total monthly rent for each unit.
- 8. The applicant agrees to maintain the property including all improvements in compliance with all applicable City codes and requirements.
- 9. The Applicant agrees to maintain records supporting all information provided to the City and to make those records and the multi-family units available for inspection by the City. Failure to submit the annual declaration identified in Paragraph 7 or to maintain adequate records may result in the tax exemption being canceled.
- 10. If the Applicant converts the multi-family residential housing units constructed under this Agreement to another use, the Applicant shall notify the Clark County Assessor and Treasurer and the Director within 60 days of such change in use.
- 11. The Applicant agrees to notify the Director promptly of any transfer of the Applicant's ownership interest in the site or in the improvements made to the site under this Agreement.
- 12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement. Cancellation of the Final Certificate of Tax Exemption may subject the Applicant to potential tax liability as further described in RCW 84.14;
- 13. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.
- 14. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.
- 15. Applicant agrees that this Agreement is subject to the Vancouver Multi-Family Housing Tax Exemption set forth at Vancouver Municipal Code, Chapter 3.22.

RESOLUTION - 6

CITY OF VANCOUVER

CEDAR STREET COMPANIES

Eric Holmes, City Manager

Name-Title

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

RESOLUTION - 7

DEVELOPMENT AGREEMENT
EXHIBIT A
LEGAL DESCRIPTION

BLOCK 3 OF THE VANCOUVER WATERFRONT PLAT RECORDED IN BOOK 311, PAGE 865,
RECORDS OF CLARK COUNTY, WA.

RESOLUTION - 8

DEVELOPMENT AGREEMENT
EXHIBIT B
PUBLIC IMPROVEMENTS

1. Developer will install public art, prior to issuance of the building certificate of occupancy, including mounting and lighting, for up to \$100,000 subject to review by the City's Culture, Arts and Heritage Commission; application can be found at the bottom of the Public Art Committee webpage located here: [Public Art Application](#)
2. Developer to use enhanced building materials for public plaza (subject to review by the City's planning director) with an estimated cost of \$135,000.
3. Providing more parking spaces than required by zoning code without using allowable reductions; resulting in 4 additional parking spaces with a construction cost value of \$93,648
4. Provide funding for installation of Portland Loo for Esther Short Park \$100,000

RESOLUTION - 9

**DEVELOPMENT AGREEMENT
for
MULTI-FAMILY HOUSING LIMITED PROPERTY TAX
EXEMPTION**

THIS AGREEMENT is entered into this _____ day of _____, 2020, by and between TIMBER OP LLC (hereinafter referred to as “Applicant”), and the CITY OF VANCOUVER, a Washington Charter City of the First Class (hereinafter referred to as “City”).

WITNESSETH:

WHEREAS, the City desires to stimulate new construction of multi-family housing in certain designated urban areas in order to reduce development pressure on single-family residential neighborhoods, to increase and improve housing opportunities, and to encourage development densities supportive of transit use, and

WHEREAS, the City is interested in promoting new housing in the downtown area of the City of Vancouver, and

WHEREAS, the City has, pursuant to authority granted to it under the Revised Code of Washington (RCW), designated various Residential Target Areas for the provision of limited property tax exemptions for new multi-family residential housing, and

WHEREAS, the City has, as set forth at Chapter 3.22 of the Vancouver Municipal Code (“VMC”), enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the Clark County Assessor and Treasurer that the Applicant is eligible to receive a limited property tax exemption, and

WHEREAS, the Applicant is interested in receiving a limited property tax exemption for constructing units of new multi-family residential housing within the Vancouver City Center Vision Subarea, which is a Designated Residential Target Area identified in Chapter 3.22 VMC, and

WHEREAS, the Applicant has submitted to the City a complete application for the City’s limited tax exemption program outlining the proposed development of new multi-family residential housing to be constructed on property described in the legal description in Exhibit A (Property) for an 8-year market rate tax exemption.

WHEREAS, the City has determined that the improvements to the Property will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption.

NOW THEREFORE, the City and Applicant mutually agree as follows:

1. The City agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption.
2. The City has determined that the Development provides public benefits in lieu of affordable housing units on the Property and within the Vancouver City Center Vision Subarea generally and agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption for a period of eight (8) years in accordance with VMC 3.22.040 (the “Conditional Certificate”). The public benefits provided by the applicant for this project include but are not limited to those set forth on Exhibit B attached hereto (the “Public Benefits”).
3. The Applicant agrees to construct on the Property multi-family residential housing as described in the most recent site plans, floor plans, and elevations on file with the City as of the date of City Council approval of this agreement. In no event shall such construction provide fewer than 220 new permanent multi-family residential units.
4. The Applicant agrees to complete construction of the agreed upon Property improvements and public benefit improvements (Exhibit B) within three years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.
5. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City’s Director of Community Development (“Director”) the following:
 - (a) A statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire property;
 - (b) A description of the completed work and a statement of qualifications for the exemption; and
 - (c) A statement that the work was completed within the required three-year period or any authorized extension.
6. The City agrees, conditioned on the Applicant’s successful completion of the Property and off-site improvements in accordance with the terms of this Agreement and on the Applicant’s filing of the materials described in Paragraph 5 above, to file a Final Certificate of Tax Exemption with the Clark County Treasurer and Assessor within ten days.

7. The Applicant agrees, within 30 days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption, and each year thereafter for a period of eight years, to file a notarized declaration with the Director indicating the following:
 - (a) A statement identifying the total number of occupied and vacant multi-family units receiving a property tax exemption;
 - (b) A certification that the property continues to be in compliance with this Agreement, Chapter 3.22 VMC, and Chapter 84.14 RCW;
 - (c) A description of any improvements or changes to the property constructed after the issuance of the certificate of tax exemption; and
 - (d) The total monthly rent for each unit.
8. The applicant agrees to maintain the property including all improvements in compliance with all applicable City codes and requirements.
9. The Applicant agrees to maintain records supporting all information provided to the City and to make those records and the multi-family units available for inspection by the City. Failure to submit the annual declaration identified in Paragraph 7 or to maintain adequate records may result in the tax exemption being canceled.
10. If the Applicant converts the multi-family residential housing units constructed under this Agreement to another use, the Applicant shall notify the Clark County Assessor and Treasurer and the Director within 60 days of such change in use.
11. The Applicant agrees to notify the Director promptly of any transfer of the Applicant's ownership interest in the site or in the improvements made to the site under this Agreement.
12. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement. Cancellation of the Final Certificate of Tax Exemption may subject the Applicant to potential tax liability as further described in RCW 84.14;
13. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.
14. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.

15. Applicant agrees that this Agreement is subject to the Vancouver Multi-Family Housing Tax Exemption set forth at Vancouver Municipal Code, Chapter 3.22.

CITY OF VANCOUVER

TIMBER OP LLC COMPANIES

Eric Holmes, City Manager

Name-Title

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

EXHIBIT A

LEGAL DESCRIPTION

BLOCK 3 OF THE VANCOUVER WATERFRONT PLAT RECORDED IN BOOK 311, PAGE 865, RECORDS OF CLARK COUNTY, WA.

EXHIBIT B
PUBLIC IMPROVEMENTS

1. Developer will install public art, prior to issuance of the building certificate of occupancy, including mounting and lighting, for up to \$150,000 subject to review by the City's Culture, Arts and Heritage Commission; application can be found at the bottom of the Public Art Committee webpage located here: [Public Art Application](#)
2. Developer to use enhanced building materials for public plaza (subject to review by the City's planning director) with an estimated cost of \$135,000.
3. Providing more parking spaces than required by zoning code without using allowable reductions; resulting in 4 additional parking spaces with a construction cost value of \$93,648
4. Provide funding for installation of Portland Loo for Esther Short Park \$100,000



Staff Report 186-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT 2020 Second Supplemental Budget

Key Points

- Budget adjustments are made each year to reflect changes in revenues and expenditures that occur after the biennial budget is adopted.
- This supplemental budget is mostly administrative in nature. It includes a total increase in the City's 2020 appropriation of \$18.2 million.

Present Situation

The second supplemental of 2020 includes mostly administrative items, such as accounting true-ups and dissolution of several funds that are no longer needed.

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2020 Second Supplemental Budget total \$18.2 million. All of the increase in appropriation is on the operating side; the recommended changes in the Capital budget and supporting transfers offset each other. The net impact on all City resources is a decrease of \$5.9 million; the net impact on the General Fund is a \$0.3 million increase.

The total Operating budget appropriation change in the General, Street and Fire funds represents an increase of \$0.3 million. The remaining \$17.9 million increase relates to changes in other funds.

Adjustments to the General, Street and Fire funds include an increase of \$0.2 million for the 2017-19 Citywide Cost Allocation Plan true-up entry and minor other items.

The remaining appropriation increase relates to changes in other operating City funds. Major changes are summarized below:

- Additional budget appropriation for the 2017-19 Citywide Cost Allocation Plan True-Up resulting in a \$7.2 million dollar adjustment largely due to a change in accounting representation that differed from prior years.

- Increase in the appropriation of the City's Self-Insured Health Fund of \$6.2 million, due to payment of several very large medical claims. A large portion of that amount, approximately \$4.2 million, has been reimbursed by the City's stop/loss insurance carrier.
- Additional budget appropriation of \$1.5 million added to the School District Impact Fee Fund due to a stronger construction economy than originally budgeted. This increase is fully offset by the revenue from developers.
- Increase of \$1.0 million in the Risk fund appropriation adjusting for a \$0.5 million increase in the cost of City's insurance premiums and \$0.5 million for unemployment insurance to be fully reimbursed by the CARES grant for pandemic-related leaves.
- Increase of \$0.4 million in the Grounds & Facilities Fund for increased costs related to pandemic-related janitorial services, increases in security contract rates, increases in natural gas and electrical/lighting supplies and mold testing at the City's Fire Stations.
- Increase of \$0.4 million in the Tennis Center Fund to record the USTA's expenses for the year.

The total net Capital Budget appropriation of \$0.02 million (including internal transfers) is included in the Second Supplemental of 2020. Expenditures by project are outlined in Attachment C to the ordinance. Following are some of the changes to projects included in the Supplemental:

- Parks capital projects totaling \$0.4 million for:
 - True-up of three projects; Columbia Waterfront Trail, First Place Park Playground Improvements and Clearmeadows Park Development all to be funded with parks impact fees.
- A reduction of \$0.8 million in the Surface Water Management operating fund cash transfer to the capital fund to closer represent the support expected to fund capital projects.
- Appropriation to transfer the remaining \$0.2 million to the Transportation Capital Fund from the TIF – I205/Mill Plan Overlay fund. An appropriation to transfer \$0.2 million from the 2011 Transportation Bond Capital fund to Transportation Capital Fund. Both funds are being closed at the end of 2020.

Advantage(s)

1. The proposed budget adjustments will ensure that the City remains in compliance with state statutes that require all City expenditures to have an appropriation approved by ordinance.
2. Appropriations are provided for important City programs, services, and capital projects.

Disadvantage(s)

Proposed supplemental recommends spending a net amount of \$6.3 million across all funds.

Prior Council Review

None

Action Requested

On Monday, December 21, 2020, subject to second reading and public hearing, approve ordinance.

Natasha Ramras, Chief Financial Officer, 360-487-8484

ATTACHMENTS:

- ▣ Ordinance
- ▣ Attachment A - Changes in appropriation by fund
- ▣ Attachment C - Changes in Capital projects

12/14/20
12/21/20

ORDINANCE M-_____

AN ORDINANCE relating to the 2019-2020 Biennial Budget and making various appropriations in various funds; declaring an emergency.

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Supplemental appropriations are needed to meet certain necessary expenditures to be incurred in 2019-2020 which were not and could not reasonably have been foreseen at the time of adoption of the 2019-2020 Budget. As required by RCW 35.34.120, there is hereby set forth in summary form the total adjustments of expenditure appropriations for each separate fund adjusted and the aggregate totals for all such funds combined, as set forth in Attachment "A" of this ordinance. Attachment "C" outlines specific capital projects included in the 2019-2020 City of Vancouver Capital Budget.

Section 2. Parks & Recreation Special Revenue Fund (fund number 134), created via ordinance M-2871, and recommended in staff report No. 082-90, is no longer needed and is hereby dissolved. The TIF - I205/Mill Plain Overlay Fund (fund number 166), created via ordinance M-3201, is no longer needed and is hereby eliminated. The 2011 Bond Capital Fund - Waterfront (fund number 324), created via ordinance M-3982, is no longer needed and is hereby eliminated.

ORDINANCE - 1

Section 3. As reported in SR No. _____ the appropriations made in this ordinance are necessary to meet certain necessary expenditures that will be incurred in 2019-2020 which were not and could not reasonably have been foreseen at the time of adoption of the 2019-2020 Budget; an emergency is hereby declared, and this ordinance shall go into effect immediately upon final passage.

Read first time:

Ayes: Councilmembers

Nay: Councilmembers

Absent: Councilmembers

Read second time:

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2020.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

ORDINANCE - 2

Jonathan Young, City Attorney

ORDINANCE - 3

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE relating to the 2019-2020 Biennial Budget and making various appropriations in various funds; declaring an emergency. Supplemental appropriations are needed to meet certain necessary expenditures to be incurred in 2019-2020 which were not and could not reasonably have been foreseen at the time of adoption of the 2019-2020 Budget; providing for an immediate effective date.

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

ORDINANCE - 4

Budget Appropriation by Fund**2020 Second
Supplemental****Operating Budget****General, Street, and Fire Funds**

Street Fund	645
Street Funding Initiative - Operating Fund	265,941
Total General, Street, and Fire Funds	266,586

Special Revenue Funds

CED Grants	71,997
Parkhill Cemetery Improvement Fund	2,118
Parks & Recreation Special Revenue Fund	33,100
Emergency Ambulance Services Contract Admin Fund	34,531
Impact Fees - School Districts	1,449,585

Enterprise Funds

Water Utility Fund	234
Building Inspection Fund	6,996
Tennis Center Fund	407,401

Internal Service Funds

Equipment Services Operations Fund	290,757
Computer Repair & Replacement	60,534
Grounds and Facilities Services Fund	661,033
Self-Insured Worker's Comp & Liability Fund	1,013,824
Internal Administrative Services Fund	7,552,192
Self-Insured Health Insurance Fund	6,329,005

Total Other Funds Expense Budget	17,913,307
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Total Operating Expense Budget	18,179,893
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Capital Budget**Capital Project Funds**

Parks Construction Fund (Capital Projects only)	41,945
Drainage Construction Fund	32,101
Water Construction Fund	236,782
Total Capital Project Funds	310,828

Budget Appropriation by Fund**2020 Second
Supplemental****Capital Funding Transfers Supporting COV Capital Projects Budget**

TIF - I-205/Mill Plain Overlay	200,000
PIF - Acq & Dev District 3	32,000
PIF - District A	2,105
PIF - District C	7,840
2011 Transportation Bond Capital Fund	150,000
Surface Water Management Fund	(800,000)
SCIP Fund	120,619

Total Transfers for Capital	(287,436)
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Total Capital Expense Budget	23,392
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Total Operating and Capital Expense Budget	18,203,285
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CAPITAL PROJECTS BY DEPARTMENT2020 Second
Supplemental**PARKS CAPITAL PROJECTS**

First Place Park Playground	32,000
Columbia Waterfront Trail Development	2,105
Clear Meadows Park	7,840

Total Parks Capital Projects	41,945
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SURFACE WATER CAPITAL PROJECTS

Interfund Charges	32,101
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Total Drainage Capital Projects	32,101
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WATER CAPITAL PROJECTS

Interfund Charges	236,782
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Total Water Projects	236,782
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CAPITAL PROJECTS SUMMARY

Parks	41,945
Surface Water	32,101
Water	236,782

Total Capital Projects	310,828
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Staff Report 187A-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 12/21/2020

SUBJECT Fall 2020 Comprehensive Plan and Zoning Code Map and Text Changes

Key Points

- One Comprehensive Plan and zoning map designation change, one Comprehensive Plan text change, and nine zoning code text changes were recommended by the Planning Commission in October and reviewed by the City Council at a November 16 workshop. At first reading of the ordinance on December 14, 2020, Council amended Ordinance A to remove the zoning map and Comprehensive Plan designation change pertaining to the property at 7401 NE 18th Street.
- At the November 16 workshop, two of the recommended zoning code changes, regarding allowance of off-street parking beyond 300 feet for developments in the downtown area and reduction of the notice period for Type III applications, were identified by the Council as needing further discussion. At a second workshop on December 7, Council requested both issues undergo additional development and review before further consideration.
- At the November 16 workshop, the Council also identified a third potential change regarding pronouns that had not been previously considered, which was also reviewed at the December 7 workshop.
- A potential fourth new code change identified by Council at the November 16 workshop regarding impact fee timing and vesting issues was determined to be premature to consider at this time, but will be evaluated in 2021.

Strategic Plan Alignment

N/A

Present Situation

Council is requested to review and make final determinations on the proposed text changes (see attached Ordinance A) as follows:

Comprehensive Plan Text Amendment

Amend Appendix E of the Comprehensive Plan to adopt by reference the 2021-2030 Parks, Recreation, and Natural Areas Capital Facilities Plan. The Planning Commission unanimously recommended approval at an October 13 public hearing for which no public testimony was received. The Parks Capital Facilities Plan has also been recommended by the Parks and Recreation Advisory Committee. It will become part of the overall update of the Parks Comprehensive Plan in 2022.

Zoning Code Text Amendments

Six changes were unanimously recommended by the Planning Commission at an October 13 public hearing, with no public testimony received. These are changes to floodplain standards and related definitions; changes to decision making procedures and conditional use permit standards to recognize electronic application submittals; changes to Planned Development standards to fully incorporate changes made in 2019; and changes to footnotes in the single family, commercial and industrial zoning use tables.

Council has also reviewed removal of outdated pronouns in the zoning code (see attached Ordinance B), and is requested to amend VMC Title 20 in 36 locations to eliminate references to “his” in describing the role of Planning Director or Planning Official; to be replaced with the title of the official being referenced or gender neutral they/them pronouns as appropriate.

Advantage(s)

1. The adoption by reference of the Parks Capital Facilities Plan supports continued future planning for needed parks and open space.
2. The adoption of code change amendments would update City floodplain standards as required by the Washington Department of Ecology, and update other standards to recognize electronic submittal, follow-up on similar changes made in 2019, and correct errors.
3. Eliminating outdated pronoun usage would result in more inclusive standards.

Disadvantage(s)

None

Budget Impact

No significant impacts anticipated

Prior Council Review

- November 16, 2020, workshop. The workshop memorandum includes links to the full Planning Commission record.
- December 7, 2020, follow-up workshop on three Zoning Code text amendments
- December 14, 2020, first reading of ordinances A and B.

Action Requested

On Monday, December 21, 2020, subject to second readings and public hearing, approve the

ordinances.

Bryan Snodgrass, Principal Planner, 360-487-7946

ATTACHMENTS:

- ▣ Ordinance A
- ▣ Ordinance B

12/14/20
12/21/20

ORDINANCE NO. M_____

AN ORDINANCE relating to Comprehensive Plan and Zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending text of Vancouver Comprehensive Plan Appendix E; and Vancouver Municipal Code 20.150, 20.210, 20.245, 20.410, 20.430, 20.440, 20.740, and 20.915; providing for severability; and establishing an effective date.

WHEREAS, pursuant to the Growth Management Act the City Council has adopted a Comprehensive Plan for the City of Vancouver (Ordinance M-3994), and Title 20 zoning standards (last amended through Ordinance M-4034); and

WHEREAS, the Vancouver Planning Commission reviewed the proposed changes at duly advertised work sessions on September 8, and October 13, 2020, and duly advertised public hearings on October 13 and 27, 2020, and at those hearings, in consideration of cumulative impacts of all the proposed Comprehensive Plan changes, voted to recommend approval of the Comprehensive Plan and zoning text amendments described herein for adoption to the City Council; and

WHEREAS, the City Council conducted a duly advertised public work session on November 16, a first reading of the proposed ordinance on December 14, and a public hearing on December 21 2020, following which the Council agrees with the Planning Commission recommendations for changes addressed herein; and

WHEREAS, the cumulative environmental impacts of the proposed 2020 Comprehensive Plan and zoning changes have been reviewed and determined to be nonsignificant pursuant to the State Environmental Policy Act. Notices of Determinations of Non-significance (DNS) were issued on September 23, 2020 for the proposed Comprehensive Plan and zoning text changes,

ORDINANCE - 1

and no SEPA comments or appeals were received; and

WHEREAS, the City Council finds and concludes that the proposed changes are consistent with the policies and provisions of the Comprehensive Plan that encourage orderly development within the community and the Growth Management Act pursuant to the requirements of Chapter 36.70A. RCW; and

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings and Conclusions. The Planning Commission findings and conclusions as set forth in the staff reports for the October 13 and October 27, 2020, public hearings, are hereby adopted as the City Council's findings of fact; and

Section 2. Comprehensive Plan Text Change. Vancouver Comprehensive Plan 2011-2030 Appendix E, Other Plans and Documents adopted by Reference, Item 1, 7th bullet, last adopted by Ordinance M-4147, is amended as follows:

*Vancouver Parks, Recreation and Natural Areas Comprehensive Plan 2014, and ~~2017-2022~~
2021-2030-Capital Facilities Plan*

Section 3. Zoning Code Text Changes.

A. VMC 20.150., which was adopted by Ordinance M-3643, and last amended by M-4179, is amended as follows.

- **20.150.040A** **Meanings of Specific Words and Terms A through D.**

Alteration of Watercourse. *Any action that will change the location of the channel occupied by water within the banks of any portion of a riverine waterbody.*

Areas of Special Flood Hazards. *Lands in the flood plain subject to a 1% or greater chance of flooding in any given year. Designations on Flood Insurance Rate Maps always include the letter A. Also referred to as "Frequently Flooded Areas." "Special flood hazard area" is synonymous in meaning with the phrase "area of special flood hazard".*

Area of Shallow Flooding: A designated zone AO, AH, AR/AO or AR/AH (or VO) on a community's Flood Insurance Rate Map (FIRM) with a one percent or greater annual chance of flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow. Also referred to as the sheet flow area.

Arterial. Any principal arterial, minor arterial, or collector arterial streets.

ASCE 24. The most recently published version of ASCE 24, flood resistant design and construction, published by the American Society of Civil Engineers.

- **20.150.040B** **Meanings of Specific Words and Terms E through H.**

Elevated Building. For insurance purposes, a non-basement building that has its lowest elevated floor raised above ground level by foundation walls, shear walls, post, piers, pilings, or columns.

Elevation Certificate. An administrative tool of the National Flood Insurance Program (NFIP) that can be used to provide elevation information, to determine the proper insurance premium rate, and to support a request for a Letter of Map Amendment (LOMA) or Letter of Map Revision based on fill (LOMR-F).

Essential Facility (applies in Frequently Flood Areas). This term has the same meaning as "Essential Facility" defined in ASCE 24. Table 1-1 in ASCE 24-14 further identifies building occupancies that are essential facilities.

Existing Manufactured Home Park or Subdivision (applies in Frequently Flood Areas). A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by the community.

Expansion to an Existing Manufactured Home Park or Subdivision (applies in Frequently Flood Areas). The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Flood or Flooding. A general and temporary condition of partial or complete inundation of normally dry land area from the overflow of inland or tidal waters and/or the unusual and rapid accumulation or runoff of surface waters from any source.

1. A general and temporary condition of partial or complete inundation of normally dry land areas from:
 - a. The overflow of inland or tidal waters.
 - b. The unusual and rapid accumulation or runoff of surface waters from any source.
 - c. Mudslides (i.e., mudflows) which are proximately caused by flooding as defined in paragraph (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
2. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by

some similarly unusual and unforeseeable event which results in flooding as defined in paragraph (1)(a) of this definition.

Flood Elevation Study. An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudslide (i.e., mudflow) and/or flood-related erosion hazards. Also known as a Flood Insurance Study (FIS).

Flood Insurance Rate Map (FIRM). The official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a Digital Flood Insurance Rate Map (DFIRM).

Flood Insurance Study. ~~The official report provided by the Federal Insurance Administration that includes flood profiles, the Flood Insurance Rate Maps and the water surface elevation of the base flood.~~

Floodplain Administrator. The community official designated by title to administer and enforce the floodplain management regulations.

Flood-Proofing. ~~A combination of structural and nonstructural additions, changes or adjustments to properties and structures which are subject to flooding, primarily for the reduction or elimination of flood damage to properties, water, sanitary facilities, structures, and contents of buildings in the flood hazard area. Any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate risk of flood damage to real estate or improved real property, water and sanitary facilities, structures, and their contents. Flood proofed structures are those that have the structural integrity and design to be impervious to floodwater below the Base Flood Elevation.~~

Floodplain or Flood Prone Area. Any land area susceptible to being inundated by water from any source. See "Flood or flooding."

Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than ~~one foot~~ a designated height. Also referred to as "Regulatory Floodway."

Functionally Dependent Use (applies in Frequently Flood Areas). A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, and does not include long term storage or related manufacturing facilities.

Historic Structure (applies in Frequently Flooded Areas). Any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
 - a. By an approved state program as determined by the Secretary of the Interior, or
 - b. Directly by the Secretary of the Interior in states without approved programs.

- **20.150.040D** **Meanings of Specific Words and Terms M through P.**

Mean Sea Level. For purposes of the National Flood Insurance Program, the vertical datum to which Base Flood Elevations shown on a community's Flood Insurance Rate Map are referenced.

New Manufactured Home Park Or Subdivision (applies in Frequently Flooded Areas). A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of adopted floodplain management regulations adopted by the community.

- **20.150.040E** **Meanings of Specific Words and Terms Q through T.**

Reasonably Safe from Flooding. Development that is designed and built to be safe from flooding based on consideration of current flood elevation studies, historical data, high water marks and other reliable data known to the community. In unnumbered A zones where flood elevation information is not available and cannot be obtained by practicable means, reasonably safe from flooding means that the lowest floor is at least two feet above the Highest Adjacent Grade.

B. VMC 20.210, last amended by M-3959, is amended as follows:

- **20.210.080.D.** Application for a pre-application conference. ~~To request a pre-application conference, an applicant shall submit the required fee, and 12 sets of the following information:~~ Application - Fees. The applicant must submit a completed application form as prescribed by the planning official with applicable fee per Chapter 20.180 VMC. The planning official may waive submittal requirements upon request if found to be inapplicable to the proposed development:
 1. Completed and signed Pre-application Conference Request form provided by the planning official.
 2. ~~Folded and collated plans of the proposed development drawn to scale, no larger than 24" x 36"~~ Information legible for digital reproduction and clearly marked with the following: project name; vicinity map; scale; north arrow; date; applicant's name, phone and fax numbers; contact person's name, phone and fax numbers.

C. VMC 20.245.030.A, which was adopted by Ordinance M-3643, and last amended by M-3959, is amended as follows.

20.245.030.A. Submission requirements. The applicant must submit a completed application form as prescribed by the planning official with applicable fee per Chapter 20.180 VMC. ~~An applicant for conditional use permit shall submit an application~~ containing the following information:

1. Narrative describing the proposed uses for the site, hours of operation, hours and the frequency of deliveries, and construction schedule.
2. Drawn to scale site plan, legible for digital reproduction, showing accurate representation of the size and shape of the parcel(s), including easements of any kind, all dimensions, and parcel orientation. Include north arrow.

D. VMC 20.260, which was adopted by Ordinance M-3643, and last amended by M-3840, is amended as follows:

- **20.260.020.B.2.** Higher-Density Residential Zoning Districts. In the R-18, R-22, R-30, and R-35 zoning districts, an applicant with a planned development approval may develop the site to contain a mixture of uses subject to the minimum and maximum density provisions of the underlying zone, as contained in Chapters 20.420.040 VMC, plus ~~5%~~ 15% per the density bonus provisions of 20.260.060 (D) VMC.
- **20.260.060.D.2.** Density bonuses. An applicant for a planned development shall be entitled to an automatic residential density bonus of ~~5%~~ 15% above the maximum density allowed in the underlying base zone on the portions of the site devoted to housing.
- **20.260.060.B.4.** The Planning Commission or Hearings Examiner can reduce the minimum lot size requirement for attached and detached single family residential uses in planned developments.

E. VMC 20.410, adopted by Ordinance M-3643 and last amended by M-4255, is amended as follows:

- **20.410.030-1 Use Table**

USE	R-2	R-4	R-6	R-9
Single Dwelling, Attached	<u>L18</u>	<u>L18</u>	<u>L18</u>	<u>L18</u>

~~18 Subject to VMC 20.260.020(B)(1)(a)(2), planned development, and subject to VMC 20.910.050, Zero Lot Line Developments, and VMC 20.920, Infill Developments.~~

- **20.410.040-1**

Minimum and Maximum Densities and Lot Sizes¹

~~1The minimum and maximum density factors shall only be used for calculating densities of planned unit developments governed by VMC 20.260, infill development, density transfer, and situations where an existing house is allowed on a larger than maximum lot size per VMC 20.410.040.C.2.c (Exceptions). Minimum densities shall be calculated based on the gross area of the site minus any public rights-of-way, street tracts, private road easements, lots for dwellings existing on December 11, 2004, and designated critical areas."~~

F. VMC 20.430, adopted by Ordinance M-3643 and last amended by M-4255 is amended to read as follows:

- **20.430.050A.**

~~CX, CC, and CG Zones.~~ The following special use limitations apply ~~within the CX zone.~~

1. Artisan and Specialty Goods Production uses ~~in CX zone~~.

a. The Artisan and Specialty Goods Production structure shall not encompass more than ten thousand (10,000) square feet of area. The ten thousand (10,000) square feet total shall include all storage areas associated with the manufacturing operation. These types of uses are limited in size to assure that they will not dominate the commercial area and to limit the potential impacts on residential and commercial uses. Upon application the Planning Official may increase the square feet of area by no more than 20% if it is determined that the additional area will not adversely impact neighboring uses and improvements, and will be consistent with the intent of the ~~CX~~ Zoning District.

- **20.430.060.B.2.d.** Development standards shall be as specified in the MX column of Table 20.430.040-~~2-1~~

G. VMC 20.440, adopted by Ordinance M-3643, and last amended by Ordinance M-4255, is amended as follows:

20.440.030-1 Use Table

USE	OCI	IL	IH	ECX
Recreational Marijuana Growing or Processing	X	L34 <u>36</u>	L34 <u>36</u>	X

11 (Reserved for future use) Electroplating and related uses not permitted.

36 Subject to compliance with VMC 20.884, Marijuana Businesses

H. VMC 20.740 which was adopted by Ordinance M-3643, is amended as follows:

- **20.740.090 Unauthorized Critical Areas Alterations and Enforcement.**

E. Noncompliance in Frequently Flooded Areas. No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this ordinance and other applicable regulations. Violations of the provisions of this ordinance by failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with conditions), shall constitute a misdemeanor. Any person who violates this ordinance or fails to comply with any of its requirements shall upon conviction be subject to enforcement under Section 20.740.090.A. Nothing herein contained shall prevent the City of Vancouver from taking such other lawful action as is necessary to prevent or remedy any violation.

- **20.740.120 Frequently Flooded Areas.**

This ordinance shall apply to all special flood hazard areas within the boundaries of the City of Vancouver.

A. Designation.

Frequently Flooded Areas are the Areas of Special Flood Hazards identified by the Federal Insurance Administration and the Federal Emergency Management Agency (FEMA), respectively, in scientific and

engineering reports entitled, *Flood Insurance Study: Clark County, Washington and Incorporated Areas, Volumes 1 and 2* (Numbers 53011CV001A and 53011CV002A, respectively,) effective September 5, 2012 and any revisions thereto, with accompanying Flood Insurance Rate Maps (FIRMs and their digital version, DFIRMs) and any revisions thereto, are hereby adopted by reference and declared to be part of this ordinance. The Flood Insurance Study (FIS), FIRMs and DFIRMs are available from the Planning Official, 415 West 6th Street, Vancouver, WA 98660. (See VMC 20.150.040 Meanings of Specific Words and Terms for definitions for Areas of Special Flood Hazards, Floodplain, Floodway, and Frequently Flooded Areas.)

~~Portions of channel migration zones located outside areas of special flood hazards are not designated as frequently flooded areas.~~

When base flood elevation (BFE) data has not been provided in frequently flooded areas (Zone A), the Planning Official shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a Federal, State or other source in order to administer the provisions of this chapter. This best available information for flood hazard area identification shall be the basis for regulation until a new FIRM/DFIRM is issued.

B. Compliance

All development within special flood hazard areas is subject to the terms of this ordinance and other applicable regulations.

C. Penalties For Noncompliance

See VMC 20.740.090

D. Abrogation and Greater Restrictions

This ordinance is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this ordinance and another ordinance, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

E. Interpretation (Not mandatory)

In the interpretation and application of this ordinance, all provisions shall be:

- 1) Considered as minimum requirements;
- 2) Liberally construed in favor of the governing body; and,
- 3) Deemed neither to limit nor repeal any other powers granted under state statutes.

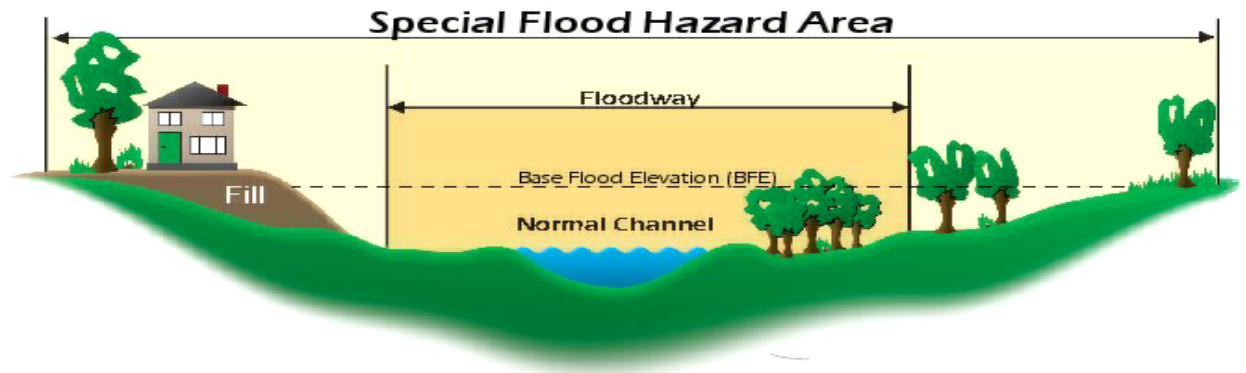
F. Warning And Disclaimer of Liability

The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This ordinance shall not create liability on the part of the City of Vancouver, any officer or employee thereof, or the Federal Insurance Administration, for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder.

G. Severability

This ordinance and the various parts thereof are hereby declared to be severable. Should any Section of this ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any portion thereof other than the Section so declared to be unconstitutional or invalid.

Figure 20.740.120-1. Frequently Flooded Areas/Areas of Special Flood Hazards



Adapted from Floodplain Management: A Local Administrator's Guide to the National Flood Insurance Program, Fifth Edition, FEMA Region 10

H. Designation of the Floodplain Administrator (44 CFR 59.22(b)(1)).

The Land Use Program Manager is hereby appointed to administer, implement, and enforce this ordinance by granting or denying development permits in accordance with its provisions. The Floodplain Administrator may delegate authority to implement these provisions.

1. Duties & Responsibilities of the Floodplain Administrator

Duties of the (Floodplain Administrator) shall include, but not be limited to:

a. Permit Review

Review all development permits to determine that:

1. The permit requirements of this ordinance have been satisfied;
2. All other required state and federal permits have been obtained;
3. The site is reasonably safe from flooding;
4. The proposed development is not located in the floodway. If located in the floodway, assure the encroachment provisions of Section 5.4-1 are met;
5. Notify FEMA when annexations occur in the Special Flood Hazard Area.

6. Performance Standards. Except as noted, the following standards apply to all structures and development (including but not limited to the placement of manufactured homes, substantial improvement, roads, railroads, trails, dikes, levees, or water, sewer, stormwater conveyance, gas, power, cable, fiber optic or telephone facilities) in all areas of special flood hazards and channel migration zones (CMZs). Additional restrictions apply in the floodway.

7. Anchoring. All new construction including substantial improvements and all types of manufactured homes shall:

- a. Be elevated on a permanent foundation and securely anchored to an adequate foundation system to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads including the effects of buoyancy.

10. Residential Construction (including Manufactured Homes).

c. Elevation

1. BFE Established. The lowest floor (including basement) of new residential structures (including but not limited to reconstruction, substantial improvement, the placement or replacement of all types of manufactured homes) shall be elevated at least 1 foot above base flood elevation. Structures shall be elevated using means other than

fill (such as extended foundation or other enclosure walls, piles, or columns) whenever feasible. Mechanical equipment and utilities shall be waterproofed or elevated at least one foot above the BFE.

d. Fully Enclosed Areas Below Lowest Floor. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited unless designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of flood waters. Designs for meeting this requirement must be certified by a qualified professional (in this case, a registered professional engineer or architect), or must meet or exceed the following minimum criteria:

4. A garage attached to a residential structure, constructed with the garage floor slab below the BFE, must be designed to allow for automatic entry and exit of floodwaters.

11. Non-Residential Construction. New construction and substantial improvement of any nonresidential structure shall either be elevated (VMC [20.740.120\(C\)\(11\)\(a or b\)](#)) or flood-proofed (VMC [20.740.120\(C\)\(11\)\(c\)](#)):

a. Be Elevated: BFE Established.

1. Have the lowest floor, including basement, elevated at least one foot above the base flood elevation or elevated as required by ASCE 24, whichever is greater; and

2. Meet the same standards for space below the lowest floor as described in [20.740.120\(C\)\(8\)\(d\)](#) and VMC [20.740.120\(C\)\(10\)\(d\)](#) (1-3); and

3. Have mechanical equipment and utilities waterproofed or elevated at least one foot above the BFE, or as required by ASCE 24, whichever is greater.

c. Be Flood-proofed. Together with attendant utility and sanitary facilities shall:

1. Be flood-proofed so that below one foot (or more) above the base flood elevation, the structure is watertight with walls substantially impermeable to the passage of water or dry flood-proofed to the elevation required by ASCE 24, whichever is greater;

12. Critical Facilities.

a. Critical facilities housing vulnerable populations and emergency services shall be prohibited in the floodway.

b. In areas of special flood hazard except the floodway and in CMZs, construction of new critical facilities shall be prohibited unless the applicant demonstrates that:

1. No feasible alternative site is available; and either:

a. The lowest floor, entrances, egresses, and to the extent feasible access routes are elevated to 3 feet above the base flood elevation or to the elevation of the 500-year flood, whichever is higher ~~lower~~; or

14 Appurtenant Structures (Detached Garages & Small Storage Structures)

For A Zones:

a. Appurtenant structures used solely for parking of vehicles or limited storage may be constructed such that the floor is below the BFE, provided the structure is designed and constructed in accordance with the following requirements:

1. Use of the appurtenant structure must be limited to parking of vehicles or limited storage;

2. The portions of the appurtenant structure located below the BFE must be built using flood resistant materials;

3. The appurtenant structure must be adequately anchored to prevent flotation, collapse, and lateral movement;

4. Any machinery or equipment servicing the appurtenant structure must be elevated or floodproofed to or above the BFE;

- 5. The appurtenant structure must comply with floodway encroachment provisions in Section 5.4-1;
- 6. The appurtenant structure must be designed to allow for the automatic entry and exit of flood waters in accordance with Section 5.2-1 (5).
- 7. The structure shall have low damage potential,
- 8. If the structure is converted to another use, it must be brought into full compliance with the standards governing such use, and
- 9. The structure shall not be used for human habitation.

- b. Detached garages, storage structures, and other appurtenant structures not meeting the above standards must be constructed in accordance with all applicable standards in Section 5.2-1.
- c. Upon completion of the structure, certification that the requirements of this section have been satisfied shall be provided to the Floodplain Administrator for verification.

~~14.~~ 15. Alteration of Watercourse.

- a. The planning official shall notify adjacent communities and the state coordinating agency, Washington State Department of Ecology, prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Insurance Administration.
- b. Alteration or relocation of a watercourse shall be allowed only after:
 - 1. Certification by a qualified professional that the alteration or relocation:
 - a. Is the only feasible alternative or is part of a restoration project approved by the appropriate state or federal agencies;
 - b. Will not diminish the flood-carrying capacity of the watercourse;
 - c. Will not block side channels;
 - d. Will be accomplished using soft armoring techniques wherever possible;
 - e. Will avoid to the extent possible and then minimize and mitigate removal of vegetation including downed woody vegetation; and
 - f. Will not endanger development in the channel migration zone.
 - 2. The applicant provides assurance acceptable to the planning official of maintenance of the relocated channel such that the flood carrying capacity of the watercourse is not diminished.

16 Changes to Special Flood Hazard Area

- a. If a project will alter the BFE or boundaries of the SFHA, then the project proponent shall provide the community with engineering documentation and analysis regarding the proposed change. If the change to the BFE or boundaries of the SFHA would normally require a Letter of Map Change, then the project proponent shall initiate within 180 days of the information being made available, and receive approval of, a Conditional Letter of Map Revision (CLOMR) prior to approval of the development permit. The project shall be constructed in a manner consistent with the approved CLOMR.
- b. If a CLOMR application is made, then the project proponent shall also supply the full CLOMR documentation package to the Floodplain Administrator to be attached to the floodplain development permit, including all required property owner notifications.

I. VMC 20.915.020, which was adopted by Ordinance M-3643, and last amended by Ordinance M-4223, is amended as follows:

20.915.020.C. *For various types of development. For single-family and duplex residential subdivisions and short subdivisions hereinafter approved, the per-lot impact fee shall be calculated at the time of preliminary subdivision- plat or short subdivision plat approval, ~~noted on the face of the final plat,~~ and imposed on a per-lot basis at the time of building permit application.*

Section 4. Severability. If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

Section 5. Effective Date. This ordinance shall go into effect 30 days after adoption.

Section 6. Instruction to City Clerk. The City Clerk shall transmit a copy of the revised development code to the Washington Department of Commerce.

Read First Time: December 14, 2020

Ayes: Councilmembers Fox, Paulsen, Glover, Stober, Hansen, Mayor McEnerney-Ogle

Nays: None

Absent: Councilmember Lebowsky

Read Second Time: December 21, 2020

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2020

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathon Young, City Attorney

ORDINANCE - 13

SUMMARY

ORDINANCE NO. M_____

AN ORDINANCE relating to Comprehensive Plan and Zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending text of Vancouver Comprehensive Plan Appendix E; and Vancouver Municipal Code 20.150, 20.210, 20.245, 20.410, 20.430, 20.440, 20.740, and 20.915; providing for severability; and establishing an effective date.

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

12/14/20
12/21/20

ORDINANCE NO. M_____

AN ORDINANCE relating to Comprehensive Plan and Zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending Vancouver Municipal Code 20.210, 20.265, 20.320, 20.510, 20.525; 20.690, 20.770, 20.885; 20.890; 20.960; providing for severability; and establishing an effective date.

WHEREAS, pursuant to the Growth Management Act the City Council has adopted a Comprehensive Plan for the City of Vancouver (Ordinance M-3994), and Title 20 zoning standards (last amended through Ordinance M-4034); and

WHEREAS, the Vancouver Planning Commission reviewed the proposed changes at duly advertised work sessions on September 8, 2020, and duly advertised public hearing on October 13, 2020, and at that hearing voted to recommend approval of the zoning text amendments described herein for adoption to the City Council; and

WHEREAS, the City Council conducted duly advertised public work sessions on November 16 and December 7, 2020, a first reading of the proposed ordinance on December 14, and a public hearing on December 21 2020, following which the Council agrees with the Planning Commission recommendations with modifications for changes addressed herein; and

WHEREAS, the cumulative environmental impacts of the proposed 2020 Comprehensive Plan and zoning changes have been reviewed and determined to be nonsignificant pursuant to the State Environmental Policy Act. Notices of Determinations of Non-significance (DNS) were issued on September 23, 2020 for the proposed Comprehensive Plan and zoning text changes,

and no SEPA comments or appeals were received; and

WHEREAS, the City Council finds and concludes that the proposed changes are consistent with the policies and provisions of the Comprehensive Plan that encourage orderly development within the community and the Growth Management Act pursuant to the requirements of Chapter 36.70A. RCW; and

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings and Conclusions. The Planning Commission findings and conclusions as set forth in the staff reports for the October 13 public hearing is hereby adopted as the City Council's findings of fact; and

Section 2. Zoning Code Text Changes.

A. VMC 20.210.050.G adopted and last amended by M-3643, is amended as follows:

G. Comment period. The planning official shall allow 14 calendar days after the date of Notice of Application is mailed and published in the paper for individuals to submit comments. Within seven calendar days after the close of the public comment period, the Planning official shall mail to the applicant a copy of written comments, including email communications, timely received in response to the Notice of Application together with a statement that the applicant may submit a written response to the comments of the planning official within 14 calendar days from the date the comments are mailed. The planning official in making ~~his~~ their decision shall consider written comments timely received in response to the Notice of Application and timely written responses to those comments, including e-mail communications, submitted by the applicant.

B. VMC 20.210.060.F adopted and last amended by M-3643, is amended as follows:

F. Comment period. The planning official shall allow 30 calendar days after the date of Notice of Application is mailed and published in the paper for individuals to submit comments. Within seven calendar days after the close of the public comment period, the planning official shall mail to the applicant a copy of written comments, including email communications, timely received in response to the Notice of Application together with a statement that the applicant may submit a written response to the comments of the planning official within 14 calendar days from the date the comments are mailed. The planning official in making ~~his~~ their decision shall consider written comments timely received in response to the Notice of Application and timely written responses to those comments, including e-mail communications, submitted by the applicant.

C. VMC 20.210.080.B.1 adopted by ordinance M-4179 and last amended by M-3643, is amended as follows:

B. *Pre-application waivers.*

1. A pre-application conference is required for all Type II, Type III and applicant-initiated Type IV applications, and certain Type I applications, unless waived by the planning official. Generally, the planning official may waive the pre-application conference only if they determines that the proposal is relatively simple (e.g., has few, if any, development-related issues), or it involves subsequent phases of an approved development where requirements are known, or an application is substantially similar to a prior proposal affecting substantially the same property, as determined by the planning official. Planning official shall notify affected Neighborhood Associations of proposed development application and copy of pre-

application waiver letter. Pre-application conferences shall not be waived for infill developments, pursuant to Chapter [20.920](#) VMC.

D. VMC 20.210.090 adopted by ordinance M-3931 and last amended by M-3643, is amended as follows

C. *Incomplete application.* If the planning staff member decides the application is not counter-complete, ~~he or she~~ they shall immediately reject the application and identify what is needed to make the application counter-complete.

E. VMC 20.265.030.D, adopted by ordinance M-3959 and last amended by M-3643, is amended as follows:

D. *Appeals.* All final decisions of the Planning Official in regard to design review for projects not subject to a Type II site plan review process may be appealed to the City Council by the property owner or ~~his~~ their agent only. Appeals of design-related decisions for projects that are subject to a Type II site plan review process shall be consolidated with an appeal of the site plan review decision pursuant to [20.210.130](#) VMC. (Ord. M-3959 § 14, 07/19/2010; Ord. M-3643, 01/26/2004)

F. VMC 20.320.060.B adopted by ordinance M-3643, is amended as follows:

B. *Construction prior to final plat approval.*

1. In lieu of the completion and acceptance of any required public or private improvements prior to approval of a final plat, the director of public works may accept an escrow or other form of security acceptable to the city, in an amount and with conditions satisfactory to ~~him~~

them. The security to the city shall be sufficient to ensure that the actual construction and installation of such improvements occur within a period specified in the agreement by the director of public works and completion of the improvements in accordance with the agreement shall be enforced by the director of public works and/or transportation division manager by appropriate legal and equitable remedies.

G. VMC 20.320.070.A.2.g adopted by ordinance M-4147 and last amended by M-3643, is amended as follows:

g. Conditions of agreements.

i. Short Subdivisions or Subdivisions. Before the public works and community and economic development directors' approval is certified on the plat of a subdivision, the developer shall either install required improvements and repair any damage to the existing streets or other facilities damaged due to the development of the subdivision, or at the city's discretion execute and file with the city clerk an agreement between ~~himself/herself~~ themselves and the city specifying a period not to exceed two years in which the required improvements and repairs shall be completed and providing that if work is not completed within the period specified, the city may complete the work and recover the full cost and expense from the subdivider.

H. VMC 20.320.070.A.4 adopted by ordinance M-4147 and last amended by M-3643, is amended as follows:

4. Post-monument-setting bonds. In lieu of setting interior monuments prior to final plat recording as provided in VMC [20.320.080\(C\)\(2\)](#), the director of public works may accept a

bond in an amount and with surety and conditions satisfactory to ~~him/her~~ them, or other secure method as the director of public works may require, providing for and securing to the city the actual setting of the interior monuments as provided in VMC [20.320.080\(C\)\(2\)](#) and to be enforced by the director of public works by appropriate legal and equitable remedies.

I. VMC 20.510.030.D.4 adopted by ordinance M-4147 and last amended by M-3643, is amended as follows:

4. The Hearings Examiner is authorized to waive ordinances relating to setback distances or encroachment distances on public rights-of-way or parking requirements, or other requirements in the event the same are found by it to be necessary and reasonable for the development of any property so as to conform with the provisions of this Section. The Building Official pursuant to Chapter 11, Laws of 1976, may allow repairs, alterations, and/or additions necessary for preservation, rehabilitation, or continued use of a building which has been designated as a historic structure under this chapter without conformance to all city codes; provided, they shall do so only if they find in writing that the repaired or altered building will be less hazardous, based on life and fire risk, than the existing building. (Ord. M-4147 § 4, 12/07/2015; Ord. M-4034 § 17, 12/03/2012; Ord. M-3959 § 29, 07/19/2010; Ord. M-3777 § 5, 12/04/2006; Ord. M-3643, 01/26/2004)

J. VMC 20.510.060 adopted by ordinance M-3777 and last amended by M-3643, is amended as follows:

Installation plaque criteria. The owner of a designated historic building or site, or the occupant thereof, with the consent of the owner, may at ~~his~~ their own expense install, in addition to any other signs permitted by ordinance, an identification plaque indicating name, date, architect or other appropriate information upon the property, provided that the size, material, design, location and text of such plaque has been first reviewed by the Clark County Historic Preservation Commission with final approval by the Planning Official.

K. VMC 20.520 adopted by ordinance M-3832 and last amended by M-3643, is amended as follows:

B. Amendment of boundaries. The boundaries of the district hereby created shall be deemed amended whenever such boundaries are found by the Planning Official to require reasonable amendment to comply with the new noise impact standards thereafter established; provided, in any case where the Planning Official finds it necessary to so amend such boundaries, ~~his~~ their action may be appealed to the Planning Commission by any affected property owner or prospective purchaser by means of a Type III procedure, as governed by Section [20.210.060](#) VMC.

L. VMC 20.525.040 adopted by ordinance M-3643, is amended as follows:

All proposed uses within areas covered by the Office Development Overlay District and which require a conditional use permit shall be subject to the following special standards, which shall serve as criteria for review. The applicant for a conditional use permit, or ~~his~~ their agent, shall demonstrate to the Planning Commission satisfactory compliance with the following requirements:

M. VMC 20.690.030 adopted by ordinance M-4034 and last amended by M-3930, is amended as follows:

D. *Master Planning Required.* All development, including properties with an existing Development Agreement shall be subject to the master plan process contained in VMC [20.690.050](#), Master Planning. Properties applying for an existing use expansion, VMC [20.690.030\(E\)](#) are exempt from the Master Plan Process. The Planning Official may at ~~his or her~~ their discretion exempt or limit master planning process requirements for individual development proposals whose development has no significant area wide infrastructure or land use implications.

N. VMC 20.770.100 adopted by ordinance M-4197 and last amended by M-3642, is amended as follows:

C. *Multifamily Residential, Commercial, Industrial Developments, Conditional Use.* For all soils, vegetation, and trees covered by the tree, vegetation, and soil plan, the maintenance requirement shall apply in perpetuity to developments that are multifamily residential developments in excess of four units, commercial and industrial. The applicant shall execute a covenant in a form agreeable to the city which shall require that the applicant and ~~his~~ their successors comply with the maintenance requirement imposed by this section. The covenant shall be binding on successor property owners and owners' associations. The covenant shall be recorded by the county auditor. The recording fee shall be paid by the applicant.

O. VMC 20.885.050, adopted by ordinance M-3922 and last amended by M-3642, is amended as follows:

A. *Seasonal and special events.* The planning official shall approve, approve with conditions or deny a request for approval of a seasonal or special events use subject to compliance with all of the following criteria:

1. The event occurs for no longer than 30 days in a calendar year on the approved event site;
2. The event is permitted in the underlying zoning district or within the approved event site;
3. The applicant has proof of the property owner's permission to place the event on ~~his/her~~ their property;

4. There will be no parking utilized by the customers and employees of the temporary event which is needed by the property owner to meet ~~his/her~~ their minimum parking requirements, as governed by VMC [20.945.070](#), Parking and Loading;

P. VMC 20.890.040. adopted and last amended by ordinance M-3643 shall be amended as follows:

H.3. Landscape materials shall be selected and sited to produce a hardy and drought-resistant landscape area and approved by the planning official or ~~his~~ their designate.

H.6. The planning official or ~~his~~ their designate may allow the use of landscaping and screening other than that described in subsections [\(H\)\(1\)](#) and [\(H\)\(2\)](#) of this section if the applicant shows the proposed landscaping and screening will achieve at least the same degree of screening provided pursuant to those subsections when viewed from off-site public areas and residences.

N. *Performance bond.* The applicant or facility operator of the facility shall obtain and keep in force throughout the time the facility is located on the site a performance bond payable to the city in the amount of not less than \$1,000 or such other greater amount as found by the planning official or ~~his~~ their designate to be, to cover the estimated reasonable costs of removal of such facility by the city if required pursuant to VMC [20.890.110](#); these include direct and administrative costs associated with demolition, dismantling, removal and disposal of the facility by the city or its contractor. The bond shall be reviewed by the planning official or ~~his~~ their designate every five years to ensure that it is sufficient to cover the costs of removal. Additionally, the applicant or facility operator shall post a separate bond for a two-year period following issuance of approval for the facility, in the amount of not less than

\$1,000 or such greater amount as found by the planning official or ~~his or her~~ their designate to be sufficient to cover the cost of maintaining landscaping and/or screening of the facility.

Q. VMC 20.960 adopted and last amended by Ordinance M-3643, is amended as follows:

20.960.110 Special Sign Districts.

Persons occupying 70 percent or more of the linear street frontage of properties on both sides of the street in any area, may petition the City Council for the formation of a Special Sign District. This might be done for such reasons as to create or maintain an area with a particular ethnic atmosphere, to stimulate a historic period, theater or entertainment area, or other similar purpose. A group of property owners or persons in the right of possession will be chosen by such property owners to comprise an advisory body of the Sign District. This body will draw up the criteria for signs in the District and submit such criteria to the Planning Official for ~~his/her~~ their review and recommendation, and for review and recommendation by the Planning Commission prior to the submittal to Council for approval. Council will instruct the City Clerk to notify all owners or persons in the right of possession within the District, after which the Council may approve the Special Sign District by ordinance. If the criteria for the Special Sign District are approved and become effective, the City shall adopt them by ordinance as regulations of the Sign District. (Ord. M-3868 § 13, 02/25/2008; Ord. M-3643, 01/26/2004)

20.960.160 Issuance – Denial.

B. The Planning Official may, in writing, suspend or revoke a permit issued under provisions of this Chapter whenever the permit is issued on the basis of a misstatement of fact or fraud. When a sign permit is denied by the Administrator, ~~he~~ they shall give written notice of the denial to the applicant, together with a brief written statement of the reasons for the denial. (Ord. M-3643, 01/26/2004)

20.960.190 Commercial Sign Erector's License.

In order to obtain a permit for the erection of a sign in the City (except painted wall graphics), the applicant must have a Washington State Contractors' license under Chapter [18.27](#) RCW, unless ~~he~~ they are going to install a sign upon their own property and is exempted from such requirement by such statute. (Ord. M-3643, 01/26/2004)

20.960.200 License Non-transferable.

No license shall be transferable and no holder of any license issued under this Chapter shall allow ~~his~~ their name to be used by any other party, either for the purpose of doing work or obtaining a permit under the penalty of forfeiting ~~his~~ their license in addition to any fine levied, and the Planning Official is authorized to refuse to issue permits to the holder of any license violating this provision. (Ord. M-3643, 01/26/2004)

20.960.210 Planning Official.

The Planning Official is hereby authorized and directed to enforce and carry out all provisions of this Chapter, both in letter and spirit, with vigilance and with all due speed. The Planning Official is authorized to promulgate regulations and procedures consistent with the purpose of this Chapter. The Planning Official is further empowered to delegate the duties and powers granted to and imposed upon ~~him/her~~ them within this Chapter. (Ord. M-3643, 01/26/2004)

20.960.220 Inspection by Planning Official.

B. *Signs declared unlawful.* The Administrator shall declare any sign unlawful and order its removal if ~~he~~ they find in writing that it endangers public safety by reasons of inadequate maintenance, dilapidation or abandonment. Any such declaration shall state the reasons of the Administrator for stating that the sign constitutes a safety hazard to the general public, and must direct that it be corrected immediately or within a time to be set in such order.

Section 4. Severability. If any clause, sentence, paragraph, section, or part of this ordinance or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgment shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any parts thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable.

Section 5. Effective Date. This ordinance shall go into effect 30 days after adoption.

Section 6. Instruction to City Clerk. The City Clerk shall transmit a copy of the revised development code to the Washington Department of Commerce.

Read First Time: December 14, 2020

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

Nays: None

Absent: Councilmember Lebowsky

Read Second Time: December 21, 2020

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2020

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathon Young, City Attorney

ORDINANCE - 15

SUMMARY

ORDINANCE NO. M_____

AN ORDINANCE relating to Comprehensive Plan and Zoning for the City of Vancouver and Vancouver Municipal Code (VMC) Title 20; amending Vancouver Municipal Code 20.210, 20.265, 20.320, 20.510, 20.525; 20.690, 20.770, 20.885; 20.890; 20.960; providing for severability; and establishing an effective date.

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



MEMORANDUM

DATE: December 21, 2020

TO: Mayor and Council

FROM: Mayor Anne McEnerny-Ogle

RE: **Interstate Bridge Replacement Program – Executive Steering Group Meeting #2**

The second meeting of the Executive Steering Group (ESG) for the Interstate Bridge Replacement Program (IBRP) occurred on Monday, November 30th. Mayor McEnerny-Ogle and City Manager Eric Holmes represented the City of Vancouver at the meeting, supported by Aaron Lande, Senior Policy Analyst.

The topics discussed at the November 30th ESG meeting included: finalizing and approving the ESG Charter; further review and discussion of equity considerations and the Equity Advisory Group (EAG); further review and discussion of the Community Advisory Group (CAG); initial review and discussion of the process for how advisory group recommendations will be brought forward; and presentation on the elements of the NEPA process, including the development of the Purpose and Needs and Vision and Values documents. The next ESG meeting is scheduled for January 20th and the proposed topics are outcomes of the EAG and CAG recruitment; further discussion of the NEPA process elements; and initial review and discussion of draft Finance Plan.

Link to ESG Meeting #2 agenda and approved charter: [Interstate Bridge Replacement Program agenda for November 30 2020 Executive Steering Committee meeting \(wa.gov\)](#)

The recruitment process for both the EAG and CAG opened December 1st and closes December 18th. A flyer advertising the opportunity is attached to this memo.

Also attached is the **December 2020 IBRP Progress Report** and **draft Conceptual Finance Plan**, as directed in the Memorandum of Intent signed by Governor Kate Brown and Governor Jay Inslee in November of 2019 and in Washington legislation ESHB 1160.

The Progress Report highlights major accomplishments over the last year, current efforts, and provides an overview of program development work expected in the coming year. This work includes identifying the program transportation needs and community values to inform identification of bridge replacement alternatives.

The draft Finance Plan is intended to provide a high-level initial overview of the potential scale of need and a review of the possible funding options that might be available at the federal, state, and local levels. The plan includes a preliminary cost estimate as a range that would be broad enough to cover various bridge replacement alternative scenarios identified in the future. This

initial conceptual cost estimate range was informed by updated costs from the previous planning process, which will serve as a starting point for possible IBR estimates until more details about the new planning effort are developed.

GET INVOLVED AND APPLY TO THE:



Interstate Bridge Replacement Program

Community Advisory Group (CAG) or the Equity Advisory Group (EAG)

What is the Interstate Bridge Replacement Program?

The Interstate Bridge Replacement program will replace the aging Interstate Bridge across the Columbia River with a seismically resilient, multimodal structure that provides improved mobility for people, goods and services.

To learn more about the program, visit: wsdot.wa.gov/projects/i5/interstate-bridge/home or oregon.gov/odot/projects/pages/project-details.aspx?project=21570



What is the Community Advisory Group (CAG)?

The CAG will provide input and feedback reflective of the community's needs, issues and concerns to influence the project outcomes of the Interstate Bridge Replacement program. CAG members and the program team will engage in community dialogue with a commitment to meaningful, two-way feedback. The CAG will be led by two co-chairs, one representing each state, and will include diverse and inclusive members with balanced representation from both Washington and Oregon.

The CAG will be composed of approximately 25-30 members, including 2 co-chairs:

- Approximately 20 positions appointed, identified in coordination with agency partners
- Approximately 8 positions open to the public or organizations through application

Member eligibility criteria will be used to screen applications. Those who are regular users of the existing Interstate Bridge or impacted by the program are encouraged to apply. Applicants should have a demonstrated ability to:

- Work together in a collaborative and constructive way to advance the best possible bridge replacement project for I-5 over the Columbia River
- Learn about the transportation issues facing the region, and be interested in the program
- Embrace program values of transparency, equity in transportation, listening to understand, and active participation
- Seek solutions through consensus
- Create a two-way dialogue with their constituents if specifically representing a stakeholder group

Individuals with diverse backgrounds are encouraged to apply, including – but not limited to – communities of color, low-income, youth, older adults, people with disabilities and Limited-English proficiency.

LEARN MORE →



What is the Equity Advisory Group (EAG)?

The EAG will help ensure that the Interstate Bridge Replacement program remains centered on equity. The group will make recommendations to IBR program leadership regarding processes, policies, and decisions on program development work that have the potential to impact or benefit historically underrepresented and/or underserved communities.

The EAG will be composed of approximately 30 members:

- Approximately 20 positions appointed
- Approximately 10 positions open to the public or organizations through application

We are seeking community members who are passionate about social equity and transportation equity issues, including those who experience transportation barriers firsthand.



Interested in applying for the CAG or EAG?

To apply, learn more, understand next steps in the process or attend one of our optional information sessions please visit: wsdot.wa.gov/projects/i5/interstate-bridge/home
oregon.gov/odot/projects/pages/project-details.aspx?project=21570

Information sessions will be facilitated in English for both groups at the following dates and times with interpretation provided on specific dates:

- December 1 at 5 p.m. - Vietnamese and Chinese interpretation provided **RESCHEDULED: December 10 at 5 p.m**
- December 4 at 12 p.m. - Russian interpretation provided
- December 9 at 7 p.m. - Korean and Spanish interpretation provided
- December 16 at 12 p.m. - Somali and Spanish interpretation provided

Apply online December 1 - 18, 2020

Community Advisory Group: tiny.cc/IBR-CAG

Equity Advisory Group: tiny.cc/IBR-EAG

Online applications are available in English, Spanish, Somali, Korean, Vietnamese, Chinese and Russian using the links above. Please call to apply by phone or to request paper applications.

PHONE: 360-905-1560

EMAIL: info@interstatebridge.org

OREGON

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

WASHINGTON

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO) Title VI Coordinator by contacting (360) 705-7090.



Interstate Bridge Replacement Program

December 2020 Progress Report



**Washington State
Department of Transportation**



December 1, 2020

(Electronic Transmittal Only)

The Honorable Governor Inslee
WA Senate Transportation Committee
WA House Transportation Committee

The Honorable Kate Brown
Oregon Transportation Commission
OR Joint Committee on Transportation

Dear Governors, Transportation Commission, and Transportation Committees:

On behalf of the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT), the Interstate Bridge Replacement Program is pleased to submit the 2020 Interstate Bridge Replacement (IBR) program progress report and draft conceptual finance plan, as directed by Washington's 2019-2021 transportation budget ESHB 1160, Section 306 (24)(e)(iii). The progress report provides an update on the IBR program work from the end of 2019 through 2020 and a brief preview of the upcoming work planned over the next year in 2021. The Conceptual Finance Plan provides an early and high-level overview of initial estimated funding and financing needs and potential sources.

Following the direction from leadership in both states to open a program office to restart work to identify a bridge replacement solution for this nationally significant corridor, recent efforts have focused on reengaging stakeholders and onboarding critical staffing resources. This work included hiring a program administrator to lead the program on behalf of both states and hiring a consultant team to provide a wide range of expertise to support program work. Program work includes technical analysis and engagement with agency partners, stakeholders, and the public to identify a bridge replacement solution.

The Conceptual Finance Plan provides a high-level overview of the potential scale of need and a review of the possible funding options that might be available at the federal, state, and local levels. The plan includes a preliminary cost estimate as a range that would be broad enough to cover various bridge replacement alternative scenarios. This initial conceptual cost estimate range was informed by updated costs from the previous planning effort, which will serve as a starting point for possible IBR estimates until more details about the new program are developed. This information will be refined as the scope of the program evolves to eventually identify a feasible funding plan for the program.

December 1, 2020

Page 2

As part of comprehensive community engagement efforts, an Executive Steering Group, a Community Advisory Group, and an Equity Advisory Group are being convened to provide regional leadership guidance and recommendations reflecting a diverse range of perspectives on key program issues of importance to the community. A new website and a broad range of public engagement efforts will be launched starting in early 2021 to provide inclusive and ongoing opportunities for the community to meaningfully shape program work.

We thank the Washington and Oregon legislatures for their continued support and collaboration to move this critical program forward. We all share an interest in improving safety, reliability and mobility on our regional transportation system to provide transportation options for all travelers that meet the region's needs now and in the future. We are proud to share the IBR program progress report and Conceptual Finance Plan with you and the public.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Johnson", with a stylized flourish extending to the right.

Greg Johnson, P.E.

IBR Program Administrator

CONTENTS

I. EXECUTIVE SUMMARY	1
Background and History	1
Program Update	1
Program Plan 2021	2
II. BACKGROUND AND HISTORY	4
Program History	4
Initiating Bridge Replacement Work	4
Related Regional Efforts	5
III. PROGRAM UPDATE	6
Bi-State Legislative Engagement	7
Reengage Regional Partners	9
Program Administrator Hire	9
Consultant Team Selection	11
Convening the Executive Steering Group	11
Program Advisory Groups and Recommendation Process	12
Community Engagement Plan	13
Conceptual Finance Plan	14
IV. PROGRAM PLAN 2021	16
Area History	18
Centering Equity	19
Purpose and Need Statement & Vision and Values Statement	19
Community Engagement	20
Community Advisory Group Framework	22
Environmental Process & Permitting	23
Bridge Authority Report	24
Projects of Statewide Significance	25
Transportation Planning	25
Transit Mode Analysis	26
Highway and Interchange Analysis	26
V. CONCLUSION	28
VI. APPENDIX A: INTERSTATE BRIDGE REPLACEMENT PROGRAM TIMELINE	29
VII. APPENDIX B: INTERSTATE BRIDGE REPLACEMENT PROGRAM TEAM ORGANIZATIONAL STRUCTURE	30
VIII. AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION	31
IX. TITLE VI STATEMENT TO THE PUBLIC	32

I. EXECUTIVE SUMMARY

As the only continuous north-south interstate on the West Coast between Mexico and Canada, Interstate 5 (I-5) is the region's main connector of communities along its corridor, and a vital trade route for regional, national, and international economies. A key component of the I-5 infrastructure is the Interstate Bridge, which connects the two vibrant cities of Portland, Oregon, and Vancouver, Washington, and spans the iconic Columbia River, revered for its extensive history, beauty, and bounty.

Replacing the aging Interstate Bridge across the Columbia River with a seismically resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. In 2019, governors and legislative leadership in both states directed the Washington Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) to launch the bi-state Interstate Bridge Replacement (IBR) program to continue this work.

Background and History

The Interstate Bridge is composed of two historic crossings, built in 1917 and 1958, which no longer satisfy the needs of modern commerce and travel. A solution that addressed these concerns was identified during the Columbia River Crossing project but did not move into the construction phase when it did not receive adequate state funding in 2014, which was needed to proceed forward.

Recognizing that regional transportation issues and necessary improvements to the Interstate Bridge remain unaddressed, both Washington and Oregon dedicated funding to restart the Interstate Bridge replacement work in 2019. A program team was assembled, and work began on reengaging stakeholders and reevaluation of transportation data.

The historical significance of uniting communities on both sides of the Columbia River still resonates today. Program development will center on equity and follow a transparent, data-driven process that includes collaboration with local, state, federal, and tribal partners. Throughout, the IBR program team is committed to working in tandem with regional partners to ensure consideration of the overall regional transportation system.

Program Update

The IBR program team is actively engaging with the public, legislators, stakeholders, and partner agencies from both states to build consensus in an open and public process. Key to this process is updating the Purpose and Need Statement and establishing the community Vision and Values Statement, which are the transportation problems that need to be addressed and regional perspectives on values that should be considered in identifying a replacement alternative. The range of alternatives that meet the Purpose and Need Statement will be measured against the Vision and Values Statement to determine the best performing alternative.

The Washington and Oregon legislatures formed the bi-state legislative committee, comprising eight members from each state, to provide direction and oversight to shape the IBR program work. In July 2020, Gregory C. Johnson was named IBR program administrator working on behalf of both states. In this role, he is leading the IBR program team to arrive at a bridge replacement solution that can build broad regional support, address the current transportation needs across the river, and meets the long-term regional needs. The IBR program team includes both agency and consultant staff with a wide range of expertise and experience on large transportation projects. Following a competitive advertisement process, ODOT and WSDOT, with feedback and guidance from partner agencies, selected WSP (in partnership with Parametrix) as the prime consultant for the general engineering consultant contract.

Program bi-state partner agencies identified the need to provide regional guidance during program development work, so a 12-member Executive Steering Group was convened to provide this guidance and had its first meetings in November 2020. With the goal of providing recommendations on key program issues of importance to the community, the Executive Steering Group is composed of representatives from state transportation and partner agencies that have a direct role in the integrated, multimodal transportation system in the Interstate Bridge corridor.

Community engagement is critical to identifying a bridge replacement solution that reflects community values and earns broad regional support through the environmental and pre-construction phases, so the partner agencies also recommended the creation of a Community Advisory Group, which is in development. Beyond this advisory group, the IBR program team is in the process of developing a comprehensive and equitable community engagement strategy to ensure the program is reaching an even wider variety stakeholders. In November 2020, the IBR program team presented a community engagement plan to the bi-state legislative committee that outlines efforts through 2021. This plan will be continually updated as the program progresses.

A Conceptual Finance Plan outlining a range of potential construction costs (based on work done in previous planning efforts) and potential funding pathways was presented to the bi-state legislative committee in November and submitted to the Oregon and Washington Legislatures on December 1, 2020. Low and high values encompassing a range of scope, transit alternatives and contingencies for program risks were addressed, and planning costs from the previous project were also considered and updated, as applicable.

Program Plan 2021

The next phase of the IBR program will emphasize community engagement and technical analysis, which is some of the initial work needed to identify possible bridge replacement solutions that resolve the unaddressed needs in the current bridge. Upcoming work will focus on identifying the needs and values that will be used to evaluate bridge replacement solutions. Equity will be threaded throughout all aspects of the IBR program, with consideration given to how communities will be affected by the IBR program during planning and construction, and in future generations.

Community engagement efforts will provide extensive and ongoing opportunities for meaningful two-way communication that prioritizes equity, diversity and inclusion; accessibility; transparency; and, creativity and innovation. The Community Advisory Group (CAG) will launch in early 2021 and will consist of a diverse and inclusive membership of approximately 25 to 30 people serving as individuals or representatives of varying organizations and interests. The CAG will provide a forum for community dialogue that reflects regional needs, issues, and concerns as they relate to the IBR program. The CAG will be convened throughout program development, and its charter and purpose will be reevaluated when the program is near the start of construction. Equity will be a key pillar of the CAG and will also be the primary focus of an additional advisory group.

The Equity Advisory Group (EAG) will also launch in early 2021 to help make sure that the IBR program remains centered on equity by making recommendations regarding program processes, policies, and decisions that have the potential to impact or benefit historically underrepresented and/or underserved communities. The EAG will be composed of approximately 30 members, including equity leads from partner jurisdictions and members from community-based organizations, nonprofits, and other stakeholders.

Planning and technical work necessary to obtain federal approval for a preferred alternative to move to construction will require successful completion of the National Environmental Policy Act (NEPA) process. The IBR program will work with the Federal Highway Administration and Federal Transit Administration to identify planning steps, including updating the program's Purpose and Need Statement and establishing the Vision and Values Statement, and how to advance bridge replacement alternatives screening for NEPA. Working with transit and transportation partners, the IBR program will screen high-capacity transit (HCT) alternatives to assess and identify the best solution. The program will also advance important analysis needed for federal regulatory decisions. This will include coordinating with agency partners to reevaluate the built and natural environments to pursue environmental permits, developing evaluation assumptions and modeling around transportation planning, and updating and refining the approach for identifying HCT alternatives to be analyzed in the environmental assessment.

For more than 100 years, the Interstate Bridge has served as a physical connector for communities on both sides of the Columbia River. As one of the most essential pieces of infrastructure in the Pacific Northwest, a new and modern Interstate Bridge will help strengthen the economic and cultural bonds between two cities and two states.

II. BACKGROUND AND HISTORY

As the only continuous north-south interstate on the West Coast between Mexico and Canada, I-5 is a vital trade route for regional, national, and international economies and communities. The Interstate Bridge crosses the Columbia River and connects Vancouver, Washington, and Portland, Oregon, with two similar bridge structures that include one vertical lift span each. One bridge structure carries traffic northbound to Vancouver, continuing north to Canada; the other bridge structure carries traffic southbound to Portland, continuing south to Mexico. The northbound bridge was built in 1917; the southbound bridge was built in 1958.

The Interstate Bridge is approximately one mile long. The importance of this structure to connecting two communities has regional historical significance that must be recognized. During the earliest years of settlement along the Columbia River, the only way to cross the mighty Columbia River was by rowboat or a sporadic ferry service.¹

In 2019, the Regional Transportation Council reported that 138,530² vehicles cross the Interstate Bridge daily. These vehicles are accessing jobs and engaging in the communities between the two states. The river has also been the source of many culturally significant events. To ensure efficient and inclusive program development, it is important to understand both the context of the program and the history of the area.

Program History

Regional leaders identified the need to address the I-5 corridor (including the Interstate Bridge over the Columbia River) through past bi-state long-range planning studies. In 2004, the Washington and Oregon Departments of Transportation formed a joint Columbia River Crossing (CRC) project team to build a bridge between the cities of Portland, Oregon, and Vancouver, Washington. The intent of this project was to improve safety, reduce congestion, and increase mobility of motorists, freight traffic, transit riders, bicyclists, and pedestrians in this congested section of I-5. This project was active between 2005 and 2014 and successfully received a federal Record of Decision in December 2011. However, the CRC project did not secure adequate state funding to advance to construction.

Initiating Bridge Replacement Work

In 2019, both Washington and Oregon dedicated funding to restart the Interstate Bridge replacement work. The Washington State 2019–2021 Transportation Budget (ESHB 1160) allocated \$35 million, and the Oregon Transportation Commission allocated \$15 million as of November 2020. Governors and legislative leadership in both states directed Oregon Department of Transportation (ODOT) and Washington State Department of Transportation (WSDOT) to open a bi-state program office to lead this work. Each state legislature has identified eight lawmakers to provide direction and oversight to shape the program work.

¹ History Link, Columbia River Interstate Bridge, <https://www.historylink.org/File/20952>

² Regional Transportation Council, Columbia River Bridges, <https://www.rtc.wa.gov/data/traffic/bridges/daily.asp>

Acknowledging that both states have demonstrated a clear commitment to moving the program forward, the Federal Highway Administration (FHWA) granted the states' request for an extension on repayment of federal funds previously expended on the CRC project. The FHWA repayment extension gives Oregon and Washington until September 30, 2024, to begin right-of-way acquisition or start construction.

In 2019, the Washington State 2019-21 Transportation Budget (ESHB 1160) set the following target goals for the program office to meet:

- July 1, 2020: Reengage program stakeholders, update the Purpose and Need Statement, and reevaluate environmental permits (ongoing).
- December 1, 2020: Develop a finance plan and provide a final report to the governor and the legislature's transportation committees (complete).
- June 30, 2021: Make significant progress toward beginning the Supplemental Environmental Impact Statement process (ongoing).

For more detailed information on the previous studies and legislative activities involved in initiating the IBR program work, please refer to the Interstate Bridge Replacement Program 2019 Progress Report.³ The following sections outline the progress and achievements made since the last update on December 1, 2019.

Related Regional Efforts

The IBR program is part of a broader solution to improve the transportation system in the Portland-Vancouver metropolitan area. The program team will coordinate with regional partners to ensure efforts are considered within the regional transportation system. Several other land use and transportation projects are ongoing and could affect public and partner discussions throughout the program. The following project list is not exhaustive but rather provides context of the larger regional projects that could affect or interact with the IBR program.

PORTLAND, OREGON

- I-5 and I-205 Toll Project⁴
- I-5 Rose Quarter Improvement Project⁵
- I-205 Improvements: Stafford Road to OR 213 Project⁶

SOUTHWEST WASHINGTON

- Fourth Plain Bus Rapid Transit Project
- Mill Plain Bus Rapid Transit Project
- Mill Plain Interchange Improvements (Connecting Washington)

³ Interstate Bridge Replacement Program, December 2019 Progress Report, <https://wsdot.wa.gov/sites/default/files/2019/12/09/Interstate-Bridge-Replacement-Program-December-2019-Progress-Report.pdf>

⁴ Oregon Toll Project, <https://www.oregon.gov/odot/tolling/Pages/I-5-Tolling.aspx#overview>

⁵ Oregon Department of Transportation, I-5 Rose Quarter, <https://www.i5rosequarter.org/>

⁶ Oregon Department of Transportation, I-205 Improvements, <https://www.i205corridor.org/>

III. PROGRAM UPDATE

With a large team in place, the program has made significant progress during 2020 on the next phase of program development. Work over the last year has established a framework to provide partner and community guidance and recommendations to identify possible bridge replacement alternatives, and to eventually arrive at a locally preferred alternative that can earn broad regional support and that addresses the identified transportation needs and goals of the community.

Key program highlights from the last year include the following:

- **Bi-State Legislative Engagement:** Over the course of the year, the IBR program team has continued regular engagement with the bi-state legislative committee, including initial guidance on the approach to key topics such as reevaluating the program's purpose and need and community vision and values, community engagement, the approach to determining river-crossing alternatives and the approach to identifying HCT alternatives, and a draft Conceptual Finance Plan.
- **Reengage Regional Partners:** Bringing the IBR program partner agencies together is an essential step to establishing a strong foundation and defining how to work together through program development.
- **Program Administrator Hire:** Following a national recruitment process, ODOT and WSDOT—with input from partners and stakeholders—selected Greg Johnson as the program administrator to lead the IBR program on behalf of both states.
- **Consultant Team Selection:** Following a competitive advertisement process, ODOT and WSDOT—with feedback and guidance from partner agencies—selected WSP (in partnership with Parametrix) as the prime consultant for the General Engineering Consultant contract.
- **Convening the Executive Steering Group (ESG):** Following a facilitated partnering process with the program's agency partners, one of the primary outcomes was creation of the ESG, which held a two-part kickoff meeting on November 6 and 30, 2020.
- **Program Advisory Groups and Recommendation Process:** Provides a high-level overview of how the program will develop decisions based on the guidance and recommendations received from the various oversight and advisory bodies. Steering and advisory groups will strive to develop recommendations by consensus to strengthen the weight of these recommendations.
- **Community Engagement Plan:** The development of a comprehensive, thoughtful, and inclusive Community Engagement Plan is an important step in creating a plan for engaging stakeholders and meeting them where they are, rather than expecting them to seek out information about the program.

- **Conceptual Finance Plan:** A draft Conceptual Finance Plan was presented to the bi-state legislative committee in response to direction from the Washington State 2019-21 Transportation Budget (ESHB 1160) to submit a draft finance plan by December 1, 2020. The draft Conceptual Finance Plan outlines estimated construction cost scenarios and potential funding pathways.

Bi-State Legislative Engagement

The Washington State legislature established a joint committee with the authorization of Washington State SSB 5806. The committee was named the Joint Oregon-Washington Legislative Action Committee. The bill invited the Oregon Legislature to participate, at which point Oregon formed the Joint Interim Committee on the Interstate Bridge. The combined committees, referred to as the bi-state legislative committee, comprises 16 members, eight from each state. The states' Senate majority leader and minority leader appointed four members, two from each of the two largest caucuses. The states' House of Representatives Speaker and minority leader appointed four members, two from each of the two largest caucuses.

- Washington Legislative Members:
 - Co-Chair, Senator Annette Cleveland
 - Representative Jake Fey
 - Representative Paul Harris
 - Senator Steve Hobbs
 - Senator Ann Rivers
 - Co-Chair, Representative Brandon Vick
 - Co-Chair, Senator Lynda Wilson
 - Co-Chair, Representative Sharon Wylie
- Oregon Legislative Members:
 - Co-Chair, Senator Lee Beyer
 - Senator Denyc Boles
 - Senator Lynn Findley
 - Senator Lew Frederick
 - Representative Shelly Boshart Davis
 - Representative Caddy McKeown
 - Co-Chair, Representative Susan McLain
 - Representative Ron Noble

Program work, including the work of the advisory committees, will be shaped by the direction and timelines established by the governors, legislatures, transportation commissions, and/or transportation departments from both states.

Ongoing bi-state legislative involvement will be essential to successfully complete the planning and design process and move to construction. Direction from the bi-state legislative committee members will shape program work by providing initial framework and guidance on the approach to developing key program decisions, reviewing and providing feedback on progress, and evaluating outcomes.

The following topics were addressed by the bi-state legislative committee at meetings held in 2020:

- July 16, 2020
 - Received updates on the status of the program office and the stakeholder groups.
 - Received introduction to the program administrator.
 - Reviewed program planning calendar and other process documents.
 - Discussed community Vision and Values Statement developed during the previous project.
 - Began discussion of the previous project's Purpose and Need Statement.
- August 6, 2020
 - Discussed key questions regarding development of Vision and Values and Purpose and Need Statements.
 - Discussed community engagement approach, including the key parties and the principles of engagement for the following:
 - Purpose and Need Statement
 - Vision and Values Statement
 - Reviewed previous finance plan and discussed preliminary approach to finance plan.
- October 1, 2020
 - Reviewed HCT alternatives analysis from previous planning efforts and approach to identify new HCT alternatives.
 - Reviewed river-crossing alternatives from previous planning efforts and the approach to identifying new river-crossing alternatives.
- November 24, 2020
 - Received program update.
 - Reviewed draft Conceptual Finance Plan.
 - Reviewed conceptual community engagement plan.
- December 15, 2020 (planned)
 - Endorse finance plan.
 - Endorse community engagement plan.

Reengage Regional Partners

Due to the magnitude and complexity of a bi-state bridge replacement program, it is critical that key partners have a shared understanding of how to work together. Beginning in the winter of 2019 and continuing through spring 2020, ODOT and WSDOT invited agency program partners to participate in a series of workshops to identify how to best work together on a bridge solution that reflects community values. ODOT and WSDOT reengaged the following regional entities central to program development:

- TriMet
- C-TRAN
- Oregon Metro
- Southwest Washington Regional Transportation Council
- City of Portland
- City of Vancouver
- Port of Portland
- Port of Vancouver

These program partners have a direct role in any future improvements due to their position as an owner, operator, transportation policymaker, or public economic development entity reliant on direct access to operations within the Interstate Bridge area.

Individuals from these bi-state partner agencies participated in a series of interviews to provide feedback on lessons learned from previous program efforts. These agencies also participated in workshops and staff work sessions to determine how best to work together to develop a bridge solution that earns broad regional support and successfully advances to construction. A key piece of this work was the recommendation to form an ESG to provide regional leadership recommendations and a Community Advisory Group to provide a forum for community dialogue.

Program Administrator Hire

Following a national recruitment process, ODOT and WSDOT worked with agency partners and local stakeholders, to select Gregory C. Johnson as the program administrator to lead the replacement program on behalf of both states. Greg is authorized to act on behalf of both ODOT and WSDOT and is equally responsible to both states. Having a single program administrator responsible to both states will help ensure direction for the program is consistent and unified as work progresses.



Greg has a strong engineering background, demonstrated leadership skills, previous work experience on major infrastructure and bi-state projects, and a dedication to authentic community engagement. Greg also brings well-rounded expertise in both the public and private sectors.

A message from Greg Johnson:

Thank you for being a part of the team providing Legislative oversight, input and guidance to the Interstate Bridge Replacement Program. My name is Greg Johnson, and I serve as the Program Administrator jointly hired by both the Oregon and Washington. I am the leader of a talented team of professionals seeking to find an equitable solution to the challenges facing the replacement and modernization of the Interstate Bridge. I bring over 38 years of experience in solving transportation problems in numerous states around the nation. I come to this project, over 2400 miles away from family and friends, because I am passionate about infrastructure projects being completed in a manner that reflects the best in our industry. Listening, innovation, equity, inclusion, transparency, and efficiency are all hallmarks of the best projects around the country. It is these traits that I will strive to bring to every issue and circumstance on this program.

The Interstate Bridge Replacement Program presents a great engineering challenge as well as a unique opportunity to better connect two communities divided by the iconic Columbia River but ultimately dependent upon one another and the bridge for their economic vitality. Interstate 5 is a critical corridor serving local, regional and national transportation needs. This five-mile stretch of highway is facing a series of issues, including infrastructure beyond its projected life span, traffic congestion and safety concerns, susceptibility to damage from earthquakes, and inadequate accommodations for transit as well as people walking and biking.

The IBR team has been working diligently to establish a framework that will ensure broad and quality input from the public and all stakeholders. With a focus on communication and engagement, I have personally reached out to numerous individuals and groups in both communities (both for and against a replacement bridge), to gain a well-rounded perspective on local concerns. Our team has a specific focus on equity and inclusion issues as well as proposing innovative solutions to reach and receive input from traditionally underrepresented groups in the area. It is my commitment to lead the communities through a transparent and efficient process that listens and incorporates ideas that are aligned with the purpose and need as well as the vision and values voiced by our communities and stakeholders.

Consultant Team Selection

WSP, in partnership with Parametrix, was selected, with feedback and guidance from agency partners, as the prime consultant for the general engineering consultant contract to provide a wide range of specialized expertise and experience to support program development through the environmental and pre-construction phases of work.

Ensuring the opportunity for Disadvantaged Business Enterprise (DBE) firms to participate in the program was an important goal. This goal, the contract selection process was designed to solicit participation by DBE firms and as well as consultants. A pre-submittal consultant workshop addressed questions and gave small and/or disadvantaged firms an opportunity to meet prospective prime consultants.

Recognizing the unique circumstances of a bi-state program that will utilize federal funds, the program has specific DBE goals that do not fall under either state's DBE programs. ODOT and WSDOT worked closely together and in tandem with FHWA to develop approved goal setting to identify a mandatory 15% DBE goal. This included an analysis of available qualified and / or certified firms in both states. WSP committed to surpassing the mandatory goal with a voluntary goal of 20% DBE firms under contract and has successfully met its goal by engaging a consultant team that includes 17 DBE partners.

The consultant team began working with ODOT and WSDOT on September 10, 2020. The team has made a concerted effort to ensure cross-discipline collaboration and a shared commitment to diversity, equity, and inclusion. As part of the program, the consultant team is also committed to following a transparent, data-driven process that includes collaboration with federal, state, regional, and local partners in developing an outstanding program.

Convening the Executive Steering Group

The ESG is being convened to develop and demonstrate broad regional support for key IBR program activities of interest to the community. The ESG will guide IBR program development with recommendations to ensure that the program:

- satisfies legislative requirements.
- is broadly supported by diverse stakeholder communities in the region.
- provides safe, healthy, reliable and affordable transportation that supports access to jobs, education, culture and recreation.
- is viable for state and federal funding.
- can be successfully implemented.

Recommendations from the ESG will provide regional leadership guidance for the IBR program, informed by the community.

The ESG membership comprises 12 regional leaders representing the interests of their agencies or the community. This includes representatives from the 10 bi-state partner agencies, as well as a community representative from each state. The two community representatives will also serve as the interim co-chairs of the Community Advisory Group (CAG) once it is convened. They will remain in interim status until the CAG is convened and fully formed with its other members. The members of the ESG include the following representatives:

- Oregon Department of Transportation: Kris Strickler, Director
- Washington State Department of Transportation: Roger Millar, Secretary
- TriMet: Doug Kelsey, General Manager
- C-TRAN: Shawn Donaghy, CEO
- Oregon Metro: Lynn Peterson, Council President
- Southwest Washington Regional Transportation Council: Scott Hughes, Board Chair
- City of Portland: Ted Wheeler, Mayor
- City of Vancouver: Anne McEnerny-Ogle, Mayor
- Port of Portland: Kristen Leonard, Chief Public Affairs Officer
- Port of Vancouver: Julianna Marler, CEO
- Interim Community Advisory Group Co-chair (WA): Lynn Valenter
- Interim Community Advisory Group Co-chair (OR): Ed Washington

The ESG will operate in accordance with shared expectations and will approach their guidance based on established values and outcomes, data, and public input to make recommendations about IBR program development. This group will seek public input in making its recommendations, including considering recommendations that come out of the CAG, to identify recommendations that best address community needs and concerns.

The ESG was formally convened with a two-part meeting November 6 and 30, 2020. The two-part kickoff focused on the following:

- Providing progress updates from the IBR program team
- Reviewing and asking for concurrence on the ESG charter
- Discussing program equity considerations including the formation of an Equity Advisory Group
- Reviewing and asking for concurrence on a CAG framework
- Beginning the process to update the Purpose and Need Statement and establish a community Vision and Values Statement

Program Advisory Groups and Recommendation Process

The following graphic provides a high-level overview of how the program will develop decisions based on the guidance and recommendations received from the various oversight and advisory bodies. This graphic does not show all engagement points between groups, and also does not display other working groups that might be formed to provide feedback or expertise on specific issues or interests.

Equity Centered Community Engagement

Bi-state Legislative Committee
Provides oversight and guidance on program development work.

Executive Steering Group
Agency partners and CAG co-chairs
Provides regional leadership guidance and recommendations on key program development topics.

Program Administrator
Responsible for decision making informed by all parties and constraints, guiding development of and bringing forward consensus recommendations to the appropriate decision maker, up to the level of the governors.

Other Decision Makers with Jurisdictional Authority
Federal partners, permitting agencies, transportation commissions etc.

ADVISORY GROUPS

Equity Advisory Group
Framework under development with agency equity practitioners.

Community Advisory Group
Provides advice and recommendations to the ESG and Program Administrator on key issues of importance to the community.

KEY

- Recommendations
- Regular briefings on program work and advisory group recommendations
- Oversight/Guidance

NOTE: Location on graphic does not indicate hierarchy. This diagram is intended as a high-level overview and does not show all engagement points

If consensus on a recommendation is not reached, the outcome of the discussion will be documented and brought forward by the program administrator along with a recommended course of action to the appropriate decision-maker, depending on who has the jurisdictional authority. This could include WSDOT and ODOT leadership, FHWA, Federal Transit Administration, the Oregon Transportation Commission, the bi-state legislative committee, the governors of each state, or other decision-makers.

Community Engagement Plan

December 2020 Progress Report | 13

reflects community values, earns broad regional support, and ultimately, clears a path to construction. Community engagement efforts will provide extensive and ongoing opportunities for meaningful two-way communication that prioritizes the following:

- Equity, diversity, and inclusion
- Accessibility
- Transparency
- Creativity and innovation

The community engagement plan outlines the approach to work with partners to inform and engage stakeholders and the public through 2021. The plan sets goals and guidelines for how to perform outreach in an equitable and holistic way. Targeted tools and tactics will be created at specific stages of outreach to continue the work to ensure transparency and active public participation. Inclusive, two-way community engagement is critical to moving the purpose and need, and vision and values forward, to help screen bridge replacement alternatives. The draft community engagement plan was presented to the bi-state legislative committee November 24, 2020.

Conceptual Finance Plan

As directed by the Washington State 2019-21 Transportation Budget (ESHB 1160), a draft Conceptual Finance Plan has also been delivered to the governors and the legislative transportation committees of each state on December 1, 2020.

The IBR program will require an estimated three to five years and up to \$100 million to complete the environmental process and obtain federal approval to move to construction, which is anticipated to begin by summer 2025. Meeting these milestones will be contingent upon reaching bi-state agreement and obtaining program funding. As of September 2020, the two states have dedicated a combined \$50 million in funding to the IBR program. The Washington State 2019-2021 Transportation Budget (ESHB 1160) allocated \$35 million. The Oregon Transportation Commission allocated \$15 million.

The draft Conceptual Finance Plan provides a high-level initial overview of the potential scale of need and a review of the possible funding options available at the local, state, and federal levels. Cost estimates from the previous project serve as a foundation for the IBR program's current work of identifying funding sources and financing options. The draft Conceptual Finance Plan will be refined as stakeholder and community engagement continues to help inform program work and provide additional guidance around replacement alternatives. Prior efforts based their estimates off a specific design and associated scope and right-of-way costs. It should be anticipated that the IBR program's cost estimates, with a new planning and design process underway, will change substantially in terms of design, scope, and other variations that have occurred in the years since 2012. The draft Conceptual Finance Plan⁷ gives an overview of some of those changes that the next iteration of cost estimates will incorporate.

⁷ <https://wsdot.wa.gov/projects/i5/interstate-bridge/home> and <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21570>

PREVIOUS FINANCE PLAN

The prior project's finance plan assumed that Oregon and Washington would share the costs for the bridge, with the highway components funded primarily by leveraging future toll revenues and the transit extension components coming from a Federal Transit Administration (FTA) grant. Each state would use their own funds to pay for interchange and highway improvements on their respective sides of the river.

The three primary funding sources for the prior project were assumed to be the FTA grant, tolls, and contributions from the two states.

CONCEPTUAL FINANCE PLAN APPROACH

The IBR program's funding options, eligibility, and probability of award differ depending on scope. The replacement river crossing, transit mode options, and highway/interchange improvements could be eligible for different funding sources, so the report contains an assessment of potential funding sources and probabilities, with some promising potential options. It is expected that an FTA Capital Investment Grant, other competitive discretionary federal grants, tolling, and regional/local funds will be considered in concert with different financing methods and tools. To be eligible for many federal funding sources, the IBR program will need to secure matching funds from other sources.

The draft Conceptual Finance Plan offers updated conceptual cost estimates, adapted from previous planning efforts' estimates for low- and high-cost replacement estimates for different transit option scenarios (Light-Rail Transit and Bus Rapid Transit). The draft Conceptual Finance Plan then uses a financial model to align the potential sources and uses of funds by year and identify the funding gaps. A range of options to address the funding gap are discussed, including a target range for the funding contribution required from each state. This is a target range given the various potential options for reducing this funding gap.

The draft Conceptual Finance Plan will be presented to the bi-state legislative committee for feedback and guidance in November and December 2020. The finance plan will be refined as stakeholder and community engagement continues to help inform program work and provide additional guidance around replacement alternatives.

FUTURE FINANCING STEPS

- Refine estimates as IBR program scope progresses.
- Apply for and obtain state funding commitments and approvals (tolling authorization / state funds) for right-of-way acquisition and construction.
- Additional coordination with regional tolling plans and programs.
- Apply for and obtain federal funding commitments.
- Provide ongoing updates on spending activities.

IV. PROGRAM PLAN 2021

With key resources now in place, the program team is transitioning into the next phase of program development work. This will include technical analysis as well as community engagement with a wide range of stakeholders to identify a bridge replacement solution that reflects community values and can build broad regional support. Part of this work will also include a report studying possible governance structures for a bridge authority that could provide joint administration of the bridges between the two states.

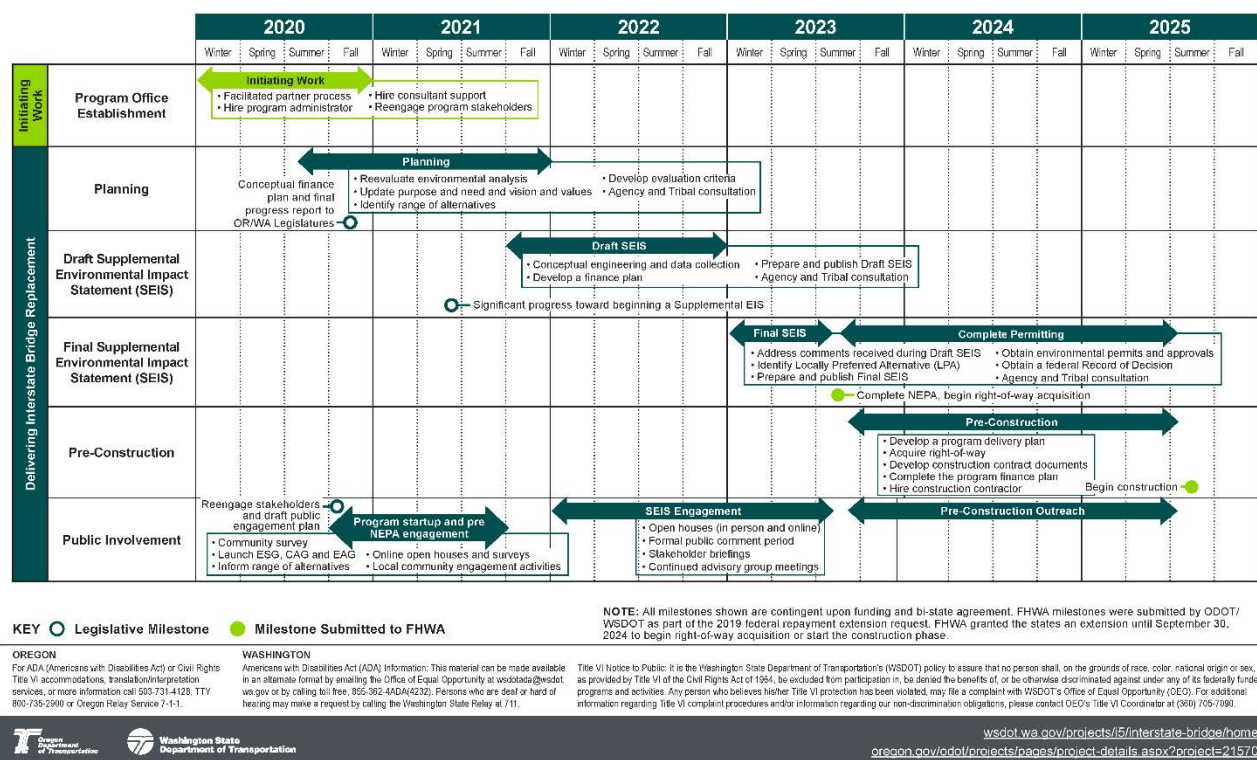
Work over the next year will involve a comprehensive evaluation of what environmental factors and context have changed since the previous program. This will include an update to critical transportation data needed to identify bridge replacement alternatives. Simultaneously, an inclusive and robust community engagement program is underway to engage partners and the community in guiding development of alternative bridge replacement solutions. Establishing effective tools for sharing program information and incorporating public input at critical milestones and decision points will be essential to identifying a solution that has broad public support.

Once the Purpose and Need Statement for the program is established, the program team will work with program partners, stakeholders and community to identify the range of alternatives that could address the program's purpose and need. Ultimately, program development includes the planning and technical work that will be necessary to obtain federal approval for a preferred alternative to move to construction. This will require successful completion of the National Environmental Policy Act (NEPA) process. All program development work will be conducted through a public, transparent process with extensive and inclusive community engagement. The key initiatives the program is initially addressing include:

- **Centering equity:** The IBR program will consider the needs of historically underrepresented and underserved communities and the barriers those communities face so that the program improves access to jobs, goods, services, and key destinations. An Equity Advisory Group (EAG) is under development to provide a specific and formal way of ensuring equity is centered throughout the program and advisory groups.
- **Implementing a comprehensive community engagement program:** The program will implement an extensive and inclusive community engagement program that will include a range of tools and tactics for meaningful two-way dialogue.
- **Establishing a Community Advisory Group (CAG):** The program will establish a CAG framework and recruit members. The CAG will represent regional constituent interests and input and will provide recommendations to the ESG and IBR program team on key issues driving community or business perspectives. The CAG will hold its first meeting in January 2021.
- **Environmental Process and Permitting:** The environmental process includes coordination with agency partners, including a reevaluation of the built and natural environments. Early in 2021, the program will update the program's Purpose and Need Statement and establish a community Vision and Value Statement, and identify screening criteria and a range of bridge replacement alternatives.

- **Transportation Planning:** Initial program work in 2020 and 2021 will involve understanding the current transportation system and developing evaluation assumptions and modeling to develop the approach for identifying transportation design alternatives that will address future transportation demands.
- **Transit Mode Analysis:** The program will develop the approach for identifying HCT alternatives to be analyzed during the NEPA process. This will include updating the previous analysis and collecting new data.

The program will rapidly launch several key initiatives to ensure the program meets the FHWA repayment deadline of September 30, 2024, while emphasizing a two-way, transparent public-engagement process. This following program timeline describes, at a glance, the key milestones in order to meet repayment deadlines.



The 2019 Progress Report detailed the following milestone goals. Meeting these goals are contingent upon reaching bi-state agreement and obtaining funding:

- December 1, 2019: Provide progress report (completed)
- Spring 2020: Begin NEPA reevaluation (ongoing)
- July 1, 2020: Reengage stakeholders, reevaluate permits, and purpose and need (ongoing)
- December 1, 2020: Finalize Conceptual Finance Plan (completed)
- June 30, 2021: Show significant progress toward beginning Supplemental Environmental Impact Statement (ongoing)

Leading up to the September 30, 2024, extension deadline, the IBR program team developed further detailed target dates to meet the above stages, and these dates are part of the FHWA repayment extension conditions:

- Summer 2023: Complete NEPA process (Record of Decision); begin right-of-way acquisition (on track)
- Complete right-of-way acquisition, begin construction – Summer 2025 (on track)

Area History

To ensure inclusivity as the program moves forward, the current landscape and its history must be thoroughly understood by the IBR program team, agency partners, and stakeholders. This is crucial to ensuring that community engagement proceeds with an emphasis on equity. The experiences of communities in the immediate program corridor and the broader Portland-Vancouver metro region are shaped by this history, including many individuals and families who were directly affected by pivotal events, including (but not limited to) the following:

- **Chinook villages** on the shores of the lower Columbia River that thrived for centuries until the 19th century, when settlers brought disease and ultimately removed Indigenous peoples to the Grand Ronde and Yakama Reservations⁸
- The history of Indigenous peoples on the land where **Fort Vancouver** now sits; subsequent establishment of the fort; and the role that Asian immigrants, Hawaiians, and African American soldiers played throughout its history
- **Oregon's Constitution**, which prohibited Black people from entering or residing in the state, and was later updated to exclude Chinese Americans from basic rights, including property ownership and voting
- African American and Native American workers at the **Kaiser Shipyards** in Portland and Vancouver during World War II⁹
- The flooding of **Vanport**, resulting in the displacement of thousands of families who were housed there (many of whom were Black)¹⁰
- Construction of **I-5, Memorial Coliseum, and the Emanuel Hospital** expansion that collectively displaced thousands of Black Portlanders from the 1950s through the 1970s¹¹
- **Redlining** and other housing discrimination experienced by communities of color
- Historical and ongoing **gentrification and displacement** in Portland and Vancouver¹²

⁸ https://www.oregonencyclopedia.org/articles/wappato_valley_villages/#.X5CtT9BKHEZ

⁹ https://www.oregonencyclopedia.org/articles/vanport/#.X43S_tBKHEa

¹⁰ https://www.oregonencyclopedia.org/articles/vanport/#.X43S_tBKHEa

¹¹ https://oregonhumanities.org/rll/magazine/skin-summer-2013/a-hidden-history/?gclid=Cj0KCQjwuL_8BRCXARIsAGiC51DFgf6-

¹² <https://pamplinmedia.com/pt/9-news/361975-241172-waves-of-displacement-began-washing-over-black-portlanders-long-ago>

Centering Equity

Centering equity means elevating the voices of historically marginalized communities in our engagement, design, planning, environmental, and construction processes. It also means not furthering harm to these communities, achieved by learning from and acknowledging past harms caused by departments of transportation to communities of color in the program corridor. The IBR program will consider the needs of historically underrepresented and underserved communities and the barriers those communities face to improve their access to jobs, goods, services, and key destinations. To accomplish this goal, the program is integrating an equity lens that will ensure thoughtful consideration of the potential benefits and burdens to marginalized communities. Additionally, program staff are working with equity staff from partner agencies to determine and develop the best approach to monitor and guide the program's equity considerations.

This includes developing a framework around creating an Equity Advisory Group (EAG) that will launch in early 2021 to fulfill the commitment to prioritize equity throughout the course of the program. The EAG will make recommendations to the IBR program for consideration regarding the program's processes, policies, and decisions that could affect historically underrepresented and/or underserved communities. The EAG will be composed of approximately 30 members, including equity leads from partner jurisdictions and members from community-based organizations, nonprofits, and other stakeholders.

The program team recognizes that it is critical to earn the trust of communities who have experienced harm as a result of past government infrastructure decisions. Community engagement efforts will be intentional and proactively reach out to communities of concern. With a recognition that “one size doesn’t fit all,” strategies will be used that meet communities—especially historically marginalized communities—where they are in order to ensure the program truly reflects the whole community.

Purpose and Need Statement & Vision and Values Statement

The program team will work with stakeholders and the public to both update the Purpose and Need and establish Vision and Values Statements for the program. Both statements rely on extensive community outreach as well as agency and tribal coordination. The Purpose and Need Statement identifies the problems that must be addressed from a transportation perspective, consistent with federal requirements. The community Vision and Values Statement will identify regional values and goals related to potential transportation improvements and program outcomes. Both the Purpose and Need and Vision and Values Statements will be used during the NEPA process to evaluate all project alternatives and to ultimately select the preferred alternative.

Community Engagement

Community engagement efforts will seek to provide extensive, inclusive, and ongoing opportunities for meaningful two-way communication that prioritizes the following:



As the IBR program moves forward, the program team will continue to work with a variety of stakeholders and seek public feedback—with ample opportunities for community input on program elements—so that the benefits and impacts of this work are well understood. The effectiveness of community engagement efforts will be regularly evaluated throughout the life of the program and adjusted to meet changing needs.

COVID-19 AND COMMITMENT TO ACCESSIBLE VIRTUAL OUTREACH

In response to the Washington and Oregon governors' direction to help slow and prevent the spread of coronavirus (COVID-19), all community engagement will occur virtually for the foreseeable future. The program is committed to maintaining accessibility and transparency for all virtual engagement and public meetings and is aware of the technological barriers that virtual engagement may have on communities, especially communities of concern. The IBR program team will be intentional in addressing barriers to engagement and rely on virtual best practices and the guidance from community-based organizations, community leaders, and program partners.

UNDERSTANDING OUR AUDIENCE

Conducting direct outreach to historically underrepresented and/or underserved communities will be vital, and embracing innovative ways to achieve meaningful, two-way communication will be necessary for success. The IBR program will identify and include currently and historically underrepresented and/or underserved communities by implementing a demographics analysis in the program area early in program development. This analysis will employ both quantitative and qualitative research to understand perspectives of communities on both sides of the river.

Intentional and inclusive community surveys and focus groups will be conducted with outreach on both sides of the river to help inform program work. This will include specific outreach to diverse communities and racial minorities to proactively engage current or historically underrepresented and/or underserved communities. The feedback gathered from the community will help inform program work when updating the Purpose and Need Statement and

identifying what is important to the community to inform development of the Vision and Values Statement by May 2021.

TOOLS AND TACTICS

In alignment with our commitment to reach the communities where they are and minimize barriers to engagement, we will utilize a variety of tools. Engagement tools based in innovation, equity, and traditional tactics will blend to deliver an engagement program that meets the needs of a variety of stakeholders, meeting them when and where they are mostly likely to engage. Some tools and tactics the program will use include, but are not limited to the following:

- Podcast, possibly in English and Spanish
- Videos, including livestreaming events and regular storytelling
- Social media channels
- Print materials and in-person displays
- Digital media
- Radio advertisements
- Paid advertising and earned media
- Direct telephone outreach
- Comprehensive and interactive program website

TRANSPARENCY AND STRATEGIES

The public needs and expects transparent communication on updates and outcomes from advisory groups and knowledge about how public feedback is considered in the program development process. As part of efforts to support transparency and accountability in program work, common questions and public comment themes will be publicly documented and addressed.

The program is also committed to intentional outreach that clearly defines the decision-making process and opportunities for the public to inform and shape program work. This includes reporting back how public input is being taken into consideration and is or is not being implemented.

The program is committed to continuously evaluating communications and engagement strategies to ensure ongoing and substantive progress toward the following shared goals:

- Continuously evaluate and, as needed, revise these goals to ensure program alignment with community feedback and values.
- Track previous and future objectives to ensure completion.
- Ensure newly identified objectives align with goals as new phases of work are identified.
- Develop, continuously refine, and track key indicators of success.

Success indicators will help the program team quantitatively measure communication and engagement activities to help evaluate the effectiveness of outreach efforts and determine if adjustments are needed. Program activities must consider and include success indicators in each individual plan (e.g., meeting, briefing, online open house). Success indicators may include, but are not limited to, the following:

- Quantity and quality of comments received
- Percentage of participants expressing satisfaction with the quality and accessibility of information presented
- Project email list growth rate and depth of engagement (e.g., open and click rates)
- Demographics of engaged stakeholders, particularly from communities of concern

Community Advisory Group Framework

The formation of a CAG will be a key component of a broader, comprehensive community engagement strategy to ensure ongoing, extensive, and inclusive public dialogue.

The CAG will include diverse and inclusive membership to provide a forum for community dialogue to ensure the program reflects regional needs, and to discuss and provide feedback on important issues to the community. The CAG will represent a range of regional interests and will serve to advise and provide recommendations to the ESG and the IBR program team on key issues from a community perspective. The CAG will be convened throughout program development, and its charter and purpose will be reevaluated when the IBR is near the start of construction.

ODOT and WSDOT selected the interim CAG co-chairs—with validation from partner agencies, prior to the CAG's formation—to allow the ESG to meet with full membership. They were needed to complete formation of the ESG, but remain interim co-chairs until the CAG is convened and membership is finalized. To ensure increased expertise and input from stakeholders, topical subgroups could be formed as needed, to more fully explore specific subjects under the CAG's purview and to provide additional guidance to the program.

It is anticipated that the CAG will include approximately 25 to 30 members, who will effectively represent a diverse range of regional interests, with balanced representation from both states. Every effort will be made to identify and include members that can represent more than one interest area.

Toward the end of 2020, the program team will begin recruitment for the CAG. Recruitment will emphasize diversity, inclusion, and equity, and include individuals in a range of fields with varying interests and backgrounds. Support and assistance from ESG partners will be sought to utilize their outreach channels to publicize the CAG formation and the opportunity to participate.

Invitations will be sent to individuals and organizations to participate in informational sessions with program staff. Following an initial information session, individuals will complete an application to represent an organization or a community-at-large position. In coordination with the agency partners, organizations will be identified and considered for appointment.

TECHNICAL ADVISORY COMMITTEE / TOPICAL WORK GROUPS

Technical and topical advisory committees will be convened as needed throughout the program. These groups may form as a result of conversations with the ESG, CAG, or EAG and will provide the program with technical recommendations and work with the IBR program team on technical and/or design issues.

Technical advisory committees will include partner agency experts, with support from the program. These groups will likely be ongoing and will help the program develop and advance technical program deliverables.

Topical working groups will be convened on an as-needed basis to provide recommendations on key issues. Topical working groups could include agency representatives, key stakeholders, and expert consultants.

Environmental Process & Permitting

As part of the NEPA process, the program team will conduct early and continuous interagency and community engagement to ensure the solution identified in the future addresses transportation needs and incorporates community values. As an initial step, following community and stakeholder engagement, the program team will work to identify the current transportation problems that need to be addressed to update the Purpose and Need Statement, in collaboration with the lead federal agencies—FHWA and FTA—other agencies and tribes.

The program team will convene a collaborative agency group to meet regularly and address environmental compliance with federal, state, and local regulations (e.g., the Endangered Species Act, Section 106, U.S. Coast Guard permit, etc.). The program team will also initiate consultation with all interested tribes.

REEVALUATING NEPA DOCUMENTATION

Recent changes in the federal NEPA regulations require advance work on the program's Purpose and Need and Vision and Values Statements before the NEPA process officially starts. The NEPA process will rely on coordination with program partners to advance transportation planning and to conduct preliminary screening of bridge replacement alternatives and removal of alternatives that do not meet screening criteria before a new Notice of Intent is issued. While the program is working with its transportation partners, critical federal analysis will be advanced regarding navigation, shipping channels and levees, and impacts to endangered species.

PROGRESS TOWARD SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS)

Progress toward the SDEIS will include conducting the reevaluation to help define the NEPA strategy, as well as developing a timeline for NEPA milestones. As the ESG and CAG are informing updates to the program's Purpose and Need Statement and establishment of the Vision and Values Statement, the program is working with the lead federal agencies (FHWA and FTA), other agencies, tribes, and the public to ensure the updates are sufficient for NEPA.

ALTERNATIVES DEVELOPMENT

With approval of the updated Purpose and Need Statement, and the Vision and Values Statement, the program will define the evaluation criteria to be used for screening bridge replacement alternatives. The team will go through an iterative process to develop, refine, and screen alternatives to identify the alternatives to be evaluated in the SDEIS. This evaluation will consider environmental, design, transit and transportation program elements, as well as input from partner agencies, tribes, and the public

TRIBAL CONSULTATION

The IBR program will also initiate consultation with all interested tribes—over 25 letters were sent out in the summer of 2020 to begin the consultation process, recognizing and respecting the unique and important rights of Native American tribes as sovereign nations. During the previous program, 11 tribes were formally consulted. The IBR program will partner with and communicate with tribes through appropriate government to government consultation and channels. The program anticipates consulting with at least the same tribes as the previous program.

Bridge Authority Report

The Washington State 2019–2021 Transportation Budget (ESHB 1160) directed the IBR program office to study possible governance structures for a bridge authority that could provide joint administration of the bridges over the Columbia River between Oregon and Washington. A bridge authority may:

- Review bridge needs for repair, maintenance and new construction.
- Prioritize the identified needs.
- Make recommendations to both states regarding financing specific projects, timing, authority and operations.

The study is planned to include six key elements:

- Review national best-practice examples of multistate transportation authorities to understand what responsibilities have been placed with these organizations and how they are structured, as well as who identifies decision-makers and how those decision-makers are responsible to the public.
- Review how Oregon and Washington handle governance responsibilities and comparison to best practices to identify gaps. The review will include current efforts related to the interest in legislation to create a bi-state authority to fund and construct a new bridge in Hood River.
- Develop criteria (key considerations) for assessing bridge authority governance structures, based on best practices and local context.
- Identify alternative bridge authority governance structures (may include bi-state agreement, authority, interstate compact, or other governance structure). Consideration of an interstate compact approach will be informed by consultation with the National Center for Interstate Compacts.
- Assess alternative bridge authority governance structures by applying criteria to the governance structure alternatives. The assessment will frame tradeoffs in the context of best-practice and local considerations.
- Develop a recommendation for next steps.

Projects of Statewide Significance

ESHB 1994 was passed during the 2019 Washington legislative session, creating the ability to recognize transportation projects of statewide significance and expedite their completion within the state of Washington by establishing a formal process of coordination. WSDOT is directed to develop an application for this designation; the program office will conduct this work, including rule-making as necessary. The permanent rule-making process involves three formal steps and will take several months.

Transportation Planning

Moving forward, part of program development will include gathering new data to identify what has changed in the program area, as well as working with local stakeholders and experts to determine if there are any new considerations that should be accounted for in updating the Purpose and Need Statement and identifying replacement alternatives. The intent will be to identify if the same circumstances exist in the area surrounding the existing bridge.

The IBR program is relying on a data-driven process to make recommendations that will identify a bridge replacement solution that aligns with community-informed values and serves the communities in the region. WSDOT and ODOT and the partner agencies will provide transportation data such as volumes, speeds, congestion, and freight classification information. The program will supplement existing data with new data that includes freeway volumes/speed, travel times for different modes, transit ridership and travel time data, intersection volumes, and non-motorized traveler data. The program team is also working to gather safety data for the

most recent 5-year period, as well as bridge lift information. This data will be collected and compared from 2019 to 2020 to analyze the impacts from the COVID-19 pandemic.

This technical data helps determine the current conditions for each of the identified transportation problems, such as current crash rates and locations, origin-and-destination data of vehicles using the corridor, transit ridership and trends, and current congestion statistics. Collecting this new data is necessary to make sure that current conditions are understood and that the updated transportation problems adequately reflect the current state of transportation issues to be addressed.

After collecting the existing transportation data and developing the transportation methods and assumptions for new data collection, the program will begin evaluating the existing transportation characteristics and deficiencies. To accomplish future analysis, a Travel Demand Forecasting Modeling Working Group will be established and will coordinate with other projects in the region. The working group will work with both Portland-Vancouver metropolitan area planning organizations—Metro and Regional Transportation Council—to develop preliminary travel demand ridership and traffic forecasts.

Transit Mode Analysis

The IBR program team will develop an approach for identifying and analyzing high-capacity transit (HCT) alternatives. The approach will review and build on existing transit policies and plans within the program corridor, the existing and planned transit service of both C-TRAN and TriMet, origin-and-destination patterns and other ridership data, and HCT alternatives analysis from previous planning efforts. Changes and new information about existing transit systems will be taken into consideration, including but not limited to, C-TRAN's bus rapid transit system.

The program team will review the previous project's data and locally preferred design alternatives. Where possible, the IBR program will utilize this information, and update it to reflect any significant changes to existing conditions and/or design requirements. This information will be used to work with agency partners, stakeholders, and the public to inform development of alternatives to move forward for further consideration.

After collecting the existing transit information (in coordination with the metropolitan planning organizations and transit agencies), the program's transit team will begin to develop the high-level concept range of HCT options.

Highway and Interchange Analysis

The IBR program team will develop an approach for identifying and analyzing highway and interchange design alternatives. The approach will build upon work from previous planning efforts and take into account any changes in the system, policies, and regulations. Analysis will review previous data from the locally preferred alternative to identify a range of improvements and potential impacts to inform the NEPA process.

Highway and interchange design alternatives could include river-crossing configurations, bicycle and pedestrian access, and interchange layouts. New ideas will be generated by seeking input from local agencies and the public through an extensive public-engagement process. The steering and advisory groups will help provide advice and feedback to the program team to help generate these ideas as well. There will also be close coordination with the analysis for HCT to help ensure an integrated multimodal transportation system.

As new ideas are generated, the program team will utilize previous work and current conditions to help identify if there are potential increases or reductions to impacts. Knowledge previously gained from working with regulatory agencies on permitting is valuable for this analysis. For the river crossing, the program will collect river user data to understand today's use of the river as well as its planned future use. Program staff will work with the U.S. Coast Guard and use this new data to identify and document the vertical clearance needs for river navigation.

The program will develop more detail for the best performing conceptual ideas to understand cost, benefit, and potential impacts. The best ideas will then be evaluated against the program's Purpose and Need Statement and will be screened by utilizing performance criteria that is determined from the Vision and Values Statement. The results of the analysis will provide a range of alternatives, including both transit and highway, to move forward into the NEPA process.

V. CONCLUSION

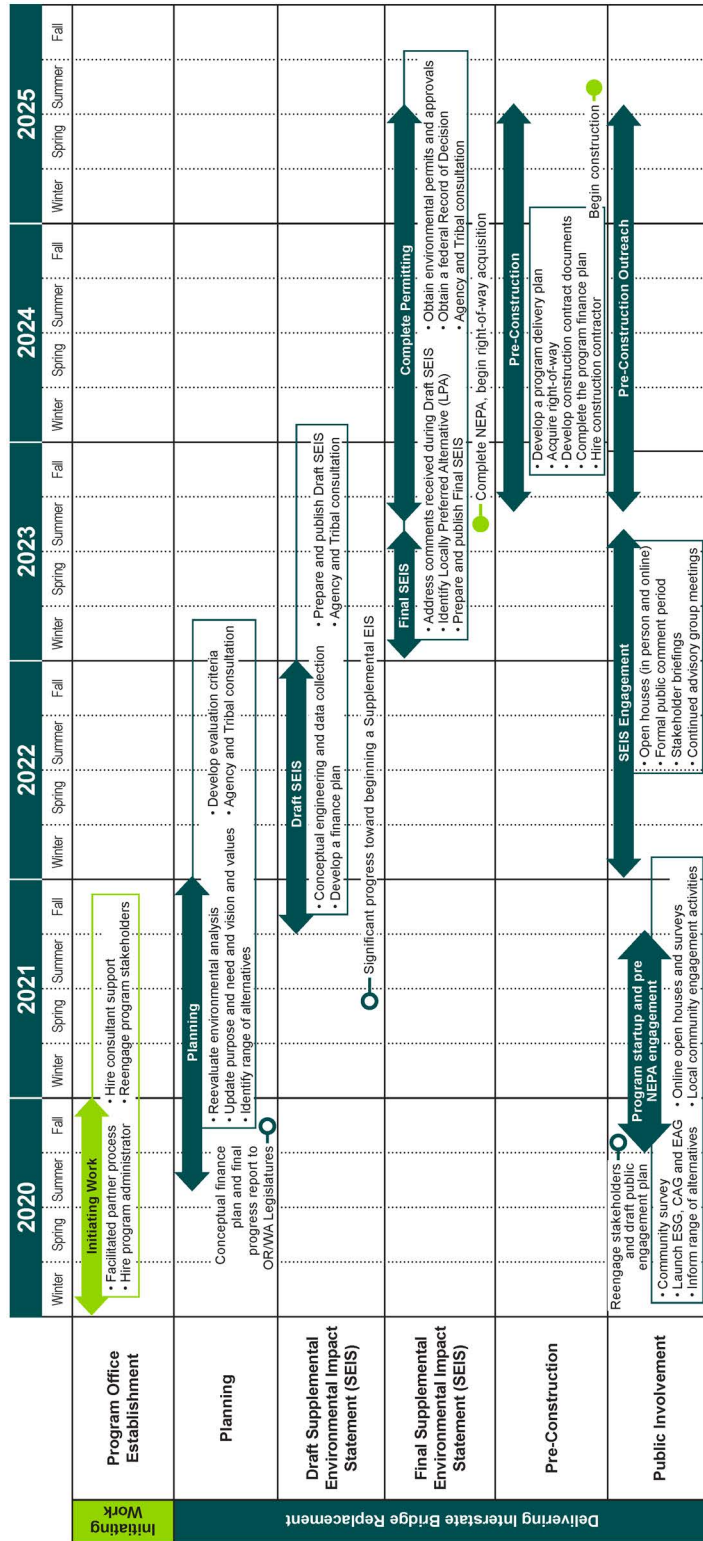
The Interstate Bridge has and will continue to be an important transportation corridor connecting the communities of Oregon and Washington. Previous planning efforts identified critical concerns that remain unaddressed. The IBR program team will learn from these previous efforts and leverage the investment made in the previous project to inform upcoming program development efforts. The commitment by executive and legislative leadership to restart Interstate Bridge replacement efforts demonstrates a clear recognition that addressing these issues is a critical transportation need for both states.

Work over the next year will involve a comprehensive reevaluation of the current environment and an update to critical transportation data needed to identify bridge replacement alternatives. In addition, the reevaluation analysis and data collection, and inclusive and robust community engagement program is underway. Establishing effective tools for sharing program information and incorporating public input at critical milestones and decision points will be essential to identifying a solution that has broad public support.

The deliberate and thoughtful steps taken to reengage partners will be a solid foundation for advancing this program. A number of key milestones remain ahead of the IBR program and will require continuous coordination with regional partners, permitting agencies, tribal governments, elected officials, and the communities in Oregon and Washington. Over the next three years, the program expects to complete draft and final Supplemental Environmental Impact Statements, receive a Record of Decision, and begin pre-construction work.

The IBR program is dedicated to leading a transparent, data-driven process in collaboration with elected leaders, stakeholders and the public to identify and advance the best possible solution to meet the needs of the region.

VI. APPENDIX A: INTERSTATE BRIDGE REPLACEMENT PROGRAM TIMELINE



NOTE: All milestones shown are contingent upon funding and bi-state agreement. FHWA milestones were submitted by ODOT/ WSDOT as part of the 2019 federal report request. FHWA granted the states an extension until September 30, 2024 to begin right-of-way acquisition or start the construction phase.

KEY **Legislative Milestone** **Milestone Submitted to FHWA**

OREGON

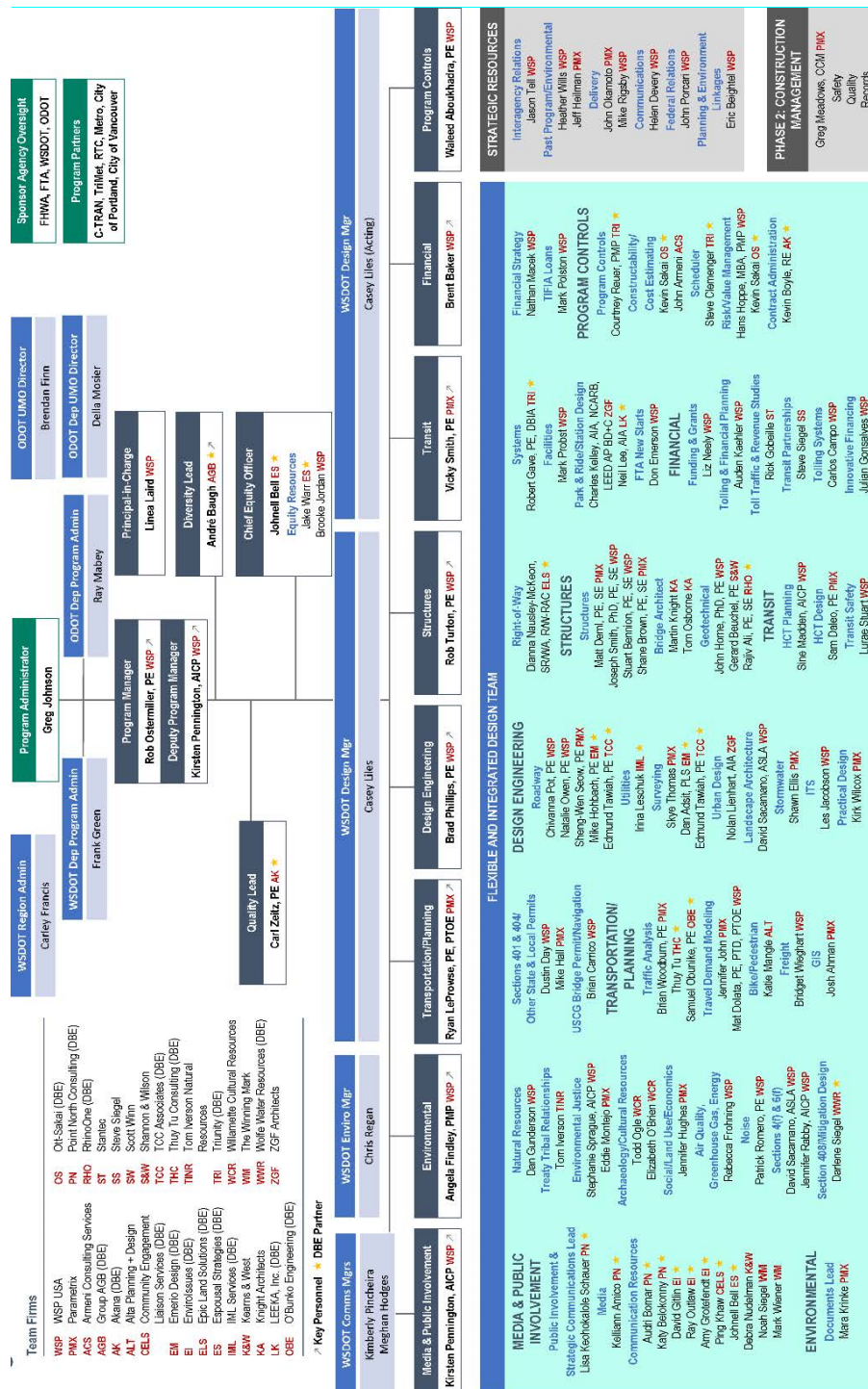
For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4728, TTY 800-735-2500 or Oregon Relay Service 7-1-1.



WASHINGTON
Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdot@wsdot.wa.gov or by calling toll free, 866-362-3404(AQ232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

wsdot.wa.gov/projects/interstate-bridge/home
oregon.gov/odot/projects/pages/project-details.aspx?project=21570

The consultant team will add resources as needed with an anticipated team structure as follows (note that not all staff resources listed below are actively engaged in program work at this stage, nor does every staff resource listed necessarily represent a full-time employee):



VIII. AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information for those in Oregon, please call 503-731-4128, TTY 800-735- 2900 or Oregon Relay Service 711.

IX. TITLE VI STATEMENT TO THE PUBLIC

It is IBR program's policy to assure 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, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his or her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact the Office of Equal Opportunity's Title VI Coordinator at 360-705-709.



Interstate Bridge Replacement Program

Conceptual Financial Plan

December 1, 2020





December 1, 2020

(Electronic Transmittal Only)

The Honorable Governor Inslee

The Honorable Kate Brown

WA Senate Transportation Committee

Oregon Transportation Commission

WA House Transportation Committee

OR Joint Committee on Transportation

Dear Governors, Transportation Commission, and Transportation Committees:

On behalf of the Washington State Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT), the Interstate Bridge Replacement Program is pleased to submit the 2020 Interstate Bridge Replacement (IBR) program progress report and draft conceptual finance plan, as directed by Washington's 2019-2021 transportation budget ESHB 1160, Section 306 (24)(e)(iii). The progress report provides an update on the IBR program work from the end of 2019 through 2020 and a brief preview of the upcoming work planned over the next year in 2021. The Conceptual Finance Plan provides an early and high-level overview of initial estimated funding and financing needs and potential sources.

Following the direction from leadership in both states to open a program office to restart work to identify a bridge replacement solution for this nationally significant corridor, recent efforts have focused on reengaging stakeholders and onboarding critical staffing resources. This work included hiring a program administrator to lead the program on behalf of both states and hiring a consultant team to provide a wide range of expertise to support program work. Program work includes technical analysis and engagement with agency partners, stakeholders, and the public to identify a bridge replacement solution.

The Conceptual Finance Plan provides a high-level overview of the potential scale of need and a review of the possible funding options that might be available at the federal, state, and local levels. The plan includes a preliminary cost estimate as a range that would be broad enough to cover various bridge replacement alternative scenarios. This initial conceptual cost estimate range was informed by updated costs from the previous planning effort, which will serve as a starting point for possible IBR estimates until more details about the new program are developed. This information will be refined as the scope of the program evolves to eventually identify a feasible funding plan for the program.

As part of comprehensive community engagement efforts, an Executive Steering Group, a Community Advisory Group, and an Equity Advisory Group are being convened to provide

regional leadership guidance and recommendations reflecting a diverse range of perspectives on key program issues of importance to the community. A new website and a broad range of public engagement efforts will be launched starting in early 2021 to provide inclusive and ongoing opportunities for the community to meaningfully shape program work.

We thank the Washington and Oregon legislatures for their continued support and collaboration to move this critical program forward. We all share an interest in improving safety, reliability and mobility on our regional transportation system to provide transportation options for all travelers that meet the region's needs now and in the future. We are proud to share the IBR program progress report and Conceptual Finance Plan with you and the public.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Johnson", with a long horizontal flourish extending to the right.

Greg Johnson, P.E.
IBR Program Administrator

TABLE OF CONTENTS

1.	Executive Summary.....	1
2.	Objectives and Approach	6
	Current Status.....	6
	Evaluating Funding Sources and Financing Options.....	6
	Report Organization and Contents.....	7
3.	Program Description and Funding/Financing Overview	8
	Overview and History of the I-5 Interstate Bridge	8
	Funding and Financing Regulation in Washington and Oregon.....	11
4.	Conceptual Program Cost Estimates	13
	Methodology	13
	Cost Estimate Assumptions	13
	Conceptual IBR PProgram Cost Estimate ranges	15
5.	Potential Funding Sources and Financing Options	16
	Distinction between Funding vs. Financing	16
	Major Project Funding examples in Washington State	16
	Overview of Public Transit Project Funding in the Region	17
	Federal Funding Sources for the IBR Program	17
	State Funding Sources for IBR Program	20
	Local/Regional Funding Sources for IBR Program.....	25
	Financing Mechanisms for IBR Program.....	27
	Summary of Key Funding Options for the IBR Program	30
6.	Sources, Uses, and the Funding Gap.....	31
	Conceptual Cash Flow Analysis.....	31
	Addressing the Funding Gap and Next Steps	37
7.	Findings.....	38
8.	Appendix	40
	High-Level Cost Estimates.....	40
	Bi-State Policies.....	45

History of Major Project Funding in the REgion.....	46
Evaluating Funding Sources and Financing Options.....	48
Potential Funding Sources and Financing Options.....	50
Conceptual Scenario Cash Flows	58

LIST OF TABLES

Table 1. Overview of the I-5 IBR Program Funding Gap	4
Table 2. Preliminary Capital Cost Estimate Range Assumptions.....	14
Table 3. Preliminary Capital Cost Estimate Ranges	15
Table 4. Potential Existing Federal Funding Opportunities for the IBR Program.....	19
Table 5. Potential Future Federal Funding Opportunities for the IBR Program	20
Table 6. Oregon State Funding Sources potentially applicable to the I-5 IBR Program	24
Table 7. WSDOT Revenue Sources potentially applicable to the I-5 IBR Program.....	25
Table 8. Oregon Local/Regional Funding Sources Potentially Applicable to the IBR Program ..	26
Table 9. Washington Local/Regional Funding Sources Potentially Applicable to the IBR Program	27
Table 10. Potential Financing Mechanisms for the IBR Program.....	28
Table 11. Value Capture Financing Mechanisms for the IBR Program.....	29
Table 12. Key Funding Options for the IBR Program.....	30
Table 13. Summary of Assumptions for Low and High Toll Funding Scenarios	34
Table 14. Near-term Biennium Needs (as of December 2020)	38
Table 15. Overview of IBR Program Funding Gap	39
Appendix Table 16. Updated Preliminary Cost Estimate	43
Appendix Table 17. Cost Uncertainty in Preliminary Cost Estimates	45
Appendix Table 18. Funding Source and Financing Mechanism Criteria Guide	48
Appendix Table 19. Potential Existing Federal Funding Opportunities for the IBR Program	50
Appendix Table 20. ODOT Funding Sources Available to the IBR Program	51
Appendix Table 21. WSDOT Revenue Sources Available to the IBR Program.....	52
Appendix Table 22. Oregon Local/Regional Transportation Funding Sources Available to the IBR Program	53
Appendix Table 23. Washington Local/Regional Transportation Funding Sources Available to the IBR Program	54

Appendix Table 24. Project Revenue-based Financing Mechanisms for the IBR Program	55
Appendix Table 25. Value Capture Financing Mechanisms for the IBR Program	56

LIST OF FIGURES

Figure 1. IBR Program Timeline	10
Figure 2. Major Project Funding Sources in Washington State.....	17
Figure 3. Cost Estimate Ranges for the BRT and LRT Options	35
Figure 4. LRT/BRT Scenario Summaries	36
 Figure (Appendix) 1. Scenario 1A: LRT Low Cost, Low Funding	 58
Figure (Appendix) 2. Scenario 1B: LRT High Cost, High Funding	59
Figure (Appendix) 3. Scenario 2A: BRT Low Cost, Low Funding	59
Figure (Appendix) 4. Scenario 2B: BRT High Cost, High Funding	60

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1. EXECUTIVE SUMMARY

Replacing the aging Interstate 5 (I-5) Bridge across the Columbia River with a seismically resilient, multimodal structure that enhances mobility for people and freight is a high priority for the states of Washington and Oregon, the metropolitan areas surrounding the project in Portland, Oregon, and Vancouver, Washington, and the Pacific Northwest region more broadly. As the only continuous north-south interstate on the West Coast of the United States between Mexico and Canada, I-5 is a vital route for regional, national, and international economies and communities.

Whether prioritizing the multimodal transit options that a new crossing could offer or looking forward to a time when driving from one state to the other can be accomplished safely and quickly, residents of both states rely upon this crossing for the continued growth and success of the local communities and economies. “Doing nothing” is simply not an option if this region is to continue to grow and thrive. However, to advance this important program, both states will need to identify, review, and secure viable options for funding and financing, which is the purpose of this preliminary Conceptual Financial Plan (CFP).

In November 2019, Oregon Governor Kate Brown and Washington Governor Jay Inslee signed a bi-state Memorandum of Intent (MOI) to restart work to replace the interstate bridge. The MOI outlines that the Interstate Bridge Replacement Program (IBR Program) will be developed and delivered by a bi-state, multiagency, multimodal team comprising Oregon Department of Transportation (ODOT), Washington Department of Transportation (WSDOT), Clark County Public Transit Benefit Area Authority (C-TRAN), Tri-County Metropolitan Transportation District of Oregon (TriMet), the Southwest Washington Regional Transportation Council (RTC), Oregon Metro (Metro), City of Vancouver, and City of Portland. Although the IBR Program is a new project, with a new team and objectives, extensive work has been done in the past, and it will be important to leverage the relevant portions of past efforts.

As the first step in the IBR Program’s financial planning process, this CFP updates the 2012 cost estimates from the Columbia River Crossing (CRC) Project and provides a high-level overview of initial funding and financing needs and options. These legacy project costs represent the best available information from the process that resulted in a selected alternative that addressed the CRC project’s Purpose and Need and received a federal Record of Decision (ROD) under the National Environmental Policy Act. While the updated CRC cost estimates are the best available for this CFP, these cost estimates may change significantly as the IBR Program progresses. The IBR Program is currently developing a Purpose and Need, which will set a course for the project, with a new scope and design, and thus new cost

This **Conceptual Finance Plan** was prepared to meet the requirements established in the Washington State 2019-2021 Transportation Budget (Engrossed Substitute House Bill [ESHB] 1160). The CFP addresses the ESHB requirements as it:

- Updates the 2012 capital cost estimates for the CRC alternatives to provide a range of conceptual costs for the IBR Program, at the outset of the program;
- Identifies and evaluating potential funding sources and financing mechanisms;
- Prepares conceptual cash flow analyses to determine the funding gap range; and
- Establishes next steps for identifying / securing funding.

estimates. Funding source options and eligibility will also be updated as scope, design, and cost estimates progress.

Specifically, the capital costs for Bus Rapid Transit (BRT) and Light Rail Transit (LRT) alternatives prepared in 2012 for the CRC project were reviewed, updated with minor revisions, and escalated to year of expenditure (YOE) dollars assuming a start of construction in mid-2024. Updated costs estimates were prepared for a high- and low-cost options for both the BRT and LRT transit modes as follows:

- High-cost options — include transit improvements to a terminus at Clark College and full replacement of the North Portland Harbor Bridge; and
- Low-cost options — include transit improvements to a terminus just north of bridge at the Turtle Place Transit Station and seismic retrofit of the North Portland Harbor Bridge.

Based on these assumptions, a preliminary range of capital costs for the IBR Program was approximated at between \$3.2 and 4.8 billion in YOE dollars (Table 1), depending on the scope of the improvements and transit mode. Additional work in the coming months will refine the range of capital costs in concert with the public process to define IBR Program alternatives. As the scope of improvements and their cost estimates evolve, so too will the financial plan.

Preliminary Estimates of Available Funding

This CFP includes a preliminary assessment of potential funding sources and financing options for the IBR Program. Funding will need to be sought and provided from multiple sources; the two states cannot shoulder the burden alone. More than 80 federal, state, and local/regional funding sources and financing options were reviewed for applicability, probability, and magnitude. The following key funding sources and ranges for the IBR Program emerged from this review, subject to future approvals.

- **\$250 to 930 million from a Federal Transit Administration (FTA) New Starts Capital Investment Grant (CIG) to fund, in part, the transit component of the IBR Program.**
 - o The \$930 million high end of this range for New Starts grant funding was estimated using the same principles that FTA utilized in its 2013 \$850 million New Starts funding recommendation for the LRT component of the CRC project, applied to the IBR Program LRT high-cost option.
 - o The low end assumes a New Starts CIG worth 40% of the program's transit component, which applied to the BRT low-cost option equates to \$250 million.
 - o FTA New Starts CIG funding will only available to the IBR Program if the transit component operates in a fixed guideway and meets certain performance standards, including high service frequency.
 - o This discretionary grant program is highly competitive and requires matching non-federal (i.e., state, regional, local, or private) funding to be fully committed before funds are awarded.
- **\$850 million to 1.3 billion in toll funding, including proceeds from toll bonds and/or loans.** The CFP assumes that traffic crossing the new interstate bridge will pay

tolls equivalent in real terms to the variable toll schedule assumed for the CRC project, with future net toll revenues pledged to repay bond and/or loan proceeds.

- o Unlike the final CRC finance plan, this CFP does not assume that the existing interstate bridge would be tolled during the construction of the replacement bridge (pre-completion tolling).
 - o Pre-completion tolling could contribute another \$250 to 300 million in capital funding plus provide revenues to fund reserves, and therefore warrants further consideration.
- **\$244 to 308 million in other existing and anticipated funding.**
 - o As of December 1, 2020, existing IBR Program funding commitments include \$50 million from the two states, with \$35 million authorized to WSDOT and \$15 million authorized to ODOT.
 - o In addition, the Washington State legislature, in its 2015 Connecting Washington transportation funding package, committed \$97 million to WSDOT for reconstruction of the I-5/ Mill Plain Boulevard interchange, which will now be incorporated into the IBR Program improvements.
 - o This CFP anticipates that the IBR would be awarded between \$5 and 20 million from the annual federal discretionary Better Utilizing Investments to Leverage Development (BUILD)¹ grant program or its successor.
 - o In addition, this CFP assumes legislation that would grant a deferral of the payment of the state and local sales tax on construction expenses in Washington. Payment would be deferred until 5 years following completion, upon which it would be repaid in 10 equal annual installments from net toll revenues without interest, following the process used on the SR 520 Bridge.² While the deferral reduces the funding required during the construction period, it increases the share of the program funded from tolls.

Preliminary Estimates of the Current Funding Gap

For the preliminary assessment of the funding gap for the IBR Program, scenarios were designed that paired the cost estimates for the two low-scope options with the low funding assumptions, and the high-scope cost estimates with high funding assumptions. A worst-case scenario comparing high-scope/cost estimates with low funding assumptions can be inferred from the information herein but was not analyzed; rather, it is assumed that the scope of the IBR Program improvements would ultimately be scaled to anticipated levels of funding.

As shown in Table 1, the preliminary funding gap for the IBR Program ranges between \$1.8 and 2.3 billion depending on the scope of improvements, transit mode, and funding assumptions.

¹ USDOT, Better Utilizing Investments to Leverage Development (BUILD) grant.

² <https://app.leg.wa.gov/RCW/default.aspx?cite=47.01.412>.

Table 1. Overview of the I-5 IBR Program Funding Gap

Scenario	Transit Mode	Cost Assumptions		Funding Assumptions				Funding Subtotal	Funding Gap
		High/Low	Cost	High/Low	FTA Grants	Toll Funding	Other Funding		
1A	LRT	Low	\$3.32 B	Low (More Conservative)	\$0.30 B	\$0.85 B	\$0.25 B	\$1.40 B	\$1.91 B
1B		High	\$4.81 B	High (More Optimistic)	\$0.93 B	\$1.30 B	\$0.31 B	\$2.54 B	\$2.27 B
2A	BRT	Low	\$3.17 B	Low (More Conservative)	\$0.25 B	\$0.85 B	\$0.24 B	\$1.34 B	\$1.83 B
2B		High	\$4.25 B	High (More Optimistic)	\$0.73 B	\$1.30 B	\$0.30 B	\$2.33 B	\$1.92 B

Options to Eliminate the Preliminary Funding Gap

Over the course of project development, the IBR Program will be refined, with recommendations for the program scope and anticipated funding that evolve toward a balance that eliminates the funding gap. Future financial plan recommendations may address methods to reduce the cost of the program through scope reductions, value engineering, phasing of construction, and/or project delivery methods. Other recommendations may also address methods to increase the funding available to the IBR Program from existing or additional funding sources, such as:

- **Pre-Completion Tolling:** As noted earlier, the toll funding contribution to the IBR Program can be increased by \$250 to 300 million by collecting tolls on the existing bridge while the replacement bridge is being constructed.
- **Federal Discretionary Highway Funding:** The IBR Program is well positioned to compete for additional large highway discretionary grant programs that may be part of future infrastructure bills or the next Congressional transportation reauthorization bill. For example, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act³ proposal included a \$9 billion grant program for Projects of National and Regional Significance (PNRS) that could provide substantial funding for the IBR Program. However, federal funding has become more competitive while also contributing to a declining share of project costs, thus requiring larger local commitments.
- **State Funding:** Historically, both Oregon and Washington have successfully passed funding packages to support programs of projects statewide, that have included significant funding for large-scale projects such as the IBR Program.
- **Local/Regional Funding:** Local and regional funding sources are not anticipated to be a major funding component of the IBR Program. However, such sources may be available to fund certain local betterments included in the IBR Program, as well as to fund the operations of the Program's transit component.
- **Public-Private Partnerships (P3):** There may be the potential to accelerate the delivery of the IBR Program through a P3, which could realize savings through reduced inflation costs or other efficiencies. However, this CFP has not evaluated the potential use of P3 delivery methods and recommends this as an area for further study.

³Investing in a New Vision for the Environment and Surface Transportation (INVEST in America) Act; passed the U.S. House of Representatives in July 2020; <https://transportation.house.gov/the-invest-in-america-act>.

Additional Actions Required to Seek Program Funding

In order to apply for federal grants, formal and legally binding agreements between Washington and Oregon will be required detailing how the IBR Program will be constructed, financed, operated, and maintained. WSDOT and ODOT have historically used bi-state agreements to address the construction, operation, and maintenance of jointly-owned structures across the Columbia River. Among other matters, these agreements must address toll rate setting, toll collections and operations, debt issuance, and bridge operations and maintenance (O&M). Legislation may be required to address inconsistencies between Oregon and Washington statutes and to authorize financing of the program. If the bridge is to be constructed and/or operated by a bi-state bridge authority, both states would need to enact enabling legislation.

Next Steps

The IBR Program finance plan will continually evolve as project development work progresses. In the near term, the following next steps are anticipated:

- ▶ **Continually update the financial plan:** As the scope of improvements for the IBR Program is refined in response to public and stakeholder engagement, the financial plan will be refined based on updated risk-based cost estimates, project construction schedules, and project delivery method(s). Each update will be used to further align the scope of improvements with the amount of reasonably available funding.
- ▶ **Assess P3 delivery options:** The IBR Program will develop a white paper to evaluate the advantages and disadvantages of different P3 delivery options. The white paper will address the potential to accelerate delivery, manage construction risks, incorporate innovation, and/or deliver additional financing leverage by engaging in a P3 agreement.
- ▶ **Examine national bi-state projects:** The IBR Program will develop a case study memorandum evaluating the funding plans of other national bi-state bridge projects.
- ▶ **Prepare program for federal funding and financing opportunities:** The IBR Program will prepare a report documenting the processes and work required to position for and satisfy the prerequisites for obtaining a New Starts CIG from FTA, as well as other federal funding and financing programs.
- ▶ **Pursue additional funding opportunities:** Opportunities will be pursued to secure additional funding commitments for the IBR Program through federal discretionary grants and the State Transportation Improvement Programs (STIPs) of both states.
- ▶ **Engage stakeholders to develop consensus:** The IBR Program will work closely with the Bi-State Legislative Committee, the ODOT-WSDOT Executive Steering Group, Oregon State Treasury, Washington Office of the State Treasurer, other elected officials, and the IBR Program Community and Equity Advisory Groups to develop a consensus direction on state and federal funding requests as well as consider the appropriate decision-making structure for the construction and operation of the replacement bridge.
- ▶ **Promote opportunities for the program in the upcoming federal transportation reauthorization bill:** The IBR Program will coordinate closely with ODOT, WSDOT, and the Congressional delegation of both states to identify and secure supportive policies and funding programs in the upcoming federal transportation reauthorization bill.

2. OBJECTIVES AND APPROACH

CURRENT STATUS

In November 2019, Oregon Governor Kate Brown and Washington Governor Jay Inslee signed a bi-state MOI⁴ to restart work to replace the Interstate Bridge. The MOI establishes that the IBR Program would be developed and delivered by a bi-state, multiagency, multimodal team comprising ODOT, WSDOT, C-TRAN, TriMet, RTC, Metro, the City of Vancouver, and the City of Portland.

As directed by the Washington State 2019-2021 Transportation Budget⁵, the joint Oregon-Washington project office committed to reevaluating the project's sources and uses of funds and submitting a Conceptual Financial Plan by December 1, 2020.

As stated in the draft progress report presented to the governors and legislative transportation committees of Washington and Oregon in December 2019⁶, completing the Supplemental Environmental Impact Statement (SEIS) will require identifying the funding necessary to construct the IBR Program's new multimodal replacement bridge and related improvements. The progress report also commits to developing a CFP that does the following:

- Identifies possible funding sources and their purpose;
- Analyzes viability of funding sources – likely amount of funding as compared to need, funding criteria and/or selection processes, timing considerations, recent funding outcomes/levels; and
- Reviews previous toll funding capacity assumptions to develop a conceptual range of construction funding from toll revenue.

This CFP is the first step in the financial planning process, which will be advanced in tandem with the environmental and design process. Future work will refine the cost estimates and delivery schedule and will include an expanded assessment of funding options, financing mechanisms, and an analysis of the financial impacts of phasing, accelerating, and/or deferring expenditures on Program elements. Additionally, future financial planning activities will likely include assessing the pros and cons of P3 delivery options for parts or all the IBR Program.

This document presents a preliminary review of the range of Program expenditures, a range of likely primary funding sources, and the resulting funding gap that must be eliminated by ongoing financial and project design activities by the IBR Program.

EVALUATING FUNDING SOURCES AND FINANCING OPTIONS

To compile and verify a list of the likely primary funding sources, more than 80 funding and financing options at the federal, state, regional, and local levels were reviewed for their

⁴<https://www.governor.wa.gov/sites/default/files/FINAL%20OR%20WA%20Memorandum%20of%20Intent%2011.18.2019.pdf>

⁵ Engrossed Substitute House Bill (ESHB) 1160

⁶ <https://wsdot.wa.gov/sites/default/files/2019/12/09/Interstate-Bridge-Replacement-Program-December-2019-Progress-Report.pdf>

likelihood, magnitude, and applicability for the IBR Program. The review evaluated each funding source and/or financing mechanism based on eight criteria:

1. Eligibility
2. Revenue potential
3. Fund stability/ predictability
4. Likelihood of funding
5. Timing of availability
6. Administrative and collection burden
7. Legal authority/authorization
8. Equity and economic impacts

Appendix Table 18 defines each of these criteria. Each criterion was assigned a percentage share weight to rank or prioritize it by level of importance. For instance, revenue potential and likelihood of funding were weighted the highest as these two criteria are the most important to assess at this early stage in the IBR Program. As the Program advances, criteria weighting could be adjusted to reflect evolving needs and priorities.

Those sources with the highest scores — the best candidates for likely primary funding sources — are discussed in more detail in the Potential Funding Sources and Financing Options section. However, many other potential funding sources may eventually warrant additional consideration. While this conceptual financial plan lays out preliminary options for funding and financing the IBR Program, future work by the IBR Program will refine the funding and financing options, and the Oregon and Washington State Legislatures (in coordination with ODOT and WSDOT) will ultimately determine how the Program is funded and financed.

REPORT ORGANIZATION AND CONTENTS

The CFP includes the elements of the conceptual financial analysis completed thus far. Although all analysis results are conceptual in nature, this plan includes the following information:

- **Conceptual Program Costs Estimates:** updated cost estimates from prior planning efforts
- **Potential Funding Sources and Financing Mechanisms:** evaluation of potential funding sources and financing mechanisms
- **Sources, Uses, and Funding Gap:** conceptual cash flow analysis to determine funding gap

An overview of the IBR Program is detailed in Section 3 (Program Description and Funding/Financing Overview).

3. PROGRAM DESCRIPTION AND FUNDING/FINANCING OVERVIEW

OVERVIEW AND HISTORY OF THE I-5 INTERSTATE BRIDGE

INTERSTATE BRIDGE REPLACEMENT PROGRAM

The existing Northbound span of the I-5 Interstate Bridge between Vancouver, Washington, and Portland, Oregon, opened to horses, motorists, and streetcar services in 1917. It was funded jointly by Multnomah and Clark counties and a 5-cent per-vehicle (or horse and rider) toll, and it was financed with bond sales. The nearly identical Southbound span of the bridge opened in 1958. Tolls for cars, light trucks, heavy trucks, and buses helped to pay off construction over the course of 8 years, by 1966. Both bridges are classified as “functionally obsolete” in the Federal Highway Administration (FHWA) National Bridge Inventory. They are considered bottlenecks for the traffic that travels across them, as well as for the marine traffic that crosses beneath along the Columbia River – U.S. Marine Highway 84.

As the only continuous north-south interstate on the West Coast between Mexico and Canada, I-5 is a vital trade route for regional, national, and international economies. Replacing the Interstate Bridge over the Columbia River has been an ongoing concern of Portland-Vancouver region residents for decades. The northbound bridge turned 100 years old in 2017, while the southbound bridge opened in 1958. Operating and maintaining these aging structures costs around \$1.2 million each year, split evenly between ODOT and WSDOT. Larger maintenance projects to keep the Interstate Bridge in service are expected to cost over \$280 million through the year 2040, not including seismic retrofit.

In 2019, Washington and Oregon dedicated funding to restart Interstate Bridge replacement work and agreed to share planning costs equally. Throughout the development of the IBR Program, Oregon and Washington will share project development costs equally, though the timing and mechanisms of funding allocation and dedication will not likely occur concurrently. The Washington State 2019-21 Transportation Budget⁷ allocated \$35 million and the Oregon Transportation Commission (OTC) has approved the allocation of \$15 million as of September 2020 to restart the program. Both governors and legislative leadership in each state directed ODOT and WSDOT to open the bi-state IBR Program office to lead this work. Each state legislature formed a committee with eight representatives to provide direction and oversight to shape IBR Program work. While project development costs are part of overall project capital costs, they do not represent the only expenditures that will need to be made over the next several biennia.

Recent efforts have focused on reengaging regional partner agencies through a facilitated workshop process and bringing on critical staffing resources, including a program administrator and a consultant team, to provide a wide range of specialized expertise. With these resources in place, the program is transitioning to the next phase of work, which will include technical

⁷ Chapter 416, Laws of 2019, partial veto (ESHB 1160).

analysis and community engagement with a wide range of stakeholders to identify a bridge solution that reflects community values and can build broad regional support. Program development work will follow a transparent, data-driven process that will include collaboration with federal, state, regional and local partners. Future funding and finance plans for the IBR Program will reflect the updated scope resulting from this process.

IBR PROGRAM ORIGINS

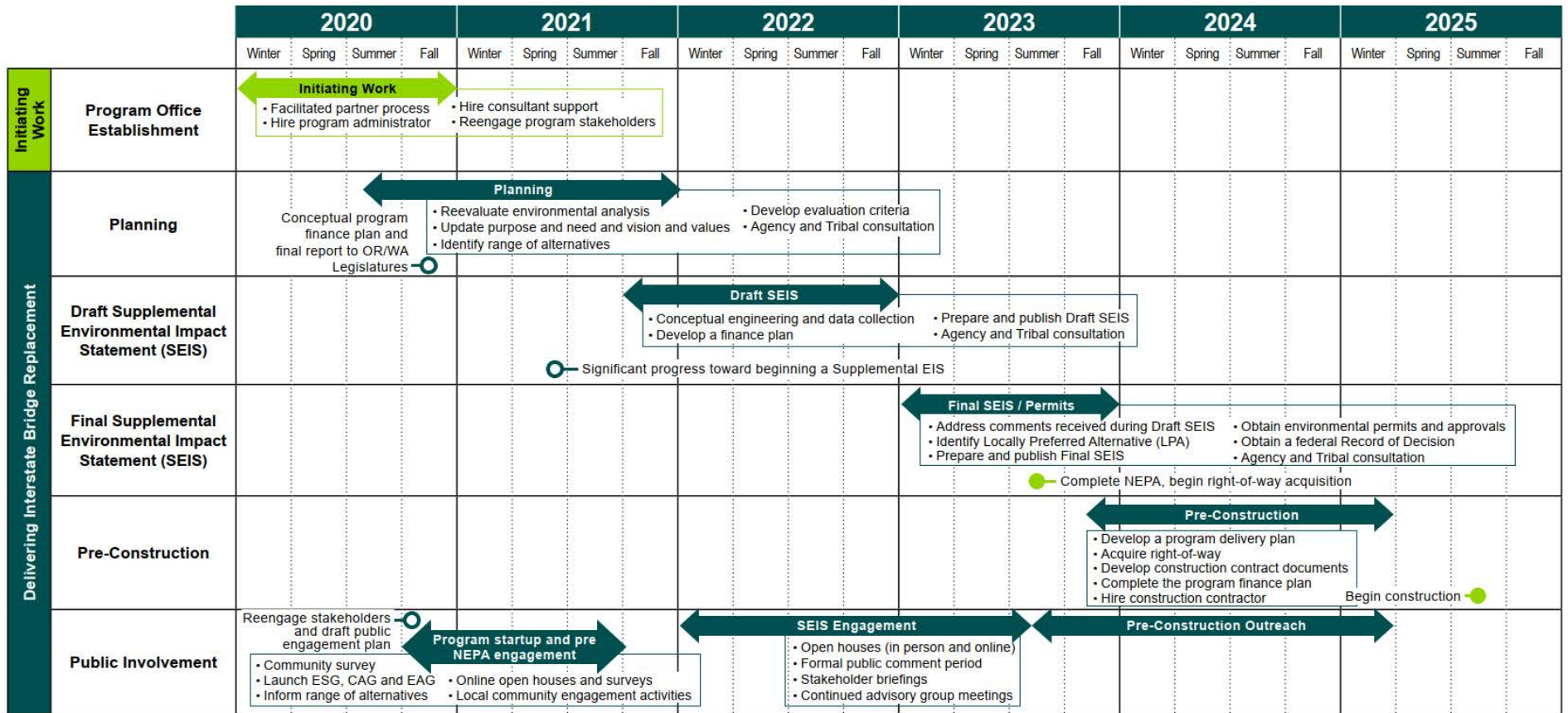
Between 2005 to 2014, the CRC Project successfully completed the environmental process (ROD) and received federal approval to advance to construction but did not secure adequate state funding to move forward. Because the CRC Project did not move forward, the FHWA directed the two states to repay the federal contribution to the environmental work. Acknowledging that both states have demonstrated a clear commitment toward moving a successor program forward, FHWA subsequently granted the states' request for a time extension to September 30, 2024 by which to complete the SEIS and advance program development to begin right-of-way (ROW) acquisition and/or construction in lieu of repayment of federal funds previously expended on the CRC Project.

To achieve this objective, the IBR Program office will leverage past work as appropriate to ensure effective and efficient decision-making that includes new data, as well as public and legislative input to address current and future needs in the forthcoming SEIS.

IBR PROGRAM CURRENT STATUS

The current IBR Program timeline is shown in Figure 1.

Figure 1. IBR Program Timeline



KEY ○ Legislative Milestone ● FHWA Repayment Extension Milestone

NOTE: All milestones shown are contingent upon funding and bi-state agreement. FHWA milestones were submitted by ODOT/ WSDOT as part of the 2019 federal repayment extension request. FHWA extended the repayment deadline to September 30, 2024.

OREGON

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WASHINGTON

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Washington State
Department of Transportation

wsdot.wa.gov/projects/i5/interstate-bridge/home

oregon.gov/odot/projects/pages/project-details.aspx?project=21570



Washington State
Department of Transportation

FUNDING AND FINANCING REGULATION IN WASHINGTON AND OREGON

BI-STATE POLICIES

Both Washington and Oregon have enabled legislation that allows each to enter into a bi-state agreement for a joint transportation project such as the IBR Program. They also both have legislation authorizing a P3 delivery method — although P3s have not been widely used for the delivery for major transportation project — and previously enacted and now expired Washington legislation enabled joint toll rate setting for the I-5 interstate bridge⁸. It should be noted that there remain obstacles to overcome some bi-state policies and key differences. For example, in Washington, only the legislature can authorize tolls on state facilities, and only the Washington State Transportation Commission (WSTC) can set toll rates and policies. But in Oregon, the state is authorized to enter into an agreement with WSDOT or any other properly designated authority to collect tolls on interstate bridges or hire another entity to manage the tolling program. Existing legislation from both states generally support the IBR Program, but new language specific to the Program may need to be adopted.⁹

IDENTIFICATION OF LEGISLATION ISSUES

The MOI is not a legally binding agreement between the states: it will remain in effect for 5 years but can be terminated at any point with 3 months' notice. Washington and Oregon will require a legally binding interstate agreement defining how the IBR Program will be constructed, financed, operated, and maintained. The two primary options are: (1) the use of Intergovernmental Agreements between WSDOT, ODOT, OTC, and WSTC, often referred to as a bi-state or "joint-powers" agreement, or (2) a legislatively established bi-state authority which requires the legislative approval of both states. The Ownership Agreement Structure Analysis (2006) developed for the CRC project concluded that the use of bi-state agreements would best facilitate the ability of both states to manage, develop, construct the interstate bridge.

Future work for the IBR Program will reassess the interstate agreement requirements and the potential use of a bi-state authority to undertake all or part of the IBR Program, and recommend supportive or enabling legislation in either or both states to facilitate the funding and financing of the IBR Program. Key issues to be addressed include:

- **Toll setting** – The OTC and WSTC will need an Interstate Tolling Agreement that allows them to jointly determine how toll rates will be set in a way that adheres to both Washington and Oregon's toll statutes and policies, potentially leveraging a similar agreement developed under the CRC project.
- **Toll operations/collection** – An agreement between ODOT and WSDOT will determine the toll collection and operations roles and responsibilities, including which party selects toll systems and vendors, implements and maintains the toll equipment, back-office

⁸ <https://app.leg.wa.gov/RCW/default.aspx?cite=47.56.892>.

⁹ Additional information related to specific Washington and Oregon legislation can be found in the Appendix.

system software and customer service operations, and collects and distributes the toll revenues.

- **Toll Financing** – The WSDOT-ODOT agreement must specify the IBR Program's debt structure and responsibilities. It will need to specify the toll bonding obligations of each state and how the toll revenues will be administered to ensure repayment of the debt obligations. It will also need to determine the state that will serve as the lead applicant for any federal financing programs, such as a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.
- **Operations and Maintenance (O&M)** – the WSDOT and ODOT agreement will need to determine if one state will assume all O&M responsibilities for the interstate bridge or if the two states will share this responsibility.
- **Bi-State Bridge Authority** – The IBR Program will consider bridge authority options that require enabling legislation to facilitate or to be used in lieu of the agreements listed above.

4. CONCEPTUAL PROGRAM COST ESTIMATES

METHODOLOGY

Several cost estimates were completed for the CRC Project. Both WSDOT and ODOT agreed that the most recent 2012 cost estimates encompass a full project scope and provide the best foundational basis for developing a high-level preliminary cost estimate range for the IBR Program while also acknowledging that many changes in scope and design may be made as the Program develops. These legacy project costs represent the best available information from the process that resulted in a selected alternative that addressed the CRC project's Purpose and Need and received a federal ROD under the National Environmental Policy Act. The previous CRC project envisioned a state-of-the-art replacement bridge with separate facilities for motor vehicles, mass transit — either BRT or LRT — and a multiuse pedestrian and bicycle pathway across the Columbia River. The 2012 cost estimates used for this CFP were based on this concept.

COST ESTIMATE ASSUMPTIONS

The capital costs prepared in 2012 for the CRC project, including both BRT and LRT alternatives, were reviewed, updated with revisions noted below, and escalated to YOE dollars assuming a start of construction in mid-2024. The escalation to fiscal year of expenditure dollars was based upon a preliminary schedule extrapolated from the prior CRC project delivery timeline. WSDOT's most recent (2019) cost inflation indices for preliminary engineering (PE) and environmental work activities, ROW acquisition, and construction (CN) were used to escalate the CRC-based cost values from constant fiscal year (FY) 2012 dollars first to constant FY 2020 dollars and then to YOE dollars for FY 2021 through FY 2035.¹⁰

COST ESTIMATE REFINEMENT ASSUMPTIONS

The following significant changes that have occurred since 2012 impact the updated preliminary estimate:

- The Oregon State Commercial Activity Tax (CAT) is now levied upon 0.57% of taxable Oregon commercial activity of more than \$1 million for each commercial entity contributing to the Program.
- Because development has occurred since 2012, additional ROW costs have been added, estimated at \$7 million in Oregon and \$30 million in Washington.
- Costs related to river clearance issues added an additional \$30 million to all scenario estimates.
- Travel Demand Management program costs of \$30 million were included in all scenario estimates.
- It is now assumed in the high-cost options that the North Portland Harbor Bridge will be demolished and replaced at an increased cost of \$240 million; the low-cost options

¹⁰ More refined technical specifications and assumptions are detailed in the Appendix.

replicated the CRC Project assumption that the North Portland Harbor Bridge would be seismically retrofitted instead of being replaced.

Though it does not currently operate on a dedicated guideway, C-TRAN's BRT system in the downtown Vancouver area could be incorporated into the IBR transit concept and could impact the evaluation of transit alternatives in the SEIS.

CAPITAL INVESTMENT OPTIONS AND ASSUMPTIONS

The IBR Program preliminary cost estimates consist of a high and low capital cost options for both the LRT and BRT transit component alternatives, as shown in Table 2. All of the options include the construction of a highway bridge with a grade-separated bicycle/pedestrian pathway connecting Oregon and Washington, highway improvements between Marine Drive to the south and SR 500 to the north, and improvements at the Marine Drive, Hayden Island, SR 14, Mill Plain Boulevard, and Fourth Plain Boulevard interchanges with I-5. The key differences between the options are summarized in Table 2.

Table 2. Preliminary Capital Cost Estimate Range Assumptions

Scope of Work Options	Cost Assumptions	Transit Mode from:		North Portland Harbor Bridge Improvements	Other Assumptions
		Expo Station to Turtle Place Transit Station	Turtle Place Transit Station to Clark College		
Option 1A: Bridge + Low LRT/Highway	Low	New LRT	Existing C-TRAN "The Vine" BRT	Seismically Retrofitted	- Fixed guideway LRT across bridge connects to existing C-TRAN "The Vine" BRT at Turtle station; The Vine continues through the downtown Vancouver and north to the Clark Station - Elimination of Mill District Parking Structure (420 spaces)
Option 1B: Bridge + High LRT/Highway	High	New LRT	New LRT	Replaced	Potential additional \$28 to 30 million ROW acquisition impact
Option 2A: Bridge + Low BRT/Highway	Low	New BRT	Existing C-TRAN "The Vine" BRT	Seismically Retrofitted	- Fixed guideway BRT across bridge connects to the existing C-TRAN "The Vine" BRT at the Turtle station; The Vine continues through Vancouver area north to the Clark Station - Elimination of Mill District Parking Structure (420 spaces)
Option 2B: Bridge + High BRT/Highway	High	New BRT	Upgraded BRT	Replaced	Fixed guideway BRT across bridge continues through the downtown Vancouver area and north to the Clark Station and replaces existing BRT

CONCEPTUAL IBR PROGRAM COST ESTIMATE RANGES

The conceptual IBR Program cost estimates comprise both highway and transit capital investments. A high-level summary of the IBR Program conceptual cost estimate ranges are shown in Table 3.¹¹

Table 3. Preliminary Capital Cost Estimate Ranges

Scope of Work Options	Updated CRC Cost (2012 \$)	Risk Range Adjustments (2012 \$)	IBR Program Conceptual Cost (2012 \$)	IBR Program Conceptual Cost (2020 \$)	IBR Program Conceptual Cost (YOE \$)	Modal Shares of Total Costs
Option 1A: Bridge + LRT Project Low	+ \$2.71 B	– \$0.36 B	+ \$2.35 B	+ \$2.74 B	+ \$3.32 B	
Transit Project Share	+ \$0.63 B	– \$0.08 B	+ \$0.54 B	+ \$0.63 B	+ \$0.77 B	23%
Highway Project Share	+ \$2.08 B	– \$0.28 B	+ \$1.80 B	+ \$2.11 B	+ \$2.55 B	77%
Option 1B: Bridge + LRT Project High	+ \$2.96 B	+ \$0.37 B	+ \$3.33 B	+ \$3.96 B	+ \$4.81 B	
Transit Project Share	+ \$0.80 B	+ \$0.10 B	+ \$0.90 B	+ \$1.07 B	+ \$1.30 B	27%
Highway Project Share	+ \$2.16 B	+ \$0.27 B	+ \$2.43 B	+ \$2.89 B	+ \$3.51 B	73%
Option 2A: Bridge + BRT Project Low	+ \$2.59 B	– \$0.35 B	+ \$2.24 B	+ \$2.62 B	+ \$3.17 B	
Transit Project Share	+ \$0.52 B	– \$0.70 B	+ \$0.45 B	+ \$0.53 B	+ \$0.64 B	20%
Highway Project Share	+ \$2.07 B	– \$0.28 B	+ \$1.79 B	+ \$2.09 B	+ \$2.53 B	80%
Option 2B: Bridge + BRT Project High	+ \$2.67 B	+ \$0.33 B	+ \$3.00 B	+ \$3.51 B	+ \$4.25 B	
Transit Project Share	+ \$0.64 B	+ \$0.08 B	+ \$0.72 B	+ \$0.84 B	+ \$1.01 B	24%
Highway Project Share	+ \$2.03 B	+ \$0.25 B	+ \$2.29 B	+ \$2.67 B	+ \$3.24 B	76%

¹¹ More details related to the cost estimate are included in Appendix.

5. POTENTIAL FUNDING SOURCES AND FINANCING OPTIONS

Large infrastructure projects like the IBR Program generally need to secure a variety of funding sources and financing options to move forward. Federal funding has become more competitive despite contributing to a declining share of large project costs, thus requiring larger state/local commitments. More than 80 funding sources and financing options at the federal, state, and regional/local levels were reviewed for likelihood and applicability in preparing this CFP. The following section describes the likely primary funding sources and financing mechanisms that represent the most viable potential options for the IBR Program.

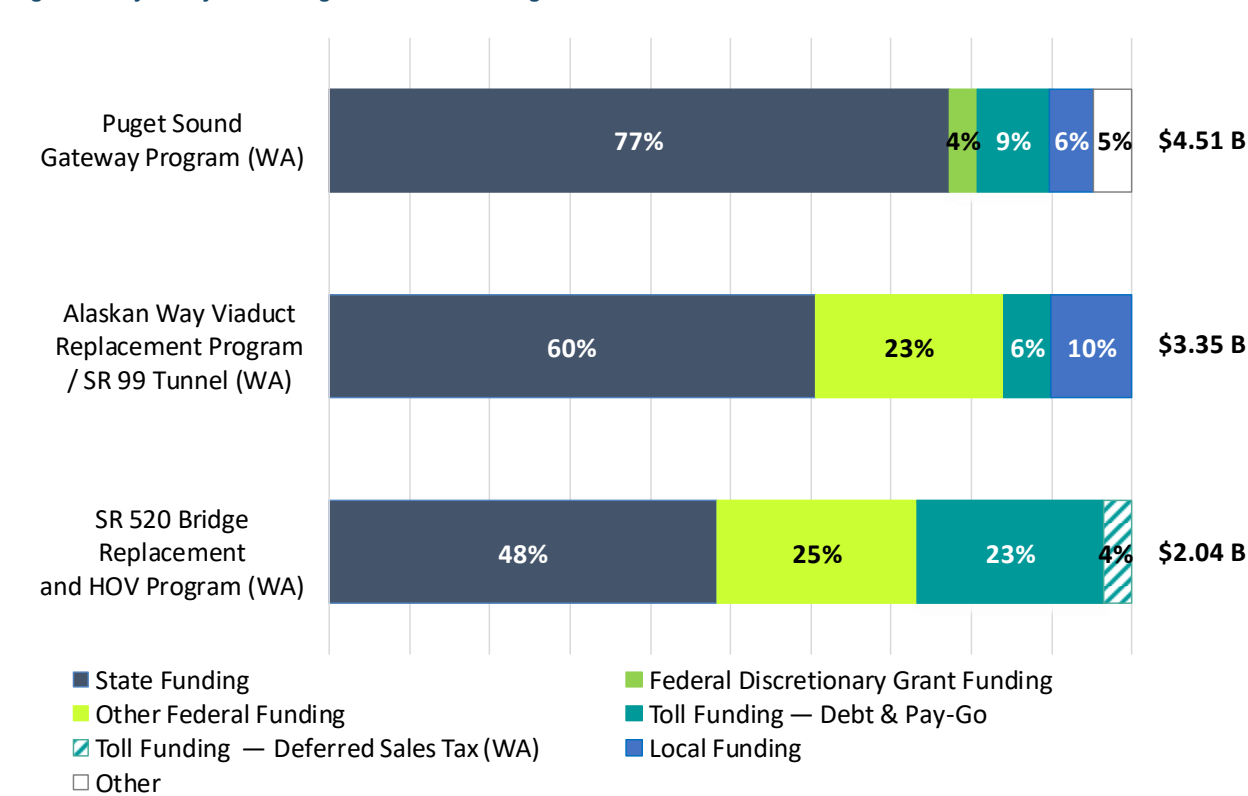
DISTINCTION BETWEEN FUNDING VS. FINANCING

There is a key difference between funding and financing and how each could contribute to the IBR Program. Essentially, funding is a monetary resource that is available to pay for capital investments when needed, whereas financing is a tool that facilitates borrowing against future revenues to convert them into current funding when needed. The borrowed funds must then be repaid with interest in the future.

MAJOR PROJECT FUNDING EXAMPLES IN WASHINGTON STATE

In preparing this CFP for the IBR Program it is useful to review the types and shares of funding sources from comparably sized transportation projects. Figure 2 presents the mix of funding sources for three comparable transportation projects in Washington (there are no recent or current projects in Oregon of a similar scale where the funding plan is sufficiently advanced to present similar information). The largest source of funding for each of these three example projects comes from the 2003, 2005, and/or 2015 transportation funding packages that primarily leveraged state motor vehicle fuel tax revenues for specific projects approved by the Washington State Legislature. Tolling was also authorized for each of these projects, with tolls contributing \$180 million to more than \$1 billion, depending on the project, via a combination of bonds and pay-as-you-go funding. Federal formula grant funding, discretionary grant funding (an Infrastructure for Rebuilding America [INFRA] grant for the Puget Sound Gateway Program), and Grant Anticipation Revenue Vehicle (GARVEE) bonds (SR 520 Bridge Replacement and high-occupancy vehicle [HOV] Program) demonstrate key forms of federal participation.

Figure 2. Major Project Funding Sources in Washington State



OVERVIEW OF PUBLIC TRANSIT PROJECT FUNDING IN THE REGION

Large public transit projects are typically funded through a combination of federal discretionary grants and formula funding, along with state, regional, or local matching funds generated from taxes or fees (e.g., sales, property, income, or business taxes). The constitutions of Oregon and Washington limit the use of motor fuel taxes to highway projects. In Oregon, any tax or fee related to the use, operation, or ownership of a vehicle cannot be used for the transit component of the IBR Program.

Building a large transit infrastructure project often requires expending a sizeable amount of funds in a condensed period of time, with financing against future revenues to provide capital funds with the expectation that the borrowed funds will be paid back (with interest) over the course of 15 to 40 years. The projected future revenues that the agency pledges to use for repayment may come from existing revenue streams or new ones created specifically to fund the project as a repayment source.

FEDERAL FUNDING SOURCES FOR THE IBR PROGRAM

The IBR Program will seek federal funding sources to supplement state, local, and tolling funding and revenue. Funding programs from the federal government require matching funds from non-federal sources (i.e., local, regional, state, or private contributions), and the application

process to compete for such funding typically prioritize projects based upon justification, financial commitment at the state and/or regional level, readiness and other factors.

Oregon and Washington each receive annual apportionments of federal formula funds from FHWA. C-TRAN and TriMet each receive annual apportionments of FTA formula funds. These funds, together with federal formula funds allocated to the regional transportation planning agencies, help fund a wide variety of transportation capital projects and operational programs in the metropolitan region. Although the IBR Program may be eligible for some of these funds, most, if not all, of these funds are already programmed for other projects, and not available for the IBR Program in the near- and medium-terms.

FHWA and FTA also administer several discretionary grant programs, which are very competitive and require, as part of a rigorous application process, the applicant to demonstrate that the non-federal matching funds are fully committed. If sufficient non-federal funds are approved for the IBR Program, it could be well positioned to obtain one or more funding awards from these federal programs, particularly the following programs (or their successors in forthcoming legislation):

- FTA CIG New Starts program
- U.S. Department of Transportation (USDOT) BUILD grant program
- USDOT INFRA grant program

In FY 2013, FTA recommended an \$850 million CIG from its New Starts program to help fund the transit component of the CRC project. FTA awards New Starts CIGs to projects on a discretionary basis based on ratings of project justification, local financial commitment, and project readiness. To be eligible for a New Starts CIG, the project must advance through a prescribed process involving FTA approvals at entry into the Project Development and Engineering phases and prior to issuing a Full Funding Grant Agreement for the New Starts grant. The IBR Program will proceed in accordance with FTA's prescribed process, and, assuming the final IBR Program incorporates a BRT or LRT alternative similar to CRC, is anticipated to secure a New Starts CIG comparable to that recommended in FY 2013 for CRC.

The BUILD grant program is a highly competitive USDOT grant program that supports the capital costs of road, rail, transit, and port projects that have a significant impact on the nation, a region, or a metropolitan area. Funding from this program is eligible for planning, design, and construction phases. From this program in 2020, two projects in Washington state — the Mills to Maritime Cargo Terminal project and the City of Ridgefield Pioneer Street Extension project — were awarded \$17.8 million and \$5.8 million, respectively. Another project shared between the states of Oregon and Washington — the Hood River/White Salmon Interstate Bridge Replacement project — received \$5 million. The states of Oregon and Washington have been successful in securing BUILD (previously Transportation Investment Generating Economic Recovery (TIGER)) program funds almost every year since the establishment of the program in the American Recovery and Reinvestment Act of 2009. The BUILD program can be highly competitive, and the states of Washington and Oregon would need to determine that this was a high priority project to position for these funds since most states only receive one grant each year. If the applications were successful, the BUILD contribution to the IBR Program would be a

small share of the overall cost; but could provide needed federal funds to the project in the near term.

Discretionary INFRA grants help to fund major highway, bridge, port, and railroad projects across the nation. The program aims to leverage federal grant funding to incentivize project sponsors to incorporate innovative technologies project delivery strategies, including P3s. In 2020, the program awarded \$73.7 million to WSDOT to complete the SR 509 and SR 167 projects as the Puget Sound Gateway Program. In 2019, ODOT received \$60.4 million to realign and reroute U.S. Highway 97 in Bend, Oregon. INFRA grants are intended to provide funding to projects that are “shovel ready” and result in construction. Due to the competitive nature of discretionary grant programs, a grant under the INFRA program or its successor is more likely to provide funding for the construction phase of the IBR Program.

Table 4 documents existing formula funding and discretionary grant programs administered by the federal government that could potentially help fund the IBR Program. Additional details can be found in Appendix Table 22.

Table 4. Potential Existing Federal Funding Opportunities for the IBR Program

Federal Funding Program	Funding Type	Total Available Funding / Typical Annual Allocation per Project	Eligibility		Funding Potential for IBR
			Highway	Transit	
Infrastructure for Rebuilding America (INFRA)	Discretionary Grant	\$1 B in FY '20 awards / \$6 M to \$135 M (FY '20)	✓	✓	Medium
Capital Investment Grant (CIG) New Starts	Discretionary Grant	\$2.3 B per year through FY '21 / \$20 to \$150 M (FY '20)	–	✓	Medium-High
Better Utilizing Investments to Leverage Development (BUILD)	Discretionary Grant	\$1 B in FY '20 awards / Max. award in FY '19 = \$25 M	✓	✓	Medium
Surface Transportation Program Block Grant (STBG)	Formula Funding	\$145 M in OR; \$127 M in WA in FY '20 / Projects generally receive <\$10 M	✓	✓	Medium
Highway Safety Improvement Program (HSIP)	Formula Funding	\$31 M in OR; \$41 M in WA in FY '20 / Projects generally receive <\$5 M	✓	✓	Low-Medium
National Highway Freight Program (NHFP)	Formula Funding	\$19 M in OR; \$26 M in WA in FY '20 / Projects generally receive <\$5 M	✓	–	Medium
National Highway Performance Program (NHPP) Apportionment	Formula Funding	\$315 M in OR; \$418 M in WA in FY '20	✓	Varies	Low-Medium
Urbanized Area Formula Grants (49 U.S.C. 5307) Apportioned to Transit	Formula Funding	\$42 M for TriMet; \$5.4 M for C-TRAN in FY '20	–	✓	Low
Advanced Transportation & Congestion Management Technology (ATCMTD)	Discretionary Grant	\$60 M in FY '20 awards / Max award in FY '19 = \$12 M	✓	✓	Low-Medium
Various other Federal Funding Programs ¹² (e.g., CMAQ , TAP , UASI & SHSP)	Formula Funding	Approx. \$75 M awarded OR & WA in FY '20 / Projects generally receive <\$10 M	Varies	Varies	Low

¹² Other federal funding programs include the following: Congestion Mitigation and Air Quality (CMAQ) FHWA Formula Funds, Transportation Alternatives Program (TAP) FHWA Federal Formula Funds, Urban Area Security Initiative (UASI) DHS/FEMA Formula Funds, and State Homeland Security Program (SHSP) FEMA Formula Funds.

The U.S. House of Representatives passed the INVEST in America Act in June 2020, which contains several promising funding programs that could potentially contribute to the IBR Program if this or similar legislation is eventually signed into law. Congress is expected to restart deliberations on a new transportation funding act when the 117th Congress convenes, starting in January 2021. Of the potential grant programs in the INVEST in America Act, the PNRS program, if enacted by the new Congress, would be a large federal discretionary program aimed at projects such as the IBR Program. Under the INVEST in America Act, federal funding from this source would be capped at a maximum of 60% of project costs. Given the national demand for funding from such a program, the practical limit on the PNRS funding share may be significantly lower than the 60% cap. Thus, the need for establishing state, regional, or local funding sources to contribute to the IBR Program will remain vitally important.

Table 5 documents potential future federal grant programs included in the INVEST Act that, if enacted by the new Congress, could potentially be leveraged to help fund the IBR Program.

Table 5. Potential Future Federal Funding Opportunities for the IBR Program

Funding Program	Total Available Funding	Typical Allocation per Project	Eligibility		Funding Potential for IBR
			Highway	Transit	
Projects of National and Regional Significance (PNRS)	\$9 B over 5 years	TBD	✓	✓	Medium
Community Transportation Investment Grants	\$3 B over 5 years for local government applicants	Max award = \$25 M	✓	✓	Low-Medium
Metro Performance Program Incursionary Grants	\$750 M over 5 years directed to MPOs	\$10 to 50 M each fiscal year	✓	✓	Low-Medium
Gridlock Reduction Grants	\$250 M over 5 years to reduce urban congestion in large metro areas	\$10 to 50 M	✓	—	Medium
Active Transportation Connectivity Grants	\$250 M over 5 years for pedestrian/bike networks	TBD	Pedestrian & Bicycle Only	—	Medium

Source: [*INVEST in America Act Fact Sheet \(2020\)*](#)

STATE FUNDING SOURCES FOR IBR PROGRAM

Large and transformative transportation infrastructure projects like the IBR Program require funding from a variety of sources. Securing timely commitments at the state and regional levels will be essential for competing for the federal funding programs described above. This section details existing and potential future state funding streams in Oregon and Washington that could be used to fund all or some elements of the IBR Program.

TOLLING

HISTORY / PREVIOUS IBR PROGRAM TOLL TRAFFIC/REVENUES STUDIES

Tolling alone cannot pay for the IBR Program. However, the proceeds of loans and bonds to be repaid with future toll revenues will likely be a key component of project funding. In 2009, WSDOT, in coordination with ODOT, was directed to conduct a tolling study for the CRC Project by Washington State Legislation. The final study dated January 2010¹³ reviewed I-5 toll scenarios that resulted in project funding ranging from \$0.94 to \$2.09 billion, depending on toll rates.

The study examined additional scenarios that tolled both the I-5 and I-205 bridges across the Columbia River, with toll funding ranging from \$2.08 to 3.36 billion. The same report also concluded that allowing tolling to start on the existing bridge while the new bridge was being constructed would have raised up to an additional \$330 million for the project, while also helping to manage traffic during construction.

In 2013, the OTC and WSTC entered into a Bi-State Toll Setting Intergovernmental Agreement to establish the process for setting toll rates for the CRC project, tolling I-5 Bridge only. At the end of that same year, ODOT completed a traffic and revenue study¹⁴ and companion memorandum providing net toll revenue projections.¹⁵ ODOT and the Oregon State Treasury estimated the toll funding contribution range at between \$1.0 and 1.6 billion using the “Draft Environmental Impact Statement (DEIS) tolls,” which were at the lower end of those considered in the 2010 report detailed above. This range assumed that tolls would be in place for 6 years on the existing bridge, with the “pre-completion” tolling netting about \$270 million after paying for O&M costs and prefunding various reserve account to bolster the toll financing.

Historically, tolls have been collected on bridges crossing the Columbia River since 1917. Only the I-205 Glenn L. Jackson Memorial Bridge was built without tolling. Two existing bridges across the river, the modern-day Bridge of the Gods and the Hood River Bridge, are currently tolled. Tolling within the IBR Program will be closely coordinated with ODOT and the current Oregon Toll Program effort that is evaluating the tolling of I-5 and I-205 in the Portland region.

BENEFITS OF TOLLING

Tolling provides revenue and serves as a tool to optimize system performance by providing congestion management during peak periods. It is important to weigh these benefits with equity considerations. Similar to the CRC project, variable tolling may be considered for the IBR Program. Variable tolling — charging different tolls by time of day, day of week, and/or travel direction according to a set schedule — would allow higher tolls to be charged at peak times and/or directions (e.g., north/southbound on weekday mornings and south/northbound on

¹³ https://www.wsdot.wa.gov/accountability/ssb5806/docs/4_Finance/CRC_TollingStudyCommitteeReport.pdf

¹⁴ http://data.wsdot.wa.gov/accountability/ssb5806/Repository/4_Finance/Investment%20Grade%20Analysis/Investment%20Grade%20Analysis.pdf

¹⁵ https://wsdot.wa.gov/accountability/ssb5806/docs/4_Finance/CRC_Net_Revenue_Memo_PB_12_27_2013.pdf

weekday afternoons) to help reduce congestion. Lower tolls would be offered at off-peak times and/or directions to attract trips that do not need to occur at high-demand times/directions.

Tolling the I-5 crossing would yield significant future revenues that can be leveraged to fund construction of the IBR Program, as well as cover ongoing bridge O&M costs. Future toll revenues can be pledged for various types of debt financing, including standalone toll revenue bonds, toll revenue bonds backed by one or both states, and/or a USDOT TIFIA loan. It is anticipated that the toll funding available to construct the IBR Program would be at least equivalent to the range reported for the CRC Project in 2013 due to factors that will likely offset any long-term changes in bridge traffic patterns as a result of the current economic conditions.

EXISTING STATE FUNDING COMMITMENTS

WSDOT AND ODOT PRELIMINARY ENGINEERING FUNDING

The Washington State Legislature's enacted transportation budget bills for 2019¹⁶ and 2020¹⁷ appropriate a total of \$35 million from state motor vehicle revenues to staff the IBR Program office and restart the early development phases of the project. The OTC has so far approved \$15 million in funding from ODOT to support planning, environmental analysis, and design work. As of December 2020, these contributions combine to provide \$50 million in funding for the IBR Program. ODOT has published a proposal to add another \$30 million to the IBR Program budget; however, the OTC won't act until January 2021. Throughout the development of the IBR program, Oregon and Washington will share project development costs equally, though the timing and mechanisms of funding allocation and dedication will not likely occur concurrently.

CONNECTING WASHINGTON FUNDING FOR THE MILL PLAIN BOULEVARD / I-5 INTERCHANGE PROJECT

The 2015 Connecting Washington Transportation Funding Package (CWTFP)¹⁸ established a 16-year, \$16.1-billion investment program, primarily funded by an 11.9-cent gas tax increase, to enhance and maintain critical transportation infrastructure. This program dedicates approximately \$97 million to fund improvements to the I-5 / SR 501 Mill Plain Boulevard interchange in downtown Vancouver. Construction funding for this project is budgeted for 2024 through 2029.¹⁹ This CFP assumes that, similar to the CRC Project, these improvements will be constructed as part of the IBR Program, and therefore includes their costs and associated funding in the IBR Program financial plan.

¹⁶ <http://leap.leg.wa.gov/leap/budget/lbns/1921Tran1160-S.SL.pdf>.

¹⁷ <http://leap.leg.wa.gov/leap/budget/lbns/2020Tran2322-S.SL.pdf>.

¹⁸ <http://lawfilesexternal.leg.wa.gov/biennium/2015-16/Pdf/Bills/Session%20Laws/Senate/5987-S.SL.pdf#page=1>.

¹⁹ <https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=02b28f10d90b4ffa87e9f1a0c7df4a49>.

FUTURE STATE FUNDING IDENTIFICATION

OREGON

Future IBR Program funding contributions from Oregon will be determined by the 2024-2027 Statewide Transportation Improvement Program (STIP). Throughout this process, the OTC and ODOT coordinate with a diverse set of stakeholders and the general public to develop a fiscally constrained capital improvement plan for state- and federally funded transportation projects. Funding projections for the STIP come from Oregon's federal transportation funding appropriations and statewide revenue programs dedicated to transportation.

Statewide revenue programs to fund transportation projects expanded significantly in 2017. Revenues come from increases to the motor fuel tax, vehicle title and registration fees, and the weight-mile tax on heavy trucks in addition to establishing new revenue sources dedicated to transportation: a privilege tax on new vehicle purchases, a tax on new bicycle purchases, and an employee payroll tax to fund public transit. Although the details have not yet determined, the emerging Oregon Toll Program may be a potential source for Oregon's state contribution to the highway portion of the IBR Program.

One limitation to be mindful of is that the Oregon Constitution (Article IX, Section 3a) is clear that any tax or fee levied on the ownership, operation, or use of a motor vehicle can only be used for roadway construction projects and/or the day-to-day maintenance and operations of the state's roadway system. Therefore, the State Highway Fund or any other revenues generated from motor fuel taxes, vehicle licensing, registration, or titles, tolling, congestion pricing, or road use charges, cannot be used to fund the transit portion of the IBR Program.

The Oregon Lottery Fund²⁰ may be a viable funding/financing option for the transit portion of the IBR Program. For example, since 2001, the Oregon Legislature has dedicated \$125 million to fund the Westside MAX Light Rail extension project, \$250 million for the Portland-Milwaukie LRT extension, and also committed \$35 million to commuter rail in Washington County.

Table 6 below documents existing Oregon revenue sources that could be leveraged to contribute to the IBR Program. Additional details can be found in Appendix Table 20.

²⁰ <https://www.oregonlottery.org/economic-growth/>.

Table 6. Oregon State Funding Sources potentially applicable to the I-5 IBR Program

Funding Program	Total Annual Revenues	Eligibility	
		Highway	Transit
Motor Vehicle Fuel Tax	\$625 M / year (FY '19)	✓	–
State Weight-Mile Tax	\$345 M / year (FY '19)	✓	–
Driver and Vehicle Licensing and Registration Fees	\$565 M / year (projected in FY '21 to '23)	✓	–
Oregon State Lottery Fund	Pre-pandemic forecasts about \$126M per year. The pandemic has impacted this forecast	–	✓
Statewide Transportation Improvement Fund (STIF) Formula Fund	\$113 M / year (projected for FY '19 to '21)	–	✓ (cannot be used for LRT capital costs)
Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program	\$6.4 M / year (projected for FY '19 to '21)		
Other Miscellaneous Taxes and Fees (e.g., vehicle dealer privilege tax, cigarette tax, payroll tax, bicycle tax, etc.)	\$215 M / year (projected in '21 to '23)	✓	✓
Oregon Toll Program	TBD (program in development)	✓	–

WASHINGTON

The \$35 million in Preliminary Engineering funding discussed previously appears in WSDOT's Approved 2020-2023 STIP.²¹ Future IBR Program funding from Washington will be determined during the next iteration (2021-2023) of the federally-mandated STIP process.

The Washington State Legislature has supported multiple transportation funding measures over the last 20 years: the 2003 Washington State “Nickel” funding package, the 2005 Transportation Partnership Program funding, and the 2015 Connecting Washington transportation funding package. Revenues supporting these three funding packages have relied primarily on motor vehicle fuel tax increases of 5¢, 9.5¢ and 11.9¢, respectively, along with selected additional vehicle weight and license fees. The proceeds from each of these measures were dedicated to specific projects, and it is likely that the revenues from these measures will be encumbered for the foreseeable future to complete the projects designated by the legislature. The legislature allocated \$50 million to the prior CRC Project from the 2005 Transportation Partnership Program funding package. Table 7 below documents existing WSDOT revenue sources that may be applicable to the IBR Program.

A new measure could potentially be formulated to fund the IBR Program through additional increases to vehicle user fees; however the 18th Amendment of the Washington State Constitution requires that revenue from fuel tax must be used for highway purposes, so the transit portion of the IBR Program may not be eligible for funding sourced from motor fuel taxes. Additional details can be found in Appendix Table 21.

²¹ <https://wsdot.wa.gov/sites/default/files/2009/01/14/LP-STIP-Projects.pdf>.

Table 7. WSDOT Revenue Sources potentially applicable to the I-5 IBR Program

Funding Program	Total Annual Revenues	Eligibility	
		Highway	Transit
Motor Vehicle Fuel Tax	\$1.7 B / year (FY '19 to '21)	✓	–
Driver and Vehicle Licensing and Registration Fees	\$950 M /year (FY '19 to '21)	✓	✓
WSDOT Regional Mobility Grants	\$52 M / year (FY '19 to '21)	–	✓
Transportation Improvement Board (TIB) Urban Arterial Program (UAP) Formula Funding	\$60 M / year (FY '20)	✓	✓
Freight Mobility Strategic Investment Board (FMSIB) Funding	\$25 M total to be distributed from FY '19 to '23	✓	–
Other Miscellaneous Taxes and Fees (e.g., rental car taxes)	\$136 M / year (FY '19 to '21)	Varies	Varies

In Washington State, there is no precedent for toll revenues to pay for non-highway capital improvements, and existing toll authorization statutes by facility outline the acceptable uses for toll revenues that are confined to the highway project funded from tolls. However, it is conceivable that Washington toll revenue and/or bond proceeds could be used for certain transit improvements, provided that the improvements facilitate the efficient utilization and safety of I-5 or its interchanges, and the legislature allows for such use in the statutes authorizing tolls for the IBR Program.²²

LOCAL/REGIONAL FUNDING SOURCES FOR IBR PROGRAM

Local and regional jurisdictions in Oregon and Washington have various methods of levying local-option taxes and fees to help fund transportation projects. As of December 2020, these mechanisms have mostly been leveraged to fund local, smaller scale improvements, like off-network roadway maintenance and safety projects, public transit services, and the expansion of sidewalk and active transportation networks. Local and regional funding are not anticipated to be a significant funding source for IBR Program development, construction, and capital costs. Local and regional sources will likely provide funding for O&M of the transit component. The following section outlines some local and/or regional sources for which the IBR Program could be eligible.

OREGON: CITY OF PORTLAND, PORTLAND METRO, AND MULTNOMAH, WASHINGTON, AND CLACKAMAS COUNTIES

Oregon has created many different local-option tax instruments to fund transportation projects, particularly to help fund public transit and other local priority projects. To expand the capacity of existing local-option taxes or fees to provide a meaningful funding contribution to the IBR Program would require a public vote in most instances. Table 8 below outlines existing revenue sources that are used to fund transportation projects and considerations for expanding these

²² <http://courts.mrsc.org/supreme/083wn2d/083wn2d0878.htm>.

sources to potentially contribute to the IBR Program. Additional details can be found in Appendix Table 22.

Table 8. Oregon Local/Regional Funding Sources Potentially Applicable to the IBR Program

Local/Regional Transportation Funding Program	Total Annual Revenues ²³	Eligibility	
		Highway	Transit
Multnomah County Fuel Tax	\$7 M / year (projected in FY '20)	✓	–
Multnomah County Vehicle Registration Fees (VRF)	Existing funding dedicated to debt pay-off for the new Sellwood Bridge. Fee increase in 2021 (HB 4064) earmarked for Earthquake Ready Burnside Bridge project (\$580-860 M project).	✓	–
Multnomah County Property Tax	\$324 M / year (FY '20)	✓	✓
Regional Employer Payroll Tax (including Self-Employment Tax and State In-Lieu payment)	\$420 M / year (projected for FY '20), makes up 60% of TriMet's operating resources	✓	✓
Port of Portland Transportation Improvement Plan (PTIP) Funding	\$315 M / year general operating fund; \$58 M / year bond construction funds (does not include airline revenue/construction funds)	✓	✓
City of Portland Motor Fuel Tax	\$18 M / year (projected for FY '20)	–	–
Other Local/Regional Taxes and Fees (e.g., Vehicle Rental Taxes, Hotel/Motel/Short-term Rental Taxes, etc.)	Approximately \$30 M / year available for transportation funding (projected in '20)	Varies	Varies

* Technically an eligible use though the funds are not currently used for this purpose.

WASHINGTON: CITY OF VANCOUVER, SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL, AND CLARK COUNTY

Local and regional jurisdictions in Washington also have a host of local-option tax instruments to fund transportation projects at their disposal; however, most of them are not presently utilized in the City of Vancouver or Clark County for transportation funding purposes. C-TRAN, the transit provider within Clark County, derives about 80% of its agency budget revenues from a 0.7% local-option sales and use tax. Meanwhile, Clark County property taxes cover approximately 50% of the County's budget for roadway projects, and development impact fees provide a revenue source for the City of Vancouver's transportation funding needs. Several other tax instruments, many of which have been successfully implemented in the Puget Sound region, are not currently assessed in Clark County and would require local voter approval to implement. Table 9 below outlines local and regional transportation funding mechanisms under existing state statutes that can be used to fund transportation projects in Clark County, the City of Vancouver, and its surrounds. Additional details can be found in Appendix Table 23.

²³ Note: projected revenues were produced prior to the COVID-19 pandemic; thus, these values likely overestimate the actual revenues generated by these programs.

Table 9. Washington Local/Regional Funding Sources Potentially Applicable to the IBR Program

Local/Regional Transportation Funding Program	Total Annual Revenues ²⁴	Eligibility	
		Highway	Transit
Sales and Use Tax dedicated for High Capacity Transit	\$60 M / year (projected in '20) (About \$8.8 M per 0.1% sales tax rate increase)		✓
Transportation Benefit District Vehicle Licensing Fee	\$5 M / year ('19) from \$40 vehicle license fee	✓	✓
Clark County Property Tax	\$38 M / year to fund County Roads and Transportation Projects in '20	✓	✓
Clark County Real Estate Excise Taxes (REET) dedicated to capital projects	\$5.4 M /year ('19) from maximum 0.5% real estate transfer tax	✓	✓
Regional Employer Tax	None currently assessed. Max = \$2 / employee / month	✓	✓
Clark County Property Tax Road Levy	Not currently assessed. Max = \$2.25/\$1,000 valuation	✓	—
Local Commercial Parking Tax	None currently assessed.	✓	✓
City/County Fuel Taxes	None currently assessed. Max = Up to 10% of State Rate	✓	—
Local-option Motor Vehicle Excise Taxes (MVET)	Not currently assessed. Max = 1.1% of vehicle value	—	✓

FINANCING MECHANISMS FOR IBR PROGRAM

The following section details financing mechanisms available to support the IBR Program. These are not additional types of funding, but rather ways to convert (borrow against) the revenue streams discussed elsewhere in this document to provide funding for up-front capital expenditures. In each case, borrowing would need to be tied to a revenue stream that would be pledged to repaying the debt.

LEVERAGING PROJECT REVENUES

A variety of public, quasi-public, and private financing options exist to help develop and construct large transportation projects in the U.S.

Table 10 documents financing options that could be employed for the IBR Program. These financing mechanisms pledge future project revenues to repay loans or other debt according to predefined contractual terms. Constitutional restrictions in both states disallow motor fuel tax revenues (and in Oregon the proceeds of any tax or fee on the ownership, use, or operations of a motor vehicle) from being used to fund or finance non-highway investments. Additional details can be found in Appendix Table 24.

²⁴ Projected revenues were produced prior to the COVID-19 pandemic; thus, these values likely overestimate the actual revenues generated by these programs.

Table 10. Potential Financing Mechanisms for the IBR Program

Financing Tool	Lender	Repayment Source	Eligibility	
			Highway	Transit
Standalone Toll Revenue Bonds	Bond investors	Net toll revenues	✓	**
State-backed Toll Revenue Bonds	Bond investors	Net toll revenues, then motor fuel tax revenues or other state sources	✓	**
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan*	USDOT	Net toll revenues	✓	**
Grant Anticipation Revenue Vehicles (GARVEEs) Bonds (FHWA program for highway projects)	Bond investors	Future Federal Aid grant funding	✓	–
Revenue Bond Grant Anticipation Notes (GANs) (FTA program for transit projects)	Bond investors	Future Federal Aid grant funding	–	✓
Lottery Bonds	Bond investors	Lottery revenues from Oregon Lottery Commission	–	✓

* TIFIA loan amount limited to 33% of eligible program costs.

** Toll revenue may be eligible for use on certain transit improvements that benefit I-5, if authorized under the tolling statute for the IBR Program.

VALUE CAPTURE TECHNIQUES

“Economic value capture” refers to an innovative public infrastructure financing mechanism: increases in private land values generated by a new public investment are all or in part “captured” through a land-related tax to help pay for that investment, typically by financing against these future property value gains. The potential for the IBR Program to receive this type of financing is generally low.

Table 11 below highlights several value capture techniques that may be applicable to the IBR Program. Additional details can be found in Appendix Table 25.

Table 11. Value Capture Financing Mechanisms for the IBR Program

Value Capture Tool	Lender	Repayment Source	Financing Potential for IBR	Eligibility	
				Highway	Transit
Tax Increment Financing (TIF)	Local / Regional Jurisdiction	Future tax revenues	Low	✓	✓
Local Improvement District (LID)	Local / Regional Jurisdiction	Fee levy on proximate property owners	Low	✓	✓
Development Impact Fee (DIF)	City of Vancouver / City of Portland	Fee levy on new development	Low	✓	✓
Other Special Assessment Districts (e.g., Road Improvement District (RID), Community Facility District (CFD), etc.)	Local / Regional Jurisdiction	Special tax or fee levy on property owners in designated district benefiting from improvement	Low	Varies	Varies

PUBLIC-PRIVATE PARTNERSHIP OPPORTUNITIES AND CONSTRAINTS

The National Council of Public-Private Partnerships defines a P3 as “a contractual agreement between a public agency (federal, state, or local) and a for-profit corporation. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public. In addition to the sharing of resources, each party shares in the risks and rewards potential in the delivery of the service and/or facility.”²⁵

P3s are a project delivery mechanism and thus not a funding source. P3 agreements can generally provide greater cost certainty and/or cost efficiencies when the agreement properly allocates various risks to the parties best suited to manage them. P3 projects still require a dedicated revenue stream to leverage such as tolling and tend to have higher finance costs than public projects due to the higher cost of capital associated with private (generally taxable) financing and equity. However, these potentially higher finance costs can sometimes be offset by the private investor’s use of a long-term revenue stream commitment, pledging excess net revenues to repay its equity investment, and taking advantage of tax depreciation in ways that are not available to public entities. For the public sector, key questions remain, including limits on toll rate setting and whether to relinquish the value of long-term toll revenues in exchange for an immediate infusion of cash.

At this time, Washington has enabling legislation broadly permitting P3s. However, the restrictions on private financing regulations and stringent procedures imposed by current Washington statutes hinder P3 project procurement and implementation, effectively limiting P3

²⁵ <https://ncppp.org/>.

model application to design-build (DB) contracts for large-scale transportation projects like the IBR Program.

Oregon has enabling legislation and procedures permitting P3s. However, ODOT's P3 projects to date have been limited to DB contracts. A 2006 white paper discussing the viability of a P3 for delivering the I-5 Bridge replacement identified Washington law as an impediment.²⁶ A 2012 study for the Washington State Legislature's Joint Transportation Committee likewise identified limitations with current law, including procedural hurdles that add uncertainty and political risk for any private sector entity bidder.²⁷

The IBR Program will further examine P3 options and their applicability as a project delivery and/or financing strategy as the scope of the Program becomes more defined through the course of the project development process. This work will consider all available and appropriate delivery options.

SUMMARY OF KEY FUNDING OPTIONS FOR THE IBR PROGRAM

Table 12 summarizes the key potential funding options covered in the CFP for the IBR Program. There is significant state investment needed at the beginning phases of large projects.

Table 12. Key Funding Options for the IBR Program

Funding Source	Included in the Conceptual Cash Flow Analysis	Funding Range		Likelihood of Funding
		Low	High	
Existing WA State Funding – Mill Plain I/C	Yes	\$97 M		High
Existing WA State Funding for IBR	Yes	\$35 M		High
Existing OR State Funding for IBR	Yes	\$15 M		High
FTA CIG Grant	Yes	\$250 M	\$930 M	Medium/High
USDOT BUILD	Yes	\$5 M	\$20 M	Medium
Toll funding – debt	Yes	\$850 M	\$1,300 M	High
Toll funding – WA state sales tax deferral	Yes	\$92 M	\$141 M	Medium
Toll funding – pre-completion tolling	No	\$250 M	\$300 M	Not rated
Miscellaneous Regional/Local Funding	No	\$1 M	\$30 M	Low
Potential Future INVEST in America Act Programs (multiple, including PNRS)	No	\$5 M	\$500 M	Low/Medium
FHWA INFRA Grant or successor program	No	\$0 M	\$135 M	Medium
Potential future state funding package in OR & WA	No	TBD	TBD	Not rated

²⁶ WSDOT. *CRC Funding and Financing Options*. Columbia River Crossing. November 28, 2006.

https://www.wsdot.wa.gov/accountability/ssb5806/docs/4_Finance/CRCFundingAndFinancingOptions_112806.pdf.

²⁷ AECOM. *Evaluation of Public Private Partnerships for State Transportation Projects*. Washington State Joint Transportation Committee. January 19, 2012. http://leg.wa.gov/JTC/Documents/Studies/P3/P3FinalReport_Jan2012Web.pdf.

6. SOURCES, USES, AND THE FUNDING GAP

CONCEPTUAL CASH FLOW ANALYSIS

This section describes the key assumptions and methodology for reviewing potential funding sources and uses and presents different cash flow scenarios.

ASSUMPTIONS AND METHODOLOGY

For more detail on the purpose and mechanics of each funding source, refer to Section 5 (Potential Funding Sources and Financing Options).

SOURCES OF FUNDS

The CFP assumed major sources of funds to include:

- State sources of funds – Existing funding for the project from both the Washington and Oregon state legislatures;
- Federal sources of funds – FTA CIG New Starts Grants and other federal grant programs; and
- Toll funding.

STATE SOURCES OF FUNDS

The CFP focuses on existing state sources of funds, as the evaluation does not assume any state funding in addition that which Washington and Oregon have already committed for the IBR Program. The Addressing the Funding Gap and Next Steps section describes a strategy to position the project to secure additional funding from both Washington and Oregon in the future.

FEDERAL SOURCES OF FUNDS

FTA CIG New Starts Grants: This plan assumes that the transit component of the IBR Program would be funded, in part, by a New Starts CIG, and provides a range for potential New Starts funding. For each of the IBR Program LRT and BRT options, the low end of New Starts funding represents 40% of the transit cost of the option from January 2024 forward, the point at which the IBR Program's transit component is expected to enter "project development" as defined by FTA for the CIG program. The high end of the range was estimated by applying the provisions in Section 173 of the FY 2010 Consolidated Appropriations Act²⁸ to the IBR Program in the same manner used by FTA to make its \$850 million funding recommendation for the CRC project in the FY 2013²⁹. Based on this methodology, the amount of New Starts funding potentially available to the IBR Program ranges from just under \$250 million for Option 2A: Bridge + Low BRT/Highway to roughly \$930 million for Option 1B: Bridge + High LRT/Highway. It is anticipated that the total amount of grant funds will be made available in annual

²⁸ H.R. 3288, December 9, 2009.

²⁹ FY 2013 Annual Report on Funding Recommendations.

appropriations of between \$75 million per year (low funding case) and as high as \$130 million per year (high funding case), subject to FTA guidelines and approval. The ability to secure a New Starts CIG depends on future IBR Program approvals, most notably the ability to demonstrate to FTA that the other funding required to complete the IBR Program finance plan has been fully committed. Furthermore, if the transit component finally selected for the IBR Program is not consistent with the service quality and standards required for New Starts funds, the IBR Program may only be eligible for a maximum CIG of \$100 million, or potentially not eligible for any CIG award.³⁰

Other Federal Grant Programs: In addition to the FTA CIG grant, this CFP assumes that the project will secure federal funding from one or more other discretionary grant programs, such as BUILD (described in more detail in Section 5 [Federal Funding Sources for the IBR Program]). Based on information on similar discretionary federal grants for transportation projects in the region between 2009 and 2020, it is reasonable to assume the IBR Program could be awarded a BUILD (or similar successor program) grant of as much as \$20 million. Additionally, the IBR Program would be well positioned to meet criteria of the INFRA program or similar successor program, such as support for regional economic vitality, described in more detail in the Federal Funding Sources for the IBR Program section of Section 5.

It is worth noting that, given FHWA's historic support for a replacement I-5 Bridge, the IBR Program could be well positioned to secure a substantial discretionary award from a potential future federal infrastructure bill or economic recovery stimulus bill. For example, the INVEST in America Act (described in more detail in the Federal Funding Sources for the IBR Program section of Section 5) included a \$9 billion for the PNRs program. If the IBR Program secured a share of such a program proportionate to the combined population of Oregon and Washington, this would provide about \$320 million in project funding. Although the prospects for congressional passage of such a bill and a grant being awarded to the IBR Program are uncertain, the IBR Program will proactively prepare for such opportunities.

The analysis underlying the CFP conservatively includes \$5 million from other federal grant programs for low funding scenarios and \$20 million for high funding scenarios.

TOLL FUNDING

Issuing debt against toll revenues will be an important tool to reduce the gap between capital project sources and uses of funding. As detailed in the prior History / Previous IBR Program Toll Traffic/Revenues Studies section, in December 2013, ODOT and the Oregon State Treasury completed an investment-grade traffic and revenue study, companion net toll revenue projections, and financial capacity analysis to estimate the potential toll funding contribution for capital construction of the CRC project. The range of toll funding was similar to estimates jointly prepared by both states in 2012 and early 2013.

The toll funding estimates assumed that the existing I-5 Bridge would be tolled during construction of the replacement (pre-completion tolling), with those net toll revenues to be used on a pay-as-

³⁰ BRT headway thresholds include: 10 minute headways during peak period and 20 minute headways during off-peak period over a total of 14 hours per day or 15 minute headways during the full 14 hours per day.

you-go basis for construction (after pre-funding various reserve accounts), and that the net toll revenues from tolling the replacement I-5 Bridge (post-completion tolling) would be pledged to repay funds borrowed for construction funding. Financing structures using standalone toll revenue bonds and state-backed toll revenue bonds were considered, including augmenting the bonds with a USDOT TIFIA loan.

This CFP adopts the 2013 estimated toll funding capacity range, with the exception that pre-completion tolling was not incorporated in the base CFP; instead, it is considered to be a potential option to reduce the funding gap. Even though these estimates did not anticipate the temporary or permanent reductions in travel caused by the COVID-19 pandemic, 2013 toll funding range represents a reasonable, if not conservative, estimate of the toll funding capacity for use in this preliminary analysis for the reasons described below.

The 2013 toll funding capacity analysis did account for reduced travel volumes caused by the 2008-09 recession. The recession caused a substantial decrease in I-5 Bridge traffic volumes. Average weekday traffic volumes crossing the bridge 2009 were about 5% lower than its previous high. However, within 5 years, the average weekday traffic volume crossing the bridge exceeded the earlier high year and continued to grow until impacted by the pandemic.³¹ By the last week of October 2020, traffic volumes on the I-5 Bridge were only 9% lower on weekdays and 13% lower on weekends than the same time period in 2019.³²

Future IBR Program analyses will assess post-pandemic traffic volumes on the I-5 Bridge. A preliminary schedule for the IBR Program would place the completion of the I-5 Bridge in FY 2030, 8 years after the projected CRC completion date, which formed the basis for the 2013 estimates. Eight additional years of underlying regional growth is assumed to approximately offset any permanent changes in traffic resulting from the pandemic's impacts on telecommuting. Even if future forecasts of traffic volumes on the new I-5 Bridge in FY 2030 end up being lower than those forecasted for a FY 2022 CRC opening, the IBR Program's toll funding capacity may still be similar or higher than estimated in 2013 for other reasons.

For tolls under the IBR Program in FY 2030 to be equivalent in real terms to the DEIS tolls assumed for the CRC project completed in FY 2022, the nominal toll rate for the IBR Program would be 18 to 20% higher than the DEIS toll rate to account for eight additional years of inflation; resulting in an equivalent increase in toll revenues and the construction funding capacity available from the tolls.

With the 2013 toll funding study's findings serving as a baseline for the IBR Program, the low range of toll funding for the project is \$850 million and the high range is \$1.3 billion, in YOE dollars. This range excludes the option of tolling the existing bridge for 5 years during construction; if pre-completion tolls were implemented, the toll funding would increase by roughly \$250 million (low case) to \$300 million (high case) on a pay-as-you-go basis in YOE expenditure dollars. Assumptions underlying the toll funding range are summarized in Table 13.

³¹<https://www.rtc.wa.gov/data/traffic/bridges/daily.asp#:~:text=Daily%20bridge%20traffic%20volumes%20have,vehicles%20a%20day%20by%201980.&text=Currently%20total%20Columbia%20River%20crossing%20are%20nearing%20300%2C000%20vehicles%20a%20day>.

³² ODOT, Observed Statewide Traffic Volume Patterns: Related to COVID-19 Monitoring, November 6, 2020.

Table 13. Summary of Assumptions for Low and High Toll Funding Scenarios

Scenario	Low Funding	High Funding
Net Toll Funding	\$850 M	\$1,300 M
Financing Structure and Interest Rate Assumptions	State-Backed Toll Revenue Bonds with higher future rates	State-Backed Toll Revenue Bonds with 2013 interest rates + a TIFIA loan at 4.0%
Pre-Completion Tolling	No	No
Potential Additional Funding from Pre-Completion Tolling	\$250 M	\$300 M

STATE AND LOCAL TAX DEFERRALS

There is precedent in Washington for projects to defer payment of state and local sales and use tax expended on construction. State and local sales taxes would be deferred costs of the project, to be repaid in 10 equal annual installments without interest, starting 5 years after project completion. Excess net toll revenues after other debt service obligations would serve as the source of funds for repayment, effectively making this an additional component of the toll funding contribution.

The effective sales tax rate in Vancouver, WA and the surrounding county within the transit benefit district (as the applicable point of purchase or place of use) is 8.4%. The estimated total of Washington's state sales tax revenue deferred in the analysis ranges from \$92 million (BRT low-cost scope) to \$141 million (LRT high-cost scope) in YOE dollars.

Oregon does not have a sales tax, but recently passed a CAT. The CAT formula is \$250 plus 0.57% of taxable Oregon commercial activity of more than \$1 million. The estimated maximum construction costs subject to the Oregon CAT is \$1.5 to 2.0 billion YOE dollars (LRT high-cost scope). Assuming the CAT is applied on an annual basis, this could translate to roughly \$10 million in YOE dollars over the construction period. However, computing the CAT is complex, as there are cascading affects resulting from multiple layers of contracting and subcontracting relationships which might result in an effective CAT rate higher than 0.57%. Given the uncertainty in how to estimate CAT revenue, the lack of precedent for deferring CAT payment, and the small total funding potential, the CFP does not currently assume CAT payment deferral as a source of financing.

USES OF FUNDS

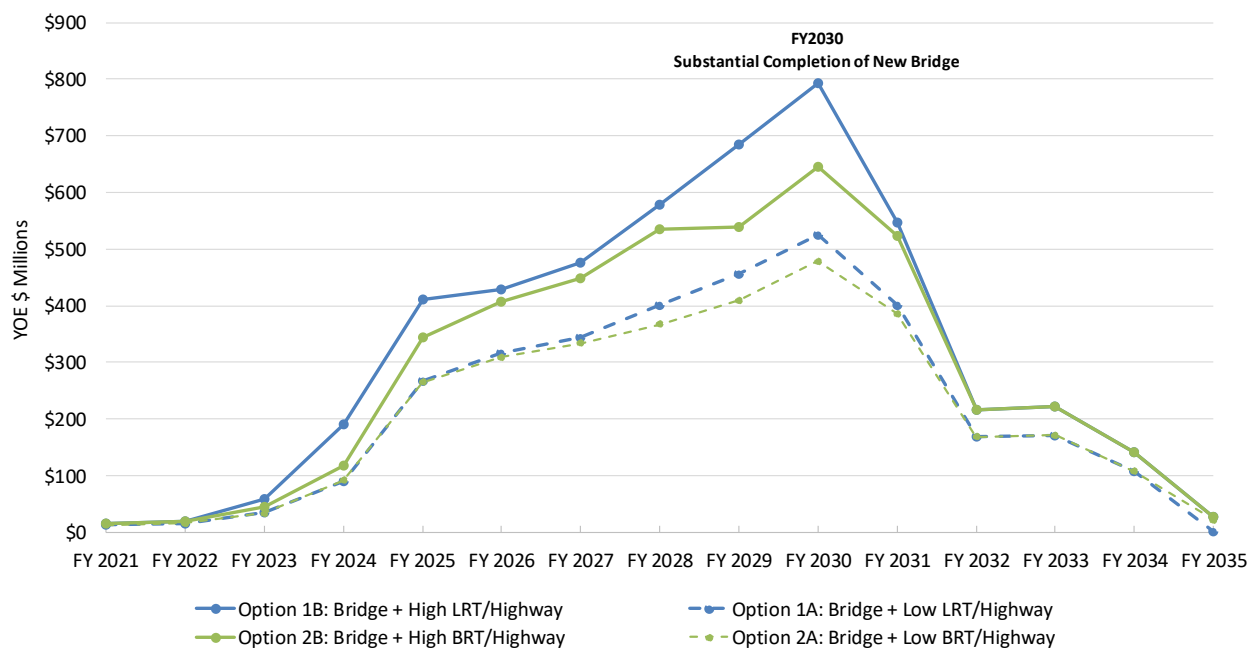
PE/ROW/CONSTRUCTION CAPITAL COSTS

The analysis considers two different modes and a large scope and small scope for each mode, resulting in a high cost and low cost for each mode. The four cost estimate options include:

- Option 1A: Bridge + Low LRT/Highway
- Option 1B: Bridge + High LRT/Highway
- Option 2A: Bridge + Low BRT/Highway
- Option 2B: Bridge + High BRT/Highway

The key assumptions and methodology underlying each cost estimate are detailed in the Cost Estimate Assumptions. Figure 3 illustrates high and low scope cost estimates for both modes. The spread between the low and high options with LRT is \$1.49 billion, compared with \$1.08 billion between the low and high options with BRT.

Figure 3. Cost Estimate Ranges for the BRT and LRT Options



RANGE OF CASH FLOWS

Scenarios were designed to pair low scope/cost estimates with low funding assumptions and high scope/cost estimates with high funding assumptions, using the low and high ranges for the funding options included in the conceptual cash flow analysis as shown in Table 12 summarizes the key potential funding options covered in the CFP for the IBR Program.

As the public process for the IBR Program proceeds, both the scope and staging of the project and the anticipated funding will evolve and be refined to yield a financially feasible outcome.

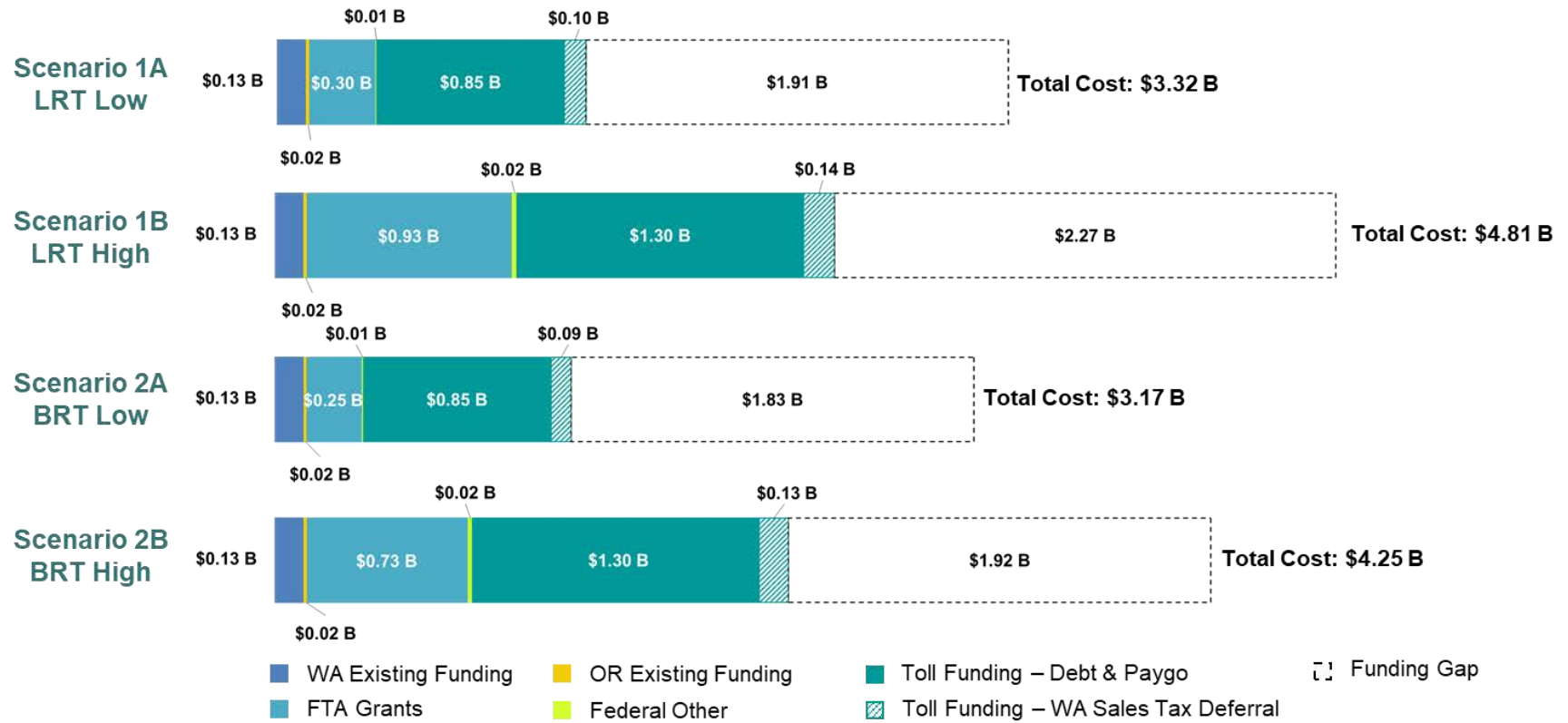
As such, the following scenarios³³ were identified:

- Scenario 1A: Light Rail Transit, Low-Cost Estimate, Low Funding
- Scenario 1B: Light Rail Transit, High-Cost Estimate, High Funding
- Scenario 2A: Bus Rapid Transit, Low-Cost Estimate, Low Funding
- Scenario 2B: Bus Rapid Transit, High-Cost Estimate, High Funding

Applying the LRT transit element, the funding gap to be covered by future state funding could range from \$1.91 to 2.27 billion in YOE dollars. Applying the BRT transit element, the funding gap to be covered by future state funding could range from \$1.83 to 1.92 billion in YOE dollars. All four scenarios are illustrated in Figure 4.

³³ All scenarios include a replacement river crossing and highway improvements from Marine Drive through SR 500.

Figure 4. LRT/BRT Scenario Summaries



ADDRESSING THE FUNDING GAP AND NEXT STEPS

Next steps will require an iterative and inclusive public process. As a critical link between the two states and essential for local, regional, and corridor-wide economic success and growth, the ailing I-5 Bridge must be replaced.

To secure capital infrastructure funding for the IBR Program, WSDOT and ODOT will need to work with Washington and Oregon state legislatures, the WSTC and OTC, and regional community leaders and elected officials in the Portland metropolitan area and Southwest Washington to emphasize the importance of the IBR Program to the continued movement of people and goods through this vital corridor. The funding gap needs to be addressed at the statewide level through each state's STIP process, as well as at the local/regional level TIP processes.

For other similarly sized transportation infrastructure projects in the region, both Oregon and Washington have successfully passed revenue bond funding packages to support a collection of projects spread across the state. Washington has historically opted to pass transportation funding packages relying heavily on motor vehicle fuel taxes plus toll-backed financing mechanisms. Oregon's *Keep Oregon Moving* program raised \$5.3 billion from diverse tax and fee increases to provide multimodal project funding and financing support.

The IBR Program's public transit element makes it somewhat unique relative to the regional case study projects discussed in the Major Project Funding examples in Washington State section. Constitutional prohibitions in both states on the use of motor fuel tax revenues (and in Oregon, any fee imposed on the ownership or operation of a motor vehicle, including tolls, is prohibited) for non-highway projects mean that funding the transit component of the IBR Program may require some alternative sources of funding.

Oregon's statewide mechanism for funding and financing public transit projects, the Statewide Transportation Improvement Fund (STIF), previously the Special Transportation Fund, cannot be used for light rail capital projects, so TriMet has relied on federal programs, local/regional funding, and the Oregon Lottery Fund to finance expansion of its MAX system.

In Washington, C-TRAN used locally generated capital funding and a Small Starts grant from FTA in 2019 and other federal funds to expand its BRT system. Voters in the Puget Sound Metropolitan area have passed local-option property tax and motor vehicle excise tax measures to fund the expansion of the Sound Transit system, the latter of which applies to Regional Transit Authorities (two or more contiguous counties with a population of 400,000 or more).

To address the transit funding gap, the IBR Program will need to take the steps necessary to qualify for an FTA CIG New Starts grant, along with identifying potential matching fund options from state, regional, and local streams. Once sources and amounts of non-federal funding has been decided upon, the IBR Program will take steps to secure the approvals and commitments for the non-federal funding that are required to apply for federal grants and for entering bonding and loan agreements.

7. FINDINGS

This CFP contextualizes and updates past work and projections and provides a high-level overview of the IBR Program's initial funding and financing needs and options. While both WSDOT and ODOT agree that the legacy CRC project cost estimates provide a starting point for developing a high-level preliminary cost estimate range for the IBR Program, they also acknowledge that the IBR Program may end up fundamentally different as its scope and design evolve with public input. The IBR Program is currently developing a Purpose and Need, which will set a course for the project, and the financial plan for the Program will evolve with this process.

This CFP also reviewed current funding sources and financing options at the federal, state, and regional/local levels for applicability, probability, and magnitude. Large multimodal infrastructure projects typically need to secure a variety of funding sources and financing to move forward. Federal funding can serve as an important source for projects and could play a critical role in moving the transit components of the IBR Program forward. Federal funding programs for which IBR could compete are both extremely competitive and require matching non-federal (i.e., state, regional, local, or private) funding.

Based on past and current research, it is anticipated that federal discretionary grant programs and toll funding will comprise key shares of the IBR Program funding. Other funding included in the table below includes existing funding from Oregon and Washington, other federal discretionary programs, and Washington sales tax referral. However, there remains a funding gap of approximately \$1.8 to 2.3 billion which will need to be addressed through a combination of state funding, potentially augmented by other federal, regional, local and/or private sources, and reductions in project scope and cost. Table 14 details the near term funding gap range for the upcoming state biennia, inclusive of program development, ROW acquisition and construction costs.

Currently, \$50 million has been provided for program development.

Program development work required to advance ROW acquisition and construction is estimated to cost between \$50 and \$100 million and take between 3 to 5 years. These estimated costs and timelines are contingent upon gaining bi-state agreement and consensus for the program scope and receiving funding for ROW and construction. To continue IBR Program success and advance to construction, the near-term funding gap should be considered in developing future biennium budgets.

Table 15 outlines the preliminary results for the analysis scenarios and associated funding gaps, based on the selected mass transit mode, projected construction costs, and funding assumptions.

Near term funding needs for the IBR Program:

Table 14. Near-term Biennium Needs (as of December 2020)

Biennium	Estimated Funding Gap Low Range	Estimated Funding Gap High Range
2021 – 2023	\$12 M	\$45 M
2023 – 2025	\$173 M	\$338 M

Note: amounts shown include project development, ROW and construction.

Table 15. Overview of IBR Program Funding Gap

Scenario	Transit Mode	Cost Assumptions		Funding Assumptions				Funding Subtotal	Funding Gap
		High/Low	Cost	High/Low	FTA Grants	Toll Funding	Other Funding		
1A	LRT	Low	\$3.32 B	Low (More Conservative)	\$0.30 B	\$0.85 B	\$0.25 B	\$1.40 B	\$1.91 B
1B		High	\$4.81 B	High (More Optimistic)	\$0.93 B	\$1.30 B	\$0.31 B	\$2.54 B	\$2.27 B
2A	BRT	Low	\$3.17 B	Low (More Conservative)	\$0.25 B	\$0.85 B	\$0.24 B	\$1.34 B	\$1.83 B
2B		High	\$4.25 B	High (More Optimistic)	\$0.73 B	\$1.30 B	\$0.30 B	\$2.33 B	\$1.92 B

Next Steps

The IBR Program finance plan will continually evolve as project development work progresses. In the near term, the following next steps are anticipated:

- ▶ **Continually update the financial plan:** As the scope of improvements for the IBR Program is refined in response to public and stakeholder engagement, the financial plan will be refined based on updated risk-based cost estimates, project construction schedules, and project delivery method(s). Each update will be used to further align the scope of improvements with the amount of reasonably available funding.
- ▶ **Assess P3 delivery options:** The IBR Program will develop a white paper to evaluate the advantages and disadvantages of different P3 delivery options. The white paper will address the potential to accelerate delivery, manage construction risks, incorporate innovation, and/or deliver additional financing leverage by engaging in a P3 agreement.
- ▶ **Examine national bi-state projects:** The IBR Program will develop a case study memorandum evaluating the funding plans of other national bi-state bridge projects.
- ▶ **Prepare program for federal funding and financing opportunities:** The IBR Program will prepare a report documenting the processes and work required to position for and satisfy the prerequisites for obtaining a New Starts CIG from FTA, as well as other federal funding and financing programs.
- ▶ **Pursue additional funding opportunities:** Opportunities will be pursued to secure additional funding commitments for the IBR Program through federal discretionary grants and the STIPs of both states.
- ▶ **Engage stakeholders to develop consensus:** The IBR Program will work closely with the Bi-State Legislative Committee, the ODOT-WSDOT Executive Steering Group, Oregon State Treasury, Washington Office of the State Treasurer, other elected officials, and the IBR Program Community and Equity Advisory Groups to develop a consensus direction on state and federal funding requests as well as consider the appropriate decision-making structure for the construction and operation of the replacement bridge.
- ▶ **Promote opportunities for the program in the upcoming federal transportation reauthorization bill:** The IBR Program will coordinate closely with ODOT, WSDOT, and the congressional delegation of both states to identify and secure supportive policies and funding programs in the upcoming federal transportation reauthorization bill.

8. APPENDIX

The appendix of this report includes more detailed information not included in the main text of this CFP.

HIGH-LEVEL COST ESTIMATES

GENERAL ASSUMPTIONS:

1. The previously expended dollars for the CRC project are not included in the IBR Program estimate moving forward.
2. This base cost estimate has values accounting for risk/cost uncertainty.
3. Costs from this estimate were derived from the CRC base cost estimate in 2012 dollars.
4. The conceptual construction packages identified in the 2012 estimate have been carried forward for this estimate update.
5. Construction delivery method (i.e., DB, Design-Bid-Build [DBB], General Contractor/Construction Management [GC/CM], Design-Furnish-Install [DFI], etc.) assumed in the 2012 estimate are carried forward as part of this cost estimate.
6. The sales tax in Vancouver, Washington is 8.4% as of 10/1/20.
7. The Oregon State CAT is \$250 plus 0.57% of taxable Oregon commercial activity of more than \$1 million for each commercial entity. On the SR 91 Corridor Improvements Project (\$650 million in construction), there were 36 contractors and trade subcontractors that had budgets of \$1 million or more. All construction packages will have a minimum of 5 commercial entities and as many as 39.
8. Costs in this estimate are displayed in terms of fiscal year/ biennium (e.g. the 2019-21 biennium remains in effect from July 1, 2019 through June 30, 2021).
9. Construction of Marine Drive is scheduled for after Columbia River bridges and approaches are completed. Design and construction of Washington Highway North (SR 14, Mill Plain, Fourth Plain & SR 500 Interchanges) is advanced to coincide with funds from the CWTFP for Mill Plain Blvd. Interchange. The CWTFP funding only funds a portion of the CRC-scoped Washington Highway North package.
10. The Columbia River bridges and approaches construction duration estimated to be 6.5 years per the biological opinion and discussions with U.S. Coast Guard.
11. Contractor professional services for DB projects include:
 - Final Design - 8% of construction except mobilization and artwork
 - Design & construction project management - 4% of construction except mobilization and artwork
 - Bonding & Insurance - 0.5% of construction.
12. Owner professional services for DBB projects include:
 - Final Design - 7% of construction
 - Design & construction project management - 12% of construction.
13. Added estimated costs of ODOT/WSDOT from 7/2019 - 11/2020 (projected Oct/Nov) total \$1,500,000.
14. Added potential ROW impacts in Oregon: \$7 million (2020 \$'s) in highway costs. The factor for converting ROW expenditures from FY 2020 to FY 2012, is 1/1.6847 or 0.5936. This cost occurs in all construction options of CRC. There is an opportunity for a reduction in cost to \$6 million.
15. Added potential ROW impacts in Washington: \$30 million (2020 \$'s) in highway costs. The factor for converting ROW expenditures from FY 2020 to FY 2012, is 1/1.6847 or 0.5936.

This cost occurs in all construction options of CRC. There is an opportunity for a reduction in cost to \$5 million if the property can be avoided if there is a potential alternate alignment.

16. Added \$50 million (2020 \$'s) in transit/park & ride costs. The factor for converting RW expenditures from FY 2020 to FY 2012, is $1/1.6847$ or 0.5936. This cost occurs in all construction options of involving LRT and BRT. There is an opportunity for a reduction in cost to \$0 if the property can be avoided through alternate design.
17. High estimate for river clearance issues is \$30 million (2020 \$'s) in highway costs to be shown under CRC package. Low estimate is \$0. Same assumption to be used for all scenarios. Use the PE index for converting from FY 2020 (\$30 million) to FY 2012. Discount factor is 0.8438.
18. Travel demand management was estimated to cost \$30 million (in 2020 \$) in highway costs for CRC, with no range, to be shown under CRC package. Same assumption to be used for all scenarios. Use the PE index for converting from FY 2020 (\$30 million) to FY 2012. Discount factor is 0.8438.
19. The North Portland Harbor Bridge is assumed to be demolished and replaced at a cost of \$115 million. There is an opportunity for a reduction in cost to \$63 million by revising the construction strategy.
20. Included \$125 million in additions due to North Portland Harbor Bridge replacement for ROW, ramp/interchange design, and constructability changes per 2009 refinement analysis.
21. There is an opportunity eliminate the \$30 million (2020 \$'s) cost of the community connector from the SR 14 Interchange Project.
22. Preliminary engineering / professional services costs include the following: overall program management & project controls of the IBR Program, environmental update and review (i.e., Environmental Impact Statement preparation, Biological Assessment (BA), U.S. Coast Guard permitting, traffic and tolling projections, and preliminary engineering), final design of DBB projects or design/construction oversight of DB projects.

SCOPE OF WORK VARIATION ASSUMPTIONS

OPTION 1A: BRIDGE + LOW LRT/HIGHWAY:

1. LRT extends from the TriMet Expo Center Station in Portland to Turtle Station in Vancouver only.
2. Operate the existing (C-TRAN Vine) BRT service between Turtle and Clark College Stations in mixed traffic with minor enhancements.
3. Eliminate Mill District parking structure (420 spaces).

OPTION 1B: BRIDGE + HIGH LRT/HIGHWAY:

1. Added potential ROW impact in Washington of \$30 million (2020 \$'s) occurs only in the construction options involving LRT from Turtle Station to Clark College Station. There is an opportunity for a reduction in cost to \$2 million if the property can be avoided through with an alternate alignment.
2. LRT extends from TriMet Expo Center Station in Portland north to Clark College Station in Vancouver.

OPTION 2A: BRIDGE + LOW BRT/HIGHWAY:

1. Fixed guideway BRT system added from TriMet Expo Center Station in Portland to Turtle Station in Vancouver.
2. Use the existing C-TRAN Vine BRT system through the downtown Vancouver area and north to the Clark College Station.
3. Eliminate Mill District parking structure (420 spaces).

OPTION 2B: BRIDGE + HIGH BRT/HIGHWAY:

1. BRT fixed guideway extends from TriMet Expo Center Station in Portland to Clark College Station in Vancouver.

HIGH-LEVEL COST ESTIMATES

The updated preliminary estimate identifies costs variances in terms of scope and cost uncertainty. Four scope of work variations have been identified that impact Program costs:

- **Option 1A: Bridge + Low LRT/Highway:** LRT extends only from the Expo Station to the Turtle Station (near the north abutment of the new river bridge). Use the existing C-TRAN BRT between Turtle Station and Clark College Station.
- **Option 1B: Bridge + High LRT/Highway:** LRT extends from the Expo Station to the Clark College Station.
- **Option 2A: Bridge + Low BRT/Highway:** BRT extends from the Expo Station on a fixed guideway to the Turtle Station and then connects to the existing C-TRAN BRT system in the downtown Vancouver area.
- **Option 2B: Bridge + High BRT/Highway:** BRT extends from the Expo Station on a fixed guideway to the Clark College Station.

A summary of the updated IBR preliminary estimate for each of the four scope of work variations is shown in Appendix Table 16.

Appendix Table 16. Updated Preliminary Cost Estimate

Cost Category	Abbreviation	Total
Option 1A: Bridge + Low LRT/Highway		
Preliminary Engineering / Professional Services	PE	\$ 197,000,000
<i>Transit Project Share*</i>	<i>TPE</i>	\$ 44,000,000
<i>Highway Project Share*</i>	<i>HPE</i>	\$ 153,000,000
Right-of-Way	RW	\$ 136,000,000
<i>Transit Project Share*</i>	<i>TRW</i>	\$ 32,000,000
<i>Highway Project Share*</i>	<i>HRW</i>	\$ 104,000,000
Capital / Construction	CN	\$ 2,372,000,000
<i>Transit Project Share</i>	<i>TCN</i>	\$ 550,000,000
<i>Highway Project Share</i>	<i>HCN</i>	\$ 1,822,000,000
Total IBR with LRT Project (Low) Cost		\$ 2,705,000,000
<i>Transit Project Share</i>		\$ 626,000,000
<i>Highway Project Share</i>		\$ 2,079,000,000
Amount subject to WA Sales Tax		\$ 58,000,000
Amount subject to OR CAT		\$ 9,000,000
Total Amount subject to State & Local Taxes		\$ 67,000,000
Option 1B: Bridge + High LRT/Highway		
Preliminary Engineering / Professional Services	PE	\$ 207,000,000
<i>Transit Project Share*</i>	<i>TPE</i>	\$ 56,000,000
<i>Highway Project Share*</i>	<i>HPE</i>	\$ 151,000,000
Right-of-Way	RW	\$ 248,000,000
<i>Transit Project Share*</i>	<i>TRW</i>	\$ 68,000,000
<i>Highway Project Share*</i>	<i>HRW</i>	\$ 180,000,000
Capital / Construction	CN	\$ 2,508,000,000
<i>Transit Project Share</i>	<i>TCN</i>	\$ 675,000,000
<i>Highway Project Share</i>	<i>HCN</i>	\$ 1,833,000,000
Total IBR with LRT Project (High) Cost		\$ 2,963,000,000
<i>Transit Project Share</i>		\$ 799,000,000
<i>Highway Project Share</i>		\$ 2,164,000,000
Amount subject to WA Sales Tax		\$ 1,080,000,000
Amount subject to OR CAT		\$ 1,090,000,000
Total Amount subject to State & Local Taxes		\$ 2,170,000,000

Option 2A: Bridge + Low BRT/Highway		
Preliminary Engineering / Professional Services	PE	\$ 194,000,000
Transit Project Share*	TPE	\$ 39,000,000
Highway Project Share*	HPE	\$ 155,000,000
Right-of-Way	RW	\$ 134,000,000
Transit Project Share*	TRW	\$ 27,000,000
Highway Project Share*	HRW	\$ 107,000,000
Capital / Construction	CN	\$ 2,259,000,000
Transit Project Share	TCN	\$ 456,000,000
Highway Project Share	HCN	\$ 1,803,000,000
Total IBR with BRT Project (Low) Cost		\$ 2,587,000,000
Transit Project Share		\$ 522,000,000
Highway Project Share		\$ 2,065,000,000
Amount subject to WA Sales Tax		\$ 914,000,000
Amount subject to OR CAT		\$ 1,037,000,000
Total Amount subject to State & Local Taxes		\$ 1,951,000,000
Option 2B: Bridge + High BRT/Highway		
Preliminary Engineering / Professional Services	PE	\$ 205,000,000
Transit Project Share*	TPE	\$ 49,000,000
Highway Project Share*	HPE	\$ 156,000,000
ROW	RW	\$ 136,000,000
Transit Project Share*	TRW	\$ 32,000,000
Highway Project Share*	HRW	\$ 104,000,000
Capital / Construction	CN	\$ 2,327,000,000
Transit Project Share	TCN	\$ 555,000,000
Highway Project Share	HCN	\$ 1,772,000,000
Total IBR with BRT Project (High) Cost		\$ 2,668,000,000
Transit Project Share		\$ 636,000,000
Highway Project Share		\$ 2,032,000,000
Amount subject to WA Sales Tax		\$ 1,028,000,000
Amount subject to OR CAT		\$ 1,055,000,000
Total Amount subject to State & Local Taxes		\$ 2,083,000,000

COST UNCERTAINTY IN PRELIMINARY COST ESTIMATES

Cost uncertainty was included in the 2012 estimate where significant effort went into evaluating uncertainty for individual cost elements. Cost uncertainty was then applied to transit elements and to highway elements. Individual cost uncertainty factors vary from +/- 40% to +/-5% (Appendix Table 17). These cost uncertainty factors should be used to inform the upper and lower limit of the four updated cost estimates mentioned above.

Appendix Table 17. Cost Uncertainty in Preliminary Cost Estimates

Scope of Work Variations	Base Cost*	Uncertainty 10th Percentile		Uncertainty 90th Percentile	
Option 1A: Bridge + Low LRT/Highway	\$ 2,705,000,000	-13.26%	\$(359,000,000)	12.50%	\$ 338,000,000
Option 1B: Bridge + High LRT/Highway	\$ 2,963,000,000	-13.24%	\$(392,000,000)	12.50%	\$ 370,000,000
Option 2A: Bridge + Low BRT/Highway	\$ 2,587,000,000	-13.33%	\$(345,000,000)	12.54%	\$ 324,000,000
Option 2B: Bridge + High BRT/Highway	\$ 2,668,000,000	-13.28%	\$(354,000,000)	12.51%	\$ 334,000,000

BI-STATE POLICIES

Washington

The Revised Code of Washington (RCW) §39.34.030³⁴ broadly authorizes the joint exercise of powers with other states. Authorization for the IBR Program comes in general from RCW §47.04.080³⁵ which empowers WSDOT to “join financially or otherwise with any other state” for the construction, operation or maintenance of any bridge or other structure for the continuation of any state highway across any body of water.” Additionally, the Transportation Innovative Partnerships Law (in RCW §47.29) authorizes the Washington to enter a P3 agreement, should that project delivery method be pursued for the IBR Program; however, P3s have not yet been used for a major capital transportation project in Washington. Further, RCW §47.29.10³⁶ permits the State to enter into “working agreements, coordination agreements, or similar implementation agreements, including the formation of bi-state transportation organizations, to carry out the joint implementation of a transportation project.”

For tolling, only the Legislature may authorize the imposition of tolls on state facilities. RCW §47.56.030³⁷ grants sole authority to set toll rates and policies to the Washington State Transportation Commission (WSTC), which does not have the power to delegate this authority to another entity. A statutory framework to guide decisions regarding tolling was authorized in 2008 by the Washington State Legislature. RCW §47.56.892³⁸ gave the State authority to enter into agreement with the OTC to jointly set toll rates for the Columbia River Crossing project, setting precedence for the State’s ability to jointly set toll rates with Oregon.

Oregon

³⁴ RCW §39.34.030 <https://apps.leg.wa.gov/RCW/default.aspx?cite=39.34.030>.

³⁵ RCW §47.04.080 <https://app.leg.wa.gov/RCW/default.aspx?cite=47.04.080>.

³⁶ RCW §47.29.10 <https://app.leg.wa.gov/RCW/default.aspx?cite=47.29.010>.

³⁷ RCW §47.56.030 <https://app.leg.wa.gov/RCW/default.aspx?cite=47.56.030>.

³⁸ RCW §47.56.892 <https://app.leg.wa.gov/rcw/default.aspx?cite=47.56.892>.

Oregon Revised Statutes (ORS) §190.010³⁹ gives authority to local governments to make intergovernmental agreements to jointly manage and operate project and ORS §190.420⁴⁰ authorizes the state to enter into bi-state agreements for joint or cooperative actions. ODOT also possesses the authority to enter a P3 and obtain funding via private financing under the toll road statute (ORS § 383.001 to 383.027) or under the Oregon Innovative Partnership Program (OIPP) authorization (ORS § 367.806⁴¹), which would enable a long-term franchise-type agreement.

With regard to tolling, ORS §381⁴² and ORS §383⁴³ supplements ORS §190⁴⁴ and authorizes the State of Oregon to enter into an agreement with WSDOT or any other properly designated authority to collect tolls on interstate bridges or hire another entity to manage a tolling program. ORS §383.023⁴⁵ authorizes the issuance of revenue bonds by the state for tollway projects. The State Legislature granted authority to the OTC to set tolling policies in Oregon, but the Oregon Legislature may choose to provide direction on tolling in statute. These legislations would generally support the joint tolling of the IBR Program, but do not directly authorize any specific agreement related to the program. New language specific to the program may need to be adopted.

HISTORY OF MAJOR PROJECT FUNDING IN THE REGION

SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

The SR 520 Bridge Replacement and HOV Program's total cost was \$4.5 billion and the funding sources included:

- State Funding (\$2.18 billion)
 - o 2015 Connecting Washington legislation, a \$16 billion, 16-year transportation funding package
 - o 2005 Transportation Partnership Program, a \$7.1 billion, 16-year transportation funding package
 - o 2003 Washington State "Nickel" funding package, a 10-year, \$3.9 billion transportation funding package
- Other federal funding and financing (\$1.12 billion)
 - o GARVEE bonds
 - o USDOT TIFIA loan
 - o Other non-discretionary federal funds
- Toll Funding (\$1.21 billion)

³⁹ ORS §190.010 <https://www.oregonlaws.org/ors/190.010>

⁴⁰ ORS §190.420 <https://www.oregonlaws.org/ors/190.420>

⁴¹ ORS §367.806 <https://www.oregonlaws.org/ors/367.806>

⁴² ORS §381 <https://www.oregonlaws.org/ors/chapter/381>

⁴³ ORS §383 <https://www.oregonlaws.org/ors/chapter/383>

⁴⁴ ORS §190 <https://www.oregonlaws.org/ors/chapter/190>

⁴⁵ ORS §383.023 <https://www.oregonlaws.org/ors/383.023>

- o \$1.05 billion from debt and pay-as-you-go funding, the former via State-backed toll revenue bonds and a \$0.30 billion TIFIA loan
- o \$0.16 billion in deferred sales tax on construction to be repaid in the future from net toll revenues

SR 99 TUNNEL (ALASKAN WAY VIADUCT REPLACEMENT PROGRAM)

The SR 99 Tunnel's (Alaskan Way Viaduct Replacement Program) has a total cost of \$3.4 billion, funding through:

- State Funding (\$2.03 billion)
 - o \$ 2003 "Nickel" funding package, a 10-year, \$3.9 billion transportation funding package
 - o 2005 Transportation Partnership Program, a \$7.1 billion, 16-year transportation funding package
 - o Other state funding
- Other Federal funding (\$0.79 billion)
 - o Non-discretionary federal funds
- Toll Funding – Debt & Pay-Go (\$0.20 billion)
 - o Funds motor fuel tax / general obligation bonds reimbursed from net toll revenues
- Other Local Funding (\$ 0.34 billion)
 - o The Port of Seattle
 - o The City of Seattle

PUGET SOUND GATEWAY PROGRAM (SR 509 / SR 167)

The \$2.04 billion Puget Sound Gateway Program's funding sources include:

- State Funding (\$1.57 billion)
 - o The 2015 Connecting Washington transportation funding package
- Discretionary Federal Funding (\$0.07 billion)
 - o Discretionary federal funds through the Infrastructure for Rebuilding America (INFRA) discretionary grant
- Toll Funding (\$0.18 billion)
 - o Toll funding from state-backed toll revenue bonds and pay-as-you-go funding (note that the legislature has provided bond authorization for up to \$0.34 billion)
- Other Local Funding (\$ 0.12 billion)
 - o Local contributions
- Other (\$ 0.10 billion)
 - o The source for the remaining nearly \$0.10 billion (less than 5%) has not yet been determined.

EVALUATING FUNDING SOURCES AND FINANCING OPTIONS

This CFP reviewed over 80 funding sources and financing options at the federal, state, regional, and local levels to compare the likelihood of funding for the IBR Program. The review evaluated each funding source and/or financing mechanism based on eight criteria: (1) eligibility; (2) revenue potential; (3) fund stability/ predictability; (4) likelihood of funding; (5) timing of availability; (6) administrative and collection burden; (7) legal authority/authorization; and (8) equity and economic impacts. Appendix Table 18 below defines each of these criteria points. When a definitive answer can be given, such as the case with eligibility, that will be used. However, many qualitative criteria will be reviewed as high (3), medium (2), or low (1).

Further, each criteria category was given a weight percentage to quantify the prioritization of the criteria. Revenue potential and likelihood of funding were weighted the highest as these two criteria are the most important to assess at this stage in the IBR Program. As the IBR Program advances, criteria weighting should be adjusted to evaluate the needs of the Program at that point in time. As the program progresses, timing of fund availability, stability/predictability, and legal authority may become more relative importance, for example. Social and economic equity is also a very important factor in evaluating funding and financing mechanisms in this project initiation phase and will remain an important factor in the progression of the IBR Program throughout the project development, construction, and operations and maintenance stages, and beyond.

Sources that rose to the top as the most viable potential funding sources for the IBR Program are discussed in more detail in the Potential Funding Sources and Financing Options section. Appendix Table 18 provides a description of each option and its corresponding criteria ratings for each alternative.

Appendix Table 18. Funding Source and Financing Mechanism Criteria Guide

Criteria	Relative Weight	Value	Definition
Eligibility	n/a	✓	Highway or Transit elements of project are eligible for funding from this program
		–	Highway or Transit elements of project are NOT eligible for funding from this program
Revenue Potential	25%	3	Equal to or greater than \$75 million (USD)
		2	Between \$26 million and \$74 million (USD)
		1	Equal to or below \$25 million (USD)
Stability / Predictability	10%	3	Known continuation and stability of funding source
		2	Likely continuation and stability, but possible changes to a funding source
		1	Likely elimination of a program or no future funds available during the project period
Likelihood of Funding for IBR	30%	3	High chance of securing funding through this source (~75% or greater)
		2	Possible to secure funding
		1	Highly unlikely the project will secure funding through his source (~25% or lower)
Timing of Availability	5%	3	Funding is available within a year
		2	Funding will be available in the next 1-7 years
		1	Funding will potentially be available in next 8-15 years
Administrative and Collection Requirements	5%	3	The fee or tax is already being collected at some level or otherwise has a low cost of collection and/or the project sponsor has a dedicated staff person who oversees grant reporting requirements

		2	Administration and collection requirements would entail some degree of incremental hours but not dedicated staff
		1	Administration and collection require the creation of a costly new mechanism and/or involves many dispersed points of collection with higher associated staffing costs
Legal Authority	10%	3	Authorized at a State level and WSDOT/ODOT have legal authority to implement a tax or fee and/or apply to funding program
		2	The funding source has been authorized within the States, but WSDOT/ODOT are not directly authorized to use it and/or they must partner with another project sponsor to be eligible to apply to the funding program
		1	The funding source has not been authorized within the States and, as such, WSDOT/ODOT has no authority to implement the tax or fee and/or they are ineligible to apply for a federal or state funding program as it is currently structured
Equity and Economic Impact	15%	3	Progressive fee structure whereby burdens increases with income level
		2	Measure is progressive or regressive, but the implementation of the measure could include items that would allow for the measure to be applied more regressively/progressively (e.g., toll exemptions for low-income users, corporate exemptions for a head tax for small businesses, etc.)
		1	Regressive fee structure that disproportionately impacts low-income communities

POTENTIAL FUNDING SOURCES AND FINANCING OPTIONS

In this section of the Appendix, more details are provided for the funding sources and financing options potential available to support the IBR Program, as listed in Section 5 (Potential Funding Sources and Financing Options).

POTENTIAL FEDERAL FUNDING SOURCES

Appendix Table 19. Potential Existing Federal Funding Opportunities for the IBR Program

Federal Funding Program	Funding Type	Total Available Funding / Typical Allocation per Project	Matching Requirements	Eligibility		Funding Potential for IBR
				Highway	Transit	
Infrastructure for Rebuilding America (INFRA)	Discretionary Grant	\$1 B in FY '20 awards / \$6 M to 135 M (FY '20)	Can cover up to 60% of future eligible project costs. Federal assistance may not exceed 80% of future eligible project costs	✓	✓	Medium
Capital Investment Grant (CIG) New Starts	Discretionary Grant	\$2.3 B per year through FY '21 / \$20 to \$150 M (FY '20)	Can fund up to 60% of capital expenditures for major fixed guideway transit investments, although the CIG share has tended to be below 50%. 20% state/local match required. CIG funds can be supplemented with other federal funds to raise federal share to 80%.	–	✓	Medium-High
Better Utilizing Investments to Leverage Development (BUILD)	Discretionary Grant	\$1 B in FY '20 awards / Max. award in FY '19 = \$25 M	For urban projects, minimum of 20% non-Federal match may be public and/or private sector funding	✓	✓	Medium
Surface Transportation Program Block Grant (STBG)	Formula Funding	\$145 M in Oregon / \$127 M in Washington in FY '20 / Individual projects generally receive <\$10 M	None	✓	✓	Medium
Highway Safety Improvement Program (HSIP)	Formula Funding	\$31 M in Oregon / \$41 M in Washington in FY '20 / Individual projects generally receive <\$5 M	None	✓	✓	Low-Medium
National Highway Freight Program (NHFP)	Formula Funding	\$19 M in Oregon / \$26 M in Washington in FY '20 / Individual projects generally receive <\$5 M	None	✓	–	Medium
National Highway Performance Program (NHPP) Apportionment	Formula Funding	\$315 M in Oregon / \$418 M in Washington in FY '20	None	✓	Varies	Low-Medium
Urbanized Area Formula Grants (49 U.S.C. 5307) Apportioned to Transit	Formula Funding	\$42 M for TriMet / \$5.4 M for C-TRAN in FY '20	None	–	✓	Low

Advanced Transportation & Congestion Management Technology (ATCMTD)	Discretionary Grant	\$60 M in FY '20 awards / Max award in FY '19 = \$12 M	Can cover up to 50% of the cost of the project	✓	✓	Low-Medium
Various other Federal Funding Programs ⁴⁶ (e.g., CMAQ , TAP , UASI & SHSP)	Formula Funding	Approximately \$75 M awarded Oregon and Washington in FY '20 / Individual projects generally receive <\$10 M	Varies	Varies	Varies	Low

FUTURE STATE FUNDING IDENTIFICATION

Appendix Table 20. ODOT Funding Sources Available to the IBR Program

Funding Program	Total Annual Revenues	Eligibility		Considerations
		Highway	Transit	
Motor Vehicle Fuel Tax	\$625 M / year (FY '19)	✓	–	- Legislature holds tax/fee increase authority and approved increase in 2017 with passage of HB 2017. - The amount of state highway funds from these sources have been significantly impacted by COVID-19 pandemic. - Formulas set in state statute distribute 40% of State Highway Fund revenues (after deducting the costs of collecting the revenue) to cities and counties.
State Weight-Mile Tax	\$345 M / year (FY '19)	✓	–	
Driver and Vehicle Licensing and Registration Fees	\$565 M / year (projected in FY '21 to '23)	✓	–	
Oregon State Lottery Fund	Pre-pandemic forecasts of the amount of lottery bonds that can be issued annually for specific projects, after other constitutional and statutory requirements are met, is about \$126M per year. The pandemic has impacted this forecast.	–	✓	- Lottery bonds are authorized in specified amounts to specific projects or programs by legislative action. - Lottery bond proceeds have been used for the Westside LRT Project (\$125M), Milwaukie LRT Project (\$250M), and WES (about \$36M). - While there is no legal prohibition to funding highway projects with lottery bonds, this has not been done before.
Statewide Transportation Improvement Fund (STIF) Formula Fund	\$113 M / year (projected for FY '19 to '21)	–	✓	- HB 2017 holds that proceeds from statewide payroll tax (assessed starting July 2018) will be deposited into the STIF and 90% of funds will be distributed via formula to transit providers throughout the state. - STIF may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of

⁴⁶ Other federal funding programs include the following: Congestion Mitigation and Air Quality (CMAQ) FHWA Formula Funds, Transportation Alternatives Program (TAP) FHWA Federal Formula Funds, Urban Area Security Initiative (UASI) DHS/FEMA Formula Funds, and State Homeland Security Program (SHSP) FEMA Formula Funds.

				public transportation programs; however, STIF funding cannot be used for light rail capital expenses.
Statewide Transportation Improvement Fund (STIF) Discretionary and Statewide Transit Network Program	\$6.4 M / year (projected for FY '19 to '21)	–	✓	- The Oregon Transportation Commission will decide which projects to award funding. - STIF funding is NOT available for light rail capital expenses.
Other Miscellaneous Taxes and Fees (e.g., vehicle dealer privilege tax, cigarette tax, payroll tax, bicycle tax, etc.)	\$215 M / year (projected in '21 to '23)	✓	✓	Some miscellaneous taxes/fees could contribute to the IBR Program with petition/lobby for allocation to project or legislative action to create/increase new funding source.

Appendix Table 21. WSDOT Revenue Sources Available to the IBR Program

Funding Program	Total Annual Revenues	Eligibility		Considerations
		Highway	Transit	
Motor Vehicle Fuel Tax	\$1.7 B / year (FY '19 to '21)	✓	–	Legislature holds tax/fee increase authority and approved increase most recently in 2015 with passage of Connecting Washington.
Driver and Vehicle Licensing and Registration Fees	\$950 M /year (FY '19 to '21)	✓	✓	
WSDOT Regional Mobility Grants	\$52 M / year (FY '19 to '21)	–	✓	- Individual projects generally receive <\$9 M. - Supports local efforts to improve connectivity between counties and regional population centers and reduce transport delay.
Transportation Improvement Board (TIB) Urban Arterial Program (UAP) Formula Funding	\$60 M / year (FY '20)	✓	✓	- Individual projects generally receive <\$5 M. - Program focused on arterials and sidewalks. Funded project scopes are generally limited to street improvements, road widenings, and safety improvements. Program funding subject to WA State budget process.
Freight Mobility Strategic Investment Board (FMSIB) Funding	\$25 M total to be distributed from FY '19 to '23	✓	–	Annual call for projects. Applicants can apply for funding for projects on designated strategic freight corridors that will further FMSIB's goals of facilitating freight movement and lessening its impact on local communities.
Other Miscellaneous Taxes and Fees (e.g., rental car taxes)	\$136 M / year (FY '19 to '21)	Varies	Varies	Legislature holds tax/fee increase authority

OREGON: CITY OF PORTLAND, PORTLAND METRO, AND MULTNOMAH, WASHINGTON, AND CLACKAMAS COUNTIES

Appendix Table 22. Oregon Local/Regional Transportation Funding Sources Available to the IBR Program

Local/Regional Funding Program	Total Annual Revenues ⁴⁷	Eligibility		Considerations
		Highway	Transit	
Multnomah County Fuel Tax	\$7 M / year (projected in FY '20)	✓	–	Rate has not changed since it increased from \$0.01 to \$0.03 per gallon in 1981.
Multnomah County Vehicle Registration Fees (VRF)	Existing funding dedicated to paying off debt for the construction of the new Sellwood Bridge. Fee increase in 2021 (HB 4064) earmarked for Earthquake Ready Burnside Bridge project (\$580-860 M project).	✓	–	To obtain funding for IBR Program would require an additional increase in the fee rate.
Multnomah County Property Tax	\$324 M / year (FY '20)	✓	✓	- Multnomah County uses its permanent property tax base for critical social programs; these funds would not be available to IBR. Multnomah County (or Portland or Metro) can levy a local-option property tax, subject to voter approval. - The levy must be limited to five years (at which time a new levy election is required). - The actual amount of revenue collected could be dramatically impacted by “compression,” which affects local option levies before impacting permanent levies. Thus, local option levies are not generally useful for large infrastructure projects.
Regional Employer Payroll Tax (including Self-Employment Tax, and State In-Lieu payment)	\$420 M / year (projected for FY '20), makes up 60% of TriMet's operating resources	✓	✓	- Existing rate is 0.7737% of wages paid by an employer, or self-employed net income. Proceeds used for TriMet operations, vehicle procurement, and capital improvement program. Proceeds significantly impacted by pandemic. - Metro sought voter approval for an additional payroll tax of up to 0.75% of wages to produce over \$5 B over 20 years for transportation projects. The measure was rejected by voters in 2020 (package did not include IBR Program).

⁴⁷ Note: projected revenues were produced prior to the COVID-19 pandemic; thus, these values likely overestimate the actual revenues generated by these programs.

Port of Portland Transportation Improvement Plan (PTIP) Funding	\$315 M / year general operating fund; \$58 M / year bond construction funds (does not include airline revenue/construction funds)	✓	✓	IBR Program is listed in the PTIP as an unfunded project. Funding allocations from the PTIP can only be used for associated improvements on Port of Portland property.
City of Portland Motor Fuel Tax	\$18 M / year (projected for FY '20)	–	–	- Voters passed Measure 26-209 in May 2020 to renew \$0.10/gallon city tax on gasoline to fund repaving, pothole repair, and street safety fixes. - These funds have not been used for any project on an Interstate Highway to date are not likely to be applicable to the IBR Program, with the possible exception of limited bicycle or pedestrian safety improvements.
Other Local/Regional Taxes and Fees (e.g., Vehicle Rental Taxes, Hotel/Motel/Short-term Rental Taxes, etc.)	Approximately \$30 M / year available for transportation funding (projected in '20)	Varies	Varies	Must originate with the City of Portland or counties.

* Technically an eligible use though the funds are not currently used for this purpose.

WASHINGTON: CITY OF VANCOUVER, SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL, AND CLARK COUNTY

Appendix Table 23. Washington Local/Regional Transportation Funding Sources Available to the IBR Program

Local/Regional Funding Program	Total Annual Revenues ⁴⁸	Eligibility		Considerations
		Highway	Transit	
Sales and Use Tax dedicated for High Capacity Transit	\$60 M / year (projected in '20) (About \$8.8 M per 0.1% sales tax rate increase)	–	✓	- Additional increase (beyond 0.7%) would require voter approval. - Voters approved additional 0.2% sales tax in 2005 and 2011, rejected another in 2012 to fund C-TRAN's share of light rail operating costs for the CRC project.
Transportation Benefit District Vehicle Licensing Fee	\$5 M / year ('19) from \$40 vehicle license fee	✓	✓	Revenues raised may only be spent on transportation projects and programs identified by the respective Transportation Benefit District Board from the most currently adopted Six-Year Transportation Improvement Program and the annual Pavement Management Plan.
Clark County Property Tax	\$38 M / year to fund County Roads and Transportation Projects in '20 (covers approximately 50% of County Road budget for '20)	✓	✓	- There is a 1% annual levy increase limit without voter approval. Voter approval is necessary for increases beyond the levy limit. - These funds are already a possibility to fund the IBR Program through the City of Vancouver's general revenues. These funds are already being collected and may

⁴⁸ Note: projected revenues were produced prior to the COVID-19 pandemic; thus, these values likely overestimate the actual revenues generated by these programs.

				be used via general funds to help this project. Any increase to raise funds specifically for this project is unlikely.
Clark County Real Estate Excise Taxes (REET) dedicated to capital projects	\$5.4 M /year ('19) from maximum 0.5% real estate transfer tax	✓	✓	- Requires local voter approval. - Can be used for planning, acquisition, reconstruction, repair, replacement and rehabilitation or improvement of certain public facilities listed in the capital facilities plan.
Regional Employer Tax	None currently assessed. Max = \$2 / employee / month	✓	✓	- Within any jurisdiction funds are allocated to HOV lanes or High Capacity Transportation systems, but not both. - Voter approval of a finance plan that includes the taxes to be imposed is required.
Clark County Property Tax Road Levy	Not currently assessed. Max = \$2.25/\$1,000 valuation	✓	–	Requires local voter approval. Levy can be diverted for other purposes, but doing so makes the county ineligible for County Road Administration Board (CRAB) road grants.
Local Commercial Parking Tax	None currently assessed.	✓	✓	- Typically, very small source of revenue. - Other than SeaTac transit area the greatest amount of revenue generated is approx. \$250,000/year.
City/County Fuel Taxes	None currently assessed. Max = Up to 10% of State Rate	✓	–	Requires local voter approval.
Local-option Motor Vehicle Excise Taxes (MVET)	Not currently assessed. Max = 1.1% of vehicle value	–	✓	- Requires voter approval. - In 2016, voters in the Sound Transit district approved an increase in the Regional Transit Authority (RTA) MVET from 0.3% to 1.1% to fund the mass transit expansion.

FINANCING MECHANISMS FOR IBR PROGRAM

Appendix Table 24. Project Revenue-based Financing Mechanisms for the IBR Program

Financing Tool	Lender	Repayment Source	Eligibility		Considerations
			Highway	Transit	
Standalone Toll Revenue Bonds	Bond investors	Net toll revenues	✓	–	Toll bonds (in concert with TIFIA) were proposed to make up 1/3 of capital costs of original CRC project
State-backed Toll Revenue Bonds	Bond investors	Net toll revenues, then motor fuel tax revenues or other state sources	✓	–	
Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan	USDOT	Net toll revenues	✓	✓	- TIFIA can provide very favorable terms for a loan that generally does not exceed one-third of the project cost. - Requires competitive, multi-year application to FHWA; requires creditworthiness review and stable repayment mechanism. - Several major transit, bridge and roadway projects in the Puget Sound

					Region have been financed with TIFIA loans.
State General Obligation (GO) Bonds	Bond investors	State taxing authority revenues, which still allows for specific sources like net toll revenues to reimburse	✓	✓	Washington and Oregon legislatures can authorize state GO bonds with voter approval.
Grant Anticipation Revenue Vehicles (GARVEEs) Bonds FHWA program for highway projects	Bond investors	Future Federal Aid grant funding	✓	–	- Pledges future formula federal funds to generate up-front capital for major highway projects that a state may be unable to construct using pay-as-you-go funding. - Washington issued GARVEE bonds in support of the SR 520 Bridge Replacement and HOV Program in 2011 and 2012. - GARVEE bonds with a 12-year repayment period may be available for the IBR Program project starting in 2024 when the SR 520 bonds are retired.
Revenue Bond Grant Anticipation Notes (GANs) FTA program for transit projects	Bond investors	Future Federal Aid grant funding	–	✓	- Generates up-front capital for major transit projects that an agency may be unable to construct in the near term using pay-as-you-go funding approaches - Proceeds raised by a GAN can be used to satisfy CIG New Starts requirements for non-New Start funding other than the minimum local match requirement.

VALUE CAPTURE TECHNIQUES

Appendix Table 25. Value Capture Financing Mechanisms for the IBR Program

Value Capture Tool	Lender	Repayment Source	Financing Potential for IBR	Eligibility		Considerations
				Highway	Transit	
Tax Increment Financing (TIF)	Local / Regional Jurisdiction	Future tax revenues	Low	✓	✓	- TIF is not currently available in Washington. - In Oregon, TIF can be used for projects located within an urban renewal area that are included in the urban renewal plan. - While TIF has been used for streetcar and light rail projects, the Interstate Corridor Urban Renewal Area, TIF funds are allocated to other programs, and IBR is not part of the urban renewal plan.
Local Improvement District (LID)	Local / Regional Jurisdiction	Fee levy on proximate	Low	✓	✓	LIDs may fund improvements that, in Washington, “confer special benefits on property” or, in Oregon, that “provides a special benefit only to specific

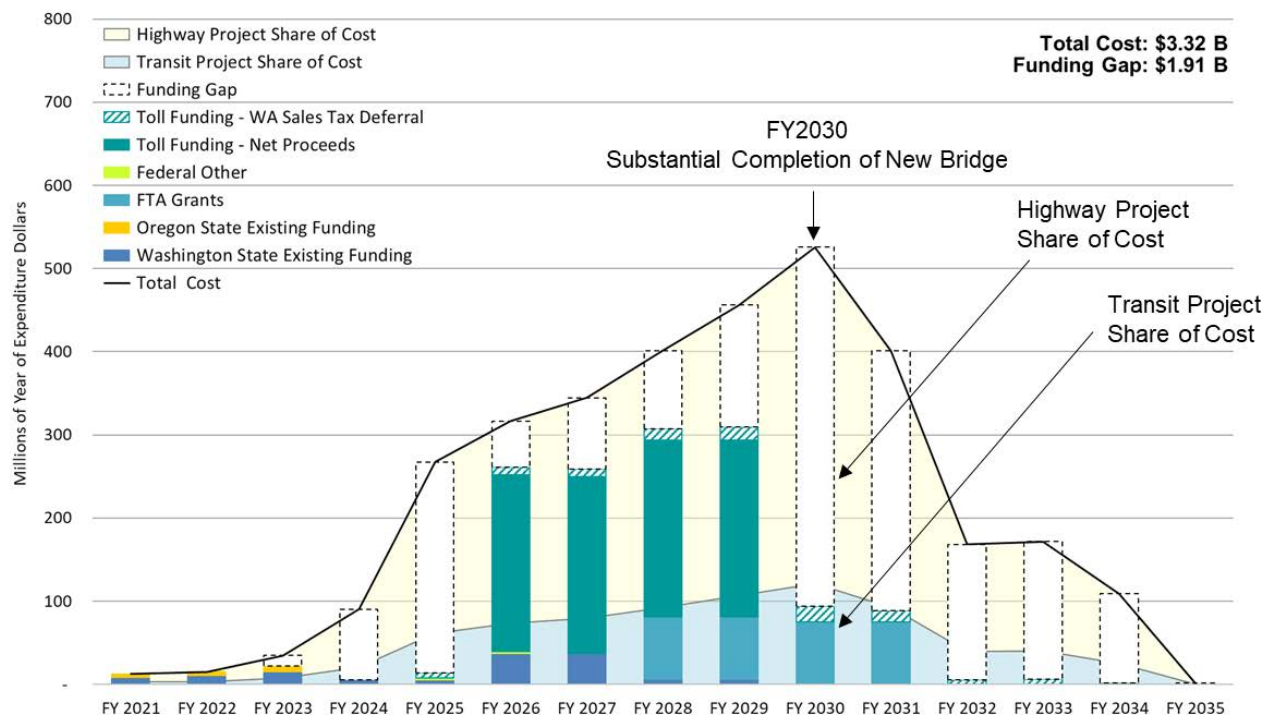
		property owners				properties or rectifies a problem caused by specific properties.” • LIDs have been used for streetcar projects in both states. • LIDs have very limited application to IBR since its benefits are bi-state/ regional rather than special and specific to any particular properties; except perhaps for localized transit improvements in downtown Vancouver.
Development Impact Fee (DIF)	City of Vancouver / City of Portland	Fee levy on new development	Low	✓	✓	• The City of Vancouver (WA) and the City of Portland (OR) both collect development impact fees to fund local transportation improvements, but the IBR program is not being undertaken to support specific development projects, so the potential contribution to the IBR Program would be both small and unlikely.
Other Special Assessment Districts (e.g., Road Improvement District (RID), Community Facility District (CFD), etc.)	Local / Regional Jurisdiction	Special tax or fee levy on property owners in designated district benefiting from improvement	Low	Varies	Varies	• Requires a petition of property owners (100% of affected property owners in the case of a CFD).

CONCEPTUAL SCENARIO CASH FLOWS

This section includes conceptual annual cash flows for the four scenarios underlying the CFP. Recall, these scenarios⁴⁹ include:

- Scenario 1A: Light Rail Transit, Low-Cost Estimate, Low Funding (Figure (Appendix) 1)
- Scenario 1B: Light Rail Transit, High-Cost Estimate, High Funding (Figure (Appendix) 2)
- Scenario 2A: Bus Rapid Transit, Low-Cost Estimate, Low Funding (Figure (Appendix) 3)
- Scenario 2B: Bus Rapid Transit, High-Cost Estimate, High Funding (Figure (Appendix) 4)

Figure (Appendix) 1. Scenario 1A: LRT Low Cost, Low Funding



⁴⁹ All scenarios include a replacement river crossing and highway improvements from Marine Drive through SR 500.

Figure (Appendix) 2. Scenario 1B: LRT High Cost, High Funding

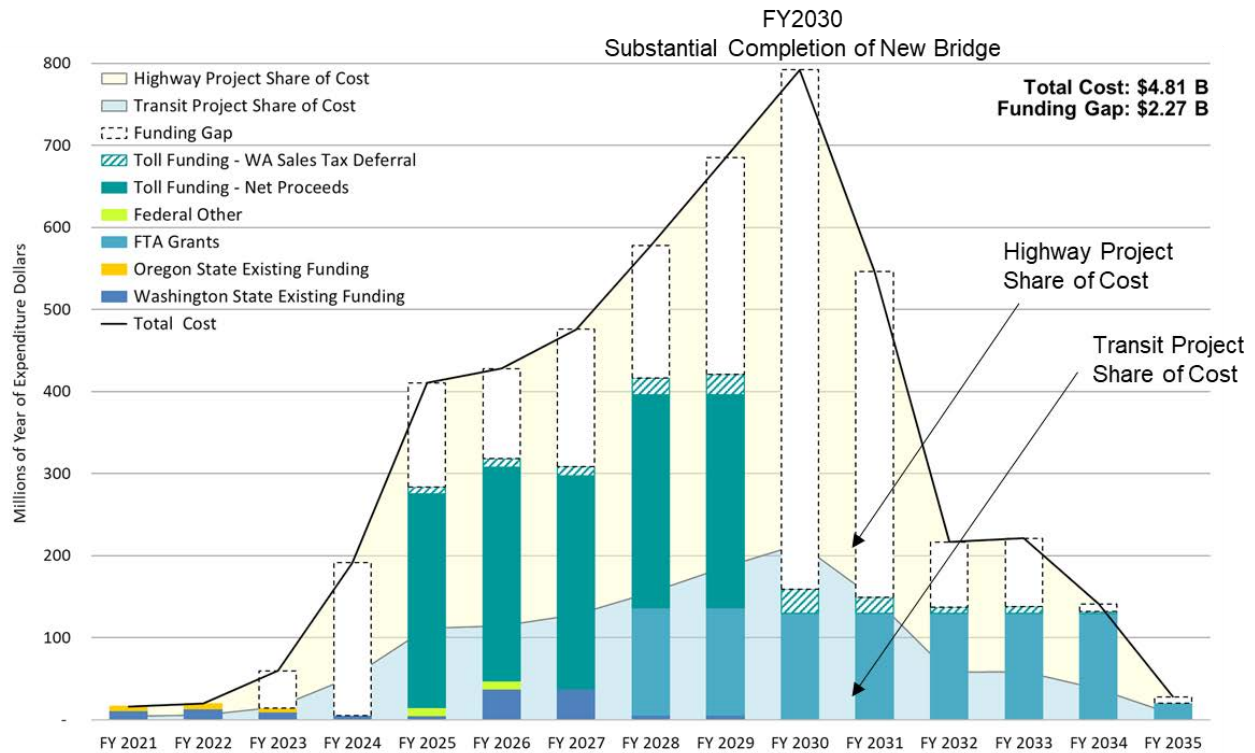


Figure (Appendix) 3. Scenario 2A: BRT Low Cost, Low Funding

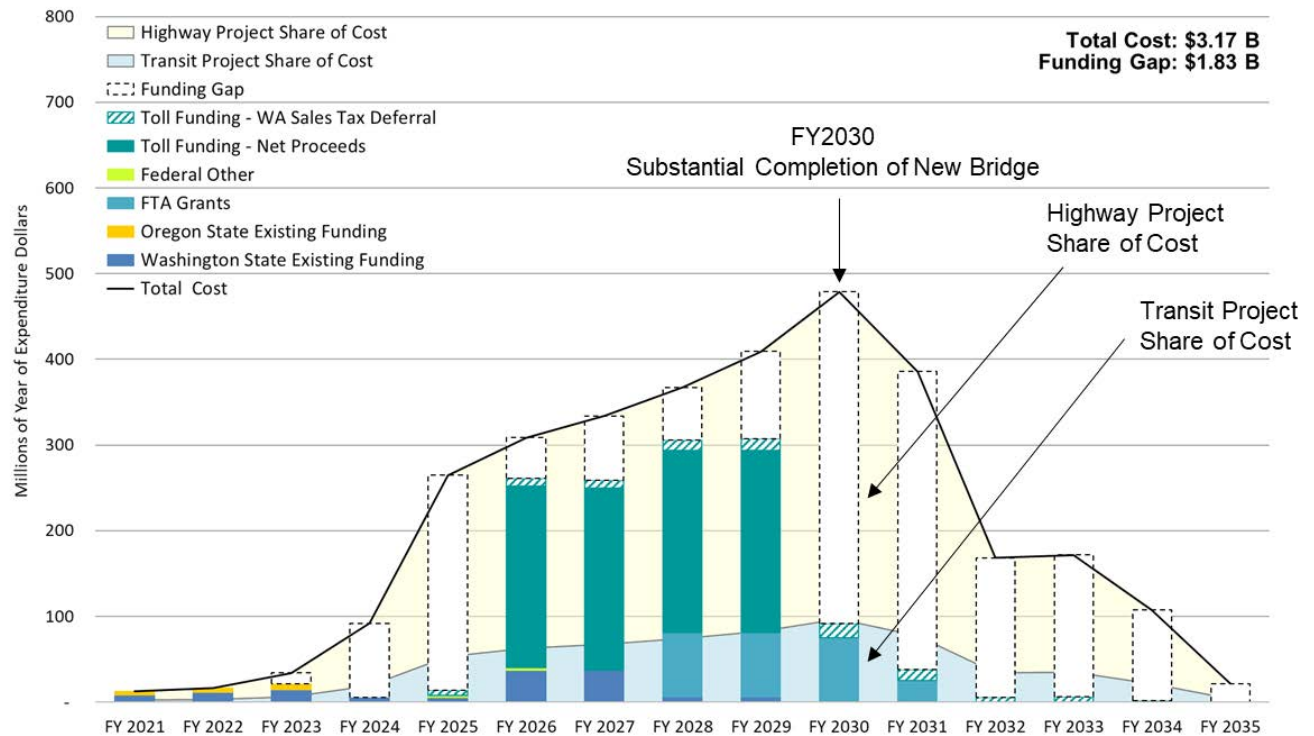
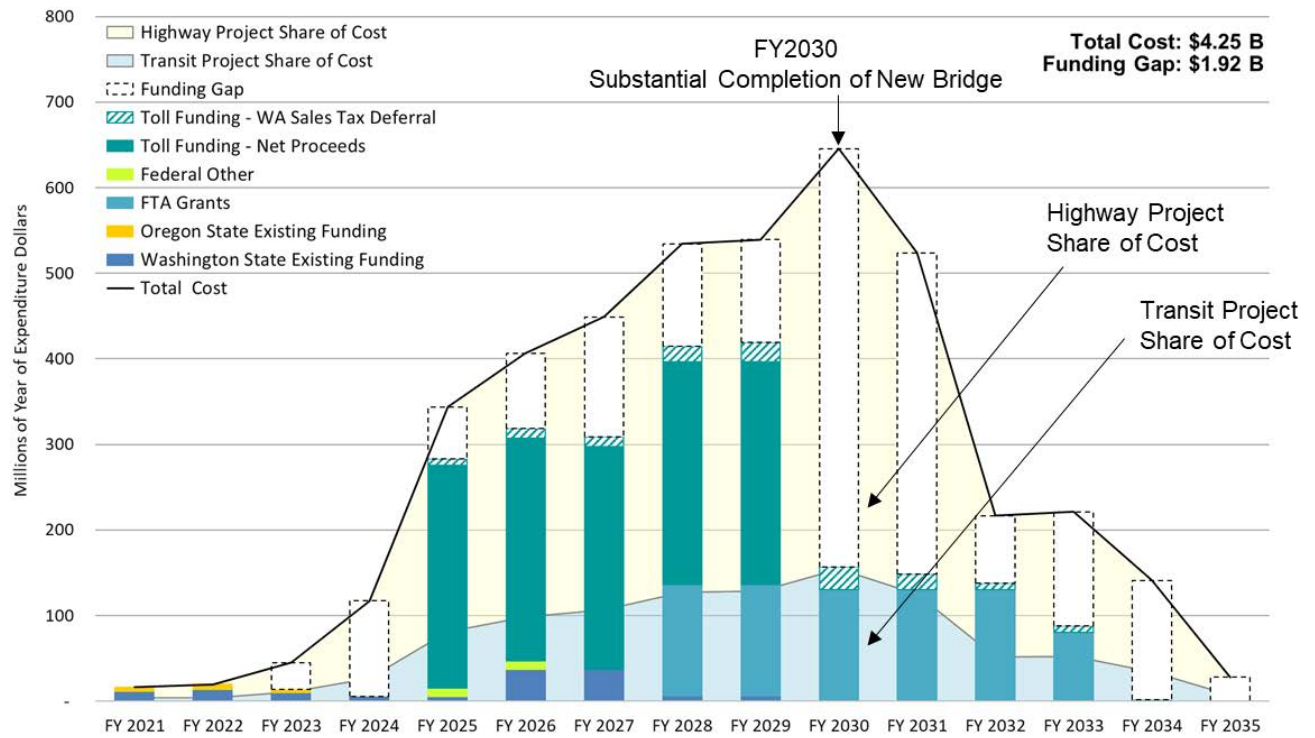


Figure (Appendix) 4. Scenario 2B: BRT High Cost, High Funding



Title VI Notice to Public

It is WSDOT's policy to assure 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, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.



DWS-III Criminal Charge City Attorney's Briefing

CITY OF
Vancouver
WASHINGTON

December 21, 2020
Vancouver City Council
Jonathan Young, City Attorney

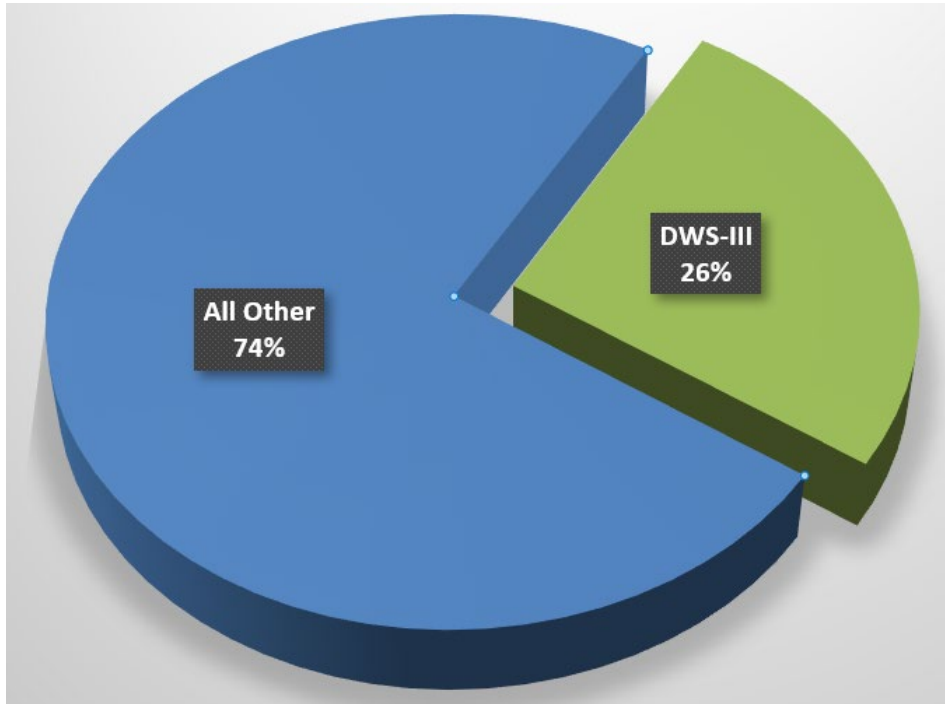
DWS-III Program Changes



- DWS-III
- Racial Justice
- Program Changes
- Questions / Discussion

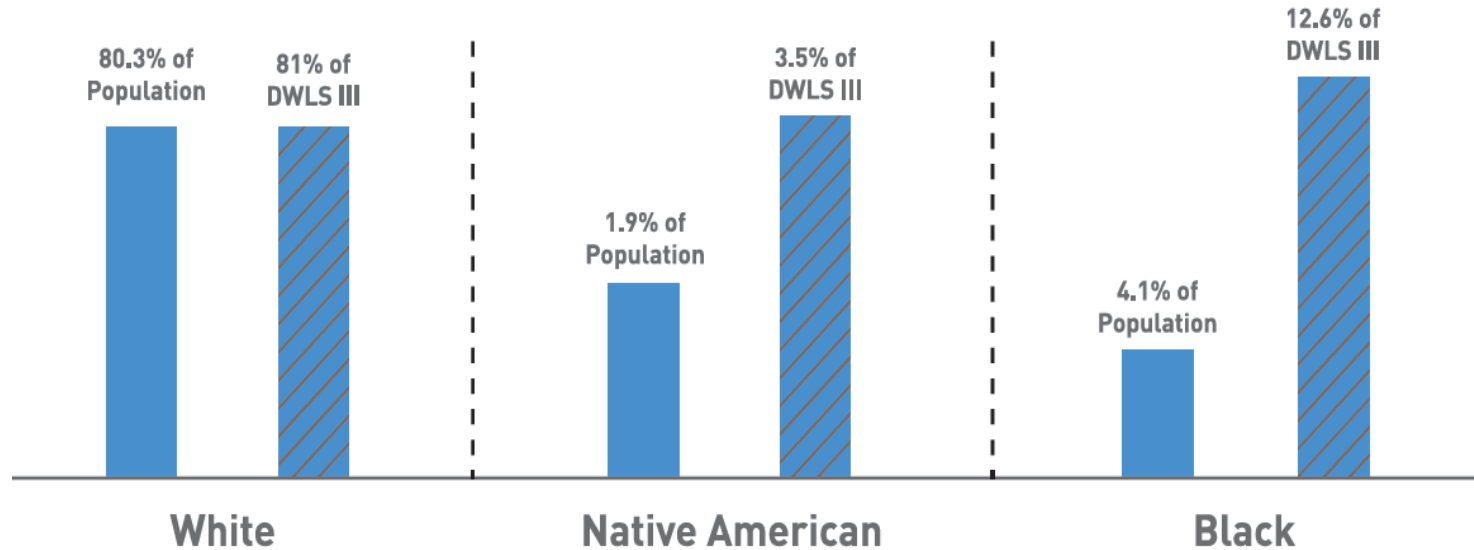
DWS-III

2019 Criminal Filings



- 1200 of the City's total 4500 criminal filings
- Driving after license revoked for non-payment of fines
- Current program charges first, then offers path to dismissal

Disproportionate Impact

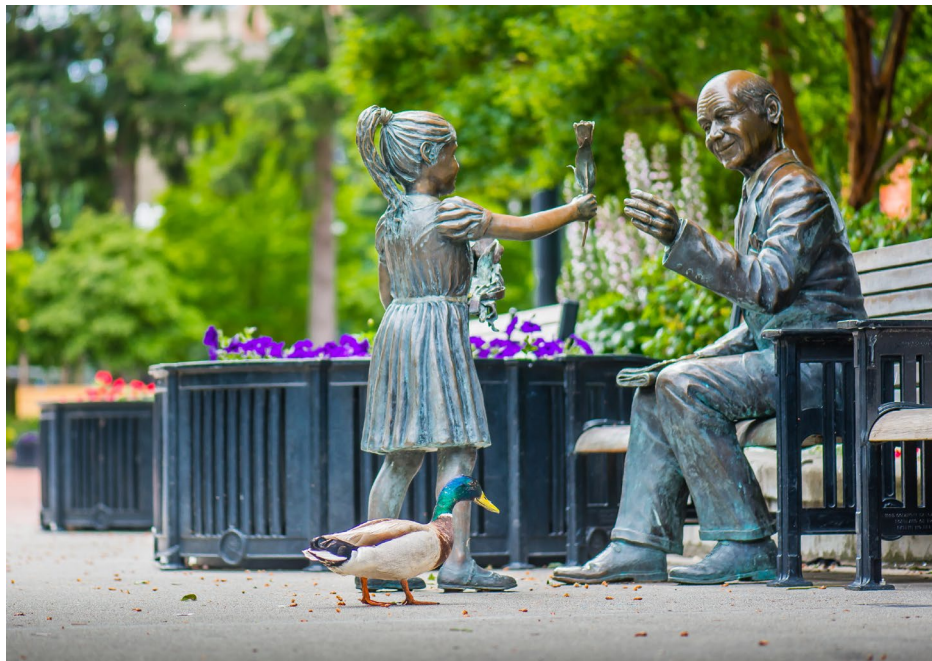


Source – ACLU of Washington analysis of Administrative Office of the Courts Data.

DWS-III Program Changes

Effective January 1, 2021

- Revised charging standards
- Pre-Citation Diversion
 - ✓ 6 months
 - ✓ Reinstate License or no new charges



DWS-III Program Changes



Projected Benefits:

- Balance inequity
- Prioritize cases drawing on capacity of Courts and Jail
- City Council policy alignment

QUESTIONS / DISCUSSION

Jonathan Young

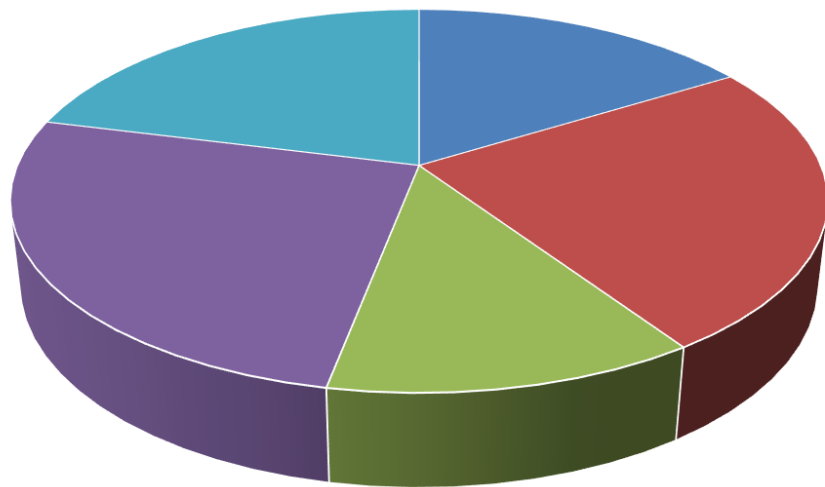
jonathan.young@cityofvancouver.us

(360) 487-8500



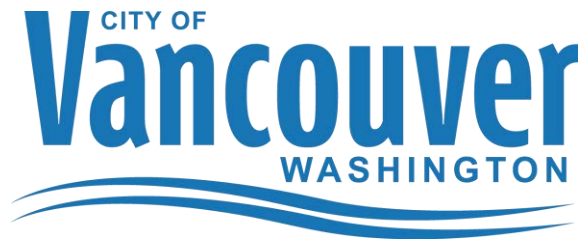
Vancouver City Attorney's Office

2019 Criminal Filings



Overview of 2019 Criminal Charges:

- Violent
- Property
- Hwy Safety
- DWS-III
- Other



MEMORANDUM

TO: Eric Holmes, City Manager

FROM: Jonathan Young, City Attorney 

DATE: December 3, 2020

SUBJECT: Updated Criminal Prosecution Priorities: DWS-III *
* Driving While License Suspended Third Degree

Overview

The Vancouver City Attorney's Office is committed to advancing our understanding of who is, and is not, benefitting from the institutions our society has created. Where possible, we will seek opportunities to lawfully balance inequities that exist and repair inequities in our systems.

To this end, beginning January 2021, the City Attorney's Office will be piloting changes to our prosecution practices relative to the crime of "Driving While License Suspended in the Third Degree" (DWS-III).

While the requirement that motorists maintain a valid driver's license is certainly one ingredient in the overall recipe of traffic safety, prosecution trends increasingly suggest that bringing and maintaining criminal charges for DWS-III disproportionately impacts community members who are Black, Indigenous, and People of Color, as well as those who are of low or moderate financial means.

The 2021 DWS-III Pilot Program will bring two important changes to the City Attorney's prosecution practices:

1. The City Attorney's Office will offer qualifying individuals referred for DWS-III the opportunity to participate in a pre-citation diversion program. If completed, no infraction or criminal charges will be filed.
2. Prosecution standards will be revised to call for the use of civil infractions (rather than criminal charges) where appropriate, for those who do not choose to participate in the DWS-III Pre-Citation Diversion.

Anatomy of a DWS-III Case: While most people can quickly describe the elements of crimes like “assault,” “theft” or “DUI,” very few non-lawyers can accurately distinguish the elements of DWS-III as compared to DWS-I or DWS-II.

DWS-III referrals generally arise in instances where someone has received a ticket for a moving violation (e.g., speeding or rolling through a stop sign) and then fails to pay the ticket or show up in court to contest it. When this happens, the District Court notifies Washington State Department of Licensing (DOL). DOL sends the driver a notice that their license may be suspended; if the individual fails to timely contest, their driver's license is suspended by the state. The next time this individual gets in their car and drives, they are committing the misdemeanor Driving While License Suspended in the Third Degree (DWS-III). (RCW 46.20.342(1)(c)).

By contrast, a person who has been declared a habitual offender, or who drives after having their license revoked due to impairment, commits the crime of DWS-I or DWS-II (respectively), and may be charged with a gross misdemeanor. It is generally agreed that DWS-I and DWS-II have a strong nexus to community traffic safety. The City Attorney's Office is not proposing any changes to its current practices of charging DWS-I and DWS-II offenses as crimes.

The problem is that prosecution trends increasingly suggest that this charge disproportionately impacts community members who are Black, Indigenous and People of Color, as well as those who are of lower financial means.

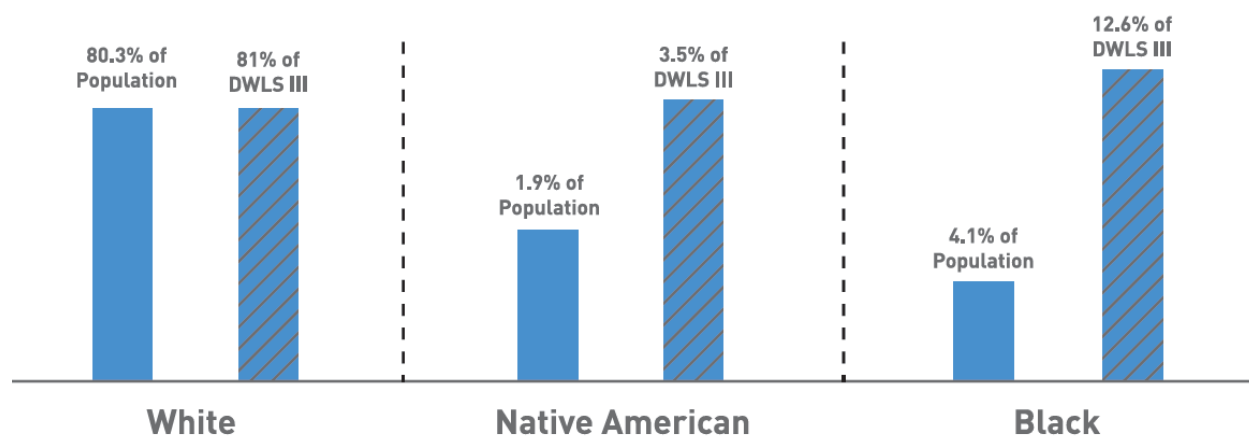
Nexus to Social Justice Reform: Within the 2017 Harvard Law Review commentary [“The President's Role in Advancing Criminal Justice Reform”](#) Barack Obama observed that state and local government action is needed to advance criminal justice reform by addressing the criminalization of poverty. Practices that criminalize poverty “destroy trust, deprive our fellow Americans of their fundamental rights, and have too often led to a two-tiered system in which the poor are not accorded the equal protection under the laws to which they are entitled under the U.S. Constitution.” (130 Harv. L. Rev. 811.)

By its very nature, a referral for DWS-III typically arises due to a driver's failure to pay legal fines. As a result, it is not surprising that DWS-III prosecutions disproportionately impact those who are of low or modest financial means. Further, DWS-III cases typically require multiple court appearances, each of which causes non-salaried defendants to lose earnings. If a DWS-III criminal defendant fails to appear, the court issues a warrant that may disqualify the individual from employment opportunities or public benefits. Non-indigent defendants found guilty of DWS-III must also pay court fees. In 2020, a DWS-III conviction carried a minimum of \$424.50 in court fees. For a minimum wage worker, \$424.50 equates to over 31 hours of labor. A warrant may be issued if a defendant fails to pay court-ordered fees.

In 2019, the Vancouver City Attorney's Office charged approximately 4500 cases. Of these, DWS-III charges made up 1140 cases -- roughly a quarter of the City's criminal caseload. The 1,140 DWS-III cases filed by the City in 2019 reflect the following dynamics:

- 58% (661) had at least one warrant issued;
- 53% (609) were still pending as of July 2020;
- 29% (333) were resolved guilty of DWS-III as of July 2020;
- 158 defendants (47% of all cases resolved guilty) were ordered to pay \$0 in fees, most likely because the court found the defendant to be indigent);
- The remaining 175 (53% of all cases resolved guilty) were ordered to pay a total of \$25,717. Of this amount, as of July 2020, only \$3,041 had been paid.

In summary, DWS-III defendants of low and modest means are severely impacted by DWS-III prosecutions, often in ways that more financially affluent defendants are not. As one might suspect, financial disparities translate to racial inequities. Charges for DWS-III disproportionately disadvantages community members who are Black, Indigenous, and People of Color. As reflected in the 2015 statewide DWS-III filings:



Source – ACLU of Washington analysis of Administrative Office of the Courts Data.

Black community members are roughly three times as likely to be charged with DWS-III as white people. Indigenous community members are approximately twice as likely to be charged with DWS-III as white people. [“Driven to Fail, the High Cost of Washington's Most Ineffective Crime – DWS-III,”](#) ACLU of Washington

(2017).¹ There are several other practical reasons to explore changes to the DWS-III program at this time:

- Neighboring jurisdictions in Oregon regard similar conduct as a Class A civil infraction. (Oregon Revised Statute 811.175.)
- The current COVID-19 pandemic has required suspension of the expiration dates of thousands of driver's licenses – creating a potential backlog of renewals. (Washington State Emergency Proclamation 20-41.)
- The current COVID-19 pandemic has created backlogs in criminal case trial schedules; numerical caps on jail inmates to reduce the spread of infection; and higher caseloads in other areas such as the Domestic Violence Prosecution Center.
- Appropriate changes to the DWS-III program stand to afford greater policy alignment with City Council's 2021-2022 Financial Policies which now include community safety as well as social justice as recognized priorities.

2021 DWS-III Prosecution Changes: Historically, referrals for DWS-III have been charged as misdemeanor criminal charges. While the City Attorney's Office already has a DWS-III Diversion Program, the benefits of that program have historically only been available after an individual has been charged with a crime.

Beginning in January 2021, the City Attorney's Office will make two important changes to the City's DWS-III diversion program:

1. Creation of a Pre-Citation Diversion Program. The DWS-III pre-citation diversion program will be able to be completed in two ways: (1) working with City Attorney's Office Staff to obtain successful license reinstatement; or (2) remaining offense-free for 6 months.
2. Revision of Prosecution Standards. Revised 2021 standards will call for the use of civil infractions (rather than criminal charges) where appropriate, for those who do not choose to participate in the DWS-III Pre-Citation Diversion program.

The City Attorney's Office plans to study the results of these program changes after one year and evaluate the need for further program refinements.

¹ Regrettably, the City Attorney's Office has found – and the ACLU acknowledges, too – that no data is available regarding the impacts of DWS-III on members of the Latinx community. Efforts to improve criminal justice data collection remains the subject of ongoing efforts within the City Attorney's Office and was a factor in the City Attorney's 2021-22 Budget Request for funding a new criminal case tracking system. This budget request was approved by the Vancouver City Council in November 2020 with projected procurement and implementation in 2022.



Driving While License Suspended in the Third Degree

Overview: The Vancouver City Attorney's Office is committed to advancing our understanding of who is, and is not, benefitting from the institutions our society has created. Where possible, the City Attorney's Office seeks opportunities to lawfully balance inequities that exist and repair inequities in our systems. To this end, beginning **January 2021**, the City Attorney's Office will be piloting changes to City's prosecution practices relative to the crime of "Driving While License Suspended in the Third Degree" (DWS-III). (RCW 46.20.342(1)(c)).

What is DWS-III: DWS-III cases generally arise in instances where someone has received a ticket for a moving violation (e.g., speeding or rolling through a stop sign) and then fails to pay the ticket or show up in court to contest it. When this happens, the District Court notifies Washington State Department of Licensing (DOL). DOL sends the driver a notice that their license may be suspended and if the individual fails to timely respond, their driver's license is suspended by the state. The next time this individual gets in their car and drives, they are committing the misdemeanor Driving While License Suspended in the Third Degree (DWS-III). (RCW 46.20.342(1)(c)). The problem is that prosecution trends increasingly suggest that this charge disproportionately impacts community members who are Black, Indigenous and People of Color, as well as those who are of lower financial means.

Creation of a Pre-Citation Diversion Program: In response to this information, the City Attorney's Office has decided to focus its efforts on educating and empowering unlicensed drivers to reinstate their driver's licenses through creation of a pre-citation DWS-III diversion program.

Goals: The City Attorney's Office Pre-Citation Diversion Program is designed to incentivize two things: (1) education and reinstatement of driving privileges, or alternatively, (2) lifestyle changes that result in no new offenses (e.g., rideshares, use of transit, or other choices that eliminate the need for unlicensed driving.)

Requirements: Qualifying drivers will be invited to participate in the City's DWS-III pre-citation diversion program. Drivers who choose to participate will be deemed to complete the DWS-III pre-citation diversion program if they satisfy one (or both) of two conditions: (i) the driver works to successfully reinstate their license; or (ii) the driver remains free from new DWS-III referrals for 6 months from the date of their agreement to enter the program.

Eligibility: Individuals will be eligible for participation in the City Attorney's Office DWS-III pre-citation diversion program if they have been referred for prosecution of DWS-III (RCW 46.20.342(1)(c)(iv)) for driving on or after January 1, 2021, and:

- ✓ The incident did not involve a collision or accident;
- ✓ The driver does not have a Commercial Driver's License and was not operating a commercial vehicle during the incident in question;
- ✓ The driver's license is not suspended in another state;
- ✓ The driver has no more than 4 convictions in the past 10 years preceding entry into the diversion program;
- ✓ The driver has no active warrants and no felony convictions with a nexus to traffic safety (such as vehicular homicide).

Revised Prosecution Standards: The City recognizes that some individuals may choose not to participate in the DWS-III Pre-Citation Diversion Program, and others may fail to timely respond to the invitation to participate. With this in mind, Revised 2021 Prosecution Standards will call for the use of civil infractions (rather than criminal charges) where appropriate, for those who qualify for, but choose not to participate in the DWS-III Pre-Citation Diversion Program.

City Attorney's Commitment Regarding Prosecutions: The City Attorney's Office recognizes that the decision to bring and maintain criminal charges is impactful, and we approach this with the utmost care, temperance and restraint. We will never advance or maintain a criminal charge on account of any individual's race, color, national origin, sex, sexual orientation, gender identity, gender expression, religion, or creed. It is the intent of the City Attorney's Office that the changes described above will help balance one source of potential inequity that exists within our legal system while maintaining Citywide efforts to improve traffic safety. The City Attorney's Office plans to study the results of these program changes after one year and evaluate the need for further program refinements. For more information please contact:

Jonathan Young, City Attorney: (360) 487-8500 | VanLaw@cityofvancouver.us



To request alternate formats, please contact:

City Attorney's Office | 360-487-8500 | TTY: 360-487-8602 | VanLaw@cityofvancouver.us