

# City of Vancouver Street Funding Strategy

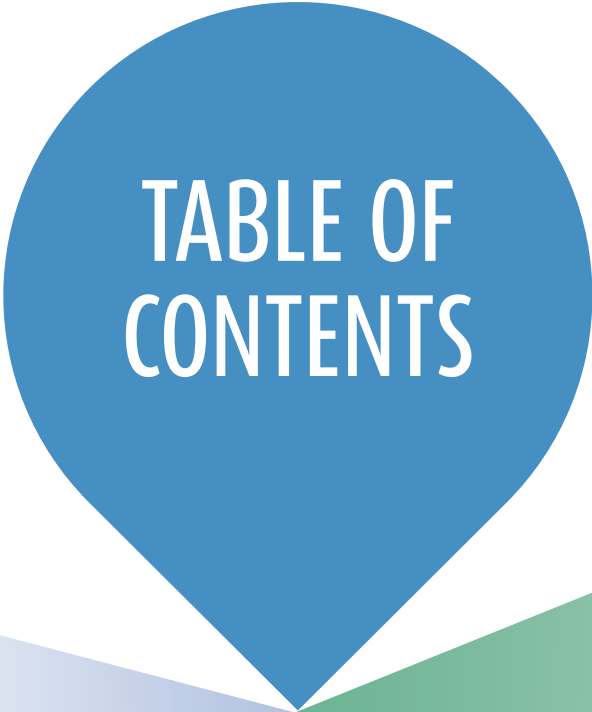


2018

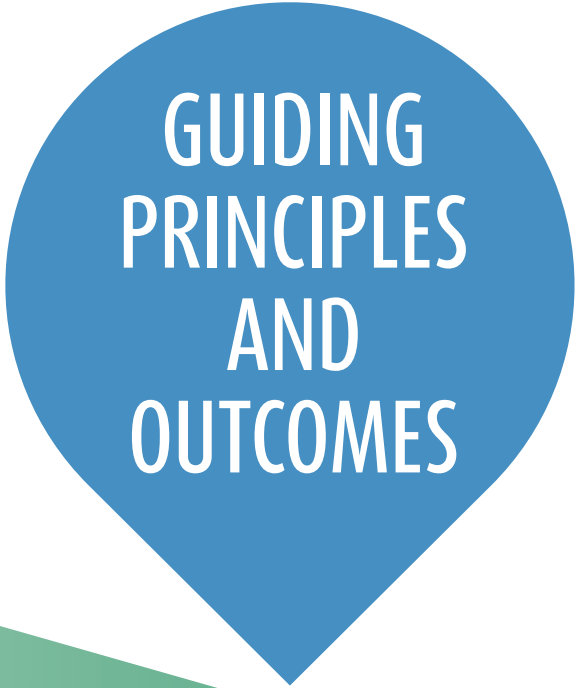
Annual Report to the Community



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# GUIDING PRINCIPLES AND OUTCOMES

## Guiding Principles

- New street funding revenues are to supplement, not supplant, existing revenues
- “Take care of what we have”
- Pay-as-we-go goal of financing infrastructure projects is preferred
- As street bond debt service is repaid, use funds previously needed for debt payments for streets
- Continued public transparency and accountability

## Outcomes

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

# Executive Summary

In 2018, the City of Vancouver continued to make significant strides in improving the community's complete transportation system, supported by our Street Funding Strategy, also referred to in this report as SFS.

Vancouver's Street Funding Strategy was adopted by the City Council in 2015. This effort forged a strong and sustainable foundation for improving the community's street system and reversing a trend of deteriorating pavement conditions.

The Street Funding Strategy is comprised of the following revenues: a \$20 vehicle license renewal fee that was increased to \$40 in 2018 by the Vancouver Transportation Benefit District (TBD); a 1.5 percent tax on City-owned utilities; a \$10 business license surcharge increase in 2016 that was followed by another \$10 increase in 2018; increased contributions from the state gas tax; and the reinvestment of retired debt service. Revenues from vehicle license renewals account for half of the total SFS resources. Importantly, the increases in 2018 represent a culmination of the recommendations brought forth by the Street Funding Commission, backed by an extensive public outreach effort that emphasized the need to take care of what we have.

The City's Transportation Improvement Program (TIP), adopted by the Vancouver City Council in June of each year, serves as a roadmap for how the new revenues will be used to support key SFS outcomes, including pavement management, asset replacement, multimodal safety, accessibility, and neighborhood traffic calming, as well as provide leverage for our community's grant-funded projects.

Noteworthy 2018 achievements include, but are not limited to, an \$11.7 million pavement management program that benefited nearly half of all neighborhoods in the City, and the successful leveraging of SFS resources to seek and obtain more than \$8.4 million in new transportation improvement grants.

Transparency and accountability are critical to the City's SFS efforts. Staff continues to enhance public information and outreach with expansion of web content, updates to an online storymap, and ongoing citizen assistance. Staff is also implementing an interactive website that will enable citizens to learn more about the City's transportation projects using an [online map interface](#). A link to the online map is also posted at [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip).

With our ongoing commitment to the principles and outcomes that guide our Street Funding Strategy, the City offers this annual report to the community. It includes the state-required 2018 Vancouver Transportation Benefit District (TBD) accounting, as well as other important street funding information. This report and other related information is also available at [www.cityofvancouver.us/betterstreets](http://www.cityofvancouver.us/betterstreets).

We encourage residents, businesses and organizations to review what's been accomplished and stay informed as we continue to improve Vancouver's transportation infrastructure.





OVERALL  
STREET  
FUNDING  
STRATEGY

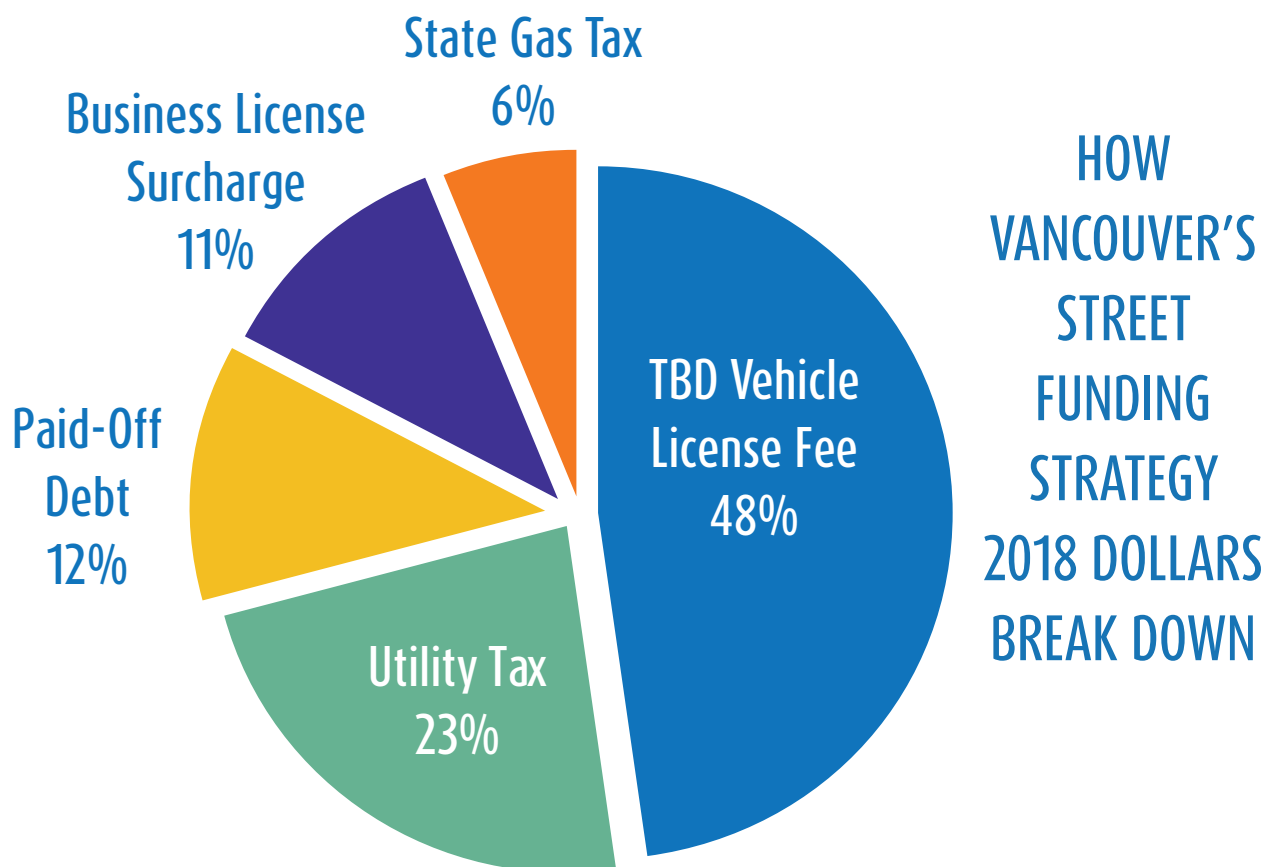
# Street Funding Strategy - Revenue 2018

The City's Street Funding Strategy is continuing to meet the revenue objectives recommended by the Street Funding Commission to improve Vancouver's street system over time.

For 2018, the City anticipated it would receive about \$7.18 million in total revenues from the combined Street Funding Strategy resources, which are used to supplement the baseline street budget. After the close of the Fiscal Year 2018, actual total revenues received for the Street Funding Strategy were approximately \$8.05 million. Revenues not spent on transportation outcome-targeted areas in 2018 are held for use as local match on future projects.

The table and chart shown here provide details of funding sources and their related estimated and actual amounts from all Street Funding Strategy revenue sources in 2018.

FUNDING SOURCE	2018 REVENUE (Millions)	
	Estimated	Actual
TBD Vehicle License Fee	\$3.60	\$3.82
Utility Tax	\$1.50	\$1.86
Business License Surcharge Fee	\$0.88	\$0.89
State Gas Tax	\$0.20	\$0.48
Paid-Off Debt	\$1.00	\$1.00
<b>TOTAL</b>	<b>\$7.18</b>	<b>\$8.05</b>





# Street Funding Strategy - Outcomes and Expenses 2018

Vancouver's Street Funding Strategy is focused on successfully delivering outcomes in the following targeted areas: pavement management; median/rights-of-way maintenance; neighborhood traffic calming; mobility, accessibility, and safety; asset replacement; grant-funded projects; and improved sidewalk management.

Key Outcomes		2018 Expenses (Millions)	
		Estimated	Actuals
	Pavement Management	\$3.60	\$3.60
Grant-Funded Projects		\$2.40*	\$2.00
	Multimodal, Safety and Accessibility	\$0.50	\$0.50
Neighborhood Traffic Calming		\$0.10	\$0.10
	Asset Replacement	\$0.20	\$0.20
Right of Way Maintenance and Arterial Sweeping		\$0.75	\$0.75
	Sidewalk Management	\$0.25	\$0.13
* Estimate included \$400,000 match for state grant, applied for but not received.			
Total		\$7.80	\$7.28



# Street Funding Strategy - Activities 2018

## Mobility, Accessibility and Safety

This component of the Street Funding Strategy rotates yearly among three areas: from ADA accessibility, to pedestrian improvements, to bicycle safety. In 2018, \$500,000 of TBD revenue from vehicle license renewal fees went toward infill sidewalk improvement projects. Of that, \$470,000 provided leverage in the form of a local match to obtain two grants for these projects:

- New sidewalk along NE 112th Avenue in the vicinity of 9th Street
- New sidewalk along Devine Road near the Burnt Bridge Creek Trailhead

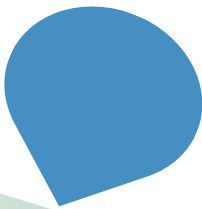
The remaining \$30,000 was spent on quick turn-around safety response improvements needed in Vancouver.

## Neighborhood Traffic Calming

The City's Neighborhood Traffic Calming Program receives \$270,000 annually of total revenue. Of that, \$100,000 is provided by TBD vehicle license fees. Neighborhoods play a large role in project selection for this program. The projects below were championed by neighborhood residents and reviewed by the independent Neighborhood Traffic Safety Alliance (NTSA). They were funded in 2018 and are to be completed in 2019.

- Nicholson Road speed cushions (Bagley Downs Neighborhood)
- Northeast 39th Street speed cushions (Image Neighborhood)
- Radar feedback signs for the following neighborhoods: Northwest, Carter Park, Marrion, and Cedar Park

More information about this program can be found here: [www.cityofvancouver.us/trafficcalmingprogram](http://www.cityofvancouver.us/trafficcalmingprogram).



*"The City's Traffic Calming Program is a great resource for neighborhoods wanting to improve livability."*

– Cheryl Aichele, president of Parkside Neighborhood Association

## Asset Replacement

The community's investment in the City's street system assets is estimated at more than \$1 billion in replacement value. The Street Funding Strategy seeks to manage these assets proactively. In 2018, \$415,000 – \$200,000 of TBD revenue and \$215,000 of the city's baseline transportation funds – was directed to asset replacement. The City is saving this money for two large traffic signal replacement projects set to occur in 2019. These are the St. Johns Boulevard and Northeast 42nd Street signal, and the Fourth Plain Boulevard and Norris Road signal. Both signals have reached the end of their useful lives and will be replaced with improved signals that meet all current standards.

## Rights-of-Way/Median Maintenance and Arterial Sweeping

In keeping with the recommendation of the Street Funding Commission, \$750,000 was dedicated in 2018 to increased sweeping of arterial streets and restored levels of historically-maintained median and right of way. Arterial sweeping frequency continues at a two-week cycle. For medians and rights of way, emphasis was placed on maintenance of safe sight distances, weed management, and health of trees.

## Sidewalk Management

The City continues to refine and improve its recently implemented sidewalk management program, which spent approximately \$127,000 of Street Funding Strategy revenues in 2018. Accomplishments include:

- addressing 215 sidewalk compliance issues,
- improving pedestrian access through construction zones,
- developing outdoor seating/sidewalk café standards, and
- revising the Vancouver Municipal Code to help address sidewalk maintenance issues.

Information about sidewalks in Vancouver can be found online at [www.cityofvancouver.us/sidewalks](http://www.cityofvancouver.us/sidewalks).

# Street Funding Strategy - Activities 2018

## Pavement Management

The City's 2018 Pavement Management Program was among the largest to date, thanks to Vancouver's Street Funding Strategy.

In 2018, approximately \$11.7 million was spent on improving, restoring and preserving pavement conditions throughout the city, a key citizen concern. Street Funding Strategy revenues provided about \$3.6 million, which includes \$1 million from TBD fees.

Altogether, the program benefited nearly half of the city's neighborhoods by repaving 24 lane miles of streets, preserving 98 lane miles of streets and constructing 189 ADA-compliant curb ramps.

The 2018 Pavement Management Program also included additional outreach and notifications to keep residents informed of the work. The infographic on the following page highlights some interesting facts for the 2018 Pavement Management Program.

## Grant-funded Projects

In 2018, the City of Vancouver was awarded over \$8.4 million in grants for transportation projects. This success was made possible by Street Funding Strategy money, which allowed the City to meet the local match requirements established by the grant funding agencies to obtain these critical funds. The City has received the following grants:

- \$500,000 State Safe Routes To Schools Grant | Project: Sidewalk/path improvements near Franklin Elementary School (Grant funds are pending state Legislature's budget approval.)
- \$489,000 State Bike/Pedestrian Safety Grant | Project: Sidewalk improvements along Divine Road near the Burnt Bridge Creek trailhead (Grant funds are pending state Legislature's budget approval.)
- \$789,200 State Corridor Safety Grant | Project: Fourth Plain Boulevard safety improvements between F Street and Fort Vancouver Way
- \$3,000,000 State Transportation Improvement Board (TIB) Grant | Project: Southeast 1st Street Improvement Project, from 164th Avenue to 177th Avenue
- \$1,850,000 Federal Surface Transportation Block Grant (STBG), awarded through the Regional Transportation Council (RTC) | Project: Northeast 137th Avenue Corridor Completion Project, Northeast 49th Street to Fourth Plain Boulevard
- \$1,800,000 Federal Lands Access Program (FLAP) Grant | Project: Pedestrian improvements along 5th Street near Fort Vancouver National Historic Site

In addition to these grant awards, the City continues to design projects in anticipation of future grant applications. Again, the Street Funding Strategy is a key contributor to the local match requirements for these future applications, which include:

- Southeast 1st Street Improvement Project, segment from 177th Avenue to 192nd Avenue
- Northeast 137th Avenue Corridor Completion, from Northeast 49th Street to Fourth Plain Boulevard
- West Jefferson Street, from West Evergreen Boulevard to Mill Plain Boulevard
- Northeast 18th Street Improvement Project, segment from Northeast 97th Avenue to Northeast 107th Avenue
- West 32nd Avenue Extension, from Washington State Route 501 to Fruit Valley Road

# 2018 Pavement Management



Coverage in Square Yards =



**356,000**  
of Slurry Seal



**222,162**  
of AR Chip Seal



**70,520**  
of Microsurfacing



**432,000**  
of Bonded Wearing Course



**\$11.7** MILLION TO **IMPROVE** STREETS



**7,158**  
**LETTERS**  
to residents



and even more  
doorhanger notices

**out of 67** Vancouver neighborhoods



**189**

New ADA Curb Ramps  
Increased Accessibility

## NE 54th Resurfacing Project FROM START TO FINISH



Before



Grinding



Paving



After (pre-striping)





Vancouver  
Transportation  
Benefit  
District

# Vancouver Transportation Benefit District 2018

The Vancouver Transportation Benefit District (TBD) is the largest component of the City's overall Street Funding Strategy. In 2019, the TBD is projected to provide more than 50 percent of the total Street Funding Strategy revenues dedicated to improving Vancouver's transportation system for all users over time. In accordance with state law, the TBD is a quasi-municipal entity, a legally separate and distinct body from the City of Vancouver, formed to fund and support transportation improvements. Below is the Vancouver TBD's 2018 report to the community on revenues, expenditures and projects, in compliance with the District's commitment to accountability and state requirements.

## Background

Washington State law RCW 36.73 allows a city or county government to create a TBD and impose an added vehicle license renewal fee to fund local transportation projects. Vancouver established its Transportation Benefit District in November 2015, after extensive public input and at the recommendation of the citizen-led Street Funding Commission. As allowed by state law, the TBD Board adopted a \$20 license renewal fee for vehicles registered within district boundaries, which are City of Vancouver limits. In keeping with the Commission's recommendations for long-term, sustainable funding to take care of and improve our streets, the TBD Board in 2017 increased the vehicle license fee to \$40, effective July 2018.

TBD fees are paid in Vancouver and the money stays in Vancouver. State law requires revenues received from TBD fees only be spent on transportation projects/programs identified by the TBD Board. For Vancouver's TBD, these projects and programs are selected from the most current adopted Six-Year Transportation Improvement Program (TIP) and Pavement Management Program. Those projects and programs provide for upgrading substandard streets, improving pavement conditions, and increasing ADA accessibility, mobility and neighborhood safety.

An annual budget is approved by the TBD Board each year. In addition to the annual report, information about the TBD, including the revenues it receives and projects and programs it supports, can be found on the website at [www.cityofvancouver.us/TBD](http://www.cityofvancouver.us/TBD).

## Revenues

Actual 2018 TBD-generated revenues, generated by the \$20 vehicle tab fee through June 2018 and the \$40 vehicle tab fee after June 2018 came in slightly above estimates – \$3.82 million versus \$3.6 million. In 2019, the revenue from the vehicle license renewal fees is anticipated to be \$4.8 million based on a full year's collection of the increased fee of \$40.

## Expenditures

In 2018, the TBD helped fund the following City Street Funding Strategy projects:

- \$1,000,000 toward Pavement Management, taking care of the streets we have;
- \$500,000 toward Multimodal, Safety and Accessibility projects;
- \$100,000 toward the Neighborhood Traffic Calming Program, which works with neighborhood associations throughout the city to help improve livability and slow traffic within the neighborhood street systems;
- \$200,000 toward the traffic signal and lighting sustainability program, which helps fulfill the asset replacement outcome; and
- \$1,000,000 toward the Northeast 18th Street Improvement Project, from Northeast 97th Avenue to Northeast 107th Avenue, west of the Interstate 205 interchange.

## Vancouver Transportation Benefit District Board

Anne McEnery-Ogle, Chair | Bart Hansen, Vice Chair

Bill Turlay | Ty Stober | Linda Glover | Laurie Lebowsky | Erik Paulsen

Eric J. Holmes, Executive Director





# HOW YOUR VANCOUVER TBD LICENSE FEES WERE SPENT IN 2018 BY OUTCOME

Vancouver TBD Fee \$40

## Grant-funded Projects:

NE 18th Street  
Improvement Project  
NE 97th Ave to NE 107th Ave



  
**Neighborhood  
Traffic Calming**



**Traffic Signal  
and Lighting  
Sustainability**

## Pavement Management



**Multimodal, Safety  
and Accessibility**



# Vancouver TBD Look Ahead for 2019

## TBD Board Meetings

Regular meetings of Vancouver's Transportation Benefit District Board are scheduled by resolution in the first quarter of each calendar year. Meetings typically follow regular City Council meetings at City Hall, 415 W. Sixth Street. The public is encouraged to attend and learn about the TBD and efforts to improve Vancouver's street system.

Meeting agendas, materials and other details are posted on the website at [www.cityofvancouver.us/tbd](http://www.cityofvancouver.us/tbd).

Anticipated meetings for 2019 are as follows:

- February 2019 - Regular Meeting
- June 2019 - Workshop
- December 2019 - Workshop and Regular Meeting

## TBD Revenues - Vehicle License Fees

With the implementation of the TBD fees, Vancouver has seen steady progress in efforts to improve our community's street system for all users and reverse the trend in failing pavement conditions.

This year, 2019, marks the first full calendar year of the \$40 vehicle license renewal fee. This translates to an estimated \$4.8 million in revenues that will be used to support the targeted outcomes recommended by the Street Funding Commission and the Vancouver City Council including:

- Pavement management
- Asset replacement
- Multimodal, safety and accessibility
- Neighborhood traffic management
- Grant-funded projects

## Work Plan

By state law, Vancouver's TBD Board is tasked with adopting a budget and work plan for the year ahead. The 2019 TBD Work Plan, below, reflects identified Street Funding Strategy outcomes and is based on the 2019-2024 adopted Transportation Improvement Program (TIP) projects. The six-year TIP is adopted annually each year as required by state law. TIP reference numbers are shown in the table to make it easy to access the information. The full TIP report is available for review on the City's website at [www.cityofvancouver.us/TIP](http://www.cityofvancouver.us/TIP).

PROJECT NAME	◆ TIP ID	VANCOUVER TBD FUNDS	OTHER FUNDING	TOTAL ESTIMATED PROJECT COST
Traffic Signal and Lighting Sustainability	Trans A-237	\$200,000	\$215,000	\$415,000
Pavement Management Program	Trans A-241	\$1,000,000	\$10,500,000	\$11,500,000
Multimodal, Safety and Accessibility	Trans A-844	\$500,000	\$119,772	\$619,772
Neighborhood Traffic Management (Calming) Program	Trans A-240	\$100,000	\$170,000	\$270,000
SE 1st Street Project (164th-192nd ave) Construction	Trans-268	\$1,000,000	\$9,000,000	\$10,000,000
<b>TOTAL</b>		<b>\$2,800,000</b>	<b>\$20,004,772</b>	<b>\$22,804,772</b>





## Additional Information

**Title VI Statement:** The City of Vancouver ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding the City's Title VI Program, please contact Chris Malone, Senior Civil Engineer, at 360-487-7130.

**Americans with Disabilities Act (ADA):** Individuals requiring reasonable accommodation for information above may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation. Contact Loretta Callahan, Public Information/Community Relations, City of Vancouver Public Works, 360-487-8255.

Este informe contiene información importante. Pídale a alguien que se lo traduzca o llame Ciudad de Vancouver, 360-487-7130.

В данном отчете содержится важная информация. Попросите кого-нибудь перевести ее для вас или звоните City of Vancouver, 360-487-7130.

Báo cáo này có thông tin bổ sung về dự án. Hãy nhờ người khác giải thích cho quý vị hoặc gọi cho City of Vancouver, 360-487-7130.



– *“Finally. much-needed”*

– *“Thank you for keeping our roads ‘top notch’.*

– *“Our city’s infrastructure was beat up and it was an embarrassment. And no question we have a long way to go to catch up. But you’re the folks making it happen ...”*



MORE INFORMATION

Webpage: [www.cityofvancouver.us/betterstreets](http://www.cityofvancouver.us/betterstreets)

Email: [betterstreets@cityofvancouver.us](mailto:betterstreets@cityofvancouver.us)

**City of Vancouver | Transportation Benefit District**  
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