

# City of Vancouver Street Funding Strategy

*Annual Report to the Community*

# 2021



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Prepared by the Department of Public Works

Director Jennifer Belknap Williamson

Transportation/Streets Manager Ryan Lopossa

Finance/Asset Management Manager Chris Malone

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## 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

# GUIDING PRINCIPLES AND OUTCOMES

# Introduction

In 2015, the Vancouver City Council adopted a long-term solution with dedicated revenues for the purpose of supporting and improving our community's street system. Collectively these new revenues are referred to as the Street Funding Strategy (SFS).

Vancouver's Street Funding Strategy – the result of careful assessments of transportation programs, projects and finances; an extensive public engagement process; and direction from a Street Funding Commission – was intended to forge a strong and sustainable foundation for improving safety and travel for all users and reversing a trend of deteriorating pavement conditions. Included in the Commission's recommendations was the creation of a Vancouver Transportation Benefit District (TBD).

The following revenue sources support the Street Funding Strategy: a \$40 vehicle license fee implemented by the TBD; a 1.5% tax on City-owned utilities, a \$20 business license surcharge fee; increased state gas tax distributions, and reinvestment of retired debt service into transportation.

Due to the COVID-19 pandemic, many revenue sources that directly support transportation infrastructure were negatively impacted in 2020. However, most of these revenues sources have recovered in 2021. The only revenue sources still being impacted by COVID-19 is the Business License Surcharge fee. In an effort to minimize COVID's impact on businesses, the City temporarily reduced the Business License Surcharge fee for certain kinds of business. The temporary reduction will sunset in the Spring of 2022, so future revenues are expected to return to pre-pandemic levels.

The Transportation System Plan and the Transportation Improvement Program (TIP), adopted by the City Council in June 2021, provide guidance for how Street Funding Strategy revenues are used to meet key outcomes, which include pavement management, asset replacement, multimodal safety, accessibility, and neighborhood traffic calming, as well as major grant-funded projects. All of these types of infrastructure improvements help promote several of the City's strategic goals including safety, equity, and climate action. In 2021, the City used the (SFS) revenues as leverage to pursue approximately \$5 million in new grants for transportation projects. A searchable web map of projects in the TIP can be found here: [www.cityofvancouver.us/tip](http://www.cityofvancouver.us/tip).

Reflecting our commitment to transparency and accountability, the City offers this report to the community. It includes required details for 2021 Vancouver Transportation Benefit District finances and projects, as well as other important street funding information. We encourage the public to review what's been accomplished and continue to stay informed as we work to improve Vancouver's streets. See: [www.cityofvancouver.us/betterstreets](http://www.cityofvancouver.us/betterstreets).









# OVERALL STREET FUNDING STRATEGY REVENUES



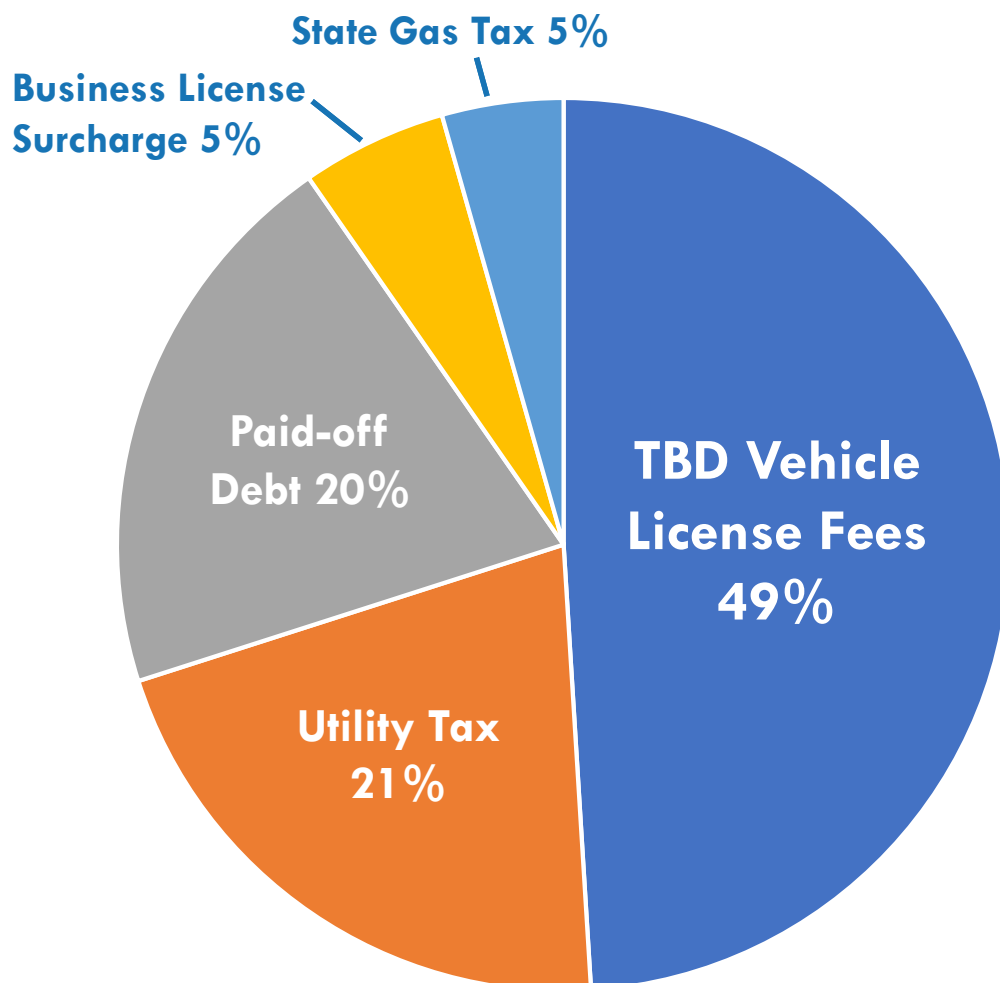
# Street Funding Strategy - Revenue 2021

For 2021, the City anticipated it would receive \$10.13 million in total revenues from the combined Street Funding Strategy resources, which are used to supplement the baseline streets budget. After the close of the Fiscal Year 2021, actual revenues received for the Street Funding Strategy were approximately \$10.85 million, about 7% more than had been estimated.

Note: Revenues not spent on transportation outcome-targeted area in 2021 are held for use as local match for 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 2021.

FUNDING SOURCE	2021 REVENUE (Millions)	
	Estimated	Actual
TBD Vehicle License Fee	\$5.00	\$5.32
Utility Tax	\$1.95	\$2.28
Business License Surcharge Fee	\$0.50	\$0.57
State Gas Tax	\$0.48	\$0.48
Paid-Off Debt	\$2.20	\$2.20
<b>TOTAL</b>	<b>\$10.13</b>	<b>\$10.85</b>



**HOW  
VANCOUVER'S  
STREET  
FUNDING  
STRATEGY  
2021 DOLLARS  
BREAK DOWN**

# Street Funding Strategy - Outcomes and Expenses 2021

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, safety and accessibility; asset replacement; grant-funded projects; and improved sidewalk management.

Key Outcomes		2021 Expenses Estimated
Mobility, Safety and Accessibility		\$1 Million
	Neighborhood Traffic Calming	\$130,000
Sidewalk Management		\$500,000
	Asset Replacement	\$200,000
Right-of-Way Maintenance		\$750,000
	Pavement Reconstruction	\$1 Million
Pavement Management		\$6 Million
	Grant-Funded Projects	\$0 (setting aside for future projects)
Total		\$9.58 Million



# Street Funding Strategy - Activities 2021

## Mobility, Safety and Accessibility

This outcome focuses on improving pedestrian and bicycle accessibility and safety throughout the City. One million dollars per year is allocated towards this program. In 2021, the money will be used to complete two projects. The first project is pedestrian crossing improvements along Fourth Plain Boulevard from Fort Vancouver Way to Andresen and the second project is improving the intersection of 18th Street and Devine Road which will make the intersection more accessible for all users. The 2022 allocation will be used to help complete the NW Neighborhood Connectivity pedestrian improvements and the Devine Road sidewalk improvements which will connect to the above mentioned 18th Street and Devine Road intersection improvements.

## Neighborhood Traffic Calming

The City's Neighborhood Traffic Calming Program receives \$300,000 annually. Of that, \$130,000 is provided by TBD vehicle license fees. This program aims to install traffic calming improvements within neighborhoods to help improve safety. Neighborhoods play a large role in project selection for this program. The program works collaboratively with the Neighborhood Traffic Safety Alliance (NTSA). Several neighborhoods will benefit from projects through this program in 2021 including: Riveridge, Maplewood, Meadow Homes, Countryside Woods, East Mill Plain, Walnut Grove, Evergreen Shores, Airport Green and Vancouver Heights. More information can be found here: [www.cityofvancouver.us/trafficcalmingprogram](http://www.cityofvancouver.us/trafficcalmingprogram).

## Sidewalk Management

The sidewalk management program aims to help citizens and businesses maintain and manage sidewalks along their property frontage. In 2021, approximately \$254,000 was spent on sidewalk management. During 2021, highlights include:

- Performed 683 sidewalk inspections and sent 421 correction notices.
- Processed 41 right-of-way permits for sidewalk repair and/or replacement.
- Issued 14 permits for sidewalk seating and maintained Street Eats GIS dashboard to assist businesses in response to COVID-19 restrictions.



## Asset Replacement

The asset replacement program's intent is to replace assets that are nearing the end of their useful life. The asset replacement program is currently focused on traffic signals and street lights. In 2021, \$365,000 was directed to asset replacement. \$200,000 from the TBD combined with the city's \$165,000 baseline funds. The City only spent about \$13,000 in 2021 and is setting aside the remaining revenues for the Columbia Street and 13th Street intersection improvements in 2022. Additionally, the City is planning on upgrading traffic signal controllers citywide in 2022 and 2023.

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

In keeping with the recommendation of the Street Funding Commission, \$750,000 is dedicated annually 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 is placed on maintenance of safe sight distances, weed management, and health of trees.



## Pavement Management

The Pavement Management Program takes care of the City of Vancouver largest street asset, the pavement, with the intent of improving our pavement condition from fair to good over the next 20 years. The City spent approximately \$12.8 million in 2021 on the Pavement Management Program. The Street Funding Strategy provided approximately \$7.0 million of the total 2021 program (\$1.6 of the \$7.0 million coming from the TBD). Altogether, the City resurfaced 21 lane-miles of streets, applied preservation treatments to 55 lane-miles of streets and constructed 159 ADA-compliant curb ramps in Vancouver.

In addition to resurfacing and preserving pavements, the program also restripes streets to help implement the City's complete street policy which improves safety for bicyclists.

The infographic below highlights some interesting facts for the 2021 Pavement Management Program. You can also learn more here about the program: [www.cityofvancouver.us/Pavement](http://www.cityofvancouver.us/Pavement)





## Grant-funded Projects

In 2021, the City of Vancouver was awarded over \$6 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. In 2021, the City received the following grants:

- \$1,815,000 Federal Surface Transportation Block Grant (STBG) awarded by the Regional Transportation Council (RTC) - for construction of NE 18th Street from 97th Avenue to 107th Avenue Improvements.
- \$500,000 Transportation Alternatives Program (TAP) awarded by RTC – for construction of the Evergreen Highway Path from Chelsea to Image.
- \$1,760,000 National Highway System Asset Management (NHS) – for pavement resurfacing along Fourth Plain Boulevard from Fort Vancouver Way to Andresen.
- \$1,092,000 National Highway System Asset Management (NHS) – for pavement resurfacing along Fourth Plain Boulevard from Main Street to Fort Vancouver Way.
- \$500,000 Complete Streets Program awarded by the Transportation Improvement Board (TIB) for bicycle and pedestrian improvements in the vicinity of Mill Plain Boulevard and MacArthur Boulevard.
- \$350,000 Urban Arterial Program awarded by TIB for intersection improvements at Fourth Plain Boulevard and Franklin.







# Vancouver Transportation Benefit District



# Vancouver Transportation Benefit District 2021

The Vancouver Transportation Benefit District (TBD) is the largest component of the City's overall Street Funding Strategy. In 2021, TBD revenue accounted for more than 50% of the total Street Funding Strategy revenues that supplement baseline General Fund revenues for streets. 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 TBD's 2021 report to the community on revenues, expenditures and projects, in compliance with the District's commitment to accountability and state TBD requirements.

## Background

Washington State law RCW 36.73 allows a city or county government to create a TBD and impose a vehicle license fee to fund local transportation projects. Vancouver established its TBD in November 2015, at the recommendation of the citizen-led Street Funding Commission. Following a public hearing in December 2015, the TBD Board adopted a \$20 vehicle license fee, which took effect July 1, 2016. On December 18, 2017, the Vancouver TBD Board adopted an increase in the fee from \$20 to \$40. This increase was part of the Commission's 2015 recommendations for long-term, sustainable funding to take care of streets and improve the transportation system.

These fees, paid in Vancouver, stay in Vancouver. Per state law, they can be spent only on transportation projects/programs identified by the TBD Board. For Vancouver's TBD, these projects and programs are to be selected from the most currently adopted Six-Year Transportation Improvement Program (TIP) and Pavement Management Program. The full TIP report is posted online at [www.cityofvancouver.us/TIP](http://www.cityofvancouver.us/TIP).

The fees support the targeted outcomes recommended by the Street Funding Commission and the Vancouver City Council including:

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

In addition to the annual report, information about the TBD, can be found on the website at [www.cityofvancouver.us/TBD](http://www.cityofvancouver.us/TBD).

## Revenues

Actual 2021 TBD-generated revenues, generated by the \$40 vehicle license renewal fee, provided a total of approximately \$5.32 million, which is close to what was expected.

## Expenditures

In 2021, the TBD contributed to the following City Street Funding Strategy projects:

- \$1,600,000 toward Pavement Management, taking care of the streets we have;
- \$1,000,000 toward Multimodal, Safety and Accessibility projects;
- \$130,000 toward the Neighborhood Traffic Calming Program, which helps improve livability and safety;
- \$200,000 toward the traffic signal and lighting sustainability program, which helps fulfill the asset replacement outcome

## 2021 Vancouver Transportation Benefit District Board

Anne McEnerny-Ogle, Chair | Bart Hansen, Vice Chair  
Sarah J. Fox | Ty Stober | Diana Perez | Kim Harless | Erik Paulsen  
Eric J. Holmes, Executive Director

# HOW YOUR VANCOUVER VEHICLE LICENSE FEES WERE SPENT IN 2021



State Vehicle License Renewal & Fees  
Vancouver TBD: \$40



## \$1.6 Million Pavement Management

Taking care of  
the streets we  
have by paving,  
preserving,  
and improving  
conditions



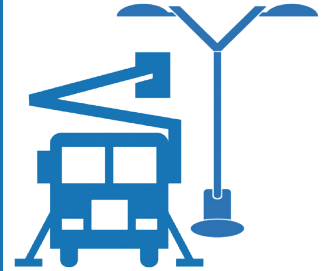
## \$1 Million Multimodal, Safety and Accessibility

Increasing options  
for traveling  
around Vancouver  
safely and  
comfortably



## \$130,00 Neighborhood Traffic Calming

Improving livability  
and safety in  
collaboration with  
neighborhoods



## \$200,000 Traffic Signal & Lighting Sustainability

Increasing  
sustainability  
and resiliency by  
replacing vital  
assets

## Total Revenues: \$5.32 Million

Vancouver's Transportation Benefit District (TBD) was formed in 2015 as part of a long-term strategy to improve the city's street system. The TBD is funded by a \$40 local vehicle license fee. These fees make up nearly half of the city's Street Funding Strategy dollars, which support our community's safety, mobility, accessibility, asset management and ease in moving about Vancouver, no matter how you travel.

Revenues received in 2021 but not spent on outcome-targeted areas shown above are held for use as local match to apply for and obtain grants on future projects.

# Vancouver TBD Look Ahead for 2022

## TBD Board Meetings

Regular meetings of the 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. Meeting details are posted at [www.cityofvancouver.us/tbd](http://www.cityofvancouver.us/tbd).

Anticipated meetings for 2022:

- March 2022 - Regular Meeting
- June 2022 - Workshop
- December 2022 - Workshop and Regular Meeting

## Work Plan

By state law, Vancouver's TBD Board must adopt a budget and work plan for the year ahead. The 2022 Work Plan, below, reflects identified Street Funding Strategy outcomes and is based on the six-year Transportation Improvement Program (TIP), adopted annually. TIP reference numbers are shown in the table to provide easier access to information.

## TBD Revenues - Vehicle License Fees

The Vancouver TBD is currently expecting between approximately \$5 and 5.5 million in vehicle license fee revenues for 2022.

## 2022 Vancouver Transportation Benefit District Work Plan

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 Preservation	Trans A-241	\$600,000	\$11,840,000	\$12,440,000
Pavement Reconstruction	Trans A-421	\$1,000,000	\$0	\$1,000,000
Mobility, Safety and Accessibility	Trans A-844	\$1,000,000	**	\$1,000,000
Neighborhood Traffic Management Program	Trans A-240	\$130,000	\$170,000	\$300,000
SE 1st Street, from 177th Ave to 192nd Ave	Trans A-870	\$3,200,000	\$6,800,000	\$10,000,000
TOTAL		\$6,130,000	\$19,025,000	\$25,155,000

\*Project ID numbers in the 2022-2027 Transportation Improvement Program adopted June 21, 2021.

\*\* Multimodal improvements also being implemented by capital and paving projects in addition to above.

## 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, Finance/Asset Management Manager, 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. (TTY: 360-487-8602)

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.



#### 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**  
PO Box 1995  
Vancouver, WA 98668-1995