

# City of Vancouver Street Funding Strategy

*Annual Report to the Community*

# 2022



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February 2023

## 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
- Complete streets (new 2023)

# 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 annual 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. Approved in 2022 for implementation in 2023, the City Council and the TBD will implement a new 0.01% sales tax increase within the City limits to be used for transportation purposes specifically and implementing more complete street projects. The City Council also revamped the way the business license surcharge is calculated which is anticipated to bring in additional revenue for transportation purposes in the coming years.

The Transportation System Plan and the Transportation Improvement Program (TIP), adopted by the City Council in June 2022, provide guidance for how Street Funding Strategy revenues are used to meet key outcomes, which include pavement management, asset replacement, multimodal safety, accessibility,

neighborhood traffic calming, and complete streets, 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 2022, the City used the (SFS) revenues as leverage to pursue over \$13 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 2022 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

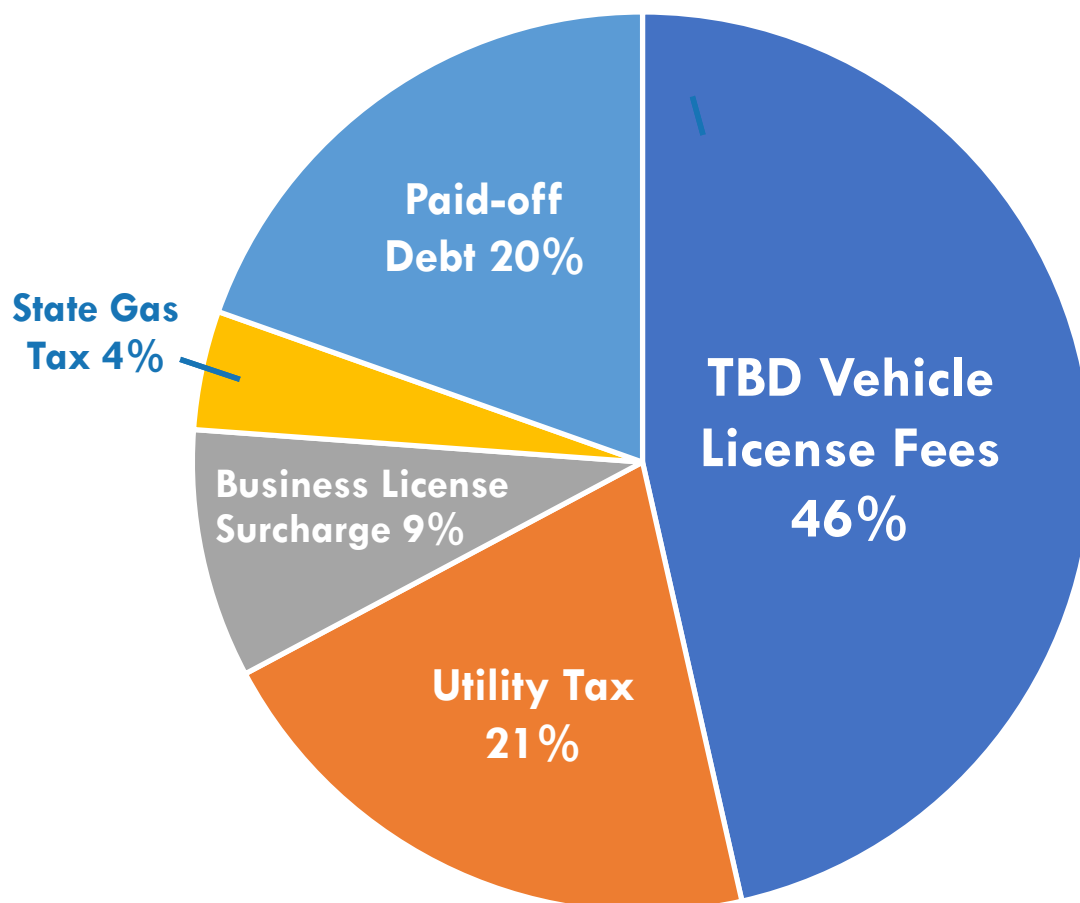
# Street Funding Strategy - Revenue 2022

For 2022, the City anticipated it would receive \$10.63 million in total revenues from the combined Street Funding Strategy resources, which are used to supplement the baseline streets budget. At the end of 2022, actual revenues received for the Street Funding Strategy were approximately \$11.23 million, about 6% more than had been estimated.

Note: Revenues not spent on transportation outcome-targeted area in 2022 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 2022.

FUNDING SOURCE	2022 REVENUE (Millions)	
	Estimated	Actual
TBD Vehicle License Fee	\$5.25	\$5.22
Utility Tax	\$2.20	\$2.33
Business License Surcharge Fee	\$0.50	\$1.00
State Gas Tax	\$0.48	\$0.48
Paid-Off Debt	\$2.20	\$2.20
<b>TOTAL</b>	<b>\$10.63</b>	<b>\$11.23</b>



**HOW  
VANCOUVER'S  
STREET  
FUNDING  
STRATEGY  
2022 DOLLARS  
BREAK DOWN**

# Street Funding Strategy - Outcomes and Expenses 2022

In 2022, Vancouver's Street Funding Strategy 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		2022 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 Management	\$1 Million (reconstruction)
Pavement Management		\$6 Million (preservation)
	Grant-Funded Projects	\$3.2 Million
Total		\$12.78 Million

# Street Funding Strategy - Activities 2022

## Mobility, Safety and Accessibility

This outcome focuses on improving pedestrian and bicycle accessibility and safety throughout the City. Historically, one million dollars per year was allocated toward this program. Beginning in 2023, the City will allocate one and a half million dollars per year to the program. In 2022, the money will be used to complete two projects. One project consists of multiple pedestrian improvements in the vicinity of Franklin Elementary School (called the NW Neighborhood Connectivity Project). The other project will install sidewalk along Devine Road from Mill Plain Boulevard to 18th Street.

The 2023 allocation will be used for three projects. Two of the projects are complete street projects to improve bicycle and pedestrian safety in conjunction with paving work. Those two projects are SE 34th Street (164th Avenue to 192nd Avenue) and Fort Vancouver Way (Mill Plain Boulevard to Fourth Plain Boulevard). The third project will be a sidewalk improvement project in coordination with Clark County along NE 68th Street (Highway 99 to St. Johns Road).

## 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 2022 including Image, Northwest, Landover-Sharmel and a project touching Ogden, North Garrison Heights and Oakbrook neighborhoods. More information can be found here:

[www.cityofvancouver.us/trafficalmingprogram](http://www.cityofvancouver.us/trafficalmingprogram).

## Sidewalk Management

The sidewalk management program aims to help residents and businesses maintain and manage sidewalks along their property frontage. In 2022, approximately \$535,000 was spent on sidewalk management. This included



repair work for sidewalks adjacent to City facilities and some minor sidewalk repair work as part of the Pavement Management Program.

Highlights from the Sidewalk Management program include:

- Performed 1,226 sidewalk inspections and sent 755 correction notices.
- Processed 59 right-of-way permits for sidewalk repair and/or replacement.
- Issued 35 permits for sidewalk seating and maintained Street Eats GIS dashboard

In future years, the City will allocate more resources dedicated to sidewalk infill and sidewalk replacement work. This will be in addition to the existing sidewalk work that occurs with development projects, capital projects and paving projects.

## 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 2022, \$415,000 was directed to asset replacement: \$200,000 from the TBD combined with the City's \$215,000 baseline funds. The City spent about \$600,000 in 2022 which spent down reserves from previous years to upgrade traffic signal controllers citywide. The existing traffic signal controller system is outdated and components aren't supported by the vendor anymore which makes the system difficult to use and maintain. In 2023, revenues will be used for a signal upgrade project at Fourth Plain Boulevard and Franklin Avenue, as well as upgrading several signals across Vancouver to make them accessible for disabled users.

## 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, litter collection 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 \$14.0 million in 2022 on the Pavement Management Program. The Street Funding Strategy provided approximately \$7.0 million of the total 2022 program (\$1.6 of the \$7.0 million coming from the TBD). Altogether, the City resurfaced 17.3 lane-miles of streets, applied preservation treatments to 78.1 lane-miles of streets and reconstructed 196 ADA-compliant curb ramps in Vancouver.

In addition to resurfacing and preserving pavement, the program also restripes streets to help implement the City's complete street policy which increases safety for bicyclists. Upcoming examples of complete street projects include SE 34th Street (162nd Avenue to 192nd Avenue) and Fort Vancouver Way (Mill Plain Boulevard to Fourth Plain Boulevard).

The infographic below highlights some interesting facts for the 2022 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 2022, the City of Vancouver was awarded almost \$13 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 2022, the City received the following grants:

- \$4,000,000 Federal Surface Transportation Block Grant (STBG) awarded by the Regional Transportation Council (RTC) for construction of SE 1st Street Improvements from 164th Avenue to 177th Avenue. This is in addition to \$4,000,000 in federal funds awarded previously for construction.
- \$1,000,000 Federal STBG awarded by RTC for construction of NE 137th Avenue from 49th Street to Fourth Plain Boulevard. This is in addition to \$3,000,000 in federal funds awarded previously for construction.
- \$750,000 Federal STBG awarded by RTC for design of NE 192nd Avenue from SE 1st Street to NE 18th Street.
- \$800,000 Federal Congestion Management and Air Quality (CMAQ) grant awarded by RTC for construction the SE 34th Street (164th Avenue to 192nd Avenue) complete street project.
- \$2,500,000 Federal Earmark awarded by federal legislators for construction of SE 1st Street from 177th Avenue to 192nd Avenue.
- \$3,250,000 State Urban Arterial grant awarded by the Transportation Improvement Board (TIB) for construction of NE 137th Avenue from 49th Street to Fourth Plain Boulevard
- \$500,000 State Urban Sidewalk grant awarded by TIB for construction of the Burnt Bridge Creek Trail Crossing at Hazel Dell Avenue.





# Vancouver Transportation Benefit District

# Vancouver Transportation Benefit District 2022

The revenues from the Vancouver Transportation Benefit District (TBD) are the single largest component of the City's overall Street Funding Strategy. In 2022, TBD revenue accounted for approximately 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 2022 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 an added vehicle registration fee and/or a local sales tax 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 fee for license renewals, which took effect July 1, 2016. On December 18, 2017, the Vancouver Transportation Benefit District Board adopted an increase in the vehicle license renewal fee from \$20 to \$40. This increase was part of the Commission's 2015 recommendations for long-term, sustainable funding to take care of our streets and improve our transportation system. Approved in 2022 for implementation in 2023, the City Council and the TBD will implement a new 0.01% sales tax increase within the City limits to be used for transportation purposes specifically and implementing more complete street projects.

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).

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).

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

## Revenues

Actual 2022 TBD-generated revenues, generated by the \$40 vehicle license renewal fee, provided a total of approximately \$5.22 million.

## Expenditures

In 2022, 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
- \$3,200,000 toward the SE 1st Street project (177th Avenue to 192nd Avenue), which helps fulfill the grant-funded projects 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 2022



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



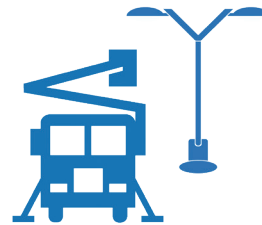
## \$1 Million Multimodal, Safety and Accessibility

Increasing options for traveling around Vancouver safely and comfortably



## \$130,000 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



## \$3.2 Million Grant-Funded Projects

Delivering complete arterial street improvements on an ongoing basis

## Total Revenues: \$5.22 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 2022 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 2023

## 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 2023:

- March 2023 - Regular Meeting
- June 2023 - Workshop
- December 2023 - 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 2023 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 2023. TBD Revenues include a 0.01% sales tax; the 0.01% sales tax is expected to generate approximately \$4.5 million in 2023 and \$6 million in 2024.

## 2023 Vancouver Transportation Benefit District Work Plan

PROJECT NAME	*TIP ID	2023
Traffic Signal and Lighting Sustainability	Trans A-237	\$200,000
Pavement Preservation	Trans A-241	\$600,000
Pavement Reconstruction	Trans A-421	\$1,000,000
Mobility, Safety and Accessibility	Trans A-844	\$1,500,000
Neighborhood Traffic Management Program	Trans A-240	\$130,000
SE 1st Street, from 177th Ave to 192nd Ave	Trans A-870	\$1,800,000
NE 137th Ave, from 49th Street to Fourth Plain Blvd	Trans A-275	\$3,000,000
NE 192nd Ave, from SE 1st St to NE 18th Street	Trans A-607	\$500,000
SE 34th Street, from SE 162nd to SE 192nd Ave	Trans A-241	\$500,000
McGillivray Blvd, from Chkalov Drive to Village Loop (Complete Street)	Trans A-241	\$200,000
NE 33rd Street (Complete Street)	Trans A-241	\$50,000
NE 29th Street (Complete Street)	Trans A-241	\$125,000
St. Johns/St. James (Complete Street)	Trans A-241	\$100,000
Heights District Redevelopment	Trans A-893	\$2,500,000
<b>TOTAL</b>		<b>\$12,205,000</b>

*\*Project ID numbers in the 2023-2028 Transportation Improvement Program adopted June 27, 2022.*

## 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 Brooke Porter, Public Works Communications City of Vancouver Public Works at [pwcommunications@cityofvancouver.us](mailto:pwcommunications@cityofvancouver.us) (TTY: 360-487-8602 | WA Relay: 711)

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)

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