

Annual Report to the Vancouver Community

2024



City of Vancouver
Transportation
Benefit District

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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 two to three years, leveraging local funding with state and federal grants to greatest extent possible
- Develop and launch a citywide sidewalk program
- Complete streets (new in 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 transportation system. Collectively these new revenues are referred to as the Street Funding Strategy.

Vancouver's dedicated street funding is the result of careful assessments of transportation programs, projects and finances; an extensive public engagement process; and direction from a Street Funding Commission. It 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 street funding: a \$40 annual vehicle license fee and a 0.01% sales tax 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. New in 2025, the City Council and the TBD will increase the vehicle license fee from \$40 to \$50. This increase will take effect in the summer of 2025. This will bring in new revenues specifically for transportation and will help the City reduce the budget shortfall for 2025 and 2026.

The Transportation System Plan and the Transportation Improvement Program (TIP), adopted by the City Council in June 2024, provide guidance for how dedicated street funding 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 2024, the City used the revenues as leverage to pursue over \$28 million in new grants for transportation projects. A searchable web map of projects in the TIP can be found here: www.cityofvancouver.us/tip.

Reflecting our commitment to transparency and accountability, the City offers this report to the community. It includes required details for 2024 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.




vancouver
moves



Dedicated Street Funding Revenues

Dedicated Street Funding - Revenue 2024

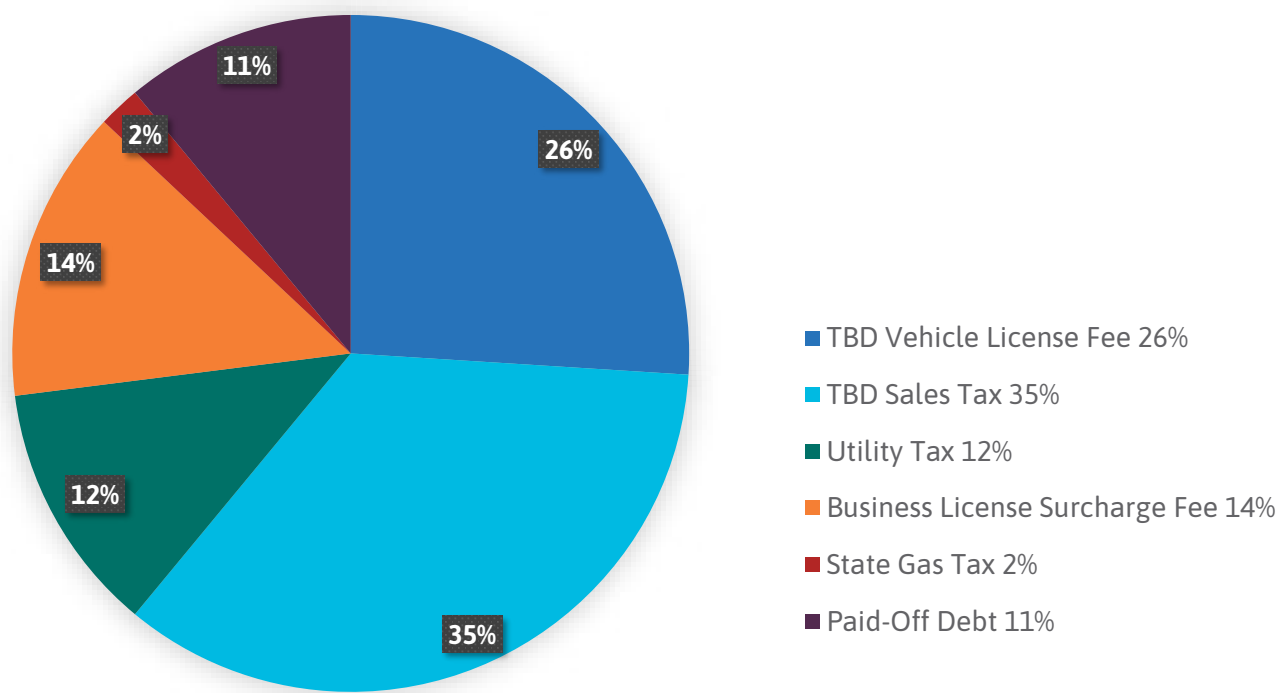
For 2024, the City anticipated it would receive \$20.28 million in total revenues from the combined street funding resources, which are used to supplement the baseline streets budget. At the end of 2024, actual revenues received were approximately \$20.52 million, about \$240,000 more than estimated.

Revenues not spent on transportation outcome-targeted areas in 2024 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 revenue sources in 2024.

FUNDING SOURCE	2024 REVENUE (Millions)	
	Estimated	Actual
TBD Vehicle License Fee	\$5.20	\$5.25
0.01% TBD Sales Tax	\$7.00	\$6.95
Utility Tax	\$2.50	\$2.70
Business License Surcharge Fee	\$2.90	\$2.94
State Gas Tax	\$0.48	\$0.48
Paid-Off Debt	\$2.20	\$2.20
TOTAL	\$20.28	\$20.52

2024 Dollars Break Down:



Outcomes and Expenses 2024

In 2024, Vancouver 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; complete streets; and improved sidewalk management.

Key Outcomes	2024 Expenses (Estimated)
Mobility, Safety and Accessibility	\$1.5 Million
Neighborhood Traffic Calming Program	\$0.3 Million
Sidewalk Management	\$0.57 Million
Asset Replacement	\$0.2 Million
Right-of-Way Maintenance	\$1.23 Million
Pavement Management Reconstruction	\$1.0 Million
Pavement Management Preservation	\$3.96 Million
Grant-Funding Projects	\$10.0 Million
Complete Streets	\$3.18 Million
TOTAL	\$21.94 Million



Activities 2024

Complete Streets/Mobility, Safety and Accessibility

Complete Streets and Mobility, Safety and Accessibility are being combined into one category called Complete Streets since they both attempt to achieve the same goal of improving safety and accessibility for all modes of travel. In 2024, \$1.5 million dollars was allocated to the mobility, safety and accessibility program and \$3.18 million was allocated to the complete streets program. Examples of projects receiving complete streets money in 2024 include:

- Multiple projects along Fourth Plain Boulevard (from Main Street to Andresen Road)
- McGillivray Boulevard complete street project (Chkalov Drive to Village Loop)
- 34th Street complete street project (164th Avenue to 192nd Avenue)
- Burnt Bridge Creek trail crossing at Hazel Dell Avenue
- Evergreen Highway Path Project (Chelsea to Image)
- 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. Community members submit projects to the City for consideration each year. Several neighborhoods were awarded projects through this program in 2024 including:

- Northeast 137th Avenue, from Northeast 4th to 9th Street, in the Emerald Landing Neighborhood
- Northwest Lincoln Avenue, from Northwest 39th to 58th Street, in the Lincoln and Northwest Neighborhoods
- East Evergreen Boulevard, from North Grand Avenue to North Blandford Drive, in the Edgewood Park Neighborhood
- Northeast 82nd Avenue, from Northeast 54th to 58th Street, in the Walnut Grove and Van Mall Neighborhoods

www.cityofvancouver.us/trafficcalmingprogram

Sidewalk Management

The sidewalk management program aims to help residents and businesses maintain and manage sidewalks along their property frontage. In 2024, approximately \$570,000 was spent on sidewalk management.

Highlights from the Sidewalk Management program include:

- 800 inspections performed
- 525 correction notices sent
- Processed 60 right of way permits for sidewalk repair/replacement
- 25 permits for sidewalk seating (also maintained the Street Eats GIS dashboard to assist businesses)

In future years, the City will be allocating 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 service life. The asset replacement program is currently focused on traffic signals and street lights. In 2024, \$415,000 was directed to asset replacement (\$200,000 from the TBD combined with the city's \$215,000 baseline funds). In 2024, the entire \$415,000 was allocated to the Main Street Promise Project which includes signal and lighting upgrades along Main Street from 5th Street to 15th Street.

Rights-of-Way/Median Maintenance and Arterial Sweeping

In 2024, approximately \$1.23 million was spent 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, litter collection and health of trees.

Pavement Management

The Pavement Management Program takes care of the City of Vancouver's largest transportation asset, the pavement, with the intent of improving our pavement condition from fair to good over the next 20 years. The City's current Pavement Condition Index (PCI) is approximately 73 which is considered "good." The City must continue to invest in pavement management in order to maintain a good PCI.

The City spent approximately \$14 million in 2024 on the Pavement Management Program. Dedicated street funds provided approximately

\$5 million of the total 2024 program (\$1.6 of the \$5 million coming from the TBD). Altogether, the City resurfaced 13.5 lane-miles of streets, applied preservation treatments to 70 lane-miles of streets and reconstructed 227 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 to increase safety for all users.

The infographic below highlights some interesting facts for the 2024 Pavement Management Program. You can also learn more here about the program: www.cityofvancouver.us/pavement



Grant-funded Projects

In 2024, the City of Vancouver was awarded over \$28 million in grants for transportation projects. This success was made possible by dedicated street funds that allowed the City to meet the local match requirements established by the grant funding agencies to obtain these critical funds. In 2024, the City received the following grants:

- \$17,500,000.00 Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant: for construction of infrastructure associated with the Heights Redevelopment area
- \$1,000,000.00 Federal Surface Transportation Block Grant (STBG) awarded by the Regional Transportation Council (RTC): for construction of the Jefferson/Kauffman Realignment Project
- \$1,500,000.00 Federal (STBG) awarded by RTC: for construction of the 137th Avenue (49th to Fourth Plain) Project
- \$1,250,000.00 Federal (STBG) awarded by RTC: for design of the 192nd Avenue (1st to 18th) Project
- \$750,000.00 Federal (STBG) awarded by RTC: for design of the 28th Street (138th to 162nd) Project
- \$377,500.00 Federal (STBG) awarded by RTC: for construction of the 18th Street (97th to 107th) Project
- \$500,000.00 State Transportation Improvement Board (TIB) Grant: for complete street work along Fourth Plain Boulevard (Fort Vancouver Way to Andresen)
- \$700,000.00 State (TIB) Grant: for complete street work along McGillivray Boulevard (Chkalov to 164th)
- \$500,000.00 State (TIB) Grant: for complete street work along Upper Main Street (Fourth Plain to City Limits)
- \$215,000.00 Washington State Department of Transportation (WSDOT) Grant: for safety improvements at the intersection of 39th Street and Daniels
- \$252,000.00 (WSDOT) Grant: for safety improvements at the intersection of 52nd Street and 135th Avenue
- \$1,801,000.00 (WSDOT) Grant: for safety improvements along 72nd Avenue near Walnut Grove Elementary School
- \$2,000,000.00 (WSDOT) Grant: for complete street improvements along Upper Main Street (39th Street to Hazel Dell Avenue)
- \$320,000.00 (WSDOT) Grant: for improvements to the City's Commute Trip Reduction Program





Vancouver Transportation Benefit District

Vancouver Transportation Benefit District 2024

The revenues from the Vancouver Transportation Benefit District (TBD) are the largest component of the City's dedicated street funding resources. In 2024, TBD vehicle license fees accounted for approximately \$5.25 million and the sales tax revenues accounted for approximately \$6.95 million in funding. Per 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. The revenues raised in Vancouver stay in Vancouver. Below is the TBD's 2024 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 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. In 2023, the City Council and the TBD implemented a new 0.01% sales tax increase within the City limits to be used for transportation purposes specifically, implementing more complete street projects.

Per state law, TBD revenues 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.

Revenues

Actual 2024 TBD revenues, generated by the \$40 vehicle license came in at approximately \$5.25 million.

The TBD revenues from the 0.01% sales tax increase came in at approximately \$6.95 million.

Expenditures

In 2024, the TBD contributed to the following City street projects:

- \$1,600,000 toward Pavement Management, taking care of the streets we have
- \$1,500,000 toward Multimodal, Safety and Accessibility projects
- \$130,000 toward the Neighborhood Traffic Calming Program, helping improve livability and safety
- \$200,000 toward the traffic signal and lighting sustainability program, helping fulfill the asset replacement outcome
- The following projects help fulfill the grant-funded project outcome:
 - \$3,000,000 towards the Jefferson Realignment project (Evergreen to Mill Plain)
 - \$2,000,000 towards the Main Street Promise project (5th to 15th)
- The following projects help fulfill the complete streets project outcome:
 - \$50,000 towards the McGillivray Boulevard (Chkalov Drive to Village Loop) project
 - \$50,000 towards the 33rd Street Complete Street project
 - \$125,000 towards the 29th Street Complete Street project
 - \$200,000 towards the St. Johns/St. James (Fourth Plain Boulevard to City limits) project
 - \$100,000 towards the Fourth Plain Multi-use path project
 - \$156,000 towards the 112th Avenue Complete Street project
 - \$2,500,000 towards the Heights District Redevelopment project

2024 Vancouver Transportation Benefit District Board

Anne McEnery-Ogle, Chair | Bart Hansen, Vice Chair
Sarah J. Fox | Ty Stober | Diana Perez | Kim Harless | Erik Paulsen
Lon Pluckhahn, Executive Director

How Your Vancouver Transportation Benefit District Fees were Spent in 2024



Vancouver TBD: \$40 Vehicle License Tab Renewal and 0.01% Sales Tax Increase



\$1.6 Million

Pavement Management

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



\$1.5 Million

Multimodal, Safety & Accessibility

Increasing options for traveling safely & comfortably in our city



\$130,000

Neighborhood Traffic Calming

Improving livability and safety in collaboration with neighborhoods



\$200,000

Traffic Signal & Lighting Sustainability

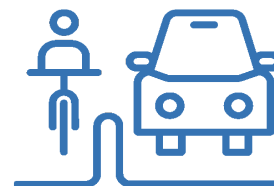
Increasing sustainability and resiliency by replacing vital assets



\$5.0 Million

Grant-Funded Projects

Delivering complete arterial street improvements on an ongoing basis



\$3.2 Million

Complete Streets

Implementing complete streets throughout the City

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 and a 0.01% sales tax increase. These fees support our community's safety, mobility, accessibility, asset management and ease in moving around Vancouver, no matter how you travel.

Total Revenues: \$12.2 Million

Vancouver TBD Look Ahead for 2025

New in 2025, the Transportation Benefit District increased the vehicle license fee from \$40 to \$50. This increase will take effect in the summer of 2025 and is expected to generate an additional \$1.3 million annually that will be used on transportation projects within the City limits.

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.

Anticipated meetings for 2025:

- April 2025: Regular meeting
- June 2025: Workshop
- November 2025: Workshop & regular meeting

Work Plan

The 2025 Work Plan to the right reflects identified dedicated street funding outcomes and is based on the six-year Transportation Improvement Program (TIP), adopted annually.

TBD Revenues - Vehicle License Fees

The 2025 Vehicle License Fee revenues are anticipated to be approximately \$5.8 million.

TBD Revenues - 0.01% Sales Tax

The 0.01% sales tax is expected to generate approximately \$6.5 million in 2025.

2025 Vancouver Transportation Benefit District Work Plan

PROJECT NAME	2025
Pavement Preservation Program & Curb Ramps	\$3,900,000
Traffic Signal and Lighting Sustainability	\$200,000
Neighborhood Traffic Management Program	\$130,000
Mill Plain/MacArthur Improvements	\$1,600,000
Andresen/Fourth Plain Right-Turn Lane Extension	\$350,000
33rd/29th Street Complete Streets	\$1,000,000
Main Street Promise	\$3,000,000
McGillivray Blvd – Chkalov Dr to Village Loop Complete Street	\$1,300,000
112th Avenue Complete Street	\$250,000
Fourth Plain – 62nd to Andresen Multiuse Path	\$250,000
Burton Road Complete Street	\$200,000
122nd Avenue Complete Street	\$200,000
86th/87th Avenue Complete Street	\$200,000
72nd Avenue Complete Street	\$200,000
97th/98th Avenue Complete Street	\$200,000
Upper Main Street Complete Street	\$1,000,000
Complete Street Project Evaluations	\$200,000
Safe Routes to School Program	\$200,000
Transportation System Plan Implementation	\$75,000
Transportation Demand Management Program	\$25,000
Bicycle and Small Mobility Program	\$25,000
Transportation Grant Writing Program	\$25,000
TOTAL	\$14,530,000

*All projects are included in the 2025-2030 Transportation Improvement Program adopted June 18, 2024.

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 or national origin 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, Business Services 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 accommodations. Contact the city to request accommodations, TTY at 360-487-8602 or WA Relay at 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

Web: www.cityofvancouver.us/betterstreets

Email: betterstreets@cityofvancouver.us

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