

# Street Funding Strategy

Annual Report to the  
Vancouver Community

2023



City of Vancouver  
Transportation  
Benefit District

# TABLE OF CONTENTS

Table of Contents	2
Guiding Principles and Outcomes	3
Introduction	4-5
Street Funding Strategy (SFS) & Revenues 2023	6-7
SFS Key Outcomes and Expenses 2023	8
SFS Activities 2023	9-11
Transportation Benefit District (TBD), Revenues and Expenses 2023	12-13
TBD Graphic: How License Fees Were Spent in 2023	14
TBD Look Ahead to 2024	15
Additional Information	16

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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 (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. New 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 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 2023, 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 2023, the City used the (SFS) revenues as leverage to pursue over \$15 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 2023 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 2023

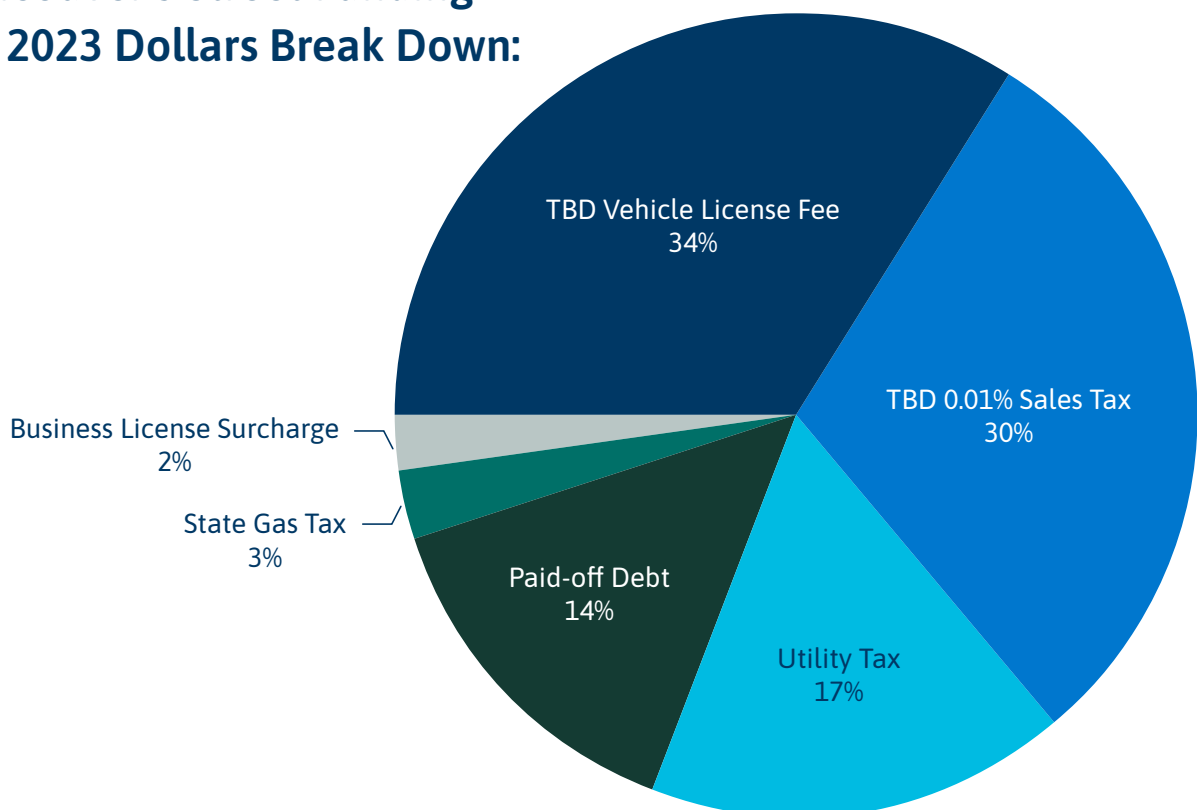
For 2023, the City anticipated it would receive \$15.58 million in total revenues from the combined Street Funding Strategy resources, which are used to supplement the baseline streets budget. At the end of 2023, actual revenues received for the Street Funding Strategy \$15.42 million, about \$150,000 less than estimated.

Revenues not spent on transportation outcome-targeted areas in 2023 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 2023.

FUNDING SOURCE	2023 REVENUE (Millions)	
	Estimated	Actual
TBD Vehicle License Fee	\$5.20	\$5.22
0.01% TBD Sales Tax	\$4.50	\$4.68
Utility Tax	\$2.20	\$2.55
Business License Surcharge Fee	\$1.00	\$0.29
State Gas Tax	\$0.48	\$0.48
Paid-Off Debt	\$2.20	\$2.20
<b>TOTAL</b>	<b>\$15.58</b>	<b>\$15.42</b>

## How Vancouver's Street Funding Strategy 2023 Dollars Break Down:



# Street Funding Strategy

## Outcomes and Expenses 2023

In 2023, 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, accessibility and safety; asset replacement; grant-funded projects; complete streets; and improved sidewalk management.

Key Outcomes	2023 Expenses (Estimated)
Mobility, Safety and Accessibility	\$1.5 Million
Neighborhood Traffic Calming Program	\$0.3 Million
Sidewalk Management	\$0.4 Million
Asset Replacement	\$0.2 Million
Right-of-Way Maintenance	\$1.09 Million
Pavement Management Reconstruction	\$1 Million
Pavement Management Preservation	\$5.2 Million
Grant-Funding Projects	\$5.8 Million
Complete Streets (new for 2023)	\$2.98 Million
<b>TOTAL</b>	<b>\$18.3 Million</b>





# Street Funding Strategy - Activities 2023

## Mobility, Safety and Accessibility

This outcome focuses on improving pedestrian and bicycle accessibility and safety throughout the City. Historically, \$1 million dollars per year is allocated towards this program. However, beginning in 2023 the City will be allocating \$1.5 million dollars per year to the program. In 2023, the money was allocated for three projects. Two of the projects are complete street projects that will improve bicycle and pedestrian safety in conjunction with paving work. Those two projects are the SE 34th Street (164th Avenue to 192nd Avenue) and Fourth Plain Boulevard (Fort Vancouver to Andresen). 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 received \$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 is administered and reviewed by the Neighborhood Traffic Safety Alliance (NTSA). Several neighborhoods were awarded projects through this program in 2023 including:

A project along NE 72nd Avenue benefiting Green Meadows Neighborhood Association and a large project along NE 39th Street that benefits Parkside, Parkway and Burnt Bridge Creek neighborhoods.

[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 2023, approximately \$400,000 was spent on sidewalk management.



Highlights from the Sidewalk Management program include:

- 368 inspections performed
- 197 correction notices sent
- Processed 47 right of way permits for sidewalk repair/replacement.
- 20 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 2023, \$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 \$100,000 in 2023 on replacing the traffic signal controller systems and upgrading multiple signals with accessible pedestrian signal software and hardware. The 2024 revenues will be used for a signal upgrade project at Fourth Plain Boulevard and Franklin Avenue as well as work on the Main Street Promise project.

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

In 2023, approximately \$1.09 million was spent on the sweeping of arterial streets and the maintenance of median and right of ways. 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 spent approximately \$14.4 million in 2023 on the Pavement Management Program. The Street Funding Strategy provided approximately \$6.2 million of the total 2023 program (\$1.6 of the \$6.2 million coming from the TBD). Altogether, the City resurfaced 26.6 lane-miles of streets, applied preservation treatments to 45.2 lane-miles of streets and reconstructed 162 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 increases safety for bicyclists. Upcoming examples of complete street projects include SE 34th Street (162nd Avenue to 192nd Avenue) and Fourth Plain Boulevard (Fort Vancouver Way to Andresen).

The infographic below highlights some interesting facts for the 2023 Pavement Management Program. You can also learn more here about the program: [www.cityofvancouver.us/pavement](http://www.cityofvancouver.us/pavement)



## Pavement Management 2023



 162

New ADA Curb Ramps  
Increased Accessibility

\$14.4 MILLION TO IMPROVE STREETS

45.2

Lane Miles Preserved

Includes Slurry, Microsurfacing and Cape Sealing of Street



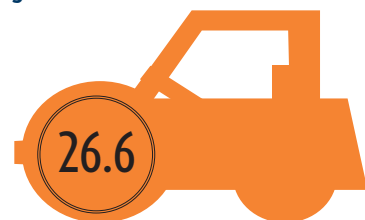
20 of 71  
Officially recognized  
Neighborhoods



8,033  
MAILINGS  
to residents



doesn't include  
doorhanger notices



Lane miles of resurfaced streets, including neighborhood pavement rehabilitation work



## Grant-funded Projects

In 2023, the City of Vancouver was awarded over \$15 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 2023, the City received the following grants:

- \$5,696,000 Federal Safe Streets For All (SS4A) grant – for construction of several multimodal improvements along Fourth Plain Boulevard and along streets that improve connectivity to Fourth Plain Boulevard.
- \$6,000,000 Federal Surface Transportation Block Grant (STBG) awarded by the Regional Transportation Council (RTC) – for the construction of NE 137th Avenue from 49th Street to Fourth Plain Boulevard. This is in addition to approximately \$7,500,000 of grant revenues awarded previously.
- \$350,000 Federal Transportation Alternatives Program (TAP) awarded by RTC - for construction of sidewalks along Garrison Boulevard from Mill Plain to David Douglas Park. This is in addition to \$700,000 in State funds awarded previously for construction.
- \$350,000 Federal Transportation Alternatives Program (TAP) awarded by RTC - for construction of a pedestrian crossing along Hazel Dell Avenue at the Burnt Bridge Creek Trail crossing. This is in addition to \$500,000 in Transportation Improvement Board funds awarded previously for construction.
- \$1,840,000 Federal National Highway System Asset Management (NHS) grant – for paving along Fourth Plain Boulevard from Fruit Valley to Main Street.
- \$980,000 Federal NHS grant – for paving along NE 112th Avenue from Mill Plain to 28th Street.







# Vancouver Transportation Benefit District



# Vancouver Transportation Benefit District 2023

The revenues from the Vancouver Transportation Benefit District (TBD) are the largest component of the City's overall Street Funding Strategy. In 2023, TBD vehicle license fees accounted for approximately \$5.22 million and the sales tax revenues accounted for approximately \$4.68 million of the City's Street Funding Strategy money. 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 2023 report to the community on revenues, expenditures and projects, in compliance with the district's commitment to accountability and state requirements. 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. New 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 2023 TBD revenues, generated by the \$40 vehicle license came in at approximately \$5.22 million.

The TBD revenues from the 0.01% sales tax increase came in at approximately \$4.68 million.

## Expenditures

In 2023, the TBD contributed to the following City Street Funding Strategy projects:

- \$1,600,000 toward Pavement Management, taking care of the streets we have;
- \$1,500,000 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;
- The following projects help fulfill the grant-funded project outcome:
  - \$1,800,000 towards the SE 1st Street (177th Avenue to 192nd Avenue) project;
  - \$3,000,000 towards the NE 137th Avenue (49th Street to 4th Plain Boulevard) project;
  - \$500,000 towards the NE 192nd Avenue (1st Street to 18th Street) project;
  - \$500,000 towards the SE 34th Street (162nd Avenue to 192nd Avenue) project;
- The following projects help fulfill the complete streets project outcome:
  - \$200,000 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;
  - \$100,000 towards the St. Johns/St. James (4th Plain Boulevard to City limits) project;
  - \$2,500,000 towards the Heights District Redevelopment project

## 2023 Vancouver Transportation Benefit District Board

Anne McEnery-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 Transportation Benefit District Fees were Spent in 2023



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

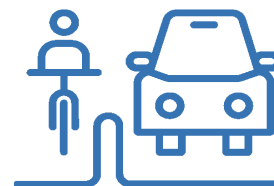
Increasing sustainability and resiliency by replacing vital assets



\$5.8 Million

### Grant-Funded Projects

Delivering complete arterial street improvements on an ongoing basis



\$2.975 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, new in 2023, 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: \$9.9 Million

# Vancouver TBD Look Ahead for 2024

## 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 2024:

- March 2024 - Regular Meeting
- June 2024 - Workshop
- November - Workshop
- December 2024 - Regular Meeting

## Work Plan

The 2024 Work Plan to the right 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 2024 Vehicle License Fee revenues are anticipated to be approximately \$5 million.

## TBD Revenues - 0.01% Sales Tax

The 0.01% sales tax is expected to generate approximately \$6 million in 2024.

## 2024 Vancouver Transportation Benefit District Work Plan

PROJECT NAME	*TIP ID	2024
Traffic Signal and Lighting Sustainability	Trans 237	\$200,000
Pavement Preservation	Trans 241	\$600,000
Pavement Reconstruction	Trans 421	\$1,000,000
Mobility, Safety and Accessibility	Trans 844	\$1,500,000
Neighborhood Traffic Management Program	Trans 240	\$130,000
Jefferson Street Evergreen to Mill Plain	Trans 531	\$3,000,000
Main Street Promise	Trans 495	\$2,000,000
McGillivray Blvd, from Chkalov Drive to Village Loop (Complete Street)	Trans 241	\$50,000
E 33rd Street (Complete Street)	Trans 241	\$50,000
NE 29th Street (Complete Street)	Trans 241	\$125,000
St. Johns/St. James (Complete Street)	Trans 241	\$200,000
Heights District Redevelopment	Trans 893	\$2,500,000
Fourth Plain Multiuse Path	Trans 946	\$100,000
112th Ave (Complete Street)	Trans 921	\$156,000
<b>TOTAL</b>		<b>\$11,611,000</b>

\*Project ID numbers in the 2024-2029 Transportation Improvement Program adopted June 26, 2023.

## 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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