



**City Council Regular Meeting Agenda**  
**Monday, June 01, 2026, 7:00 PM**  
**Council Chambers, 616 NE 4th AVE**

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*NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)*

**To observe the meeting** (no public comment ability)

- go to <https://vimeo.com/event/5962501>

**To participate in the meeting** (able to public comment)

- go to <https://cityofcamas-us.zoom.us/j/88951076096>

(public comments may be submitted to [publiccomments@cityofcamas.us](mailto:publiccomments@cityofcamas.us))

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**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**PUBLIC COMMENTS**

**CONSENT AGENDA**

*NOTE: Consent Agenda items may be removed for general discussion or action.*

1. [May 18, 2026 Camas City Council Regular and Workshop Meeting Minutes](#)
2. Automated Clearing House and Claim Checks Approved by Finance Committee
3. [City Hall Generator Improvements Tapani Electric LLC Final Acceptance  
\(Submitted by Justin Monsrud, Project Manager\)](#)
4. [\\$1,038,334.74 Lakeside Industries 2026 Pavement Preservation Grind and Inlays  
Bid Award with up to 10% change order authorization  
\(Submitted Justin Monsrud, Project Manager\)](#)
5. [\\$861,950.00 Church of Jesus Christ Transportation Impact Fees \(TIF\) Credits for  
NW Bybee Road Realignment Project  
\(Submitted by James Carothers, Engineering Manager\)](#)
6. [Lodging Tax Advisory Committee Awards  
\(Submitted by Doug Quinn, City Administrator\)](#)

**MAYOR**

7. Mayor Announcements

*These materials are archived electronically by the City of Camas. DESTROY AFTER USE.*

8. [LGBTQ+ and Pride Month Proclamation](#)
9. [Mayor Pro Tem Assignment](#)

#### **MEETING ITEMS**

10. [Ordinance No. 26-003 Providing for the Vacation of NW Oregon Street](#)  
[Presenter: James Carothers, Engineering Manager](#)  
[Time Estimate: 5 minutes](#)
11. [Public Hearing Regarding the Six Year Transportation Improvement Program](#)  
[Presenter: James Carothers, Engineering Manager](#)  
[Time Estimate: 10 minutes](#)

#### **PUBLIC COMMENTS**

#### **NON-AGENDA ITEMS**

12. Staff
13. Council

#### **CLOSE OF MEETING**



**City Council Workshop Minutes - Draft**  
**Monday, May 18, 2026, 4:30 PM**  
**Council Chambers, 616 NE 4th AVE**

*NOTE: Please see the published Agenda Packet for all item file attachments*

**CALL TO ORDER**

Mayor Pro Tem Tim Hein called the meeting to order at 4:30 p.m.

**ROLL CALL**

Present: Council Members Marilyn Boerke, Martin Elzingre, Mahsa Eshghi, Tim Hein, John Nohr and John Svilarich

Excused: Council Member John Nohr

Staff: Sydney Baker, Scott Collins, Jennifer Gorsuch, Steve Hogan, Michelle Jackson, Tina Jones, Robert Maul, Kayla Mobley, Doug Quinn, Alicia Stevens, Connie Urquhart and Chris Witkowski

Press: There was no one from the press present.

**PUBLIC COMMENTS**

Arezoo Rabbanian, Camas, commented about the Six Year Transportation Improvement Program.

Brandon Zarzana, Camas, commented about the Six Year Transportation Improvement Program.

Christian Stupak, Camas, commented about human trafficking.

Jason Irving, Camas, commented about the Legacy Lands Master Plan.

Ellen Burton, Camas, commented about the Legacy Lands Master Plan.

Jeffrey Hunt, Camas, commented about the Legacy Lands Master Plan.

**WORKSHOP TOPICS**

1. Six Year Transportation Improvement Program  
 Presenter: James Carothers, Engineering Manager

A public hearing for his item will be on the June 1, 2026 City Council Regular Meeting Agenda.

2. Legacy Lands Master Plan  
Presenter: Chris Witkowski, Parks & Recreation Director and Matt Piccone, Greenworks, P.C.

This item was for Council's information only.

3. Staff Miscellaneous Updates  
Presenter: Doug Quinn, City Administrator

Witkowski provided an update on the T3 trail.

Collins provided an update on SR-500.

Quinn informed Council that the Form of Government Report is available.

## **PUBLIC COMMENTS**

No one from the public wished to speak.

## **COUNCIL COMMENTS AND REPORTS**

Senescu commented about upcoming Planning Commission, Washington State Energy Facility Site Evaluation Council and Design Review Committee meetings. Senescu commented about the Plant Fair and the Lodging Tax Advisory Committee Meeting.

Elzingre commented about the Plant Fair and attended a tour of the Underwriters Laboratories (UL) Building.

Boerke sat on the Camas Connect Academy (CCA) Senior Boards. Boerke commented about upcoming Hayes High School Senior Boards, Library Board of Trustees meeting, City/School Committee meeting and Camas-Washougal Chamber Luncheon and Awards Banquet. Boerke commented about the Camas-Washougal Chamber of Commerce Golf Tournament and Camas Days.

Eshghi commented about the Plant Fair and thanked City staff for work around the event. Eshghi provided an updates from the Port of Camas Washougal. Regional Transportation Council (RTC) and Lodging Tax Advisory Committee (LTAC).

Hein provided an update from Clark County Public Transit Benefit Area Authority (CTRAN). Hein commented about touring the UL Building.

## **CLOSE OF MEETING**

The meeting closed at 6:15 p.m.



**City Council Regular Meeting Minutes – Draft**  
**Monday, May 18, 2026, 7:00 PM**  
**Council Chambers, 616 NE 4th AVE**

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*NOTE: Please see the published Agenda Packet for all item file attachments*

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**CALL TO ORDER**

Mayor Pro Tem Tim Hein called the meeting to order at 7:00 p.m.

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Present: Council Members Marilyn Boerke, Martin Elzingre, Mahsa Eshghi, Tim Hein, John Nohr, Jennifer Senescu and John Svilarich

Remote: Council Member Mahsa Eshghi

Excused: Council Member John Nohr

Staff: Sydney Baker, James Carothers, Rob Charles, Scott Collins, Jennifer Gorsuch, Tina Jones, Shawn MacPherson, Robert Maul, Kayla Mobley, Will Noonan, Alan Peters, Doug Quinn, Bryan Rachal, Alicia Stevens, Connie Urquhart, Chris Witkowski and Tom Worhacz

Press: No one from the press was present.

**PUBLIC COMMENTS**

Tyler Sanders, Camas, commented about Strong Towns Camas.

Paul Le, Camas, commented about pavement.

Thomas Brandt, Camas, commented about public camping.

Deborah Nagano, Camas, commented about Jewish American Heritage Month.

Pete Clagett, Camas, commented about bicycling and the Legacy Lands Master Plan.

Christopher Bloom. Camas, commented about bicycling and the Legacy Lands Master Plan.

Darcy Smith, Camas, commented about PFAS and sidewalks.

Dan Duringer, Camas, commented about Form of Government.

Joel Soppet, Camas, commented about the Raku Annexation.

**CONSENT AGENDA**

*Meeting minutes created by Alicia Stevens.*

*NOTE: Consent Agenda items may be removed for general discussion or action.*

1. May 4, 2026 Camas City Council Regular and Workshop Meeting Minutes
2. \$1,529,638.07 Automated Clearing House 703616-703670 and Claim Checks 163104-163213 Approved by Finance Committee
3. \$227,918 to OCD Automation for Ignition Upgrade for SCADA at the WWTP (Submitted by Rob Charles, Utilities Manager)
4. Construction Award Emergency Sewer Repair SW 6th Place Sewer (Submitted by Rob Charles, Utilities Manager)
5. \$406,912 2KG Contractors Lacamas Lake Dam Gate Replacement Bid Award with up to 10% Change Order Authorization (Submitted by Will Noonan, Public Works Operations Manager)
6. 2026 #2 SURPLUS EQUIPMENT (Submitted by Will Noonan, Public Works Operations Manager)

**It was moved by Boerke, and seconded, to approve the Consent Agenda. The motion carried unanimously.**

## **MAYOR**

7. Mayor Announcements

There were no Mayor Announcements.

8. Public Works Week Proclamation

Mayor Pro Tem Tim Hein proclaimed May 17-23, 2026 as Public Works Week in the City of Camas.

9. Water Safety Month Proclamation

Mayor Pro Tem Tim Hein proclaimed May 2026 as Water Safety Month in the City of Camas.

## **MEETING ITEMS**

10. 2026-2028 Collective Bargaining Agreement between the City of Camas and the Camas Public Employees' Association.  
Presenter: Jennifer Gorsuch, Administrative Services Director

**It was moved by Boerke, and seconded, to approve the 2026-2028 Collective Bargaining Agreement between the City of Camas and the Camas Public Employees' Association as presented and authorize the Mayor and City Administrator to sign this agreement. The motion passed unanimously.**

11. Yuri Raku Annexation – 10% Notice of Intent  
Presenter: Robert Maul, Planning Manager

**It was moved by Svilarich, and seconded, to accept the boundary of the proposed Yuri Raku Annexation as legally described, require the adoption of a subsequent zoning designation upon determination pursuant to RCW 35A.14.340, and require the assumption of all existing City indebtedness by this area to be annexed. The motion passed unanimously.**

12. Approve NW Lake Road and Sierra Street Intersection Improvements Professional Services Agreement Amendment No. 4 with MacKay Sposito for an amount not-to-exceed \$112,159.00.  
Presenter: James Carothers, Engineering Manager

**It was moved by Svilarich, and seconded, to approve the NW Lake Road and Sierra Street Intersection Improvements Professional Services Agreement Amendment No. 4 with MacKay Sposito for an amount not-to-exceed \$112,159.00. The motion passed unanimously.**

13. Resolution No. 26-007 Authorizing the Vacation of a Public Waterline Easement  
Presenter: James Carothers, Engineering Manager

**It was moved by Boerke, and seconded, to approve Resolution No. 26-007. The motion passed unanimously.**

14. Public Hearing to Consider the Vacation of a Portion of NW Oregon Street  
Presenter: James Carothers, Engineering Manager

Mayor Pro Tem Tim Hein opened the public hearing at 8:09 p.m.

No one from the public wished to speak.

Mayor Pro Tem Tim Hein closed the public hearing at 8:10 p.m.

**It was moved by Boerke, and seconded, to direct the City Attorney to prepare an Ordinance authorizing the vacation of a portion of NW Oregon Street. The motion passed unanimously.**

## **PUBLIC COMMENTS**

Darcy Smith, Camas, commented about lights at the tennis court.

Paul Smith, Camas, commented about Lacamas Lake.

**NON-AGENDA ITEMS**

15. Staff

Quinn commented about the Form of Government report.

16. Council

Eshghi commented about cultural recognition.

**CLOSE OF MEETING**

The meeting closed at 8:25 p.m.



# Staff Report Final Acceptance

May 18, 2026 Council Regular Meeting

City Hall Generator Improvements Tapani Electric LLC Final Acceptance

Presenter: Justin Monsrud, Project Manager

Time Estimate: 5 Minutes

Phone	Email
360.817.7234	jmonsrud@cityofcamas.us

**BACKGROUND:** On November 25, 2025 Council awarded the construction contract for replacement of City Hall’s Backup Generator to Tapani Electric LLC for the low bid price of \$120,956. The Engineers estimate for this project was \$233,897 and staff received a total of thirteen bids with pricing ranging from \$120,955 to \$476,591.

**SUMMARY:** The City Hall Generator Improvement Project reached substantial completion on February 17, 2026. All contract work is now finished. This project had one change order to date in amount of \$7,147 for additional utility work associated with replacing City Halls existing sanitary sewer waste line that runs underneath the generator pad. Change order total to date was 5.9% of original contract total. The revised (final) contract total is \$128,103.



**BENEFITS TO THE COMMUNITY:** This project will reduce disruption to staff and essential services during inclement weather, allowing City Operations to continue.

**STRATEGIC PLAN:** This project aligns with the Strategic Plan Goal of Stewardship of City Assets.

**BUDGET IMPACT:** This projects funding comes from the 2023 Limited Tax General Obligation Bond (LTGO) with funds dedicated to major facility maintenance. It is important to note design cost of \$122,850 was associated with retrofitting City Halls Electrical System. In 2025 our existing generator had failure requiring streamlining installation of our new generator separate from a larger improvement to City Hall currently on hold. Below is a breakdown of final project costs

<u>Budget:</u>	
<i>Major Facility Maintenance Funds Remain</i>	<i>\$3,759,092</i>
<i>Design (Windsor Engineering)</i>	<i>\$122,850</i>
<i>Construction Contract (incl'd's CO#1)</i>	<i>\$128,103</i>
<i><u>City Generator Purchase (Sourcewell)</u></i>	<i><u>\$156,592</u></i>
<i>Total:</i>	<i>\$407,545</i>

**RECOMMENDATION:** Staff recommend council accept this project as complete.





# Staff Report Construction Award

June 1, 2026 Council Regular Meeting

\$1,038,334.74 Lakeside Industries 2026 Pavement Preservation Grind and Inlays Bid Award with up to 10% change order authorization (Submitted Justin Monsrud, Project Manager)

Phone	Email
360.817.7232	jmonsrud@cityofcamas.us

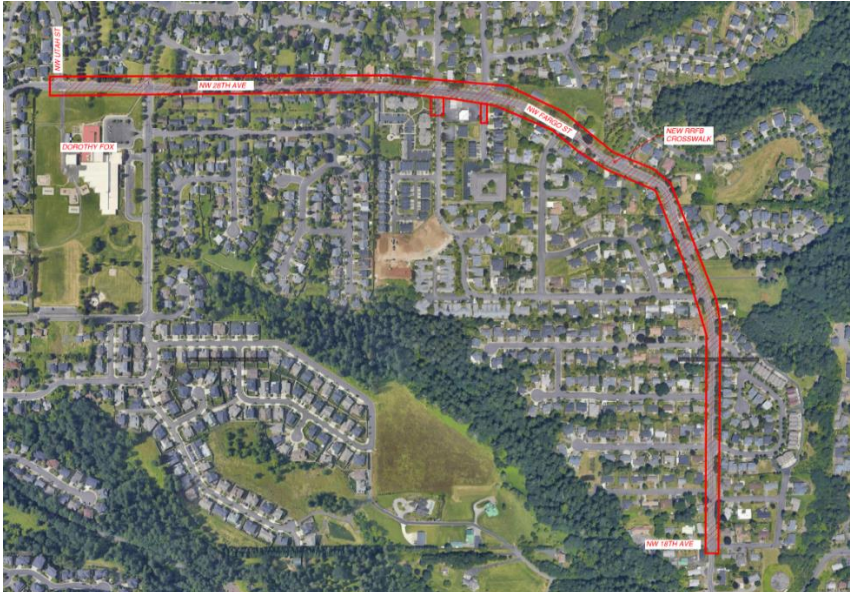
**BACKGROUND:** The 2026 Pavement Preservation Grind and Inlay(s) Project will remove and replace asphalt surfacing that has reached the end of its useful life. This year the following streets are scheduled for pavement rehabilitation:

- NW Fargo ST. From NW 18<sup>th</sup> AVE. to NW Hill ST. and NW 28<sup>th</sup> AVE from NW Hill ST to NW Utah ST.
- NW 38<sup>th</sup> AVE from 800 LF West of NW Dahlia DR. to NW Astor ST and NW Astor ST from NW 38<sup>th</sup> AVE. to terminus of NW 43<sup>rd</sup> AVE.

This project will remove and replace hot mix asphalt (HMA) within travel lanes and will revise roadway on NW Fargo ST. And NW 28<sup>th</sup> AVE to allow addition of bike lanes meeting our complete street policy.

**SUMMARY:** On May 27, 2026 staff held a public bid opening for the project. A total of four bids were received with pricing ranging from \$1,038,334.74 to \$1,237,614.4. The apparent low bidder was Lakeside Industries with a bid amount of \$1,038,334.74. The Engineer Estimate for the project was \$1,193,106.25.

Staff has reviewed Lakesides bid submittal and has verified to be responsive, complete and within compliance with contract requirements. A bid tabulation sheet is attached for reference.



Segment 1: NW 28th AVE and NW Fargo



Segment 2: NW 38th AVE to NW 43rd AVE

**BENEFITS TO THE COMMUNITY:** This project will benefit all roadway users by preserving our roadway surfaces, increasing safety and enhancing driver comfort. Additionally, bike lanes will be striped within the existing roadway as part of this project.

**STRATEGIC PLAN:** The project aligns with Strategic Plan Goal “Stewardship of City Assets” by preserving our roadway network.

**POTENTIAL CHALLENGES:** This project’s end date has the potential to coincide with or surpass the start of school (August 24, 2026).

**BUDGET IMPACT:** This project is funded through the Pavement Preservation (supported by General Fund and Transportation Benefit District collections). Below is breakdown of the 2026 Pavement Preservation Grind and Inlays project, as well as current preservation projects scheduled for this summer thus far:

Budget:

2026 Capital Budget Pavement Preservation Fund:	\$1,628,048
<u>2026 Pavement Preservation Grind and Inlays Project</u>	
Lakeside Construction Bid	\$1,038,334.74
Construction Contingency (10%)	\$ 103,833.47
Staff Time	\$4,800
<hr/>	
Total Estimated Cost	<hr/> \$1,146,968.21
<u>Preservation Construction Projects</u>	
2026 Pavement Preservation Grind and Inlays	\$1,146,968.21
Slurry Seals-Blackline	<hr/> \$140,376

<b>Total Preservation Construction Costs:</b>	<b>\$1,287,344.21</b>
<i>Remainder Available Balance</i>	<i>\$340,703.79</i>

**RECOMMENDATION:** Staff recommends Council award this bid with up to an additional 10% authorization for overruns and change orders.



I, James E. Carothers, Engineering Manager, hereby certify that these bid tabulations are correct.

Signed by: *James E. Carothers* 5/27/2026  
 James E. Carothers, PE Date

PROJECT NO. STR26001				Engineer's Estimate:		Lakeside Industries	KNL Industries, Inc.	Granite Construction Company	Brix Paving Northwest, Inc.				
DESCRIPTION: 2026 Pavement Preservation Grind and Inlays				\$1,193,106.25		8705 NE 117th Ave Vancouver WA 98682	10672 S Macksburg Rd. Canby, OR 97013	16821 SE McGillivray Blvd Ste 210B Vancouver WA 98683	11277 SW Clay St Sherwood, OR 97140				
DATE OF BID OPENING: 5-27-2026 @ 10AM				Ent. By	MP	<a href="mailto:Johnny.Escobedo@lakesideindustries.co">Johnny.Escobedo@lakesideindustries.co</a>	<a href="mailto:keithjr@kandlindustries.com">keithjr@kandlindustries.com</a>	<a href="mailto:bid.vancouver@gcinc.com">bid.vancouver@gcinc.com</a>	<a href="mailto:acooksey@brixpaving.com">acooksey@brixpaving.com</a>				
Project - Schedule A: Segment 1: NW 28th AVE and NW Fargo ST from NW Utah ST to NW 18th AVE				360-296-3968		971-201-6760	360-254-0978	3503-341-4508					
ITEM NO	DESCRIPTION	UNIT	QTY	UNIT PRICE	ENGRG TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL
1	Mobilization	LS	1	\$80,000.00	\$80,000.00	\$10,000.00	\$10,000.00	\$50,000.00	\$50,000.00	\$49,968.25	\$49,968.25	\$30,000.00	\$30,000.00
2	Construction Documentation (min. bid \$7,500)	LS	1	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00	\$7,500.00
3	Project Temporary Traffic Control	LS	1	\$7,500.00	\$7,500.00	\$32,600.00	\$32,600.00	\$20,000.00	\$20,000.00	\$25,000.00	\$25,000.00	\$32,500.00	\$32,500.00
4	Flaggers	HR	600	\$125.00	\$75,000.00	\$89.00	\$53,400.00	\$90.00	\$54,000.00	\$90.00	\$54,000.00	\$95.00	\$57,000.00
5	Portable Changeable Message Board (2 Each)	Day	18	\$500.00	\$9,000.00	\$140.00	\$2,520.00	\$100.00	\$1,800.00	\$100.00	\$1,800.00	\$270.00	\$4,860.00
6	Removal and Replacement Unsuitable Material Incl. Haul	CY	100	\$100.00	\$10,000.00	\$85.00	\$8,500.00	\$100.00	\$10,000.00	\$140.00	\$14,000.00	\$90.00	\$9,000.00
7	Project Temporary Traffic ControlHMA Class 1/2 Inch PG 64-22 With Fiber Reinforcement at 1LB per Ton HMA	TON	3,255	\$145.00	\$471,975.00	\$127.00	\$413,385.00	\$150.00	\$488,250.00	\$155.00	\$504,525.00	\$155.00	\$504,525.00
8	Planing Bituminous PavementFlaggers	SY	19,160	\$3.75	\$71,850.00	\$5.40	\$103,464.00	\$5.00	\$95,800.00	\$2.25	\$43,110.00	\$6.00	\$114,960.00
9	Manhole Adjustment Removal of Structures and Obstructions	EA	38	\$500.00	\$19,000.00	\$225.00	\$8,550.00	\$250.00	\$9,500.00	\$750.00	\$28,500.00	\$500.00	\$19,000.00
10	Valve Can Adjustment	EA	45	\$200.00	\$9,000.00	\$110.00	\$4,950.00	\$250.00	\$11,250.00	\$500.00	\$22,500.00	\$85.00	\$3,825.00
11	Painted White Edge Line-8 inch	LF	7,630	\$1.50	\$11,445.00	\$0.72	\$5,493.60	\$0.60	\$4,578.00	\$0.60	\$4,578.00	\$0.70	\$5,341.00
12	Painted Yellow Centerline 4-inch	LF	5,674	\$2.00	\$11,348.00	\$0.72	\$4,085.28	\$0.60	\$3,404.40	\$0.60	\$3,404.40	\$0.70	\$3,971.80
13	Painted White Cross Hatch Diagonal- 8 Inch	LF	913	\$3.00	\$2,739.00	\$1.72	\$1,570.36	\$1.50	\$1,369.50	\$1.45	\$1,323.85	\$1.70	\$1,552.10
14	Painted White Chevron- 8 Inch	LF	815	\$3.50	\$2,852.50	\$1.72	\$1,401.80	\$1.50	\$1,222.50	\$1.45	\$1,181.75	\$1.70	\$1,385.50
15	Thermoplastic Crosswalk Line	SF	130	\$6.00	\$780.00	\$17.50	\$2,275.00	\$15.00	\$1,950.00	\$14.65	\$1,904.50	\$17.30	\$2,249.00
16	Thermoplastic Stop Bar Line	LF	18	\$6.00	\$108.00	\$30.00	\$540.00	\$50.00	\$900.00	\$28.00	\$504.00	\$33.00	\$594.00
17	Thermoplastic Bicycle Symbol including Directional Arrow	EA	28	\$500.00	\$14,000.00	\$460.00	\$12,880.00	\$500.00	\$14,000.00	\$400.00	\$11,200.00	\$473.00	\$13,244.00
18	Thermoplastic Bicycle Sharrow Symbol including Directional Chevron	EA	4	\$500.00	\$2,000.00	\$460.00	\$1,840.00	\$500.00	\$2,000.00	\$400.00	\$1,600.00	\$473.00	\$1,892.00
19	Permanent Signage	LS	1	\$22,500.00	\$22,500.00	\$33,000.00	\$33,000.00	\$5,000.00	\$5,000.00	\$30,000.00	\$30,000.00	\$40,000.00	\$40,000.00
Subtotal Schedule A -				\$828,597.50		\$707,955.04		\$782,524.40		\$806,599.75		\$853,399.40	
Sales Tax Exempt													
<b>Total Schedule A -</b>				<b>\$828,597.50</b>		<b>\$707,955.04</b>		<b>\$782,524.40</b>		<b>\$806,599.75</b>		<b>\$853,399.40</b>	
<b>Project - Schedule B: Segment 2: NW 38th AVE to NW Astor ST to NW 43rd AVE</b>													
ITEM NO	DESCRIPTION	UNIT	QTY	UNIT PRICE	ENGRG TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL
1	Mobilization	LS	1	\$38,000.00	\$38,000.00	\$14,700.00	\$14,700.00	\$25,000.00	\$25,000.00	\$23,500.00	\$23,500.00	\$24,000.00	\$24,000.00
2	Project Temporary Traffic Control Minor Change	LS	1	\$5,000.00	\$5,000.00	\$19,300.00	\$19,300.00	\$10,000.00	\$10,000.00	\$7,500.00	\$7,500.00	\$19,400.00	\$19,400.00
3	Flaggers	HR	280	\$125.00	\$35,000.00	\$89.00	\$24,920.00	\$90.00	\$25,200.00	\$90.00	\$25,200.00	\$95.00	\$26,600.00
4	Portable Changeable Message Board (2 Each)	Day	10	\$500.00	\$5,000.00	\$250.00	\$2,500.00	\$100.00	\$1,000.00	\$100.00	\$1,000.00	\$337.00	\$3,370.00
5	Removal and Replacement Unsuitable Material Incl. Haul	CY	50	\$100.00	\$5,000.00	\$100.00	\$5,000.00	\$100.00	\$5,000.00	\$140.00	\$7,000.00	\$90.00	\$4,500.00
6	Project Temporary Traffic ControlHMA Class 1/2 Inch PG 64-22 With Fiber Reinforcement at 1LB per Ton HMA	Ton	1,490	\$145.00	\$216,050.00	\$132.00	\$196,680.00	\$150.00	\$223,500.00	\$155.00	\$230,950.00	\$155.00	\$230,950.00
7	Planing Bituminous PavementFlaggers	SYH	8,773	\$3.75	\$32,898.75	\$5.70	\$50,006.10	\$5.00	\$43,865.00	\$2.25	\$19,739.25	\$7.00	\$61,411.00
8	Manhole Adjustment	EA	8	\$500.00	\$4,000.00	\$300.00	\$2,400.00	\$250.00	\$2,000.00	\$750.00	\$6,000.00	\$500.00	\$4,000.00
9	Valve Can Adjustment	EA	15	\$200.00	\$3,000.00	\$420.00	\$6,300.00	\$250.00	\$3,750.00	\$500.00	\$7,500.00	\$85.00	\$1,275.00
10	Thermoplastic Yield Symbol	EA	5	\$135.00	\$675.00	\$100.00	\$500.00	\$200.00	\$1,000.00	\$85.00	\$425.00	\$101.00	\$505.00
11	Painted White Edge Line- 8 Inch	LF	3,200	\$1.50	\$4,800.00	\$0.96	\$3,072.00	\$1.00	\$3,200.00	\$0.80	\$2,560.00	\$1.00	\$3,200.00
12	Painted White Edge Line- 4 Inch	LF	2,180	\$1.25	\$2,725.00	\$0.48	\$1,046.40	\$0.50	\$1,090.00	\$0.40	\$872.00	\$0.50	\$1,090.00
13	Painted double Yellow Centerline- 4 Inch	LF	4,120	\$3.00	\$12,360.00	\$0.96	\$3,955.20	\$1.00	\$4,120.00	\$0.80	\$3,296.00	\$0.95	\$3,914.00
Subtotal Schedule B -				\$364,508.75		\$330,379.70		\$348,725.00		\$335,542.25		\$384,215.00	
Sales Tax Exempt													
<b>Total Schedule B -</b>				<b>\$364,508.75</b>		<b>\$330,379.70</b>		<b>\$348,725.00</b>		<b>\$335,542.25</b>		<b>\$384,215.00</b>	
<b>TOTAL CONSTRUCTION COST SCHEDULES A&amp;B (BASIS OF AWARD**)</b>				<b>\$1,193,106.25</b>		<b>\$1,038,334.74</b>		<b>\$1,131,249.40</b>		<b>\$1,142,142.00</b>		<b>\$1,237,614.40</b>	
<b>** Basis of Award will be determined by the sum of Schedules A and B. City of Camas will determine whether Schedule A or both Schedules A and B will be awarded.</b>													

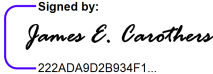
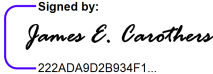
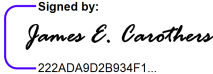
**Certificate Of Completion**

Envelope Id: B1654AFC-BDF9-8E88-821E-8DC36C63887B	Status: Completed
Subject: Complete with DocuSign: STR26001 BID TAB draft.pdf	
Source Envelope:	
Document Pages: 1	Signatures: 1
Certificate Pages: 4	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Madison Phillips
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	mphillips@cityofcamas.us
	IP Address: 107.0.93.182

**Record Tracking**

Status: Original	Holder: Madison Phillips	Location: DocuSign
5/27/2026 3:16:11 PM	mphillips@cityofcamas.us	

**Signer Events**

James E. Carothers jcarothers@cityofcamas.us Engineering Manager Camas, WA Security Level: Email, Account Authentication (None)	<table border="0"> <tr> <th style="text-align: left;">Signature</th> <th style="text-align: left;">Timestamp</th> </tr> <tr> <td>                     Signed by:    <small>222ADA9D2B934F1...</small> </td> <td>                     Sent: 5/27/2026 3:17:19 PM                      Viewed: 5/27/2026 3:18:01 PM                      Signed: 5/27/2026 3:20:45 PM                 </td> </tr> <tr> <td colspan="2">                     Signature Adoption: Pre-selected Style                      Using IP Address: 107.0.93.182                 </td> </tr> </table>	Signature	Timestamp	Signed by:  <small>222ADA9D2B934F1...</small>	Sent: 5/27/2026 3:17:19 PM Viewed: 5/27/2026 3:18:01 PM Signed: 5/27/2026 3:20:45 PM	Signature Adoption: Pre-selected Style Using IP Address: 107.0.93.182		
Signature	Timestamp							
Signed by:  <small>222ADA9D2B934F1...</small>	Sent: 5/27/2026 3:17:19 PM Viewed: 5/27/2026 3:18:01 PM Signed: 5/27/2026 3:20:45 PM							
Signature Adoption: Pre-selected Style Using IP Address: 107.0.93.182								

**Electronic Record and Signature Disclosure:**  
 Accepted: 5/27/2026 3:18:01 PM  
 ID: 22129f7e-d1d6-4fc3-a4ed-1b6a561dd7a6

In Person Signer Events	Signature	Timestamp
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Editor Delivery Events	Status	Timestamp
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Agent Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Envelope Sent	Hashed/Encrypted	5/27/2026 3:17:19 PM
Envelope Updated	Security Checked	5/27/2026 3:18:52 PM
Certified Delivered	Security Checked	5/27/2026 3:18:01 PM
Signing Complete	Security Checked	5/27/2026 3:20:45 PM
Completed	Security Checked	5/27/2026 3:20:45 PM

Payment Events	Status	Timestamps
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**Electronic Record and Signature Disclosure**

## **ELECTRONIC RECORD AND SIGNATURE DISCLOSURE**

From time to time, Carahsoft OBO City of Camas (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

### **Getting paper copies**

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

### **Withdrawing your consent**

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

### **Consequences of changing your mind**

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

### **All notices and disclosures will be sent to you electronically**

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

#### **How to contact Carahsoft OBO City of Camas:**

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: [bbacon@cityofcamas.us](mailto:bbacon@cityofcamas.us)

#### **To advise Carahsoft OBO City of Camas of your new email address**

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at [bbacon@cityofcamas.us](mailto:bbacon@cityofcamas.us) and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

#### **To request paper copies from Carahsoft OBO City of Camas**

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to [bbacon@cityofcamas.us](mailto:bbacon@cityofcamas.us) and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

#### **To withdraw your consent with Carahsoft OBO City of Camas**

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to [bbacon@cityofcamas.us](mailto:bbacon@cityofcamas.us) and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

### **Required hardware and software**

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

### **Acknowledging your access and consent to receive and sign documents electronically**

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to ‘I agree to use electronic records and signatures’ before clicking ‘CONTINUE’ within the DocuSign system.

By selecting the check-box next to ‘I agree to use electronic records and signatures’, you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify Carahsoft OBO City of Camas as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Carahsoft OBO City of Camas during the course of your relationship with Carahsoft OBO City of Camas.

May 21, 2026

Brad Hill, Sr. Project Manager  
Special Projects Dept. – LDS Church  
50 E. North Temple, 10th Floor  
Salt Lake City, UT 84150

*Sent via email:* [brad.hill@churchofjesuschrist.org](mailto:brad.hill@churchofjesuschrist.org); [seakman@jtmconstruction.com](mailto:seakman@jtmconstruction.com);  
[jegge@jtmconstruction.com](mailto:jegge@jtmconstruction.com); [cbarnes@jtmconstruction.com](mailto:cbarnes@jtmconstruction.com)

***Re: Final Acceptance for Completion of Improvements  
NW Bybee Road Realignment Project  
A Condition of Approval for City File No. SPRV24-1001  
2-Year Warranty Bond No. 9491314***

Brad,

The Engineering department has inspected the above-referenced development and has concluded that, all improvements have been completed in accordance with the Conditions of Approval, City Standards, and the approved construction Plans.

The city has received the required 2-year maintenance warranty bond, Bond No. 9491314, in the amount of \$856,312.02, naming the City of Camas as the Obligee. The 2-year maintenance warranty bond covers the public improvements and the stormwater facility for a period of two (2) years from the date of Final Acceptance and is eighteen percent (18%) of the cost estimate provided in CMC 17.21.050 (B)(1).

Through this letter, the NW Bybee Road Realignment is awarded Final Acceptance pursuant to CMC 17.21.070. Final acceptance is issued as of May 21, 2026.

Sincerely,



James E. Carothers, P.E.  
City Engineer

cc: Development Engineering, Operations, Building Dept.; and project file  
Enclosures: Final Acceptance Certificate



# Final Acceptance of Development

616 NE 4<sup>th</sup> Avenue, Camas, WA 98607  
Phone: 360.817.1562

When dated and signed by the approval authority, this development has received "Final Acceptance" in accordance with Camas Municipal Code Section 17.21.070. Building Permits may be issued per Camas Municipal Codes, Section 17.21.060(H).

*James E. Carothers*  
James E. Carothers, P.E., City Engineer

5/21/2026  
Date

**Development:** NW Bybee Road Realignment  
For LDS Church

**City File No / # Lots:** COA for SPRV24-1001

**Contractor:** JTM Construction.  
5900 Airport Way S., Suite 110  
Seattle, WA 98108  
Atten: Justin Egge, Sr. PM

**Phone:** O: 206-587-4000 / C:206-914-3545

**Email:** [jegge@jtmconstruction.com](mailto:jegge@jtmconstruction.com)

**Developer:** The Church of Jesus Christ of  
Latter-day Saints

**Contact:** Brad Hill, Sr. Project Manager

**Address:** 50 E. North Temple, 10<sup>th</sup> Floor  
Salt Lake City, UT 84150

**Phone:** Cell: 503.437.3755

**Email:** [brad.hill@churchofjesuschrist.org](mailto:brad.hill@churchofjesuschrist.org)

**Note:** Within sixty days prior to expiration of the two-year period following acceptance of the improvements by the City, the Engineering Department shall reinspect the required improvements. If there are no faults, the warranty bond will lapse at the end of the warranty period and the City accepts the improvements (CMC 17.21.070(D)).

Camas Municipal Code

**17.21.070 Final acceptance**

A. Upon final acceptance of the development improvements a two-year warranty bond commences.

B. The city shall accept all improvements within all land divisions, and applicable site plan developments, provided:

1. All improvements have been installed in accordance with the requirements of this title and with the preliminary plat approval. (RCW 58.17.130, reference the last sentence);
2. Approved plat and “as-constructed” engineering drawings have been submitted to the city in an electronic format approved by public works;
3. Copies of any dedicated tracts, easements, or lots as set forth in CMC Section 17.01.040 have been submitted to the city;
4. Upon approval of the engineering department that the improvements are complete, a warranty bond equal to eighteen percent of the cost of the improvement for a period not to exceed two years shall be submitted to the city to warranty all improvements in accordance with CMC Section 17.21.050(B)(2). The public works director or city engineer may grant an exception to this bonding requirement for certain outstanding items; and
5. Binding maintenance agreements have been recorded to provide for the maintenance of commonly owned private facilities.

C. A development may receive final acceptance, exclusive of wetlands where three-year, five-year and ten-year monitoring plans require replacement vegetation and maintenance as part of the SEPA or wetland mitigation. However, a wetland bond may be required in the amount of the monitoring and maintenance.

D. Within sixty days of expiration of the two-year period following acceptance of the improvements by the city, the engineering department shall reinspect the required improvements. If there are no faults, the warranty bond will lapse at the end of the warranty period and the city accepts the improvements.

E. The public works department will issue a letter of final acceptance once all items listed in this chapter have been completed, submitted, reviewed, and approved by the city.

(Ord. 2443 § 2 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 15-011](#), § VI, 4-20-2015; [Ord. No. 17-005](#), § I(Exh. A), 5-15-2017)



# Application Form for Impact Fee Credit

### Impact Fee Credit Applying for:

- Traffic Impact Fee
- Fire Impact Fee
- School Impact Fee
- Open Space Impact Fee
- Parks Impact Fee
- Water System Development Charge
- Sewer System Development Charge

Company Name: The Church of Jesus Christ of Latter-day Saints Work Phone: 503-437-3755

Contact Name: Brad Hill

Address: 50 E. North Temple, 10th Floor

City: Salt Lake City State: UT Zip: 84150 Fax: \_\_\_\_\_

E-mail Address: Brad.Hill@ChurchofJesusChrist.org

### Associated Development Proposal:

The realignment and development of NW Bybee in conjunction with the construction of the Temple for the Church of Jesus Christ of Latter Day Saints

Case Number: \_\_\_\_\_ Parcel Number: \_\_\_\_\_

Site Address: \_\_\_\_\_

### Location of Request:

Address of Location: NW Bybee Road

Intersection from: NW 38th Ave Intersection to: SE 199th Ave

Amount of Credit Requested: \$861,950.00

The undersigned hereby certifies that this application has been made with the consent of the lawful property owner(s) and that all information submitted with this application is complete and correct. False statements, error, and/or omissions may be sufficient cause for denial of the request.

Printed Name: Brad Hill

Applicant Signature:  Date: 03/06/2026

<b>For Office Use Only:</b>	
<input type="checkbox"/> Approved	Signature: _____ Date: _____
<input type="checkbox"/> Disapproved	

LDS TIF Credit Calculation for Bybee Road

6/25/2025

Based on the Adopted Camas 2012 TIF Study Update

Project O - TIF Study Allotment for Bybee Road (curb-to-curb + storm (adopted)) = \$1.0 Million

Project O project length from TIF Appendices = 1,000 LF

Full Street Improvements made by LDS

Full Street Improvements = Station 6+50 to Station 13+31.68 = 681.68 LF

Half Street Improvements = Station 3+31.68 to Station 6+50 = 318.32 LF

Full Street Improvements distance conversion =  $(318.32 \text{ LF}/2) + 681.68 \text{ LF} = 840.84 \text{ LF}$

Cost per lineal foot (L) Calculation (in 2011 dollars):

$\$1,000,000/1,000 \text{ LF} = \$1,000/\text{LF}$

Bybee Road Improvements— TIF Credits Calculation (2025) (1.039 annual growth) (0.60 adopted reduction factor)

$((\$1,000/\text{LF}) * (1.039^{14})) * (840.84 \text{ LF}) * (0.60) = \mathbf{\$861,950}$

**James E Carothers, PE**

Engineering Manager/City Engineer

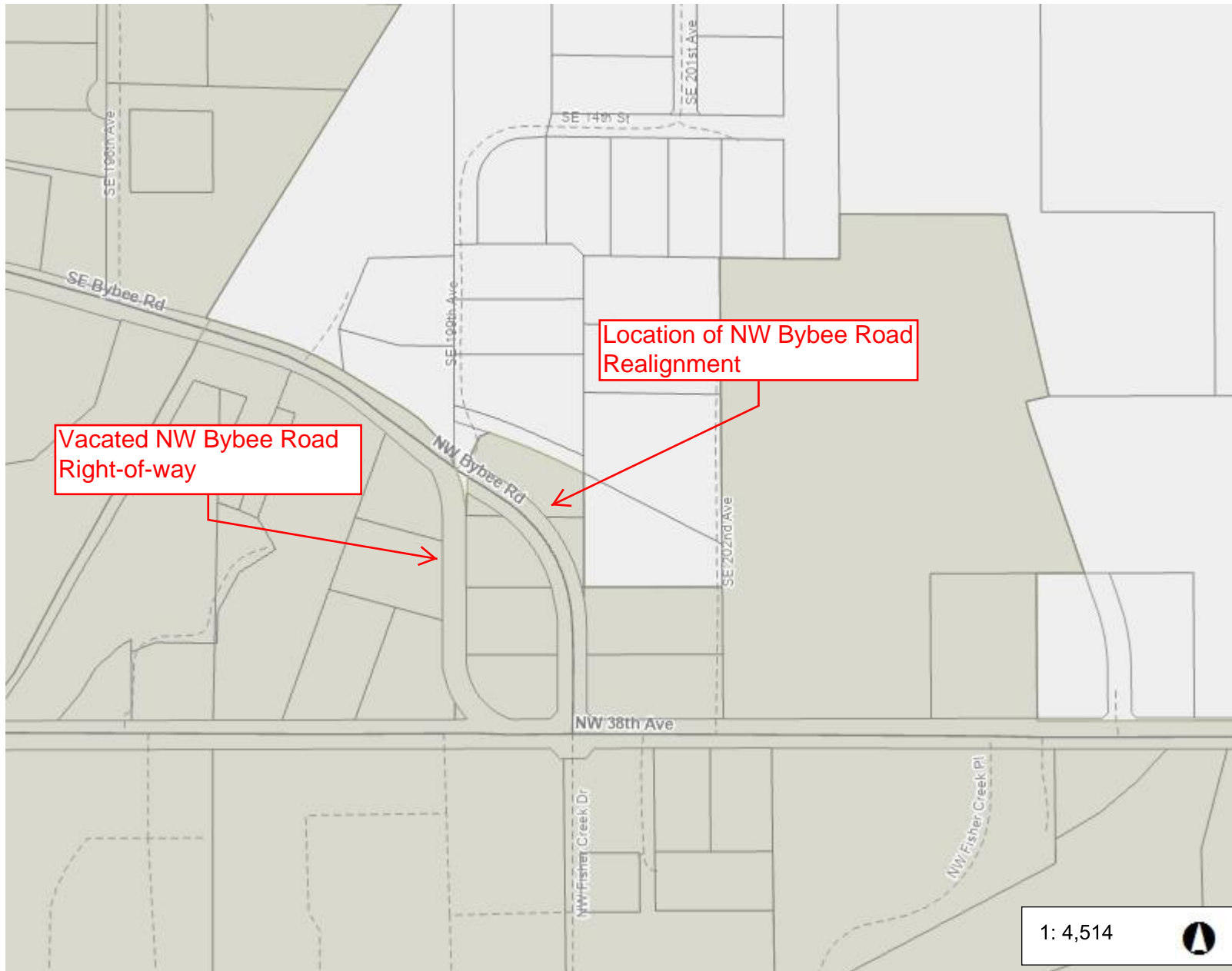
Desk 360-817-7230

[www.cityofcamas.us](http://www.cityofcamas.us) | [jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us)



# NW Bybee Road Realignment

Item 5.



### Legend

Taxlots

### Notes:

752.3 0 376.17 752.3 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
Clark County, WA. GIS - <http://gis.clark.wa.gov>

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.







DKS Associates  
TRANSPORTATION SOLUTIONS

Figure 10

# City of Camas TIF PROJECT LOCATIONS



NO SCALE

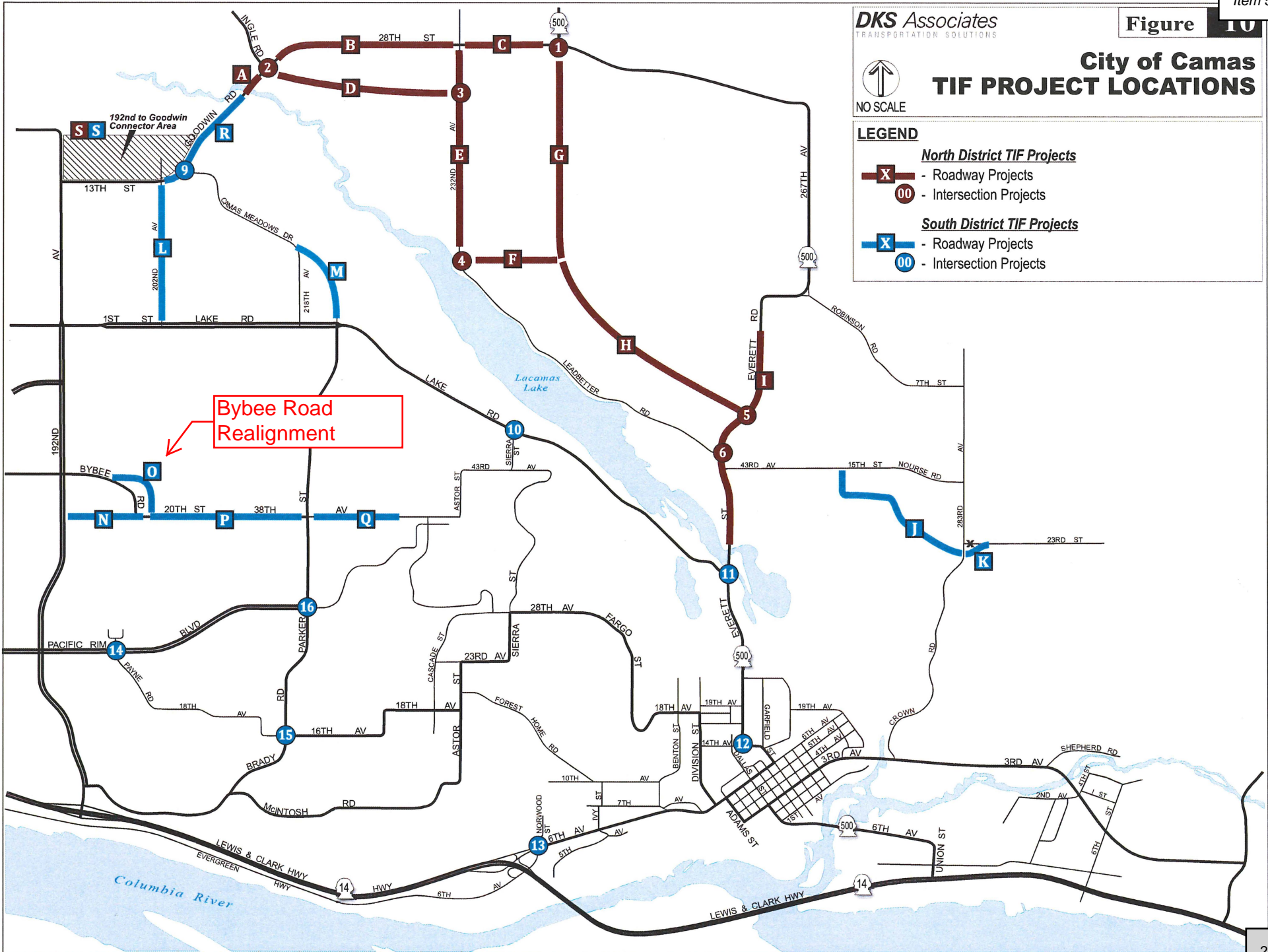
### LEGEND

#### North District TIF Projects

- Roadway Projects
- Intersection Projects

#### South District TIF Projects

- Roadway Projects
- Intersection Projects



Bybee Road  
Realignment

Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
1	242 <sup>nd</sup> Avenue/Goodwin/28 <sup>th</sup>	Install a traffic signal. Add SB left turn lane.	\$0.5	\$0.14
2	Ingle Road/28 <sup>th</sup> Street	Install a traffic signal.	\$0.25	\$0.25
3	232 <sup>nd</sup> Avenue/22 <sup>nd</sup> Street	Install roundabout	\$0.5	\$0.27
4	232 <sup>nd</sup> Avenue/9 <sup>th</sup> Street	Install roundabout	\$0.5	\$0.50
5	SR 500/New Road (242 <sup>nd</sup> Avenue Extension)	Install traffic signal	\$0.25	\$0.25
6	SR 500/Leadbetter	Install median, converting intersection to right-in/right-out only access	\$0.05	\$0.05
<b>North Intersection Projects</b>			<b>\$2.05</b>	<b>\$1.45</b>
9	Camas Meadows Drive/Goodwin Road	Install traffic signal.	\$0.25	\$0.25
10	Lake Road/Sierra Street	Install traffic signal.	\$0.25	\$0.25
11	Lake Road/Everett Street/ SR 500	Install roundabout with two approach lanes on west, east and south legs, and one approach lane on north leg due to bridge limitations to north.	\$2.0	\$2.0
12	14 <sup>th</sup> /Everett/SR 500	Install barrier restricting access to intersection from south and west approaches.	\$0.05	\$0.05
13	6 <sup>th</sup> Avenue/Norwood Street	Install traffic signal	\$0.25	\$0.25
14	Payne Road/ Pacific Rim Boulevard	Install Traffic Signal	\$0.25	\$0.25
15	Brady Road/16 <sup>th</sup> Avenue	Install Traffic Signal	\$0.25	\$0.25
16	Parker Street/ Pacific Rim Boulevard	Install Traffic Signal	\$0.25	\$0.25
<b>South Intersection Projects</b>			<b>\$3.55</b>	<b>\$3.55</b>
<b>Total Cost of Intersection Improvement Projects</b>			<b>\$5.6</b>	<b>\$5.0</b>
<b>Right-of-Way Costs</b>			<b>\$32.3</b>	<b>\$8.0</b>
<b>Total TIF Improvement Cost (Roadway + Intersection)</b>			<b>\$135.9</b>	<b>\$79.6</b>

**Table 9: Camas UGA TIF Improvements**

Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
A	Goodwin Road (Lacamas Creek to Ingle Road)	Widen from 2 to 5 lanes between Friberg Street and Ingle Road	\$4.9	\$4.5
B	Goodwin Road (Ingle Road to 232 <sup>nd</sup> Avenue)	Widen from 2 lanes to 3 lanes between Ingle Road and 232 <sup>nd</sup> Avenue	\$6.4	\$4.5
C	Goodwin Road (232 <sup>nd</sup> Avenue to 242 <sup>nd</sup> Avenue)	Widen from 2 lanes to 3 lanes between 232 <sup>nd</sup> Avenue and 242 <sup>nd</sup> Avenue	\$3.2	\$0.8
D	New East-West Collector (extend Ingle Road to 232 <sup>nd</sup> Avenue)	Extend Ingle Road south of Goodwin/28 <sup>th</sup> as a 3 lane road to 232 <sup>nd</sup> Avenue	\$7.4	\$5.1
E	Improve 232 <sup>nd</sup> Avenue	Improve 232 <sup>nd</sup> Avenue to 3 lane Collector from NE 28 <sup>th</sup> Street to 9 <sup>th</sup> Street. Includes 2 new roundabouts at intersection with new East-West Collector and at 9 <sup>th</sup> Street	\$7.8	\$4.7
F	Improve/Extend 9 <sup>th</sup> Street	Improve 9 <sup>th</sup> Street to 3 lane collector from 232 <sup>nd</sup> Avenue to existing terminus and extend to new 242 <sup>nd</sup> Avenue Extension	\$3.7	\$2.9
G	Extend 242 <sup>nd</sup> Avenue south to 9 <sup>th</sup> Street	Extend and widen to 3 lanes between 28 <sup>th</sup> to 9 <sup>th</sup> Street	\$9.5	\$4.5
H	New East-West Arterial	New 3 lane roadway between 9 <sup>th</sup> Street and SR 500/Everett Street	\$11.5	\$9.0
I	Widen NE Everett Street	Widen from 2 lanes to 3 lanes between 35 <sup>th</sup> Avenue and the new East-West Arterial	\$4.7	\$3.6
S	192 <sup>nd</sup> -Goodwin Connector	Camas share (39%) of potential connection between 192 <sup>nd</sup> and Goodwin. Specific project and alignment to be determined. (North proportionate cost only)	\$2.8	\$0.9
<b>North Roadway Projects</b>			<b>\$61.9</b>	<b>\$40.5</b>

Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
J	Woodburn Drive (Greg Reservoir area)	New 2 lane roadway between 15 <sup>th</sup> Street and 283 <sup>rd</sup> Avenue.	\$5.3	\$3.8
K	23 <sup>rd</sup> Street Realignment	Realign 23 <sup>rd</sup> Street east of 283 <sup>rd</sup> Avenue to intersect with new East-West Collector	\$0.6	\$0.5
L	Friberg (1 <sup>st</sup> Street to 13 <sup>th</sup> Street)	Widen from 2 lanes to 3 lanes between 1 <sup>st</sup> Street and 13 <sup>th</sup> Street	\$5.0	\$3.9
M	Extend Camas Meadows Drive	Extend Camas Meadows Drive from Payne Street to Lake Road as a three lane collector, includes signal modification at Lake/1 <sup>st</sup> /Parker	\$3.8	\$2.9
N	38 <sup>th</sup> Avenue Extension	New 3 lane roadway between 650 feet east of Bybee and 500 feet east of 192 <sup>nd</sup>	\$2.7	\$2.0
<b>O</b>	<b>Bybee Realignment</b>	<b>Realign Bybee between NW 199<sup>th</sup> and SE 20<sup>th</sup></b>	<b>\$1.2</b>	<b>\$1.0</b>
P	Widen 38 <sup>th</sup> Avenue (West) (650 feet east of Bybee to Parker)	Widen from 2 lanes to 3 lanes between 650 feet east of Bybee and Parker Street	\$4.7	\$3.7
Q	Widen 38 <sup>th</sup> Avenue (East) (Parker Street to 800 feet west of Dahlia)	Widen from 2 lanes to 3 lanes between Parker Street and Astor Street	\$2.9	\$2.2
R	Goodwin Road (Friberg Road to Lacamas Creek)	Widen from 2 to 5 lanes between Friberg Street and Ingle Road and Lacamas Creek	\$5.9	\$4.8
S	192 <sup>nd</sup> -Goodwin Connector	Camas share (39%) of potential connection between 192 <sup>nd</sup> and Goodwin. Specific project and alignment to be determined. (South proportionate cost only)	\$4.0	\$1.3
<b>South Roadway Projects</b>			<b>\$36.1</b>	<b>\$26.1</b>
<b>Total Roadway Projects (North + South)</b>			<b>\$98.0</b>	<b>\$66.6</b>



**Lodging Tax Advisory Committee Meeting Minutes -  
Draft  
Friday, May 15, 2026, 11:00 AM  
Council Chambers, 616 NE 4th AVE**

*NOTE: Please see the published Agenda Packet for all item file attachments*

**CALL TO ORDER**

Chair called the meeting to order at 11:00 a.m.

**ROLL CALL**

Present: Samantha Horner-Boucher, Bobby Sachdeva

Excused: Prashant Gupta

Staff: Jacquie Hill, Alicia Stevens, Doug Quinn

Guests: Karissa Schoene, Why Community; Kimberly Lane, Four Gals Foundation; Noel Raetz, Live Well Camas; Jennifer Senescu, Camas-Washougal Chamber of Commerce; Carrie Schulstad, Downtown Camas Association

**MEETING AGENDA**

1. May 13, 2025 Meeting Minutes Approval  
Presenter: Mahsa Eshghi, Chair  
Time Estimate: 2 minutes

It was moved by Horner, and seconded, to approve the minutes from the May 13, 2025 meeting. The motion carried unanimously.

2. Review 2026 Lodging Tax Fund Applications  
Time Estimate: 45 minutes

It was moved by Horner, and seconded, to award the Camas-Washougal Chamber of Commerce \$20,564.00 and \$2,966.00, City of Camas \$7,500.00, Downtown Camas Association \$12,970.00, Four Gals Foundation \$1,000.00 and Livewell Camas \$5,000.00 and deny Why Community's request for \$10,000.00. The motion passed unanimously.

**CLOSE OF MEETING**

Meeting closed at 12:21 p.m.

## ~ PROCLAMATION ~

WHEREAS, City Council and staff have committed to making Camas an inclusive and welcoming community for all, including the LGBTQ+ community; and

WHEREAS, all individuals, irrespective of age, gender identity, race, color, religion, marital status, national origin, sexual orientation, or physical challenges, have the right to be treated based on their intrinsic value as human beings; and

WHEREAS, the City of Camas embraces and celebrates individuals from diverse backgrounds, recognizing that a rich tapestry of people fosters a thriving and dynamic community; and

WHEREAS, all members of the Camas community, including those who identify as lesbian, gay, bisexual, transgender, queer, questioning, intersex, asexual, or any other sexual orientation or gender identity, have the right to feel safe, be free from discrimination, and live without the threat of harassment; and

WHEREAS, fostering support for Camas' LGBTQ+ community further aligns with the City's objective to collectively build a more inclusive community that embraces equality, promotes unity, and honors diversity; and

WHEREAS, while the LGBTQ+ community has made remarkable strides, it is evident that the journey toward absolute equality, inclusion, and universal acceptance calls for persistent and ongoing efforts;

NOW THEREFORE, I, Steve Hogan, Mayor of the City of Camas, do hereby proclaim June 2026, as:

### ***“LGBTQ+ and Pride Month”***

in the City of Camas and encourage citizens to recognize and appreciate the contributions made by those in the LGBTQ+ community.

In witness whereof, I have set my hand  
and caused the seal of the City of Camas  
to be affixed this 1<sup>st</sup> day of June 2026.

---

Steve Hogan, Mayor

# MAYOR PRO TEM APPOINTMENTS 2026

Item 9.

Board/Committee/Commission	Full Name	Position
Mayor Pro Tem	Tim Hein	Appointed
	John Nohr	Alternate



## Staff Report – Ordinance

June 1, 2026 Council Regular Meeting

Ordinance No. 26-003 Providing for the Vacation of NW Oregon Street

Presenter: James Carothers, Engineering Manager

Time Estimate: 5 minutes

Phone	Email
360.817.7230	jcarothers@cityofcamas.us

**BACKGROUND:** Staff received a right-of-way vacation petition from the abutting property owner of the unimproved portion of NW Oregon Street north of NW 6<sup>th</sup> Place. This right-of-way has existed for well over 25 years. There is one property owner for the entire right-of-way frontage for the subject right-of-way.

**SUMMARY:** Staff reviewed this petition and analyzed the subject right-of-way. The NW Oregon Street roadway is a dead end to the north due to the steep terrain on the subject property that prohibits a practical connection to NW 6<sup>th</sup> Place. There are no utilities within the subject right-of-way. There is a shared driveway that has been identified as an ingress and egress easement as described in Exhibit “B” and depicted in Exhibit “C” of the vacation legal description. The schedule for the vacation process is as follows:

- April 6, 2026 – Introduce Vacation Petition to Council - done
- April 20, 2026 – Resolution to Set the Public Hearing Date - done
- May 18, 2026 – Public Hearing - done
- **June 1, 2026 – Vacation Ordinance**

RCW 35.79.040 states, “If any street or alley in any city or town is vacated by the city or town council, the property within the limits so vacated shall belong to the abutting property owners, one-half to each.”

RCW 35.77.030 states that the vacation ordinance may provide that the vacation shall not go into effect until the abutting property owner has paid in an amount not to exceed the full appraised value of the area vacated if the right-of-way has been in existence for more than 25 years. A maximum of ½ the appraised value may be charged for right-of-way less than 25 years old that hasn’t been purchased with public funds.

The petitioner purchased the lot depicted in green on the aerial map in 2025. The purchasing cost was identical to the current Clark County assessed value of the property for 2026 tax purposes. Calculations for the maximum cost of the right-of-way land are as follows:

- Lot purchased in 2025 cost per square foot was \$2.77.
- Right-of-Way area within the Petition = 8,192 square feet
- Encumbered Area (Exhibit "B")
  - Driveway Easement area = approximately 200 square feet
- Right-of-Way area less Driveway Easement Area = 7,992 square feet
- Right-of-Way Vacation Maximum Charge = 7,992 SF \* \$2.77/SF = **\$22,136**



Vacation Area Aerial Map

After researching past charges for vacations, staff has found that the charge to the petitioner for the subject property has been predominantly half the valuation amount. Staff and the city attorney concur that the charge for the right-of-way vacation should be half the valued amount, or \$11,068. This payment amount is called out in Section II of the ordinance.

**BENEFITS TO THE COMMUNITY:** This right-of-way area might be better used for private residential development.

**BUDGET IMPACT:** There is no budget impact to the City regarding the potential vacation of the Oregon Street right-of-way. Section II of this ordinance provides that the vacation is contingent upon the abutting landowner paying half the valuation amount plus, per Camas Municipal Code 3.12.010, the ordinance publishing cost.

**RECOMMENDATION:** Staff recommends Council adopt Ordinance No. 26-003 and it be published according to law.

ORDINANCE NO. 26-003

AN ORDINANCE providing for the vacation of a portion of North West Oregon Street.

WHEREAS, by Resolution 26-006, adopted on the 20<sup>th</sup> day of April 2026, the City Council initiated proceedings to vacate North West Oregon Street; and

WHEREAS, said Resolution set the 18<sup>th</sup> day of May 2026, at 7:00 p.m., in the Council Chambers in the City Hall of Camas, Washington, as the time and place for a public hearing on said vacation; and

WHEREAS, pursuant to said Resolution, the City Clerk caused notices to be posted and mailed in accordance with the requirements of law; and

WHEREAS, at the time and place set for said hearing, the Council considered the testimony of all persons commenting on said vacation; and

WHEREAS, the Council finds that NW Oregon Street is not currently being utilized for public road or sidewalk purposes, and that said right-of-way is more suitable for private use;

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

Section I

The following described area of North West Oregon Street shall be, and the same is hereby vacated, reserving an ingress and egress easement: See Exhibits A, B, and C.

Section II

Said vacation is contingent upon the abutting landowner paying \$11,068 plus the cost of publishing this Ordinance.

Section III

This ordinance shall take force and be in effect five (5) days from and after its publication according to law.

PASSED by the Council and APPROVED by the Mayor this 1st day of June, 2026.

SIGNED: \_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_  
City Clerk

APPROVED as to form:

\_\_\_\_\_  
City Attorney

## EXHIBIT "A"

### ROAD VACATION LEGAL DESCRIPTION OF A PORTION OF NW OREGON STREET

Dated March 16, 2026

**A strip of land being a portion of NW O Street, now known as NW Oregon Street, being a 40-foot road fronting on a portion of Lot 11 and a portion of Lot 6, Bennett's Addition, recorded in Book D, Page 97, located in the Southwest quarter of Section 10, Township 1 North, Range 3 East of the Willamette Meridian, City of Camas, County of Clark, State of Washington, being more particularly described as follows:**

**Commencing** at the Northeast corner of Lot 11, Bennett's Addition; thence North  $87^{\circ}27'46''$  West, along the North line of said Lot 11, a distance of 99.12 feet, more or less, to a point on the East Right-of-Way of NW Oregon Street; thence South  $14^{\circ}38'43''$  West, along the East right-of-way of said NW Oregon Street, a distance of 29.08 feet, and the **Point of Beginning** of this description; thence continuing Southerly along the East right-of-way of said NW Oregon St. the following three courses;

- 1) thence South  $14^{\circ}38'43''$  West, 130.57 feet to the beginning of a tangent curve concaved Southwest, having a radius of 80.00 feet;
- 2) thence Southerly along said curve, an arc length of 51.61 feet, a central angle of  $36^{\circ}57'38''$ , a chord which bears South  $03^{\circ}49'58''$  East, a chord length of 50.72 feet;
- 3) thence South  $22^{\circ}18'47''$  East, 14.11 feet to a point on the Northerly right-of-way of NW 6<sup>th</sup> Place, also being (Evergreen Highway);

Thence South  $69^{\circ}09'10''$  West, along the Northerly right-of-way of NW 6<sup>th</sup> Place, a distance of 40.01 feet to a point on the West right-of-way of NW Oregon Street;

thence Northerly along the West right-of-way of said NW Oregon Street, the following three courses;

1) thence North  $22^{\circ}18'47''$  West, 13.09 feet to the beginning of a tangent curve concaved southwest, having a radius of 120.00 feet;

2) thence Northerly along said curve, an arc length of 77.41 feet, a central angle of  $36^{\circ}57'38''$ , a chord which bears North  $03^{\circ}49'58''$  West, a chord length of 76.07 feet;

3) thence North  $14^{\circ}38'43''$  East, 122.57 feet to the Southeast corner of that certain tract of land convey in Deed of Trust, recorded April 27, 2021, Auditor's File No. 5900962D, Clark County records;

thence South  $86^{\circ}39'19''$  East, 40.79 feet, back to the **Point of Beginning**.

Containing 8,192 square feet, more or less.

**Reserving thereto:** an ingress and egress easement for the benefit of Lots 10 and 11, Bennetts Addition, more particularly described on attached Exhibit "B", which is made a part of this document.

**EXHIBIT "B"**

**RESERVATION OF INGRESS AND EGRESS EASEMENT**

**A portion of a strip of land, being 15 foot in width centered on an existing asphalt driveway, and lying within a portion of NW O Street, now known as NW Oregon Street, being a 40-foot road fronting on a portion of Lot 11 and a portion of Lot 6, Bennett's Addition, recorded in Book D, Page 97, located in the Southwest quarter of Section 10, Township 1 North, Range 3 East of the Willamette Meridian, City of Camas, County of Clark, State of Washington, being 7.50 on each side of the following described centerline, more particularly described as follows:**

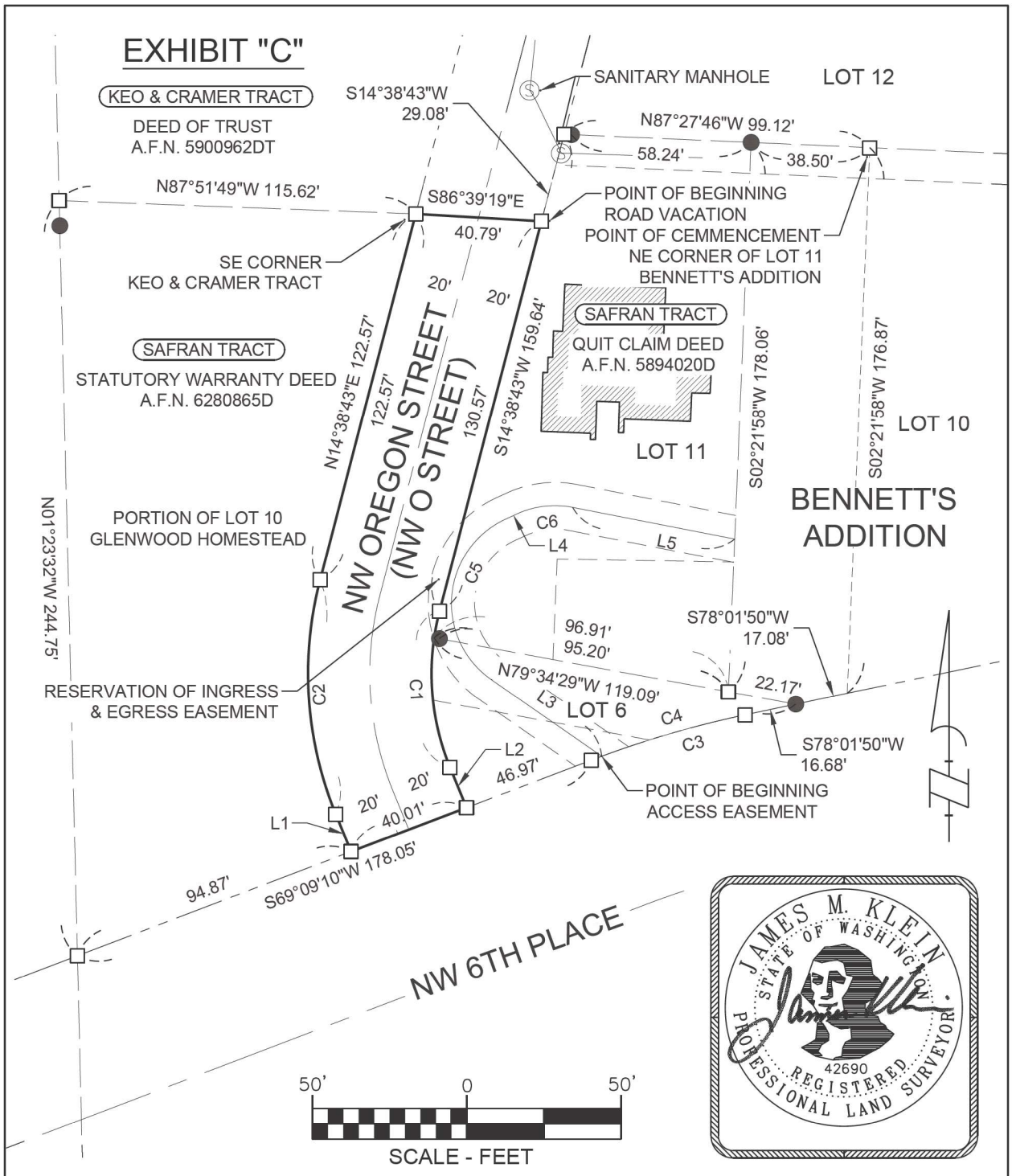
**Commencing** at the Northeast corner of Lot 11, Bennett's Addition; thence South  $02^{\circ}21'58''$  West, along the east line of said Lot 11, a distance of 176.87 feet, more or less, to a point on the north right-of-way of NW 6<sup>th</sup> Place; thence South  $78^{\circ}01'50''$  West, along the north right-of-way of NW 6<sup>th</sup> Place, a distance of 16.68 feet to the beginning of a curve concaved southerly, having a radius of 336.50 feet; thence southwesterly along said curve, an arc length of 48.47 feet, a central angle of  $8^{\circ}15'08''$ , a chord which bears South  $73^{\circ}54'17''$  West, a chord length of 48.42 feet, to the intersection with the center of an existing asphalt driveway, and the **Point of Beginning** of the following described centerline;

Thence following the centerline of the existing asphalt driveway, the following five (5) course;

- 1) thence North  $55^{\circ}12'45''$  West, 43.58 feet to the beginning of a tangent curve concaved northeast, having a radius of 30.00 feet;
- 2) thence northerly and northeasterly along said curve, an arc length of 63.18 feet, a central angle of  $120^{\circ}40'24''$ , a chord which bears North  $05^{\circ}07'27''$  East, a chord length of 52.14 feet;
- 3) thence North  $65^{\circ}27'39''$  East, 3.91 feet to the beginning of a tangent curve concaved southeast, having a radius of 30.00 feet;

- 4) thence northeasterly and easterly along said curve, an arc length of 18.60 feet, a central angle of  $35^{\circ}30'52''$ , a chord which bears North  $83^{\circ}13'05''$  East, a chord length of 18.30 feet;
- 5) thence South  $79^{\circ}01'28''$  East, 53.47 feet to a Point on the east line of that certain Tract of land described in Quit Claim Deed, record under Auditor's File No. 5894020 D, and **Point of Terminus** of said centerline.

**Excepting therefrom:** that portion lying outside of the right-of-way of NW Oregon Street, as described in Exhibit "A".



**BASIS OF BEARINGS**  
WASHINGTON STATE PLANE  
COORDINATES SYSTEM,  
NAD83(2011) EPOCH 2010.00,  
NORTH ZONE, GRID NORTH,  
GROUND DISTANCE

RIGHT OF WAY VACATION  
LOCATED THE NE 1/4 OF THE SW 1/4 OF  
SECTION 10, T. 1N., R. 3E., W.M. CITY OF CAMAS, CLARK COUNTY, WA



**Klein & Associates, Inc.**  
ENGINEERING • SURVEYING • PLANNING  
1411 13th Street • Hood River, OR 97031  
TEL: 541-386-3322 • FAX: 541-386-2515

PROJECT:	260204
FILE No.:	260204
FILE PATH:	
LAYOUT:	KAB.5X11
SURVEYED:	KA
DESIGN:	JK
DRAFT:	GD
APPROVE:	JK
DATE:	3-10-26
SHEET:	1 OF 1 SHEETS

## EXHIBIT "C"

### LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N22°18'47"W	13.09'
L2	S22°18'47"E	14.11'
L3	N55°12'45"W	43.58'
L4	N65°27'39"E	3.91'
L5	S79°01'28"E	53.47'

### CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	51.61'	80.00'	36°57'38"	S3°49'58"E	50.72'
C2	77.41'	120.00'	36°57'38"	N3°49'58"W	76.07'
C3	52.14'	336.50'	8°52'40"	S73°35'30"W	52.09'
C4	48.47'	336.50'	8°15'08"	S73°54'17"W	48.42'
C5	63.18'	30.00'	120°40'24"	N5°07'27"E	52.14'
C6	18.60'	30.00'	35°30'52"	N83°13'05"E	18.30'



RIGHT OF WAY VACATION  
LOCATED THE NE 1/4 OF THE SW 1/4 OF  
SECTION 10, T. 1N., R. 3E., W.M. CITY OF CAMAS, CLARK COUNTY, WA



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1411 13th Street • Hood River, OR 97031  
TEL: 541-386-3322 • FAX: 541-386-2515

PROJECT:	260204
FILE No:	260204
FILE PATH:	
LAYOUT:	KA8.5X11
SURVEYED:	KA
DESIGN:	JK
DRAFT:	GD
APPROVE:	JK
DATE:	3-10-26
SHEET	2 OF 2 SHEETS



# Staff Report – Public Hearing

June 1, 2026 Council Regular Meeting

Public Hearing Regarding the Six Year Transportation Improvement Program

Presenter: James Carothers, Engineering Manager

Time Estimate: 10 minutes

Phone	Email
360.817.7230	jcarothers@cityofcamas.us

**BACKGROUND:** The Six Year Transportation Improvement Program, also known as the Six Year Street Plan, is to be updated by municipalities each year prior to commencement of the Washington State fiscal year of July 1 as required by the Revised Code of Washington (RCW) 35.77.010. This year's program is for calendar years 2027 through 2032. Projects that have obligated (committed) construction funding are pulled from the list each year.

**SUMMARY:** The 2027 through 2032 plan will consist of the project list, map and appendices. The schedule of public events is as follows:

- Introduction to Council at the May 18, 2026 Workshop – done
- **Public Hearing – June 1, 2026**
- Resolution Adoption – June 15, 2026

In accordance with the RCW, the purpose of the Plan is to assure that each city shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. Most of the projects on the list do not currently have a funding source. The project list is much larger than available funding sources. Some grant sources require a project to be on the agency's Six Year Street Plan to be eligible for funding. Typically, the priority number assigned is only for broader community planning purposes and is not necessarily of importance for reasons of timing or eligibility of funding.

Staff proposed the following updates to the 2026 through 2031 plan from last year to Council at the May 18 Workshop:

- Based on recent adjustments to the North Shore Area roadway system;
  - Revisions to the North Shore Boulevard alignment, termini of segments, and cost estimates (see priorities 4 and 5.)
  - Removal of three segments of north/south roadway in the SunCal development (previously priorities 40 through 42.)
  - Addition of three (development-driven) roundabouts on North Shore Boulevard (see priorities 41 through 43.)
- Cost and time adjustments to several listed projects.

After receiving comments from Council members at the May 18 Council Workshop, staff has made the following additional updates:

- NW Brady Road
  - Road Improvements have been added to the bike and pedestrian improvements in the list description.
  - This project has been moved from priority 22 to priority 14.
- NW McIntosh Road
  - This project has been moved from priority 30 to priority 15.

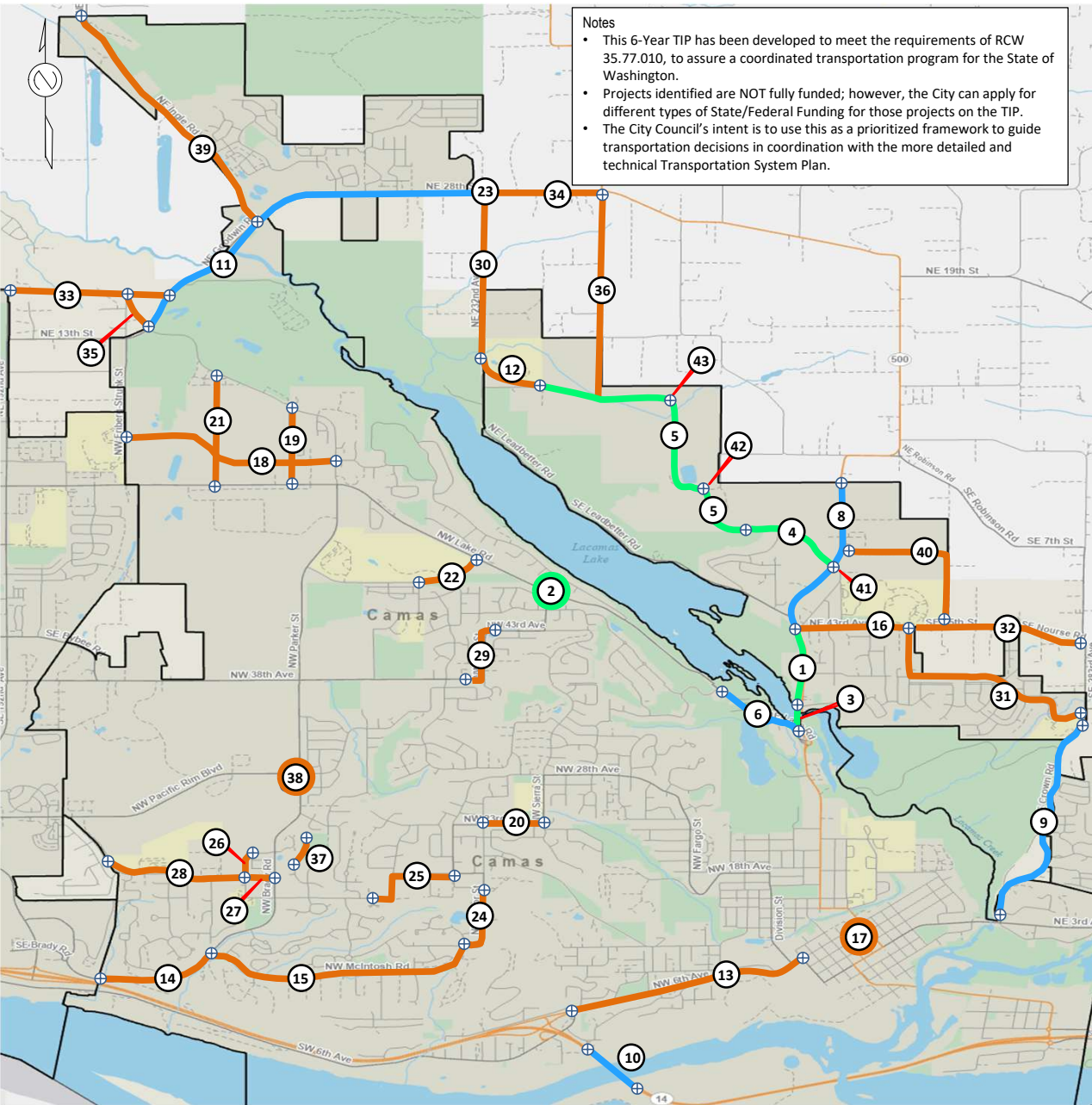
**BENEFITS TO THE COMMUNITY:** This plan allows projects to be eligible for various grants. These grants benefit all citizens in general by providing completed projects with sources that offset local funding.

**STRATEGIC PLAN:** Improve transportation...safety and accessibility for all ages and abilities.

**POTENTIAL CHALLENGES:** Limited funding is available for projects.

**BUDGET IMPACT:** The plan itself has no budget impact, but funding limitations will prohibit the completion of most projects on the list in a timely manner.

**RECOMMENDATION:** Staff recommends Council hold a public hearing, consider public testimony, and direct the City Attorney to prepare a resolution for adoption of the Six Year Transportation Improvement Program.



**Notes**

- This 6-Year TIP has been developed to meet the requirements of RCW 35.77.010, to assure a coordinated transportation program for the State of Washington.
- Projects identified are NOT fully funded; however, the City can apply for different types of State/Federal Funding for those projects on the TIP.
- The City Council's intent is to use this as a prioritized framework to guide transportation decisions in coordination with the more detailed and technical Transportation System Plan.

# City of Camas 2027 – 2032 Six Year Street Priorities

- 1 SR 500 (Everett St)
- 2 Lake Rd. & NW Sierra St. Roundabout
- 3 SR 500 (Everett St)
- 4 North Shore Blvd.
- 5 North Shore Blvd.
- 6 NW Lake Rd
- 7 ADA Access Upgrades Citywide **(7)**
- 8 SR 500 (Everett St/Rd)
- 9 SE Crown Rd
- 10 SR 14 – West Camas Slough Bridge
- 11 NE Goodwin Rd/28th St
- 12 North Shore Blvd.
- 13 NW/NE 6th Ave Corridor Imp
- 14 NW Brady Rd
- 15 NW McIntosh Rd
- 16 NE 43rd Ave
- 17 Downtown Infrastructure
- 18 Street "B" (North Dwyer Creek Area)
- 19 NW Payne St.
- 20 NW 23rd Ave
- 21 Street "A" (North Dwyer Creek Area)
- 22 NW Leadbetter Dr Path
- 23 NE 28th St & NE 232nd Ave Intersection Imp.
- 24 NW Astor St.
- 25 NW 16th Ave/Hood/18th Ave
- 26 NW 20th Ave. Extension
- 27 NW 18th Ave Pedestrian Path
- 28 NW 18th Ave/Payne Rd
- 29 NW Astor St. /43rd Ave
- 30 NE 232nd Ave
- 31 NE Woodburn Dr.
- 32 SE 15th St./Norse Rd
- 33 NE 18th St (192nd to Goodwin)
- 34 NE 28th St (232nd to 242nd)
- 35 NW Camas Meadows Dr (West)
- 36 NE 242nd Ave
- 37 NW Maryland St
- 38 NW Pacific Rim / Parker St. Signal
- 39 NE Ingle Rd to N City Limits
- 40 SE 8th St / 271st Ave
- 41 SR500 & Everett Dr Roundabout
- 42 North Shore Blvd & 24800 Blk Roundabout
- 43 North Shore Blvd & 252nd Roundabout

See List for Additional Priorities  
Six Year Street Plan Map 2026-2031 (File 2027-2032 (STIP))



Washington State Department of Transportation

Agency: City of Camas

Co. No.: 06

Co. Name: Clark Co.

City No.: 0145

MPO/RTPO: RTC

DRAFT

Six Year Transportation Improvement Program

Item 11.

FROM: 2027

TO: 2032

Hearing Date: 6/1/2026

Adoption Date: 6/15/2026

Amend Date:

Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
								Project Phase	Phase Start (yyyy)	Fund Source Information				Total Funds	1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
										Federal Fund Code	Federal Funds	State Fund Code	State Funds								Local Funds
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	1	<b>SR-500 (Everett St)</b> NE 35th Ave to NE 43rd Ave from: to: Widen with multi-use paths, illumination, roundabouts		03	P	0.50		RW	1/1/2028	STBG	1000			381	21200		1381		21200	CE	Yes
								CN	1/1/2030												
Totals										1000		0	21581	21200	0	1381	0	21200			
16	2	<b>NW Lake Road</b> @ NW Sierra St. from: to: Intersection improvements		24	P	00		CN	3/1/2027					3400	3400	3000	400				
Totals										0		0	3400	3400	3000	400	0				
16	3	<b>SR-500 (Everett St)</b> NE Lake Rd to NE 35th Ave from: to: Widen with multimodal, illumination, bridge replacement, roundabout		03	P	0.13		ALL	1/1/2029					26400	26400			1000	25400		
Totals										0		0	26400	26400	0	0	1000	25400			
16	4	<b>Northshore Blvd.</b> 400 Feet West of N Benton Drive to SR-500/Everett Rd from: to: New construction Includes Complete Streets, Bridge		01	P	0.40		CN	6/1/2028					25000	25000		20000	5000	25000		
Totals										0		0	25000	25000	0	20000	5000	25000			
16	5	<b>North Shore Blvd</b> 23700 Block to 400feet west of N. Benton Dr. from: to: New Construction Includes Complete Streets, Roundabouts		01	P	1.60		ALL	6/1/2028					22700	22700		14000	8700			
Totals										0		0	22700	22700	0	14000	8700	0			
16	6	<b>NW Lake Road</b> NW Lacamas Lane to Lacamas Lake Lodge from: to: Widening, sidewalk		03	P	0.45		ALL	6/1/2029					3870	3870			1000	2870		
Totals										0		0	3870	3870	0	0	1000	2870			

Agency: City of Camas  
 Co. No.: 06 Co. Name: Clark Co.  
 City No.: 0145 MPO/RTPO: RTC

FROM: 2027 TO: 2032  
 Hearing Date: 6/1/2026 Adoption Date: 6/15/2026  
 Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (yyyy)	Fund Source Information					1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds							Total Funds
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
14	7	<b>ADA Access Upgrades</b> from: Citywide to: (Ongoing)	28	P	0.00		ALL	1/1/2027					720	720	120	120	120	360		
Totals									0		0		720	720	120	120	120	360		
16	8	<b>SR-500 (Everett St)</b> NE 43rd Ave to N City Limits from: to: Widen with bike lanes, sidewalks two-way turn lane, illumination, roundabouts	03	P	0.83		PE	1/1/2032					1000	1000				1000		
Totals									0		0		1000	1000	0	0	0	1000		
16	9	<b>Crown Road</b> from: SE 23rd St. to NE 3rd Ave. Multimodal, turn lanes and intersection improvements	04	P	1.3		ALL	1/1/2030						13000				13000	CE	Yes
Totals									0		0		0	13000	0	0	0	13000		
12	10	<b>SR-14 West Camas Slough Bridge</b> from: to: Widen to 4 lanes NOTE: PE phase began 1/2006	03	P	0.55		ALL	1/1/2030			WSDOT	80000		80000				80000		
Totals									0		80000		0	80000	0	0	0	80000		
17	11	<b>NE Goodwin Road/28th Street</b> NW Camas Meadows Dr. to NE 232nd Ave. from: to: Widen to 5 lanes with bike lanes, sidewalk west of Ingle Widen to 3 lanes with bike lanes, sidewalk east of Ingle	15	P	1.72		ALL	1/1/2030						29300				29300		
Totals									0		0		0	29300	0	0	0	29300		
00	12	<b>Northshore Blvd.</b> NE 232nd Ave. to 23700 Block from: to: New construction Includes Critical Areas and Alignment Investigation	15	P	0.50		ALL	6/1/2030						2200				2200		
Totals									0		0		0	2200	0	0	0	2200		
14	13	<b>NW/NE 6th Avenue Corridor Improvements</b> NW Norwood to NE Adams from: to: Access and multimodal upgrades	04	P	1.70		PE	1/1/2029						250				250		
Totals									0		0		0	250	0	0	0	250		

Agency: City of Camas  
 Co. No.: 06 Co. Name: Clark Co.  
 City No.: 0145 MPO/RTPO: RTC

FROM: 2027 TO: 2032  
 Hearing Date: 6/1/2026 Adoption Date: 6/15/2026  
 Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (yyyy)	Fund Source Information					1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds							Total Funds
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	14	<b>NW Brady Road</b> NW McIntosh Road to West City Limits from: to: Road, Bike & Pedestrian Improvements	04	P	.50		PE	1/1/2030						5				5		
Totals									0	0	0	0	5	0	0	0	0	5		
17	15	<b>NW McIntosh Road</b> NW Brady Rd. to NW 11th Ave. from: to: Widening, bike lanes, sidewalk	15	P	1.2		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	0	5		
17	16	<b>NE 43rd Avenue</b> from: SR-500 to: East City Limits Widen to 3 lanes with bike lanes, sidewalk	03	P	0.36		ALL	1/1/2031						6480				6480		
Totals									0	0	0	0	6480	0	0	0	0	6480		
00	17	<b>Downtown Infrastructure</b> NE 3rd to NE 7th, NE Adams to NE Garfield from: to: Pavement and sidewalk Rehab, ADA upgrades	06	P	0	SWPO	ALL	1/1/2030						1735				1735		
Totals									0	0	0	0	1735	0	0	0	0	1735		
00	18	<b>North Dwyer Creek Master Plan Street "B"</b> NW Friberg St./Strunk to NW Larkspur St. from: to: New construction	15	P	0.90		PE	1/1/2032						5				5		
Totals									0	0	0	0	5	0	0	0	0	5		
19	19	<b>NW Payne Street</b> NW Lake Rd. to NW Camas Meadows Dr. from: to: Widening, bike lanes, sidewalk	03	P	0.40		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	0	5		
17	20	<b>NW 23rd Avenue</b> NW Astor to NW Sierra from: to: Widening, sidewalk	04	P	0.23		ALL	1/1/2030						650				650		
Totals									0	0	0	0	650	0	0	0	0	650		

Agency: City of Camas  
 Co. No.: 06 Co. Name: Clark Co.  
 City No.: 0145 MPO/RTPO: RTC

DRAFT

Item 11.

FROM: 2027 TO: 2032  
 Hearing Date: 6/1/2026 Adoption Date: 6/15/2026  
 Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (yyyy)	Fund Source Information					1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds							Total Funds
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
00	21	<b>North Dwyer Creek Master Plan Street "A"</b> NW Lake Rd. to NW Camas Meadows Dr. from: to: New construction	15	P	0.64		PE	1/1/2027						5	5					
Totals									0	0	0	0	5	5	0	0	0			
17	22	<b>NW Leadbetter Drive</b> NW Lake Rd. to NW Fremont St. from: to: Sidewalk / path	28	P	0.15		CN	1/1/2030						250					250	
Totals									0	0	0	0	250	0	0	0	250			
17	23	<b>NE 28th Street &amp; NE 232nd Avenue</b> from: to: Intersection improvements	04	P	0.00		ALL	6/1/2030						600					600	
Totals									0	0	0	0	600	0	0	0	600			
17	24	<b>NW Astor Street/NW 11th Avenue</b> NW 16th Ave. to McIntosh Rd. from: to: Widening, bike lanes, sidewalk	03	P	0.62		PE	1/1/2030						5					5	
Totals									0	0	0	0	5	0	0	0	5			
16	25	<b>NW 18th Avenue, et al</b> NW Astor to NW 16th, include NW Hood from: to: Widen curb, sidewalk	03	P	0.51		PE	1/1/2029						5					5	
Totals									0	0	0	0	5	0	0	0	5			
19	26	<b>NW 20th Ave Extension</b> NW Sage St to NW 18th Ave from: to: New Construction with multimodal	01	P	0.18		PE	1/1/2030						5					5	
Totals									0	0	0	0	5	0	0	0	5			
16	27	<b>NW 18th Avenue</b> NW Tidland St. to NW Brady Rd. from: to: Sidewalk / path	01	P	0.26		PE	1/1/2029						5					5	
Totals									0	0	0	0	5	0	0	0	5			

Agency: City of Camas  
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 City No.: 0145 MPO/RTPO: RTC

FROM: 2027 TO: 2032  
 Hearing Date: 6/1/2026 Adoption Date: 6/15/2026  
 Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (yyyy)	Fund Source Information					1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds							Total Funds
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	28	NW 18th Avenue NW 20th Extension to West City Limits from: to: Widening, bike lanes	03	P	0.50		PE	1/1/2030						5				5		
Totals									0	0	0	0	5	0	0	0	5			
16	29	NW 43rd/NW Astor - NW Sierra to NW 38th Impr. from: to: Widening, bike lanes, sidewalk	03	P	0.31		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	5			
17	30	NE 232nd Avenue NE 28th to NE North Shore Blvd. from: to: Widen to 3 lanes with bike lanes, sidewalk	15	P	0.97		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	5			
00	31	NE Woodburn Drive SE 283rd Ave. to SE 15th St. from: to: New construction Includes 23rd St. realignment	01	P	.70		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	5			
07	32	SE 15th Street/Nourse Road from: Camas High School to: NE 283rd Ave. Widen to 3 lanes with bike lanes, sidewalk	15	P	0.59		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	5			
00	33	NE 18th Street NE 192nd Ave. to NE Goodwin Rd. from: to: New construction (potential alternate alignment)	15	P	0.67		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	5			
17	34	NE 28th Street NE 232nd Ave. to NE 242nd Ave. from: to: Widen to 3 lanes with bike lanes	15	P	0.50		PE	1/1/2031						5				5		
Totals									0	0	0	0	5	0	0	0	5			

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	35	NW Camas Meadows Drive NE 13th St. to NE 18th St. from: to: New construction (potential alternate alignment)	15	P	0.20		PE	1/1/2031						5						
Totals									0		0		0	5	0	0	0	0	5	
00	36	NE 242nd Avenue NE 28th St. to NE North Shore Blvd. from: to: Widen to 3 lanes with bike lanes, sidewalk	15	P	0.70		PE	1/1/2031						5						
Totals									0		0		0	5	0	0	0	0	5	
19	37	NW Maryland Street NW 19th to NW 24th from: to: New construction	01	P	0.25		PE	6/1/2031						5						
Totals									0		0		0	5	0	0	0	0	5	
16	38	NW Pacific Rim @ Parker Street from: to: Traffic signal	15	P	00		PE	6/1/2031						5						
Totals									0		0		0	5	0	0	0	0	5	
17	39	NE Ingle Road-NE Goodwin to N City Limits Goodwin to N City Limits from: to: widen to 3 lanes with bike lanes, sidewalk	03	P	1.30		PE	6/1/2031						5						
Totals									0		0		0	5	0	0	0	0	5	
09	40	SE 8th St / 271st Ave from: SR-500 to: 15th St	01	P	0.80		PE	1/1/2031						5						
Totals									0		0		0	5	0	0	0	0	5	
16	41	SR500 (Everett St) @ NE Everett Dr from: to: Roundabout	01	P	00		ALL	1/1/2027					5450	5450	5000	450				
Totals									0		0		5450	5450	5000	450	0	0	0	

Agency: City of Camas  
 Co. No.: 06 Co. Name: Clark Co.  
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FROM: 2027 TO: 2032  
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Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	42	<b>North Shore Blvd @ 24800 BLK</b> from: Roundabout to:	01	P	00		ALL	1/1/2028					3175	3175		2700	475			
							Totals		0	0	0	0	3175	3175	0	2700	475	0		
16	43	<b>North Shore Blvd @ NE 252nd Ave</b> from: Roundabout to:	01	P	00		ALL	1/1/2028					3175	3175		3000	175			
							Totals		0	0	0	0	3175	3175	0	3000	175	0		
16	44	<b>NE 28th Street @ 242nd Avenue</b> from: Intersection improvements to:	15	P	00		PE	1/1/2031						5						5
							Totals		0	0	0	0	0	5	0	0	0	0	5	
16	45	<b>SR-500 @ NE 14th Ave.</b> from: Controlled Access to:	04	P	00		PE	1/1/2031						5						5
							Totals		0	0	0	0	0	5	0	0	0	0	5	
00	46	<b>Pavement Treatments (maintenance &amp; preservation)</b> from: Overlays, surface treatment to:	47	P	00		CN	6/1/2027					9000	9000	1500	1500	1500	4500		
							Totals		0	0	0	0	9000	9000	1500	1500	1500	4500		
00	47	<b>Reconstructs</b> from: Citywide to:	04	P	00		ALL	1/1/2027					1500	1500	250	250	250	750		
							Totals		0	0	0	0	1500	1500	250	250	250	750		
00	48	<b>Sidewalk Projects</b> from: Sidewalk installations City to:	28	P	00		ALL	1/1/2027					300	300	50	50	50	150		
							Totals		0	0	0	0	300	300	50	50	50	150		

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Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (yyyy)	Fund Source Information				Total Funds	1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required	
									Federal Fund Code	Federal Funds	State Fund Code	State Funds								Local Funds
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
00	49	<b>Shared Path Improvements</b> Citywide Includes NW Norwood Dr	28	P	00		ALL	1/1/2028						250		50	50	150		
Totals									0	0	0	0	250	0	50	50	150			
00	50	<b>Safety Projects</b> Future safety projects Includes traffic revisions, NW Lake Rd Safety Improvements	21	S	00		CN	4/1/2027	HSIP	930				930	930	20	20	60		
Totals									930	0	0	930	930	20	20	60				

# Appendices

## Six Year Form Coding Instructions

### Heading

Agency	Enter name of the sponsoring agency.
County No.	Enter the assigned number (see LAG Appendix 21.44).
City No.	Enter the assigned number (see LAG Appendix 21.45).
MPO/RTPO	Enter the name of the associated MPO (if located within urbanized area) or RTPO (if located in a rural area).
Hearing Date	Enter the date of the public hearing.
Adoption Date	Enter the date this program was adopted by council or commission.
Resolution No.	Enter Legislative Authority resolution number (if applicable.)
Amendment Date	Enter the date this program was amended by council or commission.

### Column Number

1. **Functional Classification.** Enter the appropriate 2-digit code denoting the Federal Functional Classification. (**Note:** The Federal Functional Classification must be one approved by FHWA.)

#### Description

00- No Classification

#### Rural (< 5000 pop.)

- 01 - Interstate
- 02 - Principal Arterials
- 06 - Minor Arterials
- 07 - Major Collector
- 08 - Minor Collector
- 09 - Local Access

#### Urban (> 5000 pop.)

- 11 - Interstate
- 12 - Freeways & Expressways
- 14 - Other Principal Arterials
- 16 - Minor Arterial
- 17 - Collector
- 19 - Local Access

1. **Priority Numbers.** Enter local agency number identifying agency project priority (optional).

2. **Project Identification.** Enter (a) Federal Aid Number if previously assigned; (b) Bridge Number; (c) Project Title; (d) Street/Road Name or Number/Federal Route Number; (e) Beginning and Ending Termini (milepost or street names); and (f) Describe the Work to be Completed.

4. **Improvement Type Codes.** Enter the appropriate federal code number.

SEE APPENDIX A

5. **Funding Status.** Enter the funding status for the entire project or phase that describes the current status.

**S** - Project is 'selected' by the appropriate selection body and funding has been secured by the lead agency.

**P** - Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has **not** been determined.)

6. **Total Length.** Enter project length to the nearest hundredth (or code "00" if not applicable).

7. **Utility Code(s).** Enter the appropriate code letter(s) for the utilities that need to be relocated or are impacted by the construction project.

- C - Cable TV
- O - Other
- S - Sewer (other than agency-owned)
- W - Water
- G - Gas
- P - Power
- T - Telephone

8. **Project Phase.** Select the appropriate phase code of the project.

- PE** - Preliminary Engineering, including Design (or Planning)
- RW** - Right of Way or land acquisition
- CN** - Construction only (or transit planning or equipment purchase)
- ALL** - All Phases: from Preliminary Engineering through Construction

9. **Phase Start Date.** Enter the *month/day/year* in MM/DD/YY format that the selected phase of the project is **actually** expected to start.

10. **Federal Fund Code.** Enter the Federal Fund code from the table.

**See Source of Funds Appendix F**

11. **Federal Funds.** Enter the total federal cost (in thousands) of the phase regardless of when the funds will be spent.

12. **State Fund Code.** Enter the appropriate code for any of the listed state funds to be used on this project.

**See Source of Funds Appendix F**

13. **State Funds.** Enter all funds from the State Agencies (in thousands) of the phase regardless of when the funds will be spent.

14. **Local Funds.** Enter all the funds from Local Agencies (in thousands) of the phase regardless of when the funds will be spent.

15. **Total Funds.** Enter the sum of columns 10, 12, and 14. (Auto-calculation in the “STIP Too” program.)

16-19. **Expenditure Schedule - (1st, 2nd, 3rd, 4th thru 6th years).** Enter the estimated expenditures (**in thousands**) of dollars by year. (***For Local Agency use.***)

20. **Environmental Data Type.** Enter the type of environmental assessment that will be required for this project. (This is “***required***” for ***Federally funded projects***, but may be filled in for state or locally funded projects.)

EIS - Environmental Impact Statement

EA - Environmental Assessment

CE - Categorical Exclusion

21. **R/W Certification.** Click **Y** if Right of Way acquisition is or will be required. If yes, enter R/W Certification Date, if known. (This is “***required***” for ***Federally funded projects***)

**APPENDIX A**  
**IMPROVEMENT TYPE CODES**

01	New Construction Roadway
03	Reconstruction, Added Capacity
04	Reconstruction, No Added Capacity
05	4R Maintenance Resurfacing
06	4R Maintenance - Restoration & Rehabilitation
07	4R Maintenance - Relocation
08	Bridge, New Construction
10	Bridge Replacement, Added Capacity
11	Bridge Replacement, No Added Capacity
13	Bridge Rehabilitation, Added Capacity
14	Bridge Rehabilitation, No Added Capacity
15	Preliminary Engineering
16	Right of Way
17	Construction Engineering
18	Planning
19	Research
20	Environmental Only
21	Safety
22	Rail/Highway Crossing
23	Transit
24	Traffic Management/Engineering - HOV
25	Vehicle Weight Enforcement Program
26	Ferry Boats
27	Administration
28	Facilities for Pedestrians and Bicycles
29	Acquisition of Scenic Easements and Scenic or Historic Sites
30	Scenic or Historic Highway Programs
31	Landscaping and Other Scenic Beautification
32	Historic Preservation
33	Rehab & Operation of Historic Transp. Buildings, Structures, Facilities
34	Preservation of Abandoned Railway Corridors
35	Control and Removal of Outdoor Advertising
36	Archaeological Planning & Research
37	Mitigation of Water Pollution due to Highway Runoff
38	Safety and Education for Pedestrians/Bicyclists
39	Establishment of Transportation Museums
40	Special Bridge
41	Youth Conservation Service
42	Training
43	Utilities
44	Other
45	Debt Service
47	Systematic Preventive Maintenance

**APPENDICES B, C, D, AND E**

*Void*

## Source of Funds

The following are descriptions of fund sources that have been identified through the federal transportation acts and through state legislative action for transportation projects in Washington.

### Federal

The following are descriptions of fund sources identified in the [Infrastructure Investment & Jobs Act \(IIJA\)/Bipartisan Infrastructure Law \(BIL\)](#), as well as, funds sources from prior federal transportation acts that have been revised or discontinued.

**Bridge (BR):** The Local Bridge Program provides funding for eligible bridges on public roads. The state prioritizes and programs state and local bridges for funding. IIJA/BIL established the Bridge Formula Program (BFP) that is funded as part of the Highway Infrastructure Program (HIP). In addition, the Local Bridge program includes funding through NHPP and STBG programs.

**Carbon Reduction Program (CRP)** – This program is to reduce transportation emissions through the development of carbon reduction strategies and funds projects that support the reduction of transportation emissions. Requires WSDOT, in consultation with MPOs to develop a carbon reduction strategy by November 15, 2023, for approval by FHWA.

- **Regional CRP (CRP(UL), CRP(UM), CRP(US), CRP(R), etc.):** MPOs are allocated CRP funds for prioritization and selection. The allocations are based on population areas as follows:
  - **CRP(UL)** - Urbanized areas greater than 200,000 population.
  - **CRP(UM)** – Urbanized areas between 50,000 and 200,000 population.
  - **CRP(US)** – Urbanized areas between 5,000 and 49,999 population.
  - **CRP(R)** - Areas of 5,000 or less population.
  - **WSDOT’s CRP (CRP):** A portion of the CRP funds that can be used anywhere. WSDOT prioritizes and programs these projects.

**Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)** - Enacted on December 27, 2020, appropriated additional funds for Highway Infrastructure Programs (HIP). Funds may be obligated for activities eligible under 23 USC 133(b). Funds must be obligated by September 30, 2024, or the funds lapse.

- **CRSSAA(UL) - Urban Large** - Urbanized areas greater than 200,000. Funding for areas with a population over 200,000 is distributed to the Metropolitan Planning Organizations (MPO) that contain this population group (BFCG, PSRC, RTC and SRTC) were allocated CRSSA funds for prioritization and selection.

**Congestion Mitigation and Air Quality (CMAQ):** The CMAQ program addresses congestion mitigation and air quality improvements in non-attainment and/or maintenance areas of the state. Funds are allocated to non-attainment and maintenance areas based on their population and the severity of air quality non-attainment. The MPO prioritizes and programs projects for funding.

**Demonstration Projects (DEMO):** Demonstration projects are identified through appropriation bills approved by Congress.

Ferry Boat Program (FBP): Provides funding for the construction of ferryboats and ferry terminal facilities, based on a nationwide formula. The IIJA/BIL Act has increased the amount to eligible entities approximately 128% more than received in the FAST Act.

High Priority Projects (DEMO): The High Priority Projects program provides designated funding for specific projects identified by Congress in 23 U.S.C. 117. The designated funding can only be used for the project as described in the law, [1601(a)]. Discontinued.

Highway Infrastructure Program (HIP): The 2019 Omnibus bill and the 2020 and 2021 Department of Transportation Appropriations Act provided additional funds apportioned as the STBG program (23 CFR 133(d)) for road and bridge projects.

- Eligible activities – only construction of highways, bridges, and tunnels per 23 USC 133 (b)(1)(A). Construction includes design and right of way that directly relates to the construction of the roadway project. (23 USC (a)(4)) HIP funds are not eligible to be utilized on:
  - Rural minor collectors or local access,
  - Transportation alternatives, ferries, transit, etc.
  - Transportation planning and studies.
    - HIP(UL) - Urban Large - Urbanized areas greater than 200,000: Funding for areas with a population over 200,000 is distributed to the Metropolitan Planning Organizations (MPO) that contain this population group (BFCG, PSRC, RTC and SRTC) are allocated HIP funds for prioritization and selection.
    - HIP: WSDOT projects. WSDOT prioritizes and programs these projects.
- Funds must be obligated as follows or they lapse:
  - 2020 funds – obligation deadline September 20, 2023
  - 2021 funds – obligation deadline September 20, 2024

Highway Safety Improvement Program (HSIP): The objective of the core safety program continues to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. These funds are made available to all state and local agencies and tribal nations within Washington and can be applied to all public roadways. The state prioritizes and programs state and local projects based upon the Strategic Highway Safety plan approved by the Governor in 2006 and updated in 2019, called Target Zero. Includes funding for the Railway/Highway Crossing Program.

Infrastructure For Rebuilding America (INFRA): Provides discretionary funding to nationally and regionally significant freight and highway projects that align with the program goals to:

- Improve the safety, efficiency, and reliability of the movement of freight and people.
- Generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.
- Reduce highway congestion and bottlenecks.
- Improve connectivity between modes of freight transportation.
- Enhance the resiliency of critical highway infrastructure and help protect the environment.
- Improve roadways vital to national energy security; and

- Address the impact of population growth on the movement of people and freight

National Electric Vehicle Infrastructure Formula Program (NEVI) – This program provides funding to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Eligible uses are the acquisition and installation of electric vehicle charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability; proper operation and maintenance of electric vehicle charging infrastructure; data sharing about electric vehicle charging infrastructure to ensure the long-term success of investments. Funding for this program is through the Highway Infrastructure Program (HIP).

National Highway Freight Program (NHFP): This program provides funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN). The program provides funding in support of the following goals:

- Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight transportation, improve reliability, and increase productivity.
- Improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improve the state of good repair of the NHFN.
- Using advanced technology and innovation, improve NHFN safety, efficiency, and reliability.
- Improve efficiency and productivity of the NHFN.
- Improve state flexibility to support multi-state corridor planning and address highway freight connectivity.
- Reduce environmental impacts of freight movement on the NHFN.

National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Provides funding for projects including construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges, including bridges on a non-NHS Federal-aid highway (If Interstate System and NHS Bridge Condition provision requirements are satisfied), or operational improvement of segments of the National Highway System. The enhanced National Highway System (NHS) is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) –This program is to support planning, resilience improvements, community

resilience and evacuation routes, and at-risk coastal infrastructure. Funds may be used to conduct resilience planning, strengthen, and protect evacuation routes, and increase the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. Highway, transit, and certain port projects are eligible.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) - Discretionary Grant program, provides a unique opportunity for USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants.

Surface Transportation Block Grant (STBG) - This program provides flexible funding that may be used by WSDOT and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program includes sub-allocated funds based on population and flexible funds for use anywhere. Per the IJJA/BIL, the population categories were modified further dividing STBG funds:

- Regional STBG (STBG(UL), STBG(UM), STBG(US), STBG(R), etc.): MPOs and county lead agencies are allocated STBG funds for prioritization and selection. The allocations are based on population areas as follows:
  - STBG(UL) - Urbanized areas greater than 200,000 population.
  - STBG(UM) – Urbanized areas between 50,000 and 200,000 population.
  - STBG(US) – Urbanized areas between 5,000 and 49,999 population.
  - STBG(R) - Areas of 5,000 or less population.
  - For use anywhere in the state
- WSDOT’s STBG (STBG): A portion of the STBG funds that can be used anywhere, are for state highway system preservation and interstate reconstruction. WSDOT prioritizes and programs these projects.

Transportation Alternatives (TA): This program is a set-aside of STBG funds. Provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and safe routes to school projects. The TA funds include an additional set-aside for the Recreational Trails Program. MPOs and RTPOs are allocated TA funds for prioritization and selection. Per the IJJA/BIL, the population categories were modified further dividing the TA funds as follows:

- TA(UL) - Urbanized areas greater than 200,000 population.
- TA(UM) - Urbanized areas between 50,000 and 200,000 population
- TA(US) - Urbanized areas between 5,000 and 49,999 population.
- TA(R) - Areas of 5,000 or less population.
- For use anywhere in the state.

TIFIA - The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.

FTA Section 5307 – Urbanized Area Formula Grants: These funds are apportioned by a formula to each urbanized area, and are available for planning, capital, and operating assistance. Where they exist, the transportation management area (TMA) and the designated recipient determine the programming of these funds. WSDOT is the designated recipient for the Asotin, Bellingham, Bremerton, Longview, Marysville, Mount Vernon, Olympia, Walla Walla, Wenatchee, and Yakima urbanized areas. Activities allowed under this program include operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor.

FTA Section 5307(h) – Passenger Ferry Grant Discretionary Program - provides competitive funding for projects that support passenger ferry systems in urbanized areas. These funds constitute a core investment in the enhancement and revitalization of public ferry systems in the Nation’s urbanized areas. Funds are awarded based on factors such as the age and condition of existing ferryboats, terminals, and related infrastructure; benefits to riders, such as increased reliability; project readiness; and connectivity to other modes of transportation

FTA Section 5309 Capital Investment Grants: This discretionary program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Projects selected for funding must be included in a locally developed, coordinated Public Transit-Human Service Transportation Plan, and included in the RTPO program in their respective area. WSDOT administers the small urban and rural funds through a competitive grant program and programs Section 5310 projects in a statewide grouping in the STIP. Funds apportioned to large, urbanized areas are programmed by the respective MPO. In the case of the Seattle Urbanized area, WSDOT administers the funds on behalf of the Puget Sound Regional Council.

FTA Section 5311 – Rural Area Formula Grants: These formula funds are apportioned to each state, and eligible activities include planning, Rural Transit Assistance Program (RTAP), intercity bus programs, state administration, and both capital and operating assistance. WSDOT administers these funds through a competitive grant program serving the public in rural areas of the state and programs all Section 5311 projects in a statewide grouping in the STIP. Job Access and Reverse Commute (JARC) program activities, which focused on providing services to low-income individuals to access jobs, are now eligible under the rural formula program. This

includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the formula now includes the number of low-income individuals as a factor.

FTA Section 5312 - Mobility on Demand (MOD) Sandbox Program: Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.

FTA Section 5337 - State of Good Repair: This program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Under this law, grantees will be required to establish and use an asset management system to develop capital asset inventories and condition assessments, and report on the condition of their system as a whole.

FTA Section 5339 - Bus and Bus Facilities: This program provides funding through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Formula funds in large, urbanized areas are programmed by the designated recipient. WSDOT suballocates the small urban formula funds to the small urban transit agencies who are responsible for programming the funding. WSDOT administers the statewide portion of the funds through a competitive process with priority given to projects serving rural areas. The statewide funds are programmed by WSDOT in a statewide grouping in the STIP.

FTA Section 5339(b) – Bus and Bus Facilities Discretionary Program: Provides funding through a competitive allocation process to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations. Funds are programmed by the recipient.

FTA Section 5339(c) – Low or No-Emission Vehicle Program: The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Funds are programmed by the recipient.

FTA Discretionary: Other discretionary/competitive FTA awards.

Federal Lands and Tribal Transportation Programs: For Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

- Tribal Transportation Program (TTP): Funds projects that improve access to and within Tribal lands. This program adds new set asides for tribal bridge projects and tribal safety projects. Maybe reflected in STIP as IRR.
- Federal Lands Transportation Program (WFL): Funds projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and

Refuge Roads programs and adds three new Federal land management agency (FLMA) partners.

- Federal Lands Access Program (WFL): Funds projects that improve access to the Federal estate on infrastructure owned by States and local governments. Replacing and expanding the Forest Highways program, projects providing access to any Federal lands are eligible for this new comprehensive program.

Department of Defense (DOD): Transportation projects are sometimes funded through Department of Defense rather than FHWA.

Community Development Block Grant (CDBG): CDBG program funds are primarily for low and moderate-income communities, to partially pay for projects advocating for the interests of a low-income neighborhood, such as providing new street infrastructure and supporting neighborhood revitalization. These grants are awarded through Washington State Department of Commerce.

Discretionary: All other unidentified federal fund sources.

## State

Carbon Emissions Reduction (CER): Funding for reductions in transportation sector carbon emissions through a variety of carbon reducing investments, such as transportation alternatives to single occupancy passenger vehicles; reductions in single occupancy passenger vehicle miles traveled; reductions in per mile emissions in vehicles, including through the funding of alternative fuel infrastructure and incentive programs; and emission reduction programs for freight transportation, including motor vehicles and rail, as well as for ferries and other maritime and port activities. This funding is part of the 16-year package, totaling over \$17 billion of state and local projects.

Climate Active Transportation (CAT): Funding for safe routes to schools, school-based bike program, pedestrian and bicycle grants, complete streets grants and connecting communities grants. This funding is part of the 16-year package, totaling over \$17 billion of state and local projects.

Climate Transit Programs (CTP): Funding for transit support grants, tribal transit mobility grants, transit coordination grants, special need grants, bus and bus facility grants, green transit grants, and transportation demand management grants. These state funds are part of the 16-year package for public transportation projects.

Connecting Washington Account (CWA): In 2015, CWA package was enacted as a \$16 billion investment over the next 16 years that includes state and local projects.

Coronavirus State Recovery Fund (CSRF) - Per RCW 43.79.557, the coronavirus state fiscal recovery fund was created in the state treasury for all federal moneys received by the state pursuant to the American Rescue Plan act of 2021, state fiscal recovery fund, P.L. 117-2, subtitle M, section 9901.

County Road Administration Board (CRAB): An independent state agency that provides state funding through a share of the statewide gas tax, for county roadway projects and the county owned ferry system.

- Rural Arterial Program (RAP): funds improvements on the county existing rural arterial road network.
- County Arterial Preservation Program (CAPP): funds pavement preservation projects of a county's existing paved arterial road network.
- The County Ferry Capital Improvement Program (CFCIP): offers financial assistance for major capital improvements to the four county-operated ferry systems.

Freight Mobility Strategic Investment Board (FMSIB): An independent state agency that provides state funds for freight mobility and freight mitigation projects along strategic freight corridors.

Motor Vehicle Account (MVA): Funding from Motor Vehicle Licenses, Automobile Sales Licenses, Retail Sales Taxes, Motor Vehicle Fuel Tax, Sale of Bonds, Federal Grants, Fines and Forfeitures, Charges for Services, Miscellaneous Revenue, Interest Earnings.

Move Ahead Washington (MAW): This funding is part of the 16-year package, totaling over \$17 billion of state and local projects.

Multi-Modal Account (MMA): Funding from Motor Vehicle Excise Tax, Mass Transit Distributions, Retail Sales Taxes, Motor Vehicle Licenses, Federal Grants, Miscellaneous Revenue, Interest Earnings.

Other State Funding Sources (OTHER): All other unidentified state fund sources.

Pedestrian and Bicycle Program (Ped/Bike Program): This program's objective is to improve the transportation system to enhance safety and mobility for people who chose to walk or bike. The state prioritizes and programs projects.

Public Works Trust Fund (PWTF): A low-interest loan program for local governments to fund needed infrastructure improvements, administered by the Public Works Board by the Washington State Department of Commerce.

Safe Routes to School (SRTS): This program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects within two-miles of K-12 schools that will improve safety, and reduce traffic, fuel consumption and air pollution in the vicinity of schools. The state prioritizes and programs projects.

Transportation Improvement Board (TIB): An independent state agency that provides state funding through a share of the statewide gas tax, for street construction and maintenance to cities and counties.

- Urban Arterial Program (UAP): funds projects that improve Safety, Commercial Growth and Development, Mobility, and Physical Condition.
- Urban Active Transportation Program (ATP): funds projects to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.
- Urban Arterial Preservation Program (APP): provides funding for overlay of federally classified arterial streets (principal, minor) in cities with a population greater than 5,000.
- Small City Arterial Program (SCAP): funds small city (under 5,000 population) projects that preserve, rehabilitate, or reconstruct TIB classified arterials.
- Small City Active Transportation Program (ATP): funds projects to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.
- Small City Preservation Program (SCPP): funds small city (under 5,000 population) chip seal and overlay of existing pavement and sidewalk maintenance.
- Complete Streets: funding opportunity for local governments that have an adopted complete streets ordinance.

Washington State Department of Transportation (WSDOT): Funding provided by WSDOT to local agencies. These funds can be from the Transportation Budget, Public Transportations' Consolidated Grant Program, the Regional Mobility Program, or from other WSDOT administered state grant programs. (See above for Safe Routes to Schools (SRTS) and Pedestrian/Bike Program).