



## **City Council Workshop Agenda Monday, May 19, 2025, 4:30 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/5120018>

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

- go to <https://us06web.zoom.us/j/88548119347>

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

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## **CALL TO ORDER**

## **ROLL CALL**

## **PUBLIC COMMENTS**

## **WORKSHOP TOPICS**

1. [Six Year Transportation Improvement Program](#)  
[Presenter: James Carothers, Engineering Manager](#)  
[Time Estimate: 10 minutes](#)
2. [City Facilities HVAC, Electrical and Plumbing Professional Services Amendment No. 1](#)  
[Presenter: Justin Monsrud, Engineer III](#)  
[Time Estimate: 5 minutes](#)
3. [2025-2030 Strategic Plan Review & Scheduled Adoption](#)  
[Presenter: Doug Quinn, City Administrator](#)  
[Time Estimate: 45 minutes](#)
4. Staff Miscellaneous Updates  
Presenter: Doug Quinn, City Administrator  
Time Estimate: 10 minutes

## **COUNCIL COMMENTS AND REPORTS**

## **PUBLIC COMMENTS**

## **CLOSE OF MEETING**



## Staff Report

May 19, 2025 Council Workshop Meeting

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 per the requirements of the Revised Code of Washington (RCW) 35.77.010. This year's program is for calendar years 2026 through 2031. Projects that have obligated (committed) construction funding are pulled from the list each year.

**SUMMARY:** 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.

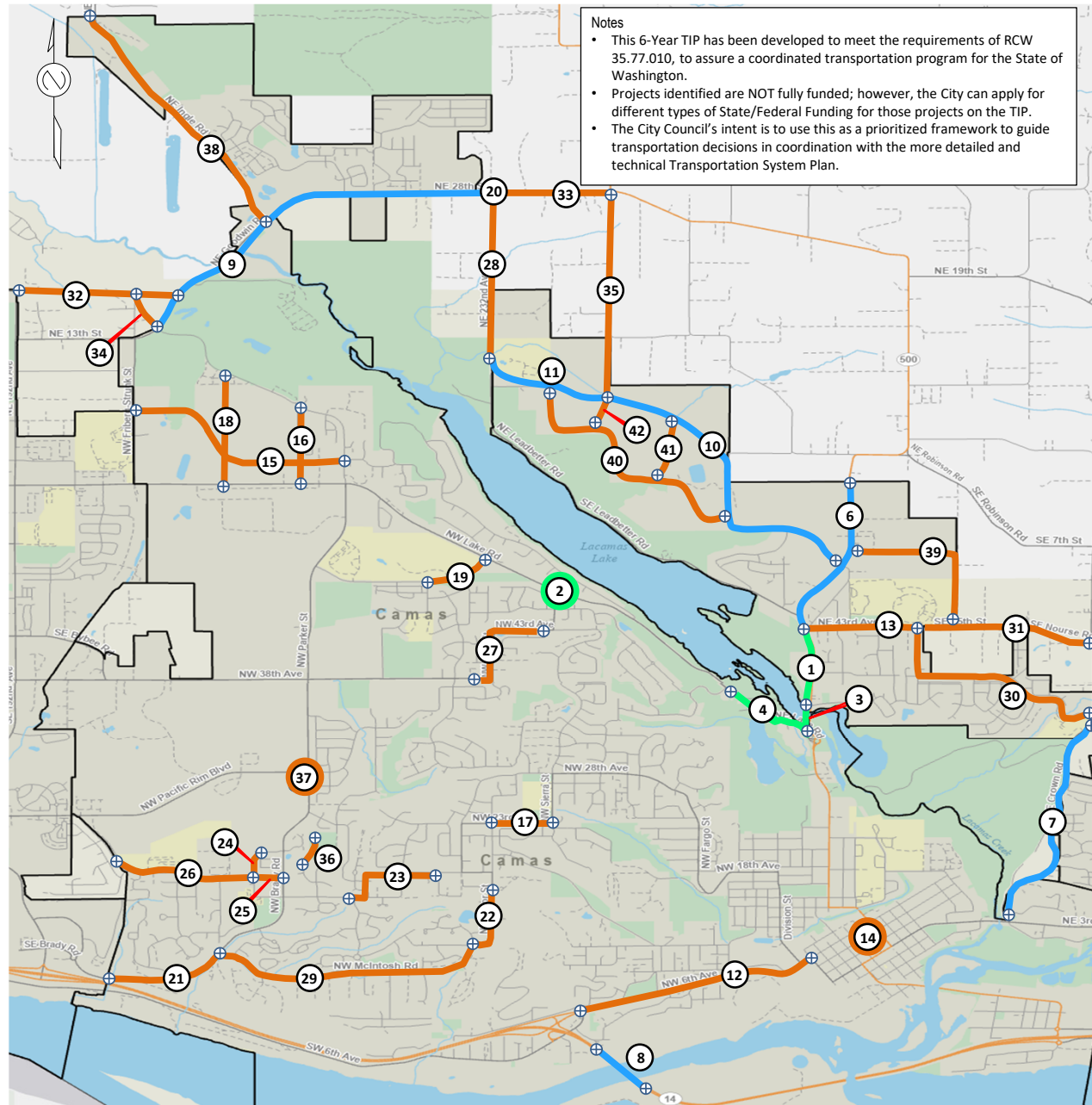
Staff is proposing minor changes to the 2025 through 2030 plan from last year. The main changes on the attached draft are as follows:

- Removal of the SE Bybee Road Realignment (previously priority 13.) This project is currently under construction.
- Removal of the NE Ingle Road extension from NE Goodwin Road to NE 232<sup>nd</sup> Avenue (previously priority 44.) This proposed route has extensive critical areas and is not likely to be constructed.

**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.

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

**RECOMMENDATION:** A public hearing is scheduled for 7 p.m. June 2, 2025 at the Regular Meeting. Staff recommends that Council consider public testimony. A resolution to adopt the Six Year Transportation Improvement Program will be scheduled for the June 16, 2025 Regular Meeting.



# City of Camas

## 2026 – 2031

### Six Year Street Priorities

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

Six Year Street Plan Map 2026-2031 (File 2026-2031) (STIP)

Washington State Department of Transportation

Agency: City of Camas

Co. No.: 06Co. Name: Clark Co.

City No.: 0145MPO/RTPO: RTC

DRAFT

Six Year Transportation Improvement Program

Item 1.

FROM: 2026TO: 2031

Hearing Date: 6/2/2025Adoption Date: 6/16/2025

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 G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule <i>(Local Agency)</i>				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	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 CN	1/1/2028 1/1/2029	STBG	625			756 12417	1381 12417			1381	12417	CE	Yes
							Totals						625	0	13173	13798	0	0	1381	12417
16	2	<b>NW Lake Road</b> @ NW Sierra St. from: to: Intersection improvements	24	P	00		RW CN	1/1/2026 3/1/2027					200 2240	200 2240	200	2240				
							Totals						0	0	2440	2440	200	2240	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	1/1/2028					18000	18000			1000	17000		
							Totals						0	0	18000	18000	0	0	1000	17000
16	4	<b>NW Lake Road</b> NW Lacamas Lane to Lacamas Lake Lodge from: to: Widening, sidewalk	03	P	0.45		ALL	6/1/2027					3740	3740		240	1000	2500		
							Totals						0	0	3740	3740	0	240	1000	2500
14	5	<b>ADA Access Upgrades</b>  from: Citywide to: (Ongoing)	28	P	0.00		ALL	1/1/2026					675	675	75	120	120	360		
							Totals						0	0	675	675	75	120	120	360



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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	6	<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	1/1/2031					1000	1000				1000		
							Totals		0	0		0	1000	1000	0	0	0	1000		
16	7	<b>Crown Road</b>  from: SE 23rd St. to NE 3rd Ave. Multimodal, turn lanes and intersection improvements	04	P	1.3		ALL	1/1/2029						12600				12600	CE	Yes
							Totals		0	0	0	0	0	12600	0	0	0	12600		
12	8	<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	1/1/2029			WSDOT	65000		65000				65000		
							Totals		0	65000	0	0	0	65000	0	0	0	65000		
17	9	<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	1/1/2029						28190				28190		
							Totals		0	0	0	0	0	28190	0	0	0	28190		
16	10	<b>Northshore Blvd.</b> NE 242nd Ave. to SR-500/Everett Rd. from: to: New construction Includes Critical Areas and Alignment Investigation	01	P	2.00		ALL	6/1/2028						18910			2000	16710		
							Totals		0	0	0	0	0	18910	0	0	2000	16710		

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								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	11	<b>Northshore Blvd.</b> NE 232nd Ave. to NE 242nd Ave. from:                      to: New construction Includes Critical Areas and Alignment Investigation		15	P	0.50		ALL	6/1/2029						6130				6130		
								Totals													

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

FROM: 2026                      TO: 2031  
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
19	16	<b><i>NW Payne Street</i></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	0	5	0	0	0	5		
17	17	<b><i>NW 23rd Avenue</i></b> NW Astor to NW Sierra from:                      to: Widening, sidewalk	04	P	0.23		ALL	1/1/2029						600				600		
							Totals		0	0	0	0	0	600	0	0	0	600		
00	18	<b><i>North Dwyer Creek Master Plan Street "A"</i></b> NW Lake Rd. to NW Camas Meadows Dr. from:                      to: New construction	15	P	0.64		PE	1/1/2026						5	5					
							Totals		0	0	0	0	0	5	5	0	0	0		
17	19	<b><i>NW Leadbetter Drive</i></b> NW Lake Rd. to NW Fremont St. from:                      to: Sidewalk / path	28	P	0.15		CN	1/1/2029						220				220		
							Totals		0	0	0	0	0	220	0	0	0	220		
17	20	<b><i>NE 28th Street &amp; NE 232nd Avenue</i></b>  from:                      to: Intersection improvements	04	P	0.00		ALL	6/1/2029						200				200		
							Totals		0	0	0	0	0	200	0	0	0	200		

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1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	21	NW Brady Road NW McIntosh to West City Limits from: to: Bike & Pedestrian Improvements	04	P	.50		PE	1/1/2029							5				5		
							Totals							0	0	0	5	0	0	0	5
17	22	NW Astor Street/NW 11th Avenue 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	5	0	0	0	5
16	23	NW 18th Avenue, et al 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	5	0	0	0	5
19	24	NW 20th Ave Extension 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	5	0	0	0	5
16	25	NW 18th Avenue 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	5	0	0	0	5

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1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	26	NW 18th Avenue NW 20th Extension to West City Limits from: to: Widening, bike lanes	03	P	0.50		PE	1/1/2028							5						
							Totals							0	0	0	5	0	0	0	5
16	27	NW 43rd/NW Astor - NW Sierra to NW 38th Impr.  from: to: Widening, bike lanes, sidewalk	03	P	0.50		PE	1/1/2031							5						
							Totals							0	0	0	5	0	0	0	5
17	28	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						
							Totals							0	0	0	5	0	0	0	5
17	29	NW McIntosh Road NW Brady Rd. to NW 11th Ave. from: to: Widening, bike lanes, sidewalk	15	P	1.2		PE	1/1/2031							5						
							Totals							0	0	0	5	0	0	0	5
00	30	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						
							Totals							0	0	0	5	0	0	0	5

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
07	31	<b>SE 15th Street/Nourse Road</b>  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	0	5	0	0	0	5		
00	32	<b>NE 18th Street</b> 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	0	5	0	0	0	5		
17	33	<b>NE 28th Street</b> 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	0	5	0	0	0	5		
16	34	<b>NW Camas Meadows Drive</b> NE 13th St. to NE 18th St. from: to: New construction (potential alternate alignment)	15	P	0.20		PE	1/1/2031						5				5		
							Totals		0	0	0	0	0	5	0	0	0	5		
00	35	<b>NE 242nd Avenue</b> 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				5		
							Totals		0	0	0	0	0	5	0	0	0	5		



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1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
19	36	<b>NW Maryland Street</b> NW 19th to NW 24th from: to: New construction		01	P	0.25		PE	6/1/2031						5				5		
								Totals00050005													
16	37	<b>NW Pacific Rim @ Parker Street</b>  from: to: Traffic signal		15	P	00		PE	6/1/2031						5				5		
								Totals00050005													
17	38	<b>NE Ingle Road-NE Goodwin to N City Limits</b> Goodwin to N City Limits from: to: widen to 3 lanes with bike lanes, sidewalk		03	P	1.30		PE	6/1/2031						5				5		
								Totals00050005													
09	39	<b>SE 8th St / 271st Ave</b>  from: SR-500 to: 15th St		01	P	0.80		PE	1/1/2031						5				5		
								Totals00050005													
09	40	<b>Northshore Road C</b>  from: Northshore Blvd to: SE 252nd Ave		01	P	1.30		PE	1/1/2031						5				5		
								Totals00050005													

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

FROM: 2026                      TO: 2031  
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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 <i>(Local Agency)</i>				Federally Funded Projects Only	
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
09	41	<b>Northshore Road E</b>  from: Northshore Blvd    to: Road C	01	P	0.25		PE	1/1/2031						5				5		
							Totals		0	0	0	0	0	5	0	0	0	5		
09	42	<b>Northshore Road A</b>  from: Northshore Blvd    to: Road C	01	P	0.20		PE	1/1/2031						5				5		
							Totals		0	0	0	0	0	5	0	0	0	5		
16	43	<b>NE 28th Street @ 242nd Avenue</b>  from:                                      to: Intersection improvements	15	P	00		PE	1/1/2031						5				5		
							Totals		0	0	0	0	0	5	0	0	0	5		
16	44	<b>SR-500</b> @ NE 14th Ave. from:                                      to: Controlled Access	04	P	00		PE	1/1/2031						5				5		
							Totals		0	0	0	0	0	5	0	0	0	5		
00	45	<b>NE 232nd Avenue @ Ingle Extension</b>  from:                                      to: Roundabout	15	P	00		PE	1/1/2031						5				5		
							Totals		0	0	0	0	0	5	0	0	0	5		

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  G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule <i>(Local Agency)</i>				Federally Funded Projects Only		
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										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	46	<b>Pavement Treatments (maintenance &amp; preservation)</b>  from: Overlays, surface treatment to:		47	P	00		CN	6/1/2026					6000	6000	1000	1000	1000	3000		
								Totals00600060001000100010003000													
00	47	<b>Reconstructs</b>  from: Citywide  to:		04	P	00		ALL	1/1/2026						1500	250	250	250	750		
								Totals0001500250250250750													
00	48	<b>Sidewalk Projects</b>  from: Sidewalk installations City to:		28	P	00		ALL	1/1/2026						150	25	25	25	75		
								Totals00015025252575													
00	49	<b>Shared Path Improvements</b> Citywide Includes NW Norwood Dr		28	P	00		ALL	1/1/2027						250		50	50	150		
								Totals00025005050150													
00	50	<b>Safety Projects</b>  Future safety projects Includes traffic revisions, City Wide Horizontal Curves Safety Improvements, NW Lake Rd Safety Improvements		21	S	00		CN	7/1/2027	HSIP	930			200	1130		930	50	150		
								Totals93002001130093050150													

# 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

G - Gas

O - Other

P - Power

S - Sewer (other than agency-owned)

T - Telephone

W - Water

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 IIJA/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 IIJA/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 programed 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).



## Staff Report

May 19, 2025 Council Workshop Meeting

City Facilities HVAC, Electrical and Plumbing Professional Services Amendment No. 1

Presenter: Justin Monsrud, Engineer III

Time Estimate: 5 minutes

Phone	Email
360.817.7232	jmonsrud@cityofcamas.us

**BACKGROUND:** In 2022 a Facility Condition Assessment was completed identifying major maintenance needing to be completed at multiple City owned Facilities. To fund these projects the City allotted \$7 million of Limited Tax General Obligation Bonds. These projects were started in 2024 with anticipation to complete remaining projects in future budget biennium years.

On December 18, 2023, Council approved Professional Service Agreement (PSA) with Windsor Engineering in amount of \$598,000 to assist staff with preliminary engineering, building informational modeling (BIM), project management, and development of Plans Specifications and Estimates for construction of multiple Mechanical, Electrical, and Plumbing (MEP) projects at City owned facilities.

**SUMMARY:** Staff has negotiated this PSA amendment in amount not to exceed \$122,850 with Windsor Engineering. In total the previous not to exceed fee and this amendment equals \$721,750. This amendment will add new task orders to complete construction documents and construction support on multiple projects. Below is a bulleted summary of additional tasks orders needed for project completion:

- **Task 1.0 Phase 1 Projects\*- \$88,350** to complete remaining construction documents, construction support, and equipment commissioning on multiple projects (See exhibit B1)
- **Task 2.0 City Hall Generator-\$34,500** to complete construction documents, construction support, and equipment commissioning (See exhibit B1)

\*Phase 1 projects are Operations Center, Police Department, Lacamas Lake Lodge, and Fire station 42 facility infrastructure projects.

Furthermore, within the attached PSA amendment an introduction has been provided with additional background on work completed to date. Exhibit A1 provides a detailed description of additional services rendered previously and services required for project completion. Exhibit B1 provides a cost breakdown for additional tasks needed for project completion.

**BENEFITS TO THE COMMUNITY:** This PSA is for professional engineering services. Future construction of Improvements will benefit community by lowering operational expenses through increased energy efficiency, sustainability, and water conservation. Secondly these projects will benefit long term goals of improved Assets Management and Capital Facilities Preventative Maintenance programs by replacing failing equipment and resetting maintenance cycles.

**POTENTIAL CHALLENGES:** These projects may need to be modified as construction cost information becomes clear. The current bid environment has been difficult with rising prices, access to materials, and availability of contractors. Staff is continuing to be proactive in monitoring these challenges to keep projects on budget and or reprioritizing needs to ensure best use of available funds.

**BUDGET IMPACT:** This PSA amendment in the amount of \$122,850 is funded through the 2023 Limited Tax General Obligation Bond (LTGO) with proceeds dedicated for Major Building Maintenance (Capital Facilities Fund).

**RECOMMENDATION:** Staff recommends this item be placed on the June 2, 2025 regular Council meeting agenda for Councils consideration.





**CITY OF CAMAS  
PROFESSIONAL SERVICES AGREEMENT  
Amendment No. 1**

616 NE 4th Avenue  
Camas, WA 98607

**Project No. FAC23008A**

**City Facilities HVAC, Electrical, and Plumbing Improvements**

THIS AMENDMENT ("Amendment") to Professional Services Agreement is made as of the \_\_\_\_ day of \_\_\_\_\_, 202\_\_\_\_, by and between the **City of Camas**, a municipal corporation, hereinafter referred to as "the City", and **Windsor Engineering Inc.**, hereinafter referred to as the "Consultant", in consideration of the mutual benefits, terms, and conditions hereinafter specified. The City and Consultant may hereinafter be referred to collectively as the "Parties."

The Parties entered into an Original Agreement dated **December 18, 2023** by which Consultant provides professional services in support of the Project identified above. Except as amended herein, the Original Agreement shall remain in full force and effect.

1. Scope of Services. Consultant agrees to perform additional services as identified on **Exhibit "A1"** (Amended Scope of Services) attached hereto, including the provision of all labor, materials, equipment, supplies and expenses, for an amount not-to-exceed **\$122,850**.

- a. ☐ Unchanged from Original/Previous Contract

2. Time for Performance. Consultant shall perform all services and provide all work product required pursuant to this Amendment by:

- a. ☒ Extended to December 31, 2026.

- b. ☐ Unchanged from Original/Previous Contract date of \_\_\_\_\_, 20\_\_\_\_

Unless an additional extension of such time is granted in writing by the City, or the Agreement is terminated by the City in accordance with Section 18 of the Original Agreement.

3. Payment. Based on the Scope of Services and assumptions noted in **Exhibit "A1"**, Consultant proposes to be compensated on a time and material basis per **Exhibit "B1"** (Costs for Scope of Services) with a total estimated not to exceed fee of:

- a. Previous not to exceed fee: \$598,900

- b. Amendment No. 1: \$122,850

- c. **Total: \$721,750**

- d. Consultant billing rates:

- ☒ Modification to Consultant Billing Rates per **Exhibit "C"** attached herein

- ☐ Unchanged from Original/Previous Contract

4. Counterparts. Each individual executing this Agreement on behalf of the City and Consultant represents and warrants that such individual is duly authorized to execute and deliver this Agreement. This Agreement may be executed in any number of counter-parts, which counterparts shall collectively constitute the entire Agreement.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

CITY OF CAMAS:

CONSULTANT:

*Authorized Representative*

By: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**EXHIBIT “A1”  
AMENDED SCOPE OF SERVICES**

**AMENDMENT to**  
**CITY OF CAMAS PROFESSIONAL SERVICES AGREEMENT**  
**Project FAC23008 – Camas Facilities HVAC, Electrical, and Plumbing**  
**Improvements**

**Introduction**

A Professional Services Agreement (PSA) between the City of Camas and Windsor Engineers was developed and executed for Project No. FAC23008A. The date of contract execution was December 18, 2023.

The City of Camas selected Windsor Engineers to perform professional services in connection with the project designated as the City Facilities HVAC, Electrical, and Plumbing Improvements.

Construction documents for the Operations Center, Police Station were provided to the city for Plan review and bidding.

The Operations Center and Police Station projects were bid and awarded to Copper Mechanical, and construction has commenced.

Windsor Engineers has participated in the construction administration phase, which includes attending pre-construction meetings, reviewing project submittals, and preparing responses to RFIs.

During the project, the scope was revised to include the work specified in “Exhibit A1 Services Rendered Previously.” This scope was authorized through meeting minutes and email correspondence.

Windsor Engineers has provided a comprehensive description of services, including estimated hours for tasks associated with the City Hall Generator, Fire Station 42, Lacamas Lake Lodge, Police Station, and Operations Center. The scopes of work are detailed in “Exhibit A1: Scope of Services Required for the Completion of the Project.” This document outlines our understanding of the tasks required to complete the projects that the city has requested at this time.

**Amended Project Designation**

The Project Description remains the same as described in the Professional Services Agreement.

**Amended Scope of Services**

The December 2023 PSA included a Scope of Services as described in Exhibit “A”. by amendment new Scope of Services tasks are incorporated into the PSA as attached to this amendment as described as Exhibit “A1”.

#### **Amended Time for Performance**

The December PSA included a requirement to complete work no later than December 31st 2025 unless an extension of time is granted in writing. Given that construction will occur in 2025 and given that there will be some follow-up O&M, record drawing, and other closeout tasks, it is proposed, by amendment, that the Time for Performance be: *“Consultant shall perform all services and provide all work product required pursuant to this amended agreement by no later than December 31<sup>st</sup>, 2026”*. The Agreement terms in the Time for Performance paragraph related to written extensions and termination shall remain as written.

#### **Amended Payment**

The December 2023 PSA included a not-to-exceed amount of \$598,900. It is proposed that, by amendment, the not-to-exceed amount be increased by an amount of **\$122,850** to perform the tasks described in Exhibit A1 and as broken down in Exhibit B1. This increases the total not to exceed amount to **\$721,750**. Other payment terms from the original PSA remain unchanged.

The December 2023 PSA included Exhibit C, consultant billing rates. It is proposed, by amendment, Exhibit C billing rates be replaced with the attached Exhibit “C1” billing rates.

#### **Other Terms and Conditions**

Paragraphs 5-26 of the December 2023 PSA remain unchanged.

#### **Attachments:**

- Exhibit A1 – Scope of Services
- Exhibit B1 – Cost for Scope of Services
- Exhibit C1 – Consultant Billing Rates

## **EXHIBIT A1 SCOPE OF SERVICES**

In addition to the existing Scope of Services as authorized by the December 2023 PSA, design, bid, construction support, and commissioning services are added by amendment with the scope as follows:

### **Services Rendered Previously:**

The design services provided to date include Mechanical, Electrical, Plumbing, and Civil Engineering, as well as Architectural design, detailed as follows:

- City Hall Generator design and coordination, including the following design disciplines:
  - Architectural
  - Electrical
  - Structural
  - Civil
- Lacamas Lake House, kitchen hood renovation and make-up air unit, including the following design disciplines.
  - Mechanical
  - Electrical
  - Architectural
- City Hall Architectural design, including the following design scopes:
  - ADA review
  - Door Hardware selections and design.
  - Restroom upgrade study and design.
  - Trash Enclosure Study
- Fire Station 42
  - Architectural design study relating to vestibules for apparatus bays and entry doors to dorm.
- City Hall Water Connection
  - Plumbing/Civil
    - City Hall water main replacement detailing.
    - City Hall storm drainage issue detailing.
- Electrical design supporting City Hall transfer switch malfunction
- 30-day Metering for Electrical Load Calculations
  - Fire Station 42
  - City Hall
- Matterport Scanning
  - City Hall
  - Fire Station 41 – Bond Communication model development for Bryan Rachal

### **Scope of Services Required for the Completion of the Project:**

The design services required to fulfill the scope of work requested by the city at this time are outlined as follows:

- City Hall Generator

The city has acquired a generator that was initially intended for installation during the renovation of the City Hall building. The city intends to solicit bids for the installation of the generator as a separate scope of work.

- Project Management and BIM Support
- Construction Document development
- Bid Support
- Construction Administration
- Commissioning

- Operations Center, Police Station, Fire Station 42, Lacamas Lake Lodge

The scope of work required for the completion of bid documents and construction services for the buildings listed above are as follows:

- Project Management and BIM Support
- Construction Document development (Fire Station 42, Lacamas Lake Lodge)
- Bid Support
- Construction Administration
- Commissioning

### **Subconsultants:**

The following subconsultants have been officially authorized to support the scope of work specified above:

- Swerhone Architecture
- Elevate Building Commissioning
- Waypoint Engineering
- Jolma Design (Matterport Scanning)
- Prestige Electric (Electrical Metering)

**EXHIBIT “B1”  
AMENDED COSTS FOR SCOPE OF SERVICES**



**EXHIBIT B1**  
**COSTS FOR SCOPE OF SERVICES**

The budget breakdown schedule shown below is for reference. The actual costs per task may be more or less in each case but the not-to-exceed value of \$122,850 may not be exceeded without the execution of a mutually agreeable written amendment.

Task	Description	Labor	Expenses	Subs	Totals
<b>1.0</b>	<b>Phase 1 (Operations Center, Police Station, Fire Station 42, Lacamas Lake Lodge)</b>				
1.1	PM & BIM	\$3,000	-	-	\$3,000
1.2	Construction Documents (FS 42, LLL)	\$2,000	-	\$4,000	\$6,000
1.3	Bid Support	\$8,000	-	\$2,000	\$10,000
1.4	Construction Administration	\$18,600	-	\$4,000	\$22,600
1.5	Commissioning	-	-	\$46,750	\$46,750
Sub Total:					\$88,350
<b>2.0</b>	<b>City Hall Generator:</b>				
2.1	PM & BIM	\$1,500	-	-	\$1,500
2.2	Construction Documents	\$10,000	-	\$8,000	\$18,000
2.3	Bid Support	\$2,000	-	\$2,000	\$4,000
2.4	Construction Administration	\$3,000	-	\$3,000	\$6,000
2.5	Commissioning	-	-	\$5,000	\$5,000
Sub Total:					\$34,500
<b>Total:</b>					<b>\$122,850</b>

**EXHIBIT “C1”  
CONSULTANT BILLING RATES**

**EXHIBIT C1  
CONSULTANT BILLING RATES**

<b><u>Position</u></b>	<b><u>Rate</u></b>
Intern/Admin	\$ 95
Designer I	\$ 110
Engineer I / Designer II	\$ 125
Engineer II / Designer III	\$ 145
Engineer III / Designer IV	\$ 165
Engineer IV / Project Manager I	\$ 185
Engineer V / PM II / Practice Lead I	\$ 205
Engineer VI / PM III / Practice Lead II	\$ 225
Engineer VII / PM IV / Practice Lead III	\$ 245
Engineer VIII / PM V / Practice Lead IV	\$ 275



## Staff Report

May 19, 2025 Council Workshop Meeting

2025-2030 Strategic Plan Review & Scheduled Adoption

Presenter: Doug Quinn, City Administrator

Time Estimate: 20 minutes

Phone	Email
360.834.6864	dquinn@cityofcamas.us

### BACKGROUND:

This 2025-2030 Strategic Plan has been in motion since our 2023 Planning Conference, where the initial discussion began. In early 2024, we entered a more formal development phase in collaboration with PointNorth and their team.

One of the first steps was forming the Citizen Advisory Committee (also known as CAC), a group of 17 individuals who were critical to bringing in other voices, including those from our schools, the Port, non-profits, residents, and businesses. By mid-summer, the work was fully underway, having conducted several scheduled planning meetings with the CAC and department heads.

To shape a forward-looking five-year plan, we gathered input through multiple channels. We conducted a community survey that combined insights from the ongoing Growth Management Act (GMA) planning process and the biannual ETC Institute survey. ETC Institute is a leading Market Research and Survey company. In addition, we hosted listening sessions, met with community leaders, and synthesized the findings from these engagements. Together, these efforts provided a comprehensive understanding of community priorities and aspirations.

A summary of this information is shared on pages 1 through 7 of the Plan.

### SUMMARY:

The Strategic Plan is grounded in our existing **Mission** statement, as posted on the chamber hallway. Our **Vision** was refined to read:

*Camas is a welcoming and thriving city that values its environment, sense of community, and quality of life while promoting innovation, sustainability, and prosperity.*

The core **Values** guiding our process are *Livability, Community, and Service*

The five **Strategic Priorities** are described in the document as:

- *Economic Prosperity*
- *Safe and Accessible Community*
- *Stewardship of City Assets*

- *Vibrant Community Amenities*
- *Engaged Workforce.*

The plan aligns with the adopted budget and finance policies, as well as the plans for parks, transportation, utilities, public safety, land use, and comprehensive plans.

We are now in the last step of the Explore – Engage – Emerge – Elevate process structure. The next steps will involve implementing the plan in a manner that informs our work and ensures alignment with the plan's goals and measured outcomes.

In anticipation of adoption, staff have been reviewing the plan framework and actions and will break down the goals into programs and projects, assigning departmental ownership. Subsequent actions will include developing the implementation structure and format, establishing protocols for oversight, reporting, evaluation, and adjustment.

**RECOMMENDATION:**

Staff recommends that the City of Camas 2025–2030 Strategic Plan be placed on the June 2<sup>nd</sup> consent agenda for adoption.



# CITY OF CAMAS STRATEGIC PLAN: 2025-2030





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# INTRODUCTION

## To Our Community,

We are proud to present the City of Camas's Strategic Plan 2025-2030 – a forward-looking, five-year framework designed to shape the future of our City.

This strategic plan is not just a guide for our City, it is a call for alignment and collaboration. It aligns the goals and aspirations of our City Council, City Staff and Leadership, and our broader community. This plan establishes a foundation upon which we can make informed decisions, drive innovation, and measure our progress. It empowers the City to move forward **together**.

This plan was developed through a robust and collaborative process including interviews, community and staff listening sessions, an online survey, an Advisory Committee, a workshop and planning conference with City Council, and many workshops with City department leaders. We also built upon the City's most recent public engagement efforts, particularly the outreach conducted for the development of the 20-year Comprehensive Plan, to ensure the final result reflects the diverse voices and visions of those who live and work in Camas.

We are grateful to everyone who contributed their time, insights and ideas to this strategic planning process. Your involvement has helped shape a plan that is both aspirational and achievable. As we move forward, we invite you to remain engaged and active partners in making this vision a reality.

Together, we look forward to building a welcoming and thriving City that values its environment, sense of community and quality of life.

With gratitude and commitment,



**Mayor**  
**Steve Hogan**

**City Administrator**  
**Doug Quinn**



## Mission Statement

The City of Camas commits to preserving its heritage, sustaining and enhancing a high quality of life for all its citizens and developing the community to meet the challenges of the future. We take pride in preserving a healthful environment while promoting economic growth. We encourage citizens to participate in government and community, assisting the City in its efforts to provide quality services consistent with their desires and needs.

## Values

At the City of Camas, our values guide every decision, action and relationship. Rooted in **livability**, **community**, and **service**, our values define who we are and how we build trust, together.



### Livability

Enhancing quality of life, promoting sustainability and ensuring a safe, vibrant, resilient city



### Community

Fostering a sense of belonging and collaboration

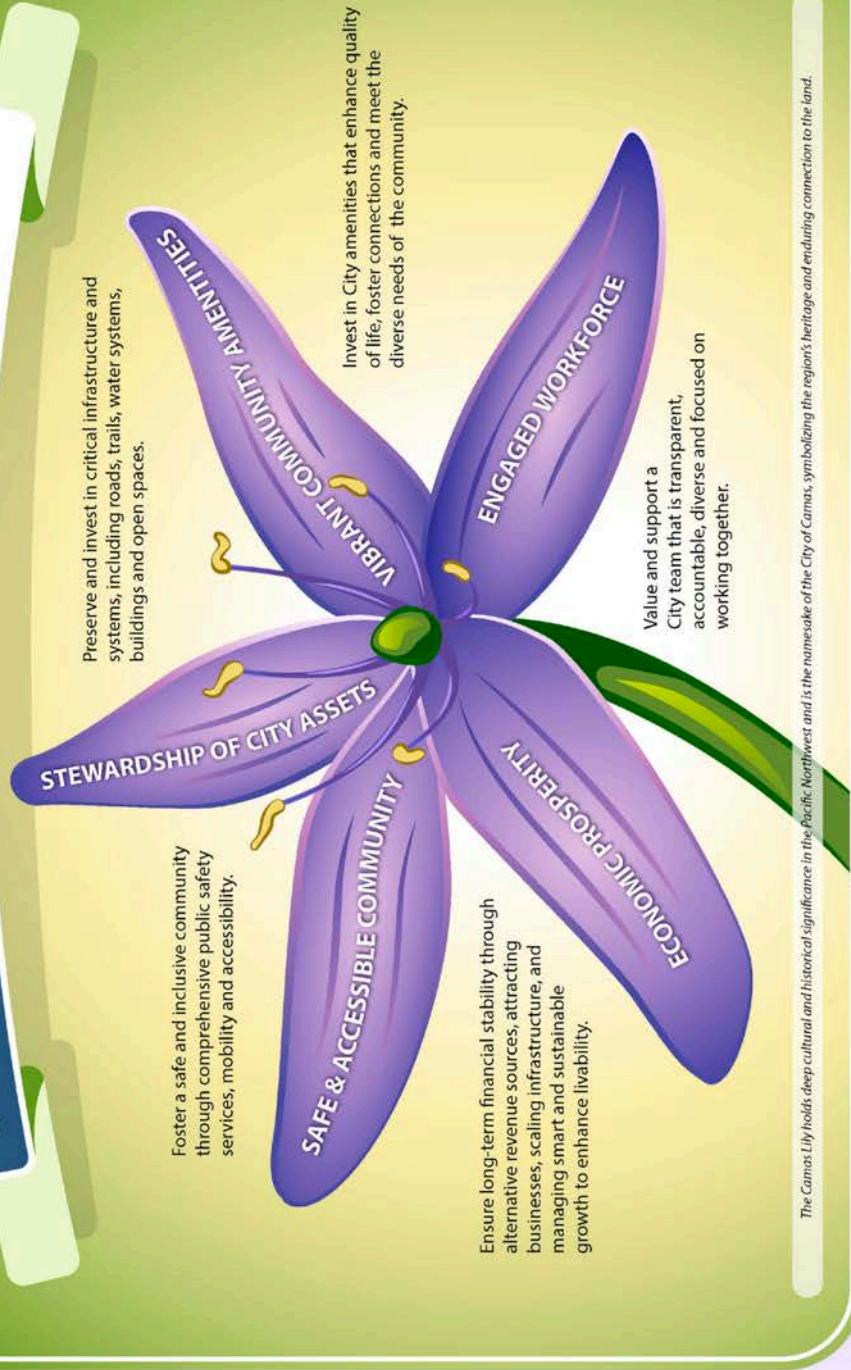


### Service

Prioritizing excellence, empowerment, and innovation

## 5-Year Vision

Camas is a welcoming and thriving city that values its environment, sense of community, and quality of life while promoting innovation, sustainability, and prosperity.



The Camas Lily holds deep cultural and historical significance in the Pacific Northwest and is the namesake of the City of Camas, symbolizing the region's heritage and enduring connection to the land.

# ACKNOWLEDGMENTS

## Elected Officials

**Steve Hogan**, Mayor

**John Nohr**, Councilmember, Ward 1

**Marilyn Boerke**, Councilmember, Ward 1

**Tim Hein**, Councilmember, Ward 2

**Martin Elzingre**, Councilmember Ward 2

**Leslie Lewallen**, Councilmember, Ward 3

**Jennifer Senescu**, Councilmember, Ward 3

**John Svilarich**, Councilmember, At Large

**Bonnie Carter**, Former Councilmember, Ward 2

## City Leadership

**Doug Quinn**, City Administrator

**Bryan Rachal**, Communications Director

**Connie Urquhart**, Library Director

**Jennifer Gorsuch**, Administrative Services Director

**Tina Jones**, Police Chief

**Cliff Free**, Fire Chief

**Michelle Jackson**, Information Technology Director

**Cathy Huber Nickerson**, Finance Director

**Alan Peters**, Community Development Director

**Rob Charles**, Interim Public Works Director

**Chris Witkowski**, Parks and Recreation Director

**Carrie Davis**, Executive Assistant

**Steve Wall**, Former Public Works Director

## Community Advisory Committee Members

### City Council

- John Nohr
- Marilyn Boerke

### City Leadership

- Doug Quinn
- Tina Jones
- Michelle Jackson

### City Staff

- Lauren Hollenbeck
- Brian Monnin
- Vanessa Perger

### Business Owner

- Maureen Garrett
- Guillermo Huerta

### Community Based Organization

- Dave Pinkernell, Camas-Washougal Community Chest

### Camas School District

- Bamini Pathmanathan, Board Member

### Port of Camas-Washougal

- Trang Lam, CEO

### City of Camas Appointed Official

- Ellen Burton, Parks & Recreation Commission

### Community Member At-Large

- Chelsea Zibolsky
- Dena Strong
- Terry Wiener

### Strategic Planning Consultant



- Kim Sogge
- Cadie Dye
- Lisa Keohokalole Schauer

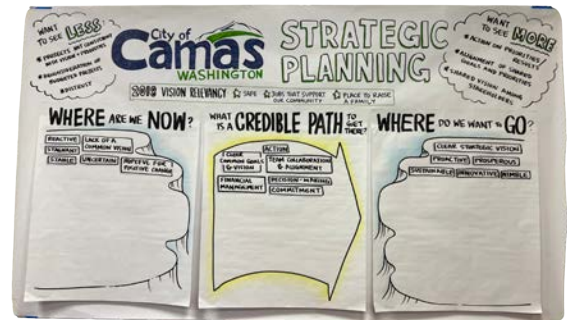




# STRATEGIC PLAN PROCESS

## Planning + Exploratory Phase

The City of Camas (City) started its strategic planning efforts with a facilitated discussion at the January 2024 planning retreat. Council members and City staff discussed their visions for the future of Camas and the path that Council and staff would be interested in taking to accomplish an updated vision, values and strategic plan. comprehensive plan.



Following a formal request for proposal process to select a strategic planning consultant, the City began its work with PointNorth in June 2024. During an initial exploratory phase, PointNorth conducted a kick-off meeting with City Leadership and an introductory meeting with City Department Heads. Interviews were conducted with all City Department Heads, as well as all City Council members, to discuss hopes for the strategic planning process, vision for the future of Camas and priorities for the City for the next five years.

Coordination with the City's 20-year comprehensive planning efforts occurred during this process, ensuring the strategic plan for the next five years is in alignment with the 20-year vision outlined within the comprehensive plan.

Mayor, City Council and Department Heads Planning Conference



Planning Council  
January 2024



Planning Council  
January 2025

# STRATEGIC PLAN PROCESS

## Community Engagement Phase

Next, the City and PointNorth collaboratively developed an engagement plan that was presented to City Council in September 2024. Engagement methods included a series of internal and external listening sessions, Community Advisory Committee (CAC) meetings, an engagement toolkit for City staff and volunteers to conduct their own listening sessions, and a community-wide survey. The illustration on the following page summarizes the findings which can also be found in the Community Engagement Summary.

## Plan Development Phase

Following the community engagement phase, PointNorth reviewed the engagement themes and findings with the Community Advisory Committee in January 2025. The CAC provided recommendations on proposed values, vision statement, and priorities. At the January 2025 planning retreat, City Council and City Department Heads achieved consensus on City values, vision statement and priority areas and priority area definitions. Between January and April 2025, City Department Heads, City Leadership and the Community Advisory Committee supported the refinement of goals, potential actions and key performance indicators for the final strategic plan. A final meeting with Community Advisory Committee members took place in March 2025, providing the community the opportunity to give input on the final plan before adoption.



Community Advisory Committee and  
City of Camas Department Heads Meeting  
February 2025



## Values

## Vision

Camas is a welcoming and thriving city that values its environment, sense of community, and quality of life while promoting innovation, sustainability, and prosperity.

## Priorities

COMMUNITY

LIVABILITY

SERVICE

SUSTAINABILITY

TRANSPARENCY

ACCOUNTABILITY

TRUST

INCLUSION

STEWARDSHIP

COLLABORATION

- ✓ A Thriving, Safe and Livable City
- ✓ Balancing Growth and Small-Town Charm
- ✓ The Best Place to Live, Work and Play
- ✓ Leading in Sustainable Development and Innovation
- ✓ Building a Vibrant and Engaged Community
- ✓ A Safe, Family-Oriented Community
- ✓ Financial Stability and Sustainable Growth
- ✓ Proactive Planning and Execution
- ✓ Community Engagement and Communications
- ✓ Leadership and Governance
- ✓ Investment in Public Space and Infrastructure

**CITY OF CAMAS**

FOSTER ECONOMIC SUSTAINABILITY

PRIORITIZE PUBLIC SAFETY AND WELL-BEING

STRATEGIC GROWTH AND DEVELOPMENT

CULTIVATE A SUSTAINABLE WORKFORCE

EXPAND MOBILITY AND ACCESSIBILITY

BUILD COLLABORATIVE PARTNERSHIPS

MAINTAIN AND ENHANCE CITY ASSETS

STRENGTHEN COMMUNITY ENGAGEMENT

ADVANCE TECHNOLOGY AND SMART CITY INITIATIVES

# STRATEGIC PLAN GLOSSARY

## Alternative Revenue Sources

- Property taxes, sales and use taxes, business and utility taxes & fees, lodging taxes (hotel/motel tax), real estate excise taxes (REET), other excise taxes, "State-shared" revenues, other revenue sources (franchise fees, impact fees - growth management act, impact fees - local transportation act, investments, surplus transfers from utilities and lids, tourism promotion area fees, traffic and parking fines, transportation benefit district vehicle license fees, utility rates and charges, other fees and charges), Special taxing districts. (MRSC Revenue Guide for Washington Cities and Towns)

## Asset Management System

- A framework to inventory, monitor, and maintain the City's physical assets—such as buildings, roads, utilities, parks, and other infrastructure.

## Capacity Analysis and Growth Trends

- The overall evaluation of the City's current resources and infrastructure, such as public services, facilities, and policies, to determine its ability to meet community needs.

## City Amenities

- Features or facilities that enhance quality of life.

## City Assets

- Capital or fixed assets such as major government facilities, infrastructure, and equipment or non-capital items such as computers and tools that are considered small and attractive assets. (MRSC Asset Management Policies)

## City Systems

- This term refers to infrastructure systems such as water, sewer, stormwater and garbage. It also includes the transportation system and technology systems.

## City Team

- Includes employees, volunteers, elected and appointed officials.

## Comprehensive Plan

- A long-term policy document that guides land use, development, infrastructure and community priorities to shape the City's growth over the next 20 years. (MRSC Growth Management Act Basics)

## Employment Lands

- Designated areas within the City planned for commercial, industrial, and mixed-use development to support local jobs and economic growth.

# STRATEGIC PLAN GLOSSARY

## Goal

- The objective of the priority.

## Indicator

- Measure of success.

## Potential Action

- Strategies and actions the City may operationalize to achieve the goal.

## Priority

- Area of focus to achieve the mission.

## Public Safety Services

- Police, Fire Protection and Emergency Medical are grouped with safe transportation and essential technology services.

## Smart City

- An urban area that leverages technology and data to improve the quality of life, enhance the efficiency of city operations, and promote sustainability.

## Strategic Plan

- A focused, action-oriented roadmap for the City to use to prioritize initiatives and resources over the next five years; outlines priorities, goals, key performance indicators and potential actions. (MRSC Strategic Planning)

## Sustainability

- The use of resources in a way that ensures they will be available for future generations, balancing environmental, economic and social needs.



# PRIORITY: ECONOMIC PROSPERITY

## Definition

Ensure long-term financial stability through alternative revenue sources, attracting businesses, scaling infrastructure, and managing smart and sustainable growth to enhance livability.

## Goals

- Review and update financial policies annually to Government Finance Officers Association (GFOA) best practices.
- Perform a fee analysis study on all fees and identify adequate cost recovery thresholds.
- Ensure a supply of developable employment land, balance job and housing growth, and streamline review processes.
- Create and implement a comprehensive Economic Development Strategic Plan.





# PRIORITY: ECONOMIC PROSPERITY

## Definition

Ensure long-term financial stability through alternative revenue sources, attracting businesses, scaling infrastructure, and managing smart and sustainable growth to enhance livability.

## GOALS

### **1. Review and update financial policies annually to Government Finance Officers Association (GFOA) best practices.**

#### ◦ **Potential Actions:**

- Maintain City of Camas Biennial Budget (includes Financial Policies).
- Draft City of Camas Financial Policy Document.
- Approve City of Camas Procurement Manual.

### **2. Perform a fee analysis study on all fees and identify adequate cost recovery thresholds.**

#### ◦ **Potential Actions:**

- Prepare 2025 Facilities Fee Analysis Study.
- Prepare 2026 Community Development Fee Analysis Study.
- Prepare 2027 Parks and Recreation Fee Analysis Study.

### **3. Ensure a supply of developable employment land, balance job and housing growth, and streamline review processes.**

#### ◦ **Potential Actions:**

- Conduct an opportunity site inventory and prioritize infrastructure investment to serve opportunity sites.
- Expand the Camas urban growth area for employment land.
- Audit and revise development codes.
- Encourage housing options for all income levels and demographics.

### **4. Create and implement a comprehensive Economic Development Strategic Plan.**

#### ◦ **Potential Actions:**

- Actively work with regional agencies to recruit, retain and grow corporate residents.
- Identify emerging markets present in the Pacific Northwest with growing employment and make targeted contact.
- Establish an Economic Development Committee.

# PRIORITY: ECONOMIC PROSPERITY

## INDICATORS OF SUCCESS

- AAA S&P rating and AAA with Moody's Rating Service
- General Fund reserve balance at 22%
- Percentage of the General Fund revenues coming from taxes reduced from 50% to 45%
- 1:1 or greater ratio of jobs to housing units
- Number of total business licenses year over year

## LINKS TO RELEVANT CITY PLANS

- Budget
- Annual Comprehensive Financial Report
- Comprehensive Plan



# PRIORITY: SAFE & ACCESSIBLE COMMUNITY



## Definition

Foster a safe and inclusive community through comprehensive public safety services, mobility, and accessibility.

## Goals

- Provide robust public safety services and equipment that keep pace with service demand.
- Improve transportation and recreation safety and accessibility for all ages and abilities.
- Expand accessibility to City services and facilities.

# PRIORITY: SAFE & ACCESSIBLE COMMUNITY

## Definition

Foster a safe and inclusive community through comprehensive public safety services, mobility, and accessibility.

## GOALS

### **1. Provide robust public safety services and equipment that keep pace with service demand.**

#### ◦ **Potential Actions:**

- Retain and hire to appropriate staffing levels to achieve benchmarks for call response and community safety.
- Improve and maintain equipment and support services.

### **2. Improve transportation and recreation safety and accessibility for all ages and abilities.**

#### ◦ **Potential Actions:**

- Establish alignment and planning level for two bike / pedestrian safe complete routes North to South & East to West, crossing urban Camas.
- Strive for continuously linked sidewalks throughout the City.
- Continue to expand the Complete Street Program throughout the City.
- Promote water safety through educational programs in partnership with Clark County and the Camas School District.
- Provide proactive street maintenance to improve safety and accessibility for all users.

### **3. Expand accessibility to City services and facilities.**

#### ◦ **Potential Actions:**

- Complete a system-wide ADA assessment and make improvements to existing parks and trails as needed to improve accessibility.
- Launch or expand online tools to interact with City services (i.e., event or room registration, trail maps, online payments, utility billing, permit applications, business licenses).
- Increase digital library services, including streaming content and programming.
- Add self-service options like checkout kiosks, event check-ins, or bill pay at public facilities.
- Expand the new Camas Connect app.



# PRIORITY: SAFE & ACCESSIBLE COMMUNITY

## INDICATORS OF SUCCESS

- Public Safety Response times
- Community satisfaction with emergency services
- Crime rates
- Resident satisfaction with digital payment options
- Miles of improved or enhanced travel lanes and lineal feet of sidewalks or trails
- Percentage of residents registered for online City accounts to access services
- Number of Washington Cities Insurance Authority claims against the City

## LINKS TO RELEVANT CITY PLANS

- [Transportation System Plan](#)
- [ADA Transition Plan](#)
- [Fire Annual Report](#)
- [Police Annual Report](#)
- [Complete Streets Ordinance](#)



# PRIORITY: STEWARDSHIP OF CITY ASSETS

## Definition

Preserve and invest in critical infrastructure and systems, including roads, trails, water systems, buildings and open spaces.

## Goals

- Develop a comprehensive ten-year financial model for the consolidated Capital Improvement Plan.
- Strengthen cybersecurity and digital resilience for City infrastructure.
- Modernize and enhance asset management for infrastructure, public facilities, and utilities.



# PRIORITY: STEWARDSHIP OF CITY ASSETS

## Definition

Preserve and invest in critical infrastructure and systems, including roads, trails, water systems, buildings and open spaces.

## GOALS

### **1. Develop a comprehensive ten-year financial model for the consolidated Capital Improvement Plan.**

#### ◦ **Potential Actions:**

- Consolidate all City planning documents to determine capital needs.
- Assess revenue capacity available for ten years.
- Prepare capacity analysis and growth trends.
- Use a public process to develop options for Council approval.

### **2. Strengthen cybersecurity and digital resilience for City infrastructure.**

#### ◦ **Potential Actions:**

- Measure how many critical systems have active cybersecurity monitoring.
- Monitor and report percentage of employees completing security awareness training.
- Track how many city-owned assets are actively protected.
- Ensure critical infrastructure data and digital maintenance records are recoverable.
- Identify, invest and implement security measurements.

### **3. Modernize and enhance asset management for infrastructure, public facilities, and utilities.**

#### ◦ **Potential Actions:**

- Utilize Enterprise Asset Management system to improve planning and maintenance.
- Utilize Asset Management system for all City assets. Develop baseline data, assess best practices comparable to other cities and determine appropriate staffing ratios for the City.
- Ensure scheduled maintenance tasks are completed in a timely manner using enterprise asset management system.



# PRIORITY: STEWARDSHIP OF CITY ASSETS

## INDICATORS OF SUCCESS

- Full time equivalent (FTE) count by asset for approved service level agreement (SLA) requirement
- Funding 10% of program maintenance and replacement annually
- Percentage of critical infrastructure systems covered by cybersecurity monitoring
- Percentage of City Assets digitally mapped and cataloged
- Completion rate of preventative maintenance work orders
- Response time to public infrastructure repair requests
- Number of thwarted cyber intrusion attempts

## LINKS TO RELEVANT CITY PLANS

- [Parks, Recreation & Open Space Plan](#)
- [Parks and Open Space Management Plan](#)
- [Transportation System Plan](#)
- [Budget](#)
- [Annual Comprehensive Financial Report](#)
- [Water System Plan](#)
- [General Sewer Plan](#)





# PRIORITY: VIBRANT COMMUNITY AMENITIES



## Definition

Invest in City amenities that enhance quality of life, foster connections and meet the diverse needs of the community.

## Goals

- Enhance parks and trail systems.
- Remove barriers to encourage lifelong learning and enrichment.
- Create new or enhanced public spaces for all ages and abilities.
- Create broad and inclusive opportunities for residents and community members to engage with the City.

# PRIORITY: VIBRANT COMMUNITY AMENITIES

## Definition

Invest in City amenities that enhance quality of life, foster connections and meet the diverse needs of the community.

## GOALS

### 1. Enhance parks and trail systems.

#### ◦ Potential Actions:

- Upgrade park shelters and existing playgrounds with modern, inclusive equipment.
- Improve trail connectivity and signage to improve safety while supporting a broader range of users.
- Develop and implement a plan for new walking and multi-use trails.
- Complete and implement Parks & Recreation planning documents such as the Legacy Lands Master Plan and the Parks and Open Space Management Plan.

### 2. Remove barriers to encourage lifelong learning and enrichment.

#### ◦ Potential Actions:

- Expand the Library's early literacy outreach program at preschools and daycares.
- Develop collaborative relationships to increase off-site Library programming.
- Partner with individuals or groups to provide intergenerational programs through Parks & Recreation and the Library.
- Focus on underserved areas through outreach and marketing.

### 3. Create new or enhanced public spaces for all ages and abilities.

#### ◦ Potential Actions:

- Complete key projects like the Crown Park splash pad and Library Children's Learning Hive.
- Create and implement a formal percent for public art policy and process in Camas.
- Through community partnerships, enhance or create activity-focused public areas such as play fields, dog parks, pump tracks, and bike trails.
- Add amenities to public spaces such as shade structures, seating, and sensory-friendly areas.
- Expand the use of existing neighborhood parks and other public spaces to accommodate community events, while preserving downtown Camas as the City's central gathering space.

# PRIORITY: VIBRANT COMMUNITY AMENITIES

## 4. Create broad and inclusive opportunities for residents and community members to engage with the City.

### o Potential Actions:

- Continue to promote and utilize the Engage Camas platform for resident education and engagement.
- Develop a comprehensive digital communication strategy and goals for all City-owned communications channels.
- Publish report summarizing public engagement.
- Continue to leverage partnerships to enhance community engagement and communication with the public.

## INDICATORS OF SUCCESS

- Community participation rates in programs and events
- Enrollment on Engage Camas
- Impressions on City Social Media posts
- Number of new or upgraded public amenities completed
- Satisfaction rates with Parks & Recreation, Library services, and community amenities
- Utilization rate of amenities and facilities

## LINKS TO RELEVANT CITY PLANS

- [Library Strategic Plan](#)
- [Parks, Recreation and Open Space Plan](#)
- [Comprehensive Plan](#)
- [Downtown Subarea Plan](#)
- [North Shore Subarea Plan](#)





# PRIORITY: ENGAGED WORKFORCE



## Definition

Value and support a City team that is transparent, accountable, diverse and focused on working together.

## Goals

- Promote employee well-being, satisfaction, retention and workplace safety.
- Foster an inclusive workplace culture that encourages staff engagement.
- Support career growth, succession planning and leadership development.
- Improve internal City communication and transparency.

# PRIORITY:

# ENGAGED WORKFORCE

## Definition

Value and support a City team that is transparent, accountable, diverse and focused on working together.

## GOALS

### 1. Promote employee well-being, satisfaction, retention and workplace safety.

#### ◦ Potential Actions:

- Position the City as an employer of choice through competitive compensation and right-sized staffing levels.
- Provide at least three wellness initiatives per year.
- Develop City safety plans and implement regular safety trainings.
- Act upon City's ongoing Facilities Assessment.

### 2. Foster an inclusive workplace culture that encourages staff engagement.

#### ◦ Potential Actions:

- Establish at least two employee advisory groups to provide input on key initiatives.
- Conduct surveys to assess workplace culture and team relationships.
- Require at least one training per year on workplace discrimination and bias.
- Recognize and celebrate employee achievements quarterly with committed funds for departmental recognition.
- Include performance evaluation objective for workplace culture, inclusivity, and support.

### 3. Support career growth, succession planning and leadership development.

#### ◦ Potential Actions:

- Implement a city-wide learning management system (LMS).
- Establish a formal leadership training program.
- Support opportunities for at least one training per year for every employee.
- Include career development planning in performance evaluations.
- Enhance onboarding process for City staff.

# PRIORITY: ENGAGED WORKFORCE

## 4. Improve internal City communication, collaboration and transparency to empower the City team.

### o Potential Actions:

- Implement regular employee town halls or Q&A sessions with leadership.
- Publish quarterly internal reports summarizing key City decisions and workforce updates.
- Launch an idea submission program with suggestions reviewed by leadership quarterly.
- Utilize planning conference to discuss work that aligns with the Strategic Plan and provides City Team role clarity.
- Improve shared governance by regularly clarifying and reinforcing roles, responsibilities and expectations for the City team.
- Provide informal opportunities for team building across the City team.

## INDICATORS OF SUCCESS

- Overall response rate and positive responses on surveys related to job satisfaction over five year period
- Number of workplace injuries
- Participation rate in city wellness activities
- Maintain staff turnover rate of less than 6% over five years
- Percentage of employees completing training modules and digital tools
- Percentage of internal applicants promoted
- Percentage of employee participation in advisory groups / question and answer sessions with leadership

## LINKS TO RELEVANT CITY PLANS

- [Employee Recognition Program](#)
- [City Wellness Program](#)
- [Workers' Compensation Program](#)
- [City Organizational Chart](#)
- [Form of Government](#)





# IMPLEMENTATION

The City Team will use the strategic plan to guide planning and decision-making. The City will provide regular strategic plan updates internally to the City Team and externally to the community. Progress towards indicators of success will be published on the City's website. For more information, please visit our [strategic planning page](#).

