



**CITY OF WASHOUGAL
CITY COUNCIL WORKSHOP AGENDA
Monday, November 9, 2020
5:00 PM**

MEETING INFORMATION

Please click the link below to join the webinar:
<https://us02web.zoom.us/j/82722850277>

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. NEW BUSINESS

- A. Public Works: Commercial/Industrial Sewer System Development Charges**
- B. Administration: 2021 Legislative Agenda and Clark County Transportation Alliance Policy Statement**

V. PUBLIC COMMENTS

VI. REPORTS AND COMMUNICATIONS

- A. CITY MANAGER**
- B. MAYOR**
- C. CITY COUNCIL**

VII. ADJOURNMENT

UPCOMING MEETINGS: Monday, November 16, 2020 - Workshop at 5:00 pm and Council at 7:00 pm

BUSINESS OF THE CITY COUNCIL
City of Washougal, Washington

FOR AGENDA OF:

11/9/2020

SUBJECT:

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DEPT. OF ORIGIN:

Administration

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

No

EXPENDITURE REQUIRED:

BUDGETED:

APPROPRIATION REQUIRED:

SUMMARY STATEMENT

RECOMMENDED ACTION

Workshop Coversheet
BUSINESS OF THE CITY COUNCIL
City of Washougal, Washington

FOR AGENDA OF:

11/9/2020

SUBJECT:

Commercial/Industrial Sewer System Development Charges

DEPT. OF ORIGIN:

Public Works

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

▢ **System Development Charges Presentation FCS Group- Final.pdf**

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SUMMARY STATEMENT

RECOMMENDED ACTION



Commercial Sewer SDC Analysis

City of Washougal
Washington

Andy Baker, Project Manager



Discussion Topics

- **System Development Charge (SDC) Background**
- **SDC Process in the Study**
- **Commercial SDC – Considerations & Recommendation**
- **Discussion & Questions**



System Development Charge (SDC) Background

What is a System Development Charge?

- **One-time charge imposed on development as a condition of receiving utility service**
- **Also known as a “capacity charge” or “general facilities charge”**
- **A charge for recovering the cost of capacity in the system – major infrastructure that supports connections to the system**
- **Promotes equity by ensuring that the cost of system infrastructure is borne by proportionally by those who benefit from those facilities**



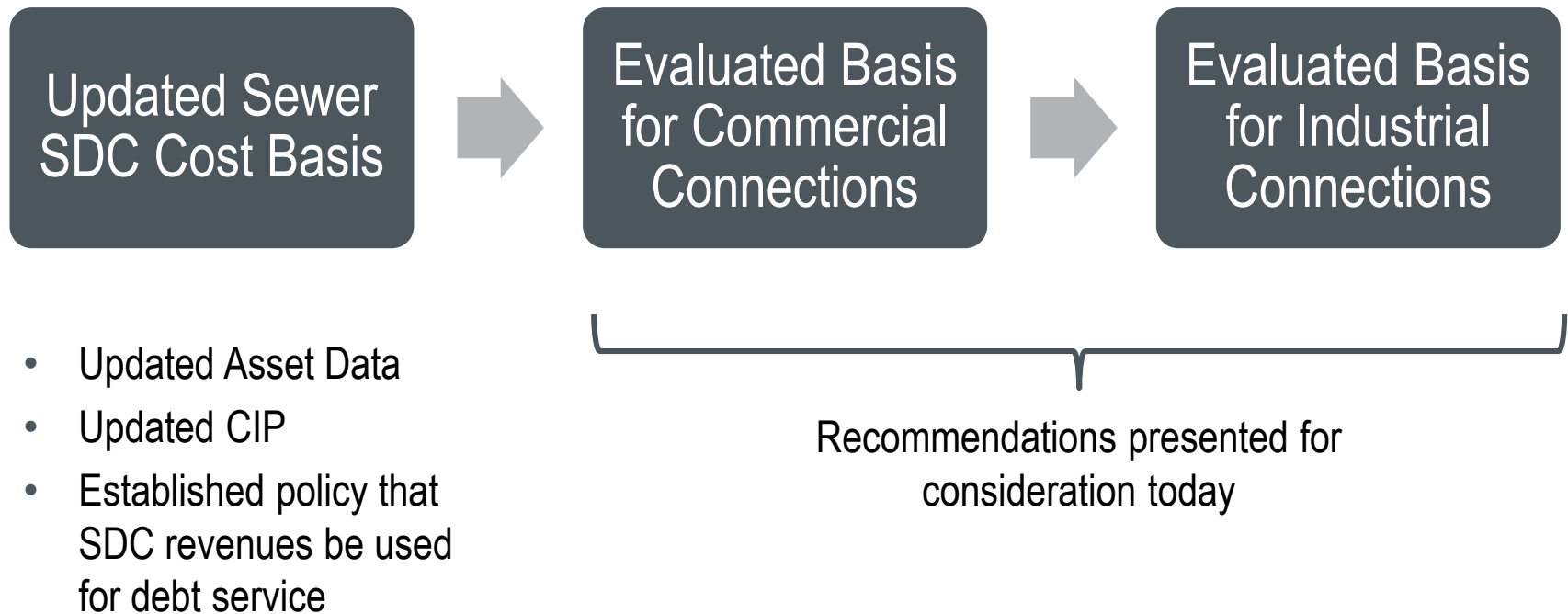
System Development Charge (SDC) Background

Legal Basis & Considerations

- **RCW 35.92.025 authorizes cities to impose charges for new and expanded service connections**
- **Key requirements of the law**
 - » Based on an 'equitable share of the cost of the system'
 - » In addition to the cost of connection itself
 - » Are imposed in proportion to capacity needed to serve the connection
 - » Can be used to fund capital projects or debt service
- **Considerations from Washington case law**
 - » Must be based on Original Cost
 - » May include a component for future projects to meet future capacity needs



Washougal Sewer SDC Updates





Existing Commercial SDC Basis

Status Quo: “Equivalent Residential Unit” (ERU) approach – an assumed number of ERUs based on business type

Category	ERU Equivalent	Charge
Single Family	1	\$ 7,145.00
Multi-Family Residential 2 Units	0.75	\$ 10,717.50
Multi-Family Residential 3 Units	0.75	\$ 16,076.25
Multi-Family Residential 4 Units	0.75	\$ 21,435.00
Multi-Family Residential > 4 Units (per unit)	0.75	\$ 5,385.75
Service Station	2.15	\$ 15,361.75
Public Buildings, Offices, and Churches	2.15	\$ 15,361.75
Restaurants, Taverns, and Laundromats	2.38	\$ 17,005.10
Industrial	3.17	\$ 22,649.65
Hotel/Motel (0.085 ERU for each unit)	0.085	\$ 607.33

Primary Considerations for Evaluation

- Equitability of Charge
- Administrative Burden

Concern with Existing Basis: ERU approach does not reflect any differentiation between commercial or industrial connections of different sizes.

Option 1: Meter Size

Option 1

Meter Size:
Installed Water Meter Size

Pros:

- Easy to administer
- Addresses size-of-business concerns

Cons:

- Meters with Irrigation may not align with sewer demand

Single Family Residential

\$7,145

Meter Size	Non-Residential
3/4"	\$7,145
1"	\$11,908
1.5"	\$23,817
2"	\$38,107
3"	\$119,083
4"	\$238,167
6"	\$381,067
8"	\$666,867

For large projects, consider adopting a provision for a site-specific calculation, based on designed peak wastewater flow at full build-out.

Option 2: Fixture Units

Option 2

Fixture Units:

Uniform Plumbing Code
'Drainage Fixture Units'

Pros:

- Addresses size-of-business concerns
- Can exclude non-sewer-related units

Cons:

- High administrative burden
- Makes charge less transparent to developer

Charge per Indoor Fixture Unit

\$297.71

Assumes 24 fixture units per ERU

Fixture Type	Fixture Units
Bar Sink	2.0
Clothes Washer	4.0
Dishwasher	1.5
Drinking Fountain	0.5
Sink, Commercial, Food & Service	3.0
Sink, General	2.0
Water Closet, Private	3.0
Urinal	2.0

Examples shown of Indoor Fixture Units as defined by Uniform Plumbing Code



Option 3: Business / Land Use

Option 3

Business/Land-Use:
Individualized Business-
Type Units

Pros:

- Addresses size-of-business concerns
- Specific to business type

Cons:

- High administrative burden for local data
- Makes changes in commercial tenancy more challenging

Business Type	Units	Charge per Unit
Automotive Shop	per Square Foot	\$1.4757
Barber Shop	per Chair	\$1,873.35
Beauty Salon	per Station	\$1,938.27
Car Wash	per Bay	\$10,298.09
Grocery	per Square Foot	\$3.5262
Laundromat	per Washing Machine	\$3,313.15
School	per Student	\$126.51

Example Schedule: would require comprehensive evaluation of each individual business / land use type to establish appropriate metric and charge.



Summary of Alternatives

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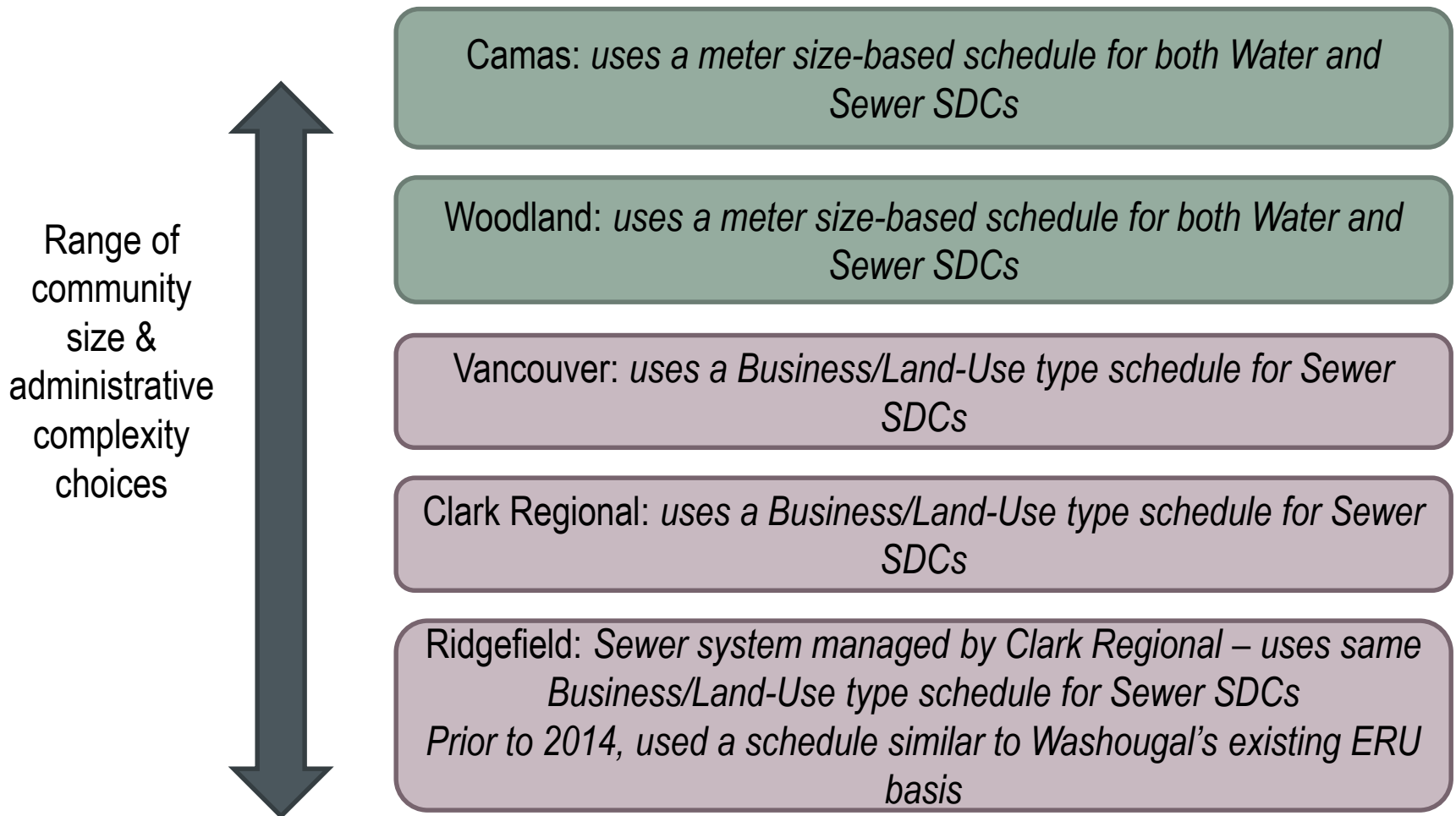
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Regional Comparison





Broader Jurisdictional Benchmarking

Meter Size basis in common use by municipalities throughout the state:

- Centralia
- Renton
- Bellingham
- Kirkland
- Redmond
- Spokane
- Oak Harbor
- Wenatchee

Note: not an exhaustive list – examples of jurisdictions of varying complexity and size.



Recommendation: Meter Size

Option 1

Single Family Residential

\$7,145

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For large projects, consider adopting a provision for a site-specific calculation, based on designed peak wastewater flow at full build-out.

Certain uses will require unique analysis depending on what is being proposed to be discharged.



Discussion Item: Irrigation Use

Issue: Meters with Irrigation may not align with sewer demand

Separate Irrigation Meter:

Pros:

- Makes sewer SDC more equitable
 - Administrative simplicity
- Simple long term rates & charges

Cons:

- Additional tap on main and associated maintenance
- Additional tap & meter set cost (nominal)

On-paper Irrigation Calculation:

Pros:

- Makes sewer SDC more equitable
 - Minimizes up front cost and maintenance

Cons:

- Potential for confusion in future if demand shifts from irrigation to indoor

Recommendation: Separate Irrigation Meter



Example Irrigation Meter Impact

Current Single Meter Approach

3" Water Meter

Water SDC – 3" Meter	\$44,180.00
Sewer SDC – 3" Meter	119,083.00
Total	\$163,263.00

Proposed Separate Irrigation Meter Approach

2" Water Meter + 1" Irrigation Meter

Water SDC – 2" Meter	\$23,547.94
Water SDC – 1" Meter	7,378.06
Sewer SDC – 2" Meter	38,107.00
Total	\$69,263.00



Evaluating the Impact

Existing charge basis: Charge is consistent amongst business types, but may not be equitable for businesses of the same type but different size.

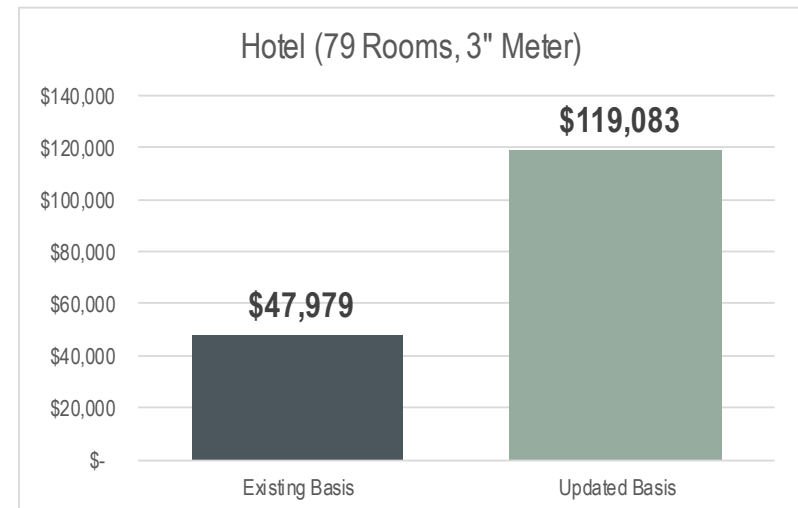
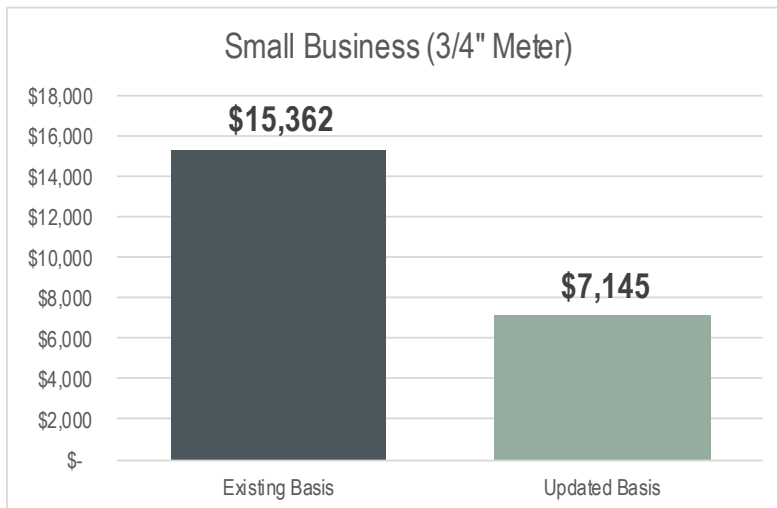
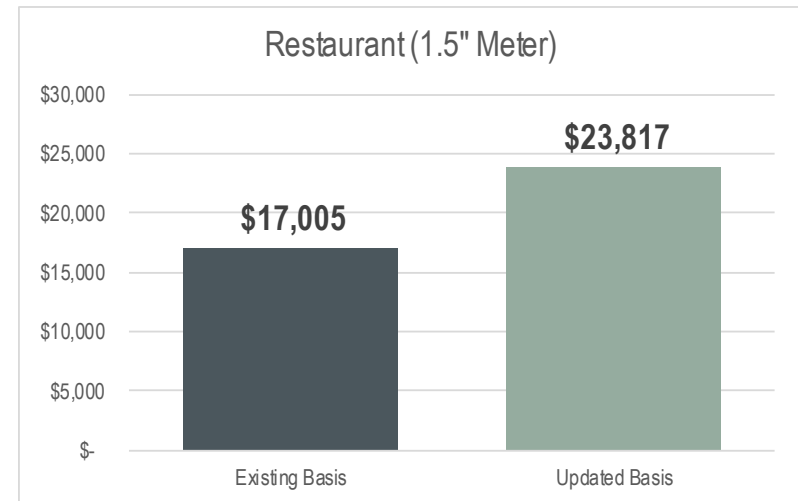
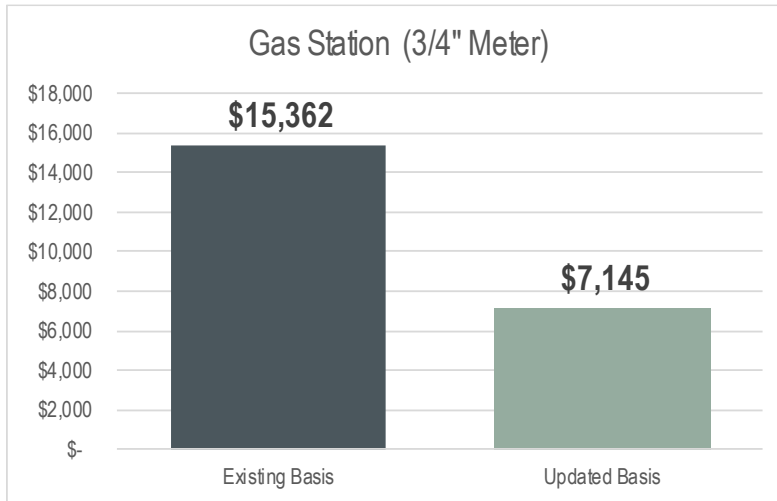
Overall change promotes inter-class equity by improving proportional determination of capacity costs.

Changes to charge basis promote intra-class equity:

- *Commercial businesses with smaller system capacity needs – as indicated by their water meter size – will have a corresponding reduced SDC.*
- *Commercial businesses with larger system capacity than what is quantified by the existing basis will see an increase to the SDC.*

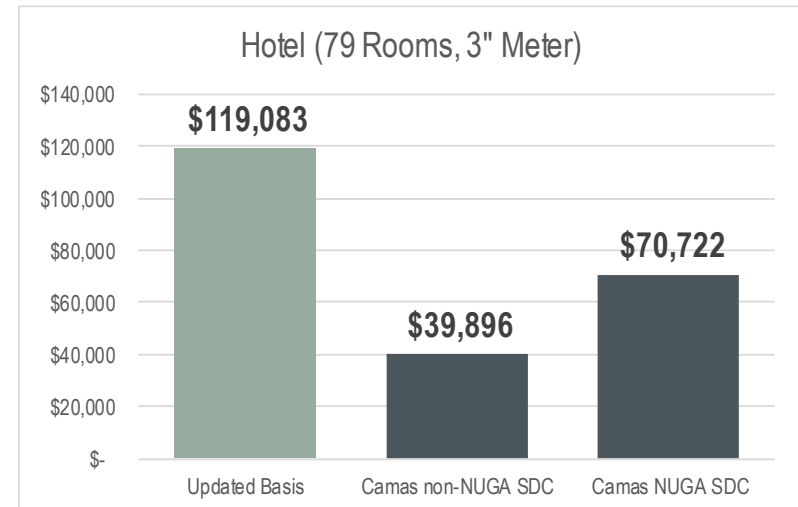
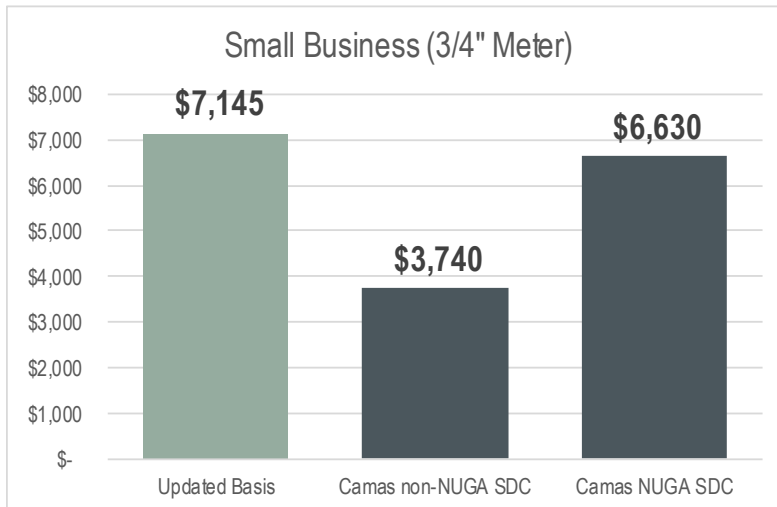
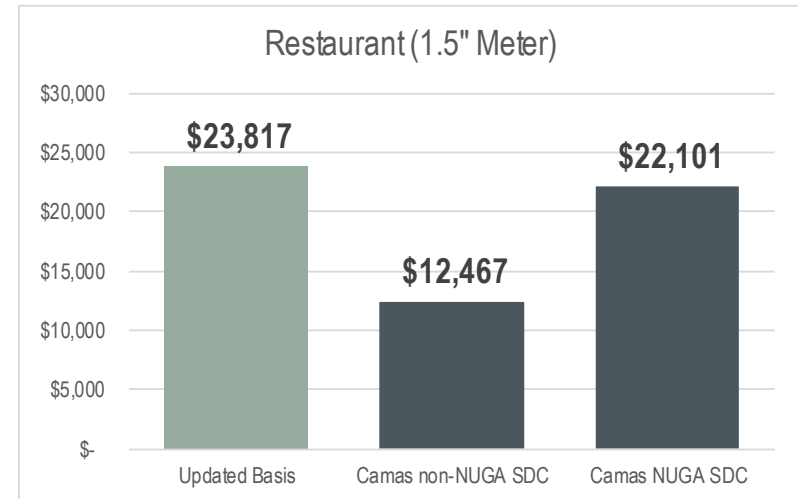
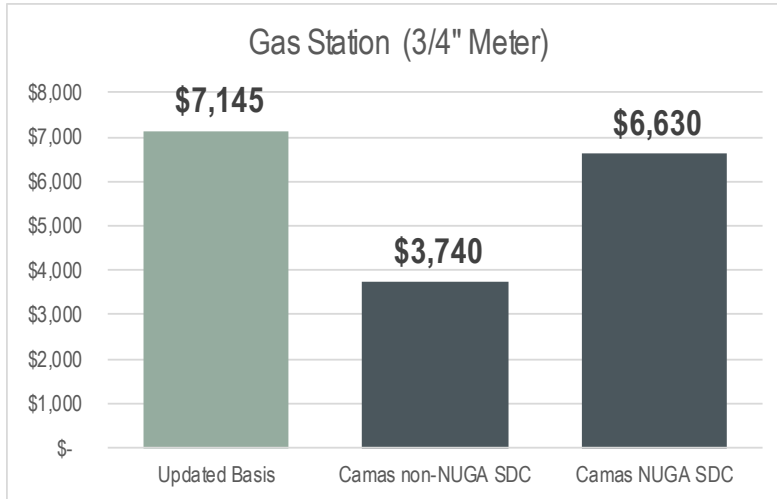


Impact for Example Commercial Connections





Impact for Example Commercial Connections





Industrial & Site-Specific Customers

Key Consideration: Industrial customers impact the sewer system based on more than just volume of flow – strength and character of the sewage has a cost impact.

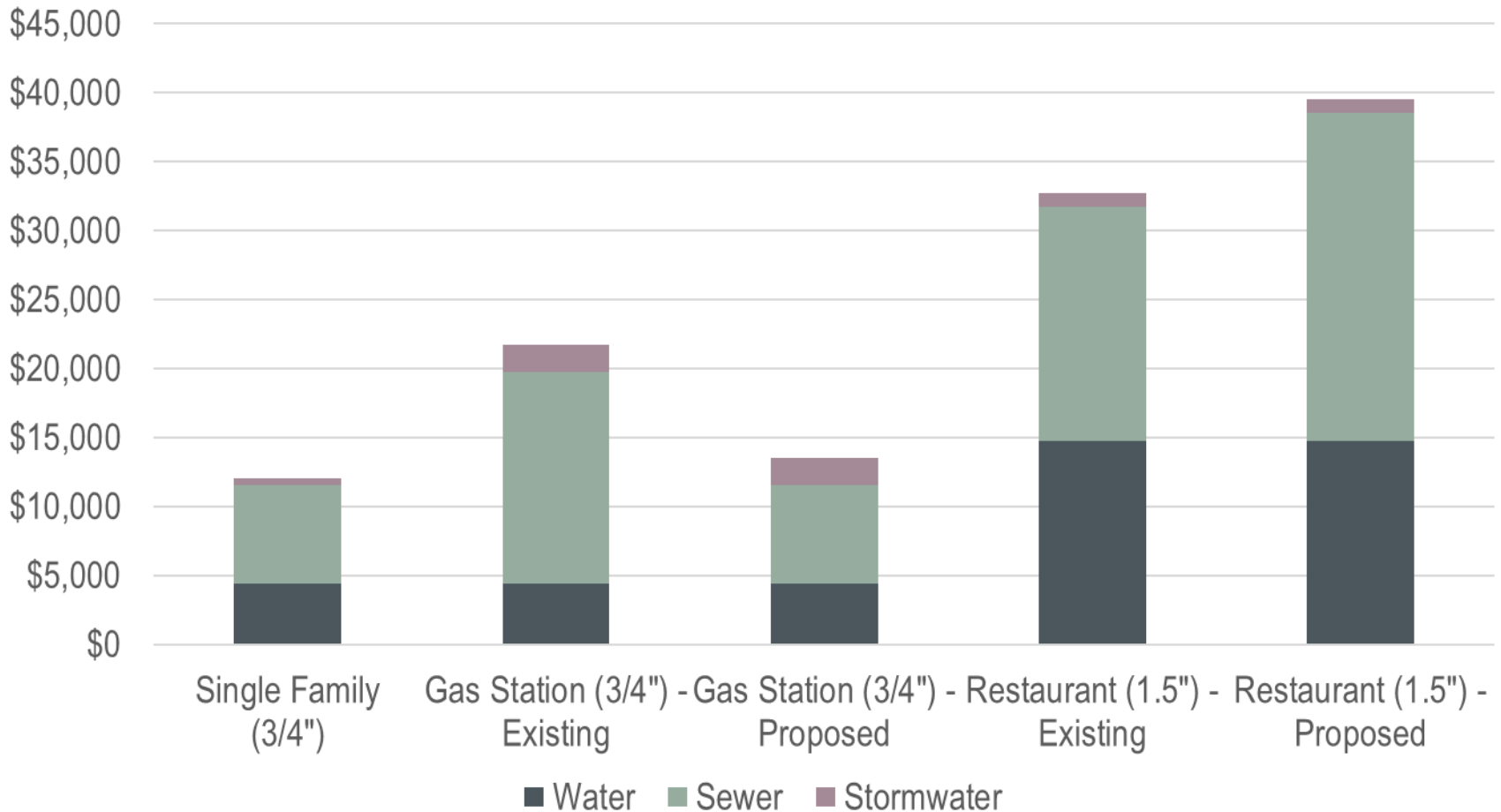
	Flow (gpd)	BOD (lbs/day)	TSS (lbs/day)
Total SDC by Component	\$20.41	\$3,068	\$2,647

Comparison to Camas Industrial Charges:

	Flow (gpd)	BOD (lbs/day)	TSS (lbs/day)
Camas Non-NUGA Charges per Unit	\$12.61	\$2,386	\$904
Camas NUGA Charges per Unit	\$22.84	\$3,948	\$1,495
Proposed Washougal Industrial SDC	\$20.41	\$3,068	\$2,647



Combined SDC Impact





Next Steps

- **Address your feedback and questions**
- **Bring back for further discussion and Council consideration December 7th**

Thank you! Questions?

www.fcsgroup.com

Workshop Coversheet
BUSINESS OF THE CITY COUNCIL
City of Washougal, Washington

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11/9/2020

SUBJECT:

2021 Legislative Agenda and Clark County Transportation Alliance Policy Statement

DEPT. OF ORIGIN:

Administration

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No

ATTACHMENTS:

- ▢ **City of Washougal 2021 Legislative Agenda 11 9 2020 worksession draft.docx**
- ▢ **CCTA 2021 Policy Statement.pdf**

EXPENDITURE REQUIRED:

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SUMMARY STATEMENT

RECOMMENDED ACTION



City of Washougal 2021 Legislative Agenda

Support economic development tools to encourage job creation and economic growth - Washington's cities need additional economic development tools that assist in maintaining, expanding, and modernizing local infrastructure to help spur local private sector investment. The Legislature can partner with cities and towns to advance our shared goals of building a robust and diverse economy for communities around the state.

Restore and maintain existing infrastructure funding programs – our infrastructure is aging, and cities can't keep up with increasing demands. New investments are necessary. To achieve this, we need the **Public Works Trust Fund, Transportation Improvement Board, Recreation and Conservation Office** and other infrastructure programs to remain intact, adequately funded, and stable, allowing for sustained investments in our local infrastructure.

Provide funding for transportation needs – Adopt a new transportation revenue package that emphasizes maintenance/ preservation funding and provides an equitable level of local funding as well as additional local revenue options for cities. Continued investments are needed, including projects in our region. We support the Clark County Transportation Alliance 2021 Policy Statement.

Local Government Funding and Local Authority – Preserve and enhance state shared revenues for cities, guard existing local option revenue authorities and expand local option revenue tools. Provide cities greater flexibility to use funds from existing revenue sources to help cities manage the impacts of the current economic downturn. This will allow cities to direct scarce resources where they are most needed when responding to pressing community conditions.

Simplify Process for Electing a Mayor for Cities Changing to Council-Manager Form – the current process is cumbersome, requiring two ballot propositions. A simpler, optional one-proposition process with flexibility for effective date will better serve our citizens.

Provide funding for specific Washougal capital and transportation projects: (see individual project sheets)

- Washougal Social Services Building Maintenance and Repair Project - \$700K: provide the aging building with much needed repairs and maintenance items to ensure its continued viability to serve low-income families, and, a new, ADA restroom for use by the homeless.
- Washougal Town Center Transportation Access Improvements - (\$80M): improve corridors connecting Washougal including 32nd Street Rail Underpass; TownCenter Connectors; 27th/Index Improvements for Port and SR-14 access (total \$80M in phases)
- SR-14 West Camas Slough Bridge - \$35M: develop parallel bridge structure for westbound traffic and added capacity (joint request with City of Camas and Port of Camas Washougal)

Clark County Transportation Alliance

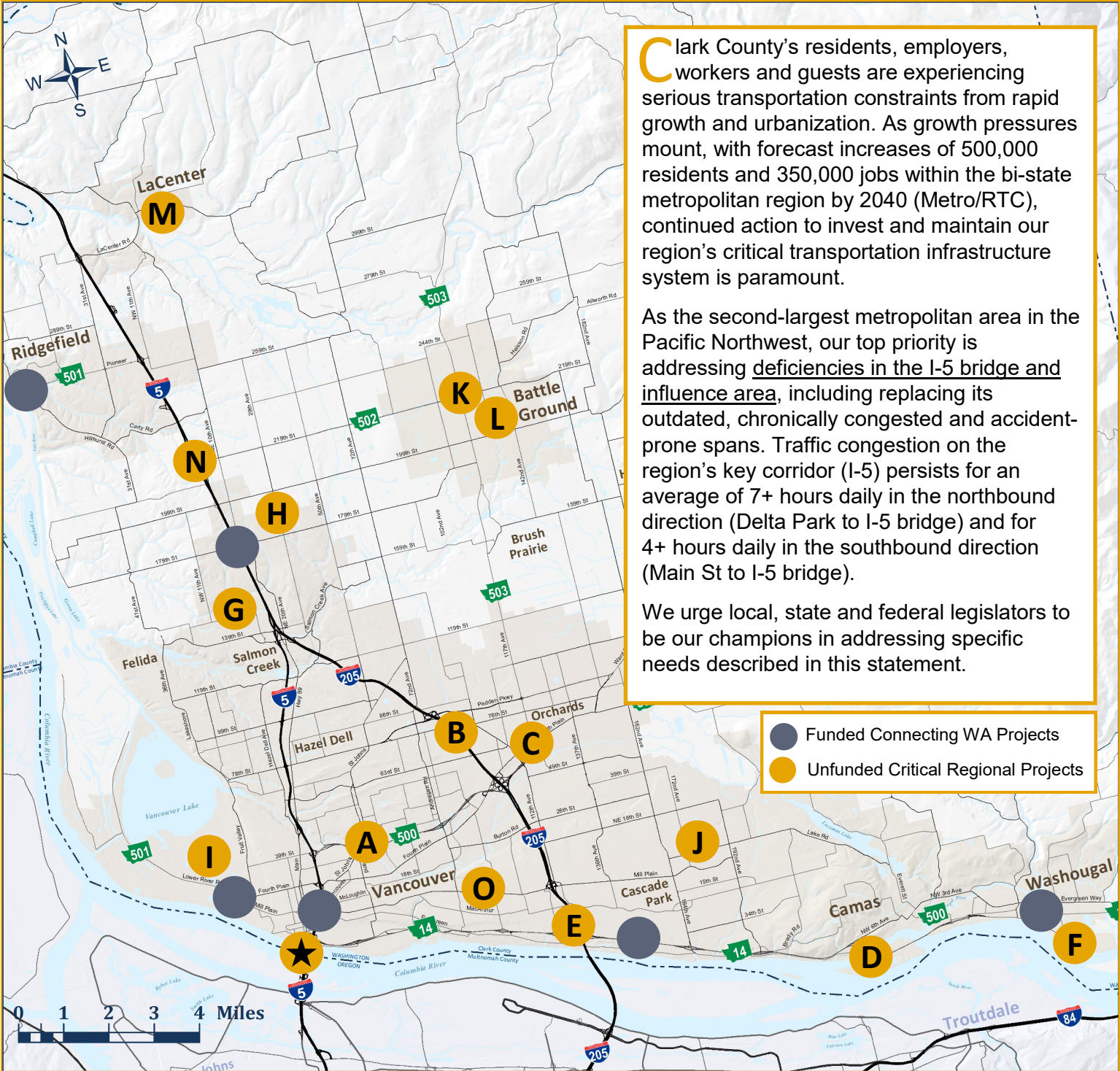
2021 Policy Statement

Clark County

Transportation Alliance

2021 Policy Statement

[Endorsing Organizations Here]



A CALL TO FURTHER ACTION

I-5 Bridge Replacement and Influence Area Improvements



Action #1

Continue Support for I-5 Bridge Replacement Program Office:

continue to develop bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work.

Complete Supplemental EIS Process: re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, develop funding plan, secure funding commitments, develop procurement documents and construction packages (\$50-100M depending on scope, inclusive of prior WA and OR commitments).

Initiate Construction Funding Commitments: work with lawmakers, agency staff and community leaders to identify and secure federal, state and local funding.

We fully support replacement of the I-5 bridges and related corridor improvements. The I-5 spans are functionally obsolete and over time will require substantial maintenance investments to remain operational. A bi-state approach focused on finding significant, practical solutions through this primary freight, commerce and commuter corridor is imperative, in keeping with the I-5 Corridor Strategic Plan (2002). Broad support is demonstrated through SSB 5806 (WA 2017), the 2019 Washington State transportation budget (ESHB 1160, \$35M), Oregon Transportation Commission funds (\$15M), and bi-state legislative engagement.

We endorse efforts by the Oregon legislature to fund projects that address I-5 corridor deficiencies, especially the I-5/I-84 interchange (a.k.a. "The Rose Quarter") in downtown Portland. We also place high priority on long-range transportation corridor planning given steadily rising population and commerce forecasts.

Regional Maintenance and Operations Needs

Action #2

Pursue Funding to Advance State of Good Repair and Operations: carefully evaluate recommendations of the Joint Transportation Committee's Statewide Transportation Needs Assessment, and consider transitions to sustainable funding models (e.g. road-usage charge).

Fund Critical Area Operations: dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize safety and mobility on our existing system.

Catalytic Economic Development Investments

Action #3

Fund Job- and Employer-Enabling Improvements:

support funding new catalytic investments and acceleration of projects in the Connecting Washington package, which serve the objective of accelerating shovel-ready land for job-related industry expansion consistent with growth management plans. Several areas need tools to facilitate job development, including the Discovery Corridor (I-5/179th interchange vicinity), Section 30 (SE 1st St), Washougal Town Center/Port (32nd St) and Port of Vancouver Industrial Corridor (NW 32nd Ave). Funding tools to be evaluated include tax increment financing, design-build, public/private partnerships (P3), and continue to fund the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP.

Critical Regional Projects and Needs

Action #4

Fund Regionally Critical Projects to Address Immediate Needs:

secure funding either through single-project awards or as part of the next statewide transportation funding package for priorities that serve the growth needs of communities, reduce congestion hotspots, improve safety and provide multi-modal enhancements. Each project has been vetted through the regional planning process.

Following are critical regional projects (*lead agency*):

A) SR-500 Intersections at 42nd Ave and 54th Ave (\$6M): implement cost effective safety improvements from 2018 practical solutions study; additional investments including overpasses may be warranted (*WSDOT*)

B) I-205/SR-500 to Padden Exwy (\$36M): add auxiliary lanes to address congestion hotspot (*WSDOT*)

C) SR-500/Fourth Plain/SR-503 (\$15M): following recent planning study, provide funds for initial intersection improvement to address congestion hot spot (*WSDOT*)

D) West Camas Slough Bridge Widening (\$45M): develop parallel bridge structure for westbound SR-14 traffic and added capacity (*WSDOT*)

E) SR-14/I-205 Interchange (\$TBD): provide funds for interchange congestion relief; project study underway (*WSDOT*)

F) Washougal Town Center Transportation Access Improvement (\$80M): improve corridors connecting Washougal including 32nd Street Rail Underpass; Town Center Connectors; 27th/Index Improvements for Port and SR-14 access (*City of Washougal*)

G) NE 10th Ave from 149th to 154th St/Whipple Creek (\$12.7M): complete new north-south corridor for I-5 (*Clark County*)

H) NE 15th Ave from 179th St to NE 10th Ave/NE 189th St vicinity (\$15M): add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade (*Clark County*)

I) NW 32nd Ave Industrial Corridor (\$10M): planning, engineering, environmental review for new north-south freight arterial (*City of Vancouver*)

J) SE 1st St at 164th to 192nd Ave (\$7M): arterial widening and multi-modal upgrade; leverages significant private sector investments (*City of Vancouver*)

K) SR-502/SR-503 Congestion Relief (\$2.2M): complete community roadway and circulation enhancements to provide improved access and safety (*City of Battle Ground*)

L) SE Grace Ave at SE Rasmussen Blvd to E Main St (\$6.6M): arterial street realignment and new signal for upgraded capacity (*City of Battle Ground*)

M) E 4th St Widening/Breeze Creek Culvert (\$10.5M): complete street makeover with fish bearing culvert replacement for improved environmental outcomes (*City of La Center*)

N) NW 219th St Extension/I-5 to Hillhurst Rd (\$5M): add western ramp access at I-5 and arterial street extension to Hillhurst Rd (*City of Ridgefield*)

O) Public Transit (\$5M): help fund construction of C-TRAN's second Bus Rapid Transit (BRT) project along Mill Plain Blvd from downtown Vancouver to 192nd Ave (*C-TRAN*)

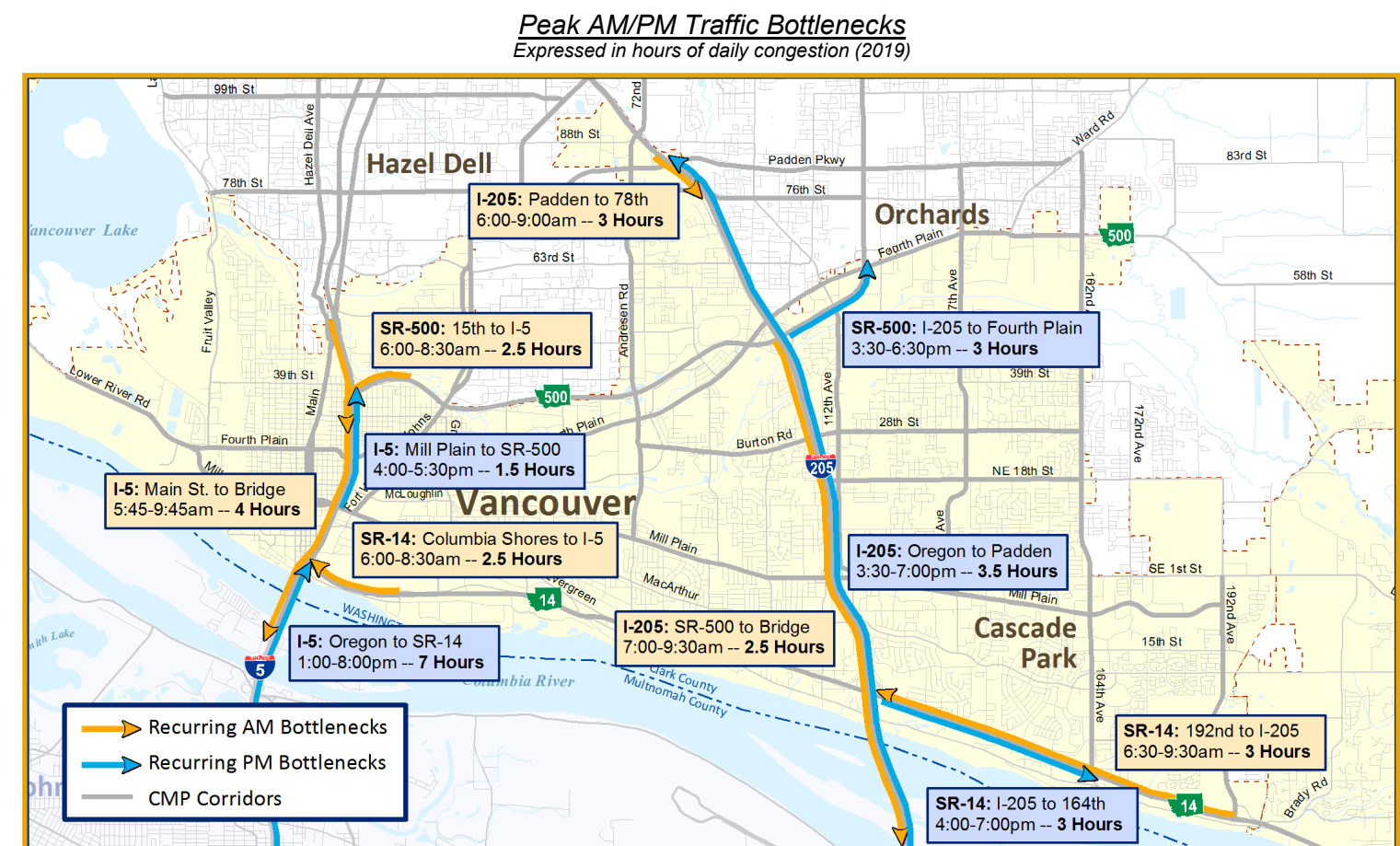


104-year old I-5 Bridge

Facilitating Transportation Mobility and Economic Growth

We urge legislators to embrace the following priorities where possible:

- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Fund regionally significant improvements for marine access within the Columbia River, and rail access improvements and track upgrades for ports and the county-owned Chelatchie Prairie Railroad
- Support the Port of Vancouver USA's Terminal 1 Waterfront development project for safety, commerce and tourism
- Enhance or expand funding programs to improve Complete Streets by promoting safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
- Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users



Courtesy SW Regional Transportation Council