CITY OF WASHOUGAL
CITY COUNCIL WORKSHOP
Monday, September 14, 2026
5:00 PM

MEETING INFORMATION
Please click the link below to join the webinar:
https://us02web.zoom.us/j/81546929892

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. NEW BUSINESS

- **A. Community Development:** ***Park & Transportation Impact Fees Updates***
- **B. Finance:** ***Q1 & Q2 Financial Report***
- **C. Public Works:** ***6 Year Transportation Improvement Program***

V. REPORTS AND COMMUNICATIONS

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

VI. ADJOURNMENT

UPCOMING MEETINGS: Monday, September 28, 2026 — Workshop at 5:00 PM & Council at 7:00 PM.

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:
9/14/2026

SUBJECT:
Community Development: ***Park & Transportation Impact Fees Updates***

DEPT. OF ORIGIN:
Community Development

REVIEWED AT:
CD Council Committee: August 12, 2026
Planning Commission: August 25, 2026

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

1. Washougal PIF Update Memo DRAFT (09-14-2026)
2. Washougal TIF Update Memo DRAFT (09-14-2026)
3. CC Workshop Presentation (09-14-2026)

SUMMARY STATEMENT

Recent amendments to RCW 82.02.060 require local governments that impose impact fees to revise their residential fee schedules so that smaller housing units are assessed proportionally lower impact fees.

The legislation allows jurisdictions to establish proportionality based on square footage, number of bedrooms, or trips generated. To comply with this requirement, the City is updating its impact fee schedules using dwelling-unit square footage as the basis for determining residential impact fees.

Square footage was selected because Washington State Department of Commerce guidance identifies it as the most proportional of the available approaches, while also providing a straightforward and predictable method for applicants, simplifying administration for staff at the permit counter, and integrating effectively with the City's existing accounting and financial systems.

The proposed changes will bring the City’s impact fee program into compliance with state law while maintaining the principle that new development contributes its proportionate share toward the public facilities necessary to accommodate growth.

RECOMMENDED ACTION

No formal action necessary. We are just presenting our approach to solicit feedback from the Council.

Park Impact Fee Update

DISCUSSION DRAFT

INTRODUCTION

The City of Washougal has adopted park impact fees, paid by new residential development, to help fund park system improvements needed to serve growth generated by new residential development. Local governments charge impact fees for several reasons: 1) to obtain revenue to pay for some of the cost of new public facilities; 2) to implement a public policy that new development should pay a portion of the cost of such facilities; and 3) to assure that adequate public facilities will be constructed to serve new development.

The City of Washougal *Rate Study for Impact Fees for Parks, Open Space and Recreation Facilities*, completed in April 2021, establishes the methodology for calculating the park impact fee. The methodology identifies the statutory basis and methodological requirements for impact fees, growth estimates, and the detailed calculations for the park impact fee.

This update applies the established methodology to calculate an updated growth cost per person. The calculations use the updated park inventory, list of park impact fee eligible projects and costs from the 2026 update of the *Washougal Comprehensive Park & Recreation Plan*, growth projections, and acquisition and development costs, so the growth cost per person reflects current conditions and projected growth in Washougal. This update also incorporates required changes to residential impact fee calculations under RCW 82.02.060(1).

The update maintains the City's existing single citywide park impact fee zone. Credits and exemptions continue to be administered consistent with Washougal Municipal Code (WMC) 15.62.

UPDATED GROWTH COST PER PERSON

The *Rate Study for Impact Fees for Parks, Open Space and Recreation Facilities* includes ten formulas to calculate the maximum allowable park growth cost per person. Applying updated data, the formulas are as follows.

1. Washougal's existing park acreage (**127.8**, Table 1) is divided by its 2025 population (**18,360**, Table 2), resulting in a **current level of service of 7.0 acres per 1,000 population**.

Table 1: Parks Inventory by Park Type, City of Washougal, 2026

Type	Inventory
Neighborhood Parks	18.5
Community Parks	34.9
Special Use Areas	19.2
Pocket Parks	0.3
Waterfront Parks	3.5
Natural Parks	51.4
Total	**127.8**

Source: City of Washougal Comprehensive Park & Recreation Plan, 2026.

Table 2: Population, City of Washougal, 2015 - 2045

	Population	CAGR
2015	15,170	
2016	15,560	2.6%
2017	15,760	1.3%
2018	16,020	1.6%
2019	16,500	3.0%
2020	17,039	3.3%
2021	17,200	0.9%
2022	17,390	1.1%
2023	17,490	0.6%
2024	18,150	3.8%
2025	18,360	1.2%
2045	24,874	1.5%
Growth	**6,514**	**1.5%**

Source: Washington State Office of Financial Management, 2026; City of Washougal, 2026.

2. The current level of service (**7.0 acres per 1,000 population**) is multiplied by projected population growth between 2025 and 2045 (**6,514**, Table 2), resulting in total park acres needed to serve growth of **45.3 acres**. Projected 2045 population is sourced from the City of Washougal 2025-2045 Comprehensive Plan.
3. Park acres needed to serve growth (**44.2 acres**) minus reserve capacity (**0 acres**) equals the **net park acres needed for growth of 45.3 acres**. Because the current level of service is based on the existing parks system and current population, there is no reserve capacity.
4. Net park acres needed for growth (**45.3 acres**) multiplied by the park cost per acre (**$397,000**, Table 3) results in a **total investment needed for growth of $18,000,992**.

Table 3: Park Acquisition and Development Cost per Acre, City of Washougal, 2026

	Cost per Acre (2026)
Land Acquisition	$115,000
Park Development	$282,000
Total	**$397,000**

Source: Redfin, 2026; City of Washougal Comprehensive Park & Recreation Plan, 2026; MIG, 2026; Community Attributes Inc., 2026.

5. The investment needed for growth (**$18.0 million**) multiplied by the city share of investment for growth (**6.5%**) results in a **city investment for growth of $1,176,973**. The city share of investment for growth is based on the analysis in the *Rate Study for Impact Fees for Parks, Open Space and Recreation Facilities.*
6. Investment needed for growth (**$18.0 million**) minus the city investment for growth (**$1.2 million**) results in an **investment to be paid by growth of $16,824,019**.
7. The investment to be paid by growth (**$16.8 million**) divided by projected population growth between 2025 and 2045 (**6,514**) results in the **initial growth cost per person of $2,582.75**.
8. The impact fee must be consistent with the City's capital facilities plan, ensuring that the CFP is planning sufficient capacity enhancing projects to serve the investment needed for growth. If the ratio of CFP capacity projects to the investment needed for growth is less than 100% an adjustment is applied to the initial growth cost per person. If the ratio is greater than 100%, no adjustment is needed because the City plans to provide more capacity projects than are needed to serve growth. The ratio is calculated by dividing the unfunded cost of CFP capacity projects[1] (**$27.7 million**) by the investment needed for growth (**$18.0 million**), resulting in a ratio of 153.9%. No adjustment is required because the ratio is greater than 100%.

Table 4: Park Capital Project List, Acres, Total Capital Costs, Share Capacity, and Capacity Cost, City of Washougal, 2025-2045

Park Name	Acres	Total Capital Cost	% Capacity	Capacity Cost
Neighborhood Parks				
Elizabeth Park	1.8	$174,000	25%	$43,500
Hartwood Park	7.0	$3,364,000	100%	$3,364,000
Hamllik Park	5.0	$341,000	0%	$0
Oak Tree Park	2.8	$351,000	50%	$175,500
River Bend Park	0.6	$0	0%	$0

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[1] The unfunded cost equals total capacity costs (**$28.3 million**, Table 4) in the *Washougal Comprehensive Park & Recreation Plan* minus the 2025 ending Park Development Fund balance of $560,000. The fund balance represents impact fee revenue available for future capacity projects.

Riverview Park	0.4	$0	0%	$0
Total Neighborhood Parks	**17.5**	**$4,230,000**		**$3,583,000**
Community Parks				
Hathaway Park (Upper and Lower Level)	15.8	$1,851,000	50%	$925,500
Schmid Family Park	17.8	$12,045,000	100%	$12,045,000
Total Community Parks	**33.6**	**$13,896,000**		**$12,970,500**
Special Use Areas				
Camas/Washougal Skate Park	1.4	$0	40%	$0
Downtown Park and Molly Coston Community Garden	0.4	$573,000	100%	$573,000
George Schmid Memorial Park	4.0	$0	100%	$0
Pedestrian Tunnel	1.0	$0	0%	$0
Reflection Plaza	0.3	$0	100%	$0
Washougal Memorial Cemetery	12.1	$0	0%	$0
Total Special Use Areas	**19.2**	**$573,000**		**$573,000**
Pocket Parks				
Beaver Park	0.2	$0	0%	$0
Main Street Park	0.1	$0	0%	$0
Total Pocket Parks	**0.3**	**$0**		**$0**
Waterfront Parks				
Eagle View Park	1.0	$0	0%	$0
Sandy Swimming Hole	0.9	$1,242,000	100%	$1,242,000
Steamboat Landing	1.6	$547,000	100%	$547,000
Total Waterfront Parks	**3.5**	**$1,789,000**		**$1,789,000**
Natural Parks				
Campen Creek Park	4.5	$293,000	50%	$146,500
Eldridge Park (projects combined with Campen Creek)	15.5	$0	0%	$0
Kerr Park	13.7	$116,000	0%	$0
Other Natural Parks	17.7	$0	0%	$0
Total Natural Parks	**51.4**	**$409,000**		**$146,500**
Natural Parks				
Granite Highlands Park (Neighborhood Park)	0.9	$0	100%	$0
Towncenter Park (Under Development, Community Park)	1.3	$0	100%	$0
Future Community Park (CP)*	8.0	$4,600,000	100%	$4,600,000
Future Neighborhood Park 1 (NP1)*	3.0	$2,300,000	100%	$2,300,000
Future Neighborhood Park 2 (NP2)*	3.0	$2,300,000	100%	$2,300,000
Total New Parks and Facilities	**16.2**	**$9,200,000**		**$9,200,000**
Total	**141.8**	**$30,097,000**		**$28,262,000**

Sources and Notes: City of Washougal Comprehensive Park & Recreation Plan, 2026; City of Washougal, 2026; MIG, 2026 Community Attributes Inc., 2026.
*General acreage assumptions provided. Actual acreage may vary.

9. The **maximum allowable growth cost per person of $2,582.75** equals the initial growth cost per person (**$2,582.75**).

MAXIMUM ALLOWABLE PARK IMPACT FEE PER UNIT

In 2023, the Washington State Legislature amended RCW 82.02.060(1) to require impact fee schedules to "reflect the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, trips generated, in the housing unit in order to produce a proportionately lower impact fee for smaller housing units." Before this update, the City of Washougal assessed park impact fees by housing type: single-family homes, multifamily units, and accessory dwelling units.

The Washington State Department of Commerce provides guidance for compliant impact fee structures in its *Residential Proportional Impact Fees and System Development Charges Guidebook*. Based on City staff feedback, this update recommends a residential park impact fee structure based on square footage per unit. The *Park and Transportation Impact Fee Update Rate Structure Options* memo provides detailed documentation of the fee-per-square-foot calculations and methodology.

The fee per square foot relies on American Housing Survey (AHS) and American Community Survey (ACS) data from the U.S. Census Bureau for the Portland-Vancouver-Hillsboro Metropolitan Statistical Area (MSA). The most recent available AHS data for the MSA are from 2019. The MSA includes Clark and Skamania counties, as well as five counties in Oregon.

Washougal-specific data on population per housing unit by square footage are not available. To better reflect local conditions, AHS data are adjusted using the ratio of average persons per dwelling unit in Washougal in 2024 to the Portland-Vancouver-Hillsboro MSA average in 2019. Average persons per dwelling unit by geography are sourced from U.S. Census Bureau American Community Survey 5-Year Estimates, Table B25010. In 2024, Washougal averaged 2.81 persons per dwelling unit, compared with 2.56 in the Portland-Vancouver-Hillsboro MSA in 2019. The resulting ratio is 109.8%.

Calculating a proportional impact fee based on dwelling unit size requires several steps. The *Residential Proportional Impact Fees and System Development Charges Guidebook* recommends using statistical analysis to estimate the maximum unit size, defined as the point at which increases in unit size are no longer statistically correlated with increases in persons per dwelling unit. The analysis also estimates the minimum unit size needed to support one occupant. The steps are as follows:

1. Calculate the rolling correlation coefficient for adjusted Washougal persons per dwelling unit by unit size. The results show a high correlation coefficient, indicating statistical significance, through the 3,000 to 3,999 square feet unit size.

2. Create a scatter plot showing persons per dwelling unit by size of dwelling unit.
3. Using the scatter plot, create a polynomial trendline and calculate the coefficients for the equation.
4. Calculate the vertex of the polynomial equation, which estimates the point at which additional square footage no longer increases population per unit.
5. Define a linear trendline and calculate the coefficients for the linear equation based on the scatter plot of persons per dwelling unit by size of dwelling unit.
6. Calculate the average unit size based on the average persons per dwelling unit and the defined linear equation.
7. Calculate the average persons per square foot based on the average persons per dwelling unit and calculated average unit size.
8. Calculate the minimum size that can support one occupant by dividing one by the average persons per square foot.

The results of the statistical analysis are presented in **Table 5**.

Table 5: Proportional Impact Fee Analysis Elements, City of Washougal, 2026

Analysis Elements	**Washougal (2024)** (Adjusted)
Average Persons per Dwelling Unit	2.81
Statistical Maximum Unit Size (sq ft)	3,084
Average Unit Size (sq ft)	2,001
Persons per 1,000 Square Feet	1.40
Statistical Minimum Unit Size (sq ft)	712

Source: American Housing Survey, 2026; U.S. Census Bureau American Community Survey, 2026; Community Attributes Inc., 2026.

The maximum allowable impact fee per square foot is calculated by **multiplying the maximum allowable park growth cost per person ($2,582.75) by the estimated persons per square foot.** The *Residential Proportional Impact Fees and System Development Charges Guidebook* recommends establishing minimum and maximum fees per unit. The minimum fee is based on the unit size needed to support one occupant and is therefore equal to the growth cost per person of $2,582.75. The maximum fee is based on the point at which larger units no longer increase estimated persons per unit.

Units smaller than the minimum size are charged the minimum fee, and units larger than the maximum size are charged the maximum fee. The American Housing Survey data used for the analysis defines the square footage of the unit as "Excludes unfinished attics, carports, attached garages, porches that are not protected from weather (such as screen porches), and manufactured/mobile home hitches. Both finished and unfinished basements are included."

The **updated maximum allowable park impact fee per square foot is $3.54**. The minimum fee per unit is **$2,518.08** for units of 712 square feet or smaller, and the maximum fee is **$10,907.77** for units of 3,084 square feet or larger. (**Table 6**)

Table 6: Maximum Allowable Park Impact Fee per Square Foot, City of Washougal, 2026

Maximum Allowable Park Impact Fee	
Fee per Square Foot	$3.63
Minimum Unit Size	712
Minimum Fee	$2,582.75
Maximum Unit Size	3,084
Maximum Fee	$11,187.91

Source: American Housing Survey, 2026; U.S. Census Bureau American Community Survey, 2026; City of Washougal, 2026; Community Attributes Inc., 2026.

IMPLEMENTATION

This section will include the final adopted park impact fee adopted by City Council and language regarding annual inflation adjustments, if adopted.

SUMMARY

This park impact fee update applies the City of Washougal's established methodology using updated park inventory, population growth projections, acquisition and development costs, and capital project assumptions. Based on 127.8 existing park acres and projected growth of 6,514 residents between 2025 and 2045, the analysis identifies 45.3 net park acres are needed to serve growth and approximately $18.0 million in growth-related investment. After accounting for the City's investment share, the maximum allowable growth cost is $2,582.75. per person. The update also implements a proportional residential fee structure consistent with RCW 82.02.060(1), resulting in a maximum allowable park impact fee of $3.63 per square foot, with a minimum fee of $2,582.75 for units of 712 square feet or smaller and a maximum fee of $11,187.91 for units of 3,084 square feet or larger.

TABLES

Transportation Impact Fee Update

DISCUSSION DRAFT

INTRODUCTION

The City of Washougal has adopted transportation impact fees, paid by new development, to help fund transportation system improvements needed to serve growth generated by new development. Local governments charge impact fees for several reasons: 1) to obtain revenue to pay for some of the cost of new public facilities; 2) to implement a public policy that new development should pay a portion of the cost of such facilities; and 3) to assure that adequate public facilities will be constructed to serve new development.

The City of Washougal *Transportation Capital Facilities Plan*, adopted in 2005 and updated in 2016, establishes the methodology for calculating the transportation impact fee per trip, or cost per trip. The methodology identifies the types of costs and facilities eligible for transportation impact fee funding, defines the trip basis used in the calculation, and describes the approach for calculating individual impact fees.

This update applies the previously established methodology to calculate an updated maximum allowable cost per trip. The calculations use the updated list of transportation impact fee eligible projects and costs, along with an updated trip basis, so the cost per trip reflects projected growth in Washougal and the system improvements needed to serve that growth as reflected in the 2026 update to the *Washougal Transportation Capital Facility Plan*. This update also incorporates required changes to residential impact fee calculations under RCW 82.02.060(1).

The update maintains the City's existing single citywide transportation impact fee zone. Credits and exemptions continue to be administered consistent with Washougal Municipal Code (WMC) 15.64, and reductions for pass-by trips continue to follow the methodology documented in the 2016 *Transportation Capital Facilities Plan*.

UPDATED COST PER TRIP

The City of Washougal calculates the transportation impact fee cost per trip by dividing transportation impact fee eligible system improvement costs by the number of new daily trips.

Transportation Impact Fee Eligible System Improvements

Transportation impact fee eligible system improvements are based on the transportation capital projects list in the 2026 update to the *Washougal Transportation Capital Facilities Plan.* City of Washougal staff provided input on the share of total project costs eligible for transportation impact fee funding. Eligible costs are those that expand system capacity needed to serve new growth.

The City of Washougal has identified $298.7 million in total project costs over the 20-year planning period (2025-2045), of which 5.4%, or **$16.15 million, is impact fee eligible**.

Table 1: Transportation Capital Projects List and Impact Fee Eligibility Share, City of Washougal, 2025-2045

Project	Facility	Cost Estimate	TIF Eligible Share
Short-Term (6-Year) Projects			
32nd St Rail Crossing	32nd St	$69,000,000	3.6%
W. Hood Ave Improvements	W Hood Ave	$32,832,648	14.0%
32nd St/Stiles Rd/34th St Improvements	32nd St/Stiles Rd/34th St	$19,915,056	5.9%
Addy St Improvements	Addy St	$9,785,037	0.0%
Town Center Connector	A St/Addy St	$8,770,020	5.0%
Crown Rd Widening	Crown Rd	$7,796,673	9.0%
West Washougal Connectors	Misc. West City Connectors	$6,721,269	0.0%
Citywide Pavement Preservation	Citywide Pavement Preservation	$6,600,000	0.0%
T St Bicycle and Pedestrian Improvements	N. T St (Previously 40th St)	$6,202,063	0.0%
27th St/Index Widening	27th St/Index	$4,882,330	50.0%
27th St Bicycle and Pedestrian Facilities	27th St	$4,858,709	30.0%
Shepherd Rd Bicycle and Pedestrian Facilities	Shepherd Rd	$4,342,294	0.0%
B St/Main St Bicycle and Pedestrian Improvements	C St & Main St	$3,877,270	0.0%
Washougal River Rd Intersection Improvements	Washougal River Rd	$3,707,736	20.0%
Misc. Pedestrian Connections	Misc. Pedestrian Connections	$3,596,950	0.0%
27th St Shared Use Pathway	27th St	$3,247,851	0.0%

C St Bicycle and Pedestrian Improvements	C St	$3,100,270	0.0%
Washougal River Rd	Washougal River Rd	$1,132,534	0.0%
Traffic Calming Program Projects	Traffic Calming Program Projects	$565,235	0.0%
Washougal River Road Safety Improvements	Washougal River Rd	$529,677	5.0%
6th St Improvements	6th St	$379,206	0.0%
Systemic Stop Controlled Intersections	Systemic Stop Controlled Intersections	$359,695	5.0%
Short-Term Project Total		**$202,202,524**	**$14,096,554**
Mid- To Long-Term Projects			
32nd St Widening	32nd St	$17,912,953	10.0%
W Street Improvements and Creek Crossing	W St	$17,146,071	0.0%
Sunset View Road Widening	Sunset View Rd	$13,337,558	0.0%
Ford Street Extension	Ford St	$9,358,923	0.0%
Lehr Road Widening	Lehr Rd	$4,499,655	0.0%
Evergreen Way Bicycle and Pedestrian Facility Installation	Evergreen Way	$4,104,000	0.0%
Evergreen Way and Sunset View Road Intersection Improvements	Evergreen Way & Sunset View Rd	$3,258,823	0.0%
C St Bicycle Facilities and Noise Reduction	C Street	$3,234,000	0.0%
49th St/J St Traffic Calming	49th St/J St	$3,100,454	0.0%
Evergreen Way Widening	Evergreen Way	$2,625,000	10.0%
39th St Bicycle Lanes and Sidewalks	39th St	$2,579,636	0.0%
9th St Trail Crossing	9th St	$2,325,203	0.0%
28th Street Bicycle and Pedestrian Trail, With Crossing at 28th St	28th St	$2,325,203	0.0%
E St/Evergreen Way Bicycle and Pedestrian Facility Enhancements	E St/Evergreen Way	$2,061,000	0.0%
Citywide ADA Curb Ramp Upgrades	Various	$2,000,000	0.0%
E Street Improvements and Driveway Consolidation	E St	$1,575,000	0.0%
Washougal River Rd Signal Upgrades	Washougal River Rd	$1,500,000	0.0%
F Street Traffic Calming	F St	$1,260,817	0.0%
39th Street Traffic Calming	39th St	$1,260,000	0.0%

12th St Pedestrian Facilities	12th Street	$517,000	0.0%
32nd St and Addy St Pedestrian Intersection Improvements	32nd St/Addy St	$267,000	0.0%
Evergreen Way and 39th St Intersection Improvements	Evergreen Way & 39th St	$132,580	0.0%
NE 3rd Ave/E Street Pedestrian and Bicycle Facility Enhancements	NE 3rd Ave/E St	$91,000	0.0%
Mid- to Long-Term Project Total		**$96,471,875**	**$2,053,795**
Total		**$298,674,399**	**$16,150,349**

Sources: City of Washougal, 2026; DOWL, 2026.

New Daily Trips

Consistent with the methodology in the 2016 *Transportation Capital Facilities Plan*, this update uses new daily trips to calculate the cost per trip. As documented in the methodology, new daily trips capture all trips generated by new development, including trips from land uses that do not generate most trips during peak hours and truck trips outside peak periods.

New daily trips are provided by the Southwest Regional Transportation Council (RTC) from the Metro travel demand model. RTC is the Metropolitan Planning Organization for Clark County, and the Regional Transportation Planning Organization (MPO) for the Southwest Region of Washington, including Clark County, Skamania County, and Klickitat County. Metro is the MPO for the Portland, Oregon metropolitan area. One of RTC's roles is to provide travel demand forecasting to member agencies, which they currently contract through partnership with Metro.

According to the RTC, **projected new daily trips for 2045 are 18,155.**

Maximum Allowable Cost per Trip

The cost per trip is calculated by dividing total impact fee eligible costs by new daily trips. **The resulting maximum allowable cost per trip is $889.58**.

Table 2: Cost per Trip, 2026

Variable	2026 Update
Total Cost	$298,674,399
TIF Eligible	$16,150,349
TIF Share	5.4%
New Daily Trips	18,155
Cost per Trip	**$889.58**

Sources: City of Washougal, 2026; DOWL, 2026; Community Attributes Inc., 2026.

MAXIMUM ALLOWABLE TRANSPORTATION IMPACT FEE PER UNIT

Transportation impact fees for specific uses are calculated by multiplying the cost per trip by the trips generated by each land use, as documented in WMC 15.64.040 and the 2016 *Transportation Capital Facilities Plan.* For nonresidential uses, **trip generation rates are sourced from the most recent edition of the Institute of Transportation Engineers (ITE)** ***Traffic Generation Manual*****.** The methodology for residential impact fee rates is updated below based on guidance provided by the Washington State Department of Commerce.

Residential Transportation Impact Fee per Unit

In 2023, the Washington State Legislature amended RCW 82.02.060(1), requiring impact fee schedules to "reflect the proportionate impact of new housing units, including multifamily and condominium units, based on the square footage, number of bedrooms, trips generated, in the housing unit in order to produce a proportionately lower impact fee for smaller housing units." Prior to this update, the City of Washougal assessed residential transportation impact fees by housing type: single-family homes, multifamily units, and accessory dwelling units.

The Washington State Department of Commerce provides guidance for impact fee structures that comply with state law in its *Residential Proportional Impact Fees and System Development Charges Guidebook*. Based on City staff feedback, this update recommends a residential transportation impact fee structure based on square footage per unit.

Cost per Person

The first step in calculating a proportional transportation impact fee per square foot is converting the cost per trip to a cost per person. Based on guidance from the *Residential Proportional Impact Fees and System Development Charges Guidebook*, the cost per trip is converted through the following steps:

1. Calculate the weighted average trips generated by a single-family dwelling unit based on data from the most recent edition of the ITE Traffic Generation Manual. The weighted average single-family trips are based on ITE trip generation rates for single-family detached, single-family attached, and mobile homes weighted by the number of dwelling units for each type.
2. Calculate the average transportation impact fee for a single-family dwelling unit by multiplying the cost per trip by the weighted average single-family dwelling unit trips.
3. Calculate the average persons per single-family dwelling unit using data from the U.S. Census Bureau American Community Survey 2024 5-Year Estimates, Tables B25124, DP04, and B25008.
4. Divide the single-family dwelling unit transportation impact fee by the average persons per single-family dwelling unit, resulting in the transportation impact fee per person or cost per person.

Table 3 presents the transportation impact fee per person and the variables used in the calculation. The maximum allowable transportation impact fee per person, or **cost per person, is $2,710.89**.

Table 3: Maximum Allowable Transportation Impact Fee per Person, 2026

Variable	Value
Cost per Trip	$889.58
Weighted Avg Single-Family Trips	8.80
Single-Family TIF Rate	$7,827.08
Avg Persons per Single-Family Unit	2.89
Cost per Person	**$2,710.89**

Source: ITE, 2025; U.S. Census Bureau, 2024; City of Washougal, 2026; DOWL, 2026; Community Attributes Inc., 2026.

Maximum Allowable Transportation Impact Fee per Square Foot

The *Park and Transportation Impact Fee Update Rate Structure Options* memo provides detailed documentation of the fee-per-square-foot calculations and methodology.

The fee per square foot relies on American Housing Survey (AHS) and American Community Survey (ACS) data from the U.S. Census Bureau for the Portland-Vancouver-Hillsboro Metropolitan Statistical Area (MSA). The most recent available AHS data for the MSA are from 2019. The MSA includes Clark and Skamania counties, as well as five counties in Oregon.

Washougal-specific data on population per housing unit by square footage are not available. To better reflect local conditions, AHS data are adjusted using the ratio of average persons per dwelling unit in Washougal in 2024 to the Portland-Vancouver-Hillsboro MSA average in 2019. Average persons per dwelling unit by geography are sourced from U.S. Census Bureau American Community Survey 5-Year Estimates, Table B25010. In 2024, Washougal averaged 2.81 persons per dwelling unit, compared with 2.56 in the Portland-Vancouver-Hillsboro MSA in 2019. The resulting ratio is 109.8%.

Calculating a proportional impact fee based on dwelling unit size requires several steps. The *Residential Proportional Impact Fees and System Development Charges Guidebook* recommends using statistical analysis to estimate the maximum unit size, defined as the point at which increases in unit size are no longer statistically correlated with increases in persons per dwelling unit. The analysis also estimates the minimum unit size needed to support one occupant. The steps are as follows:

1. Calculate the rolling correlation coefficient for adjusted Washougal persons per dwelling unit by unit size. The results show a high correlation coefficient, indicating statistical significance, through the 3,000 to 3,999 square feet unit size.
2. Create a scatter plot showing persons per dwelling unit by size of dwelling unit.

3. Using the scatter plot, create a polynomial trendline and calculate the coefficients for the equation.
4. Calculate the vertex of the polynomial equation, which estimates the point at which additional square footage no longer increases population per unit.
5. Define a linear trendline and calculate the coefficients for the linear equation based on the scatter plot of persons per dwelling unit by size of dwelling unit.
6. Calculate the average unit size based on the average persons per dwelling unit and the defined linear equation.
7. Calculate the average persons per square foot based on the average persons per dwelling unit and calculated average unit size.
8. Calculate the minimum size that can support one occupant by dividing one by the average persons per square foot.

The results of the statistical analysis are presented in **Table 4**.

Table 4: Proportional Impact Fee Analysis Elements, City of Washougal, 2026

Analysis Elements	**Washougal (2024)** (Adjusted)
Average Persons per Dwelling Unit	2.81
Statistical Maximum Unit Size (sq ft)	3,084
Average Unit Size (sq ft)	2,001
Persons per 1,000 Square Feet	1.40
Statistical Minimum Unit Size (sq ft)	712

Source: American Housing Survey, 2026; U.S. Census Bureau American Community Survey, 2026; Community Attributes Inc., 2026.

The impact fee per square foot is calculated by multiplying the fee per capita by the estimated persons per square foot. The *Residential Proportional Impact Fees and System Development Charges Guidebook* recommends establishing both a minimum and maximum fee per unit. The minimum fee is based on the unit size needed to support one occupant and is therefore equal to the maximum allowable transportation impact fee per person or cost per person. The maximum fee is based on the point at which larger unit size no longer increases estimated persons per unit. Units smaller than the minimum size are charged the minimum fee, and units larger than the maximum size are charged the maximum fee. The American Housing Survey data used for the analysis defines the square footage of the unit as “Excludes unfinished attics, carports, attached garages, porches that are not protected from weather (such as screen porches), and manufactured/mobile home hitches. Both finished and unfinished basements are included.”

The **updated maximum allowable residential transportation impact fee per square foot is $3.81**. The minimum fee per unit is **$2,710.89** for units of 712 square feet or smaller, and the maximum fee is **$11,743.00** for units of 3,084 square feet or larger. (**Table 5**)

Table 5: Maximum Allowable Residential Transportation Impact Fee per Square Foot, City of Washougal, 2026

Maximum Allowable Transportation Impact Fee	
Fee per Square Foot	$3.81
Minimum Unit Size	712
Minimum Fee	$2,710.89
Maximum Unit Size	3,084
Maximum Fee	$11,743.00

Source: American Housing Survey, 2026; U.S. Census Bureau American Community Survey, 2026; City of Washougal, 2026; DOWL, 2026; Community Attributes Inc., 2026.

IMPLEMENTATION

This section will include the final adopted transportation impact fee adopted by City Council and language regarding annual inflation adjustments, if adopted.

SUMMARY

This transportation impact fee update applies the City of Washougal's established methodology to updated capital project costs, eligibility assumptions, and projected trip growth. The City identified $298.7 million in transportation capital project costs for the 2025-2045 planning period, including $16.2 million in transportation impact fee eligible costs, or 5.4% of total costs. Based on 18,155 projected new daily trips, the updated cost per trip is $889.58. For residential development, this update also implements a proportional fee structure consistent with RCW 82.02.060(1), resulting in a fee of $3.81 per square foot, with a minimum fee of $2,710.89 for units of 712 square feet or smaller and a maximum fee of $11,743.00 for units larger than 3,084 square feet.

TABLES

Park and Transportation Impact Fee Updates

Monday, September 14, 2026 – City Council Work Session | Presented by Michaela Jellicoe, CAI + Jessica Herceg, DOWL

Washougal City Hall Council Chambers

WASHOUGAL
ONWARD

City of Washougal

Agenda

- Background
- 2026 Updates
- Park Impact Fee
- Transportation Impact Fee
- Implementation Considerations
- Next Steps/Action Items

Background

WASHOUGAL
ONWARD

City of Washougal

Impact Fees

What are impact fees?

- One time payment…
- …by new development…
- …for the capital costs of facilities…
- …needed by new development…

Reasons governments charge impact fees

- **Revenue:** for public facilities
- **Policy:** growth pays a portion of costs
- **Quality of life:** public facilities keep up with growth

What can impact fees pay for?

- **CAN** pay for "system improvements" in an adopted CFP/CIP that add capacity
- **CAN NOT** pay for "project improvement" (i.e. HOA areas)
- **CAN NOT** pay for repair, replacements, renovation that do not add capacity

State Requirements

- "Fair Share"

  = growth yes, deficiency no
- "Reasonably needed" & "proportional share"

  = fee proportional to impacts
- "Credits"

  = no double charging
- "Not rely solely on impact fees"

  = must include some other funding

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City of Washougal

2026 Updates

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City of Washougal

Data Updates

Limited updates to the methodology required by State Law.

Data updates to existing methodology based on most up-to-date planning documents, including:

- Comprehensive Plan
- Parks, Recreation and Open Space Plan
- Transportation Capital Facilities Plan

Data Updates

Park Impact Fee

- Population growth projections for 2045
- Facility and land cost per acre
- Capacity increasing parks capital projects

Transportation Impact Fee

- Capacity increasing transportation capital projects
- New daily trips in 2045

Data Updates

Transportation Impact Fee

2026 Cost per Trip: $860.93

Updated 2026 Cost per Trip: $889.58

Increase in Cost per Trip: $ 28.65

% Increase: 3.3%

Park Impact Fee

2026 Cost per Person: $2,577.75

Updated 2026 Cost per Person: $2,518.08

Decrease in Cost per Person: $-59.68

% Increase: -2.3%

Methodology Updates

New proportionality standards

In 2023, the Washington State Legislature amended RCW 82.02.060(1), requiring impact fee schedules to "reflect the **proportionate impact of new housing units**, including multifamily and condominium units, based on **square footage, number of bedrooms, trips generated**, in the housing unit in order to produce a **proportionately lower impact fee for smaller housing units.**"

Based on analysis and review of available data, staff **recommend a fee per square foot** for residential uses.

Updates to impact fees must be **adopted within 6 months of this comprehensive plan update.**

Analysis Elements	**Washougal (2024)** (Adjusted)
Average Persons per Dwelling Unit	2.81
Statistical Maximum Unit Size (sq ft)	3,084
Average Unit Size (sq ft)	2,001
Persons per 1,000 Square Feet	1.40
Statistical Minimum Unit Size (sq ft)	712

WASHOUGAL ONWARD

City of Washougal

Park Impact Fee

WASHOUGAL ONWARD

City of Washougal

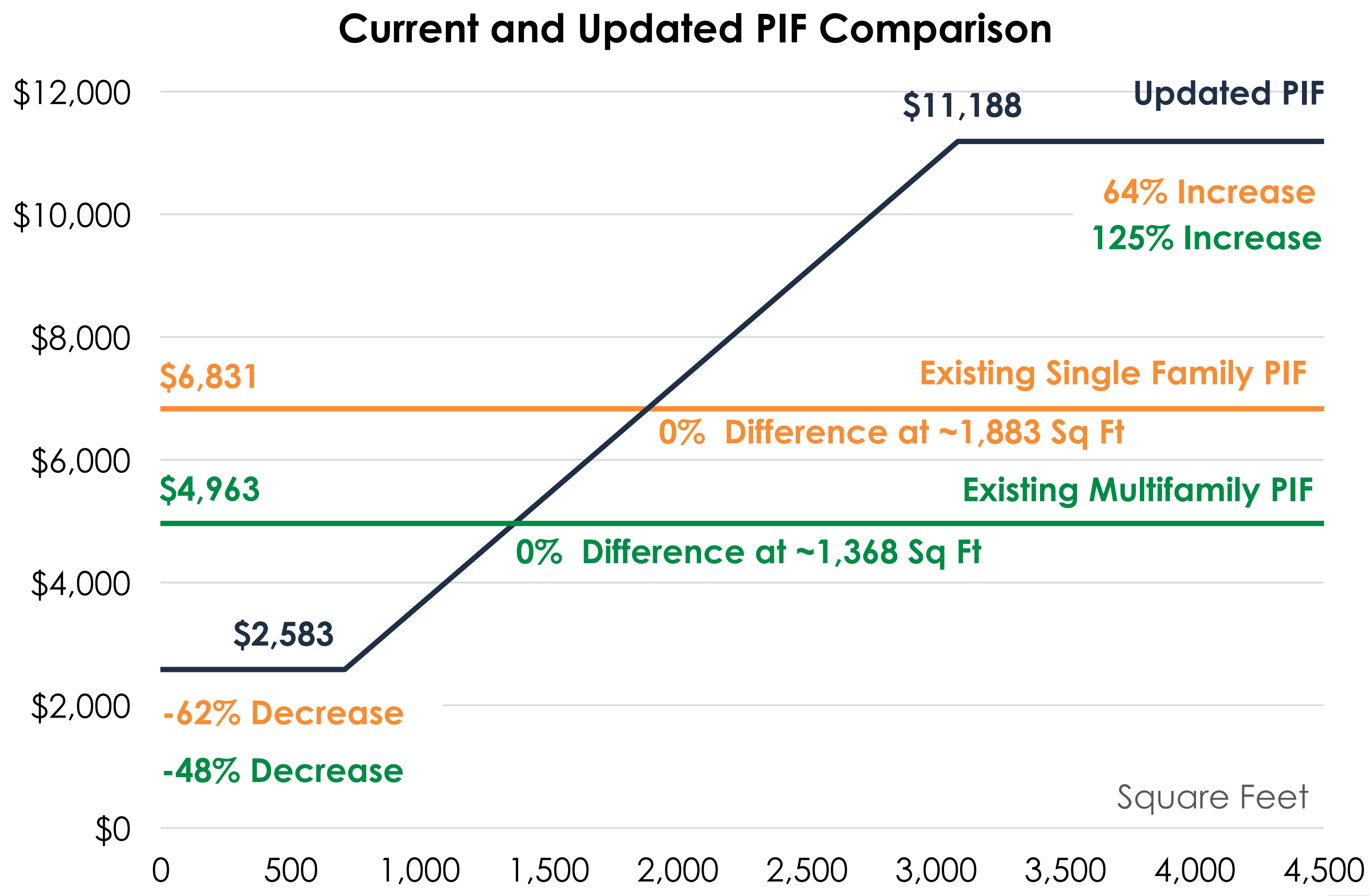
Updated Park Impact Fee

Maximum Allowable Park Impact Fee	
Fee per Square Foot	$3.63
Minimum Unit Size	712
Minimum Fee	$2,582.75
Maximum Unit Size	3,084
Maximum Fee	$11,187.91

For residential development, the cost per person or the fee per capita, is converted to a fee per square foot.

- All residential units are charged the **fee per square foot multiplied by the square feet for the unit.**
- Units 712 square feet and less are charged the minimum fee ($2,582.75)
- Units 3,084 square feet and larger are charged the maximum fee ($11,187.91)

Comparison to Current PIF



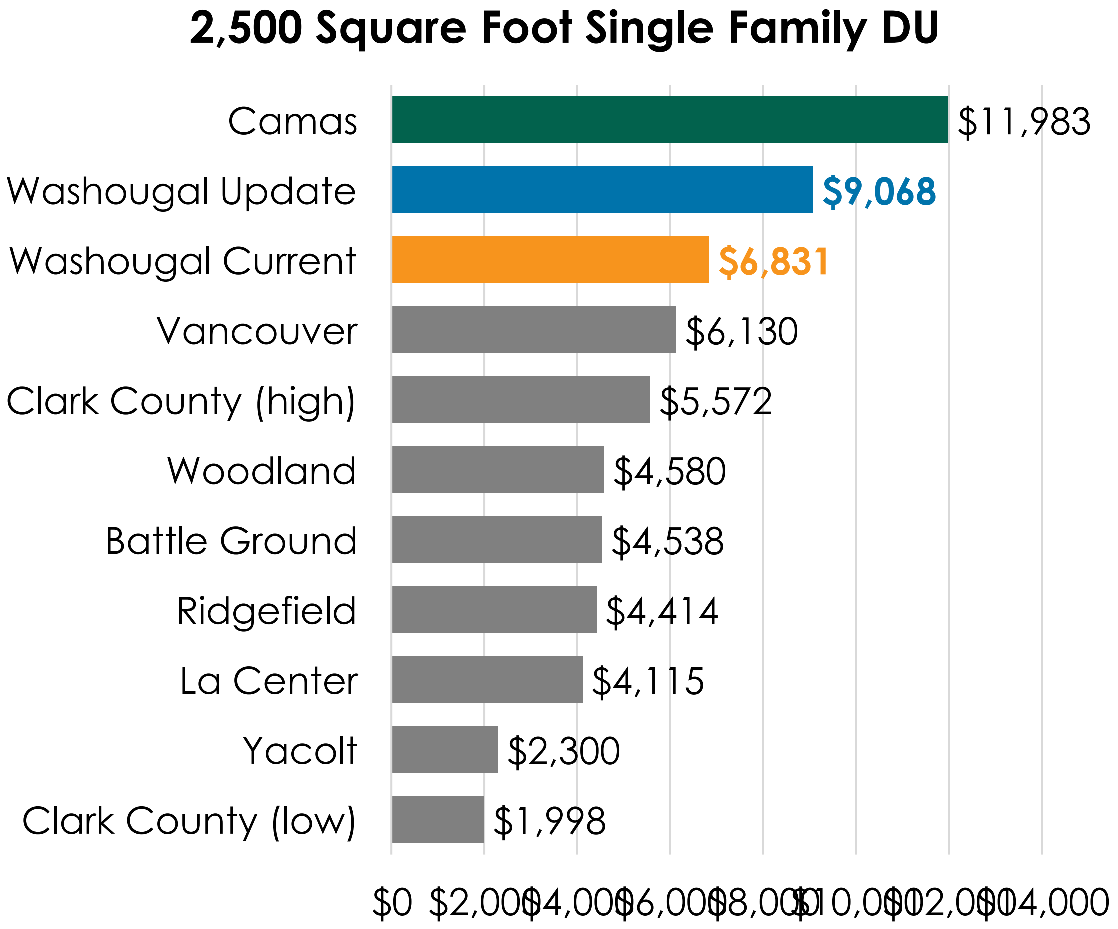
Max Unit Size:
3,084 Square Feet

Min Unit Size:
712 Square Feet

WASHOUGAL ONWARD

City of Washougal

PIF Regional Comparisons



Only the City of Camas has updated rates based on size of unit. Their fee structure has 4 categories and applies to all residential use types.

- 0 to 1,000 square feet: $4,310
- 1,001 to 2,000 square feet: $7,896
- 2,000 to 2,600 square feet: $11,983
- 2,601 square feet or greater: $13,712

Ridgefield, La Center, Yacolt, and Woodland all charge the same rate across all dwelling unit types.

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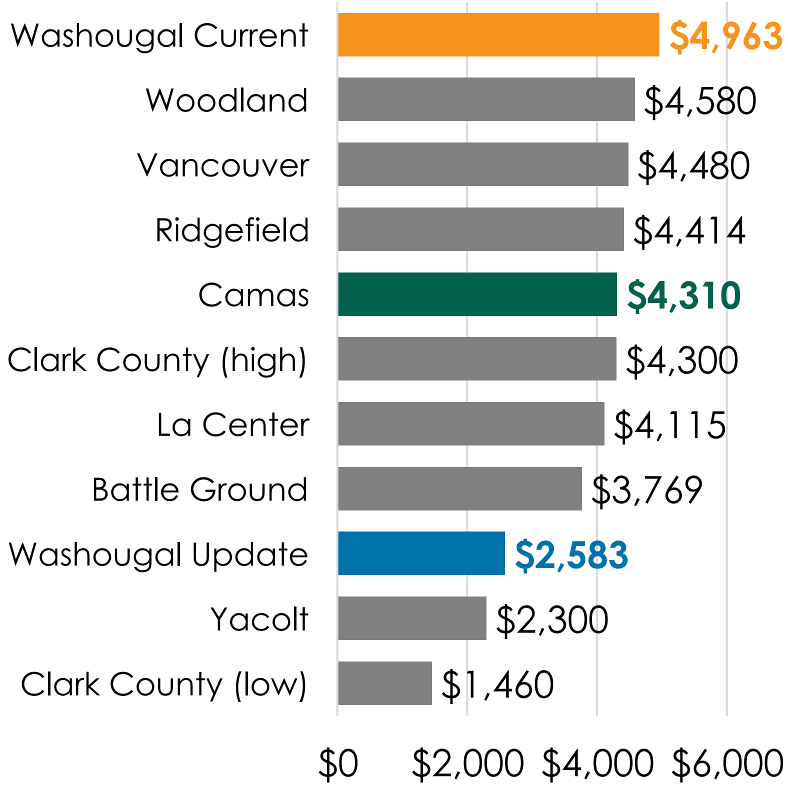
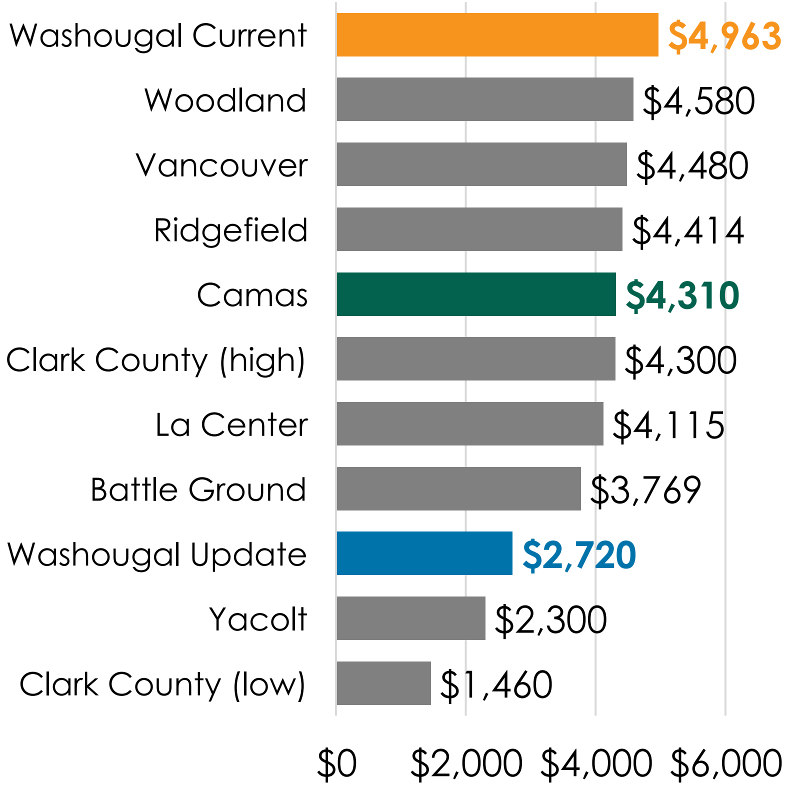
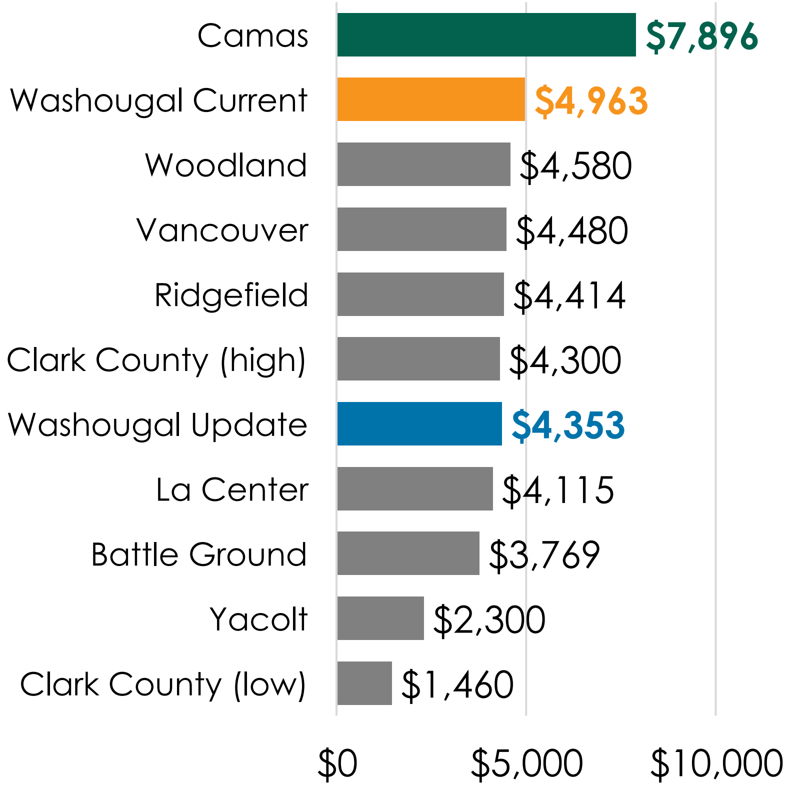
City of Washougal

PIF Regional Comparisons


600 Square Foot Multifamily DU


750 Square Foot Multifamily DU


1,200 Square Foot Multifamily DU

WASHOUGAL ONWARD

City of Washougal

Transportation Impact Fee

WASHOUGAL ONWARD

City of Washougal

Updated Transportation Impact Fee

Maximum Allowable Transportation Impact Fee	
Fee per Square Foot	$3.81
Minimum Unit Size	712
Minimum Fee	$2,710.89
Maximum Unit Size	3,084
Maximum Fee	$11,743.00

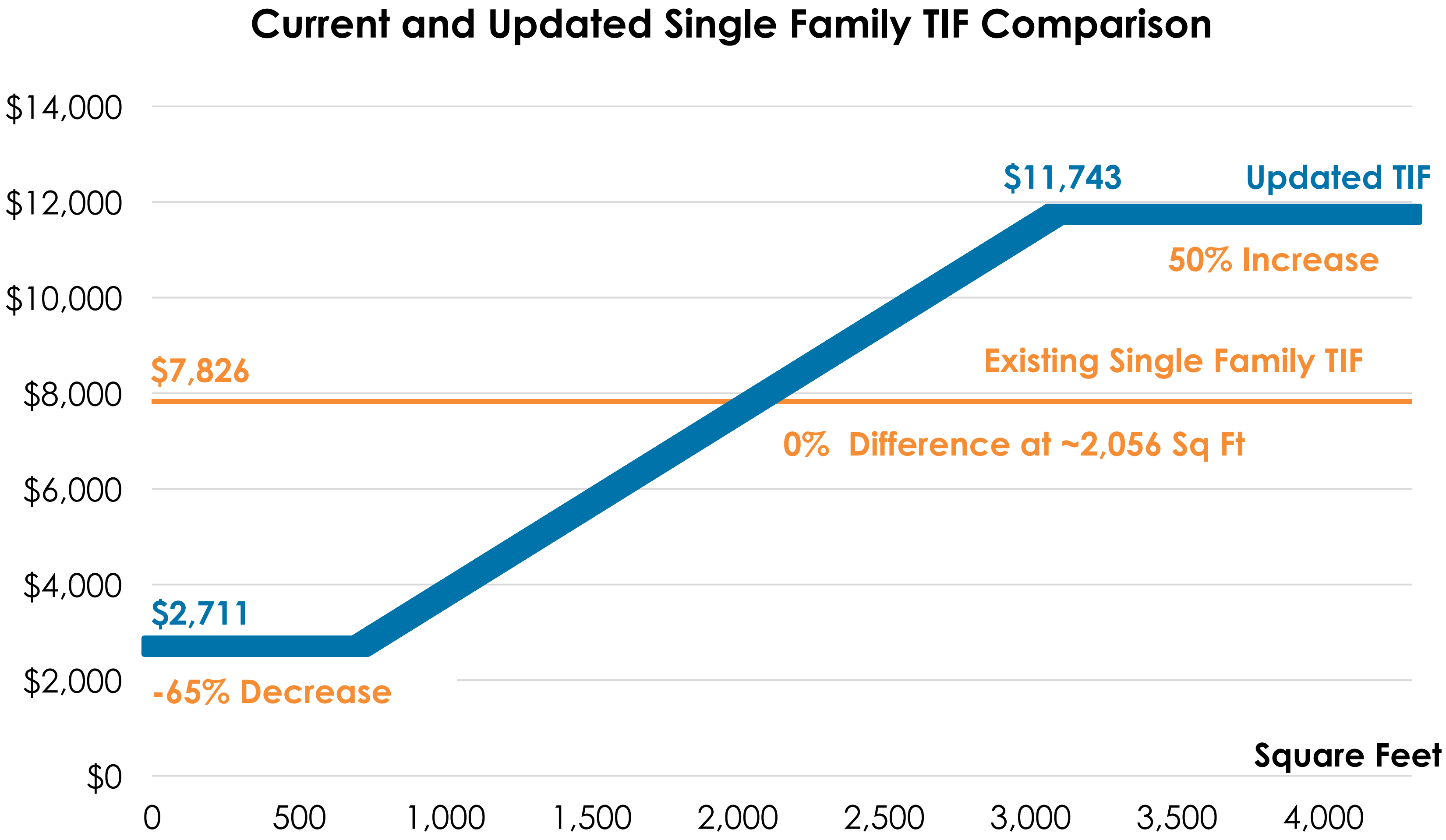
Nonresidential uses will be calculated as the cost per trip multiplied by the number of trips. **This is unchanged from the current approach.**

For residential development, the cost per trip is converted to a fee per square foot.

- All residential units are charged the **fee per square foot multiplied by the square feet for the unit.**
- Units 712 square feet and less are charged the minimum fee ($2,710.89)
- Units 3,084 square feet and larger are charged the maximum fee ($11,743.00)

WASHOUGAL ONWARD City of Washougal

Comparison to Current TIF



Max Unit Size:
3,084 Square Feet

Min Unit Size:
712 Square Feet

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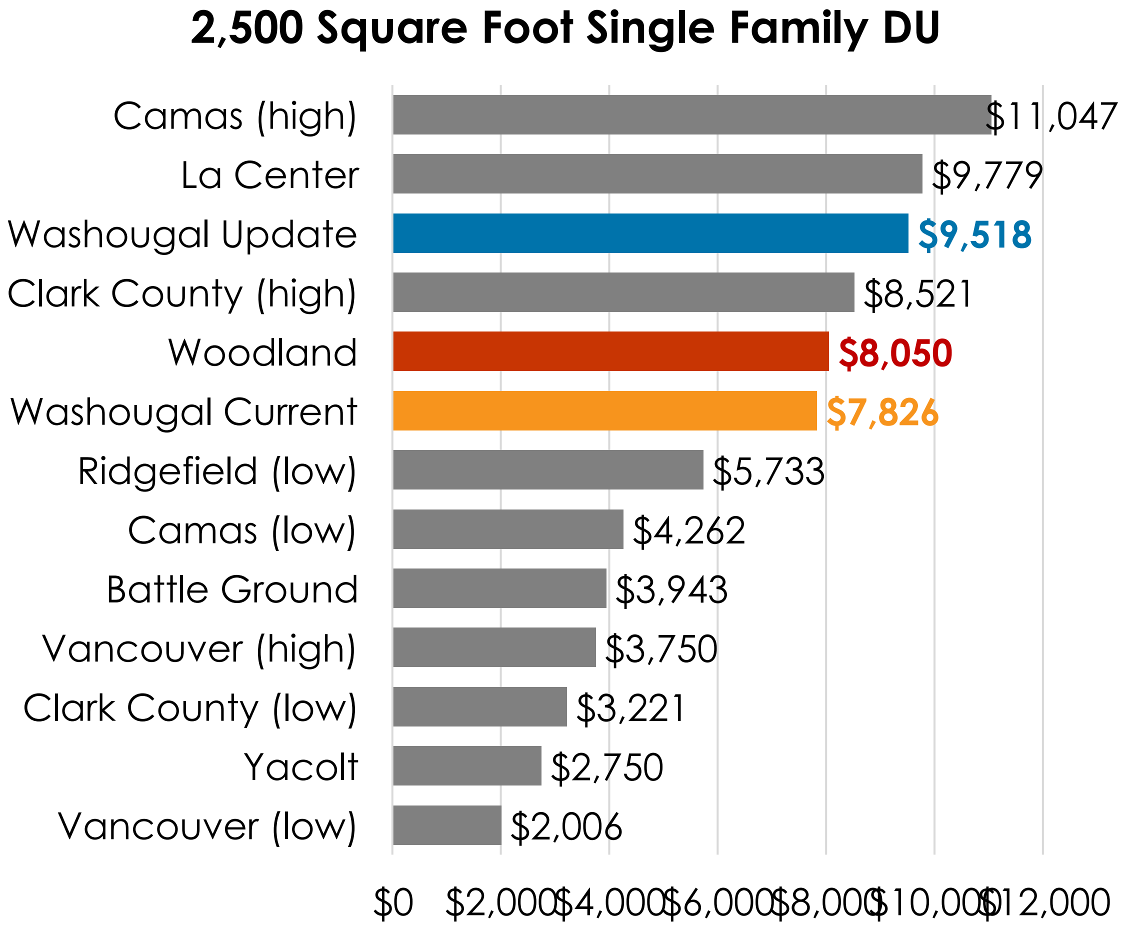
City of Washougal

TIF Regional Comparisons



Regional Jurisdictions that use subareas or districts for transportation impact fees include:

- Camas (2 districts)
- Clark County (4 districts plus 3 that charge impact fees per lot rather than per du)
- Ridgefield (2 subareas plus citywide impact fee)
- Vancouver (3 districts)

Only the City of Woodland charges transportation impact fees for residential uses per gross square foot.

Nonresidential rates vary widely due to the per trip definition used in each methodology.

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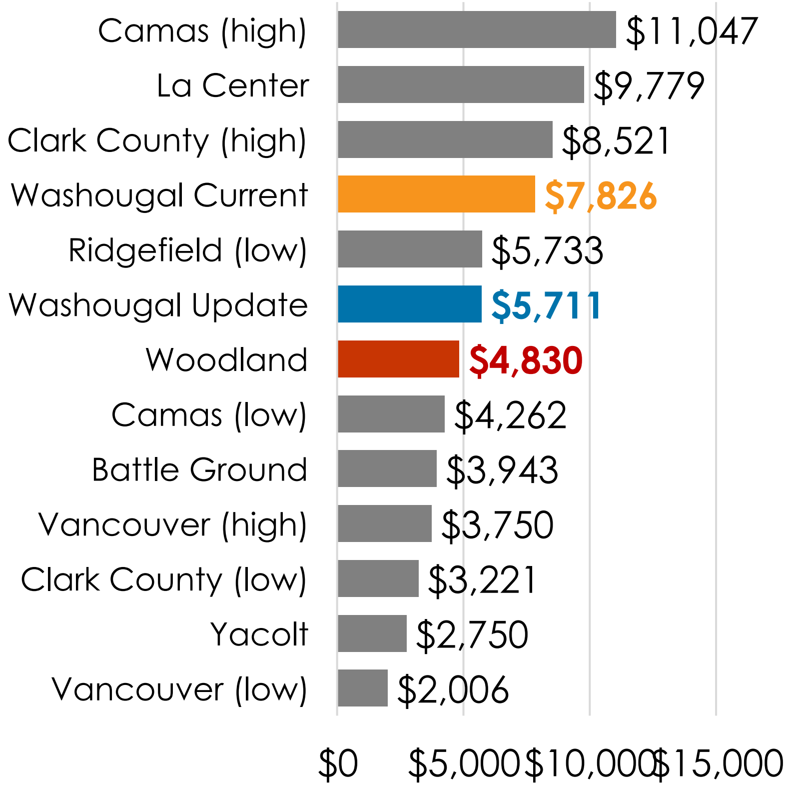
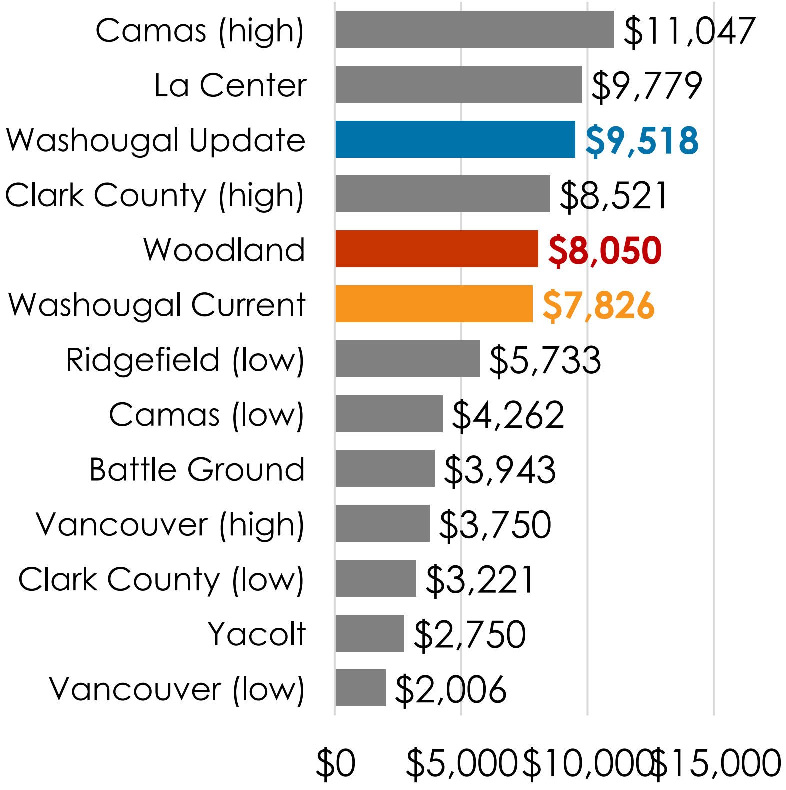
City of Washougal

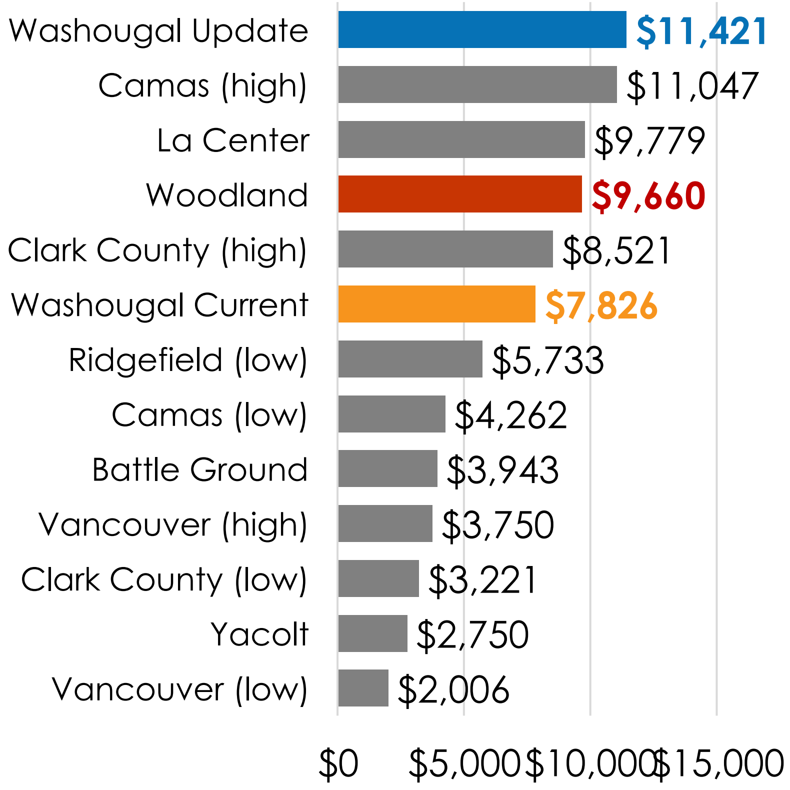
TIF Regional Comparisons



1,500 Square Foot Single Family DU



2,500 Square Foot Single Family DU



3,000 Square Foot Single Family DU

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Implementation Considerations

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ONWARD

City of Washougal

Implementation

Annual Inflation Adjustment

- Allows for regular adjustments between major updates
- Ensure that impact fee rates keep pace with inflation
- Park impact fee update in 2021 adopted use of the Engineering News Record Construction Cost Index to calculate an annual inflation index
- Adopting standard adjustment simplifies annual administrative process

Implementation

Ongoing Updates

- Plan to review methodology every 3 to 4 years or in conjunction with plan updates or core data updates
- Ensures the methodology and fees are not based on outdated CFPs
- Data from the American Housing Survey required to update the residential rates is not updated frequently
  - Survey completed every 2 years
  - Data is delayed, most recent data set available is 2023
  - Portland MSA survey typically updated every 2 years, but the last update was 2019

ADUs

- RCW 36.70A.681 (2) does not allow jurisdictions to impose impact fees greater than 50% of the impact fee that would be assessed on the primary dwelling unit
- Currently Accessory Dwelling Unit (ADU) rates are set at 35% of the single family rate
- Two options for updated approach:
  1. Adopt a reduction to the impact fee rate, no more than 50% of the adopted rate.
  2. Calculate the allowed impact fee for ADUs and confirm it is less than 50% of the impact fee for the primary unit.
- Determine the level of adjustment desired for ADUs
  - Must be at least 50%
  - Currently adopted at 35%

WASHOUGAL ONWARD

City of Washougal

ADUs

Adopt a Reduction to the Impact Fee Rate

1. Adopt a percentage reduction to the adopted residential impact fee rate
2. Calculate the impact fee based on the ADU size

Park Impact Fee Example:

ADU:	525 square feet
Primary Dwelling Unit:	2,150 square feet
Adopted Residential Rate:	$3.63 per sq ft
Adopted Min Residential Rate	$2,582.75
Potential ADU Reduction (per sq ft):	$3.63 x 35% = **$1.27**
Potential Min ADU Reduction:	$2,582.75 x 35% = **$903.96**
ADU Impact Fee:	525 sf < 712 sq ft= **$903.96**

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City of Washougal

ADUs

Calculate the allowed impact fee for ADUs.

1. Calculate the impact fee rate for the primary dwelling unit
2. Calculate the impact fee rate for the ADU
3. Ensure that the calculated rate for the ADU is no more than 50% of the primary dwelling unit

Park Impact Fee Example:

ADU:	525 square feet
Primary Dwelling Unit:	2,150 square feet
Primary unit impact fee:	$3.63 x 2,150 = **$7,804.50**
50% of primary unit impact fee:	$7,804.50 * 50% = **$3,902.25**
ADU impact fee (min impact fee):	525 sq f < 712 sq ft = **$2,582.75**

$2,582.75 < $3,902.25 ✓

Exemptions

Current Exemptions

- Replacement within 12 months
- Alteration or expansion that does not create additional units
- Miscellaneous improvements
- Demolition of an existing structure
- Senior housing
- Low-income housing

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City of Washougal

Exemptions

Exemption Considerations

- What level of exemption, if any, should be adopted for alteration or expansion that adds square feet?

City of Camas Approach

- Exemption for replacement for a structure of the same size within 5 years
- Conversion from a lesser impact land use to a greater impact land use is calculated as the impact fee for the new land use minus the impact fee for the original use
- Alteration or expansion where no additional units are created

Other Examples

- Alteration or expansion of an existing building where less than 100 square feet are added
- Replacement or alteration or expansion where no additional dwelling units and/or bedrooms are created
- ADUs of 800 square foot floor area or smaller

Action Items/ Next Steps

WASHOUGAL ONWARD

City of Washougal

Action Items / Next Steps

Upcoming Work Sessions:

- September 28th – Consolidated Development Code Updates
- October 12th – Code Compliance, Miscellaneous Code Amendments
- October 26th – Final Draft Comprehensive Plan + Shoreline Master Plan Update

Upcoming Public Hearings:

- November 2nd
  - General Sewer Plan Amendment
  - Shoreline Master Plan Update

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:
9/14/2026

SUBJECT:
Finance: ***Q1 & Q2 Financial Report***

DEPT. OF ORIGIN:
Finance

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

No

ATTACHMENTS:

1. 2026 2nd Q Presentation

SUMMARY STATEMENT

RECOMMENDED ACTION

2026 First Half Review

9/14/2026 | Presented by Daniel Layer

City of Washougal

Agenda

- 2026 Key Economic Indicators
- 2026 First Half Financial Summary
    - General & Street Funds
    - Utility Funds
    - All Funds
- Investments Update
    - LGIP
    - Riverview R&T
    - Bonds/Treasury Notes
- Questions

2026 U.S. Key Economic Indicators

- Real Gross Domestic Product (GDP) growth expanded by 1.5% in the second quarter 2026
  - Drivers: Consumer spending, exports & investments
  - Dampeners: Government spending
- Unemployment Rate averaged 4.3% for the 1st half this year (lowest June 4.2%; highest February 4.4%)
- Inflation & Monetary Policy as of June 2026:
  - Personal Consumption Expenditures (PCE) Inflation rose 3.7% annually
  - Core PCE Inflation (excluding food & energy) rose 3.34% annually
  - Federal funds rate target range 3.5%-3.75% (since December 2025)

Sources: U.S. Bureau of Economic Analysis; U.S. Bureau of Labor Statistics

2026 Washington State Key Economic Indicators

- Real Gross Domestic Product (GDP) growth expanded by 4.5% for the 1st quarter of 2026
  - Drivers: Software, cloud computing, & AI
  - Dampeners: Commercial real estate & agriculture
- Unemployment Rate averaged 5.13% for the 1st half of the year (lowest January 5.0%; highest Q2 2026 5.2%)
- Inflation
  - Consumer Price Index-Urban (CPI-U) for Pacific Cities – West – Size Class B/C as of June 2026 was 2.9%

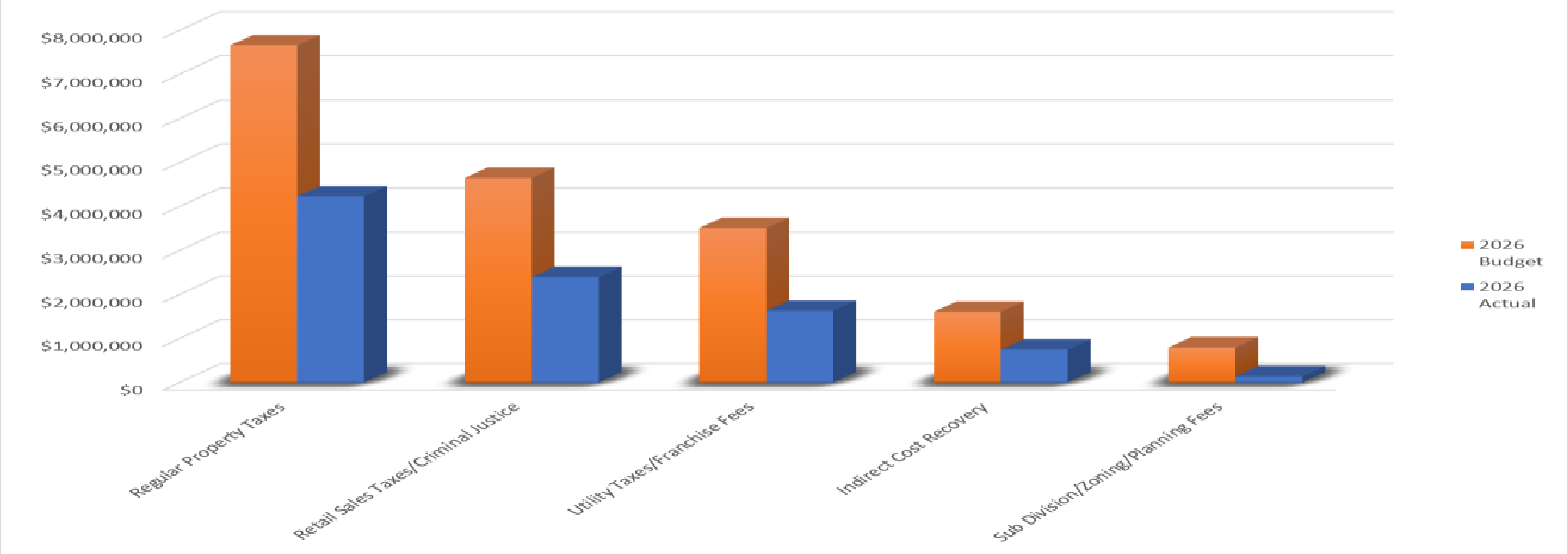
Source: Washington Employment Security Department

2026 Clark County Key Economic Indicators

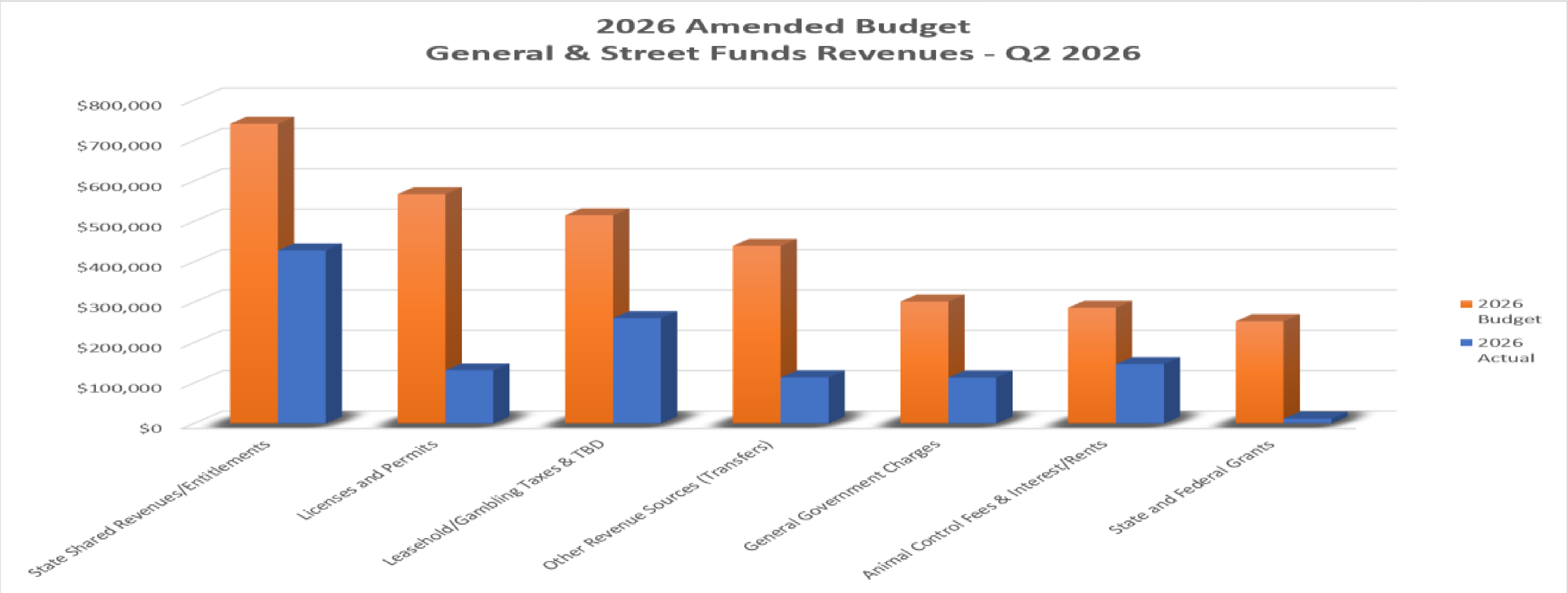
- Unemployment Rate averaged 4.93% for the year (lowest June 4.4%; highest January 5.0%)
- Employment is up by approximately 1,100 jobs since June 2025:
  - Increase in private education & health services jobs
  - Decrease in leisure & hospitality jobs

Source: Washington Employment Security Department

2026 Adopted Budget
General & Street Funds Revenues - Q2 2026



Revenue Source	**2Q 2026 Actual**	**2026 Budget**	**2Q % of Budget**
Regular Property Taxes	$ 4,225,684	$ 7,652,419	55.2%
Retail Sales Taxes/Criminal Justice	$ 2,390,946	$ 4,649,100	51.4%
Utility Taxes/Franchise Fees	$ 1,623,282	$ 3,508,770	46.3%
Indirect Cost Recovery	$ 742,254	$ 1,602,324	46.3%
Sub Division/Zoning/Planning Fees	$ 132,393	$ 792,600	16.7%



Revenue Source	2Q 2026 Actual	2026 Budget	2Q % of Budget
State Shared Revenues/Entitlements	$ 428,116	$ 741,524	57.7%
Licenses and Permits	$ 131,106	$ 567,500	23.1%
Leasehold/Gambling Taxes & TBD	$ 260,562	$ 515,000	50.6%
Other Revenue Sources (Transfers)	$ 113,574	$ 439,446	25.8%
General Government Charges	$ 113,243	$ 301,650	37.5%
Animal Control Fees & Interest/Rents	$ 146,669	$ 286,320	51.2%
State and Federal Grants	$ 11,449	$ 252,792	4.5%

2026 Revenues – General & Street Funds

2026 1st half revenues are at **48.4%** of the amended budget:

- Overall revenue is down (14.7%) from 2nd quarter 2025:
  - Utility taxes & franchise fees are down 18.0% compared to Q2 2025
    - Unseasonably warm winter

  - Licenses & Permits and Sub Division/Zoning/Planning Fees are down 77.8% from this point last year
    - Building permits were submitted by Hyas Pointe
    - School impact fees collected ($186k in 2025 v. $13k in 2026)

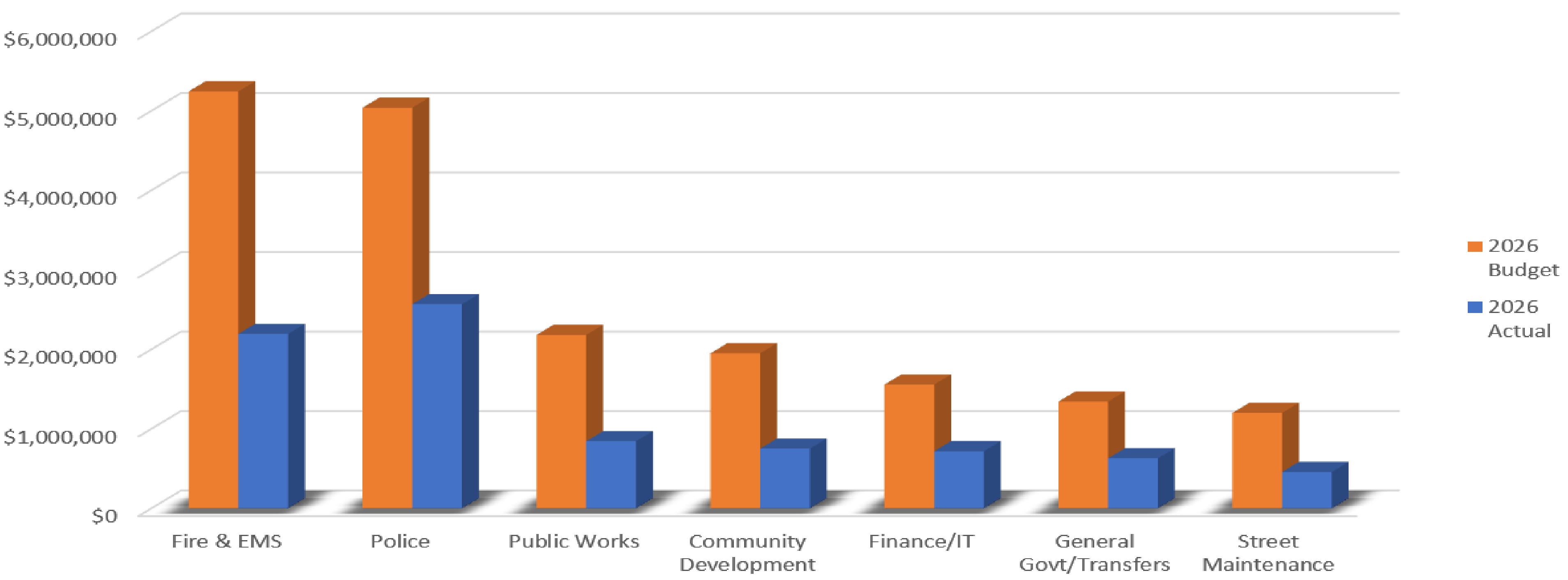
  - Retail sales tax collections are up 23.0% from this point last year

2026 Revenues - General & Street Funds

Revenue Source	2Q 2026 Actual	2026 Amended Budget	2Q % of Budget	Q2 2025 Actual	2Q 2026 v 2Q 2025
Regular Property Taxes	$ 4,225,684	$ 7,652,419	55.2%	$ 4,140,261	2.1%
Retail Sales Taxes/Criminal Justice	$ 2,390,946	$ 4,649,100	51.4%	$ 1,943,391	23.0%
Utility Taxes/Franchise Fees	$ 1,623,282	$ 3,508,770	46.3%	$ 1,979,095	-18.0%
Leasehold/Gambling Taxes & TBD	$ 260,562	$ 515,000	50.6%	$ 258,459	0.8%
Licenses and Permits	$ 131,106	$ 567,500	23.1%	$ 665,528	-80.3%
State and Federal Grants	$ 11,449	$ 252,792	4.5%	$ 45,339	-74.7%
State Shared Revenues/Entitlements	$ 428,116	$ 741,524	57.7%	$ 401,174	6.7%
Animal Control Fees	$ 70,292	$ 161,320	43.6%	$ 1,065	6500.2%
General Government Charges	$ 113,243	$ 301,650	37.5%	$ 157,904	-28.3%
Sub Division/Zoning/Planning Fees	$ 132,393	$ 792,600	16.7%	$ 523,245	-74.7%
Indirect Cost Recovery	$ 742,254	$ 1,602,324	46.3%	$ 868,804	-14.6%
Interest and Rents	$ 76,377	$ 125,000	61.1%	$ 121,440	-37.1%
Other Revenue Sources (Transfers)	$ 113,574	$ 439,446	25.8%	$ 997,967	-88.6%
Total	**$ 10,319,278**	**$ 21,309,445**	**48.4%**	**$ 12,103,671**	**-14.7%**

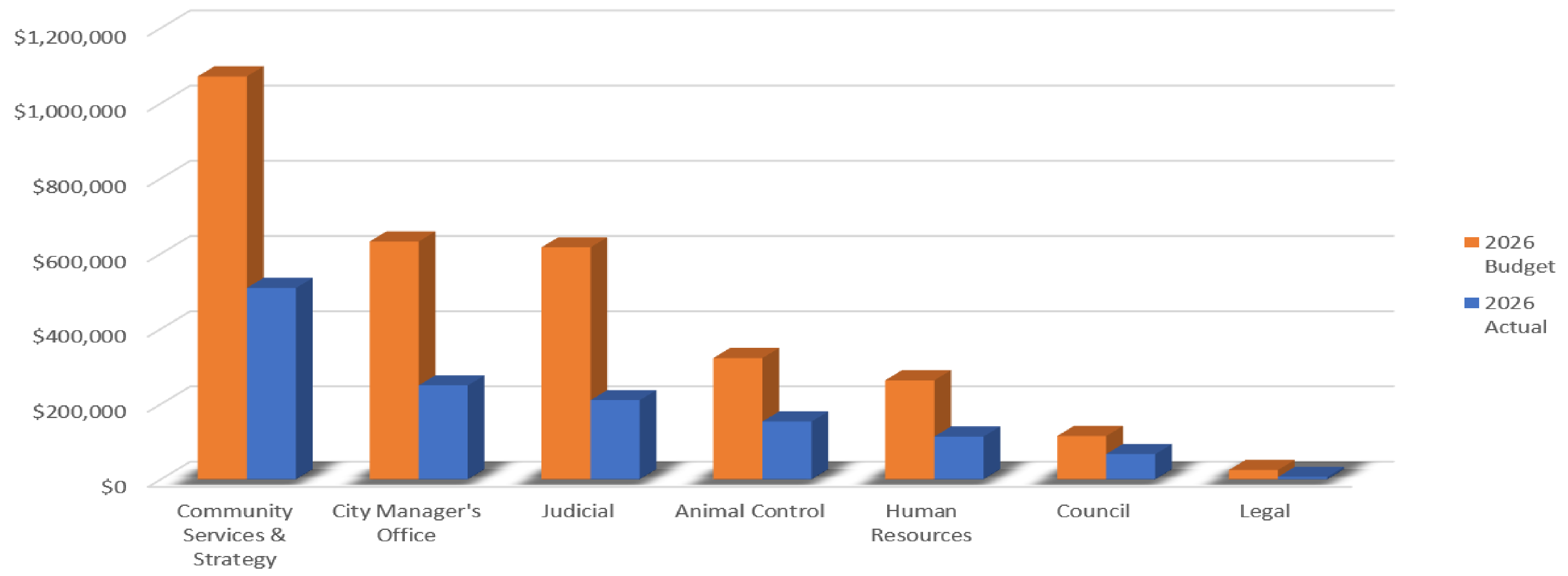
City of Washougal

2026 Amended Budget
General & Street Funds Expenditures - Q2 2026



Department	2Q 2026 Actual	2026 Budget	2Q % of Budget
Fire & EMS	$ 2,194,125	$ 5,244,961	41.8%
Police	$ 2,568,288	$ 5,040,226	51.0%
Public Works	$ 844,322	$ 2,182,013	38.7%
Community Development	$ 751,648	$ 1,950,656	38.5%
Finance/IT	$ 718,343	$ 1,557,079	46.1%
General Government Services	$ 629,296	$ 1,342,995	46.9%
Street Maintenance	$ 458,103	$ 1,200,823	38.1%

2026 Amended Budget
General & Street Funds Expenditures - Q2 2026



Department	2Q 2026 Actual	2026 Budget	2Q % of Budget
Community Services & Strategy	$ 508,932	$ 1,071,662	47.5%
City Manager's Officer	$ 249,839	$ 632,525	39.5%
Judicial	$ 210,601	$ 617,000	34.1%
Animal Control	$ 153,764	$ 322,640	47.7%
Human Resources	$ 113,796	$ 263,470	43.2%
Council	$ 67,161	$ 115,195	58.3%
Legal	$ 6,318	$ 25,000	25.3%

2026 Expenses – General & Street Funds

2026 1st half expenses are at **<u>43.9%</u>** of the amended budget:

- Overall expenditures are down 20.3% from the 2nd quarter 2025:
  - Fire expenditures are significantly down due to the one-time purchase of a fire truck in 2025
  - Engineering & Community Development expenditures are down mainly due to the one-time costs associated with the update to the 2025-2045 Comprehensive Plan spent in 2025 and the previously mentioned decline in Camas school impact fees collected
  - General Government Services (mainly transfers to other funds) are down 53.1% from 2025 due to the one-time programing of surplus and ARPA funds for capital projects (P.W. Operation Center Renovations & Washougal Towncenter Revitalization)

2026 Expenses – General & Street Funds

Department	2Q 2026 Actual	2026 Amended Budget	2Q % of Budget	Q2 2025 Actual	2Q 2026 v 2Q 2025
Council	$ 67,161	$ 115,195	58.3%	$ 61,266	9.6%
Judicial	$ 210,601	$ 617,000	34.1%	$ 276,737	-23.9%
City Manager's Officer	$ 249,839	$ 632,525	39.5%	$ 211,634	18.1%
Human Resources	$ 113,796	$ 263,470	43.2%	$ 119,324	-4.6%
Finance	$ 718,343	$ 1,557,079	46.1%	$ 730,719	-1.7%
Community Services & Strategy	$ 508,932	$ 1,071,662	47.5%	$ 475,037	7.1%
Legal	$ 6,318	$ 25,000	25.3%	$ 4,960	27.4%
General Government Services	$ 621,482	$ 1,324,795	46.9%	$ 1,324,267	-53.1%
Police	$ 2,568,288	$ 5,040,226	51.0%	$ 2,467,411	4.1%
Fire	$ 2,194,125	$ 5,244,961	41.8%	$ 3,318,876	-33.9%
Intergovernment Services	$ 7,814	$ 18,200	42.9%	$ 7,651	2.1%
Community Development/Planning	$ 751,648	$ 1,950,656	38.5%	$ 1,297,350	-42.1%
Engineering	$ 119,980	$ 292,065	41.1%	$ 225,859	-46.9%
Animal Control	$ 153,764	$ 322,640	47.7%	$ 85,876	79.1%
Parks	$ 400,603	$ 949,283	42.2%	$ 399,718	0.2%
City Building Maintenance	$ 323,738	$ 940,665	34.4%	$ 354,762	-8.7%
Street Maintenance	$ 458,103	$ 1,200,823	38.1%	$ 528,331	-13.3%
Total	**$ 9,474,536**	**$ 21,566,245**	**43.9%**	**$ 11,889,779**	**-20.3%**

2026 Revenues – Utility Funds

2026 1st half revenues:

- Water/sewer revenues are at **44.0%** of the budget and up 2.00% from 2nd qtr. 2025
  - Water sales revenue is up 2.9%
  - Sewer sales revenue is up 2.7%

- Stormwater revenues are at **47.3%** of the budget and up 7.1% from 2nd quarter 2025
  - Stormwater sales revenue is up 5.2%
  - Stormwater received one-time grants totaling $236,389 through 2nd quarter of 2025 v. $380,784 through 2nd quarter 2026

2026 Expenses – Utility Funds

2026 1st half expenses:

- Water/sewer expenses are at **30.9%** of the budget and down 2.3% compared to 2nd quarter 2025
- Stormwater expenses are at **38.9%** of the budget and up 22.6% from 2nd quarter 2025
  - Additional expenditures related to the grants incurred in 2026

2026 Revenues and Expenses – Utility Funds

Water/Sewer Utility	Q2 YTD 2026	2026 Amended Budget	2Q % of Budget	Q2 YTD 2025	2Q 2026 v 2Q 2025
Revenues					
Water Sales	$ 1,932,175	$ 5,141,800	37.6%	$ 1,878,279	2.9%
Sewer Sales	$ 3,316,177	$ 6,982,900	47.5%	$ 3,227,453	2.7%
Other Revenues	$ 168,739	$ 185,000	91.2%	$ 204,075	-17.3%
Total Revenue	**$ 5,417,091**	**$ 12,309,700**	**44.0%**	**$ 5,309,807**	**2.0%**
Total Expenses	$ 3,726,570	$ 12,060,526	30.9%	$ 3,815,419	-2.3%
Total Net Revenue	**$ 1,690,521**	**$ 249,174**		**$ 1,494,388**	

2026 Revenues and Expenses – Utility Funds

Stormwater Utility	Q2 YTD 2026	2026 Amended Budget	2Q % of Budget	Q2 YTD 2025	2Q 2026 v 2Q 2025
Revenues					
Stormwater Sales	$ 1,028,723	$ 2,027,000	50.8%	$ 978,245	5.2%
Stormwater Connection Fee	$ 5,342	$ 50,000	10.7%	$ 15,296	-65.1%
Grants	$ 380,784	$ 965,798	39.4%	$ 236,389	61.1%
Other Revenues	$ 107,785	$ 179,500	60.0%	$ 191,473	-43.7%
Total Revenue	**$ 1,522,635**	**$ 3,222,298**	**47.3%**	**$ 1,421,402**	**7.1%**
Total Expenses	$ 1,581,778	$ 4,067,889	38.9%	$ 1,290,490	22.6%
Total Net Revenue	**$ (59,144)**	**$ (845,591)**		**$ 130,912**	

2026 Revenues, Expenses & Fund Balances: All Funds

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
001/101	General & Street	$ 5,001,428	*$ 21,309,445*	$ 10,319,278	*$ 21,566,245*	$ 9,474,536	$ 5,846,170
002	Strategic Plan Implementation	$ 668,786	*$ 18,000*	$ 11,957	*$ 439,446*	$ 113,574	$ 567,169
003	Abatement	$ 61,118	*$ 2,500*	$ 16,172	*$ 15,000*	$ 3,957	$ 73,333
103	Cemetery	$ 66,461	*$ 230,448*	$ 102,231	*$ 272,448*	$ 94,356	$ 74,337

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
104	REET 1st Qtr %	$ 2,092,908	*$ 510,000*	$ 284,621	*$ 1,778,600*	$ 96,566	$ 2,280,964
105	Park Impact Fees	$ 1,507,766	*$ 410,000*	$ 141,144	*$ 1,592,000*	$ 973,842	$ 675,068
106	REET 2nd Qtr %	$ 1,424,002	*$ 1,148,000*	$ 522,431	*$ 1,278,000*	$ 69,009	$ 1,877,424
108	Hotel/Motel Tax	$ 238,862	*$ 103,500*	$ 48,291	*$ 147,163*	$ 30,709	$ 256,444
110	Transportation Development	$ 4,446,458	*$ 570,000*	$ 167,289	*$ 1,965,960*	$ 41,750	$ 4,571,997

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
120	National Opioid Settlements	$ 106,645	*$ 52,500*	$ 7,371	*$ -*	$ -	$ 114,016
126	Fire Impact Fees	$ 42,006	*$ 76,000*	$ 22,686	*$ -*	$ -	$ 64,693
127	Affordable Housing Sales Tax	$ 15,844	*$ 15,000*	$ 173	*$ 30,000*	$ 15,570	$ 447
141	Drug Seizure Fund	$ 20,368	*$ 2,750*	$ 355	*$ 2,750*	$ 1,811	$ 18,912

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
211	Woodburn/JKL Lid Fund	$ 60,596	*$ 1,000*	$ 1,125	*$ -*	$ -	$ 61,721
215	Downtown Revitalization Bond	$ 397	*$ 353,600*	$ 6,807	*$ 353,600*	$ 6,800	$ 404
216	Fire Station Bond	$ 511,803	*$ 685,814*	$ 365,704	*$ 781,125*	$ 390,563	$ 486,944

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
350	Parks Capital Projects	$ 218,370	*$ 1,612,260*	$ 610,909	*$ 1,721,885*	$ 598,533	$ 230,745
351	Building Contingency	$ 14,925,171	*$ 12,140,000*	$ 1,551,365	*$ 19,140,000*	$ 2,293,469	$ 14,183,067
353	Transportation Capital	$ (2,519,648)	*$ 28,173,300*	$ 664,290	*$ 28,173,300*	$ 2,119,930	$ (3,975,288)
355	Art Project Fund	$ 18,334	*$ 10,000*	$ 5,246	*$ 22,000*	$ 1,533	$ 22,047

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
401	Water/Sewer Operating	$ 8,525,824	*$ 12,309,700*	$ 5,417,091	*$ 12,060,526*	$ 3,726,570	$ 10,216,345
403	Stormwater	$ 3,687,169	*$ 3,222,298*	$ 1,522,635	*$ 4,067,889*	$ 1,581,778	$ 3,628,026
406	Water/Sewer Capital	$ 5,968,397	*$ 19,692,490*	$ 6,780,314	*$ 22,592,148*	$ 5,256,787	$ 7,491,924
410	PW Trust Fund Loan	$ -	*$ 487,580*	$ 487,580	*$ 487,580*	$ 487,580	$ -
413	Water/Sewer/Storm Bond	$ 1,966,441	*$ 3,382,734*	$ 317,255	*$ 2,411,591*	$ 290,295	$ 1,993,401
414	Water/Sewer/Storm Bond Reserve	$ 1,804,134	*$ 5,000*	$ 4,570	*$ -*	$ -	$ 1,808,704

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
510	Employment Security	$ 138,149	*$ 3,000*	$ 2,561	*$ 30,750*	$ 589	$ 140,121
520	ER&R Vehicles	$ 12,811	*$ 127,900*	$ 231	*$ 152,000*	$ -	$ 13,042
521	ER&R IT	$ 73,929	*$ 124,000*	$ 45,726	*$ 133,000*	$ 57,737	$ 61,918

2026 Revenues, Expenses & Fund Balances

Fund	Fund Title	Beginning Fund Balance	2026 Estimated Revenues	2026 Revenues	2026 Estimated Expenditures	2026 Expenditures	Ending 2026 Fund Balance
604	Perpetual Care	$ 409,200	*$ 10,000*	$ 9,473	*$ -*	$ -	$ 418,673
608	Woodburn/JKL Lid Fund Guarantee	$ 10,512	*$ 500*	$ 195	*$ -*	$ -	$ 10,707
610	Downtown Bond Guarantee	$ 1,142,926	*$ 6,000*	$ 25,293	*$ -*	$ -	$ 1,168,219
631	Low Income Assistance	$ 2,724	*$ 8,100*	$ 7,134	*$ 8,000*	$ -	$ 9,858
	Grand Total	**$ 52,649,889**	***$ 106,803,419***	**$ 29,469,503**	***$ 121,223,006***	**$ 27,727,843**	**$ 54,391,548**

Investments Update

LGIP - Investment Update

Total Invested as of 6/30/26:
$12,754,173.83

January	**February**	**March**
$ 40,148.46	**$ 36,060.36**	**$ 39,696.37**
3.7752%	3.7421%	3.7101%
April	**May**	**June**
$ 38,423.54	**$ 39,511.23**	**$ 38,590.12**
3.6992%	3.6700%	3.6924%
July	**August**	**September**
October	**November**	**December**

Total LGIP Interest YTD
$ 232,430.08

Note: LGIP investments are liquid

Riverview R&T - Investment Update

Total Invested as of 6/30/26:
$7,780,860.60

January	**February**	**March**
$ 22,772.36	**$ 23,139.28**	**$ 25,369.89**
3.25%	3.25%	3.25%
April	**May**	**June**
$ 23,523.87	**$ 31,140.04**	**$ 23,670.18**
3.25%	3.25%	3.25%
July	**August**	**September**
October	**November**	**December**

Total Riverview R&T Interest YTD

$ 149,615.62

Bonds/Treasury Notes - Investment Update

Purchasing Fund	Rate	Maturity Date	Amount Paid	Maturity Value	Expected Interest
PIF/TIF*	0.875%	6/30/2026	998,013.48	1,075,000.00	23,515.63
General Fund/Water/Sewer/Stormwater*	1.625%	9/30/2026	996,864.31	1,055,000.00	51,431.25
Fire Station Bond Proceeds*	3.500%	9/30/2026	7,998,091.26	7,996,000.00	279,860.00
GF/REET/TIF/WS/Storm/WS Cap/ WS Bond/Dtwn*	1.250%	12/31/2026	249,893.17	275,000.00	12,031.25
Water/Sewer/Stormwater*	1.500%	1/31/2027	750,146.79	807,000.00	54,472.50
Downtown Bond Fund*	1.500%	1/31/2027	344,118.56	359,000.00	10,770.00
TIF / Water/Sewer*	4.500%	4/15/2027	1,003,465.57	1,000,000.00	135,000.00
Water/Sewer Capital*	2.750%	7/31/2027	999,557.83	1,040,000.00	100,100.00
Water/Sewer/TIF/REET	0.750%	10/8/2027	999,564.53	1,120,000.00	33,600.00
Water/Sewer*	3.500%	1/31/2028	999,744.52	1,018,000.00	142,520.00
Water/Sewer / Stormwater*	3.500%	4/30/2028	998,366.80	1,027,000.00	143,780.00
Water/Sewer*	1.000%	7/31/2028	994,505.60	1,125,000.00	50,625.00
General Fund*	1.500%	11/30/2028	1,592,753.32	1,753,000.00	118,327.50
Water/Sewer/Stormwater/ W/S Bond*	1.875%	2/28/2029	1,219,102.52	1,340,000.00	113,062.50
General Fund/TIF/Water/Sewer/Stormwater*	2.375%	5/15/2029	1,773,389.77	1,860,000.00	198,787.50
Water/Sewer*	2.375%	5/15/2029	1,702,202.41	1,750,000.00	166,250.00
Water/Sewer / Water/Sewer Bond*	1.625%	8/15/2029	1,101,706.84	1,180,000.00	86,287.50
Water/Sewer / Water/Sewer Capital*	1.750%	11/15/2029	1,039,228.17	1,125,000.00	88,593.75
General Fund	0.000%	4/15/2030	997,577.85	1,165,000.00	-
General Fund/Water/Sewer	0.000%	4/15/2030	1,500,636.60	1,730,000.00	-
Water/Sewer Capital*	3.625%	9/30/2030	1,296,844.45	1,280,000.00	232,000.00
*Treasury Note			**$ 29,555,774.35**	**$ 31,080,000.00**	**$ 2,041,014.38**

Questions

Thank You!

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:
9/14/2026

SUBJECT:
Public Works: ***6 Year Transportation Improvement Program***

DEPT. OF ORIGIN:
Public Works

REVIEWED AT:

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

1. Six Year Transportation Improvement Program
2. DRAFT Washougal TIP 2027-2032
3. 2026 6 Year TIP - Draft RESOLUTION

SUMMARY STATEMENT

Per RCW 35.77.010, the State of Washington requires each legislative body or town/city to adopt a comprehensive transportation program for the ensuing six calendar years.

Adoption is to be provided by July 1st of the State's fiscal year and is to ensure each City has advanced plans looking to the future in carrying out a coordinated transportation plan.

Immediately upon learning the plan had not yet been adopted for this fiscal year, it was scheduled for Council Workshop and to set a Public Hearing. Some transportation-related grants require the project to be noted on the City's Six Year TIP for eligibility.

RECOMMENDED ACTION

Schedule a public hearing for September 28th Council Meeting for adoption of Six Year Transportation Improvement Program.

Six Year Transportation Improvement Program

9-14-2026 – City Council Workshop| Presented by Jonathan Boehme, City Engineer

City of Washougal

MISSION STATEMENT

Our mission is to provide fiscally responsible services that promote our vision of a safe and beautiful community that can be enjoyed for generations to come.

STATE REQUIREMENTS

- Washington State requires each legislative body or each town or city per Revised Code of Washington (RCW) 35.77.010 to adopt a comprehensive transportation program for the ensuing six calendar years

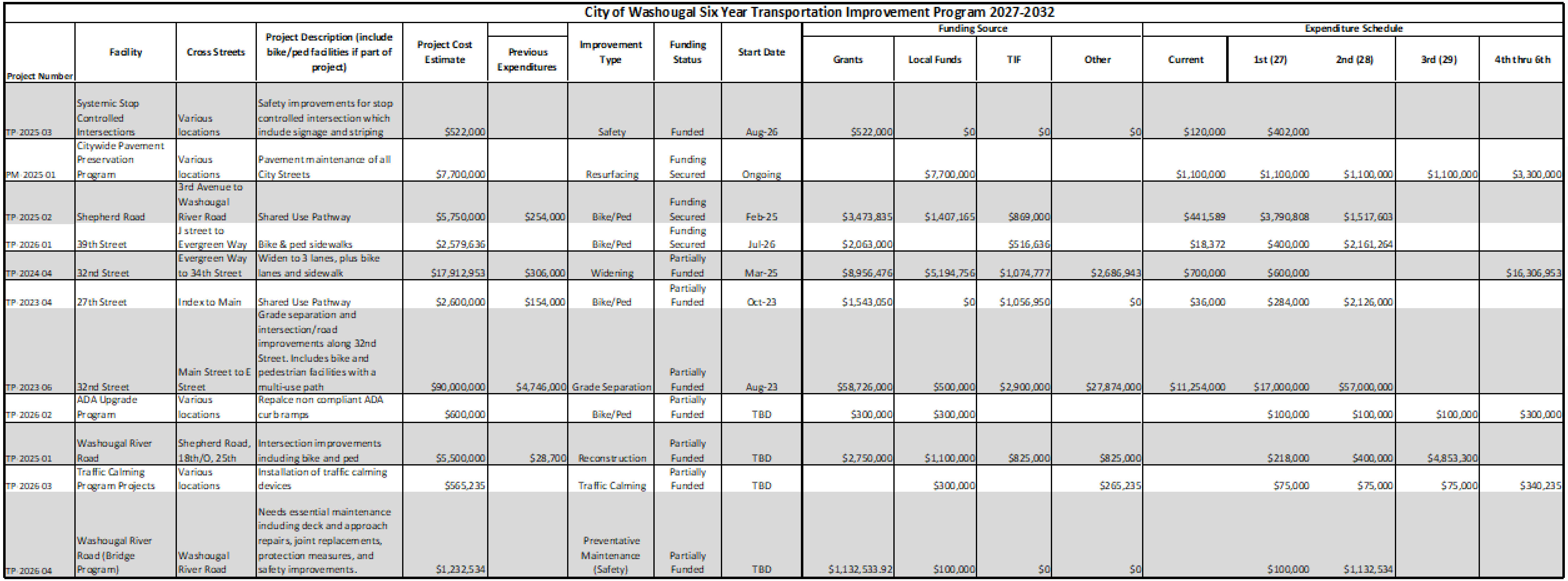
- Purpose is to assure each city shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation plan

- This plan is needed to be eligible for many state and federal funding.

SIX YEAR TIP

- Most projects on the list do not currently have a funding source.
- Some grant sources require a project to be on the agency's six year TIP to be eligible apply for funding
- List has identified 22 transportation related projects as part of the 2026 Six Year TIP
- Projects identified in TIP are supported in our Transportation Capitals Facilities Plan (TCFP) and potential project grant applications
- ***Currently underway on our Comp Plan Update, where the TCFP will be updated based on growth needs***

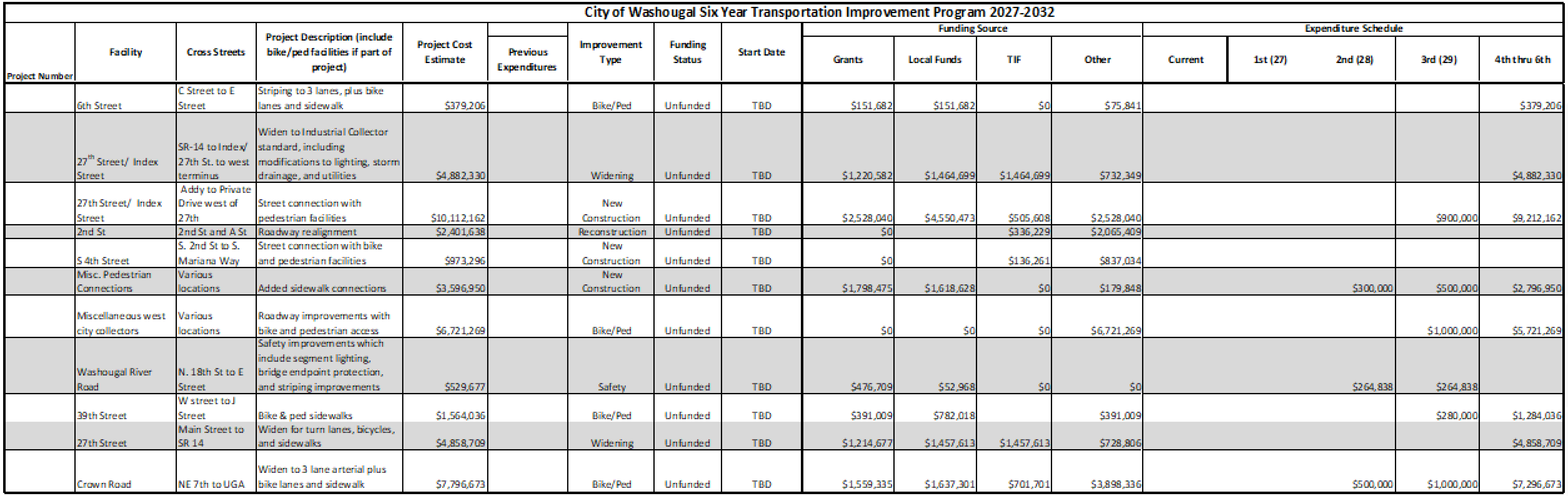
SIX YEAR TIP



City of Washougal Six Year Transportation Improvement Program 2027-2032

									Funding Source				Expenditure Schedule				
Project Number	Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Previous Expenditures	Improvement Type	Funding Status	Start Date	Grants	Local Funds	TIF	Other	Current	1st (27)	2nd (28)	3rd (29)	4th thru 6th
TP-2025 03	Systemic Stop Controlled Intersections	Various locations	Safety improvements for stop controlled intersection which include signage and striping	$522,000		Safety	Funded	Aug-26	$522,000	$0	$0	$0	$120,000	$402,000			
PM-2025 01	Citywide Pavement Preservation Program	Various locations	Pavement maintenance of all City Streets	$7,700,000		Resurfacing	Funding Secured	Ongoing		$7,700,000			$1,100,000	$1,100,000	$1,100,000	$1,100,000	$3,300,000
TP-2025 02	Shepherd Road	3rd Avenue to Washougal River Road	Shared Use Pathway	$5,750,000	$254,000	Bike/Ped	Funding Secured	Feb-25	$3,473,835	$1,407,165	$869,000		$441,589	$3,790,808	$1,517,603		
TP-2026 01	39th Street	J street to Evergreen Way	Bike & ped sidewalks	$2,579,636		Bike/Ped	Funding Secured	Jul-26	$2,063,000		$516,636		$18,372	$400,000	$2,161,264		
TP-2024 04	32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	$17,912,953	$306,000	Widening	Partially Funded	Mar-25	$8,956,476	$5,194,756	$1,074,777	$2,686,943	$700,000	$600,000			$16,306,953
TP-2023 04	27th Street	Index to Main	Shared Use Pathway	$2,600,000	$154,000	Bike/Ped	Partially Funded	Oct-23	$1,543,050	$0	$1,056,950	$0	$36,000	$284,000	$2,126,000		
TP-2023 06	32nd Street	Main Street to E Street	Grade separation and intersection/road improvements along 32nd Street. Includes bike and pedestrian facilities with a multi-use path	$90,000,000	$4,746,000	Grade Separation	Partially Funded	Aug-23	$58,726,000	$500,000	$2,900,000	$27,874,000	$11,254,000	$17,000,000	$57,000,000		
TP-2026 02	ADA Upgrade Program	Various locations	Repalce non compliant ADA curb ramps	$600,000		Bike/Ped	Partially Funded	TBD	$300,000	$300,000				$100,000	$100,000	$100,000	$300,000
TP-2025 01	Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements including bike and ped	$5,500,000	$28,700	Reconstruction	Partially Funded	TBD	$2,750,000	$1,100,000	$825,000	$825,000		$218,000	$400,000	$4,853,300	
TP-2026 03	Traffic Calming Program Projects	Various locations	Installation of traffic calming devices	$565,235		Traffic Calming	Partially Funded	TBD		$300,000		$265,235		$75,000	$75,000	$75,000	$340,235
TP-2026 04	Washougal River Road (Bridge Program)	Washougal River Road	Needs essential maintenance including deck and approach repairs, joint replacements, protection measures, and safety improvements.	$1,232,534		Preventative Maintenance (Safety)	Partially Funded	TBD	$1,132,533.92	$100,000	$0	$0		$100,000	$1,132,534		

SIX YEAR TIP



City of Washougal Six Year Transportation Improvement Program 2027-2032

									Funding Source				Expenditure Schedule				
Project Number	Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Previous Expenditures	Improvement Type	Funding Status	Start Date	Grants	Local Funds	TIF	Other	Current	1st (27)	2nd (28)	3rd (29)	4th thru 6th
	6th Street	C Street to E Street	Striping to 3 lanes, plus bike lanes and sidewalk	$379,206		Bike/Ped	Unfunded	TBD	$151,682	$151,682	$0	$75,841					$379,206
	27th Street/ Index Street	SR-14 to Index/ 27th St. to west terminus	Widen to Industrial Collector standard, including modifications to lighting, storm drainage, and utilities	$4,882,330		Widening	Unfunded	TBD	$1,220,582	$1,464,699	$1,464,699	$732,349					$4,882,330
	27th Street/ Index Street	Addy to Private Drive west of 27th	Street connection with pedestrian facilities	$10,112,162		New Construction	Unfunded	TBD	$2,528,040	$4,550,473	$505,608	$2,528,040				$900,000	$9,212,162
	2nd St	2nd St and A St	Roadway realignment	$2,401,638		Reconstruction	Unfunded	TBD	$0		$336,229	$2,065,409					
	S 4th Street	S. 2nd St to S. Mariana Way	Street connection with bike and pedestrian facilities	$973,296		New Construction	Unfunded	TBD	$0		$136,261	$837,034					
	Misc. Pedestrian Connections	Various locations	Added sidewalk connections	$3,596,950		New Construction	Unfunded	TBD	$1,798,475	$1,618,628	$0	$179,848			$300,000	$500,000	$2,796,950
	Miscellaneous west city collectors	Various locations	Roadway improvements with bike and pedestrian access	$6,721,269		Bike/Ped	Unfunded	TBD	$0	$0	$0	$6,721,269				$1,000,000	$5,721,269
	Washougal River Road	N. 18th St to E Street	Safety improvements which include segment lighting, bridge endpoint protection, and striping improvements	$529,677		Safety	Unfunded	TBD	$476,709	$52,968	$0	$0			$264,838	$264,838	
	39th Street	W street to J Street	Bike & ped sidewalks	$1,564,036		Bike/Ped	Unfunded	TBD	$391,009	$782,018		$391,009				$280,000	$1,284,036
	27th Street	Main Street to SR 14	Widen for turn lanes, bicycles, and sidewalks	$4,858,709		Widening	Unfunded	TBD	$1,214,677	$1,457,613	$1,457,613	$728,806					$4,858,709
	Crown Road	NE 7th to UGA	Widen to 3 lane arterial plus bike lanes and sidewalk	$7,796,673		Bike/Ped	Unfunded	TBD	$1,559,335	$1,637,301	$701,701	$3,898,336			$500,000	$1,000,000	$7,296,673

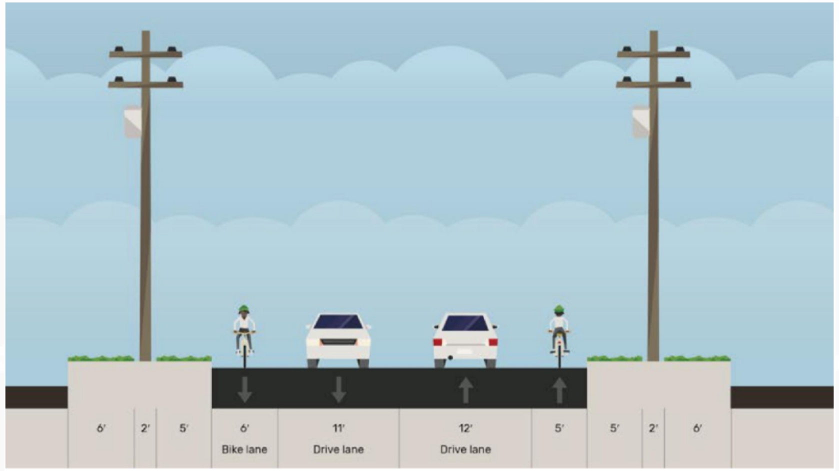
39th Street Sidewalk

Description:
This project deals with safety improvements that include additional sidewalk implementations, striping, lighting and speed humps. The sidewalk is being implemented into the east side of 39th street and will run from Evergreen way to J street.

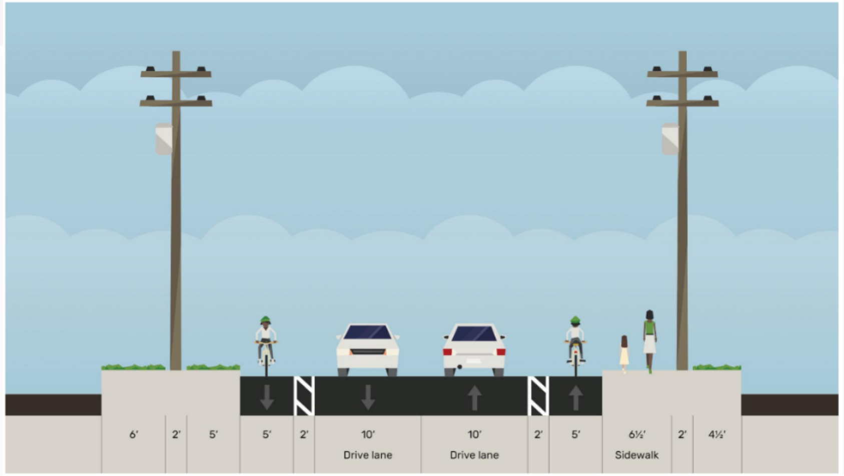
Funding: State (SRTS) / Local (TIF)

Phase	*Estimated Cost*	*Grant Funding*
Design	$375,872	$301,000
ROW	$42,500	$34,000
Construction	$2,161,264	$1,728,000
Total	***$2,579,636***	***$2,063,000***

Status: Awarded a WSDOT Safe Routes to School Grant, design funding was obligated July 2026. Design will start this fall with Construction likely in 2028.



EXISTING
39th Street Roadway Section
NTS



PROPOSED
39th Street Roadway Section
NTS

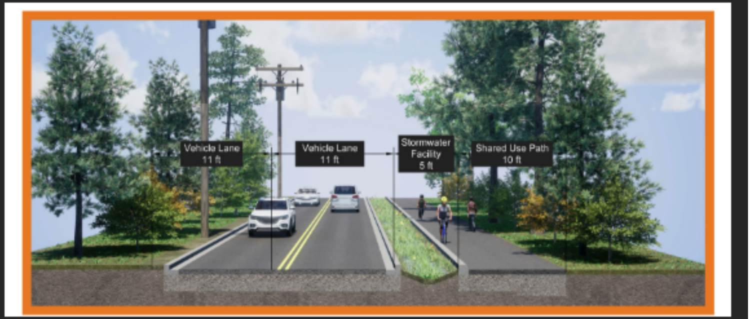
Shepherd Road Pedestrian Connection

A

Shared Use Pathway

B

Shared Use Pathway with Stormwater Facility



C

Shared Use Pathway with Parking

Description:

Project includes plans to widen Shepherd Road to the north allowing for on-street parking, installation of a shared use path to accommodate bike and ped, lighting improvements, traffic calming improvements, ADA upgrades, and additional drainage improvements. These improvements are vital to install safe and accessible means of travel to Sandy Swimming hole and surrounding neighborhoods.

Funding: State (TIB) / Local (TIF) / TBD / Stormwater Utility

Phase	*Estimated Cost*	*Grant Funding*
Design	$561,206	$353,271
ROW	$215,000	
Construction	$4,973,794	$3,120,564
Total	***$5,750,000***	***$3,473,835***

Status: Design underway with construction anticipated for summer 2027

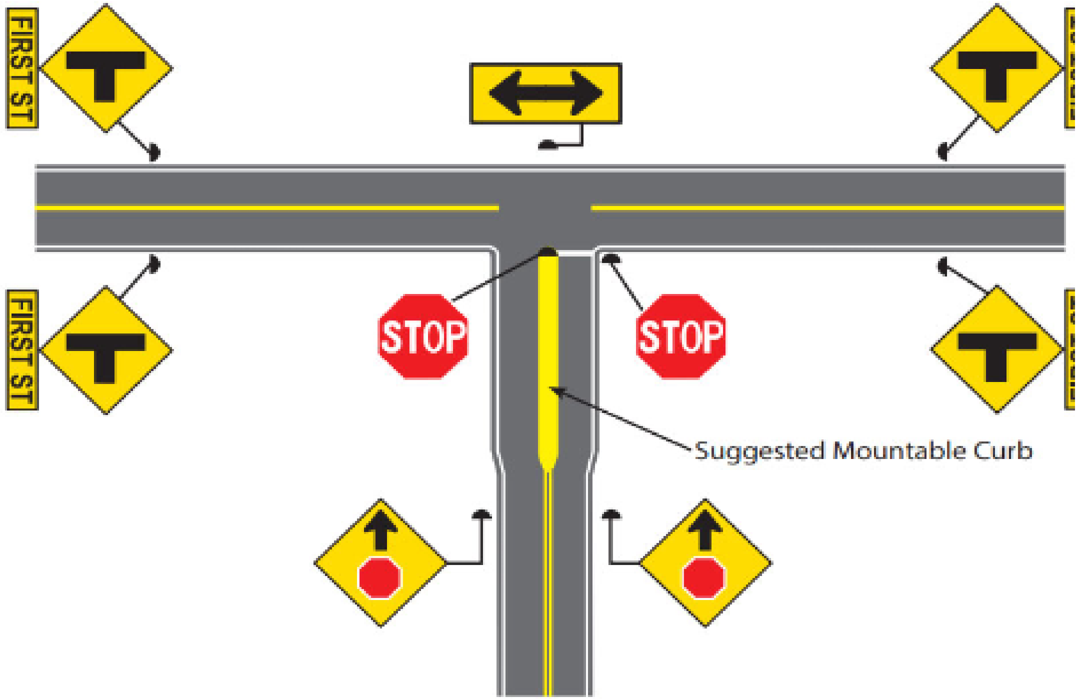
Systemic Stop Improvements

Description: Project installs safety improvements located around at-risk intersections that improves public safety. There are 10 identified intersection locations that can benefit from stop-controlled intersection sign/pavement marking (doubled-up signs, additional pavement marking, double-wide stop bars, advance warning signs, oversize signs), curb bulbs, traffic circles and sight-distance improvements.

Funding: Federal (HSIP)

Phase	*Estimated Cost*	*Grant Funding*
Design	$120,000	$120,000
ROW	$0	$0
Construction	$402,000	$402,000
Total	***$522,000***	***$522,000***

Status: Design funding obligated and design underway, construction planned for summer 2027.



ADA Upgrade Program

Description: New project focused on implementation of high-priority ADA curb ramp barrier replacements identified in the City's adoption ADA Transition Plan which do not have other sources of funding. Project installs ADA compliant curb ramps.

Funding: Local (REET) / Potential TIB Complete Streets Funding

Status: 2027 identify first set of priority curb ramp replacements. Apply for TIB Complete Street Grant funding to supplement local funds.

Recommendation

- Schedule a public hearing for September 28th Council Meeting for Adoption of Six Year Transportation Improvement Program

Six Year Transportation Improvement Program

9-14-2026 – City Council Workshop| Presented by Jonathan Boehme, City Engineer

City of Washougal

City of Washougal Six Year Transportation Improvement Program 2027-2032

									Funding Source				Expenditure Schedule				
Project Number	Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Previous Expenditures	Improvement Type	Funding Status	Start Date	Grants	Local Funds	TIF	Other	Current	1st (27)	2nd (28)	3rd (29)	4th thru 6th
TP-2025-03	Systemic Stop Controlled Intersections	Various locations	Safety improvements for stop controlled intersection which include signage and striping	$522,000		Safety	Funded	Aug-26	$522,000	$0	$0	$0	$120,000	$402,000			
PM-2025-01	Citywide Pavement Preservation Program	Various locations	Pavement maintenance of all City Streets	$7,700,000		Resurfacing	Funding Secured	Ongoing		$7,700,000			$1,100,000	$1,100,000	$1,100,000	$1,100,000	$3,300,000
TP-2025-02	Shepherd Road	3rd Avenue to Washougal River Road	Shared Use Pathway	$5,750,000	$254,000	Bike/Ped	Funding Secured	Feb-25	$3,473,835	$1,407,165	$869,000		$441,589	$3,790,808	$1,517,603		
TP-2026-01	39th Street	J street to Evergreen Way	Bike & ped sidewalks	$2,579,636		Bike/Ped	Funding Secured	Jul-26	$2,063,000		$516,636		$18,372	$400,000	$2,161,264		
TP-2024-04	32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	$17,912,953	$306,000	Widening	Partially Funded	Mar-25	$8,956,476	$5,194,756	$1,074,777	$2,686,943	$700,000	$600,000			$16,306,953
TP-2023-04	27th Street	Index to Main	Shared Use Pathway	$2,600,000	$154,000	Bike/Ped	Partially Funded	Oct-23	$1,543,050	$0	$1,056,950	$0	$36,000	$284,000	$2,126,000		
TP-2023-06	32nd Street	Main Street to E Street	Grade separation and intersection/road improvements along 32nd Street. Includes bike and pedestrian facilities with a multi-use path	$90,000,000	$4,746,000	Grade Separation	Partially Funded	Aug-23	$58,726,000	$500,000	$2,900,000	$27,874,000	$11,254,000	$17,000,000	$57,000,000		
TP-2026-02	ADA Upgrade Program	Various locations	Repalce non compliant ADA curb ramps	$600,000		Bike/Ped	Partially Funded	TBD	$300,000	$300,000				$100,000	$100,000	$100,000	$300,000
TP-2025-01	Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements including bike and ped	$5,500,000	$28,700	Reconstruction	Partially Funded	TBD	$2,750,000	$1,100,000	$825,000	$825,000		$218,000	$400,000	$4,853,300	
TP-2026-03	Traffic Calming Program Projects	Various locations	Installation of traffic calming devices	$565,235		Traffic Calming	Partially Funded	TBD		$300,000		$265,235		$75,000	$75,000	$75,000	$340,235
TP-2026-04	Washougal River Road (Bridge Program)	Washougal River Road	Needs essential maintenance including deck and approach repairs, joint replacements, protection measures, and safety improvements.	$1,232,534		Preventative Maintenance (Safety)	Partially Funded	TBD	$1,132,533.92	$100,000	$0	$0		$100,000	$1,132,534		

City of Washougal Six Year Transportation Improvement Program 2027-2032

Project Number	Facility	Cross Streets	Project Description (include bike/ped facilities if part of project)	Project Cost Estimate	Previous Expenditures	Improvement Type	Funding Status	Start Date	Funding Source				Expenditure Schedule				
									Grants	Local Funds	TIF	Other	Current	1st (27)	2nd (28)	3rd (29)	4th thru 6th
	6th Street	C Street to E Street	Striping to 3 lanes, plus bike lanes and sidewalk	$379,206		Bike/Ped	Unfunded	TBD	$151,682	$151,682	$0	$75,841					$379,206
	27th Street/ Index Street	SR-14 to Index/ 27th St. to west terminus	Widen to Industrial Collector standard, including modifications to lighting, storm drainage, and utilities	$4,882,330		Widening	Unfunded	TBD	$1,220,582	$1,464,699	$1,464,699	$732,349					$4,882,330
	27th Street/ Index Street	Addy to Private Drive west of 27th	Street connection with pedestrian facilities	$10,112,162		New Construction	Unfunded	TBD	$2,528,040	$4,550,473	$505,608	$2,528,040				$900,000	$9,212,162
	2nd St	2nd St and A St	Roadway realignment	$2,401,638		Reconstruction	Unfunded	TBD	$0		$336,229	$2,065,409					
	S 4th Street	S. 2nd St to S. Mariana Way	Street connection with bike and pedestrian facilities	$973,296		New Construction	Unfunded	TBD	$0		$136,261	$837,034					
	Misc. Pedestrian Connections	Various locations	Added sidewalk connections	$3,596,950		New Construction	Unfunded	TBD	$1,798,475	$1,618,628	$0	$179,848			$300,000	$500,000	$2,796,950
	Miscellaneous west city collectors	Various locations	Roadway improvements with bike and pedestrian access	$6,721,269		Bike/Ped	Unfunded	TBD	$0	$0	$0	$6,721,269				$1,000,000	$5,721,269
	Washougal River Road	N. 18th St to E Street	Safety improvements which include segment lighting, bridge endpoint protection, and striping improvements	$529,677		Safety	Unfunded	TBD	$476,709	$52,968	$0	$0			$264,838	$264,838	
	39th Street	W street to J Street	Bike & ped sidewalks	$1,564,036		Bike/Ped	Unfunded	TBD	$391,009	$782,018		$391,009				$280,000	$1,284,036
	27th Street	Main Street to SR 14	Widen for turn lanes, bicycles, and sidewalks	$4,858,709		Widening	Unfunded	TBD	$1,214,677	$1,457,613	$1,457,613	$728,806					$4,858,709
	Crown Road	NE 7th to UGA	Widen to 3 lane arterial plus bike lanes and sidewalk	$7,796,673		Bike/Ped	Unfunded	TBD	$1,559,335	$1,637,301	$701,701	$3,898,336			$500,000	$1,000,000	$7,296,673

Resolution No. _______

A RESOLUTION authorizing the City of Washougal to adopt a Six-Year Transportation Improvement Program for the years 2027-2032.

WHEREAS, pursuant to RCW 35.77.010, the State of Washington requires the legislative body of each city and town to prepare and adopt a comprehensive transportation program for the ensuing six calendar years; and

WHEREAS, the adopted plan is to ensure each city and town have advanced plans looking to the future in carrying out a coordinated transportation plan;

WHEREAS, city staff have prepared a proposed Six-Year Transportation Improvement Program for the period of 2027 to 2032; and

WHEREAS, the City Council conducted a public hearing on September 28, 2026, regarding the proposed plan; and

WHEREAS, the City Council finds that the proposed plan is consistent with the transportation element of the City's Comprehensive Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF WASHOUGAL, WASHINGTON as follows:

Section I

That the City of Washougal is hereby authorized to adopt a Six-Year Transportation Improvement Program for the years 2027-2032.

Section II

This resolution shall take effect after its passage and posting according to law.

PASSED by the Council of the City of Washougal on the 28th day of September 2026.

City of Washougal, Washington

____
Mayor, Dave Stuebe

ATTEST:

____
Finance Director / City Clerk

APPROVED AS TO FORM:

____
City Attorney