



City of Bellevue

# Transportation Benefit District

**Webinar**

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September 20, 2023

# Zoom overview

- Questions can be submitted via chat throughout the presentation
  - If you would like to submit a public comment, please take our survey or email [clong@bellevuewa.gov](mailto:clong@bellevuewa.gov)
- The chat button is located at the bottom of your screen
  - If the menu isn't there, tap your screen or move your mouse
- Technical questions? Put into the chat or email [ghagstrom@bellevuewa.gov](mailto:ghagstrom@bellevuewa.gov)

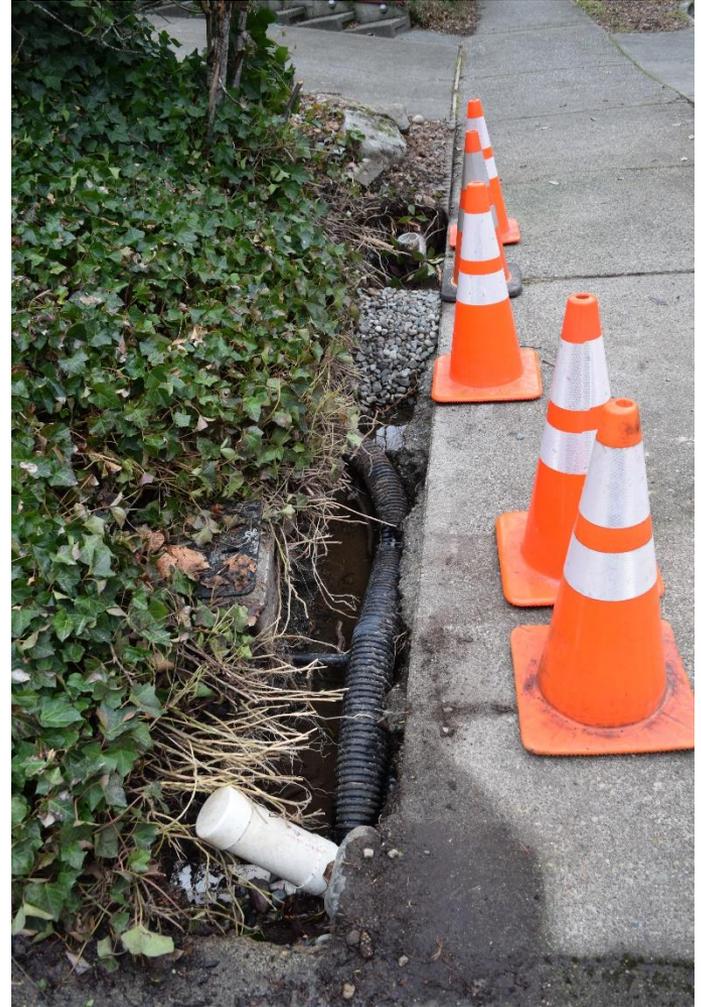
# Agenda

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- Welcome and Zoom overview
- Maintenance budget need
- What is a Transportation Benefit District?
- Question and Answer

# Maintenance Reductions

- COVID impacts required 8% budget reduction for Transportation for FY2021/22
- Maintenance reductions continued into FY2023/24 due to other citywide priorities



# Maintenance Reductions

- Roadway and sidewalk maintenance
- Traffic signal and streetlighting
- Pavement markings and signing
- Roadside vegetation

	2021	2022	2023	2024
Status Quo Budget	\$9.1M	\$9.2M	\$10.0M	\$10.1M
Reduction	<b>\$1.7M</b>	<b>\$1.8M</b>	<b>\$1.9M</b>	<b>\$2.0M</b>

# Accounting for New Infrastructure Costs

## New in last four years

- 27 traffic signal
- 43 enhanced crosswalks
- 150 traffic cameras
- 33% increase in crosswalks/markings
- 1200 lane-mile increase in sweeping needs

## Min. Maintenance Need in 2024

Deferred Maintenance \$2.0M

New Infrastructure \$1.0M

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Total: \$3.0M



# Maintenance Reduction Impacts

Reduced standards for pavement marking replacement



Reactive vegetation management



# Maintenance Reduction Impacts

Elimination of sidewalk cleaning

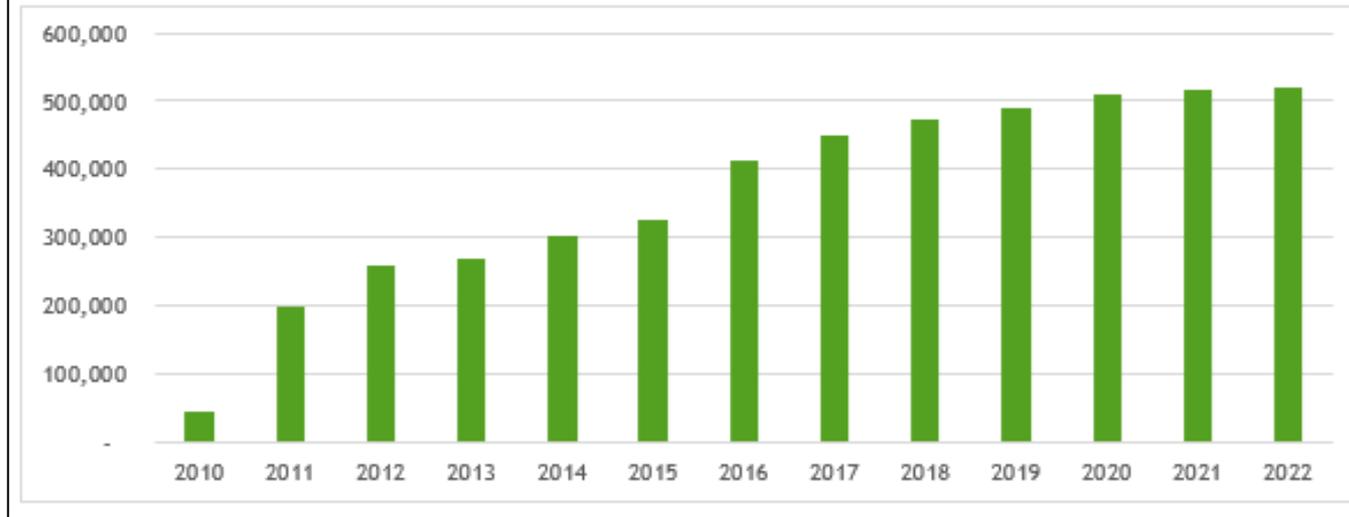


Reduction in sidewalk repair funding



# Maintenance Reduction Impacts

**Sidewalk Repair Backlog (in square feet)**



- >\$16M in total repairs needed (2023 dollars)
- Deferred maintenance repairs ~ 3,700sf annually
- Asphalt mitigation life expectancy ~ 3-years



# Maintenance Reduction Impacts

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- Degrades capital investments
- Reduces safety, increase in legal claims
- Impacts visual appeal, negative effect on economic development
- Expensive to recover from deferred maintenance

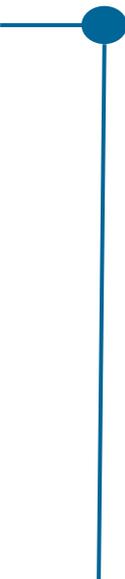
# Needs of Growing City

## Support for re-occurring capital programs

- Bridge and Pavement Preservation
- Traffic Operations, Signals and Lighting
- Neighborhood Traffic Safety
- Major Maintenance
- Smart Mobility Plan Implementation
- Vision Zero
- Pedestrian Facilities Compliance
- Pedestrian and Bicycle Connectivity
- Neighborhood Sidewalks

# Backlog of Projects

	Backlog of Projects	Avg. Completed /yr	Avg. Added /yr	Est. Total Value
Neighborhood Sidewalks	111	2	5	\$166.5M
Neighborhood Traffic Safety	137	3	5	\$34.3M
Radar Feedback Signs	78	2	5	\$6.2M
Major Maintenance	50	2	2	\$40.0M
Crosswalks	34	4	3	\$10.2M



# **What is a Transportation Benefit District?**

# Quick Facts

- Quasi-municipal corporation with independent taxing authority
- Funding exclusively for Transportation maintenance and improvements
- Requires annual performance and financial reporting
- Detailed in RCW 36.73 (est. 2005)
- 21 Transportation Benefit Districts in King County



# Revenue Options

- Could be approved by council
  - Sales or use tax up to 0.1%
  - Annual vehicle license fee up to \$50
  - Fee or charge associated with commercial construction or land development
  - Vehicle toll on city streets (also requires state tolling authority approval)
- Would require approval by voters
  - Sales or use tax up to 0.3%
  - Annual vehicle fee up to \$100
  - “Ad valorem” property tax

# Revenue Options – Vehicle License Fee

- Applies to all vehicles registered in Bellevue
- \$20 fee in first year raises \$2M/year
- Can increase to \$40/year after two years and \$50/year after four years



# Revenue Options – Sales Tax

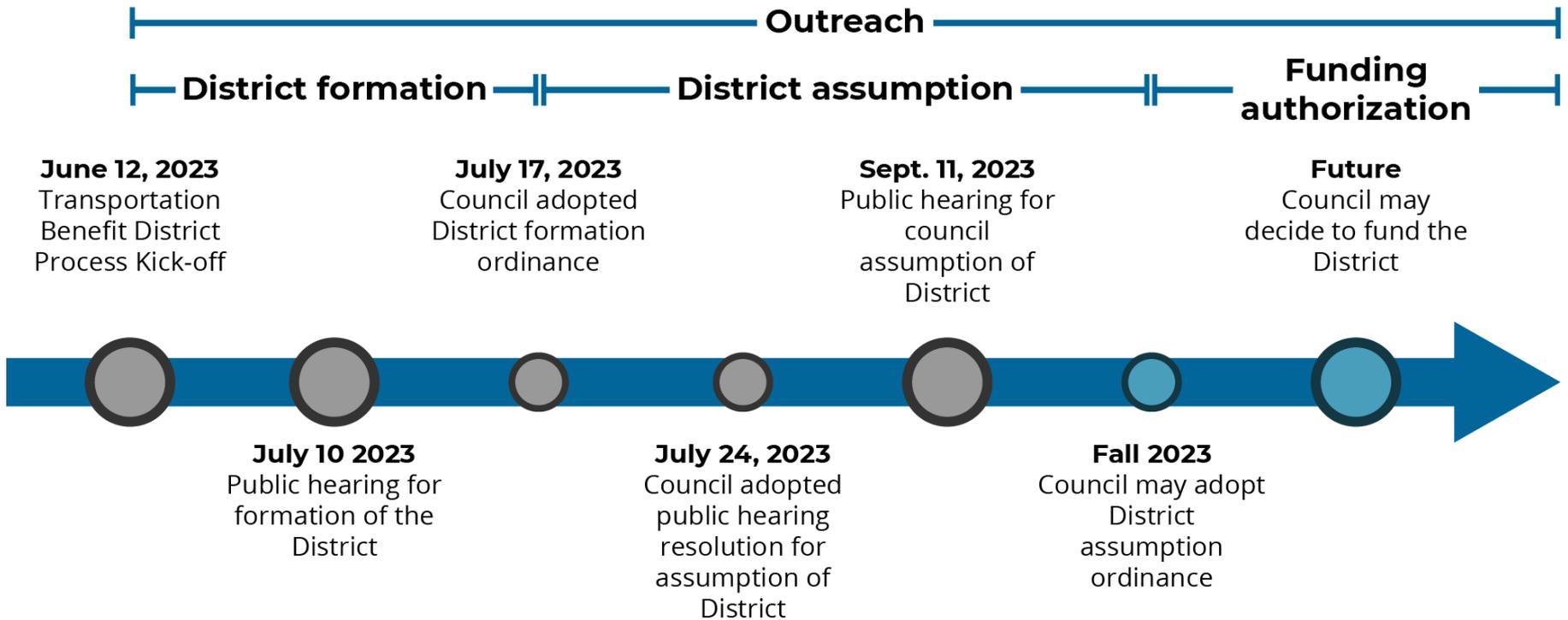
- 0.1% sales tax raises \$10M/year
- Council can adopt any percentage up to 0.1%
- 0.1% sales tax costs average Bellevue household \$20-\$30/year





# Timeline

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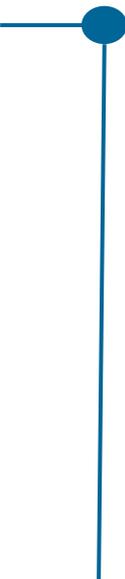
# What we have heard

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- Maintenance should be a citywide priority but funded in existing budget
- Concern regarding cost impacts to residents
- More definition needed around use of benefit district for on-going capital programs
- More engagement with public on potential use of benefit district funds

# Current Status

- Looking to complete administrative process for “assuming” district
- Pausing discussion of funding the district to consider concerns heard from public
- Will continue operating with reduced maintenance budget into 2024
- Encourage public to engage in biennial budget process that will begin later this year:  
*[BellevueWA.gov/budget](https://BellevueWA.gov/budget)*



# Questions?

**Please take our survey, open until September 30!**

[BellevueWA.gov/transportation-benefit-district](https://BellevueWA.gov/transportation-benefit-district)