



City of Bellevue

Transportation Benefit District

Program Kick-off and Formation

Andrew Singelakis | Transportation Director

John Resha | Finance and Asset Management Director

Chris Long | Transportation Assistant Director

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Direction

Direction to continue the process to form a
Transportation Benefit District.

AGENDA



What is a Transportation Benefit District?



Why form a Transportation Benefit District?



Timeline



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)
- 18 Transportation Benefit Districts in King County

Evaluating formation of
Citywide Transportation
Benefit District



Funding Options

- Council Approved
 - 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)
- Voter Approved
 - 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

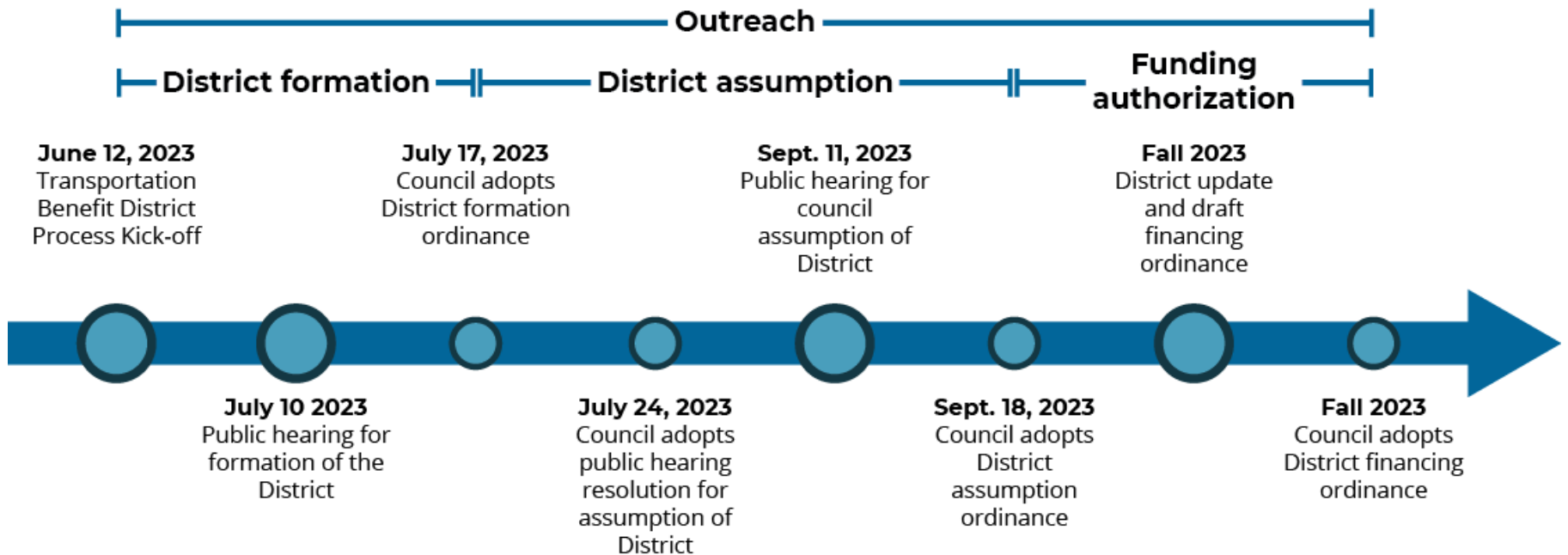


Revenue Options – Sales Tax

- 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

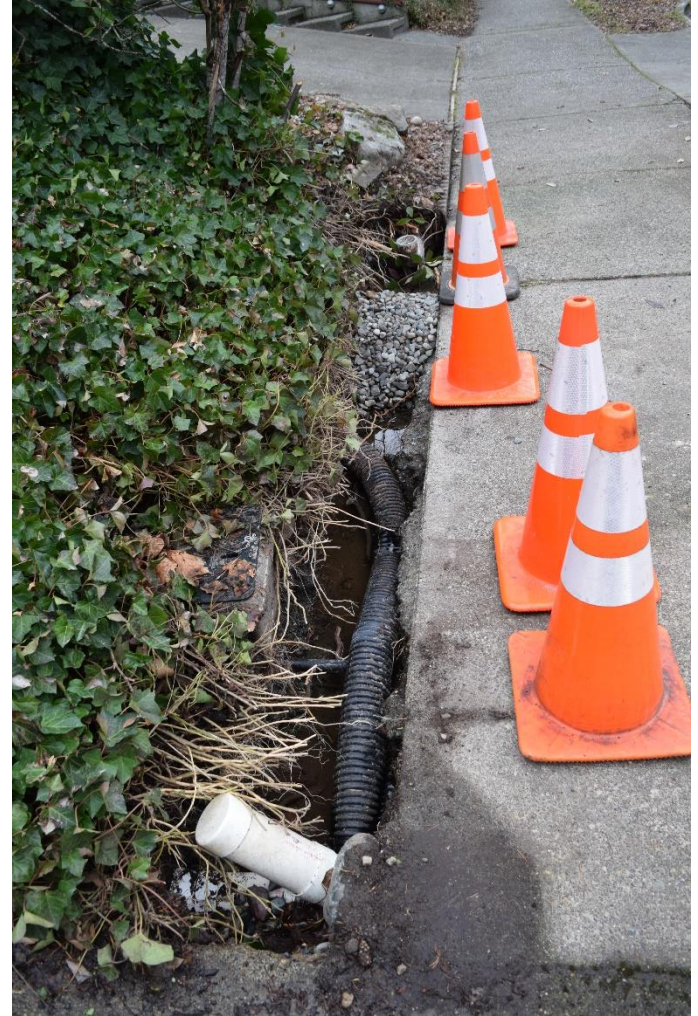




Why form a Transportation Benefit District?

Deferred Maintenance

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



Deferred Maintenance Dollars

- 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	\$1.7M	\$1.8M	\$1.9M	\$2.0M

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

Total: \$3.0M

Deferred Maintenance Impacts

Reduced standards for pavement marking replacement



Reactive vegetation management



Deferred Maintenance Impacts

Elimination of sidewalk cleaning

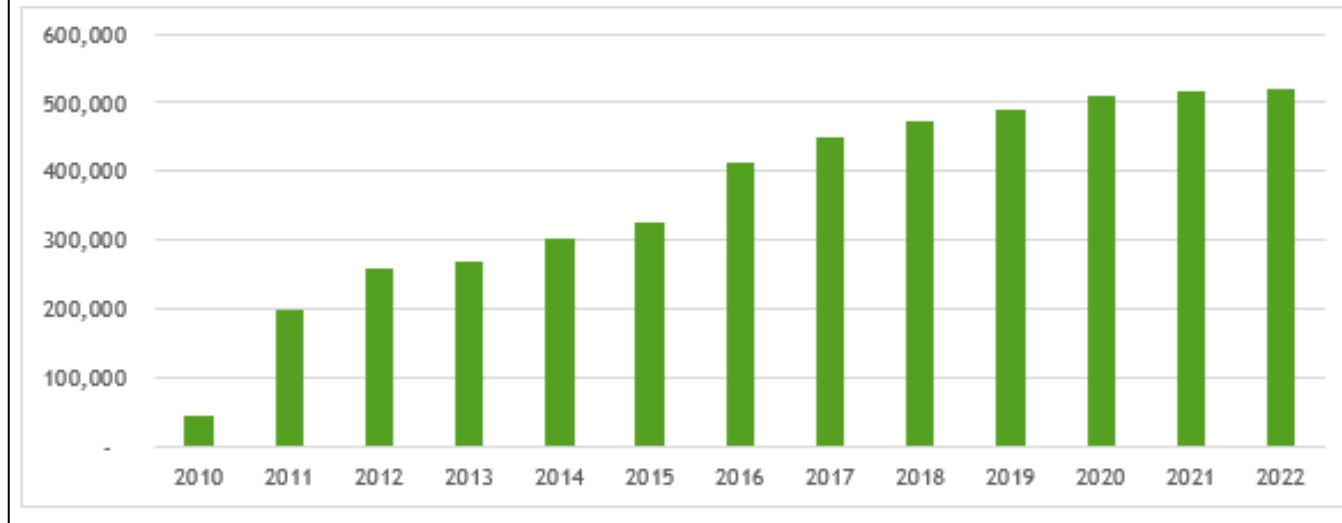


Reduction in sidewalk repair funding



Deferred Maintenance 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



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

Needs of Growing City

Major Maintenance



Pedestrian Safety



Needs of Growing City

Vision Zero



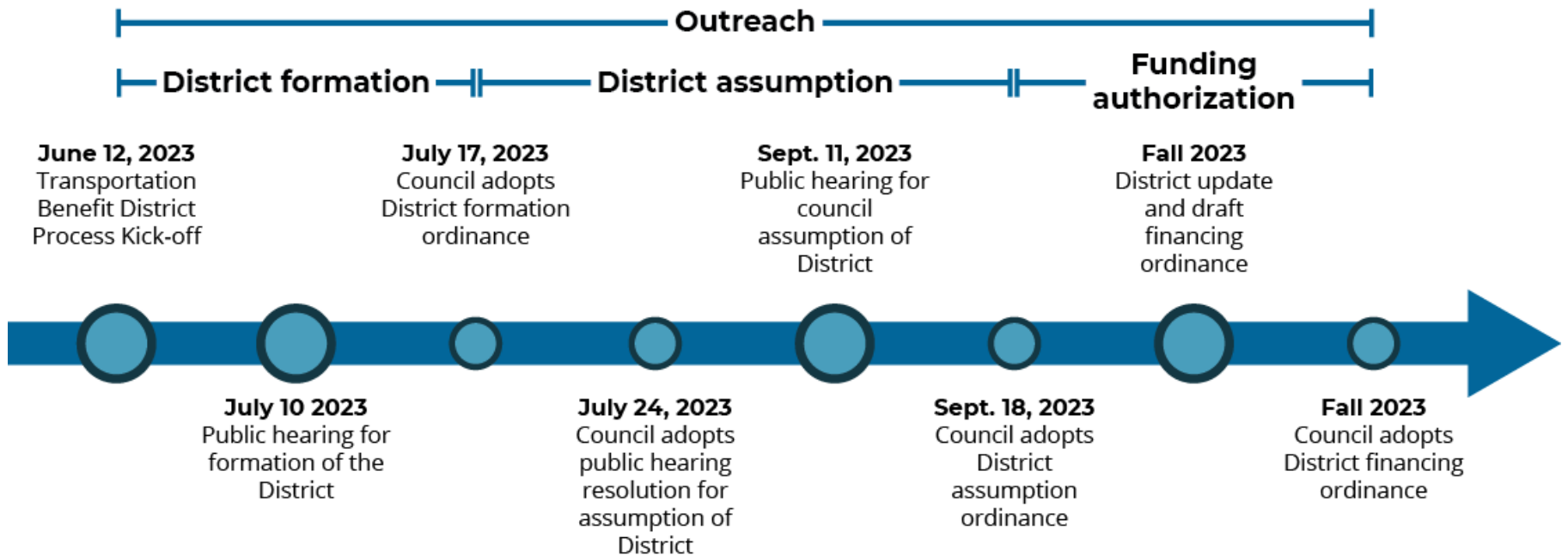
Pavement Overlay/ADA Transition





Timeline

Timeline



Outreach

- Presentations scheduled with local business organizations
- Website to launch this week
- Two public hearings during the process
- Use of city communication channels



Action

Direction to continue the process to form a
Transportation Benefit District.