Bicycle / Pedestrian Advisory Committee

March 25, 2015 • 10:00 a.m. – 12:00 p.m.
PSRC Conference Room, 1011 Western Avenue, 5th Floor, Seattle, 98104

10:00 1. Welcome and Introductions

10:05 2. Citizen Comments, Approve Summary of BPAC Meeting held February 25, 2015*

10:10 3. Informational Item: Committee Reports

10:25 4. Discussion Item: Bicycle Friendly Community status (All)

10:35 5. Informational Item: WSDOT Legislative Update (Andrew Austin, Transportation Choices Coalition)

10:55 6. Informational Item: TIGER Oversight Committee Recommendation and Next Steps (Kim Scrivner, PSRC)

11:15 7. Informational Item: WSDOT Bicycle and Pedestrian 2014 Counts (Andrea Clinkscales, Cascade Bicycle Club)

11:35 8. Discussion Item: Finalize funding opportunities white paper (Kimberly Scrivner, PSRC)

11:50 9. Information: Announcements of Bicycle/Pedestrian Activities
Committee members are encouraged to provide brief updates on local and regional events/meetings that might be of interest to others.

12:00 10. Adjourn
Next Meeting: Wednesday, April 22, 2015, 10:00 a.m.- noon

*Supporting materials attached

To join the Meeting via audio and visual:  
https://bluejeans.com/246693947

To join via Phone:
1) Dial: 1-888-240-2560 or 1-408-740-7256
2) Enter Conference ID: 246-693-947

For more information, contact Kimberly Scrivner, kscrivner@psrc.org. For directions to PSRC’s office, visit www.psrc.org.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. 中文 | Chinese, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese Call 206-587-4819
1-3. **Introductions, Citizen Comments, Meeting Summary Approval and Committee Reports**
There were no citizen comments. The January 28, 2015 meeting summary was approved as presented. Kim gave an update on the status of the TIGER grant and gave a preview of projects that were submitted.

4. **Informational Item: Household Travel Survey Results (Brice Nichols, PSRC)**
Brice Nichols gave a presentation on the preliminary findings of the active transportation related results from the 2014 Household Travel Survey. To view the presentation for more details, please visit [http://www.psrc.org/assets/12282/HouseholdTravelSurveyBPAC20150225.pdf](http://www.psrc.org/assets/12282/HouseholdTravelSurveyBPAC20150225.pdf).

5. **Discussion Item: Innovative Funding**
The committee discussed local funding options for peer sharing. Please see the attached document for review.

6. **Informational Item: Data Collection and PSRC Webpages (Kim Scrivner, PSRC)**
Kimberly gave a presentation to update the BPAC on current data collection efforts underway and demonstrated some improvements by walking the committee members through the PSRC webpages for active transportation. If you have further data request for the collision map, please email Kim at kscrivner@psrc.org. To see what was mentioned, please visit [http://www.psrc.org/assets/12283/DataActivitiesBPAC20150225.pdf](http://www.psrc.org/assets/12283/DataActivitiesBPAC20150225.pdf).

7. **Announcement of Bicycle/Pedestrian Activities**
- There will be a bike expo this weekend.
- WA Bikes is hosting its first annual Washington State Bike Summit. It is a two-day fair, occurring March 16-17, in Olympia. For more information, please visit [http://wabikes.org/summit/](http://wabikes.org/summit/).
- Walkable Washington Annual Symposium and Awards is April 2nd. There are only 30 tickets left so please get them soon if you plan on participating.
- WSDOT ensured funding to bring an additional NAACCTO training to the Puget Sound region.
- Meeting adjourned at 12:00 p.m.

**Next Meeting:** March 25, 2015, 10:00 a.m. - 12:00 p.m. at PSRC.
Levies:
Jurisdictions have limits on the level of property tax increases that can be imposed. One way to increase property taxes by more than this limitation provides is to do a levy lid lift under RCW 84.55.050. The Department of Revenue has written a guide which explains the requirements taxing districts must follow to create ballot measures for levies seeking voter approval. More information can be found here.

- **King County Parks Levy**
  - For capital and maintenance, levy in 6 year cycles
  - County is beginning second cycle - $100m
  - CPI-indexed property tax levy lid lift of 18.77 cents per $1,000 of assessed value
- **Seattle Bridging the Gap**
  - $365 million levy in 2006 for transportation maintenance and improvements
  - Property tax (not a bonded tax)
  - Complimented by a councilmanic commercial parking tax which was bondable
  - Provided original funding for bike master plan
  - Up again this year – backlog maintenance projects, funding sidewalks still an issue
- **Olympia – Parks and Recreational Sidewalks Utility Tax Fund**
  - Utility tax on telephone, telegraph, natural gas and electric power by 3%
- **Kirkland 2012 Streets Levy and Parks Levy** – Kirkland voters approved two permanent property tax levies.
  - Proposition 1: City Street Maintenance and Pedestrian Safety ($2.9 million annually to fund street maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, traffic calming projects, school walk routes, sidewalks and crosswalk improvements )
  - Proposition 2: City Parks Maintenance, Restoration, and Enhancement Levy ($2.35 million annually to fund preservation, maintenance, and enhancement of Kirkland’s parks and natural areas).

Benefit Districts/ Local Improvement Districts:
The Washington State Legislature created a statute to allow Transportation Benefit Districts as an option for local governments to fund transportation improvements. Transportation Benefit Districts are quasi-municipal corporations with independent taxing authority, including the authority to impose property taxes and impact fees for transportation purposes. RCW 36.73.020 governs formation by counties, and RCW 35.21.225 governs formation by cities.

- The Municipal Research and Services Center (MRSC) provides a good resource for local improvement districts.
- Tacoma Parks District (Seattle just created own)
  - Metro Parks Tacoma - $200 million bond measure
- Seattle Transportation Benefits District
  - [Seattle Transportation Benefit District](#) ("STBD") paid for by a $20 annual vehicle license fee was passed in 2010.
  - STBD voted 8-0 to place a measure on the November 2014 General Election ballot that would raise revenue to [preserve King County Metro Transit service](#).
- Local improvement districts – property owners adjacent to a corridor contribute
  - Seattle has used them for sidewalks (example, neighbors contributed to building alley, corridor improvements), impervious sidewalks that do not need to do curb, gutter with sidewalk
Renton - Limited Improvement District which is a special taxing district where those within the district tax themselves, and then the money is used to construct the desired improvements. Part of this helps to supplement Renton’s Walkway Program.

Impact Fees:
Development impact fees are paid by property developers to municipalities or counties to mitigate the impact and cost of construction and development on local infrastructure. Transportation Impact Fees (TIFs) have emerged as specialized impact fees that developers pay to mitigate the impact of development on nearby transportation infrastructure. See Feet First white paper on Impact Fees. Includes examples from Bellingham, Spokane, Seattle

- **Bicycle and Pedestrian Impact Fee** – Issaquah: As part of Issaquah’s update of their transportation concurrency requirements to reflect multimodal priorities. The City adopted a [list](#) and [map](#) of projects to meet their needs and level of service, as well as a [list](#) and [map](#) of long-term, planned bicycle and pedestrian improvements that support the city’s Walk and Roll Action Strategy.
- **Park Impact Fee** – Issaquah: Issaquah is updating its parks impact fees to include parks, recreation and open space projects needed for future growth.
- **Transportation Impact Fee** – Bellingham has a good summary for their [impact fee program and a comparison](#) with other Washington cities.
- **Multimodal Impact Fees** – article from Fehrs and Peers about Seattle and Portland OR multimodal impact fee programs.

In lieu fees – variances, waivers to benefit areas that build sidewalk networks

- Renton - new development either constructs sidewalks or pays a fee to the City in lieu of sidewalk construction. The fee is most often collected in areas where it doesn’t make sense to build a small section of sidewalk without connection to other sidewalks. These [in lieu fees](#) supplement Renton’s Walkway Program.

Other Sidewalk programs:

- Renton **Walkway Program** – annual budget of $250,000, which comes from the City’s budget, and is supplemented with grant funding, if available. This budget provides for the construction of about 400 to 1900 linear feet of new sidewalks per year. Other supplementary funds include in-lieu fees and some funds from Renton’s limited benefit district.
- Hazardous sidewalk program – often complaint driven
- Sidewalk repair – Portland – sidewalk has to meet a certain standard when a property is sold (works to increase value at sale and benefits public benefit)

Councilmanic fees:

- Mountlake Terrace – An ordinance of MLT’s Transportation Benefit District authorized a **$20 vehicle license fee** to fund priority projects plus preservation, maintenance, operation and transportation infrastructure improvements.

Real estate excise tax:

- question is how much do jurisdictions allocate to this funding, Tacoma allocated $.25m – what percentage is allocated to bike/ ped

Partnerships with Utilities

- Improvements related to maintenance and repair projects, utility projects
  - Complete Streets ordinance can help linkages between departments
• Bainbridge – sewer project – city paid incremental costs of doing a wider shoulder when doing utility work
• Interdepartmental work – combined sewer overflow – SPU and SDOT talking more frequently – 17th Ave in Ballard neighborhood greenway example, mutual benefit – when SPU touches the street – they need to bring up to ADA.

Partnerships with external organizations
• Kitsap Forest and Bay project – funding came from a variety of sources including community forestry, land trusts, tribes, county, etc. This concept includes sections of the Sound to Olympics Trail.

Private investment/ Philanthropy
• Whitehorse Trail – private donors (private family donation)
• Spokane’s Centennial Trail - Friends of the Centennial Trail created the Trail Builder’s Fund to leverage essential community-based funding via donations to provide matching funds for Spokane Centennial Trail gap completion, sustainability and enhancement projects. To date, the Trail Builder’s Fund has funded $84,750 in Centennial. In addition, other local efforts to raise money included corporate sponsorships, Buy a Brick campaign, purchase a foot of the Miracle Mile for $100. The Centennial Trail was built with a combination of Federal, State, local and private funds.
• Indianapolis Cultural Trail - https://vimeo.com/68037407

Research/ Justification
• Tacoma – white paper regarding storm water contamination and motor vehicles conducted by grad student demonstrated that walking and bicycling saves water and money. Report could help with identifying/justifying revenue.

Other Funding Sources:
• See the Active Transportation Funding Sources table (Attachment B) in Active Transportation Plan.
• Public health – policy, systems and planning.
  o Communities Putting Prevention to Work (CPPW) grants
  o Community Transformation Grants (CTG)
  o Health districts - Verdant example in Snohomish County
• Regional initiatives – regional tax authorities
  o San Diego Association of Governments (also an MPO) - TransNet, the regional half-cent sales tax for transportation approved by San Diego County voters, which sets aside 2 percent of annual revenues for each grant program. This program contributes to their smart growth and bike/ ped project grants.
  o New innovations for the Puget Sound Region – check out the work Transportation Futures Task Force is doing