

CITY OF LYNNWOOD
TRANSPORTATION BENEFIT DISTRICT SPECIAL BOARD MEETING MINUTES
April 29, 2013

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2 10. CALL TO ORDER – The Special Meeting of the City of Lynnwood Transportation Benefit
3 District (TBD) Board, held in the Council Chambers of Lynnwood City Hall, was called to
4 order by Board President Simmonds at 6:00 p.m. on April 29, 2013.
5

6 20.

ROLL CALL

Board President Loren Simmonds
Board Vice President Sid Roberts
Board Member Kerri Lonergan-Dreke
Board Member Mark Smith
Board Member Van AuBuchon
Board Member Benjamin Goodwin (arr. 6:28)
Board Member M. Christopher Boyer

OTHERS ATTENDING

Public Works Director Bill Franz
Deputy PW Director Elekes
Project Manager David Mach
Council Assistant Beth Morris

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9 Board President Simmonds noted he had received notice from Board Member Goodwin that
10 he had to work until 6:00 p.m. but he would come as soon as he could.
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12 30. APPROVAL OF MINUTES – Special Meeting March 25, 2013
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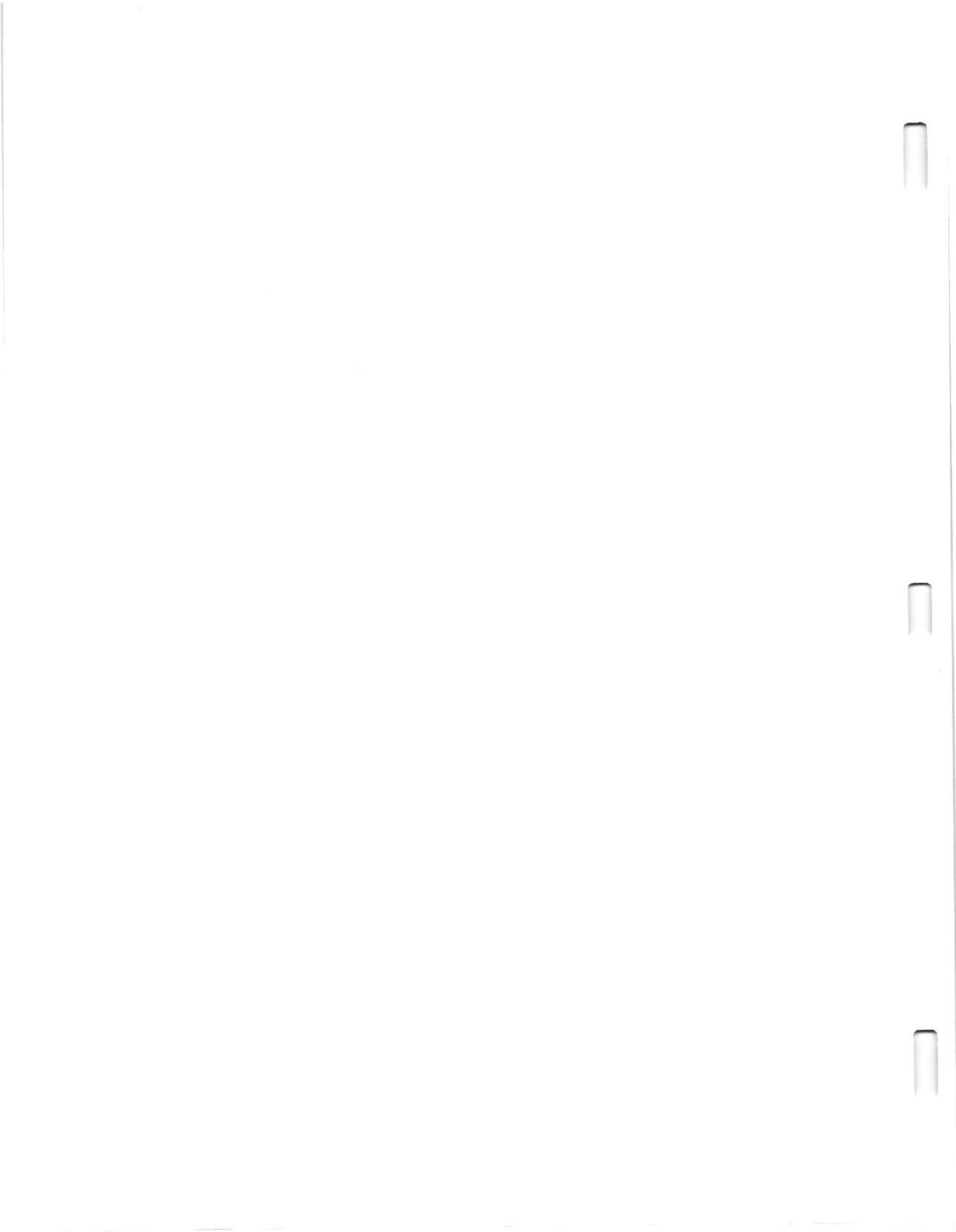
14 *Motion made by Board Member Boyer, seconded by Board Member Smith, to approve the*
15 *minutes of the March 25, 2013 Special Meeting as presented. Motion passed unanimously.*
16

17 40. PRESENTATION AND DISCUSSION: TRANSPORTATION PLANNING, FUNDING
18 AND COMMUNITY EDUCATION/OUTREACH
19

20 Public Works Director Franz made a presentation summarizing the discussion from the
21 March 25 Special Meeting and soliciting feedback on three specific policy questions as
22 follows:

- 23 1. Does the Board support staff's recommendation to conduct a Community
24 Education and Outreach Plan as outlined in the packet?
25 2. Does the Board support staff's recommendation to reconvene the Transportation
26 and Traffic Task Force as a focus group to provide guidance in implementing a
27 Community Education and Outreach Plan?
28 3. Depending on the outcome of #2 above, should a City-wide survey specific to
29 transportation be conducted? Staff recommends using a specialized consultant for
30 this task.
31

32 Public Works Director Franz stated that they have heard an interest from the TBD Board in
33 exploring different funding options for the transportation needs they have talked about many
34 times. He reviewed that the Board has already adopted a \$20 per vehicle tab fee bringing in
35 roughly \$500,000 a year. That can go up to as much as \$100 with a voted measure by the
36 public. Another option is a sales tax option which would allow up to .2% by voted measure.



1 He commented that staff has heard that the Board might be interested in running something
2 in 2014, and there are many steps that need to happen ahead of that including significant
3 public education and input. He stated that there are bills that are being looked at in the
4 legislature right now on funding transportation statewide. He expressed concern that parts of
5 that bill would allow transit agencies to put on the ballot up to .3%. This could impact how
6 the Board thinks about putting a similar measure on the ballot. On the other hand, the City of
7 Stanwood passed a TBD measure for .2% sales tax in February with a high majority of the
8 vote. Staff will examine what Stanwood did as part of their process.
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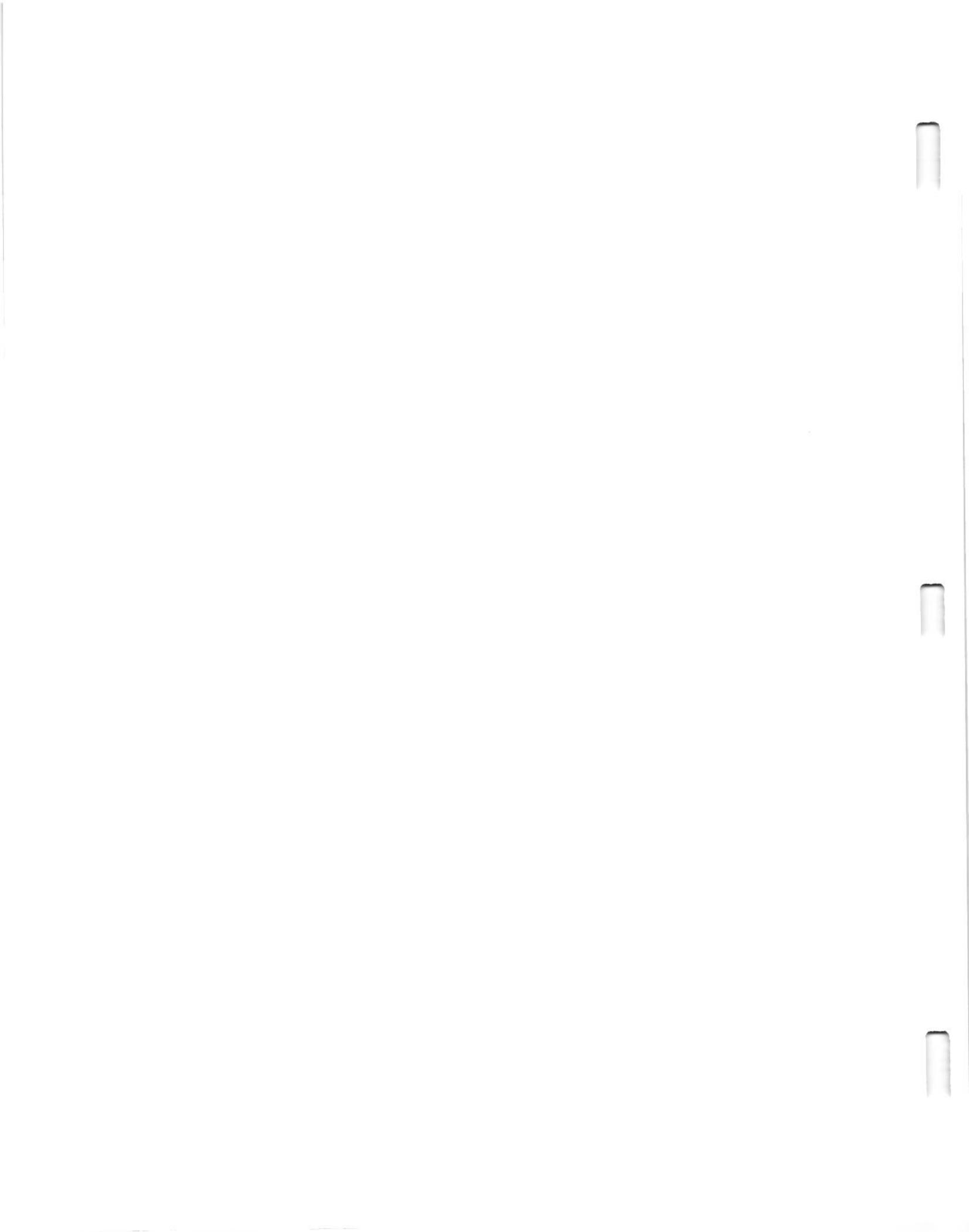
10 Board Member Lonergan-Dreke asked what was being funded in the Stanwood package and
11 what their current sales tax rate was. Director Franz did not have those specific details, but
12 indicated that staff would find out.
13

14 Board Member Roberts asked how the task group was formed. Director Franz said there
15 were about 15 to 20 people. It was an outgrowth of the visioning group along with others
16 from the community including property owners, developers, and people from the MUGA.
17

18 Board Member Lonergan-Dreke expressed concern about convening the task group again
19 because of the narrow focus of the group and her belief that the group isn't necessarily
20 representative of the average person who is going to be voting. She was hesitant to take
21 more time with that as opposed to really getting out to the folks who are likely to make the
22 decision. She would like to see the community outreach started sooner.
23

24 Board President Simmonds responded that the people who made up the task force were
25 major stakeholders in the City. The group did produce a fairly reasonable game plan that
26 they thought was a legitimate consideration. He recommended distributing that document to
27 the Council to get a sense who was there and what their thoughts were. Staff indicated they
28 would provide that. David Mach added that the majority of the people on that task force
29 were residents. He noted that it took a long time to educate them and bring them up to speed
30 with the complexities of the topic. By continuing with the same group they would bypass a
31 lot of that time and education. He acknowledged that they might not be the best
32 representation of people who would actually be voting on a measure of this sort, but they are
33 well educated on the topic, could hit the ground running, and could provide meaningful
34 feedback. Board Member Boyer suggested that another way that group could be an asset
35 would be to help in the education process of the broader electorate.
36

37 Deputy Public Works Director Jeff Elekes reviewed the possible schedule to get to a ballot
38 measure as shown on page 40-11 of the packet. He noted that convening the task force could
39 occur over the summer months. August could potentially be a touch-base meeting back with
40 the Board and possibly the task force to outline a plan to move forward with an education
41 program. At the second annual regular meeting in October, staff was proposing to amend the
42 budget one way or another with the hopes of bringing a consultant on board who could do a
43 scientific survey. Concurrently, right after the first of the year, there would be a couple
44 community outreach meetings along with a survey going out to the broader community.
45 Whatever the results of those are, they would come back to the first meeting in March to
46 review the status of the process. Toward the end of the outreach process they would actually
47 have a community survey. Around May staff would discuss the survey results with the



1 Board and decide whether or not to go forward with a vote in November. He reminded the
2 Board that there is a minimum of 84 days before the measure that formal paperwork must be
3 submitted. Assuming that they might be going to a vote, there would be more informational
4 meetings to continue the education process in August, September and October. He noted that
5 the consultant could cost somewhere from \$30,000 to \$70,000 to bring up to speed and put a
6 survey together.
7

8 Director Franz referred to the task force and stated he thought out of the 15 members of the
9 task force they might be able to get 5 to 10 of them to come to a meeting. He welcomed
10 ideas for other good candidates to bring into that group, even those who were opposed to
11 additional taxation in order to get an idea of what their thoughts might be.
12

13 Board Member Smith asked for an explanation of the table on page 40-12. Staff explained
14 that it showed the projects, the costs, and the funding sources. Board Member Smith pointed
15 out that the assumption includes a license tab fee of \$100 and the full .2% sales tax. Deputy
16 Director Elekes concurred and noted that if they maxed all those revenue options they could
17 generate the equivalent amount of the need. With the existing sources there would be a
18 deficit of \$127 million over the 20-year period.
19

20 Board Member Smith said he spoke about levels of service at the last TBD service. He is
21 increasingly uncomfortable allocating huge sums of money to road projects when there is
22 limited land in the City of Lynnwood. Specifically, he is not supportive of increasing the
23 number of lanes or putting in new roads until there is a thorough review of the level of
24 service. Similarly, his support of moving ahead with any revenue packages is predicated
25 upon looking at and possibly adjusting levels of service and possibly eliminating some of
26 these projects. On the other hand, he understands the need to take care of the infrastructure
27 and improving it where they can. If they go out for a revenue package, he would like to see it
28 tied to a specific list of projects.
29

30 Director Franz stated that this is the major list of projects that gets the City to its growth
31 targets over the long period and is contingent upon the growth happening over the 20-year
32 period. If the City was to go back and reassess the level of service as suggested by Board
33 Member Smith, it would wipe out the schedule that Deputy Director Elekes shared with the
34 Board. Board Member Smith said he wasn't concerned with meeting the timeline. He noted
35 that these projects are only needed to meet the growth targets because of the levels of service
36 the City has. Deputy Director Elekes responded that the level of service combined with the
37 type of land use that the City wants is the reason for the needs. He referred back to the
38 bubble diagram which explains the process for determining all this. He pointed out that
39 when they did the City Center they changed the level of service from a D to an E and as a
40 result pulled out over \$70 million worth of improvements. He stated that the level of service
41 throughout the city can be looked at if that is the Board's or Council's desire even though it
42 would cost time and money. Director Franz added that a lot of the projects on the list are
43 non-motorized or capacity, but they still have a very pressing need on capital infrastructure
44 maintenance which is mainly overlays, but also includes traffic signals and so forth. In staff's
45 opinion they are \$1 million a year short even with the funding they do have. He urged that
46 they do not put off those more pressing needs.
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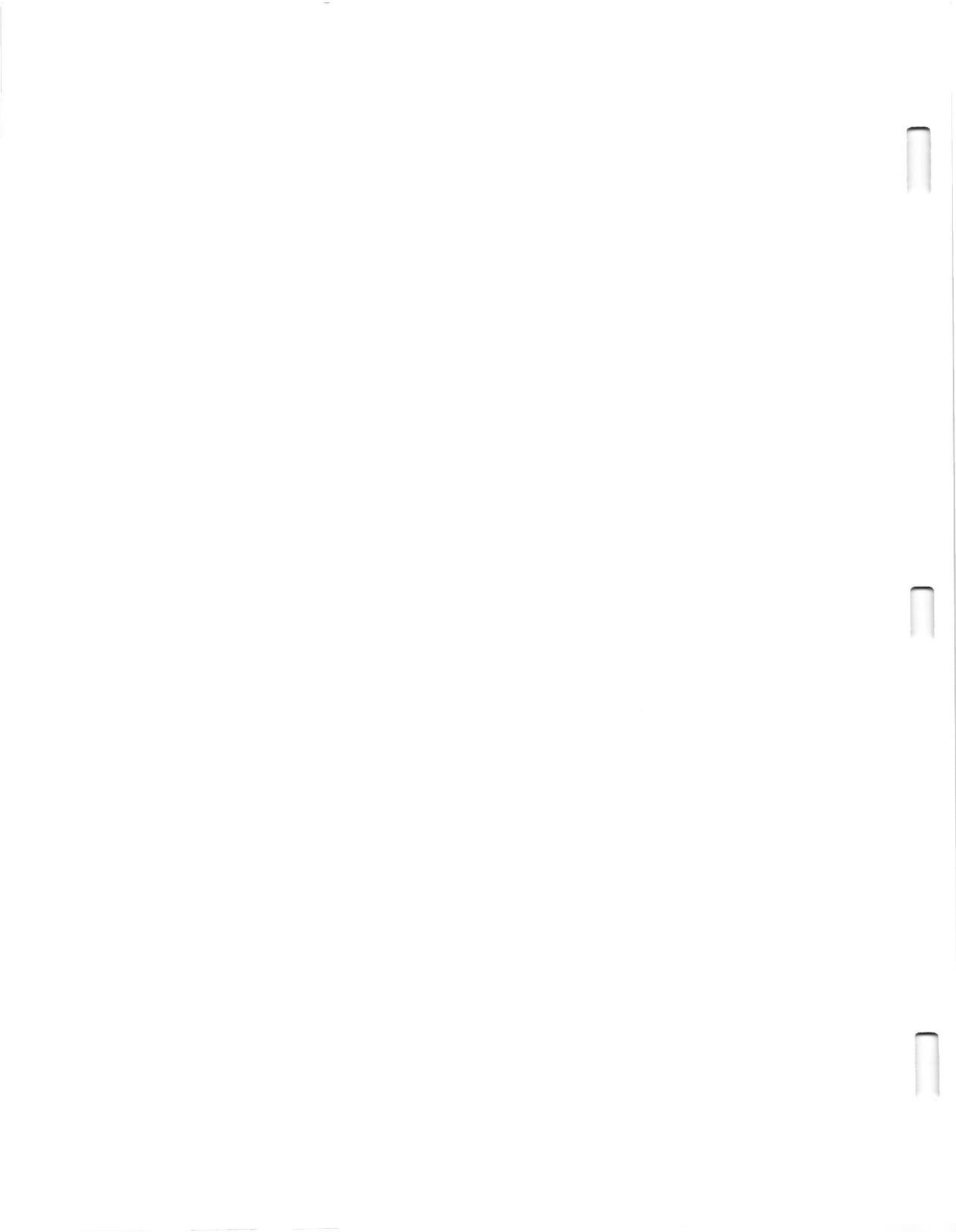
1 Board Member Smith stated it is not economically prudent or sustainable to keep putting
2 this much money into asphalt. Also, with regard to levels of service, he wondered if they
3 ought to have a letter lower than F since level of service F only means you have to wait
4 through one cycle of the signals or beyond. Maybe on some arterials, people shouldn't expect
5 to get through a signal in one cycle. Deputy Director Elekes stated that the Council can set
6 whatever level of service they choose.
7

8 Board Member AuBuchon asked if staff has looked at other forms of raising revenues
9 besides putting it on the backs of the citizens. He noted that other jurisdictions charge higher
10 rates on car tabs based on such things as total vehicle weight, number of axles, etc. As the
11 size and weight of the vehicle goes up people pay a higher amount because they are doing
12 more damage to the roads. Staff replied they have not looked at that. Director Franz said he
13 was not sure if that was an avenue that was available to cities. What the legislature has
14 allowed is the TBD model. Deputy Director Elekes stated that the other things they have
15 contemplated are on page 40-12. The very last column has variables including Levy Lid Lift,
16 General Fund, and an Economic Development Infrastructure Program. Board Member
17 AuBuchon pointed out that there are a lot of commercial vehicles using the roads every day
18 that don't pay a thing to Lynnwood. He thought there should be some ways to have those
19 folks pay their fair share.
20

21 Board Member Roberts said he doesn't see any harm in asking the citizens what they think
22 about it. He stressed the importance of maintaining the infrastructure whether they add to it
23 or not. He likes the idea of tying revenues to projects where they can. He thought that if CT
24 comes to the voters it would be to refund the Sunday transit service. Finally, he added that
25 car tabs don't address all the users of the roads. It only addresses the people who live here.
26 Deputy Director Elekes concurred and said staff had suggested that the car tabs could be
27 applied toward local projects such as residential paving, sidewalks, or connector links, while
28 the sales tax would be for everybody else who comes and uses it.
29

30 Board President Simmonds pointed out that next year will be another budget cycle, and the
31 transportation funding issue will raise its head again. He thinks that it is imperative that the
32 Board moves forward with some recommendations that are going to result in additional or
33 added revenues to help take care of, at the very least, what we already have and possibly
34 some items in addition to that. He suggested that that they go back and revisit the visioning
35 statement and see to what extent the issue they are talking about is reflected in that visioning
36 statement. He commented that slow crowded streets are not tolerated very well by the
37 public. He thinks they need to move forward with the concept of conducting a community
38 education and outreach plan. He believes that there is a value in trying to reassemble the
39 group that is probably the best equipped right now to help the City with these issues. He also
40 suggested bringing the task force in to talk with the Board.
41

42 Board Member Lonergan-Dreke concurred with Board President Simmonds' comments. In
43 her experience and with the visioning statement, transportation has been one of the top items
44 that people talk about being important to them in the city. She agreed that they need to do
45 something and stop sitting around the table thinking they know what people want instead of
46 asking them. Community outreach is critical in her opinion. She spoke in support of
47 incorporating the task group members to the process. Board Member Lonergan-Dreke said



1 she liked the idea of having the task group come talk to the Board and being part of the
2 outreach and focus groups. She also suggested that they utilize the City's website more
3 effectively and use E-news to communicate with citizens, especially regarding the survey. In
4 the community outreach meetings she thinks they should come up with a list of priority
5 projects that the citizens want and are willing to fund. Also, taking care of what they already
6 have is right at the top of the list because it's only going to get more expensive if they don't.
7 Those are the kind of complaints she hears most frequently, in addition to long waits at
8 traffic lights. Personally, she doesn't find traffic to be too bad most of the time; it is the
9 broken up roads that are more of a concern to her.

10
11 Board Member Boyer commented that while Board Member Smith raised some important
12 issues about continued expansion of roads, they are not presupposing all of that in the
13 educational outreach. He spoke in support of the community outreach plan, using the
14 previous transportation task force, and ultimately, using a consultant if warranted. He stated
15 that they will know what is important to the voters of Lynnwood once they hear from them.
16 He was in support of getting the conversation started and seeing where it goes.

17
18 Board Member Goodwin encouraged staff to move forward. The community education and
19 outreach plan is an important part and seems to be a consensus with Council members as
20 well as the administration. He was in support of using the traffic task force as a focus group
21 to help provide the guidance in implementing an outreach plan. Depending on the outcome
22 of those two things, he might be in support of looking at the survey and using a consultant if
23 that is what the public appears to want.

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25 60. ADJOURNMENT

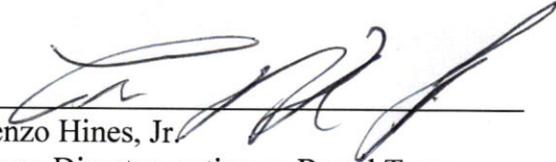
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27 Board President Simmonds stated that the next regular TBD Board meeting would be on
28 October 14; however, it is likely that a special meeting probably will be called before that.

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30 The meeting was adjourned at 7:00 p.m.

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Loren Simmonds, TBD Board President



Lorenzo Hines, Jr.
Finance Director, acting as Board Treasurer



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