

AGENDA
City of Lynnwood
Transportation Benefit District (TBD) Board
Council Chambers, City Hall
19100 44th Avenue W, Lynnwood, WA, 98036

**Special Meeting
March 25, 2013
6:00 P.M.**

- | | |
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| 10 | Call to Order |
| 20 | Roll Call |
| 30 | Approval of Minutes – Regular Meeting October 8, 2012 |
| 40 | Election of Board Officers |
| 50 | Presentation and Discussion: Transportation Planning, Funding and Community Education/Outreach |
| 60 | Adjournment |

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**Special Meeting
March 25, 2013
6:00 P.M.**

ATTACHMENTS: October 8, 2012, Regular Meeting Minutes

CITY OF LYNNWOOD
TRANSPORTATION BENEFIT DISTRICT BOARD MEETING MINUTES
October 8, 2012

10. CALL TO ORDER – The meeting of the City of Lynnwood Transportation Benefit District (TBD) Board, held in the Council Chambers of Lynnwood City Hall, was called to order by Board President Simmonds at 6:00 p.m. on October 8, 2012.

20.

ROLL CALL

Board President Loren Simmonds
Board Member Mark Smith
Board Member Kerri Lonergan-Dreke
Board Member Benjamin Goodwin
Board Member Sid Roberts
Board Member Van AuBuchon

OTHERS ATTENDING

Public Works Director Bill Franz
Deputy PW Director Elekes
Project Manager David Mach
Finance Director Hines
Acting Council Asst. Carolyn Wies

30. APPROVAL OF MINUTES – Regular Meeting March 12, 2012

Motion made by Board Member Smith, seconded by Board Member AuBuchon, to approve the minutes of the Regular Meeting of March 12, 2012 as presented. Motion passed unanimously.

40. ORDINANCE #5 OF THE CITY OF LYNNWOOD TRANSPORTATION BENEFIT DISTRICT ADOPTING THE 2013 BUDGET

A. Public Hearing

Board President Simmonds opened the hearing at 6:04 p.m. and reviewed the purpose and the process for the hearing.

Staff Presentation:

Project Manager Mach referred to page 40A-5 which summarized the 2013 proposed budget. He reviewed the line items and explained how the numbers came about. There is a beginning fund balance of about \$180,000. Those funds were remaining from the prior two years since the TBD fees went into effect on July 1, 2011. The revenue of \$490,000 is based on the amount of revenue that the TBD received over the last 12 months. The expenditures category includes insurance, administrative costs, state audit fee and projects for 2013. The projects include the overlay program, Street Fund 111 (Operations and Maintenance), and the 48th Ave W Sidewalk (carry forward from the 2012 budget). After all that there is an ending fund balance of \$65,000.

Board President Simmonds asked Director Hines for his comments on the proposed budget. Director Hines stated that finance staff worked extensively with Project

1 Manager Mach and Public Works and is in full support of the numbers that were
2 presented.

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4 Public Comments:

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6 Board President Simmonds solicited written materials. There were none. He then
7 solicited public testimony. There was none.

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9 Board Comments and Questions:

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11 Board Member AuBuchon asked about the funding sources for the 48th Ave W
12 sidewalks. Mr. Mach explained that there are multiple funding sources. The TBD is
13 one of the sources, but there are also Safe Routes to Schools funds and CDBG grant
14 funds. Board Member AuBuchon asked what is holding up the project. Mr. Mach
15 explained that staff met with Council earlier this year to talk about various drainage
16 alternatives. One of those was potentially piping in a certain stream tributary. The
17 delay was related to getting direction from Council and also getting the permitting
18 required to do that. Board Member AuBuchon asked what is needed from the Board
19 right now. Mr. Mach replied that approval of the budget is what is needed at this
20 point.

21
22 Board Member Lonergan-Dreke asked how the first two projects were prioritized.
23 Deputy Director Elekes reviewed this. Board Member Lonergan-Dreke asked about
24 public outreach to determine the public's perspective on prioritization. Deputy
25 Director Elekes noted that they have received a few comments regarding the paving
26 down by the mall, but they have not received anything specific. Board Member
27 Lonergan-Dreke asked when the last public outreach effort was done. Deputy Director
28 Elekes replied that the Transportation and Traffic Task Force, which was a
29 representation of citizens and business owners, met from 2008 to 2010.

30
31 The public hearing was closed at 6:15 p.m.

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33 B. Consideration, discussion, and possible action on said Ordinance

34
35 *Motion made by Board Member Smith, seconded by Board Member Lonergan-Dreke,*
36 *to approve Ordinance #5 of the Transportation Benefit District, "AN ORDINANCE*
37 *OF THE CITY OF LYNNWOOD, WASHINGTON, TRANSPORTATION BENEFIT*
38 *DISTRICT ADOPTING A ONE-YEAR BUDGET FOR THE CITY OF LYNNWOOD,*
39 *WASHINGTON, TRANSPORTATION BENEFIT DISTRICT FOR THE YEAR*
40 *ENDING DECEMBER 31, 2013; AND PROVIDING FOR AN EFFECTIVE DATE,*
41 *SEVERABILITY, AND SUMMARY PUBLICATION."*

42
43 Board Member Smith thanked staff for bringing this forward.

44
45 *Upon a roll call vote, the motion passed (6-0).*

46
47 50. PRESENTATION, DISCUSSION AND APPROVAL: 2011 TBD ANNUAL REPORT

Project Manager Mach made the presentation on the 2011 Annual Report as contained in the packet on pages 50-2 through 50-5. Staff believes that the document meets the requirements of the RCW and the charter documents.

Motion made by Board Member Smith, seconded by Board Member Roberts, to adopt the City of Lynnwood's Transportation Benefit District 2011 Annual Report as written. Motion passed unanimously.

60. PRESENTATION AND DISCUSSION: COMMUNITY EDUCATION AND OUTREACH PLAN

Deputy Director Elekes made the presentation on the Community Education and Outreach Plan. He summarized that staff has met with the Board/Council with several detailed, in-depth presentations regarding transportation funding. He discussed the possibility of a voter approved package, the need to educate the community about these needs (outlined on page 60-2 in the packet), and outreach communication strategies. Deputy Director Elekes then asked the Board the three policy questions stated on page 60-1:

1. Does the Board support staff's recommendation to conduct a Community Education and outreach Plan as outlined herein?
2. Does the Board wish to implement a Community Education Outreach Plan that allows for a public vote on August 6, 2013, November 5, 2013, or a time certain in 2014?
3. Should the 2013 TBD Budget be amended to include expenses related to conducting a community survey and payment of a filing fee to place a measure on the ballot?

Board Member Lonergan-Dreke responded that she does support this. She thinks that having something on the ballot next year might be premature because it is necessary to get the public's feedback first before a ballot measure is scheduled. If they don't do that, this whole thing could be seen as contrived. She spoke in support of including the expenses related to the survey in the budget and asked for an estimate of the costs. Deputy Director Elekes estimated \$40,000 to \$50,000 for the survey and results processing. Staff clarified that policy question number 2 isn't asking for the Board to commit to a date at this time, but merely to allow staff to begin the education process. Board Member Lonergan-Dreke spoke in support of that.

Board Member Goodwin concurred with Board Member Lonergan-Dreke. He thinks having public outreach is a great idea. Regarding question number 2, he suggested having the vote soon after the public outreach to keep the issues fresh in the public mind.

Board Member Roberts spoke in support of the public outreach. He commented on the difficulty people have with understanding the funding of roads. He recommended moving slower, rather than faster, to make sure they really educate the citizens on how this is funded. He noted that the economy is still improving. As it continues to improve it will be more likely to have something approved by the public. He stressed the importance of taking enough time to educate the public.

1 Board Member Smith spoke in support of the outreach and commended staff for bringing
2 this forward. He recalled that the outreach that was done for the annexation was done very
3 well and wondered if this outreach would be done like that. Deputy Director Elekes replied
4 that that was what they had in mind. Board Member Smith spoke in support of doing the
5 compressed timeframe, but thought that the date should be moved back to avoid voter
6 fatigue from the elections this year and also to give the economy more time to recover. He
7 recommended starting the outreach sometime next year with the idea of getting this measure
8 on the ballot sometime in early to mid-2014. Deputy Director Elekes noted that the TBD has
9 an annual meeting coming up in March. Staff could bring back a schedule that addresses his
10 concerns.

11
12 Board Member Lonergan-Dreke commented that turnout in August for primaries is typically
13 extremely low. She recommended February as opposed to November for the ballot issue.

14
15 Board Member Goodwin summarized that he is in support of the compressed timeline, but
16 only moving forward once the community outreach portion has been completed. He was not
17 in support of having an end date in mind at this point.

18
19 Board President Simmonds asked if the survey would occur prior to the outreach. Deputy
20 Director Elekes explained that on the compressed schedule it was shown as overlapping
21 simply due to time constraints, but noted that it could be done at any time. There was
22 discussion about having the survey first and then using that as part of the discussion with the
23 community.

24
25 Board President Simmonds then encouraged staff to reactivate the Transportation and
26 Traffic Task Force as that group spent many hours thinking about all of this. He
27 recommended having a spokesperson from that group come to address the Board. Finally, he
28 agreed that primary turnouts are considerably lighter than the general election in November,
29 but he thought that the turnout in November would be greater. If it doesn't pass, but it seems
30 close, they might have to wait a whole year for the next general election.

31
32 Deputy Director Elekes recommended that the budget be amended if the Board wants to do
33 the citizen survey as an up-front piece. If the Board doesn't want to take action on that now,
34 he recommended that they move the March regular meeting to February so there is more
35 time to work the issues and the outreach for 2013.

36
37 Board Member Smith did not think the survey should be done up-front. He preferred doing
38 the community outreach first in order to educate people about what might be coming down
39 the road on a survey. He thinks they would be much more balanced feedback in the survey if
40 they have done the community outreach programs ahead of time.

41
42 There was consensus of the Board to start the outreach after the first of the year. Deputy
43 Director Elekes stated that staff would bring back any budgetary amendments in the
44 February or March meeting dealing with survey costs.

1 70. ADJOURNMENT
2

3 Board President Simmonds stated that the next meeting is currently scheduled for March 11,
4 2013 at 6 p.m. in the Council Chambers.
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6 The meeting was adjourned at 6:55 p.m.
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12 Loren Simmonds, TBD Board President
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17 Lorenzo Hines, Jr.
Finance Director, acting as Board Treasurer

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**City of Lynnwood
Transportation Benefit District Board**

Item 40

**Special Meeting
March 25, 2013
6:00 P.M.**

TITLE: Election of Board Officers

DEPARTMENT: Public Works

DEPARTMENT CONTACT: Jeff Elekes and David Mach

BACKGROUND: Section 5.03 of the Charter states that “The Board shall include two or more officers...The initial officers of the Board shall be the President and Vice President. Additional officers may be provided for as approved by the Board.....”

The roles and responsibilities of the TBD President are outlined in Section 5.04 of the Charter: “The President shall serve as the ceremonial head of the District and shall preside over all Board meetings. The President shall, subject to the control of the Board, exercise general supervision, direction, and control of the business and affairs of the District. On matters decided by the District, unless otherwise required under Interlocal Agreement or by this Charter, the signature of the President alone is sufficient to bind the District.”

The roles and responsibilities of the TBD Vice President are outlined in Section 5.05 of the Charter: “The Vice President shall serve in the absence of the President as the ceremonial head of the District and shall preside over Board meetings in the President’s absence and shall otherwise execute the President’s powers and duties.”

Other TBD Board Officers include Treasurer, which shall be the City’s Finance Director (Section 5.06 of the Charter) and Attorney, which shall be the City Attorney (Section 5.07 of the Charter).

ACTION: Nominate and elect TBD Board President and Vice President.

ATTACHMENTS: None

40-1

1 City of Lynnwood
2 Transportation Benefit District Board
3

4 **Item 50**
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6 Special Meeting
7 March 25, 2013
8 6:00 P.M.
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12 **TITLE:** Presentation and Discussion: Transportation Planning, Funding and Community
13 Education/Outreach
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15 **DEPARTMENT:** Public Works
16

17 **DEPARTMENT CONTACT:** William Franz
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19 **BACKGROUND:** The Citizens of Lynnwood have consistently stated the importance of the
20 city's transportation system in past City-wide surveys. These surveys were related to all
21 facets of city services and were not limited to transportation alone. One of the
22 recommendations identified by the Transportation and Traffic Task Force in their 2010 Final
23 Report was to conduct a City-wide survey specific to transportation.
24

25 The results of surveying citizens and businesses would be very useful to the TBD Board in
26 determining which transportation improvements to complete, how to prioritize them, and how
27 to fund them. Staff recommends that a multi-tiered public outreach process be implemented
28 in order to survey the stakeholders of Lynnwood's transportation system.
29

30 **ACTION:** Discussion and Board direction on the following policy questions:

- 31 1) Does the Board support staff's recommendation to conduct a Community Education
32 and Outreach Plan as outlined herein?
33 2) Does the Board wish to implement a Community Education and Outreach Plan that
34 allows for a public vote for a time certain in 2014?
35 3) Depending on the dates selected in #2 above, should the 2013 TBD Budget be
36 amended to include expenses related to conducting a community survey and payment
37 of a filing fee to place a measure on the ballot?
38

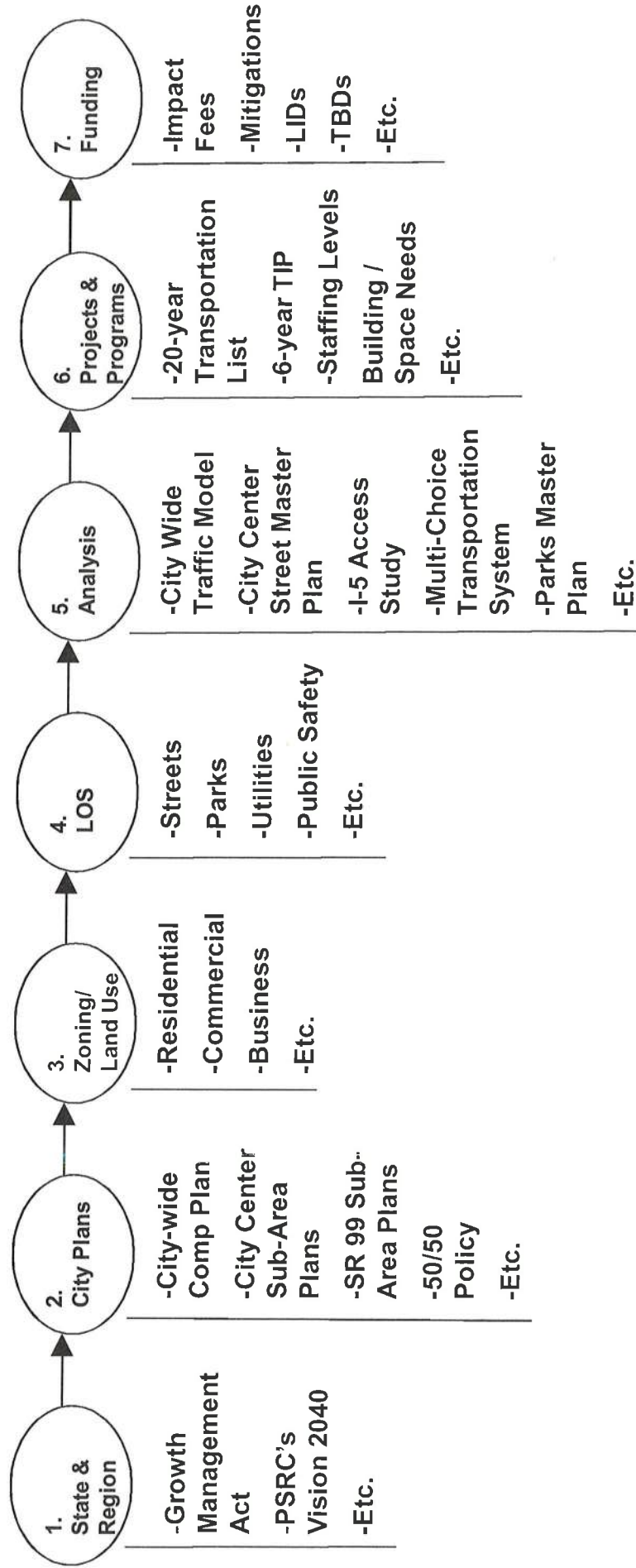
39 **ATTACHMENTS:** Miscellaneous transportation planning, funding and community
40 education/outreach documents



Public Works



LYNNWOOD
WASHINGTON



Traffic Impact Analysis

TBD March 25, 2013

Much of Lynnwood's transportation planning policies are based on Washington's Growth Management Act (GMA) of 1990. GMA requires each agency (city, county, or state) to determine whether it can provide "adequate" transportation facilities, timed to serve the growth that it is required to accommodate. The definition of what is "adequate" is a local agency decision.

Most agencies use the A through F rating system for defining adequate level of service (LOS), with A being best and F being worst.

Level of Service Definitions for a Signalized Intersection

LOS	Signalized Intersection Control Delay/Vehicle	Intersection Delay
A	< 10 seconds	Never Stop
B	10 to 20 seconds	Only Hesitate
C	20 to 35 seconds	Short Wait
D	35 to 55 seconds	¼ Signal Cycle Wait
E	55 to 80 seconds	½ Signal Cycle Wait
F	> 80 seconds	1 Signal Cycle Wait

Lynnwood has identified "adequate" with the following LOS thresholds:

- 1) City Center - LOS E
- 2) Non City Center Arterials – LOS D
- 3) Local streets - LOS C

The City monitors existing and future LOS to verify compliance with these LOS thresholds. Changes in the following variables can have an effect on LOS:

- Population
- Employment
- Zoning
- Road Network

The challenge is to provide "adequate" transportation facilities to accommodate these changes and maintain the City's LOS thresholds.

Traffic Mitigation

Proposed developments in Lynnwood are reviewed by staff to determine if they will have an impact on traffic. This is primarily determined by the amount of P.M. peak hour trips the development will generate. P.M. peak hour trips are defined as:

The total vehicular trips entering and leaving a place of new development activity on the adjacent public streets during the P.M. peak hour. The P.M. peak hour is the highest volume of traffic for a continuous hour between 4:00 p.m. and 6:00 p.m. on weekdays.

For Lynnwood, P.M. peak hour is typically used (as opposed to A.M.) because Lynnwood is primarily a retail base. Retail stores typically don't open until later in the morning as opposed to other commercial developments such as office and industrial which open around 8:00 A.M. As a result, Lynnwood's A.M. peak is typically less intense than the P.M. peak.

Trip generation is calculated based on the Institute of Transportation Engineer's Trip Generation Manual. The Manual includes many different land uses and their associated trip generation rates based on a national database of existing traffic counts.

In Lynnwood, if a proposed development generates more P.M. peak hour trips than in the before condition, the developer is required to pay transportation impact fees for the difference in trips. Lynnwood's 2013 rates are \$3,064/trip for Zone A (city center and mall) and \$4,766/trip for Zone B (remainder of city).

These rates are based on a rate study which was developed for the city by a traffic consultant in 2010. The rates are based on the cost of various street improvements which will be needed to maintain the city's LOS standards. The study identified \$167,000,000 of street improvements will be needed to accommodate 14,705 future P.M. peak hour trips (over the next +/-20 years).

From time to time, a larger development is required to prepare an environmental impact study. As part of the study, a traffic analysis is conducted to determine how level of service is impacted at signalized intersections surrounding the development. Depending on the severity of the impacts, offsite mitigation may be required such as adding new turn lanes or a new traffic signal.

LYNNWOOD CITY CENTER ACCESS STUDY



Transportation Projects - 20 Year List

#	Project Title	Beginning Cross Street	Ending Cross Street	Project Description	BaseYrCost
TrIF Capacity Projects					
1	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk	\$ 12,596,000
2	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connect)	\$ 38,408,000
3	33rd Ave W Extension	184th St SW	AMP	New road through old high school	\$ 6,415,000
4	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart	\$ 9,257,000
5	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension	\$ 2,559,000
6	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk	\$ 2,447,000
7	Beech Road Extension	AMP	Ash Way Underpass	Continuous road behind Kohls and T	\$ 3,158,000
8	44th Ave W Improvements	I-5	194th St SW	Add lanes	\$ 13,281,000
9	42nd Ave W Improvements	200th St SW	194th St SW	New road	\$ 17,648,924
10	204th St SW Extension	68th Ave W	SR 99	New road	\$ 2,031,000
11	Maple Road Extension	32nd Ave W	AMP	New road	\$ 1,662,000
12	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes	\$ 15,911,815
13	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes	\$ 10,860,072
14	194th St SW Improvements	40th Ave W	33rd Ave W	New road	\$ 26,936,805
15	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal	\$ 1,174,000
16	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct si	\$ 1,109,000
17	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (D	\$ 800,000
18	Lynnwood Link Trolley Feas. Study	ECC, Transit Center, CC, Alderwood		Feasibility study for trolley (ECC to M	\$ 100,000
19	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents	\$ 510,000
TrIF Capacity Projects Total					\$ 166,864,616
Non-Motorized Improvements					
20	Sidewalk and Walkway-ADA Ramps	City-Wide	City-Wide	Bring deficient locations into complia	\$ 700,000
21	60th Ave W	176th St SW	188th St SW	Pedestrian project P23	\$ 2,460,150
22	180th St SW	56th Ave W	44th Ave W	Pedestrian project P74	\$ 2,370,690
23	202nd St SW	68th Ave W	SR 99	Pedestrian project P100	\$ 629,160
24	72nd Ave W/188th PI SW	192nd PI SW	68th Ave W	Pedestrian project P4	\$ 263,200
25	60th Ave W	188th St SW	SR 99	Pedestrian project P22	\$ 294,000
26	56th Ave W/191st St SW	52nd Ave. W	Trail off 56th Ave	Pedestrian project P28	\$ 322,500
27	Spruce Rd	172nd St SW	Maple Rd	Pedestrian project P50	\$ 1,699,740
28	181st PI SW/Maple Road	48th Ave W	36th Ave W	Pedestrian project P77	\$ 1,107,380
29	184th St SW	40th Ave W	AMP	Pedestrian project P79	\$ 681,600
30	192nd PI SW / Dale Way	68th Ave W	60th Ave W	Pedestrian project P85	\$ 483,750
31	192nd PI SW	52nd Ave. W	46th Ave W	Pedestrian project P86	\$ 133,300
32	196th St SW	SR 99	48th Ave W	Pedestrian project P92	\$ 805,140
33	74th Ave W/191st St SW/190th St	196th St SW	76th Ave W	Pedestrian project P3	\$ 498,800
34	64th Ave W	176th St. SW	188th St. SW	Pedestrian project P17	\$ 817,920
35	62nd Ave W/165th PI SW/64th Ave	Lunds Gulch	168th St. SW	Pedestrian project P25	\$ 215,000
36	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	Pedestrian project P38	\$ 124,000
37	48th Ave W	180th St. SW	192nd PI SW	Pedestrian project P40	\$ 728,460
38	40th Ave W	188th St. SW	194th St SW	Pedestrian project P48	\$ 1,175,760
39	180th St SW	Olympic View	56th Ave W	Pedestrian project P73	\$ 2,262,060
40	185th St SW/186th PI SW	64th Ave W	SR 99	Pedestrian project P76	\$ 481,600
41	56th Ave W/198th St SW	Scriber Lake Rd	208th St. SW	Pedestrian project P26	\$ 357,000
42	172nd St SW	44th Ave W	33rd PI W	Pedestrian project P67	\$ 2,217,330
43	193rd PI SW/194th St SW/58th Ave	196th St SW	52nd Ave W	Pedestrian project P88	\$ 107,500
44	168th St/66th Ave/Meadowdale Rd	West city limit	Olympic View Dr	Pedestrian project P112	\$ 1,027,340

Transportation Projects - 20 Year List

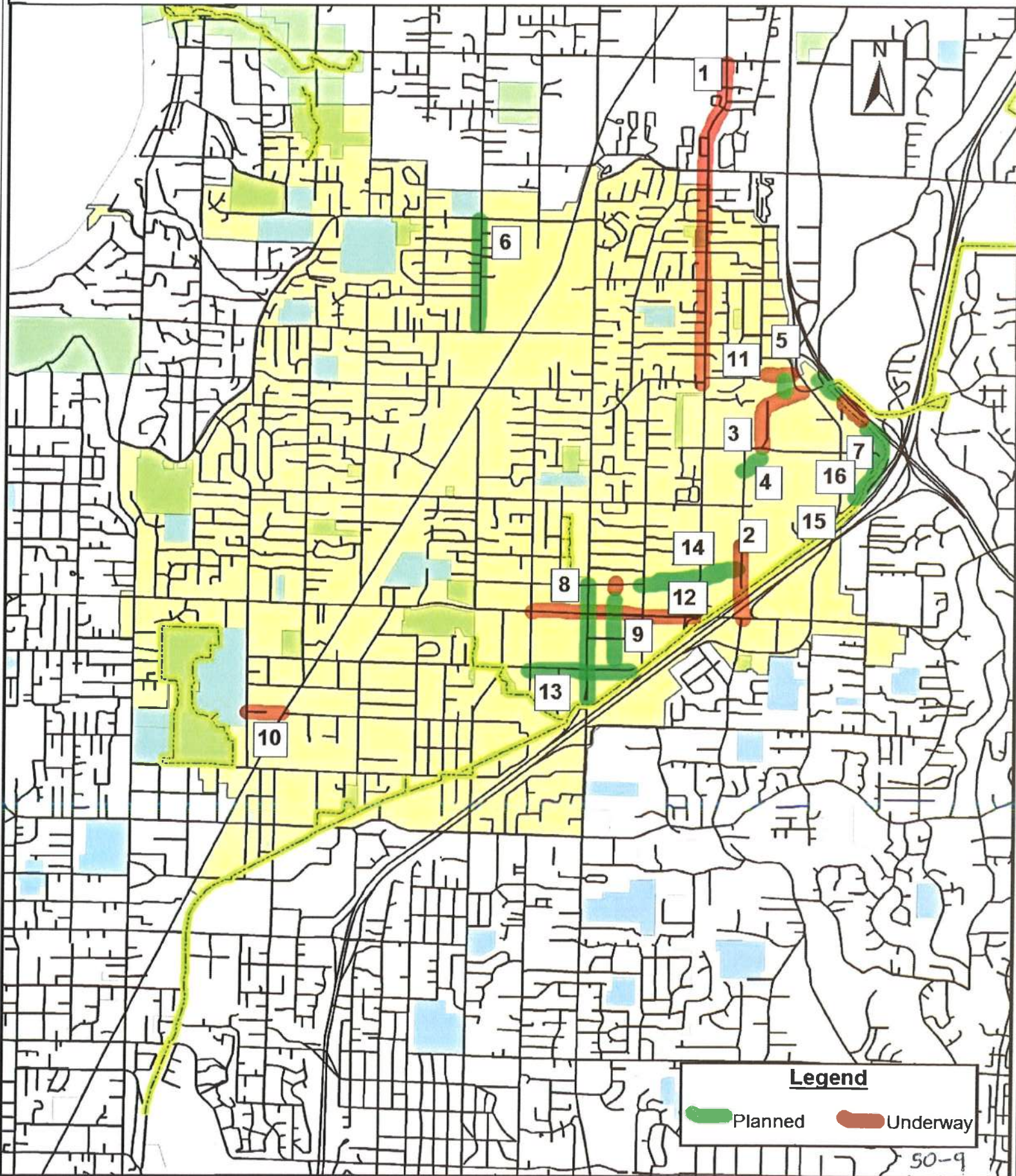
#	Project Title	Beginning Cross Street	Ending Cross Street	Project Description	BaseYrCost
45	60th Ave W	168th St SW	176th St. SW	Pedestrian project P24	\$ 225,750
46	188th St SW	68th Ave W	SR 99	Pedestrian project P81	\$ 1,674,180
47	40th Ave W	Maple Rd	188th St. SW	Pedestrian project P49	\$ 1,509,250
48	196th St SW	33rd Ave W	E City limit	Pedestrian project P95	\$ 595,200
49	Spruce Rd	164th St SW	172nd St SW	Pedestrian project P51	\$ 298,200
50	58th Pl W	196th St SW	Prop. E-W trail	Pedestrian project P114	\$ 156,800
51	68th Ave W	208th St. SW	196th St SW	Bicycle project B9	\$ 9,869
52	52nd Ave W	SR 99	196th St SW	Bicycle project B34	\$ 72,675
53	200th St SW	SR 99	48th Ave W	Bicycle project B98	\$ 447,020
54	208th St SW	SR 99	52nd Ave W	Bicycle project B106	\$ 288,400
55	212th St SW	SR 99	52nd Ave W	Bicycle project B107	\$ 68,544
56	52nd Ave W	204th St. SW	S city limit	Bicycle project B32	\$ 19,890
57	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39	\$ 30,447
58	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63	\$ 324,450
59	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83	\$ 2,566,760
60	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89	\$ 39,780
61	200th St SW	Edmonds CC	SR 99	Bicycle project B97	\$ 24,174
62	52nd Ave W	N City limit	176th St. SW	Bicycle project B36	\$ 621,530
63	44th Ave W	Maple Rd	194th St SW	Bicycle project B44	\$ 1,398,740
64	176th St SW	54th Ave W	44th Ave W	Bicycle project B70	\$ 36,567
65	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96	\$ 32,895
66	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108	\$ 39,780
67	216th St SW	SR 99	Interurban Trail	Bicycle project B110	\$ 10,251
68	66th Ave W	S City limit	208th St. SW	Bicycle project B12	\$ 31,365
69	60th Ave W/Scriber Lake Rd	196th St SW	208th St. SW	Bicycle project B21	\$ 1,121,848
70	62nd Ave W/165th Pl SW/64th Ave	Lunds Gulch	168th St. SW	Bicycle project B25	\$ 8,500
71	44th Ave W	204th St. SW	212th St SW	Bicycle project B43	\$ 1,521,310
72	36th Ave W	Maple Rd	194th St SW	Bicycle project B52	\$ 79,560
73	204th St SW	44th Ave W	E City Limit	Bicycle project B104	\$ 230,860
74	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17	\$ 396,942
75	33rd Ave W	184th St SW	194th St SW	Bicycle project B55	\$ 2,242,310
76	180th St SW	56th Ave W	44th Ave W	Bicycle project B74	\$ 892,500
77	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79	\$ 663,320
78	188th St SW	68th Ave W	SR 99	Bicycle project B81	\$ 1,896,230
79	193rd Pl SW/194th St SW/58th Ave	196th St SW	52nd Ave W	Bicycle project B88	\$ 8,500
80	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90	\$ 915,670
81	68th Ave W/Blue Ridge Dr	196th St SW	Olympic View Dr	Bicycle project B10	\$ 32,436
82	60th Ave W	188th St SW	SR 99	Bicycle project B22	\$ 509,320
83	60th Ave W	176th St SW	188th St SW	Bicycle project B23	\$ 925,820
84	Scriber Creek Trail	Interurban Trail	Scriber Lake Park	Bicycle project B38	\$ 105,400
85	Maple Road	44th Ave W	36th Ave W	Bicycle project B77	\$ 702,100
86	40th Ave W	188th St. SW	194th St SW	Bicycle project B48	\$ 449,820
87	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50	\$ 633,080
88	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58	\$ 908,460
89	180th St SW	Olympic View	56th Ave W	Bicycle project B73	\$ 659,260
90	168th St/66th Ave/Meadowdale Rd	N Meadowdale Rd	Olympic View Dr	Bicycle project B112	\$ 428,400
91	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2	\$ 60,282
92	60th Ave W	168th St SW	176th St. SW	Bicycle project B24	\$ 259,420
93	48th Ave W	180th St. SW	192nd Pl SW	Bicycle project B40	\$ 313,740

Transportation Projects - 20 Year List

#	Project Title	Beginning Cross Street	Ending Cross Street	Project Description	BaseYrCost
94	172nd St SW	44th Ave W	36th St SW	Bicycle project B67	\$ 616,420
95	76th Ave W	Olympic View	196th St SW	Bicycle project B1	\$ 57,987
96	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51	\$ 135,044
97	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49	\$ 694,960
Non-Motorized Total					\$ 49,955,396
Other (Non-Capacity, Safety, or TrIF Ineligible)					
98	Intersection Improvements	66th Ave W	212th St SW	Traffic signal	\$ 615,000
99	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal	\$ 453,000
100	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct sig	\$ 652,000
101	Intersection Improvements	61st PI W	212th St SW	Traffic signal	\$ 580,000
102	Intersection Improvements	50th Ave W	196th St SW	Traffic signal	\$ 580,000
103	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal	\$ 580,000
104	Intersection Improvements	44th Ave W	180th St SW	Traffic signal	\$ 580,000
105	Intersection Improvements	AMP	182nd St SW	Traffic signal	\$ 580,000
106	SR 99 Corridor Safety Program	164th St SW	218th St SW	Access management	\$ 200,000
107	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal	\$ 504,000
108	Traffic Signal Reconstruction	Scriber Lake Road	196th St SW	Periodic repair of traffic signals	\$ 325,000
109	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. traffic calming projects	\$ 600,000
Other Total					\$ 6,249,000
Operation and Maintenance (total over 20-years)					
110	Overlay	City-Wide	City-Wide	Pavement overlay	\$ 24,000,000
111	Traffic Signal Rebuild	City-Wide	City-Wide	Fully reconstruct signal	\$ 12,000,000
112	Sidewalk and Walkway - O & M	City-Wide	City-Wide	Periodic repair of sidewalks	\$ 1,000,000
Operation and Maintenance Total					\$ 37,000,000
Long Term or Non Lynnwood Funding					
113	Intersection Improvements	48th Ave W	188th St SW	Traffic signal	\$ 615,000
114	Intersection Improvements	40th Ave W	198th St SW	Traffic signal	\$ 615,000
115	Intersection Improvements	AMP	Poplar Way	Traffic signal	\$ 615,000
116	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes	\$ 7,172,000
117	196th St SW Improvements	Scriber Lake Road	48th Ave W	Add lanes	\$ 15,911,815
118	40th Undercrossing of I-5	204th St SW/Larch	AMB/40th Ave W	New connection across I-5	\$ 47,000,000
119	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids	\$ 150,000,000
120	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp	\$ 50,000,000
Long Term/Non-Lynnwood Total					\$ 271,928,815

Grand Total	531,997,827
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Key Transportation Projects





	A	B	C	D	E	F	H	I	J	K	G	L	M	N	O	P	Q	R	S	T	U	V	W
	Draft - 20 Year Transportation Financial Plan						Funding Sources Currently Adopted					Variable	City Discretion		Voter Approval Required								Variable
	03/19/2013						State/City Gas Tax	City Utility Contribution	\$20 (TBD)	Other Sources in Current/Prop Project Financial Plan	Developer Traffic Impact Fees				\$40 (TBD)	\$60 (TBD)	\$80 (TBD)	\$100 (TBD)	0.050% (TBD)	0.100% (TBD)	0.150% (TBD)	0.200% (TBD)	* Levy Lld Lift * General Fund * Long Range FP * EDIP * Other Sources
	For Discussion Only								1st \$20 dol License Tab Fee						Next \$20 dol License Tab Fee	Up to New \$40 dol License Tab Fee	Up to New \$60 dol License Tab Fee	Up to New \$80 dol License Tab Fee	New Sales Tax 0.05%	New Sales Tax 0.10%	New Sales Tax 0.15%	New Sales Tax 0.20%	
	Annual-->			11,285,544			220,000	250,000	500,000	-	4,171,615	1,648,056	200,000	200,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	95,873
	Ref #	Category	20 yr Totals ----->	20 Year Total Exp Plan 227,405,902	Diff (0)	20 Year Total Rev Plan 227,405,902	4,400,000	5,000,000	10,000,000	1,695,016	83,432,308	32,961,116	4,000,000	4,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	1,917,462
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14																							
15																							
16	25		7-Non-TrIF Projects: Major Infrastructure Maint.	44,420,000	(25,020,000)	19,400,000	4,400,000	5,000,000	10,000,000														
17	27		Overlay	5,000,000	(5,000,000)	-																	
18	26		Traffic Signal Rebuild	1,000,000	(1,000,000)	-																	
19	24		Sidewalk and Walkway - O & M	600,000	(600,000)	-																	
20			Neighborhood Traffic Calming																				
21																							
22	19		4-TrIF Non-Motorized Capacity Improvements	1,498,662	(749,331)	749,331					749,331												
23			Non-Motorized Multichoice																				
24	20		5-Non TrIF Eligible - Non-Motorized Capacity Imp.	5,994,648	(5,994,648)	-																	
25			Non-Motorized Multichoice																				
26	21		6-Non-TrIF Projects: Non-Capacity, O&M, Safety, or Existing Deficiencies	4,620,000	(4,620,000)	-																	
27	22		Intersection Improvements	3,000,000	(3,000,000)	-																	
28			Pedestrian Signal - SR 99/180th																				
29																							
30	8		1-TrIF Road Capacity Projects	9,026,000	(7,471,100)	1,554,900				679,900		875,000											
31	4		36th Ave W Improvements	15,752,000	(5,604,000)	10,148,000				542,000	7,876,000	1,730,000											
32	14		196th St SW Improvements	38,576,792	(15,938,582)	22,638,210				473,116	19,288,396	2,876,698											
33			Poplar Extension Bridge																				
34	3			26,936,805	(13,468,403)	13,468,403					13,468,403												
35	9		194th St SW Improvements	17,648,924	(8,824,462)	8,824,462					8,824,462												
36	11		42nd Ave W Improvements	2,447,000	(1,223,500)	1,223,500					1,223,500												
37	10		52nd Ave W Improvements	13,281,000	(6,640,500)	6,640,500					6,640,500												
38	13		44th Ave W Improvements	1,662,000	(831,000)	831,000					831,000												
39	7		Maple Road Extension	18,231,000	(9,115,500)	9,115,500					9,115,500												
40	5		33rd Ave W Extension	10,860,072	(5,430,036)	5,430,036					5,430,036												
41	12		200th St SW Improvements	3,158,000	(1,579,000)	1,579,000					1,579,000												
42			Beech Road Extension																				
43	15		2-TrIF Intersection Capacity Improvements	2,283,000	(1,141,500)	1,141,500					1,141,500												
44	16		Intersection Improvements	800,000	(400,000)	400,000					400,000												
45			ITS - Phase 3																				
46	17		3-TrIF Planning Study Projects	100,000	(50,000)	50,000					50,000												
47	18		Lynnwood Link Trolley Feas. Study	510,000	(255,000)	255,000					255,000												
48			Tran Element/Tran Bus Plan																				
49				227,405,902	(123,956,561)	103,449,341	4,400,000	5,000,000	10,000,000	1,695,016	76,872,627	5,481,698	-	-	-	-	-	-	-	-	-	-	-
50																							
51																							
52																							
53																							

21,095,016

COMMUNITY EDUCATION & OUTREACH PLAN
TRANSPORTATION BENEFIT DISTRICT

WHAT AND WHY - Transportation Related Needs in Our Community

Areas of Need:

- Pavement Overlay Program

- Pavement Aging Curves
- Indicators of Failing to Failed Pavements
- Treatment Methods (i.e. Chip Seal, Double Chip Seal, Thin Overlay, Overlay, Reconstruction)
- What we have in Lynnwood (Residential, Collectors, Arterials, Principles, State Routes)
- General Cost Info for Standard Treatment Methods
- Current Funding Limitations (Gas Tax, TBD, Utility, Other)
- What happens if we Don't keep them up?
- The 12 Year Cycle of Sustainability
- The Cost of the 12 Year Cycle
- The Cost per Average Resident and How that is leveraged (Sales Tax vs. License Tab Fee)
- Long Range Schedule for 12 Year Cycle of the Overlay Program

- Traffic Signal Rebuild Program

- Background - 55 traffic signals, 20 lighted pedestrian crossings...
- Purposes of the signal system
- Components of a signal system (cabinets, poles, heads, electronics...)
- Central Network Infrastructure/Traffic Management Center
- Life cycle (duration) and costs various of components and overall program

- Multi-Modal, Multi-Choice System (Sidewalks, Trails, Bike Lanes, etc)

- Background – How the skeleton systems were developed, miles complete today and miles yet to be completed, prioritization process
- Various alternatives (concrete sidewalk, planter, asphalt walkway, bike lanes...)
- Cost to complete
- Maintenance responsibilities (city vs. private)

- Transportation Projects

- 36th/35th Avenue W - Maple Road to 164th Street SW
- Poplar Way Overpass - 196th Street SW to 33rd Avenue W
- 52nd Avenue W - 176th to 164th Street SW
- 60th Avenue W - 188th to 176th Street SW
- 64th Avenue W - 188th to 176th Street SW
- 180th Street SW - 64th Avenue W to SR 99
- City Center Project - 194th Street SW - 40th Avenue W to 33rd Avenue W
- City Center Project - 42nd Avenue W - 194th Street SW to Alderwood Mall Blvd
- City Center Project - 196th Street SW - 48th Avenue W to 37th Avenue W

- Street Fund Operation and Maintenance

Transportation Funding:

- Current Funding Explained
- Transportation Benefit District
 - Licensing fee
 - Sales tax
- Levy Lid Lift
- Other voted measures

HOW - Outreach Communication Strategies

- Questions to be asked
 - What is your greatest area of concern?
 - What level should programs be funded? Level of service?
 - What types of funding for which type of projects?
- Web Site Information
 - Upcoming Meetings, Dates, and Locations
 - Presentation Information
 - Comments Received from Each Meeting
- Press Releases
 - One for each meeting
- Articles in the Newspaper
- Major Event at the Convention Center
- Neighborhood Meetings at Key Locations throughout the City (6 to 8 sites)
- Independent Scientific Validated Community Survey
- Articles in "Inside Lynnwood"
- Interview on Lynnwood TV
- Interview with TV Stations
- Separate - Special Mailer to ALL Lynnwood Residents and Business License Holders (2 Mailers)
- Host a Pancake Breakfast at the Fire Station or Convention Center
- Both/Kioski at the Mall, Major Retail Center

WHO - Stakeholders in the Community

- Residents
- Business Community
- Retail Customers
- Schools
- Churches
- Transportation and Traffic Task Force

WHEN – See potential schedule on next page

Background Material from Transportation and Traffic Task Force (Excerpt)

The Citizens of Lynnwood have consistently stated the importance of the city's transportation system in past City-wide surveys. These surveys related to all facets of city services and were not limited to transportation alone. One of the recommendations identified by the Transportation and Traffic Task Force in their 2010 Final Report was to conduct a City-wide survey specific to transportation.

The results of surveying citizens and businesses would be very useful to Council and the TBD Board in determining which transportation improvements to complete, how to prioritize them, and how to fund them. Staff recommends that a multi-tiered public outreach process be implemented in order to survey the stakeholders of Lynnwood's transportation system.

Staff recommends that the following four primary topics be included as a part of the outreach program:

1) Education

It is critical that the stakeholders of Lynnwood's transportation system have a better understanding of the system and the efforts underway and required to maintain and improve it. This is especially true if the citizens are called upon to pass fee or taxing measures in the future to fund critical transportation projects and programs. Once citizens understand the importance of our transportation system and the genuine hard work and thoughtful efforts by staff and elected officials, a much higher level of support is possible.

A brief description of each of the following should be provided:

- The City's level of service policies, plans for future growth, and the capacity projects needed to support this growth
- The City Center and the transportation improvements needed to support it
- The pedestrian and bicycle skeleton systems and how they were developed
- The magnitude of the City's maintenance and operation responsibilities

2) Planned Projects

The 20-year list of projects and how they get prioritized into the 6-year Transportation Improvement Plan (TIP) should be discussed. More information should be provided about the TIP projects so that the public has real tangible knowledge of the type of projects planned for Lynnwood in the near term.

3) Prioritization

An opportunity should be provided for the public to rank and prioritize various types of transportation improvements such as:

- Roadway Capacity (additional through/turn lanes, new street connections, other)
- Major Freeway Improvements (new crossings, new/modified interchanges, other)
- City Center (increasing capacity of existing roads, adding new grid streets, other)
- Non-Motorized - Pedestrian (sidewalks, trails, other)
- Non-Motorized - Bicycle (bicycle lanes, pavement markings, other)
- Street Maintenance (street crews, pavement preservation, traffic signals, other)
- Safety (center medians, traffic calming features, other)
- Intelligent Transportation (smarter traffic signals, traffic flow notifications, other)

4) Funding

The public should be informed of where their current tax dollars go and how Lynnwood's transportation projects are currently funded. After they gain a better understanding of the significant transportation funding shortfall, they will be better equipped to provide constructive feedback as to how best to fund transportation projects.

Funding strategies should also be discussed. These strategies include using grant dollars to fund projects which typically score well in funding competitions and using local funds to fund projects which may not. Low scoring grant projects typically include:

- Maintenance (pavement overlay, traffic signal rebuild, other)
- Operation (street crew and support staff)
- Residential non-motorized improvements (sidewalks, paths, other)

The outreach should include a brief summary of the various funding alternatives available to fund transportation projects. An opportunity should be provided for the public to rank and prioritize the various types of transportation funding alternatives such as:

- Transportation Impact Fees
- Transportation Benefit District – Vehicle registration fee
- Transportation Benefit District – Sales tax increase
- Levy Lid Lift
- Local Improvement Districts

1 **Distribution**

2 The following are various methods available to conduct the public outreach plan and
3 distribute the various information:

- 4 • Discuss at TBD Board meetings
- 5 • Discuss with the Lynnwood Transportation and Traffic Task Force (TTTF)
- 6 • Discuss with the Lynnwood Chamber of Commerce
- 7 • Publish an article in the Inside Lynnwood Newsletter
- 8 • Hold multiple public open houses, potentially in various areas around the City.
9 This could include meeting with the various neighborhood groups which were
10 involved in the various neighborhood traffic calming improvements completed
11 over the past few years.
- 12 • Press release to the Everett Herald and Lynnwood Enterprise
- 13 • Develop a webpage
- 14 • Mail info/survey with utility billings to the entire city
- 15 • Provide info/survey to the Edmonds School District
- 16 • Provide info/survey at City Hall, Library, Recreation Center, Edmonds
17 Community College
- 18 • Provide info/survey to the following bicycle groups: Edmonds Bike Group,
19 B.I.K.E.S. Club of Snohomish County, Cascade Bicycle Group, Boeing Bike
20 Club, Bicycle Alliance of Washington, others
- 21 • Other