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3 **AGENDA**
4 **City of Lynnwood**
5 **Transportation Benefit District (TBD) Board**
6 **Council Chambers, City Hall**
7 **19100 44th Avenue W, Lynnwood, WA, 98036**

8 **Regular Meeting**
9 **March 15, 2017**
10 **7:00 P.M.**

- 11
12 **10 Call to Order**
13
14 **20 Roll Call**
15
16 **30 Approval of Minutes – October 19, 2016 Regular Meeting**
17
18 **40 Voucher Approval**
19
20 **50 Citizen Comments and Communications**
21
22 **60 Presentation and Discussion - 2016 Pavement Condition Assessment Results**
23
24 **70 Presentation, discussion and possible action or other disposition related to**
25 **Ordinance #13 for decreasing the vehicle licensing fee including potential**
26 **scheduling of a public hearing**
27
28 **80 Election of Board Officers**
29
30 **90 Adjournment**
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**City of Lynnwood
Transportation Benefit District Board**

Item 30

**Regular Meeting
March 15, 2017
7:00 P.M.**

TITLE: Approval of Minutes – October 19, 2016 Regular Meeting

DEPARTMENT: Public Works

DEPARTMENT CONTACT: David Mach

BACKGROUND: The October 19, 2016 regular meeting was the most recently held Board meeting.

ACTION: Approve the meeting minutes from the October 19, 2016 regular meeting

ATTACHMENTS:

- 1) October 19, 2016 regular meeting minutes

CITY OF LYNNWOOD
TRANSPORTATION BENEFIT DISTRICT BOARD REGULAR MEETING MINUTES
October 19, 2016

1
2 10. CALL TO ORDER – The October 19, 2016 Regular Meeting of the City of Lynnwood
3 Transportation Benefit District (TBD) Board, held in the Council Chambers of Lynnwood
4 City Hall, was called to order by Board President Cotton at 7:02 p.m.
5

6 20.

ROLL CALL

Board President Ian Cotton
Board Vice President Benjamin Goodwin
Board Member M. Christopher Boyer
Board Member Ruth Ross
Board Member Shannon Sessions
Board Member Shirley Sutton
Board Member George Hurst

OTHERS ATTENDING

Public Works Director Franz
Deputy PW Director Elekes
Resident Capital Project Eng. Mach
Executive Assistant Morris

7
8
9 30 APPROVAL OF MINUTES – JULY 27, 2016 SPECIAL MEETING

10
11 *Motion made by Board Member Boyer, seconded by Board Member Session, to approve the*
12 *minutes of the July 27, 2016 Special Meeting. Motion passed unanimously.*
13

14 40. VOUCHER APPROVAL

15
16 *Motion made by Board Member Boyer, seconded by Board Member Ross, to approve claims*
17 *in the amount of \$18,164.06. Motion passed unanimously.*
18

19 50. CITIZEN COMMENTS AND COMMUNICATIONS

20
21 None.
22

23 60. CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON RESOLUTION #9 –
24 AMEND THE TBD CHARTER

25
26 Resident Capital Project Engineer David Mach made the staff presentation. He explained
27 that this is basically a housekeeping item to amend the charter to reflect the current law.
28

29 *Motion made by Board Member Boyer, seconded by Board Member Ross, to adopt*
30 *Resolution No. 9, "A RESOLUTION OF THE LYNNWOOD TRANSPORTATION BENEFIT*
31 *DISTRICT; RELATING TO THE DISTRICT'S CHARTER; AMENDING SECTION 4.01(B)*
32 *OF RESOLUTION NO. 1." Motion passed unanimously.*
33

1 70. CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON A CONTRACT
2 AMENDMENT BETWEEN THE TBD AND THE WASHINGTON STATE
3 DEPARTMENT OF LICENSING
4

5 Resident Capital Project Engineer Mach made the staff presentation. He explained that this
6 also is a housekeeping item and also has to do with the \$20 to \$40 license fee increase.
7

8 *Motion made by Board Member Boyer, seconded by Board Member Ross, to approve the*
9 *contract amendment to the Interlocal Agreement with the Washington State Department of*
10 *Licensing to: Update the DOL Contract Manager; Increase the fee collected by DOL to \$40*
11 *effective February 1, 2017; Amend Section 1 Definitions; and to add an Assignment Clause.*
12 *Motion passed unanimously.*
13

14 80. PRESENTATION, DISCUSSION, AND APPROVAL OF THE 2015 TBD ANNUAL
15 REPORT
16

17 Resident Capital Project Engineer Mach reviewed the report starting on page 80-2 of the
18 TBD Board packet. This summarizes the meetings that occurred in 2015 and provides the
19 revenue generated which is around \$550,000 and expenditures of approximately \$590,000.
20 There was a larger fund balance which is the reason for the difference in the two numbers. It
21 also identifies the projects and where the funds were spent.
22

23 Board Member Sutton asked how this compared to 2014. Resident Capital Project Engineer
24 Mach stated that all the information is available online, but from year to year the revenues
25 have gone up slightly since 2010.
26

27 *Motion made by Board Vice President Goodwin, seconded by Board Member Boyer, to*
28 *approve the 2015 TBD Annual Report. Motion passed unanimously.*
29

30 90. CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON ORDINANCE No. 11
31 – 2016 BUDGET AMENDMENT
32

33 Resident Capital Project Engineer Mach made the staff presentation on the Budget
34 Amendment. He explained that due to unforeseen circumstances, the 2016 actual beginning
35 fund balance was \$181,933 lower than the estimated beginning fund balance. As a result
36 staff recommends amending the 2016 TBD by decreasing the 2016 beginning fund balance
37 by \$181,933 and decreasing the Overlay Program Fund 311 expenditures by \$181,933.
38

39 Board Vice President Goodwin asked if it was possible to get a more accurate number
40 throughout the year. Resident Capital Project Engineer Mach explained that they only visit
41 this once a year or so which makes it challenging. Because this is only one fund they are
42 trying to minimize the amount of time staff is investing in this. Deputy Director Elekes
43 explained that they are tracking throughout the year and checking in a couple times a year.
44 He explained reasons that expenses were higher than anticipated last year.
45

46 *Motion made by Board Vice President Goodwin, seconded by Board Member Boyer, to*
47 *adopt Ordinance No. 11, "AN ORDINANCE OF THE CITY OF LYNNWOOD,*

1 *WASHINGTON, TRANSPORTATION BENEFIT DISTRICT AMENDING THE 2016*
2 *BUDGET FOR THE CITY OF LYNNWOOD, WASHINGTON, TRANSPORTATION*
3 *BENEFIT DISTRICT; AND PROVIDING FOR AN EFFECTIVE DATE, SEVERABILITY,*
4 *AND SUMMARY PUBLICATION.” Upon a roll call vote, the motion passed unanimously*
5 *(7-0).*
6

7 100. ORDINANCE No. 12 – 2017 BUDGET

8
9 A. Public Hearing

10
11 The public hearing was opened at 7:20 p.m. Board President Cotton reviewed the purpose of
12 the hearing, order of speaking and hearing procedures. Resident Capital Project Engineer
13 Mach made the staff presentation. He reviewed the table on page 100A-4 of the TBD Board
14 packet which summarizes the budget.

15
16 Written Materials: None

17
18 Public Testimony: None

19
20 Board Questions:

21
22 Board Member Sessions asked how a potential future ballot measure might change the
23 budget. Resident Capital Project Engineer Mach replied that they would have to do a budget
24 amendment to revise the revenue forecast and the expenditures.

25
26 Board Member Hurst asked how often revenues come from the State Department of
27 Licensing. Resident Capital Project Engineer Mach replied that it is monthly. It fluctuates,
28 but year to year it is fairly consistent.

29
30 Seeing no further public testimony the public testimony portion of the public hearing was
31 closed at 7:25 p.m.

32
33 B. Consideration, discussion, and possible action on said Ordinance.

34
35 *Motion made by Board Member Boyer, seconded by Board Vice President Goodwin, to*
36 *adopt Ordinance No. 12, “AN ORDINANCE OF THE CITY OF LYNNWOOD,*
37 *WASHINGTON, TRANSPORTATION BENEFIT DISTRICT ADOPTING A ONE-YEAR*
38 *BUDGET FOR THE CITY OF LYNNWOOD, WASHINGTON, TRANSPORTATION*
39 *BENEFIT DISTRICT FOR THE YEAR ENDING DECEMBER 31, 2017; AND PROVIDING*
40 *FOR AN EFFECTIVE DATE, SEVERABILITY, AND SUMMARY PUBLICATION.” Upon a*
41 *roll call vote, the motion passed unanimously (7-0).*
42

43 110. ADJOURNMENT

44
45 Board President Cotton announced that the next regular meeting would be held on March
46 15, 2017 at 7 p.m. in the Council Chambers. A special meeting may be called before then. If
47 so, the time and place will be advertised in the Everett Herald and on the TBD web page.

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Motion made by Board Member Boyer, seconded by Board Vice President Goodwin, to adjourn the meeting. Motion passed unanimously.

The meeting was adjourned at 7:27 p.m.

Ian Cotton, TBD Board President

Sonja Springer
Finance Director, Acting as Board Treasurer

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**City of Lynnwood
Transportation Benefit District Board**

Item 40

**Regular Meeting
March 15, 2017
7:00 P.M.**

TITLE: Voucher Approval

DEPARTMENT: Finance/Public Works

DEPARTMENT CONTACT: Sonja Springer/David Mach

BACKGROUND: The TBD has incurred various expenses since the last voucher approval at the October 19, 2016 regular meeting. Staff is asking for voucher approval at this time.

ACTION: Approve claims in the amount of \$27,307.71.

ATTACHMENTS: None

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**City of Lynnwood
Transportation Benefit District Board**

Item 60

**Regular Meeting
March 15, 2017
7:00 P.M.**

TITLE: Presentation and Discussion - 2016 Pavement Condition Assessment Results

DEPARTMENT: Public Works

DEPARTMENT CONTACT: Jeff Elekes/Ha Yang

BACKGROUND: Since summer of 2016, Public Works staff has been working with Infrastructure Management Services (IMS) to complete a full pavement condition survey and analysis. Based on the analysis, a 5-year prioritized pavement preservation and rehabilitation need and action plan has been identified.

Purpose of the presentation is to report the results of the study and the overall needs, funding status and requirements of the City's transportation system.

ACTION: Discussion

ATTACHMENTS:

- 1) Pavement Condition Assessment Presentation
- 2) Funding Spreadsheet

2017 State of the Roadway Network in Lynnwood, WA



Stephen Smith, P.E., Project Principal
IMS Infrastructure Management Services

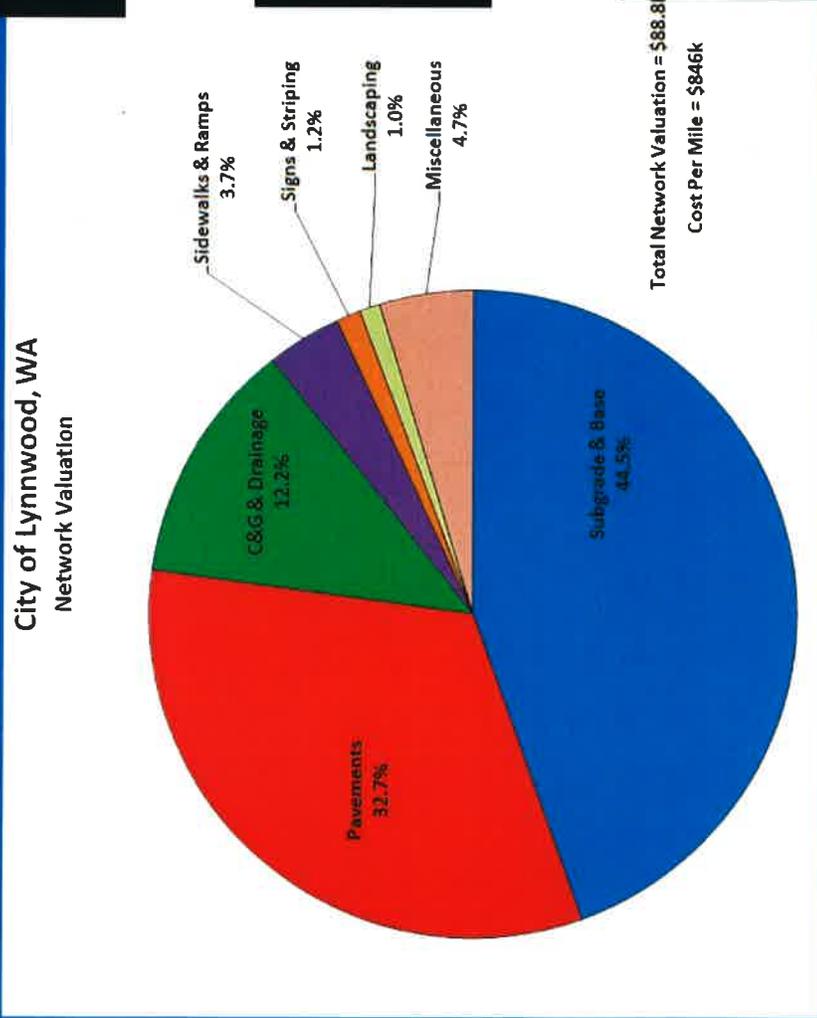
Scale of Investment....



~36,485 people
 ~100 CL miles of City owned roadways
 1.9M square yards of pavement

Single largest City asset valued at
 \$846k/mile or \$88.8M total plus
 improvements and ROW
 (not including the value of land, bridges, etc.)

Early look at the condition score:
 PCI = 67 (**Above Average**)
 Back log = 4 % (target ≤ 10%)
 Rates as a **solid B+**



Concept of Pavement Management...



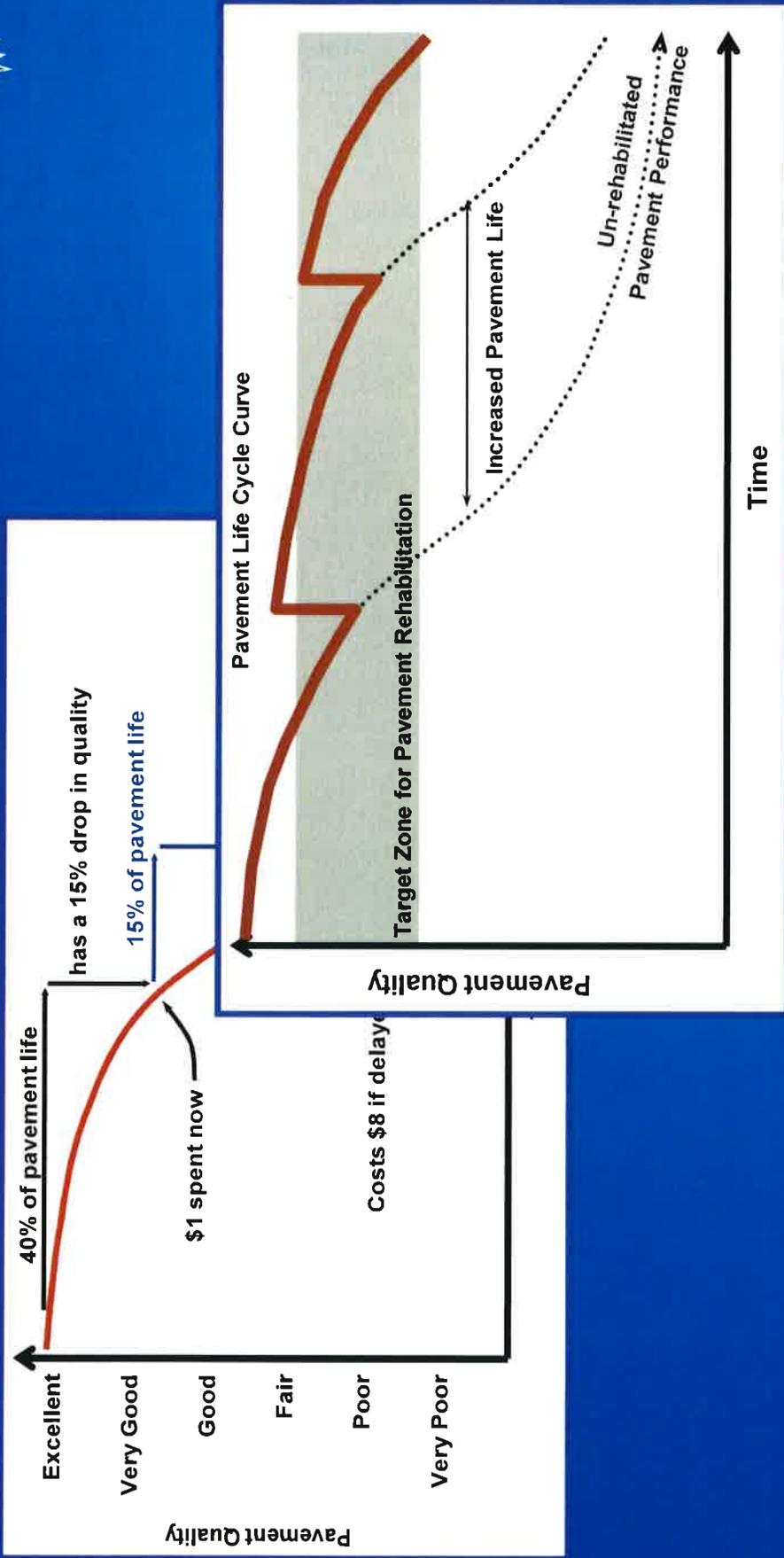
City
Objectives,
Policies & Budgets

Balanced Approach

Priorities,
Analysis Techniques
& Reporting



Why do Pavement Management?



A pavement management system is a set of tools or methods that assist decision makers in finding optimum strategies for providing and maintaining pavements in a serviceable condition over a given time period

Tools to Rate the Streets – Objective Surveys....



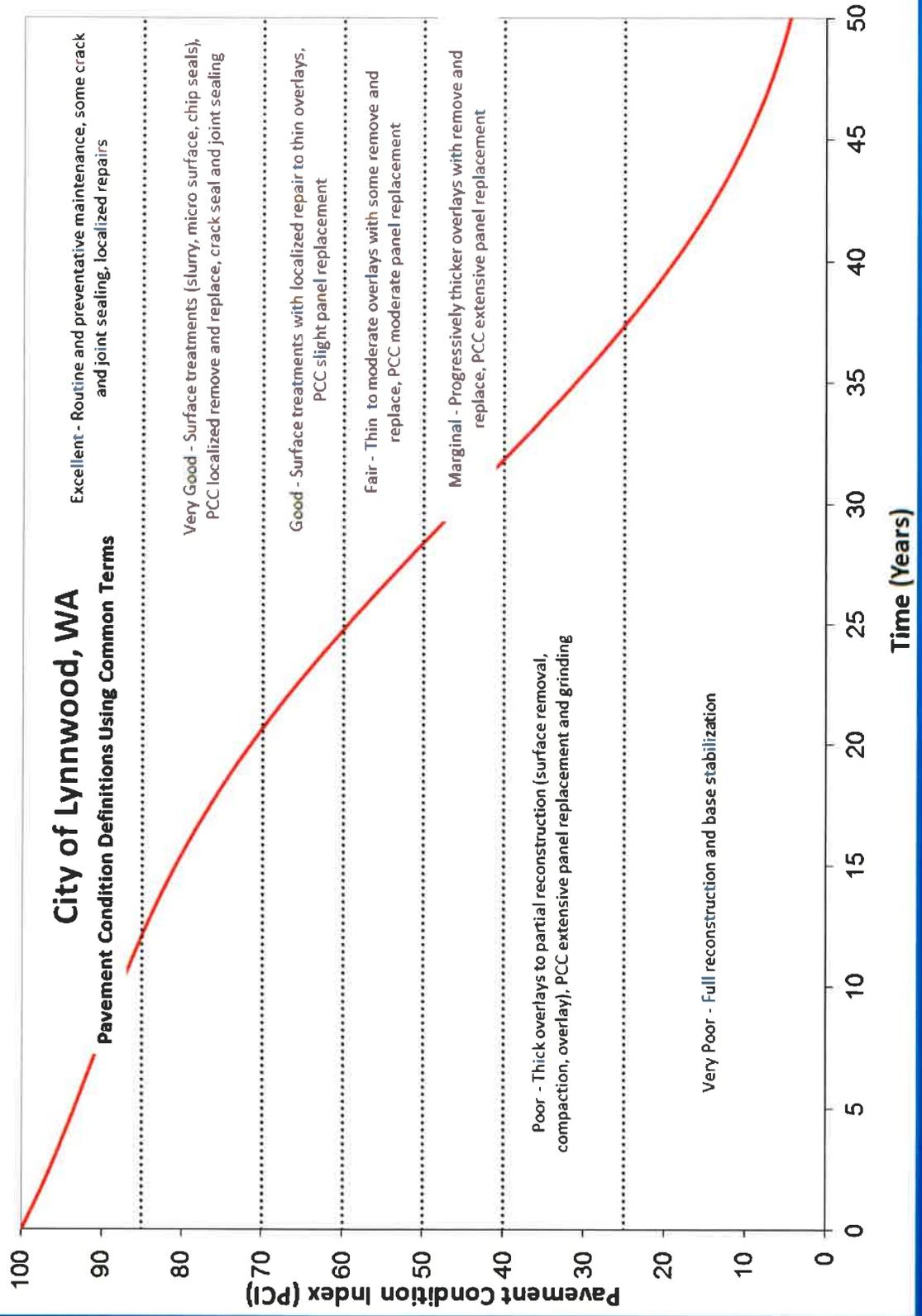
Condition Focuses On:

- Roughness – Deterioration
- Pavement Strength (Arterials)
- Fatigue/Alligator Cracking
- Wheel Path Rutting
- Cracking
- Distortions & Weathering
- Patching & Potholes
- Raveling
- Divided/Shattered Slab
- Faulting
- Joint Spalling/Sealant Damage
- Corner Breaks/D Cracking
- Scaling



**Prioritized
Optimized
Rehab Plan
& Budget**

Understanding the Pavement Condition Index....



Understanding the PCI... Very Poor (0 - 25)



LYNNWOOD
WASHINGTON

GISID: 1247
Image: LYNN003_000445_0002_CF.jp0

36th Ave W

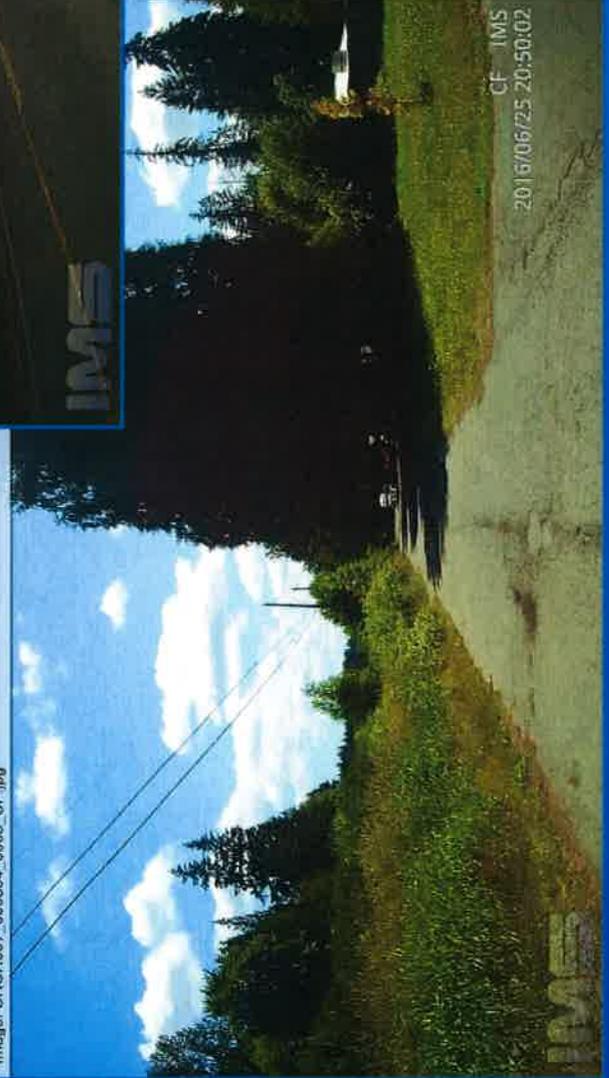


CF IMS
2016/05/26 16:39:15

**Base &/or Structural Failures
Rutting
Excessive Cracking**

GISID: 22
Image: ORCH007_000864_0003_CF.jp0

Street Name: SHERMAN AVE



CF IMS
2016/06/25 20:50:02

**Past point of overlay based
rehabilitation and/or panel
replacements.**

**Rehabs often driven by citizen
complaints.**

**Safety becomes a concern at very
low PCI.**

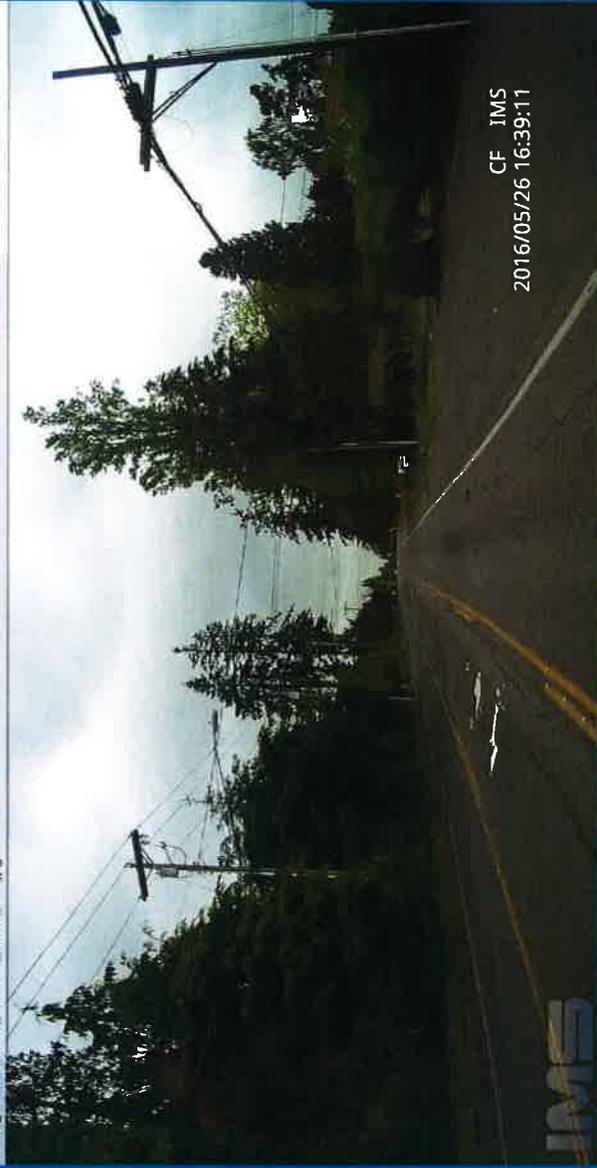
Understanding the PCI...Poor to Marginal (25 - 50)



LYNNWOOD
WASHINGTON

36th Ave W

GIRID: 118
Image: LYNN003_000444_0008_Cf.jpg

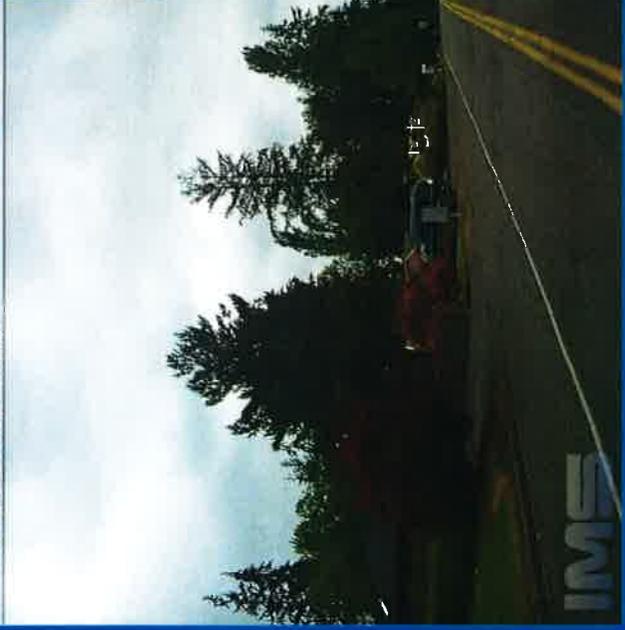


CF IMS
2016/05/26 16:39:11

Localized base failures
Rutting at intersections
Extensive cracking
Extensive patching

172nd St SW

GIRID: 248
Image: LYNN004_000670_0002_Cf.jpg



Tired streets due for a thicker overlay, possibly a surface removal and replacement on ACP roads. Extensive joint, panel replacement, and grinding on PCC roads.

High priority to avoid reconstruction

201

Understanding the PCI...Fair (50 - 60)

Progressive cracking
Few base failures
Localized distresses



176th PI SW

CHSID: 214
Image: LYNN005_000768_0007_CFI.jpg



177th PI SW

CHSID: 214
Image: LYNN005_000839_0012_CFI.jpg



Optimum timing for thin - moderate overlay or moderate panel replacement on PCC roads.

Many benefits to selecting these streets: early lower cost - greater return, less grinding, drainage

2016/05/26 21:21 CF

Understanding the PCI...Good (60 - 70)



GISID: 164

Image: LYNN004_000658_0010_CF.jpg

172nd St SW



Few localized distresses Minimal base failures

Good candidate for slight panel replacement on PCC roads.

If distressed due to loading on

ACP roads, may need thin overlay, otherwise crack seal and surface treat (micro/chip seal/slurry).

Greatest cost benefit:

- Thinner strategies
- Less crown build-up
- Less intrusive rehab
- Maintain existing drainage



Understanding the PCI... Very Good (70 - 85)



GISID: 1024

Image: LYNN005_000754_0008_CF.jpg

169th St SW



Very few distresses
No rutting
No base failures

Crack seal with surface
treatment on asphalt roads.
Joint reseal and localized rehab
on concrete roads.

Maintains existing drainage.
Extends pavement life at lowest
cost



Understanding the PCI...Excellent (85 - 100)



LYNNWOOD
WASHINGTON

166th PJ SW

GISID: 1039
Image: LYNN004_000683_0008_CF.jpg



Like new condition
Very few minor distresses
Smooth ride, good drainage

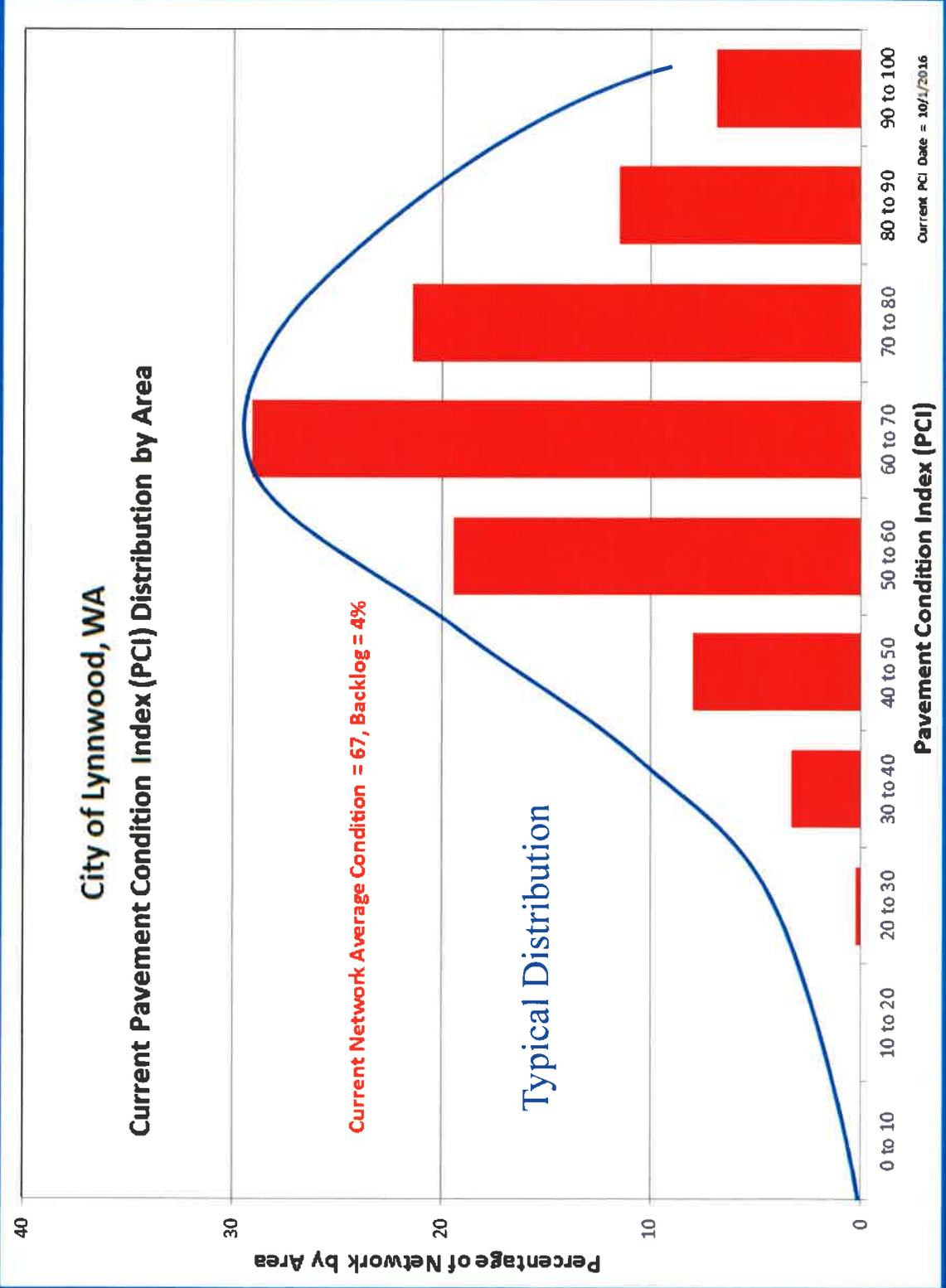
168th St SW

GISID: 1039
Image: LYNN004_000704_0007_CF.jpg

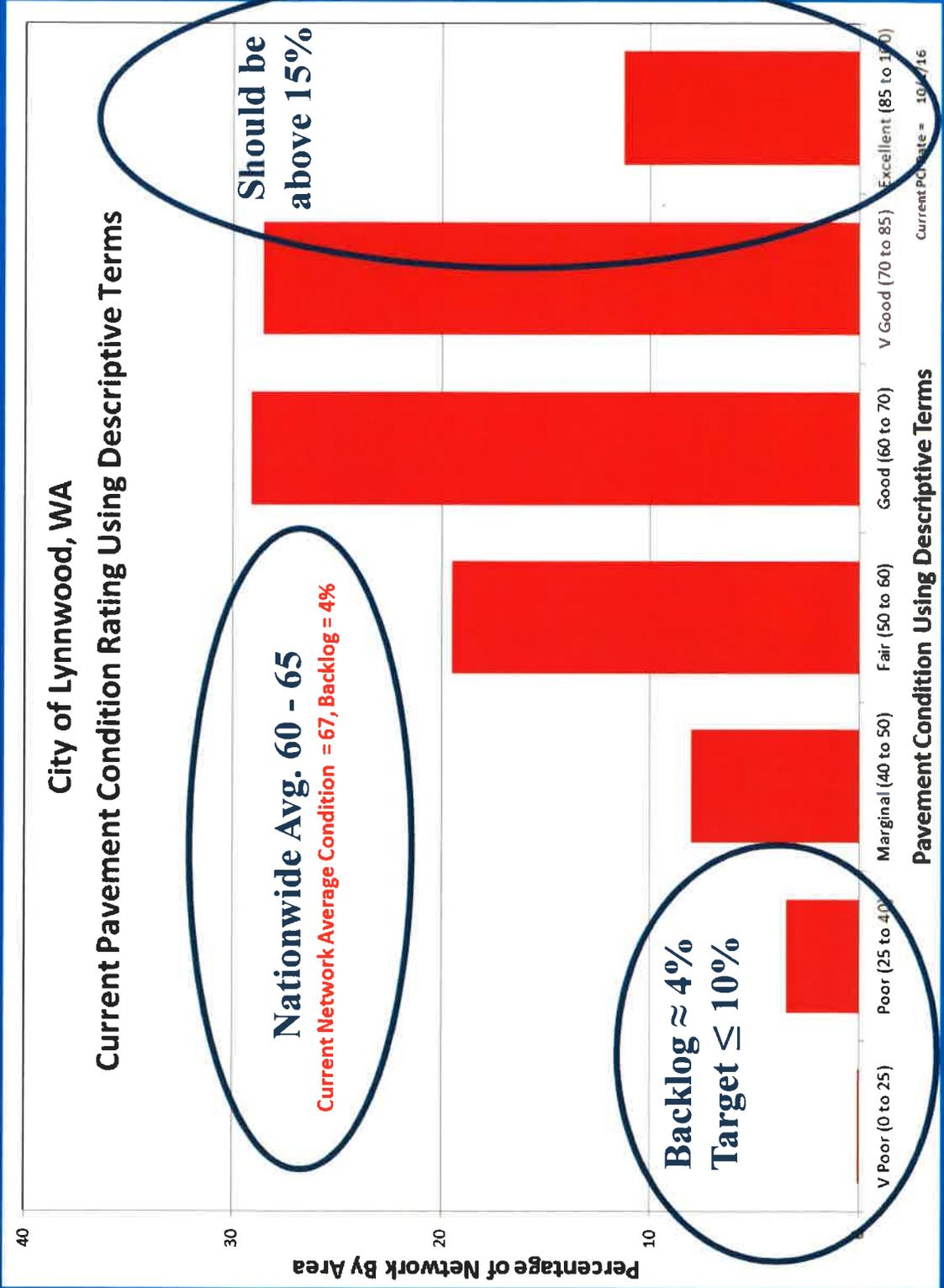


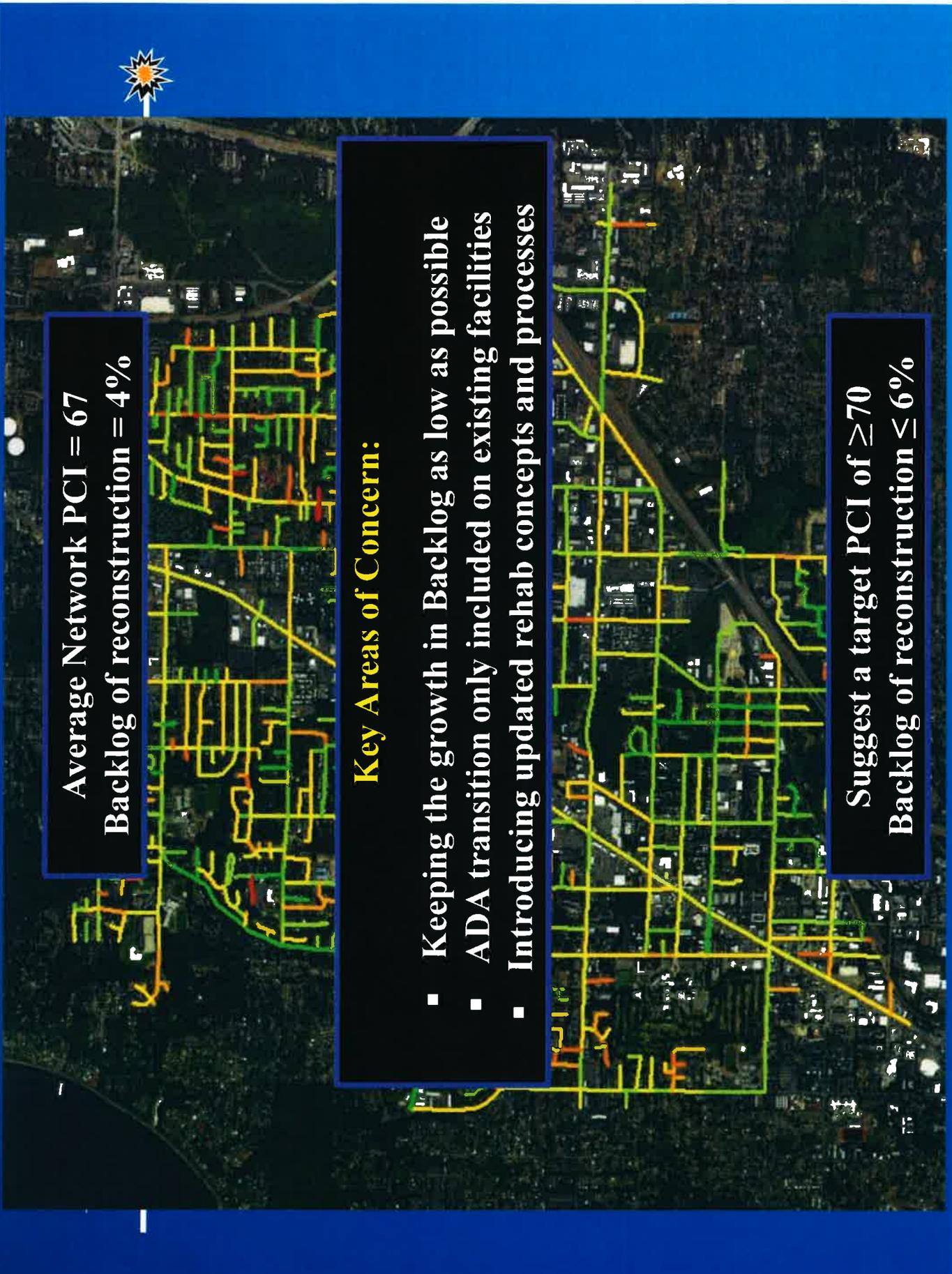
Should provide 5 to 10 years
prior to first rehabilitation
with routine maintenance

Lynnwood PCI Results for 2016....



Lynnwood Results.... 3 metrics of health





Average Network PCI = 67

Backlog of reconstruction = 4%

Key Areas of Concern:

- Keeping the growth in Backlog as low as possible
- ADA transition only included on existing facilities
- Introducing updated rehab concepts and processes

Suggest a target PCI of ≥ 70

Backlog of reconstruction $\leq 6\%$

City of Lynnwood Methodology....



1. Funding is not \$0, nor is it unlimited
2. Lynnwood places a value on its roadway network
 - Arterials – Collectors – Locals*
3. Identify annual budget to maintain current PCI & Backlog
4. Examine effects of current funding levels
5. Prevent deterioration in pavement quality
6. ADA compliance is included – but only on existing facilities
7. Pavement management is priority based, not worst-first
8. No cost inflation
9. Complete streets not included in costs

Lynnwood Annual Funding Estimates....

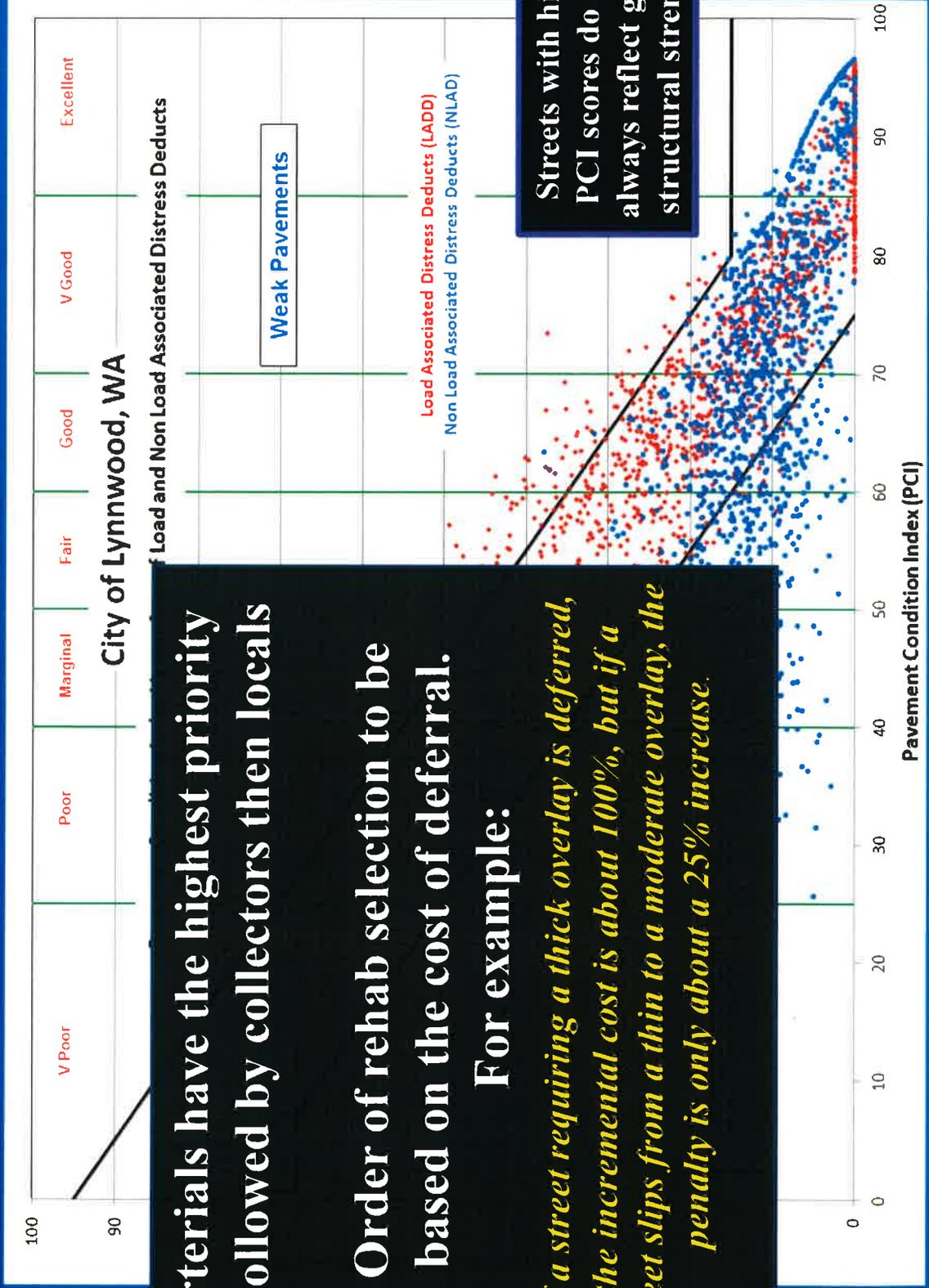


Estimate #3. - Based on Estimated Total Network Deficiency and Life Cycle Cost

Asphalt Deficiency	Total Cost (\$)	% of Total	PART	MnART	COL	RES	Life Cycle (years)	Life Cycle Cost (\$)
Reconstruction (Base)	13,000	0.0	0	13,000	0	0	50	0
Reconstruction (Surface)	3,465,000	9.2	0	997,500	131,200	2,336,300	30	116,000
FWM Thick Overlay (> 2.0 - 3.0)	5,915,000	15.8	421,300	1,082,700	586,700	3,824,300	20	296,000
Subtotal	10,524,000	29.4	421,300	2,132,200	717,900	6,150,300	15	412,000
Localized Rehab	0	0.0	0	0	0	0	10	0
Joint Rehab	0	0.0	0	0	0	0	5	0
Routine Maintenance	0	0.0	0	0	0	0	2	0
Total Concrete Network:	0	0	0	0	0	0	0	0
Total Network :	37,488,500		8,064,300	6,822,200	5,951,700	16,650,300		2,532,000

Typical life cycle estimates show that Lynnwood would need approximately \$2.5M annually to maintain PCI (does not include routine maintenance activities, ADA compliance, culverts or ditch repair, signage, striping, bike lanes, or additional width)

Lynnwood Rehabilitation Needs....



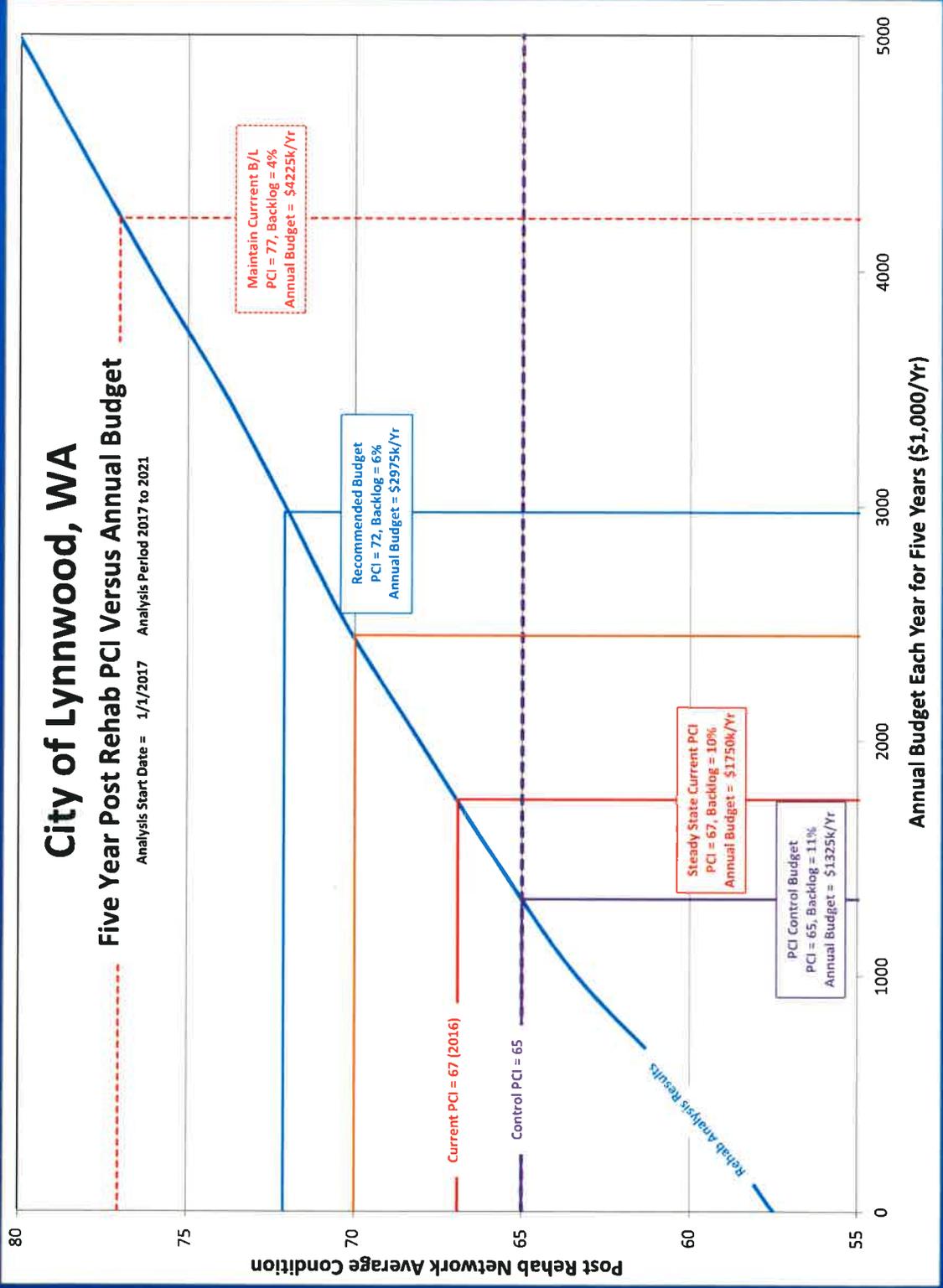
Arterials have the highest priority followed by collectors then locals

Order of rehab selection to be based on the cost of deferral.

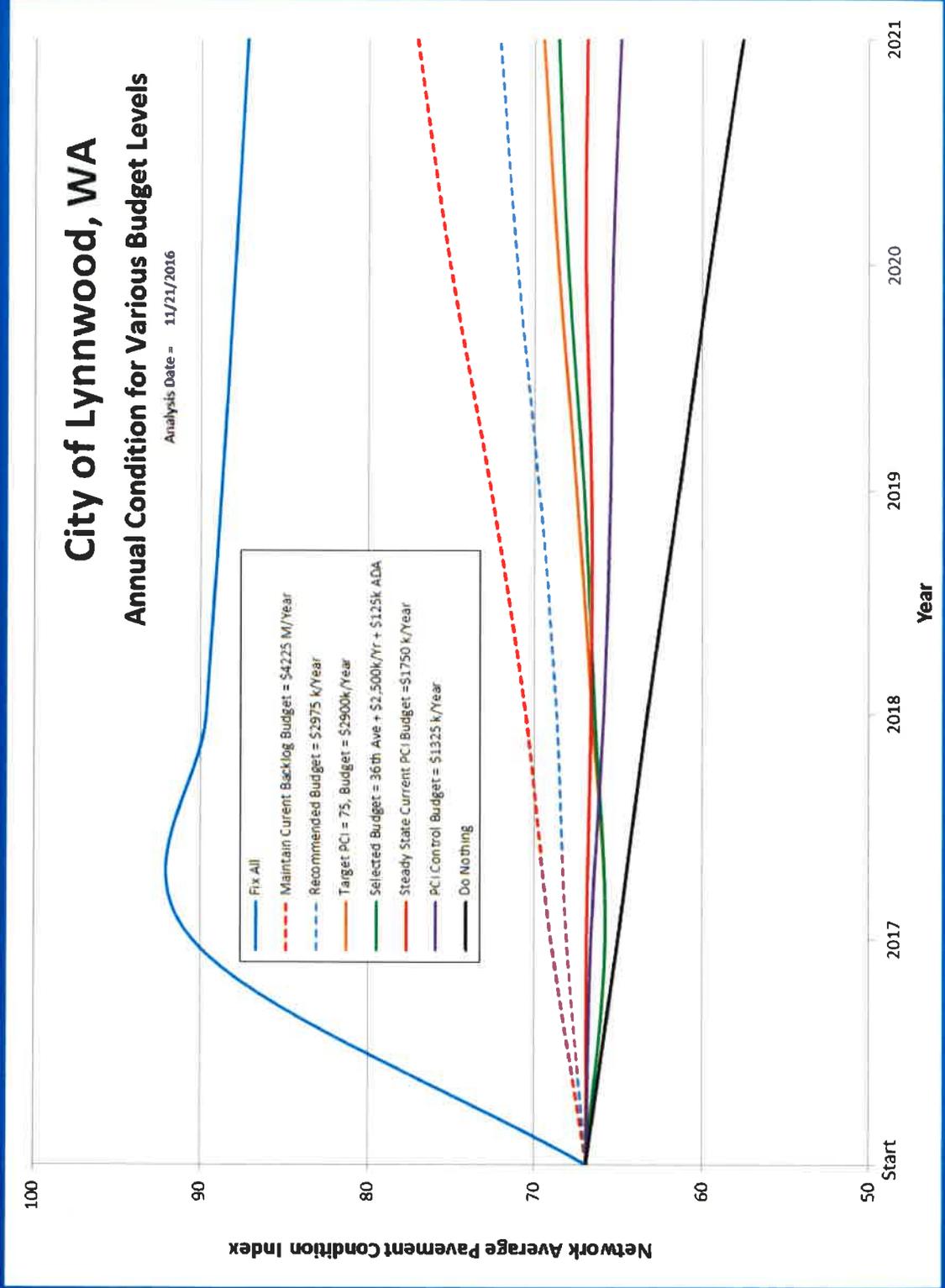
For example:

if a street requiring a thick overlay is deferred, the incremental cost is about 100%, but if a street slips from a thin to a moderate overlay, the penalty is only about a 25% increase.

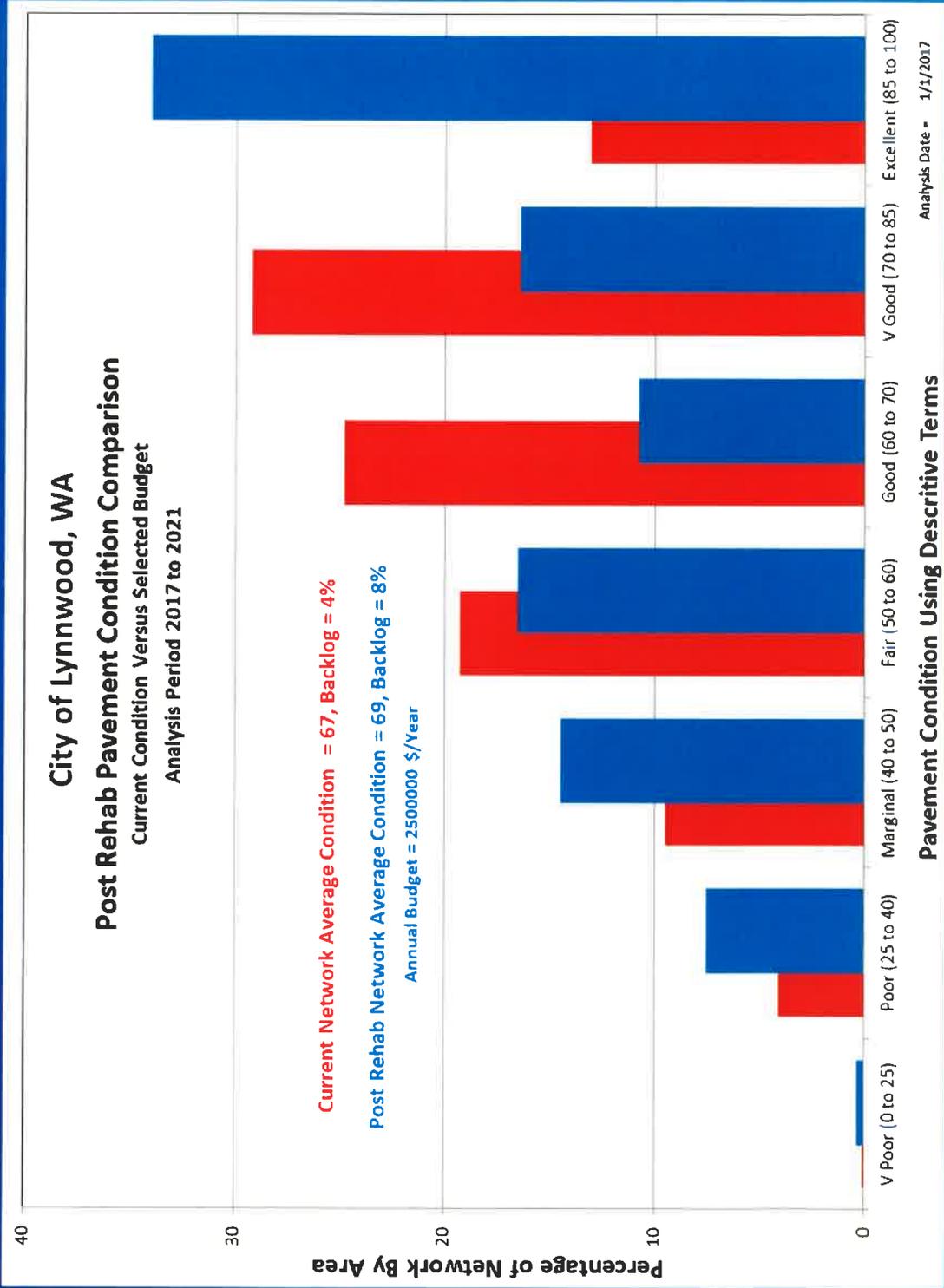
Post Rehab PCI & Annual Funding....

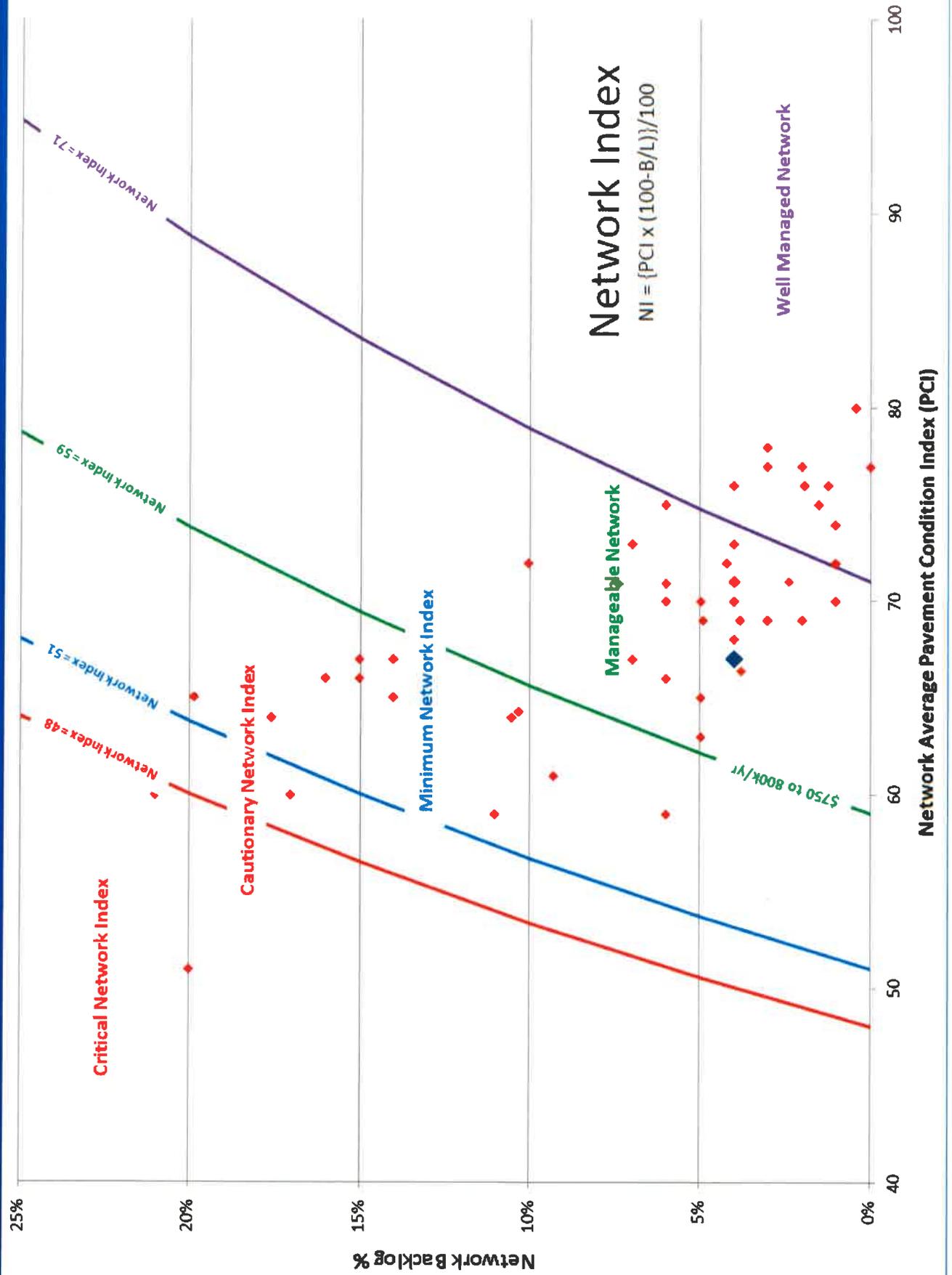


5 Year PCI Budget Analysis....



5 Year PCI Budget Analysis....





City of Lynnwood Recommendations....



1. Maintain PCI at or above 70 with a backlog below 6% for entire roadway network.

A budget of \$2.5M plus \$125K of ADA will result in a network PCI of 69 and backlog of 8% over the next 5 years.

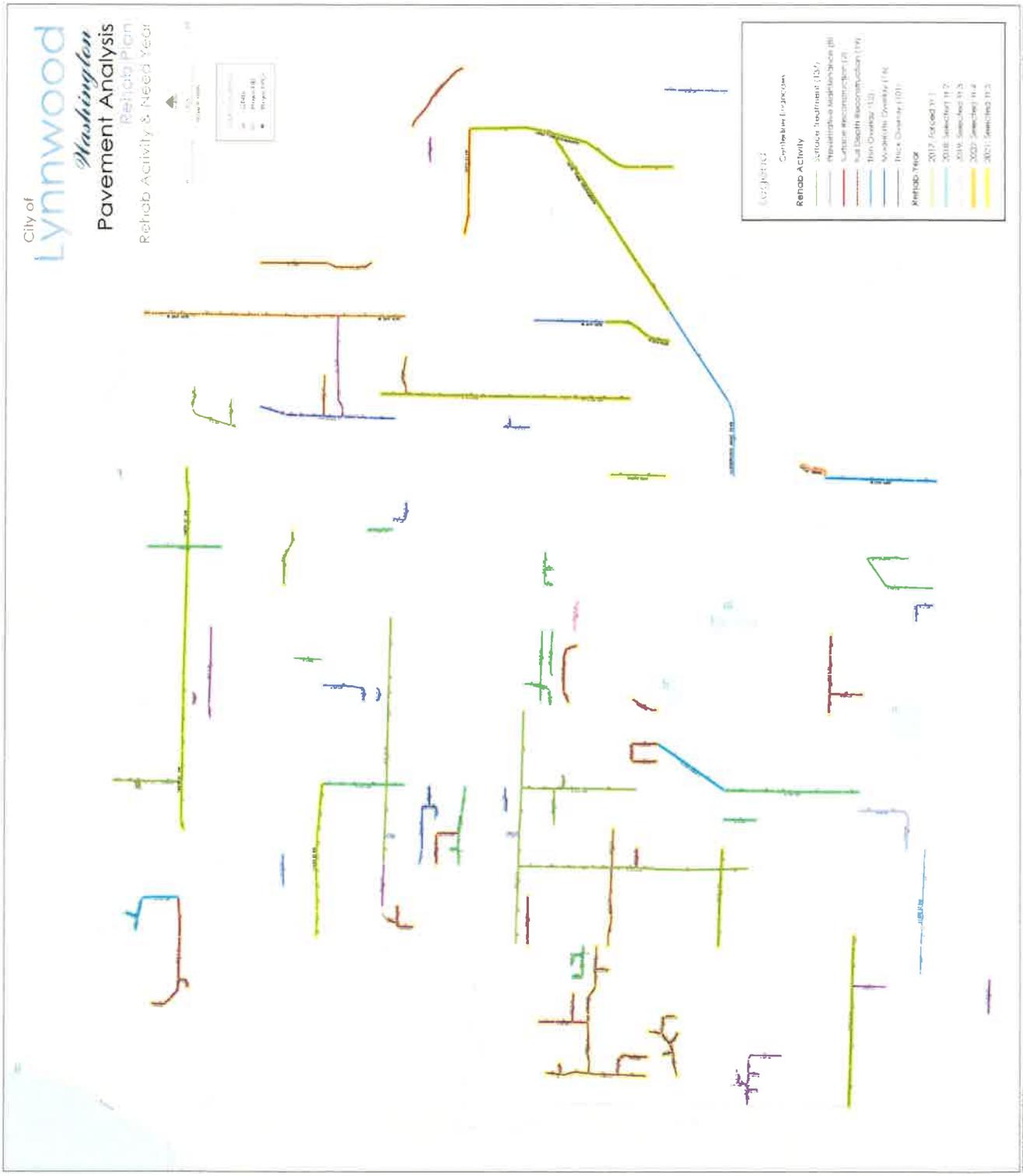
2. Use of a full suite of rehabilitation strategies reviewed on an annual basis.

3. Steady – effective rehabilitation and maintenance on an annual basis saves the City money over deferred maintenance.

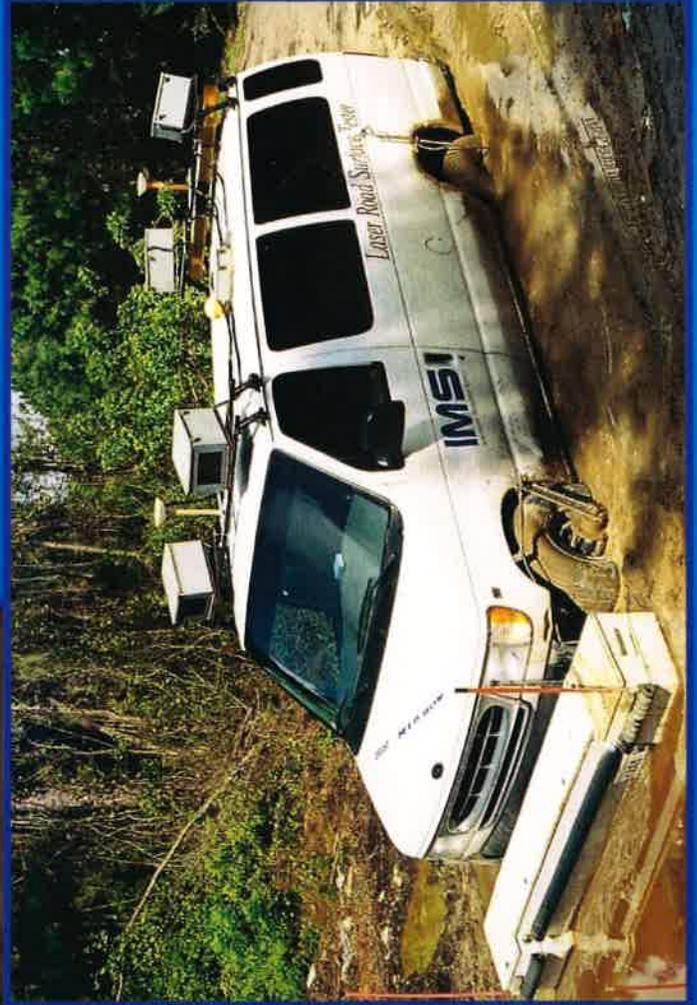
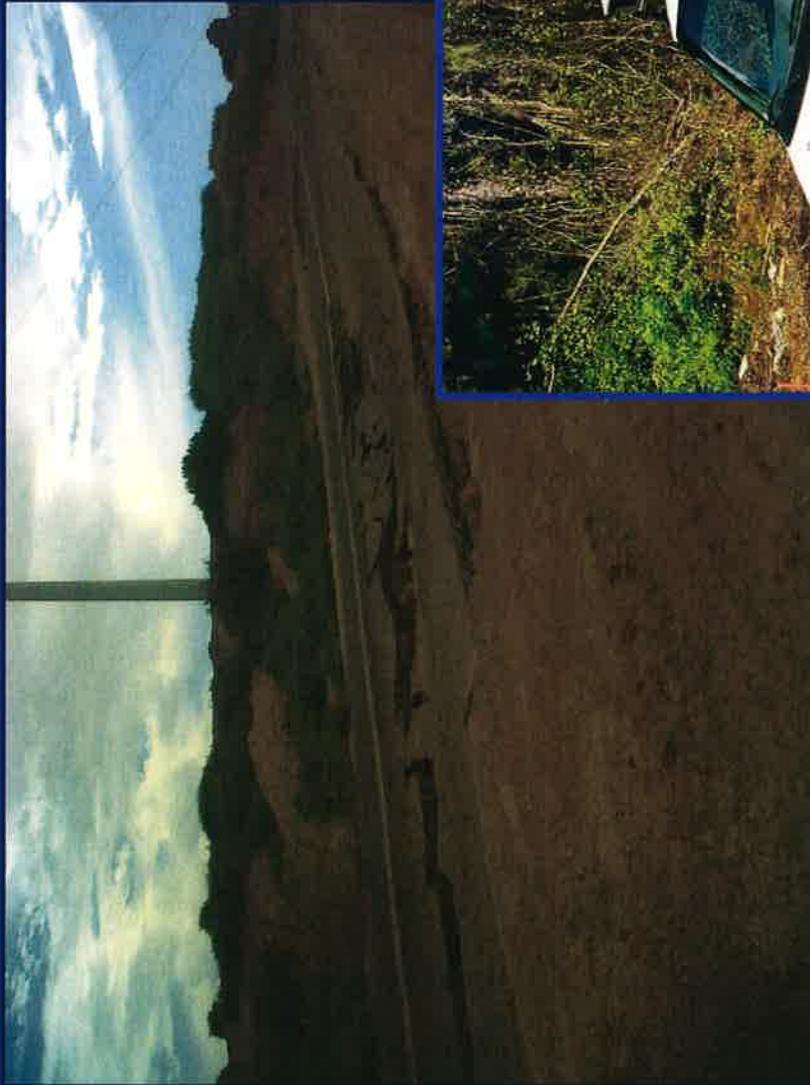
4. City should resurvey their streets every few years to update the condition data and rehab program.



City of
Lynnwood
Washington
Pavement Analysis
Rehab Plan
Rehab Activity & Need Year



Questions?.....



Transportation Funding/Spending Plan: Capital Infrastructure Replacement

REVENUES

Revenue sources	2017	2018	2019	2020	2021	2022
\$20 Tabs TBD (1)	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
\$20 Tabs TBD (2)	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Sales Tax 0.1% TBD	\$ 1,500,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Utility (F411)	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000	\$ 280,000
TOTAL	\$ 2,780,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000

EXPENDITURES

Type	Program/Project	Yearly Need	2017	2018	2019	2020	2021	2022
Annual Program	Paving Program	\$ 2,625,000	\$ 1,285,000	\$ 2,735,000	\$ 2,535,000	\$ 2,535,000	\$ 2,735,000	\$ 2,735,000
Annual Program	TBD Admin	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Annual Program	Streets (O&M F111)	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Annual Program	Sidewalks (O&M F111)	\$ 50,000 - 100,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Annual Program	ADA Curb Ramps	\$ 200,000 - 300,000	\$ -	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000
Annual Program	Signal Rebuild	\$ 250,000 - 300,000	\$ 50,000	\$ 100,000	\$ 300,000	\$ 300,000	\$ 100,000	\$ 100,000
Annual Program	Sidewalks (New/Gap)	\$ 250,000 - 500,000						
Project	36th Avenue W Improvements		\$ 800,000					
Project	196th Street SW Improvements		\$ 225,000					
Project	Poplar Way Bridge Extension		\$ 100,000					
TOTAL			\$ 2,780,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000	\$ 3,280,000

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**City of Lynnwood
Transportation Benefit District Board**

Item 70

**Regular Meeting
March 15, 2017
7:00 P.M.**

TITLE: Presentation, discussion and possible action or other disposition related to Ordinance #13 for decreasing the vehicle licensing fee including potential scheduling of a public hearing

DEPARTMENT: Public Works

DEPARTMENT CONTACT: Jeff Elekes/David Mach

BACKGROUND: At previous meetings, the Board has discussed the potential for decreasing the existing \$40 vehicle license fee. If approved, the attached ordinance would reduce the existing \$40 vehicle license fee from \$40 to \$20.

The \$40 vehicle license fee is currently estimated to generate \$1,100,000 annually. If reduced to \$20, it is estimated that the vehicle license fee would generate \$550,000 annually.

The Board may want to consider conducting a public hearing prior to acting on any changes to the existing \$40 vehicle registration fee.

ACTION: Presentation, discussion and possible action or other disposition

ATTACHMENTS: Ordinance #13 (\$40 to \$20 decrease)

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**CITY OF LYNNWOOD
TRANSPORTATION BENEFIT DISTRICT**

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ORDINANCE NO. 13

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AN ORDINANCE OF THE LYNNWOOD TRANSPORTATION
BENEFIT DISTRICT, DECREASING THE VEHICLE LICENSE
FEE IMPOSED BY THE DISTRICT AS ESTABLISHED IN
ORDINANCE NO. 10; CONFIRMING THE PROJECTS TO BE
FUNDED; AND PROVIDING FOR SEVERABILITY, AN
EFFECTIVE DATE, AND SUMMARY PUBLICATION.

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WHEREAS, Chapter 36.73 RCW and RCW 35.21.225 authorize the City of
Lynnwood City Council to establish a Transportation Benefit District within the City's
jurisdiction for the purpose of acquiring, constructing, improving, providing, and funding
transportation improvements within the district that are consistent with existing state,
regional, and local transportation plans and necessitated by existing or reasonably foreseeable
congestion levels; and

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WHEREAS, the Lynnwood City Council determined that it was in the best interests of
the City to establish a City-wide Transportation Benefit District consistent with Chapter 36.73
RCW, to protect the City's long term investment in that infrastructure, reduce the risk of
transportation facility failures, improve safety, continue optimal performance of the
infrastructure over time, and avoid more expensive infrastructure replacements in the future;
and

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WHEREAS, in Ordinance No. 2837, the City Council of the City of Lynnwood
established a Transportation Benefit District as authorized by RCW 35.21.225 and subject to
the provisions of RCW 36.73; and

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WHEREAS, the Transportation Benefit District includes the entire City of Lynnwood
as the boundaries currently exist or as they are expanded upon annexation; and

WHEREAS, RCW 36.73.065 authorizes a Transportation Benefit District to impose,
by majority vote of the district's governing board, up to forty dollars (\$40) of the vehicle
license fee authorized in RCW 82.80.140, provided an annual vehicle license fee of twenty
dollars (\$20.00) has been imposed for at least twenty-four months; and

WHEREAS, in Ordinance No. 2 passed on November 30, 2010, the Lynnwood
Transportation Benefit District Board established an annual vehicle license fee in the amount
of twenty dollars (\$20.00); and

WHEREAS, in Ordinance No. 10 passed on July 27, 2016, the Lynnwood
Transportation Benefit District Board increased the annual vehicle license fee to forty dollars
(\$40.00), consistent with RCW 36.73.065; and

1
2 WHEREAS, at the election held on November 8, 2016, the Lynnwood Transportation
3 Benefit District Board submitted a ballot proposition to the voters of the District, on the
4 question of whether the Transportation Benefit District should be authorized to impose an
5 additional sales and use tax in the amount of one-tenth of one percent (0.1%) to be collected
6 within the District for a term of ten years; and
7

8 WHEREAS, the voters of the District approved the ballot proposition, authorizing the
9 District to impose an additional sales and use tax in the amount of one-tenth of one percent
10 (0.1%) for ten years; and
11

12 WHEREAS, the District's Board recognizes that the approval of the ballot proposition
13 results in a voluntary increase in taxation on the residents of the District and the City; and
14

15 WHEREAS, the Lynnwood Transportation Benefit District Board believes that the
16 District is a partner with Lynnwood residents in developing and implementing solutions for
17 funding transportation improvements to serve Lynnwood residents, and the Board desires to
18 accomplish said funding in a manner that minimizes financial impacts on Lynnwood
19 residents; and
20

21 WHEREAS, on _____, 2017, the Lynnwood Transportation Benefit District Board
22 held a public hearing to solicit public comment regarding a proposal to decrease the annual
23 vehicle license fee imposed by the District to twenty dollars (\$20.00); and
24

25 WHEREAS, the Lynnwood Transportation Benefit District Board finds it in the best
26 interests of the District to decrease the annual vehicle fee from forty dollars (\$40.00) to
27 twenty dollars (\$20.00), for the purpose of making transportation improvements that preserve,
28 maintain, and improve the transportation infrastructure of the City of Lynnwood, consistent
29 with Chapter 36.73 RCW; and
30

31 WHEREAS, the Lynnwood Transportation Benefit District Board has determined that
32 the fee decrease shall begin as of _____, 2017, which is the earliest date that the
33 Washington Department of Licensing can implement the fee decrease; and
34

35 WHEREAS, the Lynnwood Transportation Benefit District Board finds it in the best
36 interest of the District to continue to use the revenues generated by the District's vehicle
37 license fee for the same transportation improvements authorized in Ordinance No. 10
38 (preventative and routine pavement maintenance and reconstruction, street and traffic
39 maintenance and operations, and other capital projects as identified in the City's
40 Transportation Improvement Plan);
41

42 NOW, THEREFORE, THE BOARD OF THE CITY OF LYNNWOOD,
43 WASHINGTON, TRANSPORTATION BENEFIT DISTRICT, DO ORDAIN AS
44 FOLLOWS:
45

46 Section 1. Increase of the Annual Vehicle Fee. The annual vehicle license fee established in
47 Ordinance No. 10 in the amount of forty dollars (\$40.00) is decreased to twenty dollars

1 (\$20.00), consistent with RCW 36.73.065, to be collected by the Washington Department of
2 Licensing on qualifying vehicles as set forth in RCW 82.80.140 and Chapters 36.73 and 46.16
3 RCW.

4
5 Section 2. Effective Date of Fee Collection. The decreased vehicle license fee shall take
6 effect for vehicle license renewals due on or after _____, 2017, or as soon thereafter
7 as the Washington Department of Licensing is reasonably able to incorporate collection of the
8 \$20 fee. The decreased vehicle license fees will not be collected sooner than six months after
9 approval as provided in RCW 82.80.140. The existing annual vehicle license fee established
10 by Ordinance No. 10 in the amount of forty dollars (\$40.00) shall remain in effect and be
11 collected by the Department of Licensing until the effective date of the decreased vehicle
12 license fee established in this Ordinance.

13
14 Section 3. Projects. As stated in Section 3 of Ordinance No. 10, the vehicle license fees
15 authorized in this Ordinance shall be used for the following transportation improvements:
16 preventative and routine pavement maintenance and reconstruction, street and traffic
17 maintenance and operations, and other capital projects as identified in the City's
18 Transportation Improvement Plan.

19
20 Section 4. Severability. If any section, sentence, clause or phrase of this Ordinance should be
21 held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or
22 unconstitutionality shall not affect the validity or constitutionality of any other section,
23 sentence, clause or phrase or word of this Ordinance.

24
25 Section 5. Effective Date. This Ordinance shall take effect five (5) days after passage and
26 publication of an approved summary thereof consisting of the title.

27
28 PASSED this ____ day of _____, 2017 and signed in authentication of its
29 passage this ____ day of _____, 2017.

30
31 _____
32 Ian Cotton, TBD President

33
34
35 ATTEST:

APPROVED AS TO FORM:

36
37 _____
38 Sonja Springer,
39 Finance Director, acting as TBD Treasurer

Rosemary Larson,
City Attorney, acting as TBD Attorney

40
41 PASSED BY THE TRANSPORTATION BENEFIT DISTRICT BOARD: _____
42 PUBLISHED: _____
43 EFFECTIVE DATE: _____
44 ORDINANCE NUMBER: _____
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**City of Lynnwood
Transportation Benefit District Board**

Item 80

**Regular Meeting
March 15, 2017
7:00 P.M.**

12 **TITLE:** Election of Board Officers

13
14 **DEPARTMENT:** Public Works

15
16 **DEPARTMENT CONTACT:** Jeff Elekes/David Mach

17
18 **BACKGROUND:** Section 5.03 of the Charter states that “The Board shall include two or
19 more officers...The initial officers of the Board shall be the President and Vice President.
20 Additional officers may be provided for as approved by the Board.....”
21

22 The roles and responsibilities of the TBD President are outlined in Section 5.04 of the
23 Charter: “The President shall serve as the ceremonial head of the District and shall preside
24 over all Board meetings. The President shall, subject to the control of the Board, exercise
25 general supervision, direction, and control of the business and affairs of the District. On
26 matters decided by the District, unless otherwise required under Interlocal Agreement or by
27 this Charter, the signature of the President alone is sufficient to bind the District.”
28

29 The roles and responsibilities of the TBD Vice President are outlined in Section 5.05 of the
30 Charter: “The Vice President shall serve in the absence of the President as the ceremonial
31 head of the District and shall preside over Board meetings in the President’s absence and shall
32 otherwise execute the President’s powers and duties.”
33

34 Other TBD Board Officers include Treasurer, which shall be the City’s Finance Director
35 (Section 5.06 of the Charter) and Attorney, which shall be the City Attorney (Section 5.07 of
36 the Charter).
37

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

39
40 **ATTACHMENTS:** None
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**City of Lynnwood
Transportation Benefit District Board**

Item 90

**Regular Meeting
March 15, 2017
7:00 P.M.**

TITLE: Adjournment