



**CITY OF KIRKLAND**  
**Public Works Department**  
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**MEMORANDUM**

**To:** Kurt Triplett, City Manager  
**From:** Ray Steiger, P.E., Public Works Director  
**Date:** January 6, 2012  
**Subject:** Transportation Benefit District Update

RECOMMENDATION:

It is recommended that the City Council:

- Reviews the public input received regarding the formation of a Transportation Benefit District (TBD);
- Receives a briefing and provides feedback on a focused "arterials first" proposal for a \$20/vehicle TBD;
- Concurs with the staff recommendation that formation and implementation of a TBD be a significant element of the March Council retreat agenda;
- Provides final direction to staff regarding the formation of a TBD or an alternative street preservation funding strategy in April of 2012.

BACKGROUND DISCUSSION:

The issue of additional street preservation funding has been an on-going one for the past three years. As the 2013/2014 budget is developed, a final decision on whether to proceed with a Transportation Benefit District or some other voter-authorized funding option is necessary. What follows is a brief history of the discussion to set the stage for the current decisions facing the Council.

On February 14, 2009, Public Works staff presented the 2008 State of the Streets report to the City Council outlining the funding deficiencies in the Street Preservation Program and recommending several options to provide additional funding; one option was a TBD (Attachment A). After reviewing and discussing the Report, Council recommended that staff develop the options more fully and bring back more information regarding the various proposed fees and other options; follow up was presented to Council on February 16, 2010 and is summarized in the following narrative.

*2009 Follow-up*

Staff worked on developing the Street Preservation Program options throughout 2009, and in addition, presented draft proposals at three Transportation Commission meetings during 2009; each time staff was provided with useful feedback and direction. In July 2009, staff updated the City Council Finance Committee with information on the components and requirements of a TBD. At that time, the Finance Committee asked that staff wait and present the TBD option to the full Council in context of the full array of funding options. Staff was asked to continue to work with the Transportation Commission on developing the options.

The options were presented to the full Council at their February 2010 meeting. There were several recommendations the Transportation Commission noted which were incorporated into the report to Council including recommendations aligned with the Commission's 'Transportation Conversations' document and consideration of the Council goals of Financial Stability and Dependable Infrastructure.

Staff follow-up was summarized in tabular form with a number of discrete elements identified to increase the street preservation program to higher investment levels (Investment Alternatives). The following narrative is most easily understood read alongside Attachment B – Street Maintenance Strategy.

- The Annual revenue required to attain and sustain a PCI of 70, Council's adopted LOS since approximately 2006, is highly dependent upon the prevailing inflation rate. In general terms, staff estimates approximately \$5-7 M/year, depending on the rate of inflation. Given the long-term nature of investment in the street network, the inflation rates dramatically change the annual cost requirements.
- Currently the City has \$2.8 M available in annual preservation funds. This includes \$2.0 M for the Annual Preservation Program, \$400 K for the Street Maintenance Division's pavement program, and an estimated \$400 from other various roadway restoration projects (i.e. grant projects).
- The funding gap, therefore, is between \$2.2 M and \$4.2 M/yr.
- It was assumed there will be no single source of revenue in the near future to close that gap.
- Staff developed a four-tiered strategy for increasing funding levels. The details of each tier are included in the attached spreadsheet. The Tiers are:
  - Efficiencies
  - Regulatory and Policy Changes
  - Partnerships
  - New Revenue Sources
- In addition, staff reviewed each of the strategies and placed them in four somewhat additive alternatives based on their relative ease of implementation. These are color-coded on the attached spreadsheet. The alternatives are:
  - Base Program (existing 2009-2014 CIP in the beige column)
  - Administrative Changes made with Council knowledge (recommended in the 2011-2016 CIP in the green column)
  - Changes requiring Council decisions and/or financial impacts to third parties (in the yellow column)

- Changes requiring State Legislative Action or third party agreements (red column)
- At the February 2010 meeting, Staff recommended and Council approved proceeding with the administrative changes identified in Alternative 1 and of developing a community outreach/involvement strategy for pursuing Alternative 2 – namely the TBD. Input gained from the community outreach could also be applicable in the event legislation is passed for the Street Utility.

In June of 2010, after detailed information regarding the TBD and a recommended community outreach process was developed, staff presented the following proposal to Council.

*Community outreach for the Transportation Benefit District*

Kirkland City Councils have historically supported the preservation and maintenance of existing infrastructure with periodic increases in funding for the street preservation program. These values are reflected by the community in surveys and in various public forums. What had not yet been discussed directly with the Kirkland community however was the need for additional funding toward the preservation of the existing street system. As the decision to implement a TBD was being contemplated by the Kirkland City Council, informing the Community of this need was imperative for their understanding.

Staff proposed the following approach consistent with the “consult” level of Public Participation. This level would afford opportunities for the Community to engage, learn about the importance of the various street maintenance programs and the consequences of not investing in robust maintenance funding levels. It would also provide a sense of the level to which the Community was financially willing to participate in the maintenance of that infrastructure in the event a voted TBD was in Kirkland’s future or in the event that state-wide legislation was approved to create Street Utilities. The recommended participation was as follows:

- Staff was to develop a community web page with information on the City’s street preservation program:
  - Identify current funding strategies and history
  - Describe the nature of pavement degradation and its long term impacts to the community
  - Outline community surveys and feedback regarding street maintenance priorities
  - Describe the TBD mechanism and anticipated outcomes
- Address various stakeholders including neighborhood associations, Chamber of Commerce, others with public meetings/open house
- Assemble a public service message for the Kirkland TV channel
- Solicit additional feedback through list serve survey feedback

This outreach was to be undertaken with a goal of returning to the Council in the Fall of 2010 with recommendations on a funding level for the TBD. In the fall of 2010, during the final 2011-2012 Budget deliberations based on feedback from a struggling business community, concerns of a “tax weary” public, and the uncertainties associated with the upcoming annexation, the City Council concluded that proceeding with a Transportation Benefit District (TBD) was not appropriate at the

time. The Council removed the assumption of TBD revenues from 2010 and eventually 2011 but requested that staff return after annexation in order to allow them to reconsider the option of a TBD for supplemental transportation funding. Recall that the City Council may adopt a \$20/vehicle license fee without a public vote; any amount over that, up to the statute authorized \$100 license fee limit or 0.2% local sales tax option, requires a public vote. The TBD outreach was limited to a City web-page development; the presentation and survey were delayed until after the annexation results.

### *2011 Post Annexation*

In July 2011, the City Council approved staff moving forward with remaining elements of the Community outreach, specifically addressing various stakeholders including neighborhood associations, the Chamber, and the general public. Staff presented to a number of groups and has received significant feedback as a result of a survey that was provided to those attending the meetings and for those visiting the City web-site (Attachment C). Due to scheduling conflicts, not all neighborhoods were able to participate in the presentation, however survey results have now been received and tabulated for nearly 90 participants. Additionally, editorial and specific comments collected from the stakeholders are now available and have been incorporated into Staff's recommendation to the City Council. In the fall of 2011, the Council also removed the assumption of TBD revenues from the 2012 budget.

### *Conclusions*

Survey results indicate the respondents put a very high level of importance on maintaining the Street network; this confirms previous community surveys. Additionally, the feedback suggests that there is a high level of importance to seek new revenue dedicated to the Street Preservation Program. Many of the stakeholders were not convinced that the City had fully considered other efficiencies and utilization of existing funding prior to seeking additional "taxes" from the community; feedback suggests that, to some degree, priorities of the City should be reevaluated such that existing funds be spent on maintenance of existing facilities.

An additional theme that was raised (in particular by business groups) was to also consider maximum "bang for the buck" and show specific outcomes in any proposal. The concern expressed was that a \$20 car tab spread throughout the entire city might be perceived to provide little real impact to the backlog and it would be more difficult to demonstrate what residents received for the money invested. The suggestion was to develop a specific project list with a sunset date that served the largest number of people.

Although a variety of responses were received, all 84 respondents provided responses to their level of support for various options. A \$20 TBD received nearly 55% support when the survey was completed (Question 5 of the survey):



*Figure A – TBD funding level support comparison*

Support for increasing revenue levels beyond \$20 fell appreciably, and correspondingly, the number of those that “do not support” the revenue grew.

When applied to the entirety of the “new” City, a \$20 TBD is estimated to generate \$1.1 million annually in revenue as it becomes fully implemented. Application of this revenue to the entire City roadway network is projected to maintain the overall PCI, however the deferred maintenance (the backlog) would grow from its current approximately \$39 million to approximately \$62 million (Figure B).

*“Arterials First” Strategy*

As a result of the public feedback and additional analysis, staff is proposing that if the Council proceeds with a \$20 car tab, the additional \$1.1 million should be focused on the arterials in Kirkland as part of a “restore and protect” strategy. The arterials currently have the lowest PCI in the “old” city and are the most heavily used roadways in both the old and new neighborhoods. Dedicating this new money to the arterials would dramatically increase the current PCI in the old city, protect and preserve the high PCI in the new neighborhoods and provide benefit to the largest number of users. Projects would be specific and residents and businesses could see the direct benefit of their fees. Local streets would continue to receive repair and replacement, but measures such as slurry seal would be more widely utilized. The

chart below shows the PCI impact on this investment for both arterials and local roads. Note that with an "arterials first" strategy, local roads would see a degradation in their overall condition. But success with an arterials strategy could set the stage for a second round of TBD investment in local roads.

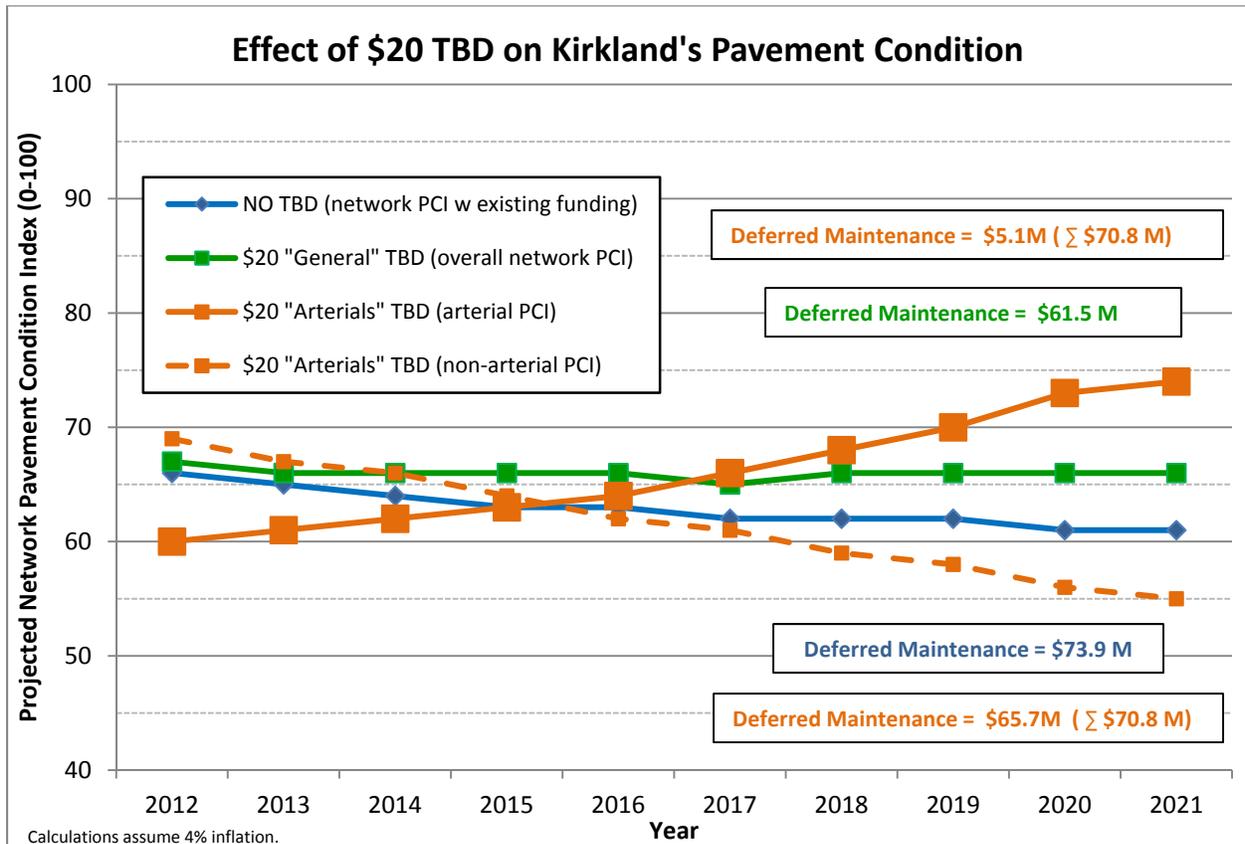


Figure B – Effect of \$20 TBD

New revenues alone are not the only option. Based on feedback received from the community that includes maintaining the existing system, limiting the increased taxes to \$20 (or not increasing them at all), and providing benefit for the largest number of users, a focus on Kirkland's arterial network over the next few years could be accomplished with several different options:

1. Reduce non-motorized funding (currently programmed at \$750K annually) and reprioritize those funds to arterial street preservation;
2. Implement a \$20 TBD and dedicate the funds for arterials only;
3. Implement up to a \$20 TBD plus reprioritize funding for non-motorized improvements for a set period of time with all funds would be dedicated to arterials. This would allow the arterial strategy to be accomplished in a shorter period of time, but at the expense of sidewalks and other non-motorized projects.

These options would all generate somewhat different revenues, however under Option 2 it is likely that a 10-year Arterial TBD would provide sufficient funds to address many critical Kirkland arterials (Attachment D) while still preserving the non-motorized investments. Using King County pavement assessment data from 2009, likely JFK arterials that would be completed (not yet shown on Attachment D) are: 100<sup>th</sup> Ave from NE 132<sup>nd</sup> Street north to Juanita-Woodinville Road, Simonds Road NE, portions of 132<sup>nd</sup> Ave NE in Kingsgate, and Juanita-Woodinville Road north of NE 139<sup>th</sup> Place. The final scope of arterial improvements will be cost estimated and finalized before the final creation of the TBD.

*Staff recommendation for a \$20 car tab*

Staff recommends proceeding with Option 2 if the Council chooses to implement a \$20 car tab TBD. Under this scenario, in order to begin generation of revenue in 2013 (Attachment E), staff would begin the process needed to create the TBD as outlined below:

- Define the boundaries of the TBD; staff is proposing that the boundary be defined as the entire Kirkland City Limits;
- Define the transportation improvements; staff will develop language consistent with the RCW's and that used by other local Cities retaining flexibility within the City's current identified programs but focusing on the arterials;
- Define the sources of revenue that will be utilized to fund the improvements;
- By resolution, establish a date for a public hearing for the adoption of a TBD;
- Prepare notification at least 15 days in advance of the hearing;
- Conduct the public hearing;
- Adopt an ordinance creating the TBD;
- File notice with the Washington State DOL (collections will not start for 6 months after this notice and will then be monthly to the City);
- Amend the Municipal Code regarding creation of the TBD;

*Street Preservation and the TBD at the Council Retreat*

In addition to the \$20 Council-enacted car tab TBD option, there are also several voter approved options under a TBD. Some members of the public and some Councilmembers have advocated that it is better to bring a larger package to the voters that fixes the entire roads maintenance problem, rather than only portions of it. Staff suggests that the Council should debate the merits of both the \$20 car tab and the voter-approved options at the Council retreat in late March. This decision should be evaluated in the context of other potential 2012 ballot measures and the financial environment facing the City after the legislature adjourns.

*Final Street Preservation Decision Timeline*

Whether or not the Council takes up the issue of the TBD at the Council retreat, the 2013/2014 budget process and the implementation timeline for a TBD both require that a decision about whether to proceed with a TBD or a ballot measure be made sometime in April of 2012.

Under the 2013/2014 budget process, April is when the initial capital project list development occurs with the goal of finalizing the CIP in May to bring to the Council in the summer.

Currently there is still an assumption of car tab revenues in the CIP budget for 2013 and beyond. It will be important to know whether to confirm those revenues or remove them in order to properly prioritize the street maintenance projects with the revenue available.

In addition, the TBD Vehicle License fee is administered by the Washington State Department of Licensing (DOL) and cannot be collected until 6 months after the fee is authorized by the TBD governing board (Council). The fee is collected by DOL on vehicle renewals, remitted to the State Treasurer who will then remit the proceeds to the City (TBD) monthly. Therefore, in order to begin collecting revenues by January of 2013, the TBD would need to be established by June of 2012. Even with Council authorization in April it will be difficult to create and implement a TBD by June.

If a 2012 ballot measure is selected as the preferred path, staff would remove the revenue assumptions from the 2013/2014 CIP and would revise the CIP budget in December or January if the measure passes. If the measure were a property tax measure, revenue could be collected starting in 2013. If the ballot measure was for the creation of a TBD, implementation would not occur until mid-2013 and revenue would most likely not be collected until late 2013 or January of 2014.

*Feedback and Direction from Council*

- Does the Council have comments or input on the "arterials first" strategy?
- Does the Council need more information regarding the strategy?
- Should staff continue to refine the arterials strategy as the preferred option for a \$20 car tab should the Council elect that option?
- Are there other projects or programs the Council would like to see evaluated in a \$20 car tab proposal?
- Does the Council concur with the proposal to make street preservation a Council retreat topic?
- Does the Council concur with the April timeline for a final decision on street preservation revenues?



# Transportation Benefit District

**A Transportation Benefit District is one possible tool to improve the City of Kirkland's capacity to repair, maintain, and improve the City's roadway network to align with the Community's needs and goals.**

## Measuring Road Health

The following two measures taken together are an indication of the road system's health and are directly related to each other.

### Pavement Condition Index (PCI)

The PCI classifies roads according to their condition either at the time of their visual survey or in the future as a result of the computer simulation. A few key PCI ratings are:

- PCI of 100: brand new asphalt road
- PCI of 85: ideal condition of an overall roadway network
- PCI of 70: Kirkland's current network goal based on available funds
- PCI less than 20: failed street

### Level of Deferred Maintenance

The level of deferred maintenance is the amount of money it would require to return the overall street network to a PCI of 85. Often, the resources, funding, equipment, and manpower would not be available or able to complete the volume of work at one time to upgrade the entire road network. A deferred maintenance value of \$0 would be the ideal condition of the roads.

The more roads are allowed to deteriorate by deferring their maintenance, the more expensive they are to repair. Lower PCIs correspond with higher repair costs and thus higher deferred maintenance. Inflation and the increased cost of asphalt, a petroleum based product, dramatically compound this issue.

## Street Preservation in Kirkland

Since the mid 1990's, the City has used a computer based street pavement monitoring and rating system to prioritize road repairs and maintenance. The process consists of:

- Visual survey of road conditions are performed every three to five years to identify the type, extent, and severity of various key defects on the road network (250 miles);
- Rating roads based on their Pavement Condition Index (PCI), an industry standard index composed of the information gathered from the survey;
- Computer simulation of the impacts of degradation and various repair strategies;
- Prioritization of maintenance projects based on available funding, acceptable repair techniques, and coordination with other projects.

Roads are then repaired using the appropriate technique, ranging from a low-cost slurry seal to high-cost road reconstruction.



Slurry seal improves road conditions at a low cost per square yard



Deteriorated road in need of full reconstruction

## Where are we now?

Kirkland currently has approximately \$6 million/year for all transportation capital projects. Of that amount, \$2.5 million is dedicated to the street preservation program; combined with \$300,000 for day-to-day maintenance, the total budget for the annual street preservation program is \$2.8 million/year. Based on existing funding levels, projections are that the road system will continue to degrade; the PCI will continue to decline. Increasing the annual street preservation budget will improve the PCI of Kirkland's road network and lengthen the life of our streets in a cost-effective way:

- No change (i.e. \$2.8 million/yr) leads to a PCI near 60 in 2020
- \$6 million/yr would bring Kirkland's streets to an average PCI of 70 in 2020
- \$10 million/yr would bring Kirkland's streets to an average PCI of 85 in 2020

# Implementing a Transportation Benefit District

## What is a Transportation Benefit District (TBD)?

Local governments are authorized to raise revenue for transportation projects through Transportation Benefit Districts (TBD) in a number of ways:

Voter approval of sales tax levy of up to 0.2% (or 20 cents for every \$100 purchase), or up to \$100 annual vehicle license fee per vehicle

### OR

City Council approval of annual vehicle license fee up to \$20 per vehicle. There is no public vote required for this action.

## What does a TBD do?

TBD's provide local revenue for essential transportation projects, which are locally identified to be funded based on a list of specific criteria:

- Improve safety
- Improve travel time
- Improve air quality
- Maintenance
- Improve connectivity for all modes (transit, bikes, cars, etc.)
- Cost effectiveness of investment
- Other criteria adopted by the local governing body

## How might Kirkland use the TBD revenue?

Current planning is that ninety percent of revenue would go toward the annual street preservation program and 10% of the funds would go toward neighborhood traffic control, lighting and pedestrian crossings, projects that had to be cut in 2011-12 budget process. Public input on projects and priorities will help shape final proposals.

## How could a TBD fee affect road conditions?

The effect of various TBD fees is shown below:

- \$20 vehicle fee maintains PCI of 65
- \$40 vehicle license fee would provide funding to achieve the current goal of 70
- \$100 vehicle fee leads to PCI of 80

## Public Feedback

The City Council is looking for public feedback regarding the potential implementation of a local TBD.

The City will be hosting various information sessions at neighborhood meetings in September, October, and November.

The schedule of neighborhood meetings is available at [kirklandwa.gov/neighborhoods](http://kirklandwa.gov/neighborhoods).

The City will distribute surveys at the meetings to gather information regarding residents' opinions on creating a TBD in Kirkland.



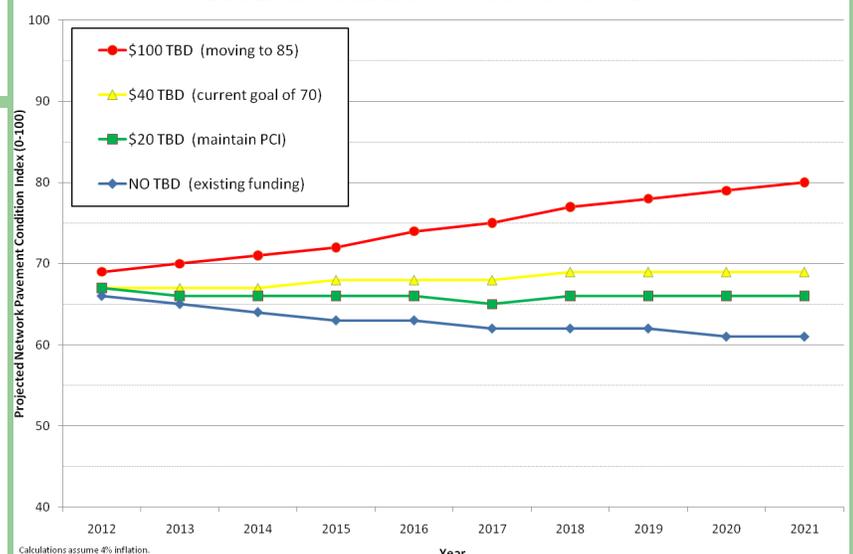
Traffic Control along Market Street

To learn more about Kirkland's potential TBD, please visit our web site: [www.kirklandwa.gov](http://www.kirklandwa.gov) and search "TBD"

Or feel free to contact:

Ray Steiger, P.E.,  
Public Works Director  
(425) 587- 3802  
[rsteiger@kirklandwa.gov](mailto:rsteiger@kirklandwa.gov)

TBD's Effect on Kirkland's Pavement Condition



# Attachment B

## Street Maintenance Strategy

Element		Annual Investment Alternatives				Annual cost or notes	
		Base	1	2	3		
		2009-2014 CIP	Administrative changes (implement in 2011-2016 CIP)	Council decisions or potential impacts to other parties	State legislature or 3rd Party agreements required		
<b>Current Budget</b>							
	Overlay	\$ 1,800,000	√	√	na	CIP - Phase I	
	Preventative Maintenance (i.e. slurry seal )	\$ 200,000	√	√	na	CIP - Phase II	
	Operating Fund for Street Maint crews	\$ 400,000	√	√	na	117	
<b>1. Efficiencies</b>							
	a More aggressive crack sealing		\$ (10,000)	√	√	deprec., materials	
	b Increased utilization of Paver		\$ (11,500)	√	√	deprec., materials	
	c Acquisition of Milling machine			\$ (31,667)	√	deprec., materials	
<b>2. Regulatory and Policy Changes</b>							
	a Past Improvements to paving standards	\$ 57,600	√	√	√		
	b Utilize more CDF in backfill			\$ 20,000	√		
	c Expand standard street patch width			\$ 20,000	√		
	d Implement Street Cut Fee (researched other cities)			\$ 98,000	\$ 195,000		
	e Water, Sewer, Storm contribution for pavement impacts		\$ 190,000	√	√		
	f Modify PCI from 70 to 70 for arterials and 65 for neighborhood streets		\$ 50,000	√	na		
<b>3. Be an active partner</b>							
	a Prior grants and 3rd party contributions	\$ 350,000	√	√	√		
	b Additional third party contributions beyond 3.a	\$ 20,000	√	√	√		
	c Eliminate studded tires				\$ 100,000	\$5000 for lobby	
	d Regional partnerships - efficiencies in joint contracts with other cities						
	e Gas Tax Increase - statewide			\$ 50,000	\$ 50,000		
<b>4. Pursue new revenues</b>							
	a Additional \$500K in 2011					Milling machine?	
	b Reallocate funds from Capacity to Street Maintenance and Overlay			\$ 50,000	na		
	c Solid Waste haulers fee - new contract discussion				\$ 300,000	(Bothell's #)	
	d Transportation Benefit District, 2011			\$ 750,000	na	\$20/vehicle/yr	
	e Proposed Street Utility Legislation				\$ 4,700,000	\$5/month/SF	
<b>Total Annual Funding Level</b>		<b>\$ 2,827,600</b>	<b>\$ 3,067,600</b>	<b>\$ 4,055,600</b>	<b>\$ 6,400,600</b>		
<b>by end of 2020 @ 4% inflation</b>		<b>PCI</b>		<b>Projected Road Health</b>			
		<b>Arterials</b>	2008 #'s 55 -	70 +	70 +	70 +	70 +
		<b>Non-arterials</b>	70 +	50 -	58 -	62	70 +
<b>Optimum one time investment</b>		<b>\$ million</b>	<b>15.5</b>	<b>54.8 -</b>	<b>48.9</b>	<b>43.8 -</b>	<b>32.8 -</b>
<b>by end of 2020 @ 6% Inflation</b>		<b>PCI</b>		<b>Projected Road Health</b>			
		<b>Arterials</b>	2008 #'s 55 -	68 +	70 +	70 +	70 +
		<b>Non-arterials</b>	70 +	47 -	54 -	60	70 +
<b>Optimum one time investment</b>		<b>\$ million</b>	<b>15.5</b>	<b>69.1 +</b>	<b>62.1 +</b>	<b>57.1 +</b>	<b>39.3 -</b>
<b>Notes:</b>							
	√	Indicates that element is included in the Alternative					
	na	Indicates that element is not included in the Alternative					
	-	value is decreasing					
	+	value is increasing					

# Street Preservation

## Community Input Survey

(September 14 thru November 2, 2011)

### Summary of survey respondents:

87 survey respondents (33 hard copy survey after meetings, 54 submitted online)

35 did not hear Street Preservation Presentation

49 did hear Street Preservation Presentation

### Survey's submitted by neighborhood

- 8 Central Houghton
- 5 Bridle Trails
- 3 Everest
- 1 Finn Hill
- 4 Kingsgate
- 4 Highlands
- 11 Juanita
- 3 Lakeview
- 6 Market
- 18 Moss Bay
- 2 Norkirk
- 13 North Rose Hill
- 1 South Rose Hill
- 3 Totem Lake
- 5 Out of area, don't know, or didn't answer

### Summary of Outreach Efforts:

#### Meetings Attended (approximate number of people attending)

September 14: Kirkland Alliance of Neighborhoods (8 people)

September 19: Moss Bay Neighborhood (50 people)

September 19: North Rose Hill Neighborhood (7 people)

September 21: Market Neighborhood (50 people)

September 21: Kingsgate Neighborhood (12 people)

September 27: Everest Neighborhood (11 people)

October 5: Central Houghton Neighborhood (15 people)

October \_\_: Kirkland Chamber of Commerce (\_\_ people)

October \_\_: Kirkland Downtown Association Board Meeting (\_\_ people)

November 8: South Rose Hill/Bridle Trails (10 people)

November 30: Kirkland Kiwanis (50 people)

January 18: Highlands Neighborhood (future meeting)

#### To be scheduled:

Finn Hill Neighborhood

Juanita Neighborhoods

Lakeview Neighborhood

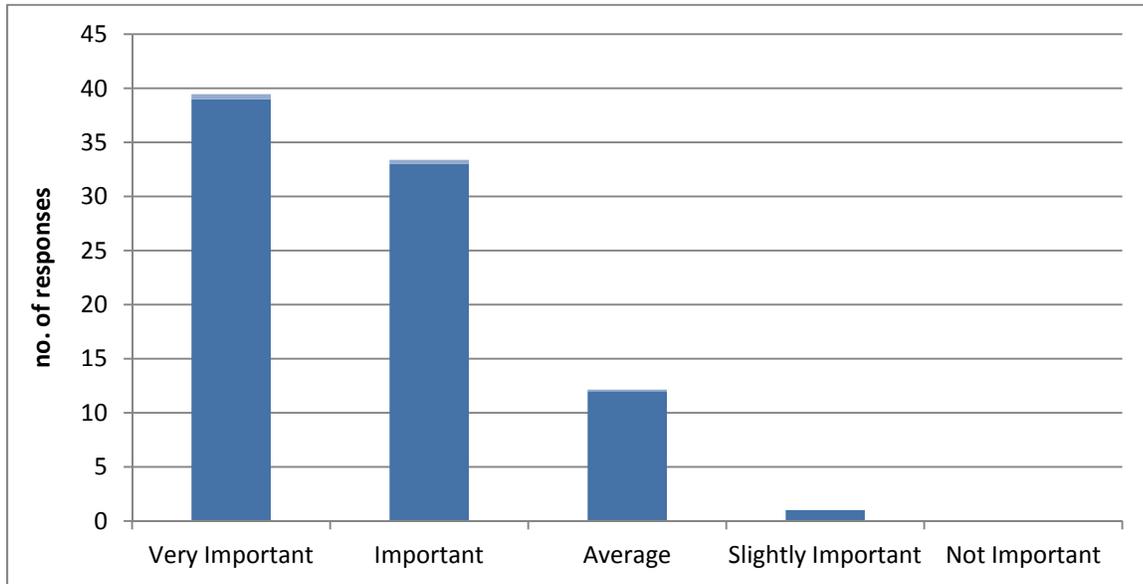
### **Survey Questions:**

1. How important is street preservation?
2. How well is Kirkland maintaining streets?
3. How important is it to seek additional revenues?
4. How supportive are you of each funding option?
5. How supportive are you of each funding source? (support|neutral|don't support)
6. If you support proposing a ballot measure for Kirkland citizens to vote on, what amount would you support?
7. If you do not support or are unsure about supporting a vehicle license fee, please explain. What additional information do you need to make a decision? *Verbatim Comments: grey background indicates comments sent online rather than after meeting hard copy.*
8. In the interest of providing specific and usable information to our Citizens, please give us any feedback regarding this outreach process. What was the most useful information you heard or read about Street Preservation? What would you like to hear more about? Do you have any other comments? *Verbatim Comments: grey background indicates comments sent online rather than after meeting hard copy.*

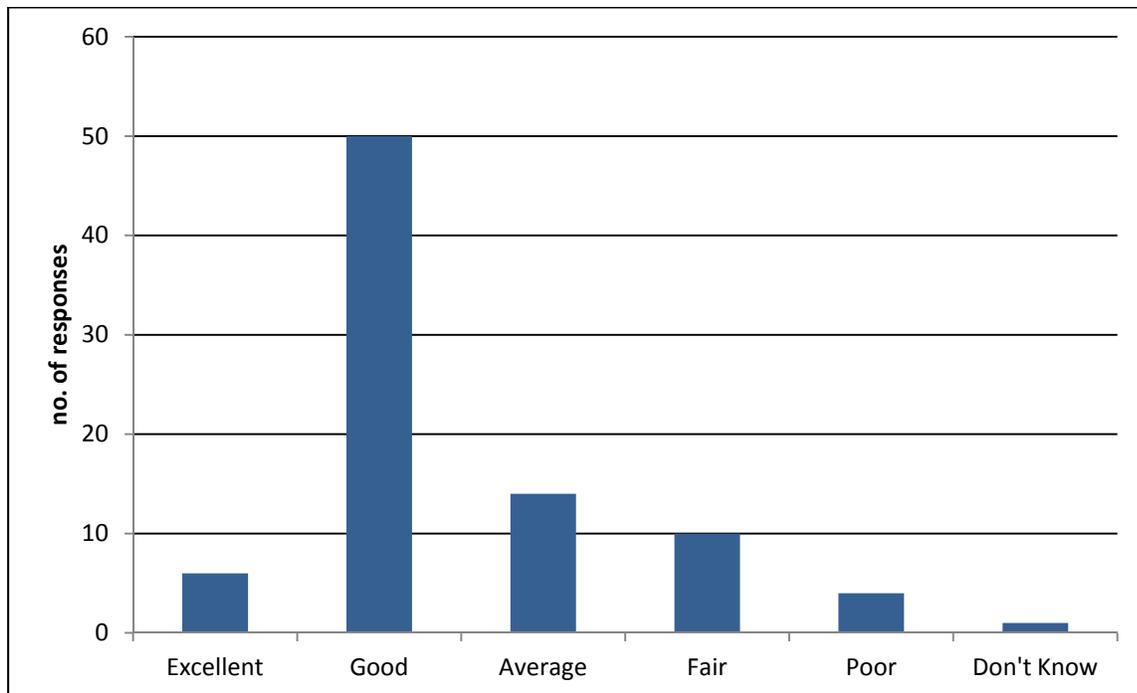
### **Data Comparison:**

- A. Those who watched a presentation and those who didn't: How supportive are you of each funding option? (combining support for all funding options: TBD, Sales Tax, and Property Tax).
- B. Those who did not watch the presentation: How supportive were they of each funding option?
- C. Those who did watch a presentation: How supportive were they of each funding option?

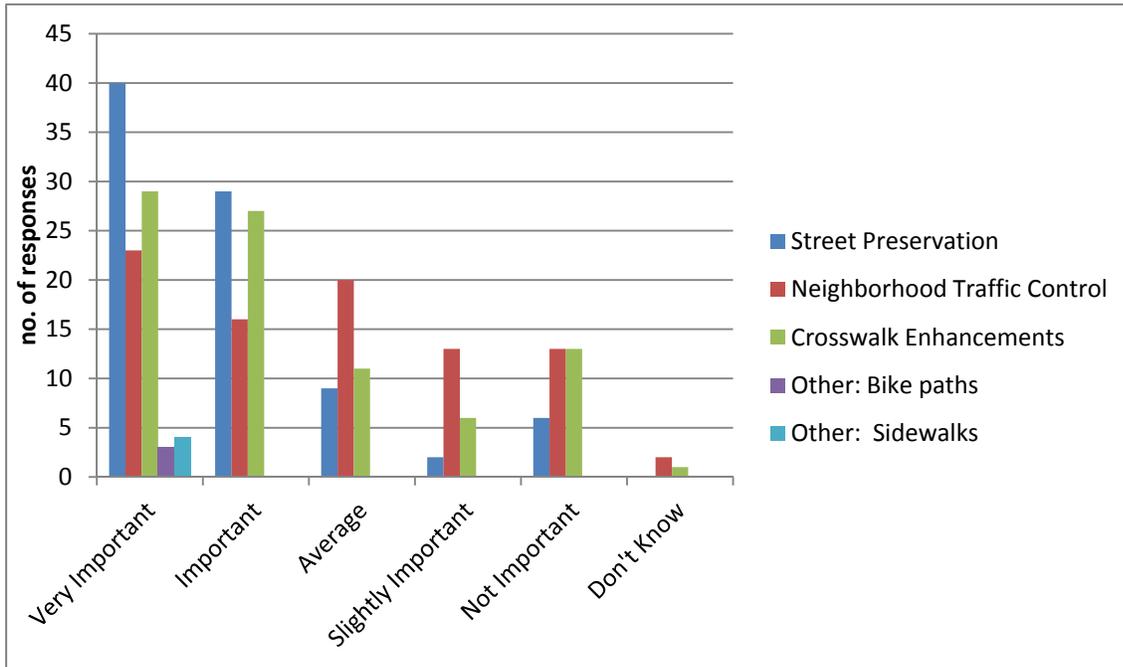
### 1. How important is street preservation?



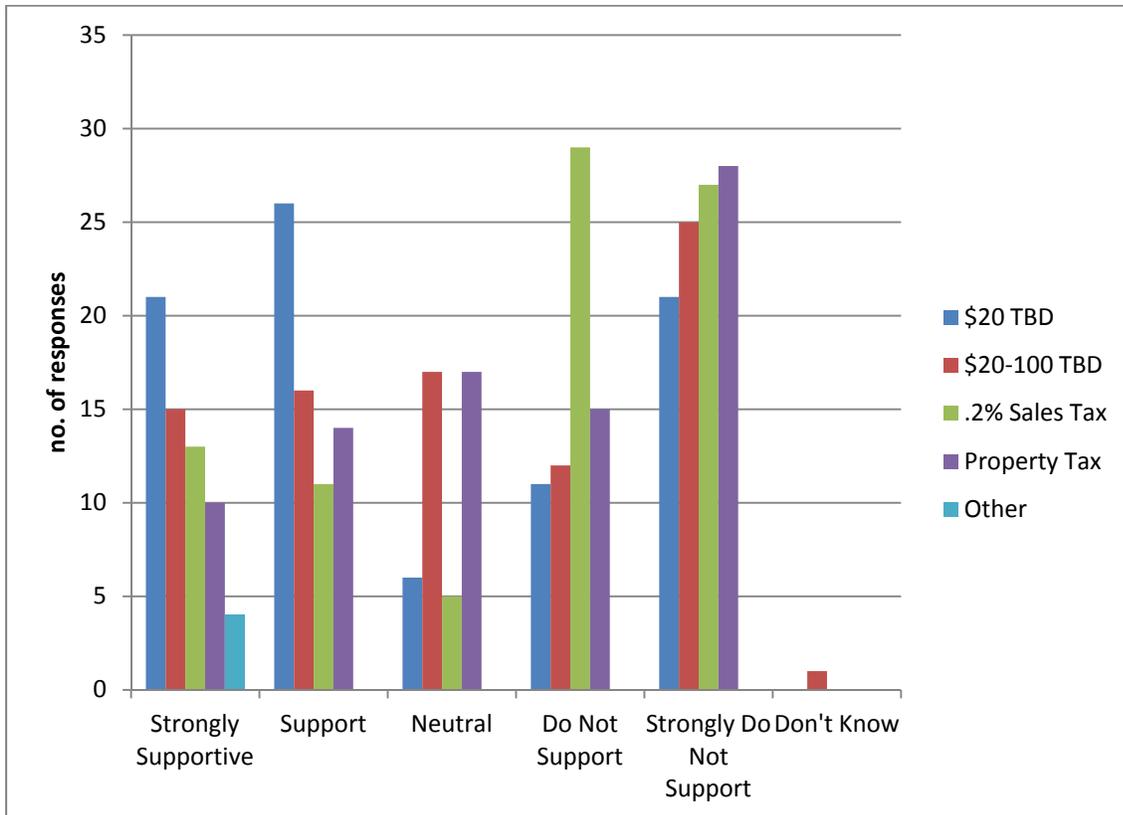
### 2. How well is Kirkland maintaining streets?



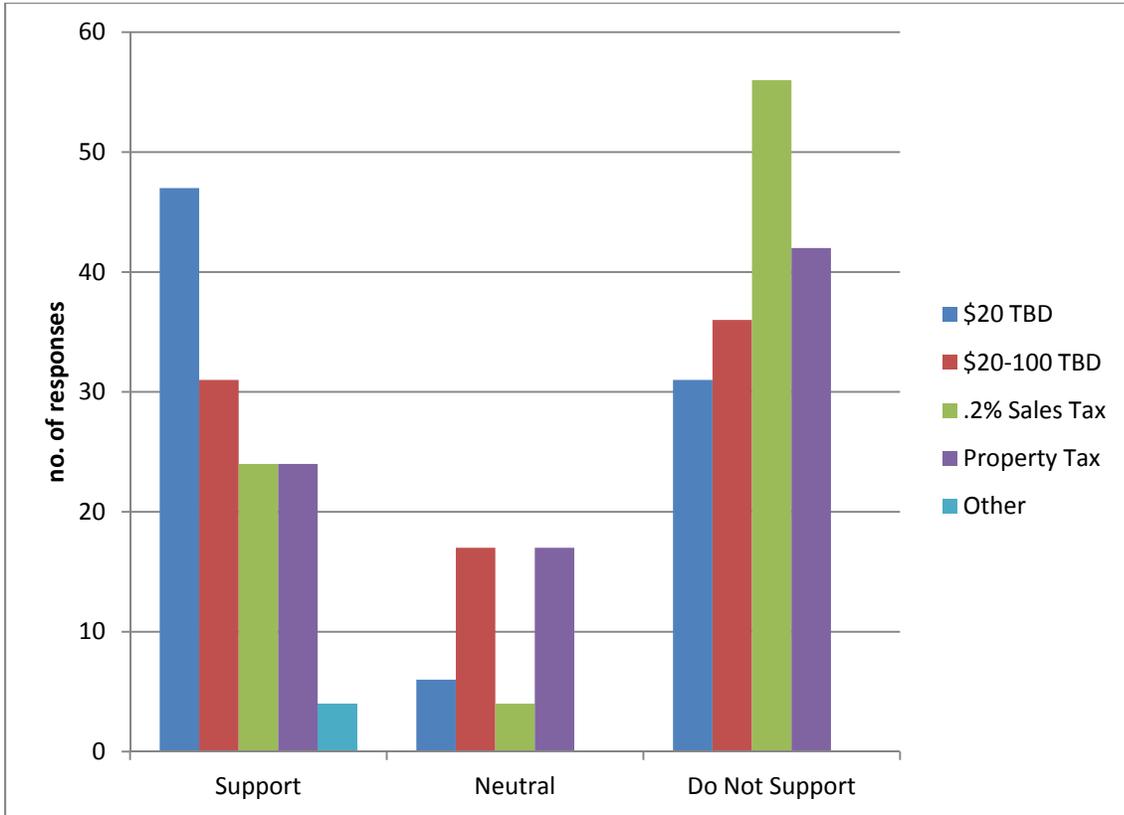
### 3. How important is it to seek additional revenues?



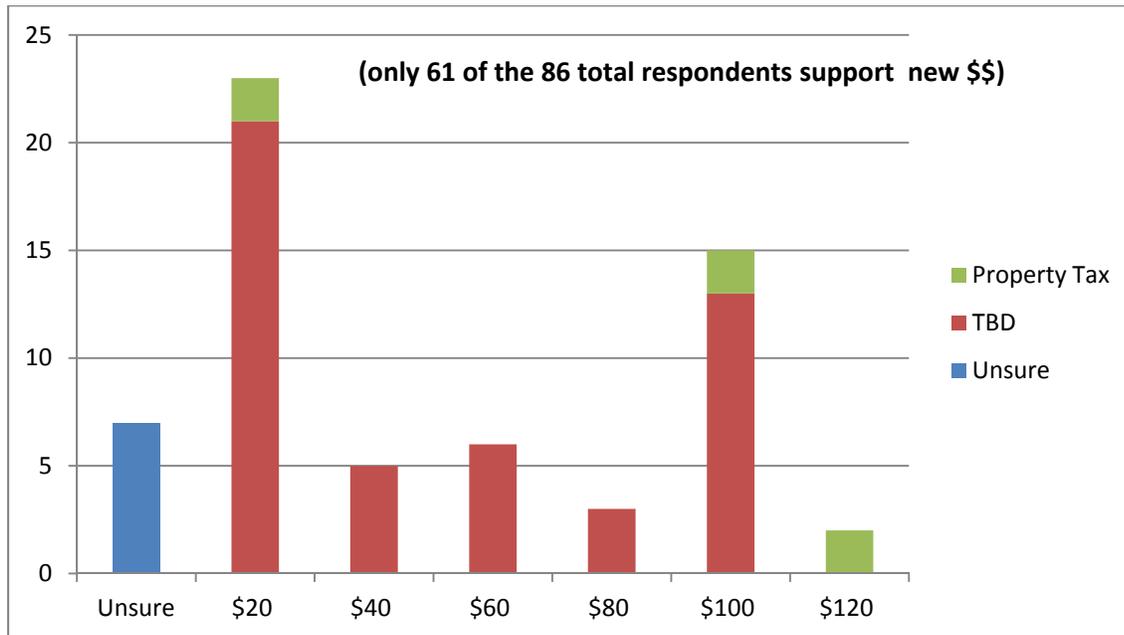
### 4. How supportive are you of each funding option?



5. How supportive are you of each funding source? (support|neutral|do not support)



**6. If you support proposing a ballot measure for Kirkland citizens to vote on, what amount would you support?**



**7. If you do not support or are unsure about supporting a vehicle license fee, please explain. What additional information do you need to make a decision? *Verbatim Comments: grey background indicates comments sent online rather than after meeting hard copy.***

How was it paid for before? Voters voted to lower vehicle registration fees; fees are slowly creeping up with local governments wanting to attach fees.
When do projects/fees start and end? What will be done to keep streets maintained and budget to maintain?
Make sure we have the people and equipment resources to match the fee
Afraid voters won't pass it so may require a compromise.
Vehicle license fee by itself does not impact people who do not drive. Property tax will impact everyone.
I'd prefer an income tax.
Concern if goes to vote, will cost \$ for campaign and if at same time as park bond, could cause both to fail.
Feels like bait and switch. I was repeatedly promised taxes would be neutral, now water rate increase and this tax. Our roads are better maintained than those in the City.
I don't think people will vote for it

<p>Need to understand where the money would go specifically. Currently there are extruded curbs along 84th Avenue NE in Finn Hill that are completely obliterated and a significant eye sore. These are along school walk routes. Would this fee fix those items? Why shouldn't existing funds be used to fix things that are in obvious disrepair and which are low cost?</p>
<p>I don't support any tax increases on residents without having big businesses contribute as well.</p>
<p>0.2% sales tax increase.</p>
<p>The City of Kirkland should prioritize its expenditures. If the proposed preservation and enhancements are deemed important, evaluate them against other project spending. This is not the time to burden residents with additional taxes</p>
<p>We all are hurting do to the poor state of our economy. Raising taxes is not the answer. Tighten your belts as the citizens have to. Things will improve and we will all have prosperity again. NO MORE TAXES!!!</p>
<p>Too many add-ons to vehicle licensing and too many attempts to increase taxes</p>
<p>I have not had a raise in over 5 years. My income has actually decreased dramatically, even though I work more hours at the same job. I don't have income for medical bills and other basic living. I don't spend what I don't have. What part of no new taxes is so hard to understand?</p>
<p>I strongly supported the King County additional vehicle license fee and will support Kirkland up to \$40 (poor people need their cars the most). Prefer property tax. NO sales tax, it hurts the poorest most; NO BALLOT, it will eat up too much of the money you hope to raise.</p>
<p>You need to prioritize. Which is more important? A park or a road? And keep on going down the list. I absolutely will not support a tax or fee increase of any type in this economy. You haven't proven the case for it.</p>
<p>no other information is needed - reprioritize your spending - quit adding financial burdens on families who have cut back on their spending just so they stay in their homes - if you don't have it already, don't do it.</p>

1st off, "license" is misspelled in the question This "TBD" scheme is nothing more than a way to circumvent current limits on taxation, fees, and revenue increases. It takes a great deal of effort to come up with yet another way to place an additional burden on the citizens of Kirkland, but the Council has once again succeeded. Not only is this scheme insulting, but it is one of the more underhanded and devious proposals the Council has come up with in some time. By actions such as this, one would think that members of the Council have no clue about finance. Here's a bit of insight; Increasing fees, taxes, etc. will only serve to take more of the limited funds the citizens have. In turn, they will spend less money at local retailers thereby reducing sales tax revenue and causing the Council to come up with plans such as this. Let me provide an example of the frustration most of the citizens have that the Council either doesn't know about or doesn't care about. Due to this downturn, I've not received an increase in salary in three years. Still having a job is not to be taken lightly. Not only has the basic cost of living increased but at every turn some entity is raising a tax (property, utility, state & local sales taxes), adding a surcharge; my \$30 car tab was \$189 this year. With the added \$20 King County fee and possibly a Kirkland \$20+ fee my \$30 car tab could be \$229 (or more) next year. As I can't just demand more income from my employer, my only option is to reduce discretionary spending, thus reducing the amount of tax revenue governmental agencies are receiving. This action from one person is not that big of a deal, however a majority of Kirkland residents are in the same position. Until the Council learns how to operate on a smaller budget and ends funding gratuitous and unnecessary projects (like the \$90K on digital info signs, the proposed new median planters on 85th, park after park with no funding to maintain them, and striping only to repave then have to restripe), programs (how many marathons/races does Kirkland really need?) I will not support ANY fee, tax, or revenue increases.

King county has already raised car tabs. The people will not support another increase. It is a waste of time and money to have a special election for something that is bound to fail.

I would need total assurance that the city would not use the funds to install any more of the very unattractive speed display lights (such as the one on the west side of 112th Avenue in the Highlands neighborhood, heading north). These speed display lights take away from the overall aesthetics of our neighborhoods, giving our neighborhoods a 'Vegas-like' tacky bling. Such speed display lights are not present in aesthetically focused neighborhoods like Medina and Laurelhurst where traffic has been successfully calmed using traffic circles.

I want all vehicles that use roadways to support roadway maintenance - bikes, scooters, motorcycles, etc.

With all the Eyman rabble-rousers, I imagine voters would vote down a car-tab increase. Less obvious & hence more successful would prob(ably) be increased sales tax or property tax.

Question: If \$100/yr car tabs translates to a PCI of 85, what is projected PCI for the .20% sales tax and for the property tax (would these both also give a PCI of 85??). Need to compare apples & apples, not apples & oranges...

I think the vehicle fee should be on a sliding scale based on the age and/or value of the vehicle. People with a hummer can afford \$100/year. People who are barely scraping by with a 1989 Corolla shouldn't have to pay anything more!

<p>Is there a plan to ever get this to 85 or are we going to accept being deficient? That should at least be on the table and a goal for the City. Kirkland is a great town and we should not strive for/accept below standards.</p>
<p>Ballot measures are expensive. The city council should set the budget accordingly and institute the \$20 fee if no other way for the need to be met. In general, I do support drivers bearing the cost of roads.</p>
<p>\$10 max</p>
<p>Vehicle license fees are getting ridiculous, between the basic tab fee, King Co, Metro, Sound Transit, etc. It's already enough</p>
<p>Depends upon what the vehicle license fee will fund.</p>
<p>No new taxes or fee. Make do with what you have</p>
<p>I want to understand how the revenue is being spent today. I am not pleased by the fact that capital improvements seem to take more time and money, basic maintenance is not occurring, there is not proper oversight of work in the right-of-way by others, there lacks a customer service attitude in the department (this needs to start at the top). I think it looks bad having you come hat in hand when you have not proven that you are using our money wisely on basic maintenance items such as maintaining street and median vegetation. That should be the cheapest and most easy thing to do. Should the basic structure of the department be reorganized or reprioritized to accomplish the "basic" needs?</p>
<p>We all use roads, not just car owners.</p>
<p>I checked the sales tax increase box on the previous page.</p>
<p>The car tab fees are regressive. They are the same regardless if I own a \$1,500 beater, or just bought a \$125,000 Maserati. That is a problem in itself. Therefore, a property tax (although not a good solution either) is a better idea. Best would be a progressive income tax, or a sales tax targeted at the higher earners. But an income tax needs to be statewide - and will also lead to the abandonment (or should) of a lot of the "nitty-gritty" local taxes.</p>
<p>Prefer no license fee - but if forced to make a decision, want the least expensive option.</p>
<p>As stated previously, cut out non-essential "services" to fund essential services, prioritizing as required to live within the means of revenue collected.</p>
<p>I do not think a fee level that will require a ballot measure is worth the time, energy and uncertainty in terms of budget planning to be worthwhile. If the City Council chooses to pursue a \$20 license fee, that seems reasonable.</p>
<p>Have a TOLL at Market Street pass thru to deter commuters</p>
<p>As mentioned previously, the timing for a ballot measure is poorly timed due the City's current lack of managing labor cost amongst its unionized employees.</p>
<p>I think our taxes are regressive and we need to consider a state income tax</p>
<p>Any proposed fees and/or taxes MUST have a time limit (expiration date) for me to support them. Also, see previous comment.</p>

No new property taxes.  
 No vehicle taxes.  
 temporary sales tax or bond measure

8. In the interest of providing specific and usable information to our Citizens, please give us any feedback regarding this outreach process. What was the most useful information you heard or read about Street Preservation? What would you like to hear more about? Do you have any other comments? *Verbatim Comments: grey background indicates comments sent online rather than after meeting hard copy.*

Kirkland Views blog, Kirkland weblog
Should include in main or bill insert with City water/sewer bill. Start a blog or Facebook for updates and people to post comments. The curbs, medians and sidewalks look trashy and give a very bad vibe like rundown or abandoned neighborhoods. This should not be in Kirkland. City and property owners need to cleanup.
This is a wonderful way to reach out to our community - very clear presentation to support improvement and increased funding.
Two streets that are terrible: Market to 100th, 6th by Google.
Good presentation on a topic most people don't understand.
The slides were hard to read. The reasonable thing to do is maintain. The first question is do we do it now or too late? The second question is how do we pay for it as soon as possible. Jeanne Large 206-794-2900
I have a hard time putting this ahead of other issues such as housing, food for the needy even though preventive steps make sense.
Thank for this outreach! Would like to know more about how this impacts water runoff with current conditions and with options for street preservation/maintenance.
I don't believe there is no other money in PW or other City budget to put towards this!
I'd like explanation of how maintenance options relate to street condition. Allowed me to understand that a higher PCI would be worth investing in.
Have video shown on Kirkland video channel!
User fees for construction trucks seems logical. Presentation clear - could bring a specific neighborhood area when presenting to individual associations, move to "how" faster.
Would like to know more about funding issued - how Kirkland may differ from other WA cities. Put on website.
You need to do what's necessary to keep roads in good condition.
Good presentation. Well informed presenter.
Use the money you have for efficiency. No new taxes or fees; there is a recession on and many people are out of work.
Excellent presentation - well done but I'm still angry.
Appreciate the outreach. Suggest an online survey for broader feedback.
Ray is a good presenter, good material.

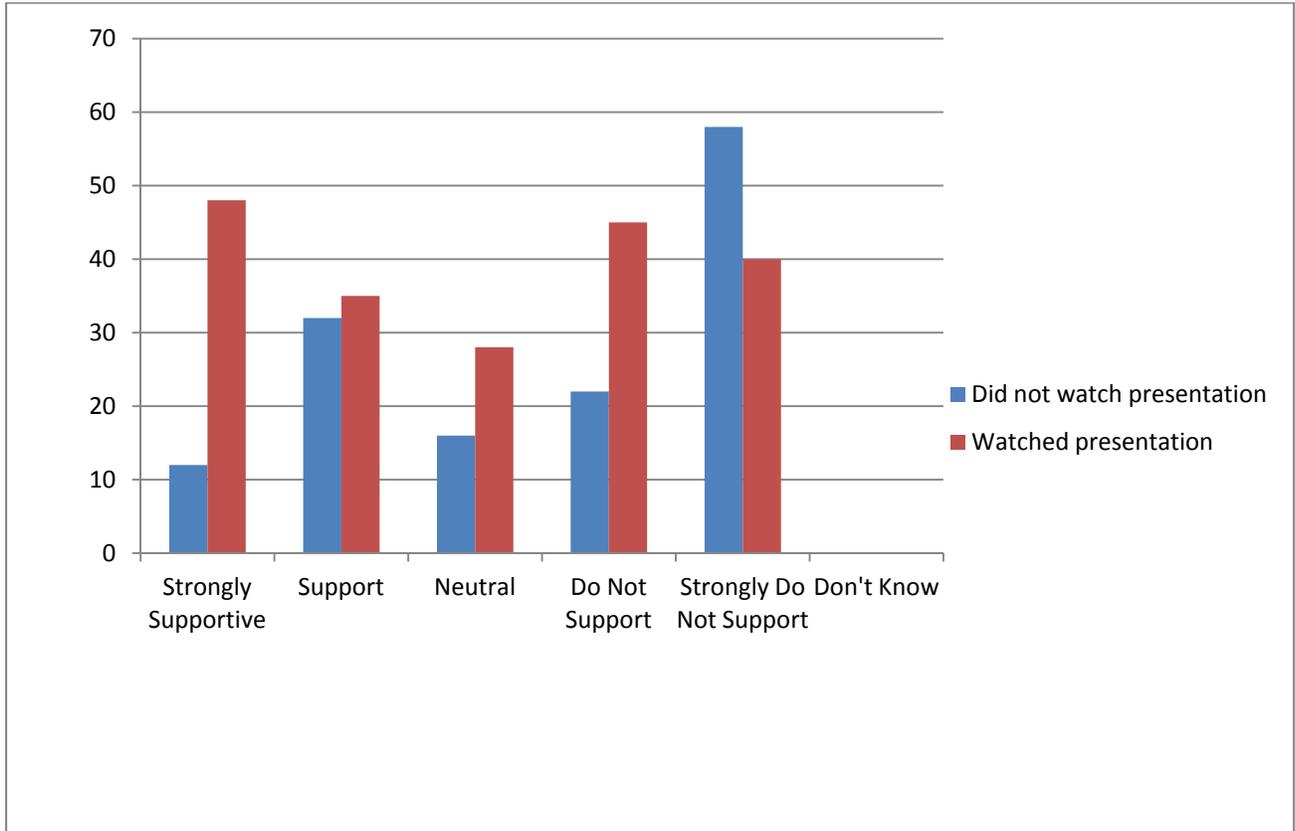
<p>How do you prioritize where the money is spent. For example the money that goes towards fixing sidewalks, curb ramps, improving crosswalks, widening asphalt shoulders, improving lighting - in other words the smaller investments that do a lot. Give us an idea of how much of those things could be accomplished a year? Are we talking about one speed hump per neighborhood a year, one crosswalk, etc? You clearly identify the improvement in PCI, how about all the other things that people actually see? How can you involve the neighborhood better in these decisions?</p>
<p>Thank you for reaching out.</p>
<p>Please also help increase bike lane safety - a line on the road is Not a bike lane and not safe.</p>
<p>Review ALL projects currently in progress and see if the projects can be stopped and the money re-directed to the streets.</p>
<p>Why are we installing sidewalks to schools when that money could go to our streets?</p>
<p>Someone make a difficult decision please. Come on and make the right call here. Save our city.</p>
<p>your survey form does not work correctly. The first question on page 4 asks "if i support" a ballot measure what should the amount be. I don't support a ballot measure. You shouldn't force respondents to select a value, or add \$0 as an option.</p>
<p>This is an excellent way to get citizen feedback, especially on taxing issues.</p>
<p>Only if the city publishes the results - send the results to everyone who takes the survey</p>
<p>Apparently you refuse the principle of staying within a budget. Asking me 50 different ways to spend money I don't have is not going to change my answer. Don't spend money we don't have. As a city we can't afford our previously committed obligations or you wouldn't be asking for more money. People are going hungry, going without medical care, and are homeless. Kirkland is becoming La La Land -- and both need to use common sense. "Double Dip Recession" is an empty laugh for those of us who can't tell that the first one was over.</p>
<p>Excellent way to educate citizens on the City's needs and plans. Need to do a better job of making citizens aware of your outreach efforts. In my condo, where everyone is online, only two other people were subscribed to any of the various city emails. The rest didn't know about them.</p>
<p>Real numbers. How much do you spend and percentages of the budget compared to similar sized cities in the area. Could municipalities combine services to gain scales of economy saving?</p>
<p>I live in QUEENSGATE - which is nowhere near Kingsgate or Evergreen - I am disenfranchised via the City of Kirkland. Thanks for being so inclusive in this process.</p>
<p>This format of loaded questionnaire is ludicrous. By the conspicuous lack of a "no additional taxes/fees" selection, it is clear the Council cares little for what the citizens think. The format of these questions is akin to asking someone "What limb do you want removed? A.) right arm B.) right leg C.) left arm D.) left leg E.) unsure" How about "None!"</p>
<p>The video was very informative and well done. It makes the case for continued and increased funding for preventative street maintenance. The piece that is missing is where is the other \$3.8 million for transportation capital projects going and what percentage of the total city budget is being used for transportation. It seems that everything presented is one sided and the world as we know it will end if taxes are not raised and there is no other possible solution. There must have been other options that the city has looked into besides raising taxes. What were these options and why will they not work? Please be honest and present the whole story next time.</p>

<p>I would need total assurance that the city would not use the funds to install any more of the very unattractive speed display lights (such as the one on the west side of 112th Avenue in the Highlands neighborhood, heading north). These speed display lights take away from the overall aesthetics of our neighborhoods, giving our neighborhoods a 'Vegas-like' tacky bling. Such speed display lights are not present in aesthetically focused neighborhoods like Medina and Laurelhurst where traffic has been successfully calmed using traffic circles.</p>
<p>You've got lots of money in other places, why don't you use other funds to pay for the street upkeep? What would have to be cut? After 10 years, where will the money come from to keep the improved pavement condition? How long have we been on this deteriorating trend? How did we used to take care of it?</p>
<ul style="list-style-type: none"> <li>* I loved the video - topic well explained &amp; logical; liked the graphs (PCI). I learned more about the nuts &amp; bolts of what needs to happen to preserve our infrastructure. As condo Board member, helps me know how to maintain our own private driveway, too.</li> <li>* I like that you solicit info from citizens (via online survey). Also, the survey was well-designed &amp; asked for specific, meaningful info.</li> <li>* I'd like: specific success stories of Kirkland condos recycling food scraps. It seems like it'd be really messy - &amp; it's hard enough to get our condo dwellers to flatten boxes for recycle, much less handle food scraps appropriately. I want to get folks inspired.</li> </ul>
<p>The fact sheet was excellent. But I would like to know more about the accelerating causes of street degradation--what shortens a street's lifespan most, by time and frequency.</p>
<p>I appreciate the clear presentation of current and projected street condition. I guess I need to dig into the city budget to satisfy myself that the fund-raising measures presented are necessary. The survey did not mention importance of sidewalks (other than crosswalks) or bike lanes.</p>
<p>Maximum speed limit signs on Lake Wa Blvd 30 mph from 35mph (minimal expense to city); enormous benefits to pedestrians! Discourage speeding, by enforcement!  Additional calming islands along LWB  Anything to discourage speeding, passing in turning lane along LWB  Crosswalk overhead signs in both directions (take advantage of back of signs already posted) make it very clear to drivers beware of pedestrians crossing LWB. Keep crosswalks clearly painted on the ground.</p>
<p>I want to hear more about how the department is adapting to these times. What have you done to become more efficient, where exactly is the current money going? I want to see a breakdown of what is being spent on administration and operations. Are you meeting performance targets? What are the priorities of Public Works? Why is the traffic control program and street maintenance the first services to cut? Those should be the top priorities. I want to see a commitment to general street and ROW upkeep, and re-engagement into neighborhood and school zone traffic issues. In other words, the small things.</p>
<p>Money increase should be dedicated to roads, sidewalks, crossings and temporary.</p>

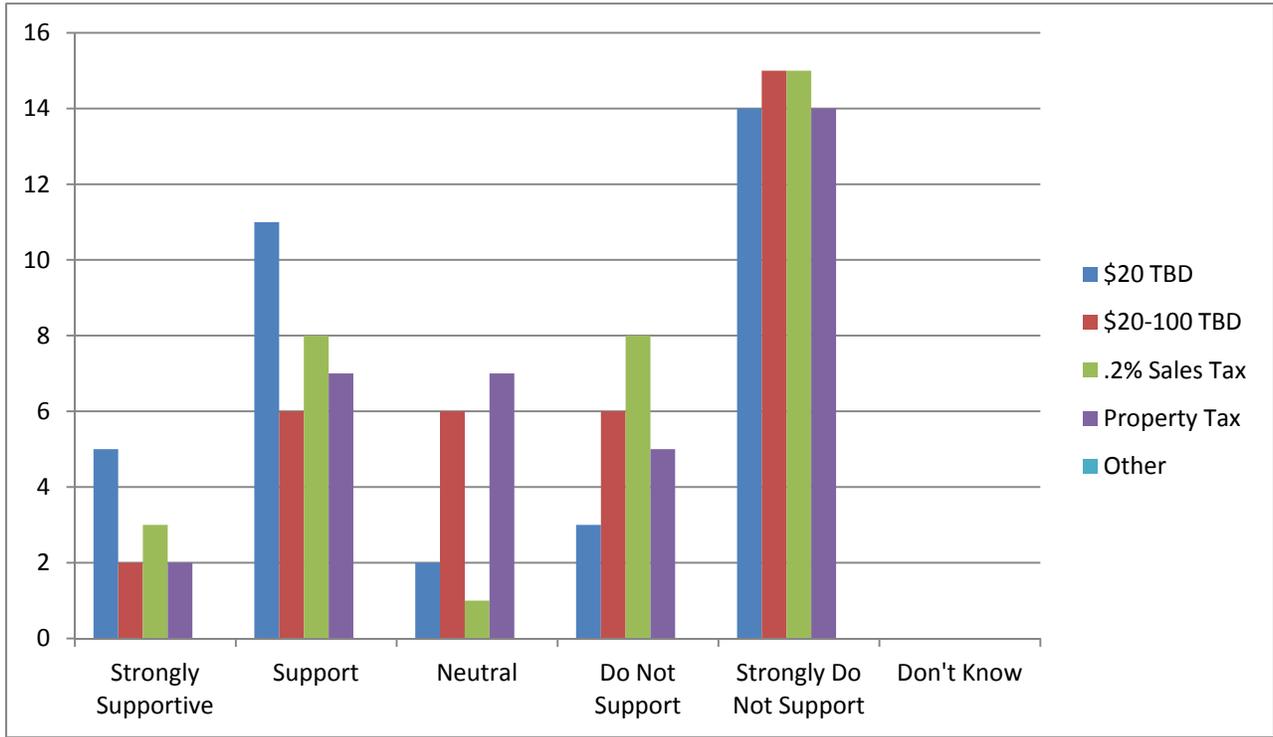
<p>The meeting with Ray was great but few attended in our neighborhood. I now understand that more money is needed, but you will have to do a fantastic job of educating the public on the dire consequences of not supporting the TBD. Kirkland has a huge annual budget--roads should have always been near the top of the priority funding list. The annexation area is going to roll its collective eyes at the idea of Kirkland coming at them for more \$\$ already. Demonstrate where the county got its money and why Kirkland needs more to maintain the higher quality of roads they have up there. In 'old' Kirkland, explain how roads were allowed to get to 64. Make sure everyone understands the progressive worsening of the system if we continue on our same path. The current \$6 million/yr seems spartan in the scheme of things. What was the most useful information? That the \$100 car tab is the one that gets us to an 80 PCI and that it will be sunsetted, at which time the system will have a better condition with a lower maintenance cost. Keep hammering home that paying now will save later.</p>
<p>I would rather that the head of Public Works spent his time working in the office, planning and overseeing projects rather than going around to all the many neighborhoods doing presentations. For the information presented, it really was not necessary to have someone of that high of a level there. Also, he knew nothing about specific projects in our neighborhood and their execution. I think it would have been more efficient and useful to have someone at a lower level in public works attend that would have been more familiar with our specific area and the work that is going on and is planned here. Those were the areas that people had the most questions and issues with, and he really couldn't speak to any of them. It is also people's experiences with the streets in their local area that will most clearly define their thoughts about them.</p>
<p>Consider deferring OTHER city funding to our streets. This is a BASIC Commerce need and needs to be done NOW..Take from public safety and move it to Roads for a couple years until roads are at 85%. Our Police investment is outsized for its value to our citizens!</p>
<p>Appreciate the outreach. Better understanding of the problem.</p>
<p>the most useful was knowing how it is tiered:  what needs to be done on the regular maintenance level in order to avoid getting to the point of no return where the whole street has to be ripped up. I would have missed this presentation if I wasn't at a meeting about another issue Most people are too busy to want to find out what the city is doing</p>
<p>Perhaps putting the message on the reader sign at the rose hill fire station would have made the sign useful and gotten the information out. Instead I heard about it from the newspaper. That is hardly my definition of a good outreach program. The newspaper was the most useful source of information I have found. I even had trouble finding this page on the city website. I had to search for words used in the news story.</p> <p>Times are tough. Our roads are adequate. I'm more interested/worried in keeping my job and home right now. Gas prices are killing me. Food prices have gone up. Roads are not my priority.</p>

**DATA COMPARISON:**

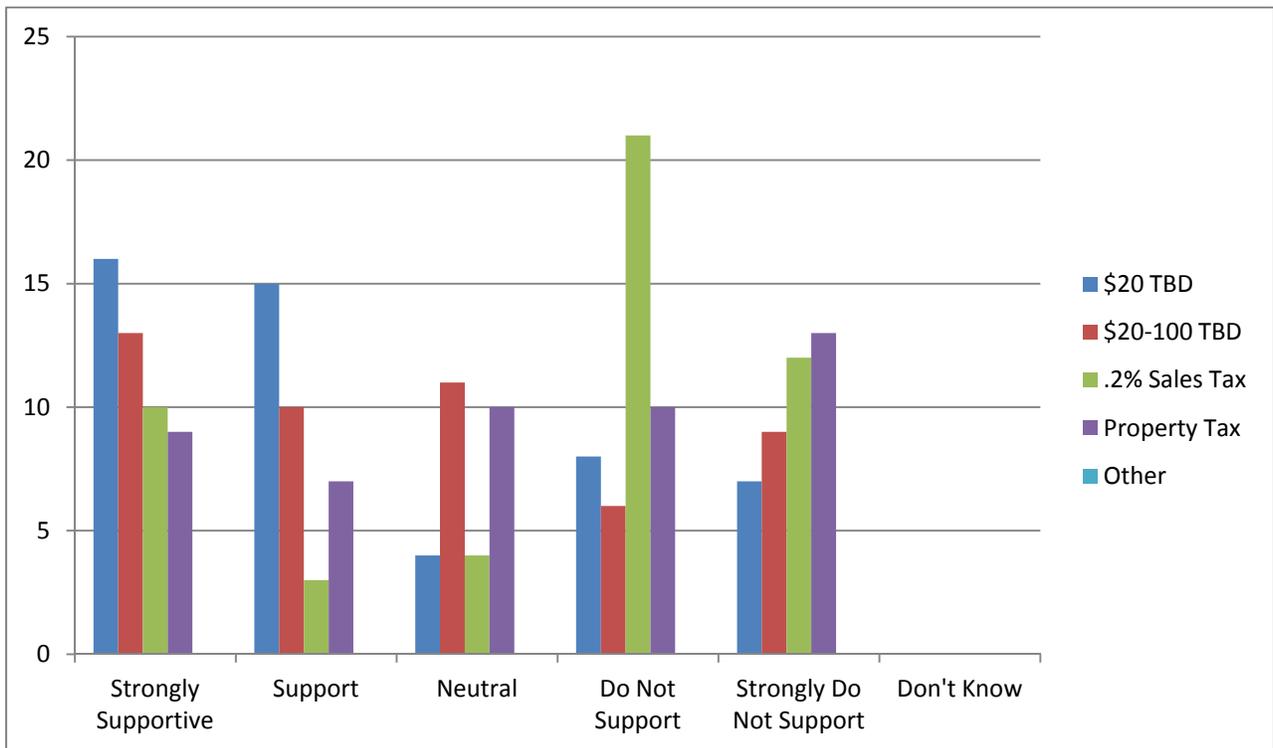
- Those who watched a presentation and those who didn't: How supportive are you of each funding option? (combining support for all funding options: TBD, Sales Tax, and Property Tax).



- Those who did not watch the presentation: How supportive were they of each funding option?



- Those who did watch a presentation: How supportive were they of each funding option?



# \$3M/Year on Arterials (Old Kirkland)

## Legend

### Selected Segments

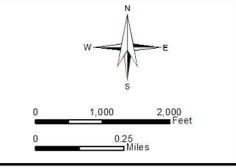
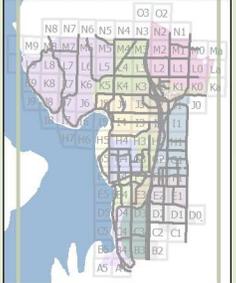
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- Street

### Neighborhoods

- Bride Trails
- Central Houghton
- Everest
- Finn Hill
- Highlands
- Kingsgate
- Lakeview
- Market
- Moss Bay
- Norkirk
- North Juanita
- North Rose Hill
- South Juanita
- South Rose Hill
- Totem Lake
- Kirkland City Limits (Polygon)
- City Limits

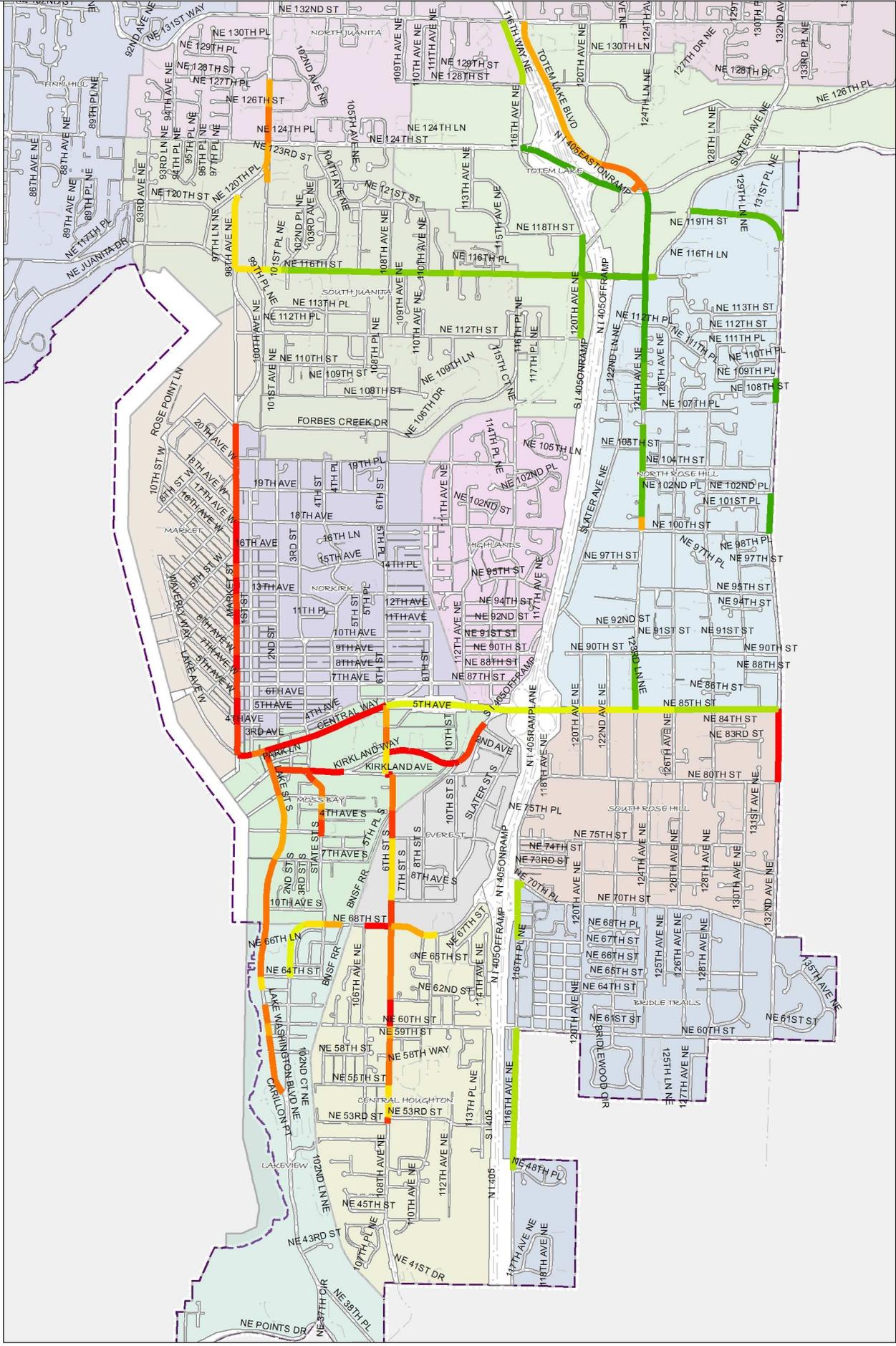
Note: This map only includes streets recommended for Overlay and Reconstruction and does not include streets recommended for

## Vicinity Map



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Author: adasovic  
 Name: \$3M-YR on Arterials  
 Date Saved: 1/5/2012 12:05:31 PM



# Where do we go from here?

