

Chapter 6: Transportation Fund (Former Transportation Benefit District) - 2023

In November 2010, 58% of Bellingham voters approved a Transportation Benefit District (TBD) to collect a two tenths of one percent sales tax within City limits for a 10-year period. In November 2020, the TBD was renamed the [Bellingham Transportation Fund \(T-Fund\)](#) and re-approved by 82% of voters.

The Bellingham Transportation Fund provides dedicated funding to the following activities from 2021-2030:

- Enhance and improve pedestrian and bicycle transportation infrastructure
- Resurfacing streets to maintain the City of Bellingham's investment for all transportation users
- Transit-supportive capital projects considered with asphalt resurfacing and non-motorized priorities
- Citywide transportation impact reductions identified in the Climate Action Plan

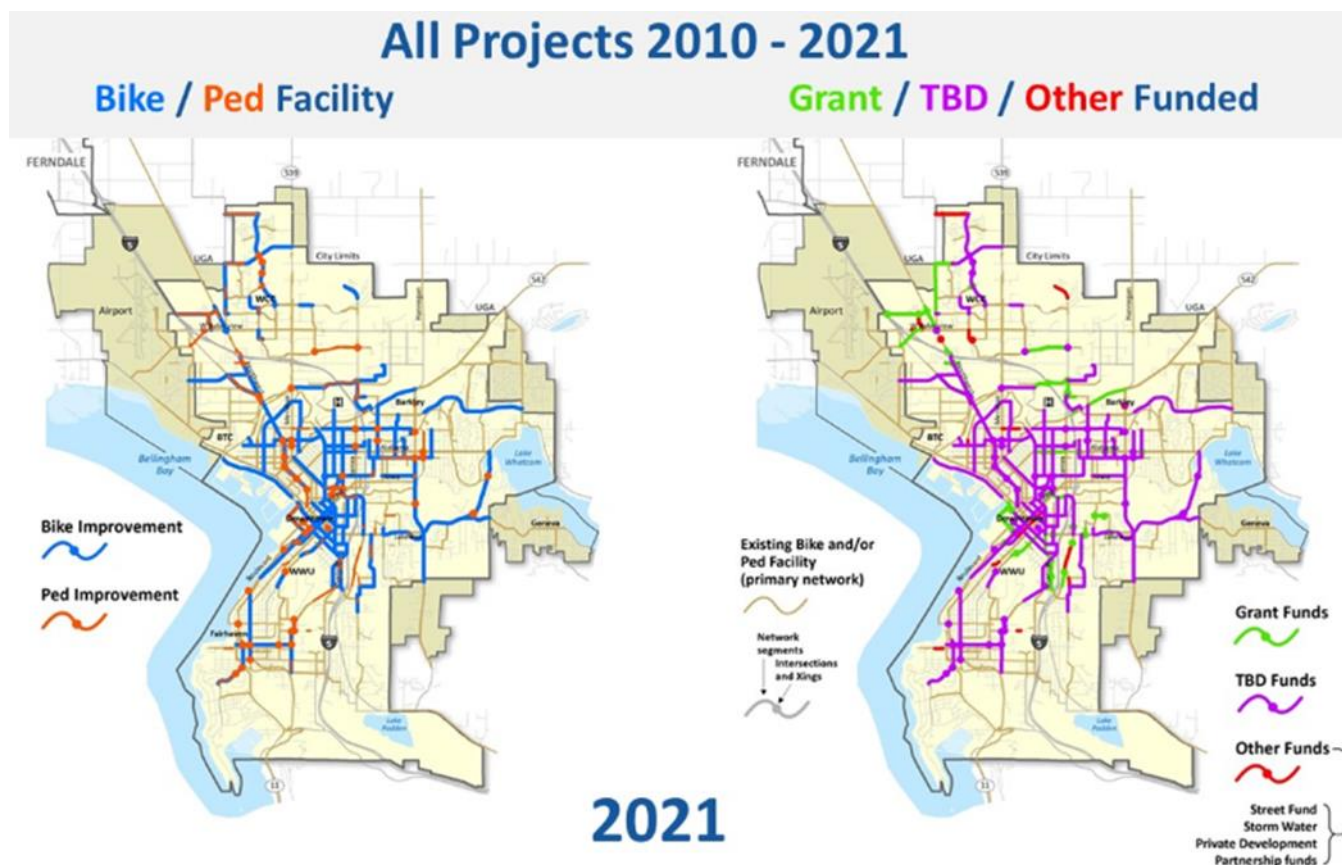


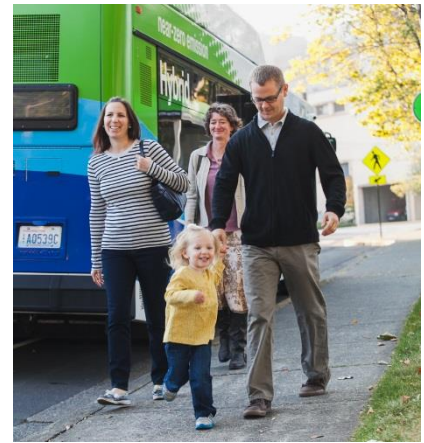
Figure 6.1.



Transportation Fund - Transit Services

In 2020, the Bellingham T-Fund was re-approved with transit identified as one of the priorities for T-Fund expenditures. In February 2022, the WTA Board adopted a 20-year long-range transit plan titled [WTA 2040](#) and the City is partnering with WTA on the following over the next few years:

- Updates to Bellingham Pedestrian and Bicycle Master Plans
- A [Rapid Transit Study](#) on Select GO Lines in Bellingham
- Electric Bus Charging Facilities at the WTA Cordata Station
- ADA Upgrades to 200 WTA Bus Stops Throughout Bellingham
- Expansion of Downtown Bellingham Station WTA Transit Hub



Transportation Fund - Street Resurfacing

Bellingham has made a significant investment in providing a public street system throughout the City. Public streets have a functional lifespan that varies according to the amount of use that the street is subject to and, at some point, all public streets require maintenance, repair, and resurfacing. Traditional sources of funding for street construction and resurfacing, such as Street funds and Real Estate Excise Tax (REET) funds, have been significantly diminished through budgeting decisions.

Since 2011, TBD/T-Fund revenue allocated to street resurfacing has helped to replace some of the Street and REET funding lost to other General Fund projects. When streets are resurfaced, pedestrian and bicycle facilities approved in the Pedestrian and Bicycle Master Plans are also installed, whenever possible.

Transportation Benefit District Funded Resurfacing Projects 2011 - 2023											
Year	Street Resurface	Vehicle Lanes	On-Street Parking / Shoulder	Asphalt Lane Miles	From	To	ADA Ramps	Cross walks	Side walks	Parking Removal	Bike ways
2011	Lakeway Drive	2	2	1.60	Raymond Street	City limit	Y	N	N	Y	Y
2011	Electric Avenue	2	2	0.80	Portal Drive	Lakeway Drive	Y	Y	Y	N	Y
2011	Billy Frank Jr. Street	2	2	1.62	Chestnut Street	Ivy Street	Y	Y	N	N	Y
2012	Dupont/Elm/Northwest	2	2	8.66	Lottie Street	McLeod Road	Y	Y	Y	Y	Y
2013	Woburn Street	2	2	5.00	Alabama Street	Lakeway Drive	Y	Y	Y	N	N
2013	Monroe Street	2	1	2.13	Cherry Street	Broadway Avenue	Y	Y	Y	N	N
2014	Hawthorn Road	2	0	0.95	12th Street	Fieldston Road	Y	Y	Y	N	Y
2014	Electric Avenue	2	2	1.60	Ohio Street	Portal Drive	Y	Y	N	N	Y
2014	14th Street	2	0	0.78	Garden Street	Douglas Avenue	Y	Y	Y	N	Y
2015	Alabama Street	4	0	6.95	Cornwall Avenue	St. Clair Street	Y	Y	Y	N	Y
2015	Kellogg Road	3	0	0.73	Cordata Parkway	Eliza Avenue	Y	Y	Y	N	Y
2015	Eliza Avenue	2	3	0.26	Kellogg Road	Westerly	Y	Y	Y	N	Y
2016	Bill McDonald Pkwy	2	1	0.97	W. College Way	21st Street	Y	Y	Y	N	Y
2016	30th Street	2	1	0.37	Old Fairhaven Pkwy	Connelly Avenue	Y	N	N	N	N
2016	Billy Frank Jr. Street	2	2	0.39	Chestnut Street	Holly Street	Y	N	N	N	Y
2017	Holly Street	3	2	1.06	Railroad Avenue	Bay Street	Y	N	Y	Y	N
2018	Texas Street	2	0	0.87	Valencia Street	Pacific Street	Y	Y	Y	N	Y
2019	Roeder Avenue	2	2	4.97	C Street	Squalicum Pkwy	Y	Y	Y	Y	Y
2020	James Street	2	2	1.60	Woodstock Way	Barkley Blvd	Y	N	N	Y	Y
2020	Bill McDonald Pkwy	2	1	3.36	21st Street	N. Samish Way	Y	Y	N	N	Y
2020	Britton Road	2	1	1.05	Northshore Drive	City limit	Y	N	N	N	Y
2022	Mill Avenue	2	0	0.28	40th Street	Samish Way	Y	Y	Y	N	Y
2023											
Total				46.00							

Transportation Fund - Non-motorized Pedestrian & Bicycle Improvements

The City Council annually approves T-Funds for a number of non-motorized transportation projects that have been approved in Bellingham's [2012 Pedestrian Master Plan](#) (PMP) and [2014 Bicycle Master Plan](#) (BMP) and recommended for construction by Public Works and the Transportation Commission. As shown in Figure 6.1 and the tables below, since TBD/T-Fund revenue became available for the construction of non-motorized transportation improvements in 2011, it has allowed the City to make significant progress in implementing sidewalk, crossing, and bikeway improvement projects in the PMP and BMP.



Figure 6.3 - Vehicle lanes or parking have been removed in favor of installing bikeways on many streets, including Cornwall Avenue, Northwest Avenue, Barkley Boulevard, Roeder Avenue, Chestnut Street, Cordata Parkway (above), N. Samish-Maple-Ellis, West Illinois Street, Meridian Street, Girard Street, Eldridge Avenue, and Lincoln Street.

Great Success To Date, But More Work To Do In Future

The City has already accomplished a great deal in the 13 years that the TBD/T-Fund has been available for bicycle, pedestrian, and street resurfacing projects, but there is much more work to be done. The renewal of the T-Fund by voters in November 2020 provided critical dedicated funding to help implement Bellingham's PMP and BMP in the most expeditious manner possible. While the PMP and the BMP are a key part of the Bellingham Comprehensive Plan Transportation Element, they are not 5-, 10-, or even 20-year plans. They are on-street network plans that are completely dependent on the ability to fund sidewalk, crossing, and bicycle improvements – many of which are beyond the City's available resources.

The City is currently conducting the public process for [Pedestrian and Bicycle Master Plan Updates](#).

As in Chapter 4, Figure 4.3. shows Bellingham’s “Low to Moderate Income Neighborhoods” from the 2013-2017 Bellingham Consolidated Plan.

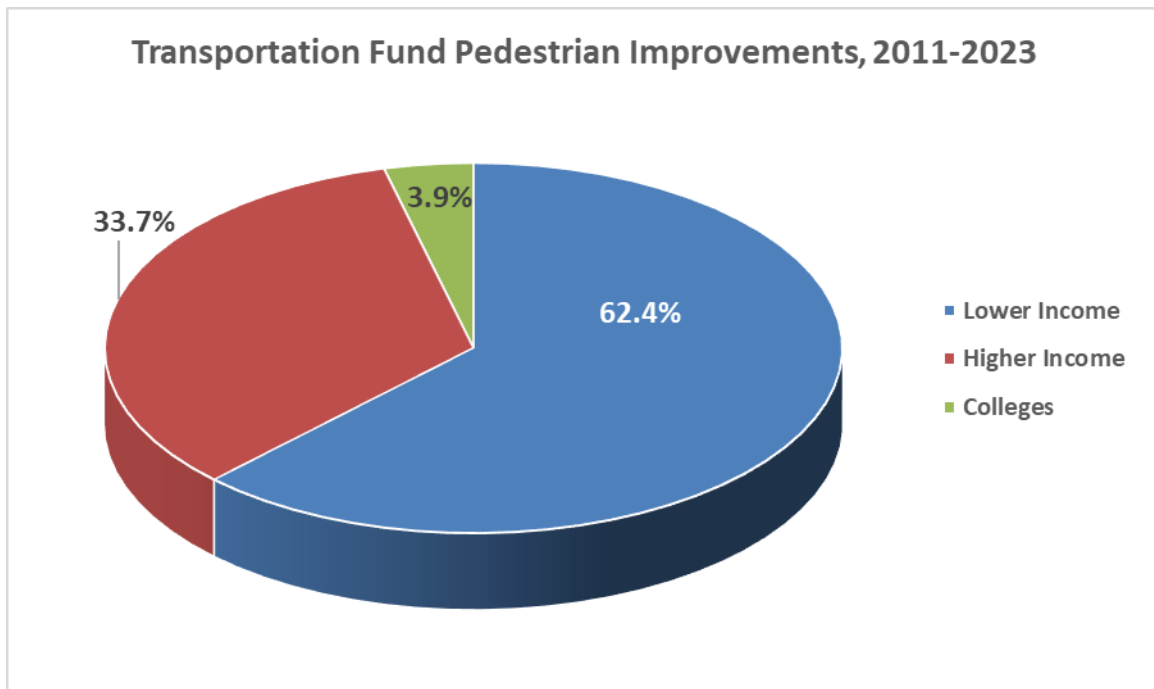


Figure 6.4. Since 2011, 62.4% of TBD/T-Fund pedestrian projects have been in lower income neighborhoods

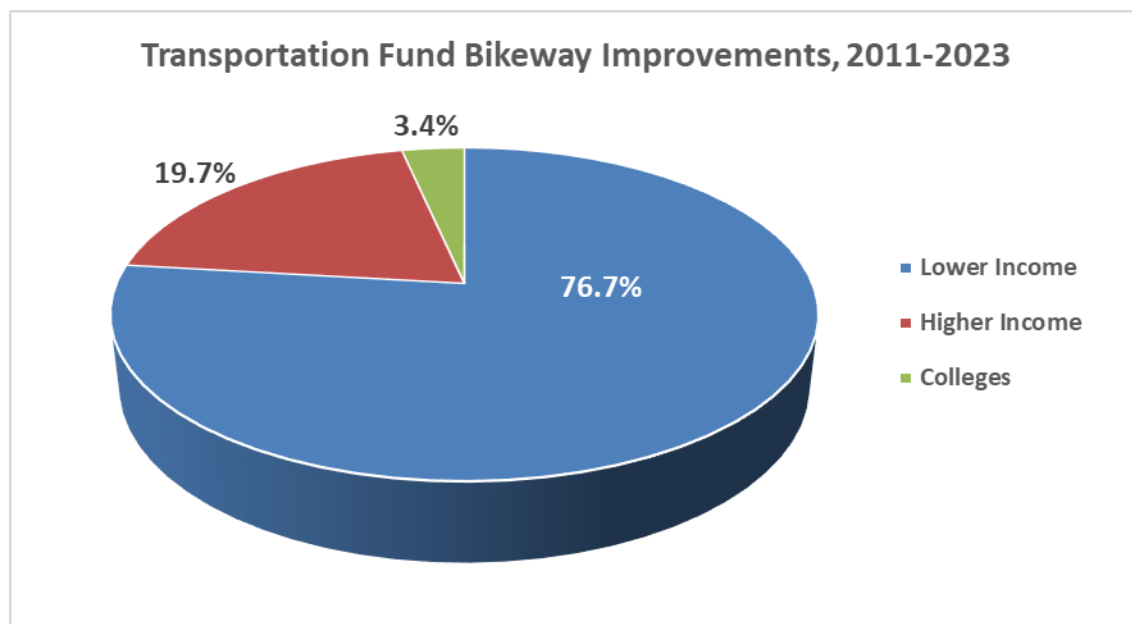


Figure 6.5. Since 2011, 76.7% of TBD/T-Fund bikeway projects have been in lower income neighborhoods