



# Chapter 6

# Chapter 6: Implementation

This chapter describes practical and feasible strategies for implementing the Bellingham Bicycle Master Plan. In order for bicycling to become an attractive mode of transportation that is accessible to more Bellingham residents, it is essential to institute practices to ensure the proper construction and maintenance of the physical network, and to provide programs for the encouragement of bicycle use. It will also be important to establish complementary laws and regulations, and to expand the planning and support functions of the City to ensure this work can be accomplished. This chapter provides a framework for plan implementation, and also addresses funding opportunities and performance measures to gauge progress in future years.

## Investment

The level of investment that will be required to implement this Plan is modest in comparison to other transportation facilities. The planning level cost estimate to implement the on-street elements of the 134 mile network is \$20,531,162. The bicycle network includes approximately 45 miles of bicycle lanes, 7 miles of shared lane markings, and 52 miles of bicycle boulevards, 0.8 miles of cycle track, and 4 miles of buffered bike lanes. Table 6.1 outlines the costs per facility type for the full bicycle network.

Table 6.1: Planning level cost estimates for the total number of recommended miles per facility.

On-Street Facilities	Total New Recommended Miles	Network Costs (No costs yet for Further Study Needed)				Complete Network (Existing + New) Recommended Miles
		Near-Term	Mid-Term	Long-Term	TOTAL	
Bike Lanes *	45.7	\$527,754	\$544,314	\$11,610,707	\$12,682,775	73.7
Buffered Bike Lanes *	4	\$23,491	\$151,639	\$670,284	\$845,414	4
Shared Lane Markings *	6.9	\$31,553	\$44,379	\$222,518	\$298,450	7.3
Climbing Lanes*	7.9	\$76,692	\$746,967	\$220,165	\$1,043,824	8.6
Bicycle Boulevards	52.1	\$939,990	\$1,876,232	\$1,444,267	\$4,260,489	52.1
Paved Shoulders	0	\$0	\$0	\$0	\$0	5.7
Cycle Tracks	0.8	\$0	\$1,361,297	\$0	\$1,361,297	0.8
Marked Routes **	7.8	\$0	\$0	\$0	\$37,426	7.8
Further Study Needed ***	9.4	\$0	\$0	\$0	\$0	9.4
<b>TOTAL</b>	<b>134.6</b>	<b>\$1,599,480</b>	<b>\$4,724,828</b>	<b>\$14,167,941</b>	<b>\$20,492,249</b>	<b>169.4</b>

\* Cost calculation assumes on-street parking lane striping. Costs will be slightly lower where there is no striped parking lane.

\*\* Marked Routes were not prioritized, but are included in total network costs.

\*\*\* Streets where a design solution is not immediately apparent. Costs for study, design, and implementation will likely be high.

## Bicycle Project Cost Calculations and Assumptions

Cost calculations assume that bicycle facility improvements are provided on both sides of the street. Any pavement costs are independent of bicycle facility costs. For example, if paved shoulders are added or widened, then the presumption is that this would be done as a general safety and roadway preservation project rather than a bicycle project even though it would benefit bicyclists. Cost estimates do not include design unless specifically stated in the assumptions. Design costs, which include construction planning, public process, facility design, and other background work required to implement the project, can generally be estimated at 20% of the facility construction cost. Projects requiring a higher level of public process, such as proposals to remove on-street parking, may have higher design costs. Lastly, cost estimates involving major construction do not include contingency costs, which typically are estimated at 25% of the construction costs. Appendix B shows the calculations and assumptions for each type of recommended bicycle facility. Costs are based on local cost bid information and industry standards. Maintenance costs have not been included in project cost calculations and are separately presented in Appendix D. Maintenance costs include routine sweeping of bike lanes, replacement of signs when damaged or no longer retro-reflective (typically signs are replaced every 10 years), restriping pavement markings, and replacing bike lane and shared lane marking symbols. Because striping is typically done using thermoplastic, it is expected to have a 10 to 15 year life span. Thermoplastic symbols are expected to have a life span of 3 to 10 years depending on whether or not they are placed within the path of motor vehicle tires.

## Institutionalization

Integrating bicycle considerations into policies and processes is referred to as “institutionalization.” Institutionalization is accomplished by incorporating bicycle needs into the City’s transportation mission and corporate culture. It requires internal work by staff and coordination among departments to ensure policies, plans, programs and processes address the needs of bicyclists.

Project design, prioritization, budgeting, and maintenance of the bicycle network are responsibilities that cross departmental lines. Coordination among departments is critical for ensuring that there are no missed opportunities as street and trail projects are planned, designed and implemented. Key departments and divisions within departments that should be involved in project coordination include:

- Public Works
  - Development Review and Engineering
  - Operations and Maintenance
- Planning & Community Development
- Parks & Recreation

Other City departments that may need to be involved on a project-by-project or program basis include:

- Public Works Water Utility
- Bellingham Fire Department
- Bellingham Police Department

The Master Plan envisions a citywide bicycle network that will be developed over the next 20 years. The implementation of this network will occur annually with the dedication of City resources for street improvements and maintenance. Public Works Development Review staff will recommend projects based on citywide priorities and opportunities and will work with the Transportation Commission to make recommendations for funding bicycle network improvements as part of the annual Six-Year Transportation Improvement Program (TIP). Whether it is a relatively simple striping plan or a more complex intersection design, funded bicycle improvement projects will be engineered and designed with input from staff representing multiple City departments, including Planning and Community Development and Parks & Recreation.

## **Implementation Strategies**

The City should identify annual funding for Plan implementation, as well as routine and unexpected maintenance. Funding will come from a variety of sources, including local, regional, state, and federal sources. The following strategies reflect the community's desire to complete the recommended bicycle network as rapidly as possible, with the goal of completion in 15-20 years.

### **Strategy 1: Continue to accommodate bicycle facilities during roadway construction, reconstruction, and overlays when possible.**

Many of the facilities within the recommended network will be implemented as part of larger roadway projects, including the development of bicycle facilities when new streets are constructed or when existing streets are scheduled for resurfacing. Implementation or improvement of bicycle facilities should be considered during all major roadway projects in an effort to reduce costs.

### **Strategy 2: Dedicate funding for high-priority bicycle facilities and studies, while planning for unforeseen costs.**

It is important that funding be set aside for both the initial planning and eventual construction of high priority projects, including locations listed as "Needs Further Study," while also maintaining funds for unexpected costs to facilities (e.g. street sweeping after large storms or unexpected maintenance). In order to expand and improve Bellingham's citywide bicycle network to serve all users, the annual budget should incorporate these independent, high priority projects that are not likely to be implemented through other means.

### **Strategy 3: Identify funding for programs and facility improvements in support of the bicycle network.**

Dedicated funds are needed for supporting elements such as education programs, wayfinding, and expanding the City's bicycle rack and bicycle count programs. A portion of the Public Works budget will need to be reallocated to these efforts.



#### **Strategy 4: Pursue a variety of mechanisms for funding infrastructure projects.**

Bicycling infrastructure attracts users of all ages and abilities and offers a high return on investment. Most bicycle improvements are low cost when compared to new street construction projects. At the same time, such improvements offer numerous benefits, from optimizing the roadway’s ability to move people and goods, to providing low cost transportation choices for households. Perhaps most importantly, bicycle facilities contribute to community livability, which helps to attract and retain residents and employers.

The majority of the recommended bicycle network will be implemented by routinely incorporating bicycle facilities when streets are initially constructed, resurfaced, or substantially reconstructed. Other methods for funding and implementing recommended improvements may include:

- Arterial street frontage improvements for marked bicycle lanes, curb, gutter, and sidewalk constructed by private developers, as required by Bellingham development code.
- Local, regional, state, and federal grant funds for transportation and non-transportation programs.
- Dedicated local funding sources, such as TBD funds specifically allocated for non-motorized transportation infrastructure.

Partnerships with agencies, organizations, and private interests such as WTA, Bellingham School District, local colleges and universities (WWU, WCC, and BTC), the Port of Bellingham, the Downtown Bellingham Partnership, Whatcom County, private companies, developers, and others will be needed throughout the implementation of this Plan. Partners may support plan implementation in a number of ways such as providing direct financial support, dedicating rights-of-way, contributing mitigation or transportation impact fees, pursuing grant opportunities, sponsoring events, conducting media and public education campaigns, etc.

### **Strategy 5: Incorporate funding for maintenance of bicycle facilities into the annual maintenance budget.**

Dedicated funds are needed to cover periodic, annual and long term maintenance of the existing and future bicycle network. Maintenance activities may include replacing pavement markings, fixing potholes, filling concrete joints, changing out drain grates, replacing and repairing signs, etc. A portion of the Public Works Street Fund should be allocated to bicycle facility maintenance. (See Appendix D for planning level maintenance costs).

### **Strategy 6: Pursue grant funding.**

In addition to making internal budget adjustments in order to maximize investments, the City should continue to pursue a robust mixture of outside funding including other local, regional, state, and federal sources. Obtaining outside funding can be challenging due to increasing competition for limited amounts of transportation grant funds. However, being the largest urban area within Whatcom County, Bellingham is in a good position to receive funding from outside grant funding sources.

Having good data is critical to being able to win grants. Bellingham's bicycle count program should continue and be expanded as feasible. In addition, having good crash data and tracking safety issues can help the City pursue WSDOT funding, much of which is safety-focused.

### **Strategy 7: Establish a grant match reserve fund (or similar system) in order to take full advantage of state and federal grants.**

State and federal grants typically require between 13.5% and 20% of the total project cost to be provided from local funding sources and grant applications with higher local funds are far more competitive than applications that provide the minimum local funds. Local transportation funding can include dollars derived from the local Street Fund, Real Estate Excise Taxes (REET), special sales taxes, such as Bellingham's Transportation Benefit District (TBD), and funding contributions from other agencies, such as WWU or WTA. In addition, grant funding agencies look very favorably on projects that include mitigation funds derived from private development, such as transportation impact fees. In order to maximize outside grant funding the City should establish an annual grant matching fund for both bicycle and pedestrian infrastructure. Such a program could be implemented by setting aside a specified portion of the dedicated TBD non-motorized funding annually (e.g. 10% ~ \$150,000). Any interest generated from the program could be utilized for further bicycle network development, additional fund matching, or maintenance needs.

### **Strategy 8: Institutionalize the Bellingham Bicycle Master Plan into plans and policies of the City.**

Integrating Plan recommendations into existing City policies, plans and procedures is essential to ensure the Plan is implemented in a cost efficient way. Routine consideration of bicycle facilities in the City's project planning and review process will help to ensure they are incorporated into projects where recommended by this Plan. Bicycle Master Plan recommendations should be integrated into all Plans as they are updated, including the Comprehensive Plan, as well as Neighborhood and Urban Village plans.

The City currently has interdepartmental coordination meetings consisting of representatives from key departments (e.g. planning, public works, parks and recreation). These meetings are important for Plan implementation and should be held on an as-needed basis to:

- Review upcoming capital projects and street overlay projects to ensure integration of bicycle improvement recommendations included in the Plan.

- Adjust the schedule of when projects are implemented based on achieving multiple objectives, including implementation of high priority bicycle improvements and safety improvements for other roadway users.
- Identify funding needs (based on sound cost estimates) for incorporating recommended bicycle improvements into capital projects and annual programs, including maintenance.

**Strategy 9: Enhance transportation policies that facilitate Complete Street design.**

Implementation of bicycle facilities will be most efficient if they continue to be integrated into a comprehensive vision of multimodal transportation improvements. This can be further achieved through the enhancement of the City's existing Complete Streets policy approach as defined in Transportation Element. For example, currently, the Transportation Element states: "All new, reconstructed, or retrofitted arterial streets should provide walking and bicycling facilities."



**Strategy 10: Benchmark progress towards Plan implementation.**

Performance measures are used to determine progress made in Plan implementation. The most useful performance measures are quantifiable and can be tracked over time. Performance measures should be evaluated on an annual basis to ensure that they are the most appropriate, cost-effective measures for assessing progress towards the Plan goals. Performance monitoring will be led by the City of Bellingham Public Works Department with aid from other relevant departments and agencies. Figure 6.2 outlines the performance measures for each Plan goal:

Figure 6.2: Performance measures, activities, and measurements used to track plan implementation progress.

<b>Goal 1. Safety: Improve safety of bicyclists by promoting safe bicycling and driving behaviors and building appropriate, well-designed facilities.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Percentage of bicycle facility network completed	100% of bicycle network completed by 2035	2013	Annually	COB Public Works
Number of targeted educational campaigns	1 targeted educational campaign each year	2013	Annually	COB Police Department

<b>Goal 2. Connectivity: Complete a connected network of bikeways linking and providing access to all neighborhoods and key destinations.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Percentage of bicycle facility network completed	100% of bicycle network completed by 2035	2013	Annually	COB Public Works
Ease of bicycle travel between households and urban villages	Increasing RDI score (ViaCity)	2013	Annually	COB Public Works

<b>Goal 3. Equity: Provide bicycling access for all through equity in public engagement, service delivery and capital investment.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Number of households within ¼ mile of a bicycle facility	100% of households in Bellingham within ¼ mile of a bicycle facility by 2035	2013	Annually	COB Public Works
Develop culturally and age-appropriate program and promotional materials	Increase the number of culturally and age-appropriate program and promotional materials	2013	On-going	COB Public Works

<b>Goal 4. Livability: Build a vibrant and healthy community by creating a welcoming environment for bicycle riding.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Achieve Gold, Platinum BFC status	Gold by 2020, Platinum by 2035	2013	N/A	COB Public Works
Number of bicycle racks and on-street bicycle corrals	Increase annually	2013	Annually	COB Public Works

<b>Goal 5. Public and Environmental Health: Develop a bicycle network that enables active, healthy lifestyles and sustains a healthy environment.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Bicycle Mode Share	Increasing Bicycle Mode Share	2013	Annually (using 5-yr average)	U.S. Census Bureau (ACS)
Self-reported physical activity	Increase in self-reported physical activity	2015	Annually (using 4-yr average)	Whatcom County Health Department (Behavioral Risk Factor Surveillance System - BRFSS)
Number of households within ¼ mile of a bicycle facility	100% of households within ¼ mile of a bicycle facility by 2035	2013	Annually	COB Public Works

<b>Goal 6. Choice: Develop infrastructure that creates viable transportation choices, and accommodates multimodal trips.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Number of bike racks installed at transit stations	Bike racks adequate to meet demand	2016	WTA Community Survey schedule	COB Public Works; WTA
Number of households within ¼ mile of a bicycle facility	100% households within ¼ mile of a bicycle facility by 2035	2013	Annually	COB Public Works

**Goal 7. Education: Provide education on the rights and responsibilities of the users of all transportation modes.**

Performance Measure	Performance Target	Baseline Measure	Data Collection Frequency	Data Responsibility
Number of targeted educational campaigns	1 targeted educational campaign each year	2013	Annually	COB Public Works
Number of schools participating in Safe Routes to School programs	Develop a District-wide Safe Routes to School Program	2013	N/A	Bellingham School District, COB, Whatcom County Health Department, everybodyBIKE

**Goal 8. Mode Shift: Create a set of benchmarks that monitor bicycle use over time.**

Performance Measure	Performance Target	Baseline Measurement	Data Collection Frequency	Data Responsibility
Bicycle mode share	Increasing bicycle mode share	2008-2012	Annually (using 5-yr average)	U.S Census Bureau (ACS)
Self-reported bicycling to school	Increase in self-reported bicycling to school	2012	Biennially	Bellingham School District (WA Healthy Youth Survey)
Bicycle Count	Increasing number of cyclists over time	2009-2013	Annually (using 5-yr average)	COB Public Works

<b>Goal 9. Economy: Enhance economic vibrancy by creating a bicycle friendly community that is an attractive place to live and work.</b>				
<b>Performance Measure</b>	<b>Performance Target</b>	<b>Baseline Measure</b>	<b>Data Collection Frequency</b>	<b>Data Responsibility</b>
Achieve Gold, Platinum BFC status	Gold by 2018, Platinum by 2025	2013	N/A	COB Public Works

## Performance Measure Evaluation and Reporting

Performance measures will be used to track implementation of Plan goals as well as project development. The City already communicates progress toward "percentage of pedestrian and bicycle network completeness" through the Transportation Report on Annual Concurrency (TRAC). This report will be broadened to incorporate other performance measures outlined in the Bicycle and Pedestrian Master Plans and will be titled the Transportation Report on Annual Mobility (TRAM). The bicycle and pedestrian sections will establish recommendations and report year-to-year progress through "Implementation Report Cards". The report cards create accountability and focus attention on looking for opportunities to take advantage of public and private projects. They also provide an annual opportunity to step back and reflect on when, where and how resources are being allocated.

The first year's goal is for the adoption of the Plan by the City of Bellingham. Thereafter, the City will integrate the Bicycle and Pedestrian Master Plans with the annual TRAM and Transportation Improvement Program (TIP). This work will be developed by Public Works and reviewed by the Transportation Commission. Project recommendations should be related to the implementation strategies and performance measures in the Plan. For example, a recommendation might be to identify, fund, and study a high crash corridor for possible improvements. The Transportation Commission should consider the annual recommendations and implementation report cards as they review the annual 6-Year TIP.

Since the Bicycle Master Plan is based on current concepts it should be thoroughly reviewed every ten years for content and updates, consistent with the State-mandated Growth Management Act Comprehensive Plan update cycle.

## Funding Sources and Opportunities

The Bellingham Bicycle Master Plan lays the groundwork for the planning, prioritization, funding, and installation of bicycle facilities as well as programs that will require a comprehensive funding strategy. Bellingham has been very successful in using local funds to leverage regional, state, and federal grant funds. Future funding should continue to be a combination of federal, state, regional, and local monies. The following sections outline funding opportunities that the City of Bellingham should consider for resources toward Plan implementation. While the Transportation Benefit District #1, approved by voters in 2010, provides dedicated local funds for non-motorized projects, additional local funds could be sought through public-private partnerships which may also be instrumental in implementing certain segments of the network.

## **Federal Funding Opportunities**

Federal funding available for bicycle related projects is in a state of flux until a new federal transportation bill is updated. Currently the two-year, Federal Transportation Bill passed in 2012—known as *Moving Ahead for People in the 21<sup>st</sup> Century* (MAP-21)—restructured and redefined eligibility for federal funding of bicycle and pedestrian projects. The bill will expire on September 30, 2014, however its basic structure is likely to be carried forward. With the advent of MAP-21, there is more local control of transportation dollars related to walking and biking as 50% of funds are allocated to the discretion of Metropolitan Planning Organizations (MPO). Another trend in the new transportation legislation is less funding specifically ear-marked for programs such as Safe Route to School. As any new state or federal transportation legislation is adopted, the City of Bellingham should work closely with WCOG through the Transportation Technical Advisory Group (TTAG) to monitor and respond to the new legislation.

### ***Transportation Alternatives Program (TAP)***

MAP-21 combines previous programs: Recreational Trails, Safe Routes to School and Transportation Enhancements into one: the Transportation Alternatives Program (TAP). TAP funds are split 50/50 between a competitive state grant program and statewide distribution according to population.

Washington State has set aside \$1.9 million for recreational trails and \$2.4 million annually for Safe Routes to School. The remaining funds are distributed to MPOs and Regional Transportation Planning Organizations. These organizations are responsible for prioritizing and selecting projects. In 2013, the Whatcom MPO had a total of \$600,000 in Transportation Alternative Program funds to allocate among all jurisdictions in Whatcom County, including the Port of Bellingham, Lummi Nation, and Nooksack Tribe.

### ***Surface Transportation Program (STP)***

The Surface Transportation Program (STP) provides flexible funding that can be used by local jurisdictions or states for roadway, bridge and transit projects. Because Bellingham falls within the jurisdiction of an MPO, the funds are distributed through the Whatcom Council of Governments (WCOG) for prioritizing and selecting projects. Bicycle infrastructure and programming such as maps, educational materials etc. may be supported using these funds. Washington State allocates funds to MPOs. Bellingham has been very successful in securing STP federal funds for multimodal transportation projects that include bicycle and pedestrian facilities.

### ***Highway Safety Improvement Program (HSIP)***

This program funds safety related projects that aim to reduce serious traffic injuries and deaths. Bicycle safety projects are eligible for this funding for all roadway types including state highways and residential streets. Eligible improvement projects include bike facilities, intersections, pedestrian crossings, etc. A percentage of this funding (\$1.2 million annually) is set aside for Safe Routes to School projects.

The State of Washington administers these federal funds and has distributed HSIP into four invitation-only competitive grants: City Safety Program, County Safety Program, Quick Response Safety Program and the City/County Corridor Safety Program. All of these grants can be used to fund engineering, enforcement, education and encouragement improvements. Like the Traffic Safety Grants, the highway and local program grants are directed by the state Strategic Highway Safety Plan called Target Zero. The Alabama Corridor multimodal safety improvements and the State/Laurel pedestrian safety improvement projects are both funded by HSIP. More information can be found at:

<http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm>

### ***Federal Transit Program***

These federal funds can be used for establishing bicycle and pedestrian access to mass transit, including parking and storage.

Funding for the improvement of mobility for seniors and people with disabilities is expanded under MAP-21. The 'New Freedom' activities have been revised into Section 5310 revenue stream. All Section 5310 projects must be initiated from locally developed, coordinated public transit-human services transportation plans. Additionally there are potential multimodal projects that may be eligible for this funding that would improve bicycle access, especially for older adults and people with mobility limitations.

### ***State and Regional Funding***

The Whatcom Council of Governments (WCOG) is the Metropolitan Planning Organization/ Regional Transportation Planning Organization (RTPO) serving Bellingham and other cities, Port of Bellingham, Lummi Nation, and Nooksack Tribe within Whatcom County. It distributes both state and federal funds through a variety of programs. Federal transportation dollars are allocated throughout the region and the WCOG Transportation Improvement Program (TIP) includes projects that are important to the region and included in local plans.

Of the \$25 million allocated to the Transportation Alternatives fund for Washington State, approximately \$13 million was allocated by population to state MPOs, with the WCOG region receiving \$600,000. The WCOG's regional TIP documents the distribution of state and federal funds for projects that include bicycle facilities.

### ***Safe Routes to Schools (SRTS)***

Safe Routes to School funding comes to the state from the Highway Safety Improvement Program and Transportation Alternatives Program. It is available to local governments through a competitive grant program and via a data-driven approach to identify the top infrastructure priorities based on Washington's Strategic Highway Safety Plan. The goal of SRTS funding is to increase the number of children walking and biking to school and to decrease the number of collisions involving children on foot or bike. WSDOT distributes these funds on a State-wide basis.

### ***Traffic Safety Grants***

The Washington Traffic Safety Commission (WTSC) offers annual state grants to projects that help reach "Target Zero" goals of reducing roadway injury and fatalities. The grants range from \$5,000.00 to \$150,000.00.

### ***Pedestrian and Bicycle Safety Grants***

These competitive grants are offered by the State through gas taxes to address areas with high collision and injury rates for pedestrians and bicyclists. The City of Bellingham has been successful in receiving safety grants for past projects including improvements to Indian Street, Fraser Street, and Samish Way.

### ***WSDOT Biennium Budget***

Washington State Department of Transportation (WSDOT) has a biennium budget approved by the State legislature every two years. These funds are typically earmarked for specific high-profile transportation improvements projects, such as State Highways, but may someday contribute to local non-motorized funding efforts. Unfortunately, WSDOT does not currently have any funding programmed for the Whatcom region and is not likely to have any funding for the foreseeable future.

### ***Washington State Transportation Improvement Board (TIB)***

The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout Washington to enhance the movement of people, goods, and services. TIB is an independent state agency, created by the Washington State legislature, which distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax. Bellingham has been very successful in securing TIB funds for multimodal arterial streets, such as the James Street corridor, the Northwest/McLeod Roundabout, the West Bakerview Overpass, and the Mahogany Avenue corridor. Bellingham has also secured TIB funding for specific non-motorized projects, such as the Northshore Drive sidewalk/bike lane, the Meador Avenue pedestrian-bicycle bridge, and the Lincoln Street Park-N-Ride sidewalks.



### ***State Institutions***

State administered institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC) can serve as valuable funding partners for multimodal transportation improvements. Bellingham has successfully partnered with WWU to construct the Bill McDonald Parkway/25<sup>th</sup> Street traffic signal and the Lincoln Street Park-N-Ride sidewalks; with WCC to construct the Cordata/Kellogg Roundabout; and with BTC to construct West Illinois Street.

### ***Local Funds***

#### ***Street Fund***

The Public Works Street Fund is a significant source of funding for the Public Works Department. It is generated by both the gas tax for motor vehicles and a percentage of sales tax (42.5%) generated within the City of Bellingham. The fund is used for implementation of capital projects and some maintenance.

Where applicable, capital projects that involve roadway resurfacing or paving should incorporate bicycle improvements.

### ***Transportation Benefit District (TBD)***

Funding for the Bellingham Transportation Benefit District (TBD) is generated by a percentage of sales taxes collected (2/10 of 1%) within the city limits. The TBD Board of Directors (City Council serves as TBD Board) has directed that TBD funds be divided evenly to support arterial resurfacing (1/3), WTA bus operations (1/3), and pedestrian and bicycle infrastructure (1/3). The TBD, approved by voters in 2010 will expire at the end of 2020. Since 2010, Bellingham has successfully used TBD funds to incorporate bicycle infrastructure into arterial resurfacing and rechannelization projects. Project examples are the Lakeway Drive bike lanes, Birchwood Avenue bike lanes, and Northwest Avenue bike Lanes. TBD funds have been the primary local funding source for sidewalk and intersection improvements prioritized in the Pedestrian Master Plan and will also be one of the primary funding sources for implementation of the Bicycle Master Plan.

### ***Bellingham Real Estate Excise Tax (REET)***

Comprised of 1/2 of 1% of the total real estate revenue within city limits for a given year, REET funding is divided into first ¼ and second ¼ and can be used for limited types of transportation projects. Availability of these funds may fluctuate, as they did during the recession, in a given year.

### ***Local Improvement Districts (LID)***

Local Improvement Districts (LID) are established areas where local property owners, through self-imposed taxation, fund local improvements within the district. LID's have been used in Bellingham to fund roadway improvements. Bellingham City Council or local property owners may establish an LID for bicycle related improvements as long as the majority of business or property owners within the district agree to the property tax increase. Properties adjacent to the improvement must pay a portion of the overall cost of the improvement project until the full cost of the improvement is paid.

### ***Bellingham Transportation Impact Fees (TIF)***

TIFs ensure that new development and redevelopment pay a proportional fair share contribution for the cost of new transportation infrastructure that is deemed necessary and reasonably related to accommodating the impact of new development within the City limits of Bellingham. TIF revenue currently covers about 20% of annual City transportation improvements. TIF revenue is reinvested throughout the city to provide multimodal transportation facilities including sidewalks and bicycle facilities. TIF is also used as an important contribution to local, state, and federal grant funding applications to demonstrate a public-private partnership, which makes projects more competitive.

### ***Economic Development Investment Program (EDI)***

In order to improve the economy of rural counties such as Whatcom County, the EDI Program was initiated to promote and attract business. The funds may be used for public transportation improvements, including bicycle facilities. This Whatcom County funding source, provided in the form of both low interest loans and grants, has been successfully used by Bellingham to construct major multimodal transportation projects, such as the West Bakerview/I-5 Overpass, which included a new 6-foot wide sidewalk. These funds may continue to help Bellingham provide bicycle facilities as part of larger multimodal transportation projects. Projects must be in the planning and construction phases, larger than \$250,000 to be eligible for funds, and specifically focused on contributing to economic development.

### ***Greenways Trail Levy***

Since the 1990's, Bellingham voters have continually supported self-imposed Greenways Levies assessed on the valuation of private property and used to fund the development of parks, open spaces and trail linkages throughout the city. This has resulted in a first class, non-motorized trail system including highly valued places such as the Railroad Trail, Interurban Trail, and South Bay Trail. Most Greenways trails are primarily for recreational use, but some provide significant transportation function as well. The on-street bicycle network has been planned to integrate with the off-street Greenways trail network. Greenways trail funds can supplement local Street, TBD, and TIF funds for improvements that link the bicycle network and the trail network.

### **Other Agencies, Corporate Funding, and Private Foundations**

There is a broad range of private funding available for bicycle related improvements. Bicycle projects can be supported by funding aimed at a variety of areas including economic development, community health and fitness, transportation, transit mobility and access, and public infrastructure. Creative use of private grants can bolster public funds to implement the Bellingham Bicycle Master Plan, keeping in mind that grants are not a reliable or consistent source of revenue. The following organizations provide grants of different sizes for bicycle infrastructure and programmatic activities.

#### ***People for Bikes***

The Green Lane Project provides funding for the implementation of innovative, low-stress bicycle facilities such as cycle tracks. The Community Grants Program offers small amounts of funding for bicycle related projects to leverage federal funds and promote bicycling at the local level. Local governments and non-profits are eligible to apply. Within Whatcom County, this program funded the Coast Millennium Trail.<sup>1</sup>

#### ***Robert Wood Johnson Foundation***

The Robert Wood Johnson Foundation is dedicated to improve "health and health care of all Americans," including public education, prevention, communications activities, and investing in vulnerable populations. Municipalities are eligible for these funds and many bicycle and pedestrian related projects may be eligible.

#### ***ORAM Fund for the Environment and Urban Life***

This fund supports programs that impact sustainable urban development and environmental quality. Funding is available for public transportation, bicycling and walking, education, and transportation planning. Projects are prioritized over programing needs.

#### ***The Port of Bellingham***

The Port of Bellingham is eligible to receive state and federal funding through several grant programs that could be used for non-motorized improvement on Port or other public lands. The Community Economic Revitalization Board is a state program that occasionally provides grants for public facility improvements to encourage private development. The Economic Development Investment (EDI) Program, described above, is a program through which the Port is eligible for receiving grants related to public infrastructure. The City of Bellingham and the Port of Bellingham should seek partnership and funding opportunities for implementing bicycle related infrastructure on or to Port properties, particularly as the Bellingham Waterfront is further developed.

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<sup>1</sup> <http://www.peopleforbikes.org/pages/community-grants>

### *Other Funding Partners*

Whatcom Transportation Authority has been an excellent partner agency for Bellingham and has helped to fund the Bill McDonald Parkway/25<sup>th</sup> Street traffic signal, the Alabama Corridor multimodal safety improvements study, and the Lincoln Street Park-N-Ride sidewalks.

Bellingham has had contributions from several private businesses, both as investments (Morse Steel for West Illinois Street) and as private mitigation for transportation impacts (Trillium Corporation for West Horton Road).