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Norm Schwab
SDOT Supporting County TBD RES
March 7, 2014
Version #2a

CITY OF SEATTLE
RESOLUTION 31511

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A RESOLUTION supporting the King County transportation district ballot measure to finance transportation improvements and urging Seattle voters to vote "Yes" on Proposition 1 on the April 22, 2014 special election ballot.

WHEREAS, new transportation challenges have emerged affecting the funding for King County Metro transit and city streets, including a prolonged recession, and declining gas-tax, property tax, and sales tax revenues; and

WHEREAS, without additional revenue to fill the funding shortfall, King County Metro will cut transit service by up to 17% or approximately six hundred thousand service hours starting this fall; and

WHEREAS, Seattle is beset by congested corridors and bottlenecked interchanges and faces a growing transportation maintenance and safety backlog, which undermine the mobility of vehicles, buses and freight-carriers to transport people and goods; and

WHEREAS, a functioning transportation system is critical to the working people who are the foundation of the regional economy and many of these workers are dependent on Metro transit service, particularly low-wage workers, the elderly, the disabled, and people of color; and

WHEREAS, King County is authorized by state statute to establish a countywide transportation benefit district to levy and impose various taxes and fees to generate revenues to support transportation improvements that benefit the district and that are consistent with state, regional and local transportation plans and necessitated by existing or reasonable congestion levels; and

WHEREAS, King County Ordinance 17746 established the King County Transportation District with the authority to fund, acquire, construct, operate, improve, provide, maintain and preserve transportation improvements authorized by RCW 36.73; and

WHEREAS, the Transportation District is proposing a \$60 annual vehicle fee and a one-tenth-of-a-cent increase in the sales tax; which together would generate \$130 million annually; and would sunset in 10 years; and would allow for a rebate for car owners who earn less than 45% of the area median income; and

1 WHEREAS, sixty percent of the funds would be distributed to King County to preserve the
2 current level of Metro transit service and temporarily reduce the new low income bus fare
3 to \$1.25; and

4 WHEREAS, forty percent of the funds would be distributed on the basis of population to the 39
5 cities in King County and to the King County road fund for the unincorporated area of the
6 county; and

7 WHEREAS, Metro transit services are crucial to Seattle's transportation infrastructure and
8 economy, and quality of life for its residents who use transit services; and

9 WHEREAS, Seattle's Comprehensive Plan and Climate Action goals encourage and support the
10 use of transit as a way to meet our goals for movement through the city and reduction of
11 carbon emissions; and

12 WHEREAS, the City of Seattle must maintain and improve its existing transportation
13 infrastructure, and this measure will direct an estimated \$16.5 million annually to the
14 City of Seattle, which will be used to fund street repair, safety and maintenance and speed
15 and reliability improvements to the existing transit system; and

16 WHEREAS, passage of Proposition 1 will not relieve the State of Washington of its
17 responsibility to enact a balanced statewide transportation package to enhance mobility,
18 increase transportation choices, address transportation system construction, maintenance,
19 operations and preservation needs, including new progressive local transportation funding
20 options; NOW THEREFORE,

21 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
22 **MAYOR CONCURRING:**

23 Section 1. In accordance with the requirements of RCW 42.17A.555 and SMC 2.04.300
24 proper notice was given for a hearing at which members of the public, as well as
25 Councilmembers, were afforded an approximately equal opportunity for the expression of an
26 opposing view. Having considered the views of the public, the Seattle City Council supports the
27 efforts of King County to obtain voter approval of Proposition 1 on April 22, 2014. The Seattle
City Council asks Seattle voters to carefully review this ballot measure and vote "YES" on

1 Proposition 1 to prevent cuts to Metro transit service and to address pressing transportation
2 improvement needs.

3
4 Adopted by the City Council the ____ day of _____, 2014, and
5 signed by me in open session in authentication of its adoption this ____ day
6 of _____, 2014.

7 _____
8 President _____ of the City Council

9
10 THE MAYOR CONCURRING:

11
12 _____
13 Edward B. Murray, Mayor

14
15 Filed by me this ____ day of _____, 2014.

16
17 _____
18 Monica Martinez Simmons, City Clerk

19
20 (Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Norm Schwab/684-9292	NA

Legislation Title: A RESOLUTION supporting the King County transportation district ballot measure to finance transportation improvements and urging Seattle voters to vote “Yes” on Proposition 1 on the April 22, 2014 special election ballot.

Summary of the Legislation:

This legislation expresses the Seattle City Council’s support for the passage of King County Proposition 1 to prevent cuts to Metro transit service and to address pressing transportation improvement needs.

Background:

King County Ordinance 17746 established the King County transportation benefit district with the authority to fund, acquire, construct, operate, improve, provide, maintain and preserve transportation improvements authorized by RCW 36.73. The King County Transportation District passed Resolution TD 2014-03 to submit Proposition 1 to the district voters on April 22, 2014 to authorize the district to impose a one-tenth of one percent sales and use tax and a \$60 vehicle fee on all vehicles with the district to finance transportation improvements.

The \$60 annual vehicle fee and the one tenth of one percent sales and use tax together would generate \$130 million annually; would sunset in 10 years; and would allow for a rebate for car owners who earn less than 45% of the area median income. Sixty percent of the funds would be distributed to King County to preserve the current level of Metro transit service and temporarily reduce the new low income bus fare to \$1.25. Forty percent of the funds would be distributed on the basis of population to the 39 cities in King County and to the King County road fund for the unincorporated area of the county.

Please check one of the following:

X **This legislation does not have any financial implications.**

(Please skip to “Other Implications” section at the end of the document and answer questions a-h. Earlier sections that are left blank should be deleted. Please delete the instructions provided in parentheses at the end of each question.)

 This legislation has financial implications.

(If the legislation has direct fiscal impacts (e.g., appropriations, revenue, positions), fill out the relevant sections below. If the financial implications are indirect or longer-term, describe them in narrative in the “Other Implications” Section. Please delete the instructions provided in parentheses at the end of each title and question.)