SEATTLE TRANSPORTATION BENEFIT DISTRICT

RESOLUTION 5

A RESOLUTION of the Seattle Transportation Benefit District concerning a voter-approved license tab fee to pay for transportation needs; submitting a ballot measure regarding transportation funding to the qualified electors of the Seattle Transportation Benefit District at an election to be held on November 8, 2011; requesting that the King County Director of Elections call a special election in conjunction with the November 8, 2011 general election and submit the proposition to Seattle Transportation Benefit District voters; requesting that the King County Prosecutor prepare a ballot title; requesting that the Seattle City Attorney prepare an explanatory statement for King County's local voter's pamphlet; and appointing a committee to prepare the pro statement for King County's local voter's pamphlet.

WHEREAS, the Revised Code of Washington (RCW), Chapter 36.73, provides for the establishment of transportation benefit districts by cities and counties and authorizes those districts 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 or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels; and

WHEREAS, City of Seattle Ordinance 123397 established the Seattle Transportation Benefit District (STBD) for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, the City of Seattle and the STBD entered into an interlocal agreement in 2011 delineating roles and responsibilities and coordinating efforts to pursue each municipal corporation's individual, joint and mutual rights and obligations related to transportation needs of the City of Seattle; and

WHEREAS, a Transportation Benefit District may authorize a twenty-dollar vehicle license fee (VLF) pursuant to RCW 35A.47; and

WHEREAS, a Transportation Benefit District may authorize a one hundred-dollar VLF pursuant to RCW 35A.47 with approval of a majority of Transportation Benefit District voters; and

WHEREAS, the STBD adopted Resolution 1, authorizing a twenty-dollar VLF; and

WHEREAS, in the last several years, new transportation challenges have emerged, including a prolonged recession, declining general fund and gas-tax receipts, and new statutory obligations;

WHEREAS, the City of Seattle adopted Resolution 31240 on September 20, 2010 creating the Citizens Transportation Advisory Committee III (CTAC-III) for the express purpose of advising the Mayor and the City Council on transportation funding alternatives and priorities; and

WHEREAS, CTAC-III has convened thirteen times since being created to conduct open, public meetings; CTAC-III has solicited input from the public about preferences and priorities for potential new transportation funding needs and options in a variety of ways including but not limited to conducting a statistically valid telephone survey, an on-line survey, three widely advertised public open house workshops; and

WHEREAS, CTAC-III has concluded its work by presenting a proposal for funding priorities to be supported by a ballot measure that if approved by voters would provide approximately $27.2 million annually for transportation purposes by increasing the existing VLF by $80 per vehicle per year from the existing $20 per vehicle per year to a total of $100 per vehicle per year; and

WHEREAS, Council Bill 115736 established a Bridging the Gap Oversight Committee to monitor City revenues, expenditures, and program and project implementation, and to advise the City Council, the Mayor and the Seattle Department of Transportation on transportation issues; and

WHEREAS, the STBD has concluded that the best approach for ensuring accountability and oversight of an increased Vehicle License Fee is to establish a fixed term of ten years during which the Vehicle License Fee will be collected and progress can be evaluated in meeting the goals established for use of the revenues;

NOW THEREFORE,

BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:

Section 1. The City Clerk is directed promptly to certify to the Director of Records and Elections of King County, Washington, as ex officio Supervisor of Elections, a copy of this resolution and the proposition to be submitted at the November 8, 2011, special election in the form of a ballot title as follows, or as modified by the King County Prosecuting Attorney pursuant to his duties under RCW 29A.36.071:

SEATTLE TRANSPORTATION BENEFIT DISTRICT

PROPOSITION NO. 1

The Seattle Transportation Benefit District's Proposition 1 concerns an increased Vehicle License Fee for transportation improvements.

If approved, this proposition would fund transportation facilities and services benefitting the City of Seattle, including: street and bridge repairs and maintenance; transit infrastructure improvements to increase speed, reliability and access; and pedestrian, bicycle and freight mobility programs as provided for in STBD Resolution [ ]. It would authorize a $60 increase in the Vehicle License Fee beginning in 2012, allowing collection of approximately $20.4 million annually for ten years.

Should this Vehicle License Fee be approved?

Vehicle License Fee, Yes

Vehicle License Fee, No

Section 2. Pursuant to RCW 29A.32.280, the following three persons are designated to be on the committee to draft for the King County local voter's pamphlet the argument advocating passage of STBD Proposition 1:

Ref Lindmark

Sharon Lee

Charlie Royer

Section 3. The City Attorney's Office, in accordance with the agreement between the STBD and the City of Seattle, is requested to draft an explanatory statement for the King County local voter's pamphlet.

Section 4. Transportation Improvements will occur in three categories: (1) Transportation System Repair, Maintenance and Safety; (2) Transit Speed, Reliability and Access Improvements; and (3) Pedestrian, Bicycle and Freight Mobility. Conditioned upon voter approval of the ballot proposition submitted by this resolution, proceeds from the $60 Vehicle License Fee shall be allocated on a cumulative basis during the ten-year period ("Percentage Allocations") as follows:

A. Approximately twenty-nine percent (29%) will be allocated for Transportation System Repair, Maintenance and Safety consistent with the Seattle Department of Transportation's Asset Management Plan and Transportation Strategic Plan;

B. Approximately forty-nine percent (49%) will be allocated for implementing Transit Speed, Reliability and Access Improvements projects and programs included in the Seattle Transit Plan, or its potential successor the Transit Master Plan, to improve speed, reliability and access; and

C. Approximately twenty-two percent (22%) will be allocated for implementing Pedestrian, Bicycle and Freight Mobility projects and programs included in the City of Seattle's Pedestrian Master Plan, the City of Seattle's Bicycle Master Plan, and the development of a Freight Master Plan.

Section 5. The STBD expects that revenues from the increased Vehicle License Fee will be generally consistent with Planned Spending Priorities, included as Attachment A to this Resolution.

Section 6. Conditioned upon voter approval of the ballot proposition submitted by this resolution:

(a) The STBD requests that the City of Seattle create a new Seattle Transportation Oversight Committee to provide oversight of the Seattle Transportation Benefit District's program and project priorities, spending and revised financial plans.

(b) The STBD requests that the Seattle Transportation Oversight Committee consider whether to make recommendations to the STBD Board regarding the spending of STBD revenues.

(c) The STBD requests that the membership of the Seattle Transportation Oversight Committee be the same as that of the Bridging the Gap Oversight Committee as set forth in Seattle Ordinance 122232, and that the Seattle Transportation Oversight Committee be subject to the same provisions in that ordinance relating to the adoption of rules for its procedures, staff and logistical support, members serving without pay, reimbursement for member expenses and the length of its existence.

Section 7. The STBD anticipates that annual allocations of the $60 Vehicle License Fee revenues will be determined in annual budgets or in separate resolutions, subject to the restrictions imposed in Section 4 and after considering any recommendations that may have been made by the Seattle Transportation Oversight Committee.

Section 8. The STBD anticipates that the City of Seattle's Department of Transportation (SDOT) will submit a proposed spending plan each year for STBD's review and approval in adopting an annual budget. SDOT's proposed annual spending plan shall:

(a) Adhere to the Percentage Allocations identified in this Resolution; and

(b) Support and implement the goals of the City of Seattle's Race and Social Justice Initiative.

Section 9. SDOT's transmittal of its proposed annual spending plan should:

(a) Identify whether the proposed annual spending plan is substantially consistent with the Percentage Allocations. In the event that any SDOT's proposed annual spending plan is not substantially consistent with the Percentage Allocations, SDOT shall provide a narrative explaining the rationale for the proposal and either (a) a plan for spending allocations in future years that will on balance lead to a cumulative allocation substantially consistent with the Percentage Allocations or (b) a proposal and rationale for the STBD to consider adopting new Percentage Allocations consistent with Section 10 of this Resolution.

(b) Identify whether the proposed annual spending plan together with cumulative actual spending from previous years (if any) is substantially consistent with the Percentage Allocations. In the event that any SDOT's proposed annual spending plan together with cumulative actual spending from previous years (if any) is not substantially consistent with the Percentage Allocations, SDOT shall provide a narrative explaining the rationale for the proposal and either (a) a plan for spending allocations in future years that will on

balance lead to a cumulative allocation substantially consistent with the Percentage Allocations or (b) a proposal and rationale for the STBD to consider adopting new Percentage Allocations consistent with Section 10 of this Resolution.

(c) Include a narrative describing the particular projects that will be supported in each category of expenditure and identifying how these projects support and implement the City of Seattle's Race and Social Justice Initiative goals. The narrative should clearly identify whether and how projects were selected to support and improve transportation infrastructure and programs for economically disadvantaged residents of the City of Seattle.

Section 10. The STBD may act to change the Percentage Allocations for cumulative allocations through a majority vote held during a public meeting of the Seattle Transportation Benefit District Board. The STBD may act to change the Planned Spending Priorities through a majority vote held during a public meeting of the Seattle Transportation Benefit District Board.

Adopted by the Seattle Transportation Benefit District the 16th day of August, 2011, and signed by me in open session in authentication of its adoption this 16th day of August, 2011.

Chair _____ of the STBD Board

Filed by me this 16th day of August, 2011.

Monica Martinez Simmons, City Clerk

(Seal)

ATTACHMENT A: Seattle Transportation Benefit District's Planned Spending Priorities

Attachment A

2012-2022 Transportation Benefit District (TBD) - $60 Vehicle License Fee (VLF) 10-Year Spending Plan

TRANSPORTATION SYSTEM INVESTMENT AREA	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
System Repair, Maintenance and Safety Improvements												
Pavement Preservation	$2,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$2,000,000	$40,000,000
Traffic Safety	$985,000	$1,970,000	$1,970,000	$1,970,000	$1,970,000	$1,970,000	$1,970,000	$1,970,000	$1,970,000	$1,970,000	$985,000	$19,700,000
Category Subtotal:		**$5,970,000**										**$59,700,000**
Transit Speed, Reliability and Access Improvements												
Transit Master Plan Bus Corridor Speed and Reliability Improvements	$1,500,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$2,000,000	$39,500,000
Planning, alternatives analysis, environmental review, design and possible matching funds for construction for (1) connecting the First Hill streetcar to the South Lake Union streetcar and (2) extending the First Hill streetcar to Aloha St.	$900,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$1,800,000	$900,000	$18,000,000
Electric Trolley Bus Expansion Projects	$1,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$1,000,000	$20,000,000
Transit Access Projects	$500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$500,000	$10,000,000
Neighborhood Transit Connections Fund	$600,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$600,000	$12,000,000
Category Subtotal:		**$10,000,000**										**$99,500,000**
Pedestrian, Bicycle and Freight Mobility Improvements												
Neighborhood Street Fund	$350,000	$700,000	$700,000	$700,000	$700,000	$700,000	$700,000	$700,000	$700,000	$700,000	$350,000	$7,000,000
Safety and Access Projects	$1,865,000	$3,730,000	$3,730,000	$3,730,000	$3,730,000	$3,730,000	$3,730,000	$3,730,000	$3,730,000	$3,730,000	$1,865,000	$37,300,000
Freight Mobility Plan	$500,000											$500,000
Category Subtotal:		**$4,430,000**										**$44,800,000**
10-Year $60 VLF Total:		**$20,400,000**										**$204,000,000**

Note: This spending plan assumes a ten-year period of VLF collection starting in July 2012 and ending in June 2022.