

**SEATTLE TRANSPORTATION BENEFIT DISTRICT
RESOLUTION 19**

A RESOLUTION of the Seattle Transportation Benefit District Governing Board adopting the 2016 Seattle Transportation Benefit District Budget.

WHEREAS, chapter 36.73 RCW provides for the establishment of the Transportation Benefit Districts (TBD) by cities and counties and 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, Resolution 1 was adopted unanimously by the STBD Governing Board in October of 2010 imposing a \$20 annual vehicle license fee (VLF) to support the preservation and maintenance of transportation infrastructure, enhancing bicycle and pedestrian safety and mobility and improving mobility and safety for people with disabilities; 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 within the corporate limits of The City of Seattle; and

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1 WHEREAS, on November 4, 2014, STBD Proposition 1 was approved by a majority of qualified
2 electors of the STBD and authorized up to a one-tenth of one percent sales and use tax
3 and an annual vehicle license fee of up to an additional \$60 per registered vehicle with a
4 \$20 rebate for low-income individuals, for the purposes of funding Metro Transit service
5 in Seattle; and

6 WHEREAS, The City of Seattle and the STBD amended the 2011 interlocal agreement in 2015
7 to include the execution and administration of service purchase agreements with Metro
8 Transit, regional partnership agreements, ongoing assessment of countywide transit
9 service allocations, administration of the low-income rebate programs, and other
10 functions necessary to implement STBD Proposition 1; and

11 WHEREAS, The City of Seattle 2016 Adopted Budget as passed by the City Council assumed
12 \$52,635,976 in estimated 2016 STBD revenues for transportation projects and programs
13 within the District, including administrative services for the STBD; and

14 WHEREAS, the STBD Governing Board and the Seattle City Council value transparency in
15 providing the public with information about the annually proposed budget for STBD
16 revenues; and

17 WHEREAS, in accordance with RCW 36.73.160, the STBD will issue an annual report
18 delineating costs, expenditures, revenues and project schedules for public review; NOW,

19 THEREFORE,

20 **BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT**
21 **GOVERNING BOARD THAT:**
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Section 1.

A. In accordance with Article VI, Section 6.1 of the Seattle Transportation Benefit District (STBD) adopted Bylaws, the Governing Board shall adopt an annual budget by resolution.

B. The expenditure allowances for the budget control levels in Section 2 of this resolution are adopted and constitute the appropriations for the STBD annual budget for 2016.

C. The expenditure allowance for each budget control level in Section 2 may be used only for the purpose listed in Section 2 for that budget control level unless otherwise authorized by the governing board of the STBD through resolution.

D. The expenditure allowances for the budget control levels in Section 2 are subject to the material change policy adopted through STBD Resolution 3.

Section 2. The STBD's 2016 Budget Control Levels are as follows:

Budget Control Level (BCL)	2016 Budget Amount	Budget Control Level (BCL) Purpose
Major Maintenance/Replacement	\$1,950,000	The purpose of the Major Maintenance/Replacement Budget Control Level is to provide maintenance and replacement of roads, trails, bike paths, bridges, and structures.
Mobility-Capital	\$2,578,000	The purpose of the Mobility-Capital Budget Control Level is to help maximize the movement of traffic throughout the City by enhancing all modes of transportation including corridor and intersection improvements, transit and HOV improvements, and sidewalk and pedestrian facilities.

Budget Control Level (BCL)	2016 Budget Amount	Budget Control Level (BCL) Purpose
Mobility-Operations	\$749,468	The purpose of the Mobility-Operations Budget Control Level is to promote the safe and efficient operation of all transportation modes in The City of Seattle. This includes managing the parking, pedestrian, and bicycle infrastructure; implementing neighborhood plans; encouraging alternative modes of transportation; and maintaining and improving signals and the non-electrical transportation management infrastructure.
Street Maintenance	\$2,390,194	The purpose of the Street Maintenance Budget Control Level is to maintain Seattle's roadways and sidewalks. Repair and maintenance of the right-of-way promote safety, enhance mobility, and protect the environment.
Transit Service	\$39,965,320	The purpose of the Transit Service Budget Control Level is to purchase Metro Transit service hours that are consistent with the Seattle Transit Master Plan and Metro's Service Guidelines on routes with more than 80 percent of their stops within City of Seattle limits, pursuant to STBD Proposition 1. This BCL includes costs related to administering and monitoring transit service contracts.
Regional Partnership	\$1,100,000	The purpose of the Regional Partnership Budget Control Level is to support regional transit service in conjunction with other cities, transit agencies, or transportation benefit districts who contribute to the cost of providing regional transit service, pursuant to STBD Proposition 1.
Low Income Access	\$2,000,000	The purpose of the Low Income Access Budget Control Level is to improve and to support access to transit service for low-income transit riders, pursuant to STBD Proposition 1.
Vehicle License Fee (VLF) Rebate	\$1,828,000	The purpose of the VLF Rebate is to fund and administer the \$20 low-income VLF rebate to qualified individuals, pursuant to STBD Proposition 1.

Budget Control Level (BCL)	2016 Budget Amount	Budget Control Level (BCL) Purpose
STBD Administration	\$74,994	The purpose of the STBD Administration Budget Control Level is to fund the District's anticipated audit cycle costs, support the costs of annual accounting and financial reporting activities, and cover all unforeseen administrative expenses related to the Transportation Benefit District.
Grand Total	\$52,635,976	

Section 3. The STBD 2016 Budget is consistent with the appropriation authority for transportation improvements within the district as approved and passed by the Seattle City Council for the 2016 Adopted Budget. The management and expenditure of STBD funds shall be consistent with the parameters outlined in the interlocal agreement between the STBD and The City of Seattle as adopted by the STBD Governing Board in Resolution 16 and City of Seattle Ordinance 124721.

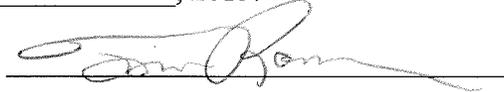
Section 4. Attachment 1 to this resolution provides program and project level information regarding anticipated City of Seattle Department of Transportation (SDOT) and City of Seattle Accounting Services expenditures related to STBD revenues in 2016. This supporting information is adopted for illustrative purposes only as the expenditure allowances approved by the STBD Governing Board are governed at the budget control levels identified in Section 2 of this resolution.

Section 5. Unexpended appropriations. To be consistent with existing City of Seattle budget practices, appropriations provided in the STBD budget for operating and maintenance expenses that remain unexpended or unencumbered at the close of the fiscal year shall automatically lapse unless otherwise authorized by the STBD Governing Board via resolution.

1 Any appropriations provided in the STBD budget for capital and betterment outlays remaining
2 unexpended or unencumbered at the close of the fiscal year shall remain in full force and effect
3 and be held available for the following fiscal year unless otherwise abandoned by the STBD
4 Governing Board via resolution.

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1 Adopted by the Seattle Transportation Benefit District Governing Board the 23rd day of
2 NOVEMBER, 2015, and signed by me in open session in authentication of its
3 adoption this 23rd day of NOVEMBER, 2015.

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5 Tom Rasmussen, STBD Governing Board Chair

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8 Filed by me this 23 day of November, 2015.

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10 Monica Martinez Simmons, City Clerk

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13 (Seal)

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15 Attachments:
16 Attachment A - 2016 STBD Program and Project Detail