SEATTLE TRANSPORTATION BENEFIT DISTRICT

RESOLUTION 17

A RESOLUTION of the Seattle Transportation Benefit District Governing Board related to the Seattle Transportation Benefit District's 2015 Budget; amending Resolution 15, which adopted the Seattle Transportation Benefit District's 2015 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 twenty-dollar 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, in May of 2011, the Washington State Department of Licensing began collecting VLF revenues from Seattle vehicle owners on behalf of STBD to fund local transportation projects within the District; 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

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

WHEREAS, the STBD intends to enter into an interlocal agreement with the City of Seattle to govern the respective functions of the two entities, including execution and administration of service purchase agreements with Metro Transit, regional partnership agreements, ongoing assessment of countywide transit service allocations, administration of the low-income rebate programs, and other functions necessary to implement STBD Proposition 1; and

WHEREAS, Resolution 13, which established the STBD's 2015 Budget, did not include appropriations for the implementation of STBD Proposition 1; and

WHEREAS, Resolution 15 deferred $602,000 in Mobility-Capital project spending in 2014 to pay for Proposition 1 election costs; and

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

BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT GOVERNING BOARD, THAT:

Section 1. The Seattle Transportation Benefit District's (STBD's) 2015 Budget is amended in order to pay for necessary costs and expenses incurred in 2015, but for which insufficient appropriations were made due to causes that were not foreseen at the time the STBD's 2015 Budget was adopted. The Budget Control Levels in Attachment A to Resolution 13 are amended as follows:

Budget Control Level (BCL)	2015 Budget Amount	Budget Control Level (BCL) Purpose
Major Maintenance/ Replacement	$1,200,000	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	~~$3,700,000~~ $4,302,000	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.
Mobility-Operations	$737,050	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	$2,365,377	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 promotes safety, enhances mobility, and protects the environment. Through the planned maintenance, cleaning, and spot repairs of streets, alleys, pathways, and stairways, Street Maintenance improves the quality of life and business climate in the city.
Transit Service	$13,500,000	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	$3,000,000	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.
VLF Rebate	$4,000,000	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.
STBD Administration	$94,497	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	((~~$8,002,427~~)) $31,198,924	

Adopted by the Seattle Transportation Benefit District Governing Board the 17th day of February, 2015, and signed by me in open session in authentication of its adoption this 17th day of February, 2015

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Chair, STBD Governing Board

Filed by me this 20th day of February, 2015.

Monica Martinez Simmons, City Clerk

(Seal)