

RESOLUTION No. 30902
30902

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Walk-on for 7/24/06

A RESOLUTION relating to the Bridging the Gap transportation funding package, stating the Mayor and City Council's intent regarding future implementation of this package, including support for "Complete Streets".

7-31-06 COW

Adopt as amended

Vote: 8-0 (Rasmussen out of chamber)

7-31-06 Full Council: Held (WK)

8-7-06 Adopted 9-0

Introduced: JUL 24 2006	By: DRAGO
Referred: JUL 24 2006	To: COMMITTEE OF WHOLE
Referred:	To:
Reported: 8-7-06	
Passed: 8-7-06	Signed: 8-7-06
Filed: 8/15/06	Published: 5PM Julie JG

US5171

Law Department

RESOLUTION 30902

1
2 A RESOLUTION relating to the Bridging the Gap transportation funding package, stating the
3 Mayor and City Council's intent regarding future implementation of this package, including
4 support for "Complete Streets."

5 WHEREAS, the City has developed a funding proposal ("Bridging the Gap") to address the
6 deteriorating condition of Seattle's transportation infrastructure and provide targeted
7 system enhancements, which combines revenues generated from property taxes, a
8 business transportation tax, and a commercial parking tax;

9 WHEREAS, Washington State law has no provision for limiting to 20 years a voter-approved
10 property tax levy capacity increase ("levy lid lift") that is inflation-indexed;

11 WHEREAS, the proposed funding sources for Bridging the Gap are the best available to the City
12 at this time, but the City has long sought State authority to use alternative sources that
13 have a better link with use of the City's transportation infrastructure;

14 WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle
15 Comprehensive Plan is to encourage walking, bicycling and transit use as safe,
16 convenient and widely available alternative modes of transportation for all Seattleites;

17 WHEREAS, the Mayor and City Council are committed to providing the public with detailed
18 information on how Bridging the Gap revenues would be used; and

19 WHEREAS, it will be necessary for the Seattle Department of Transportation to develop
20 significant additional capacity to design and manage transportation maintenance and
21 improvement programs and projects;

22 NOW, THEREFORE,

23 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
24 **MAYOR CONCURRING:**

25 Section 1. The Mayor and City Council intend that in 2026 and thereafter, unless
26 authorized by a subsequent vote of the people, the City of Seattle will not levy any of the
27 additional taxes that were authorized pursuant to the Ordinance introduced as Council Bill
28 115669. This stated intention by the Mayor and City Council does not reduce the maximum
legal levy limit for the City's regular property taxes as authorized by voter approval of the lid lift
proposed by the above-mentioned Ordinance.



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2 Section 2. The Mayor and City Council intend to work with other interested parties to
3 develop and gain State approval for new, stable local transportation funding sources that provide
4 a better link between the use of the City's transportation network and the tax or fee assessed. If
5 the authority for such sources is secure and they provide sufficient and reliable revenues, the
6 Mayor and Council will substitute these new funding sources for part or all of the commercial
7 parking tax, the business transportation tax, and/or the voter-approved property tax levy lid lift.
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10 Section 3. The Mayor and City Council support the principles of "Complete Streets" (see
11 Attachment 1) and will work with SDOT so that to the maximum practicable extent, all Bridging
12 the Gap projects will provide appropriate accommodation for pedestrians, bicyclists, transit
13 riders, and disabled persons while promoting safe operation for cars and trucks. The City
14 Council will work with SDOT and the Mayor to assess the feasibility of an ordinance adopting
15 Complete Street principles. The City Council and Mayor expect these principles will be
16 incorporated into the Department's Transportation Strategic Plan; Seattle Transit Plan;
17 Pedestrian Master Plan; Bicycle Master Plan; and other SDOT plans, manuals, rules, regulations
18 and programs as appropriate. Except in unusual or extraordinary circumstances, "Complete
19 Streets" principles will not apply:
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- To streets classified as Major Truck Streets where preferable alternatives exist;
 - To repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director's Rule 2004-02);
 - To ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);
 - Where the SDOT Director concludes that application of Complete Street principles is unnecessary or inappropriate because it would be contrary to public safety;
 - When the cost would be excessively disproportionate to the need or probable use (more than 20% of the total project cost); and,
- 28



- Where other available means or factors indicate an absence of need.

Complete Streets may be achieved through a single project or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's and Council's intent that all sources of transportation funding could be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.

Section 4. The Mayor and City Council have identified a specific set of transportation priorities and have developed a long-term, 20-year spending plan that summarizes how the City now anticipates allocating the revenues generated from the new tax sources that are dedicated to transportation purposes. This plan, which is attached as Attachment 2, summarizes the annual funding levels that are now projected for each element of the overall strategy for investing in the City's transportation infrastructure. As project time lines evolve, cost and revenue estimates are refined, new priorities emerge and as yet unforeseen opportunities arise, appropriate modifications will be made to this plan. However, such modifications will be consistent with the legal restrictions imposed within the Bridging the Gap levy lid lift ordinance and the following funding priorities.

Bridging the Gap Funding Priorities

The additional tax revenues to be generated from the commercial parking tax, the business transportation tax, and/or the voter-approved property tax levy lid lift are intended to fund (or partially fund):



- 1 1. Improved maintenance and rehabilitation of the City’s existing transportation
2 network, including its bridges, arterial roadways, signals and signs, sidewalks and
3 stairways, bicycle trails, street trees, etc;
- 4 2. Enhancements that improve safety and enhance the opportunities for alternative
5 transportation methods, including transit ridership, biking and walking; and
6 3. A specific set of system enhancements including: upgrades to the Spokane Street
7 Viaduct, construction of a new overpass on S. Lander Street, implementation of
8 the Mercer Corridor Project, and the restoration and rehabilitation of the King
9 Street Station.
10 Street Station.

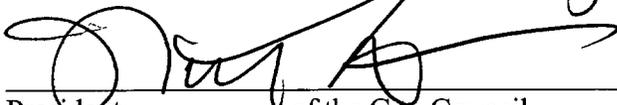
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12 Section 5. Notwithstanding the inclusion of funding for King Street Station
13 improvements in this transportation funding package, the City has not made a decision to
14 maintain long-term ownership of King Street Station in the event the City acquires King Street
15 Station or to assume the lead role in improving or operating it.
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18 Section 6. The Mayor and City Council recognize that in addition to providing
19 significant additional funding for Seattle transportation projects, the City must expand its
20 capacity to manage and cost-effectively deliver transportation improvements. SDOT is therefore
21 requested to provide to the Mayor and Council, by no later than June 30, 2007, a 6-year staffing
22 plan showing the new positions needed to complete the first 6 years of projects shown in the 20-
23 year Bridging the Gap spending plan. This staffing plan will identify the proposed schedule for
24 adding the required personnel, summarize the cost of these personnel (per position), describe, in
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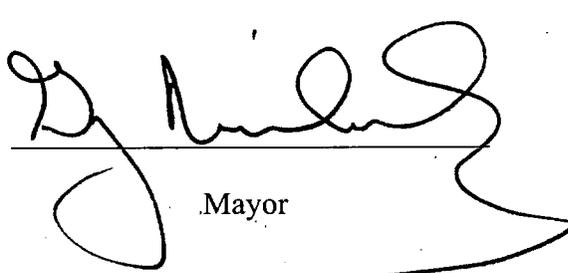


1 detail, the approach that will taken to recruiting and hiring the additional personnel, and report
2 what progress has then been made to date in implementing this plan.

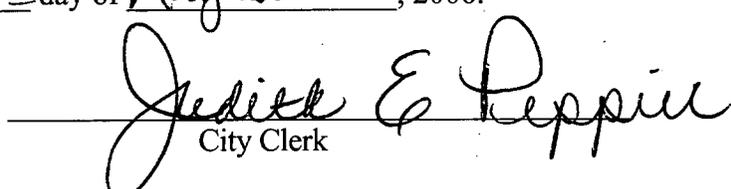
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4 Adopted by the City Council the 7th day of August, 2006, and signed by me
5 in open session in authentication of its adoption this 7th day of August, 2006.

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8 President _____ of the City Council

9 THE MAYOR CONCURRING:

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14 Mayor

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16 Filed by me this 15th day of August, 2006.

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18 
19 City Clerk

20 (Seal)

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23 Attachment 1: Seattle's Complete Streets Principles

24 Attachment 2: 20-Year Spending Plan
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Seattle's "Complete Streets" Principles

Guiding Principle: To design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users; pedestrians, bicyclists, transit riders, and disabled users, as well as cars and trucks.

This will be accomplished by –

1. Designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight, in a manner consistent with and supportive of the surrounding community;
2. Providing where practical an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements in accordance with the Americans with Disabilities Act; public transit facilities accommodation, including but not limited to pedestrian access improvement to transit stops and stations; street trees and landscaping; and street amenities - all consistent with Section 3 of the Resolution; and
3. Implementing policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, rechannelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced.

Attachment 2: 20-Year Spending Plan

Project/Program Line Items	Initial % Allocation of Funding		Expenses											
	Sources													
	% BT Tax	% Pkg Tax	2006 (Base)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Operations Funding			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business District Street Cleaning			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential Street Cleaning			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Roadside Mowing			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Graffiti Removal -- 48 hour response			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance Funding			\$10,900	\$3,157	\$11,211	\$24,562	\$20,302	\$22,786	\$11,290	\$4,286	\$10,033	\$19,283	\$18,449	\$17,347
Bridges & Structures			\$7,750	\$1,659	\$8,677	\$19,673	\$17,003	\$20,299	\$7,773	\$1,570	\$7,752	\$16,201	\$15,350	\$14,743
Bridge Maint & Replacement	15.0%	75.0%	\$2,750	\$1,070	\$2,078	\$4,406	\$2,789	\$1,952	\$2,958	\$1,671	\$2,444	\$2,444	\$2,433	\$1,907
Bridge Seismic	20.0%	30.0%	\$400	\$428	\$456	\$483	\$510	\$535	\$559	\$584	\$611	\$638	\$667	\$697
Stairways & Structures Maint			\$19,500	\$18,619	\$22,744	\$24,223	\$25,676	\$27,088	\$28,443	\$29,865	\$31,358	\$32,926	\$34,572	\$36,301
Street Maintenance			\$17,500	\$17,100	\$20,412	\$21,738	\$23,043	\$24,310	\$25,525	\$26,802	\$28,142	\$29,549	\$31,026	\$32,578
Arterial Maint and Replacement	10.0%	10.0%	\$2,000	\$2,100	\$2,300	\$2,484	\$2,633	\$2,778	\$2,917	\$3,063	\$3,216	\$3,377	\$3,546	\$3,723
Sidewalks, Trails & Walkways	30.0%	0.0%	\$3,900	\$4,095	\$4,300	\$4,493	\$4,673	\$4,837	\$5,006	\$5,181	\$5,362	\$5,550	\$5,744	\$5,945
Traffic Management			\$2,000	\$2,100	\$2,205	\$2,304	\$2,396	\$2,480	\$2,567	\$2,657	\$2,750	\$2,846	\$2,946	\$3,049
Signs & Markings	100.0%		\$1,800	\$1,890	\$1,985	\$2,074	\$2,157	\$2,232	\$2,310	\$2,391	\$2,475	\$2,562	\$2,651	\$2,744
Signals, Controllers and ITS	100.0%		\$100	\$110	\$120	\$130	\$140	\$150	\$160	\$170	\$180	\$190	\$200	\$210
Safety Equipment	100.0%		\$1,000	\$1,040	\$1,082	\$1,119	\$1,159	\$1,199	\$1,241	\$1,285	\$1,330	\$1,376	\$1,424	\$1,474
Urban Forestry			\$250	\$260	\$270	\$280	\$290	\$300	\$310	\$320	\$330	\$340	\$350	\$360
Landscaping Maintenance	100.0%		\$750	\$780	\$811	\$840	\$869	\$899	\$931	\$963	\$997	\$1,032	\$1,068	\$1,106
Trees Maintenance	100.0%		\$35,300	\$26,911	\$39,337	\$54,397	\$51,809	\$55,910	\$45,979	\$40,617	\$48,083	\$59,135	\$60,190	\$61,067
CIP Improvement Programs			\$1,650	\$1,716	\$1,785	\$1,847	\$1,912	\$1,979	\$2,048	\$2,120	\$2,194	\$2,271	\$2,350	\$2,432
Safety Programs	100.0%		\$2,000	\$2,060	\$2,122	\$2,185	\$2,251	\$2,319	\$2,388	\$2,460	\$2,534	\$2,610	\$2,688	\$2,768
Pedestrian Programs	100.0%		\$1,500	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739	\$1,791	\$1,845	\$1,900	\$1,957	\$2,016	\$2,076
Neighborhood Street Fund Program	100.0%		\$2,900	\$2,987	\$3,077	\$3,169	\$3,264	\$3,362	\$3,463	\$3,567	\$3,674	\$3,784	\$3,897	\$4,014
Bicycle Programs	100.0%		\$8,050	\$8,308	\$8,574	\$8,841	\$9,115	\$9,398	\$9,690	\$9,991	\$10,301	\$10,621	\$10,951	\$11,291
Subtotal CIP Impr. Programs			\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
Transit (Service or Capital)	50.0%		\$2,750	\$2,860	\$2,974	\$3,079	\$3,186	\$3,298	\$3,413	\$3,533	\$3,656	\$3,784	\$3,917	\$4,054
Corridor Projects			\$7,500	\$2,900	\$30,000	\$30,000	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0
Major Projects			\$55,100	\$54,579	\$82,386	\$97,816	\$80,611	\$85,106	\$60,583	\$55,640	\$63,540	\$75,041	\$76,558	\$77,912
Grand Total Annual Costs			\$32,925	\$38,005	\$42,065	\$42,065	\$42,785	\$44,415	\$45,376	\$46,132	\$48,385	\$51,565	\$53,508	\$55,308
Subtotals by Levy Categories			\$21,007	\$25,706	\$29,396	\$29,714	\$30,970	\$31,525	\$31,858	\$33,678	\$36,410	\$37,890	\$39,212	\$40,534
Maintenance			\$6,763	\$6,983	\$7,201	\$7,427	\$7,659	\$7,899	\$8,146	\$8,401	\$8,664	\$8,935	\$9,215	\$9,500
Bicycle, Pedestrian and Safety Programs			\$1,545	\$1,591	\$1,639	\$1,688	\$1,739	\$1,791	\$1,845	\$1,900	\$1,957	\$2,016	\$2,076	\$2,137
Neighborhood Street Fund			\$3,610	\$3,724	\$3,829	\$3,936	\$4,048	\$4,163	\$4,283	\$4,406	\$4,534	\$4,667	\$4,804	\$4,942
System Enhancements			\$32,925	\$38,005	\$42,065	\$42,785	\$44,415	\$45,376	\$46,132	\$48,385	\$51,565	\$53,508	\$55,308	
Totals Levy Funding			\$4,063	\$4,458	\$4,853	\$5,248	\$5,643	\$6,038	\$6,433	\$6,828	\$7,223	\$7,618	\$8,013	\$8,408
Total Expenses by Funding Source			\$16,638	\$16,925	\$17,212	\$17,500	\$17,787	\$18,074	\$18,361	\$18,648	\$18,935	\$19,222	\$19,509	\$19,796
Business Transportation Tax			\$34,400	\$34,925	\$35,450	\$35,975	\$36,500	\$37,025	\$37,550	\$38,075	\$38,600	\$39,125	\$39,650	\$40,175
Parking Tax			\$55,100	\$42,479	\$82,386	\$97,816	\$80,611	\$85,106	\$60,583	\$55,640	\$63,540	\$75,041	\$76,558	\$77,912
Lid Lift			\$4,063	\$4,458	\$4,853	\$5,248	\$5,643	\$6,038	\$6,433	\$6,828	\$7,223	\$7,618	\$8,013	\$8,408
Total			\$55,100	\$42,479	\$82,386	\$97,816	\$80,611	\$85,106	\$60,583	\$55,640	\$63,540	\$75,041	\$76,558	\$77,912



Attachment 2: 20-Year Spending Plan

Project/Program Expenses
(all figures in 000's of year-of-expenditure \$'s)

Project/Program Line Items	Expenses										Totals	
	2018	2019	2020	2021	2022	2023	2024	2025	2026			
Operations Funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Business District Street Cleaning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential Street Cleaning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Roadside Mowing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Graffiti Removal -- 48 hour response	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance Funding	\$10,424	\$11,587	\$2,826	\$2,499	\$3,245	\$2,563	\$4,408	\$5,691	\$3,680	\$209,629		
Bridges & Structures	\$7,703	\$8,050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$146,452		
Bridge Maint & Replacement	\$1,992	\$2,776	\$2,031	\$1,667	\$2,376	\$1,655	\$3,460	\$4,700	\$2,645	\$49,140		
Bridge Seismic										\$14,037		
Stairways & Structures Maint	\$38,116	\$40,022	\$42,023	\$44,124	\$46,330	\$48,647	\$51,079	\$53,633	\$56,315	\$732,102		
Street Maintenance	\$34,207	\$35,917	\$37,713	\$39,598	\$41,578	\$43,657	\$45,840	\$48,132	\$50,539	\$657,405		
Arterial Maint and Replacement	\$3,909	\$4,105	\$4,310	\$4,526	\$4,752	\$4,989	\$5,239	\$5,501	\$5,776	\$74,697		
Sidewalks, Trails & Walkways	\$6,153	\$6,369	\$6,592	\$6,822	\$7,061	\$7,308	\$7,564	\$7,829	\$8,103	\$118,988		
Traffic Management	\$3,156	\$3,266	\$3,380	\$3,499	\$3,621	\$3,748	\$3,879	\$4,015	\$4,155	\$61,019		
Signs & Markings	\$2,840	\$2,939	\$3,042	\$3,149	\$3,259	\$3,373	\$3,491	\$3,613	\$3,740	\$54,917		
Signals, Controllers and ITS	\$158	\$163	\$169	\$175	\$181	\$187	\$194	\$201	\$208	\$3,051		
Safety Equipment	\$1,526	\$1,579	\$1,634	\$1,692	\$1,751	\$1,812	\$1,875	\$1,941	\$2,009	\$29,548		
Urban Forestry	\$381	\$395	\$409	\$423	\$438	\$453	\$469	\$485	\$502	\$7,387		
Landscaping Maintenance	\$1,144	\$1,184	\$1,226	\$1,269	\$1,313	\$1,359	\$1,407	\$1,456	\$1,507	\$22,161		
Trees Maintenance	\$56,219	\$59,557	\$63,075	\$66,787	\$70,750	\$74,989	\$79,514	\$84,339	\$89,474	\$1,090,266		
Subtotal Maintenance Funding	\$2,517	\$2,606	\$2,697	\$2,791	\$2,889	\$2,990	\$3,095	\$3,203	\$3,315	\$48,754		
CIP Improvement Programs	\$2,852	\$2,937	\$3,025	\$3,116	\$3,209	\$3,306	\$3,405	\$3,507	\$3,612	\$55,353		
Safety Programs	\$2,139	\$2,203	\$2,269	\$2,337	\$2,407	\$2,479	\$2,554	\$2,630	\$2,709	\$41,515		
Pedestrian Programs	\$4,135	\$4,259	\$4,387	\$4,518	\$4,654	\$4,793	\$4,937	\$5,085	\$5,238	\$80,262		
Neighborhood Street Fund Program	\$11,642	\$12,004	\$12,377	\$12,762	\$13,159	\$13,568	\$13,990	\$14,425	\$14,874	\$225,884		
Bicycle Programs	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$30,000		
Subtotal CIP Impr. Programs	\$4,196	\$4,343	\$4,495	\$4,652	\$4,815	\$4,983	\$5,158	\$5,338	\$5,525	\$81,257		
Transit (Service or Capital)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000		
Corridor Projects	\$73,557	\$77,403	\$81,447	\$85,715	\$90,307	\$95,244	\$100,454	\$106,044	\$112,094	\$1,517,407		
Major Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Grand Total Annual Costs	\$73,557	\$77,403	\$81,447	\$85,715	\$90,307	\$95,244	\$100,454	\$106,044	\$112,094	\$1,517,407		

Subtotals by Levy Categories	2018	2019	2020	2021	2022	2023	2024	2025	2026	Totals
Maintenance	\$40,276	\$42,509	\$43,224	\$45,025	\$47,457	\$49,274	\$52,457	\$55,467	\$56,944	\$780,000
Bicycle, Pedestrian and Safety Programs	\$9,504	\$9,801	\$10,108	\$10,425	\$10,752	\$11,089	\$11,436	\$11,795	\$12,165	\$184,369
Neighborhood Street Fund	\$2,139	\$2,203	\$2,269	\$2,337	\$2,407	\$2,479	\$2,554	\$2,630	\$2,709	\$41,515
System Enhancements	\$4,946	\$5,093	\$5,245	\$5,402	\$5,565	\$5,733	\$5,908	\$6,088	\$6,275	\$96,257
Totals Levy Funding	\$56,864	\$59,606	\$60,846	\$63,189	\$66,181	\$68,575	\$72,355	\$75,981	\$78,093	\$1,102,140

Total Expenses by Funding Source	2018	2019	2020	2021	2022	2023	2024	2025	2026	Totals
Business Transportation Tax	\$6,147	\$6,586	\$5,470	\$5,651	\$6,059	\$6,194	\$6,848	\$7,403	\$7,316	\$119,945
Parking Tax	\$10,546	\$11,212	\$5,130	\$5,621	\$6,621	\$6,973	\$6,373	\$6,973	\$6,597	\$298,221
Lid Lift	\$56,864	\$59,606	\$60,846	\$63,189	\$66,181	\$68,575	\$72,355	\$75,981	\$78,093	\$1,102,140
Total	\$73,557	\$77,403	\$77,447	\$81,447	\$85,715	\$90,307	\$95,244	\$100,454	\$106,044	\$1,517,407



FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Legislative	Ben Noble 4-8160	Dave Hennes/ 4-0537

Legislation Title:

A RESOLUTION relating to the Bridging the Gap transportation funding package, stating the Mayor and City Council's intent regarding future implementation of this package, including support for "Complete Streets."

• **Summary of the Legislation:**

This Resolution:

- 1) States the City's intent, unless authorized by a subsequent ballot measure, to stop collecting in 2027 the additional property taxes authorized by November's proposed ballot measure that supports the "Bridging the Gap" Program. The Resolution also indicates that the City's stated intent does not reduce its maximum legal levy limit, as authorized by voter approval of the Bridging the Gap Program lid lift ballot measure.
- 2) States the City's intent to replace property tax, business transportation tax and/or commercial parking tax revenues with other new revenues sources with a better linkage to use of Seattle's transportation infrastructure that may become available in the future.
- 3) Expresses the City's support for "Complete Street" principles (which are summarized in attachment 1 to the resolution) and lays out steps to implement them.
- 4) Includes (as attachment 2) a suggested 20-year spending plan showing sources and project specific uses of funds. It also includes "Bridging the Gap" funding priorities.
- 5) Clarifies that the City has not made a decision to own King Street Station or to take a lead role in improving or operating it.
- 6) Requests a 6-year staffing plan from SDOT by June 30, 2007.

- **Background:** *(Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):*

This Resolution is included in the Bridging the Gap legislative package to provide additional detail on how the City plans to implement this local transportation funding package.



- *Please check one of the following:*

X **This legislation has financial implications.** *(Please complete all relevant sections that follow.)*

The attached Resolution states the City's intent to decrease the City of Seattle's property tax levy, which would reduce revenues available to the Seattle Department of Transportation, beginning in the year 2027. However, this is an expression of intent and not a legally binding commitment.

RESOLUTION 30902

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2 A RESOLUTION relating to the Bridging the Gap transportation funding package, stating the
3 Mayor and City Council's intent regarding future implementation of this package, including
4 support for "Complete Streets".

5 WHEREAS, the City has developed a funding proposal ("Bridging the Gap") to address the
6 deteriorating condition of Seattle's transportation infrastructure and provide targeted
7 system enhancements, which combines revenues generated from property taxes, a
8 commercial parking tax and a business transportation tax;

9 WHEREAS, Washington State law has no provision for limiting to 20 years a voter-approved
10 property tax levy capacity increase ("levy lid lift") that is inflation-indexed;

11 WHEREAS, the proposed funding sources for Bridging the Gap are the best available to the City
12 at this time, but the City has long sought State authority to use alternative sources that
13 have a better link with use of the City's transportation infrastructure;

14 WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle
15 Comprehensive Plan is to encourage walking, bicycling and transit use as safe,
16 convenient and widely available alternative modes of transportation for all Seattleites;

17 WHEREAS, the Mayor and City Council are committed to providing the public with detailed
18 information on how Bridging the Gap revenues would be used; and

19 WHEREAS, it will be necessary for the Seattle Department of Transportation to develop
20 significant additional capacity to design and manage transportation maintenance and
21 improvement programs and projects,

22 NOW, THEREFORE,

23 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
24 **MAYOR CONCURRING:**

25 Section 1. The Mayor and City Council intend that in 2026 and thereafter, unless
26 authorized by a subsequent vote of the people, the City of Seattle will not levy any of the
27 additional taxes that were authorized pursuant to the Ordinance introduced as Council Bill
28 _____ . This stated intention by the Mayor and City Council does not reduce the
maximum legal levy limit for the City's regular property taxes as authorized by voter approval of
the lid lift proposed by the above-mentioned Ordinance.



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2 Section 2. The Mayor and City Council intend to work with other interested parties to
3 develop and gain State approval for new, stable local transportation funding sources that provide
4 a better link between the use of the City's transportation network and the tax or fee assessed. If
5 the authority for such sources is secure and they provide sufficient and reliable revenues, the
6 Mayor and Council will substitute these new funding sources for part or all of the business
7 transportation tax, the commercial parking tax, and/or the voter-approved property tax levy lid
8 lift.
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11 Section 3. The Mayor and City Council support the principles of "Complete Streets" (see
12 Attachment 1) and will work with SDOT so that to the maximum practicable extent, all Bridging
13 the Gap projects will provide appropriate opportunities for pedestrians, bicyclists, transit riders,
14 and disabled persons in addition to opportunities for cars and trucks. The City Council and
15 Mayor expect SDOT to incorporate "Complete Streets" principles in the Department's
16 Pedestrian Master Plan, Bicycle Master Plan, and other SDOT plans, manuals, rules, regulations
17 and programs. Except in unusual or extraordinary circumstances, "Complete Streets" principles
18 will not apply:
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- To non-arterial streets;
 - 22 • To streets classified as Major Truck Streets;
 - 23 • When pavement is restored following utility work;
 - 24 • To ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);
 - 25 • Where applying these principles would be contrary to public safety;
 - 26 • When the cost would be excessively disproportionate to the need or probable use (more than 20% of the total project cost); and,
 - 27 • Where other available means or factors indicate an absence of need.
- 28



1 Section 4. The Mayor and City Council have identified a specific set of transportation
2 priorities and have developed a long-term, 20-year spending plan that summarizes how the City
3 now anticipates allocating the revenues generated from the new tax sources that are dedicated to
4 transportation purposes. This plan, which is attached as Attachment 2, summarizes the annual
5 funding levels that are now projected for each element of the overall strategy for investing in the
6 City's transportation infrastructure. As project time lines evolve, cost and revenue estimates are
7 refined, new priorities emerge and as yet unforeseen opportunities arise, appropriate
8 modifications will be made to this plan. However, such modifications will be consistent with the
9 legal restrictions imposed within the Bridging the Gap levy lid lift ordinance and the following
10 funding priorities.
11

12 Bridging the Gap Funding Priorities

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14 The additional tax revenues to be generated from the business transportation tax, the
15 commercial parking tax, and/or the voter-approved property tax levy lid lift are intended
16 to fund (or partially fund):

- 17
- 18 1. Improved maintenance and rehabilitation of the City's existing transportation
19 network, including its bridges, arterial roadways, signals and signs, sidewalks and
20 stairways, bicycle trails, street trees, etc;
 - 21 2. Enhancements that improve safety and enhance the opportunities for alternative
22 transportation methods, including transit ridership, biking and walking; and
 - 23 3. A specific set of system enhancements including: upgrades to the Spokane Street
24 Viaduct, construction of a new overpass on S. Lander Street, implementation of
25 the Mercer Corridor Project, and the restoration and rehabilitation of the King
26 Street Station.
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Section 5. The Mayor and City Council recognize that in addition to providing significant additional funding for Seattle transportation projects, the City must expand its capacity to manage and cost-effectively deliver transportation improvements. SDOT is therefore requested to provide to the Mayor and Council, by no later than June 30, 2007, a 6-year staffing plan showing the new positions needed to complete the first 6 years of projects shown in the 20-year Bridging the Gap spending plan. This staffing plan will identify the proposed schedule for adding the required personnel, summarize the cost of these personnel (per position), describe, in detail, the approach that will taken to recruiting and hiring the additional personnel, and report what progress has then been made to date in implementing this plan.



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Adopted by the City Council the _____ day of _____, 2006, and signed by me
in open session in authentication of its adoption this _____ day of _____, 2006.

President _____ of the City Council

THE MAYOR CONCURRING:

Mayor

Filed by me this _____ day of _____, 2006.

City Clerk

(Seal)

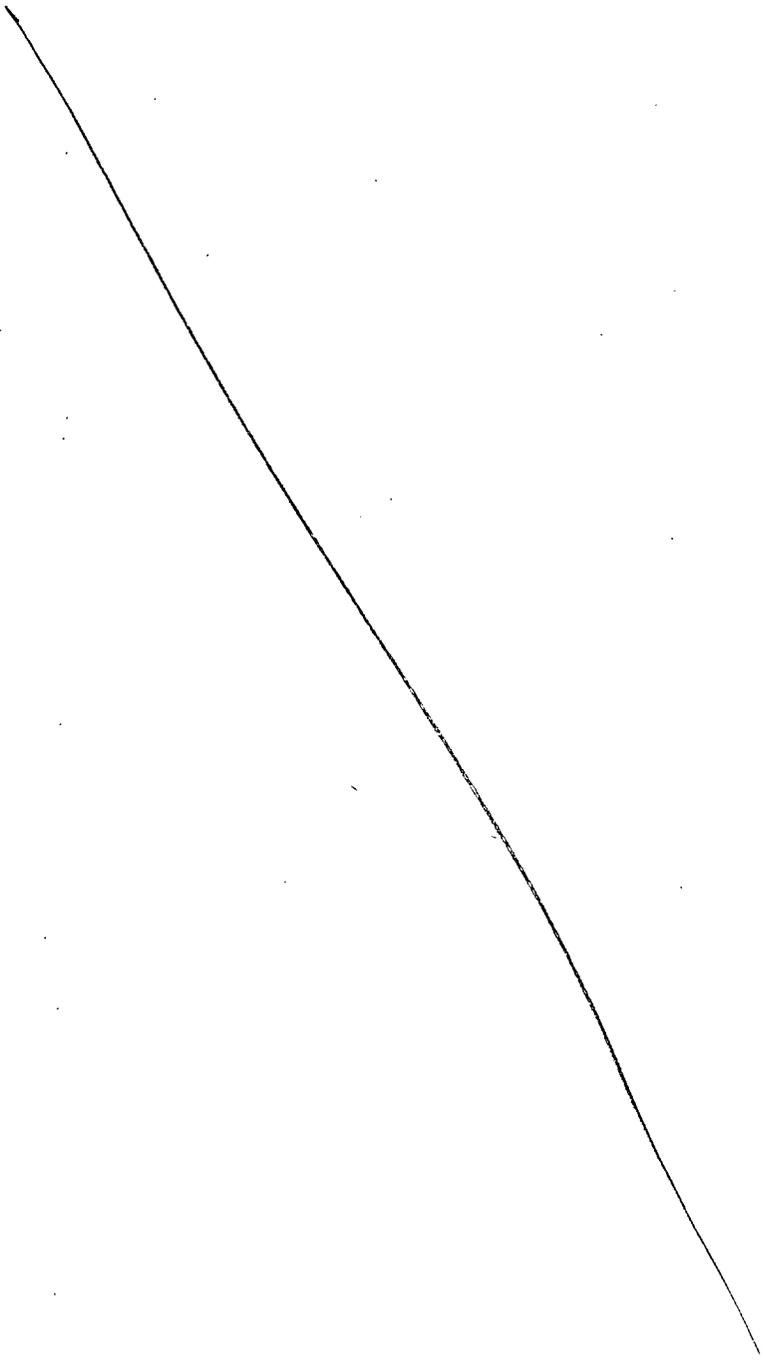
Attachment 1: Seattle's Complete Streets Principles

Attachment 2: Bridging the Gap Spending Plan



Attachment 1: Complete Streets Principles

To be attached to resolution prior to final Council adoption.



Attachment 2: Bridging the Gap 20-year Spending Plan

To be included as part as a part of this Resolution prior to final Council adoption. This Plan will reflect Council actions on funding sources and uses of funds.



30902

STATE OF WASHINGTON – KING COUNTY

--SS.

201700
CITY OF SEATTLE, CLERKS OFFICE

No. TITLE ONLY

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

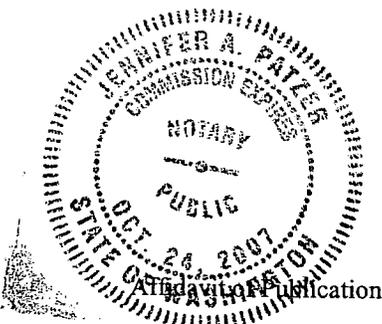
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:30868 & 30902

was published on

08/21/06

The amount of the fee charged for the foregoing publication is the sum of \$ 41.40, which amount has been paid in full.



[Handwritten signature]

Subscribed and sworn to before me on

08/21/06

[Handwritten signature]

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following resolutions passed by the City Council on August 17, 2006 and published here by title only, will be mailed upon request or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-3344.

RESOLUTION NO. 30902

A RESOLUTION relating to the Bridging the Gap transportation funding package, stating the Mayor and City Council's intent regarding future implementation of this package, including support for Complete Streets.

RESOLUTION NO. 30865

A RESOLUTION authorizing the Director of the Office of Housing to enter into a contract between the City of Seattle and Lothlorien Apartments, LLC outlining the terms and conditions for eligibility for a tax exemption for property at 4730 University Way N.E. in Seattle, Washington under Seattle's 2004 Multifamily Housing Property Tax Exemption Program, Chapter 5.78 SMC.

Publication ordered by JUDITH PIPPIN, City Clerk.

Date of publication in the Seattle Daily Journal of Commerce, August 21, 2006.
8/21(201700)