

RESOLUTION No. 30915

Law Department

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", and superseding Resolution 30902.

Full Council ~~7/15~~ 9/22/06 Adopted (Delta-excused) 8-0

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|--------------------------------|--------------------------------|
| Introduced: SEP 18 2006 | By: DRAGO |
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| Reported: | |
| Passed: 8-0 | Signed: 9/22/06 |
| Filed: 9/22/06 | Published: 9/25/06 T.O. |

US5171

RESOLUTION 30915

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", and superseding Resolution 30902.

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; and

9 WHEREAS the City has determined that the property tax element of Bridging the Gap proposal can
10 best be implemented through a phased approach, rather than single 20-year tax measure;
11 and

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

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

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

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

24 NOW, THEREFORE,

25 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
26 **MAYOR CONCURRING:**

27 Section 1. Resolution 30902 is hereby superseded.

28 Section 2. The Mayor and City Council intend to work with other interested parties to
develop and gain State approval for new, stable local transportation funding sources that provide
a better link between the use of the City's transportation network and the tax or fee assessed. If
the authority for such sources is secure and they provide sufficient and reliable revenues, the



1 Mayor and Council will substitute these new funding sources for part or all of the commercial
2 parking tax, the business transportation tax, and/or the voter-approved property tax levy lid lift.

3 Section 3. The Mayor and City Council support the principles of "Complete Streets" (see
4 Attachment 1) and will work with SDOT so that to the maximum practicable extent, all Bridging
5 the Gap projects will provide appropriate accommodation for pedestrians, bicyclists, transit
6 riders, and disabled persons while promoting safe operation for cars and trucks. The City
7 Council will work with SDOT and the Mayor to assess the feasibility of an ordinance adopting
8 Complete Street principles. The City Council and Mayor expect these principles will be
9 incorporated into the Department's Transportation Strategic Plan; Seattle Transit Plan;
10 Pedestrian Master Plan; Bicycle Master Plan; and other SDOT plans, manuals, rules, regulations
11 and programs as appropriate. Except in unusual or extraordinary circumstances, "Complete
12 Streets" principles will not apply:
13
14

- 15 • To streets classified as Major Truck Streets where preferable alternatives exist;
- 16 • To repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT
17 Director's Rule 2004-02);
- 18 • To ordinary maintenance activities designed to keep assets in serviceable condition (e.g.
19 mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal);
- 20 • Where the SDOT Director concludes that application of Complete Street principles is
21 unnecessary or inappropriate because it would be contrary to public safety;
- 22 • When the cost would be excessively disproportionate to the need or probable use (more
23 than 20% of the total project cost); and,
- 24 • Where other available means or factors indicate an absence of need.

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



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

12 Bridging the Gap Funding Priorities

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

- 17 1. Improved maintenance and rehabilitation of the City's existing transportation
18 network, including its bridges, arterial roadways, signals and signs, sidewalks and
19 stairways, bicycle trails, street trees, etc;
- 20 2. Enhancements that improve safety and enhance the opportunities for alternative
21 transportation methods, including transit ridership, biking and walking; and
22
- 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.
27
28



1 Section 5. Notwithstanding the inclusion of funding for King Street Station
2 improvements in this transportation funding package, the City has not made a decision to
3 maintain long-term ownership of King Street Station in the event the City acquires King Street
4 Station or to assume the lead role in improving or operating it.

5 Section 6. The Mayor and City Council recognize that in addition to providing
6 significant additional funding for Seattle transportation projects, the City must expand its
7 capacity to manage and cost-effectively deliver transportation improvements. SDOT is therefore
8 requested to provide to the Mayor and Council, by no later than June 30, 2007, a staffing plan
9 showing the new positions needed to complete Phase I of the projects shown in the 20-year
10 Bridging the Gap spending plan. This initial phase corresponds to the projects that will be
11 implemented over the first nine years of the overall plan. This staffing plan will identify the
12 proposed schedule for adding the required personnel, summarize the cost of these personnel (per
13 position), describe, in detail, the approach that will taken to recruiting and hiring the additional
14 personnel, and report what progress has then been made to date in implementing this plan.
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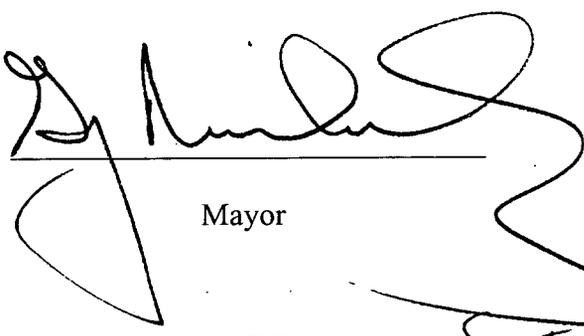
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Adopted by the City Council the 22nd day of September, 2006, and signed by me
in open session in authentication of its adoption this 22nd day of September, 2006.



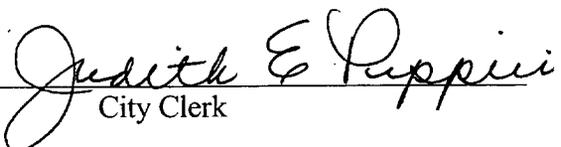
President _____ of the City Council

THE MAYOR CONCURRING:



Mayor

Filed by me this 22 day of September, 2006.



City Clerk

(Seal)

Attachment 1: Seattle's Complete Streets Principles

Attachment 2: 20-Year Spending Plan



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 Expenses

(all figures in 000's of year-of-expenditure \$'s)

| Project/Program Line Items | Phase 1 | | | | | | | | | | | Totals Phase 1 | | | | |
|---|---|-----------|------------|-------------|----------|----------|----------|----------|----------|----------|----------|----------------|----------|-----------|------|--|
| | Initial % Allocation of Funding Sources (2009) ¹ | | | | | Expenses | | | | | Expenses | | | | | |
| | % BT Tax | % Pkg Tax | % Lid Lift | 2006 (Base) | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | | | 2013 | 2014 | 2015 | |
| Maintenance Funding | | | | | | | | | | | | | | | | |
| Bridges & Structures | | | | \$10,900 | \$3,157 | \$5,339 | \$7,920 | \$9,503 | \$10,568 | \$11,075 | \$11,464 | \$11,956 | \$12,550 | \$84,551 | | |
| Bridge Maint & Replacement | 55.0% | 45.0% | | \$7,750 | \$1,659 | \$3,100 | \$4,600 | \$6,100 | \$7,100 | \$7,500 | \$7,800 | \$8,200 | \$8,700 | \$54,759 | | |
| Bridge Seismic | 15.0% | 50.0% | 35.0% | \$2,750 | \$1,070 | \$2,800 | \$2,870 | \$2,942 | \$3,015 | \$3,091 | \$3,168 | \$3,247 | \$3,328 | \$25,531 | | |
| Stairways & Structures Maint | | | 100.0% | \$400 | \$428 | \$439 | \$450 | \$461 | \$472 | \$484 | \$496 | \$509 | \$521 | \$4,261 | | |
| Street Maintenance | | | | \$19,500 | \$15,519 | \$23,633 | \$24,138 | \$24,248 | \$23,662 | \$24,482 | \$25,094 | \$25,722 | \$26,365 | \$212,863 | | |
| Arterial Maint and Replacement | 12.0% | | 76.0% | \$17,500 | \$14,000 | \$21,300 | \$21,700 | \$21,700 | \$21,000 | \$21,700 | \$22,243 | \$22,799 | \$23,369 | \$189,810 | | |
| Sidewalks, Trails & Walkways | 30.0% | 0.0% | 70.0% | \$2,000 | \$1,519 | \$2,333 | \$2,438 | \$2,548 | \$2,662 | \$2,782 | \$2,852 | \$2,923 | \$2,996 | \$23,053 | | |
| Traffic Management | | | | \$3,900 | \$4,095 | \$4,197 | \$4,302 | \$4,410 | \$4,520 | \$4,633 | \$4,749 | \$4,868 | \$4,989 | \$40,764 | | |
| Signs & Markings | | | 100.0% | \$2,000 | \$2,100 | \$2,153 | \$2,206 | \$2,261 | \$2,318 | \$2,376 | \$2,435 | \$2,496 | \$2,559 | \$20,904 | | |
| Signals, Controllers and ITS | | | 100.0% | \$1,800 | \$1,890 | \$1,937 | \$1,986 | \$2,035 | \$2,086 | \$2,138 | \$2,192 | \$2,247 | \$2,303 | \$18,814 | | |
| Safety Equipment | | | 100.0% | \$100 | \$105 | \$108 | \$110 | \$113 | \$116 | \$119 | \$122 | \$125 | \$128 | \$1,045 | | |
| Urban Forestry | | | | \$1,000 | \$1,040 | \$1,087 | \$1,136 | \$1,187 | \$1,240 | \$1,296 | \$1,328 | \$1,362 | \$1,396 | \$11,071 | | |
| Landscaping Maintenance | | | 100.0% | \$250 | \$260 | \$272 | \$284 | \$297 | \$310 | \$324 | \$332 | \$340 | \$349 | \$2,768 | | |
| Trees Maintenance | | | 100.0% | \$750 | \$780 | \$815 | \$852 | \$890 | \$930 | \$972 | \$996 | \$1,021 | \$1,047 | \$8,303 | | |
| Subtotal Maintenance Funding | | | | \$35,300 | \$23,811 | \$35,256 | \$37,496 | \$39,347 | \$40,010 | \$41,486 | \$42,636 | \$43,907 | \$45,299 | \$349,248 | | |
| CIP Improvement Programs | | | | | | | | | | | | | | | | |
| Safety Programs | | | 100.0% | \$1,650 | \$1,700 | \$1,743 | \$1,786 | \$1,831 | \$1,876 | \$1,923 | \$1,971 | \$2,021 | \$2,071 | \$16,923 | | |
| Pedestrian Programs | | | 100.0% | \$2,000 | \$2,060 | \$2,153 | \$2,250 | \$2,351 | \$2,457 | \$2,567 | \$2,631 | \$2,697 | \$2,765 | \$21,930 | | |
| Neighborhood Street Fund Program | | | 100.0% | \$1,500 | \$1,545 | \$1,591 | \$1,639 | \$1,688 | \$1,739 | \$1,791 | \$1,845 | \$1,900 | \$1,957 | \$15,696 | | |
| Bicycle Programs | | | 100.0% | \$2,900 | \$2,987 | \$3,121 | \$3,262 | \$3,409 | \$3,562 | \$3,722 | \$3,815 | \$3,911 | \$4,009 | \$31,798 | | |
| Subtotal CIP Impr. Programs | | | | \$8,050 | \$8,292 | \$8,608 | \$8,937 | \$9,278 | \$9,634 | \$10,004 | \$10,263 | \$10,529 | \$10,802 | \$86,346 | | |
| Transit (Service or Capital) | | | 50.0% | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$13,500 | | |
| Corridor Projects | | | 100.0% | \$2,750 | \$2,860 | \$2,989 | \$3,123 | \$3,264 | \$3,411 | \$3,564 | \$3,653 | \$3,745 | \$3,838 | \$30,446 | | |
| Major Projects - Bonds | | | 100.0% | \$7,500 | \$2,900 | \$30,000 | \$30,000 | \$15,000 | \$15,000 | \$8,300 | \$8,300 | \$8,300 | \$8,300 | \$92,900 | | |
| Debt Service | | | | | \$2,665 | \$5,400 | \$5,400 | \$6,800 | \$8,300 | \$8,300 | \$8,300 | \$8,300 | \$8,300 | \$56,365 | | |
| Grand Total Annual Costs² | | | | \$47,600 | \$39,563 | \$51,018 | \$56,455 | \$60,189 | \$62,855 | \$64,854 | \$66,352 | \$67,980 | \$69,739 | \$538,806 | | |

| Subtotals by Levy Categories | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | Tot Ph 1 |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| Maintenance | \$24,314 | \$24,775 | \$25,240 | \$25,709 | \$26,181 | \$26,657 | \$27,334 | \$28,026 | \$28,736 | \$236,973 |
| Bicycle, Pedestrian and Safety Programs | \$6,747 | \$7,017 | \$7,298 | \$7,590 | \$7,895 | \$8,213 | \$8,418 | \$8,629 | \$8,844 | \$70,651 |
| Neighborhood Street Fund | \$1,545 | \$1,591 | \$1,639 | \$1,688 | \$1,739 | \$1,791 | \$1,845 | \$1,900 | \$1,957 | \$15,696 |
| Enhanced Transit Services | \$3,610 | \$3,739 | \$3,873 | \$4,014 | \$4,161 | \$4,314 | \$4,403 | \$4,495 | \$4,588 | \$37,196 |
| Totals Levy Funding | \$36,216 | \$37,122 | \$38,050 | \$39,001 | \$39,976 | \$40,975 | \$42,000 | \$43,050 | \$44,126 | \$360,516 |

| Total Expenses by Funding Source | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | Tot Ph 1 |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| Business Transportation Tax | \$0 | \$5,381 | \$6,296 | \$7,165 | \$7,676 | \$8,027 | \$8,290 | \$8,610 | \$8,987 | \$60,431 |
| Parking Tax | \$3,650 | \$8,766 | \$12,259 | \$14,370 | \$16,273 | \$16,574 | \$16,813 | \$17,099 | \$17,433 | \$123,238 |
| Lid Lift | \$36,216 | \$37,122 | \$38,050 | \$39,001 | \$39,976 | \$40,975 | \$42,000 | \$43,050 | \$44,126 | \$360,516 |
| Total | \$39,866 | \$51,269 | \$56,605 | \$60,535 | \$63,925 | \$65,577 | \$67,103 | \$68,759 | \$70,547 | \$544,185 |

NOTES:
 1. Allocation of funding sources to line items will need to change over time.
 2. Grand Total includes debt service, not bond amounts - this matches revenues



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", and superseding Resolution 30902.

• **Summary of the Legislation:**

This Resolution:

- 1) Repeals Resolution 30902, which was the original 'companion' resolution to the Bridging the Gap Levy proposal.
- 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, broken down into Phase I (first nine years) and Phase II (subsequent 11 years) 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 9-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. It replaces the original resolution, because a proposal has been made to modify the Bridging the Gap levy to create a phased approach. Phase I would be a 9-year levy.



- *Please check one of the following:*

X **This legislation does not have any financial implications.** *(Please complete all relevant sections that follow.)*

Details regarding the specific funding to be provided by the 9-year Bridging the Gap proposal are provided in the fiscal note associated with the authorizing ordinance. The reporting requirements called for in this resolution can be addressed with existing resources. The other commitments made here are not legally binding and not impose any direct costs.

STATE OF WASHINGTON – KING COUNTY

--SS.

202808
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.

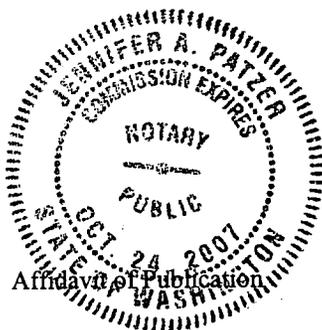
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:30915 RESOLUTION

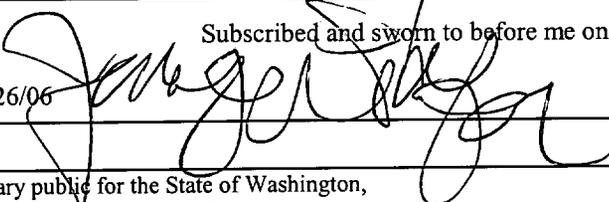
was published on

09/26/06

The amount of the fee charged for the foregoing publication is the sum of \$ 27.60, which amount has been paid in full.





Subscribed and sworn to before me on
09/26/06 

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

