

Resolution No. 31315

A RESOLUTION guiding Seattle City Council to work with the Seattle Department of Transportation, the Seattle Human Services Department and the Seattle Office of Civil Rights to explore mechanisms for reducing the impact of a potential increase in the vehicle license fee on low-income residents of Seattle.

Related Legislation File: _____

Date Introduced and Referred: <u>Aug. 8, 2011</u>	To: (committee): <u>Full Council</u>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>8.15.11</u>	Date Presented to Mayor: <u>8.16.11</u>
Date Signed by Mayor: <u>Aug. 22, 2011</u>	Date Returned to City Clerk: <u>Aug. 22, 2011</u>
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text _____	

The City of Seattle – Legislative Department

Resolution sponsored by: [Signature]

Committee Action:

Date	Recommendation	Vote

This file is complete and ready for presentation to Full Council. _____

Full Council Action:

Date	Decision	Vote
<u>8.15.11</u>	<u>Adopted as amended</u>	<u>9-0</u>

RESOLUTION 31315

1
2 A RESOLUTION guiding Seattle City Council to work with the Seattle Department of
3 Transportation, the Seattle Human Services Department and the Seattle Office of Civil
4 Rights to explore mechanisms for reducing the impact of a potential increase in the
vehicle license fee on low-income residents of Seattle.

5 WHEREAS, the Seattle Transportation Benefit District is considering asking Seattle voters to approve
6 or reject up to an \$80 increase in the vehicle license fee on the November 8, 2011 ballot in order
to fund preservation and expansion of Seattle's transportation infrastructure; and,

7 WHEREAS, such new revenue could enable the city to enhance the safety of our streets for vehicles,
8 pedestrians and cyclists; and,

9 WHEREAS, the City of Seattle recognizes that investments in mobility for people and goods throughout
Seattle provides economic benefits to businesses and residents of Seattle; and,

10 WHEREAS, new revenue derived from the increased vehicle licensing fee should be directed toward
11 opportunities or projects that will benefit Seattle's lower-income communities who would
experience greater burdens from the increased vehicle license fee if passed; and,

12 WHEREAS, such new revenue could improve access to public transportation, which is critical for
13 mobility to low-income residents; and,

14 WHEREAS, such new revenue could implement priority projects in the transit master plan, the
15 pedestrian master plan, and the bicycle master plan, for the greater good of all Seattle residents;
and,

16 WHEREAS, of the households with incomes below 150% of the Federal Poverty Line, 40% have no
17 vehicle available in their household and are exclusively reliant upon public transportation to
access their jobs, health care, food and other necessary services; and,

18 WHEREAS, according to the American Community Surveys Census Transportation Products of overall
19 households in Seattle, 15% have no vehicle available in their household; and,

20 WHEREAS, an \$80.00 increase in the vehicle license fee will have a regressive, disproportionate impact
21 on low-income residents of Seattle and the City of Seattle has strongly embraced the principles of
equity through its Race and Social Justice Initiative,
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1 NOW, THEREFORE,

2 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
3 **MAYOR CONCURRING, THAT:**

4 Section 1. Upon adoption of an increased vehicle license fee by the voters of Seattle on
5 November 8, 2011, the Seattle City Council requests the Seattle Department of Transportation,
6 the Seattle Human Services Department and the Seattle Office of Civil Rights to work with
7 Council staff to identify how the city can mitigate the adverse impacts of the increased fee on
8 low-income residents of Seattle. Council requests these departments to present mitigation
9 opportunities to Council by February, 2012.

11 Section 2. Upon adoption of an increased vehicle license fee by the voters of Seattle on
12 November 8, 2011, the Seattle City Council commits to ensuring that a substantial portion of the
13 funds generated by the increased fee will be used for transportation projects that will benefit low-
14 income communities in Seattle and are consistent with Seattle's identified transportation needs,
15 such as system preservation and maintenance as described in the Transit Master Plan
16 (forthcoming), the Freight Master Plan (forthcoming), the Pedestrian Master Plan and the
17 Bicycle Master Plan.

19 Section 3. The Seattle City Council intends to pursue legislative changes at the state level
20 to grant Seattle and the Seattle Transportation Benefit District authority to levy a motor vehicle
21 excise tax for new revenues in place of a vehicle license fee in order to fund Seattle's
22 transportation needs through a more equitable source of revenue than is currently available under
23 state law with the vehicle license fee.
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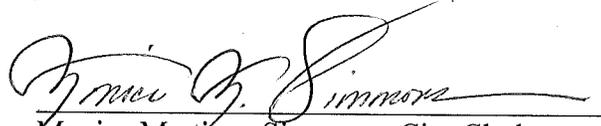
1 Adopted by the City Council the 15th day of August, 2011, and signed by
2 me in open session in authentication of its adoption this 15th day
3 of August, 2011.

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5 President _____ of the City Council

6 THE MAYOR CONCURRING:
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9 Michael McGinn, Mayor

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11 Filed by me this 22nd day of August, 2011.

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14 Monica Martinez Simmons, City Clerk

15 (Seal)
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FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Legislative	Josh Fogt, 206-233-3811	

Legislation Title: A RESOLUTION guiding Seattle City Council to work with the Seattle Department of Transportation, the Seattle Human Services Department and the Seattle Office of Civil Rights to explore mechanisms for reducing the impact of a potential increase in the vehicle license fee on low-income residents of Seattle:

Summary of the Legislation: Upon adoption of a proposed increased vehicle license fee by the voters of Seattle on November 8, 2011, the Seattle City Council: (1) requests the Seattle Department of Transportation, the Seattle Human Services Department and the Seattle Office of Civil Rights to work with Council staff to identify how the city can mitigate the adverse impacts of the increased fee on low-income residents of Seattle; (2) commits to ensuring that a substantial portion of the funds generated by the increased fee will be used for transportation projects that will benefit low-income communities in Seattle; and (3) intends to pursue legislative changes at the state level to grant Seattle authority to levy a motor vehicle excise tax in place of a vehicle license fee in order to fund Seattle's transportation needs through a more equitable, less regressive source of revenue than is currently available under state law with the vehicle license fee.

Background:

- The Seattle Transportation Benefit District is considering asking Seattle voters to approve or reject up to an \$80 increase in the vehicle license fee on the November 8, 2011 ballot in order to fund preservation and expansion of Seattle's transportation infrastructure; and,
- Such new revenue could enable the city to enhance the safety of our streets for vehicles, pedestrians and cyclists; and,
- The City of Seattle recognizes that investments in mobility for people and goods throughout Seattle provides economic benefits to businesses and residents of Seattle; and,
- New revenue derived from the increased vehicle licensing fee should be directed toward opportunities or projects that will benefit Seattle's lower-income communities who would experience greater burdens from the increased vehicle license fee if passed; and,
- Such new revenue could improve access to public transportation, which is critical for mobility to low-income residents; and,
- Such new revenue could implement priority projects in the transit master plan, the pedestrian master plan, and the bicycle master plan, for the greater good of all Seattle residents; and,



- Of the households with incomes below 150% of the Federal Poverty Line, 40% have no vehicle available in their household and are exclusively reliant upon public transportation to access their jobs, health care, food and other necessary services; and,
- According to the American Community Surveys Census Transportation Products of overall households in Seattle, 15% have no vehicle available in their household; and,
- An \$80.00 increase in the vehicle license fee will have a regressive, disproportionate impact on low-income residents of Seattle and the City of Seattle has strongly embraced the principles of equity through its Race and Social Justice Initiative,

Please check one of the following:

This legislation does not have any financial implications.



RESOLUTION _____

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3 Transportation, the Seattle Human Services Department and the Seattle Office of Civil
4 Rights to explore mechanisms for reducing the impact of a potential increase in the
vehicle license fee on low-income residents of Seattle:

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to fund preservation and expansion of Seattle's transportation infrastructure; and,

7 WHEREAS, such new revenue could enable the city to enhance the safety of our streets for vehicles,
8 pedestrians and cyclists; and,

9 WHEREAS, the City of Seattle recognizes that investments in mobility for people and goods throughout
Seattle provides economic benefits to businesses and residents of Seattle; and,

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22
23 NOW, THEREFORE,

24 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
25 **MAYOR CONCURRING, THAT:**
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THIS VERSION IS NOT ADOPTED



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2 November 8, 2011, the Seattle City Council requests the Seattle Department of Transportation,
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4 Council staff to identify how the city can mitigate the adverse impacts of the increased fee on
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8 Section 2. Upon adoption of an increased vehicle license fee by the voters of Seattle on
9 November 8, 2011, the Seattle City Council commits to ensuring that a substantial portion of the
10 funds generated by the increased fee will be used for transportation projects that will benefit low-
11 income communities in Seattle and are consistent with Seattle's identified transportation needs,
12 such as system preservation and maintenance as described in the Transit Master Plan
13 (forthcoming), the Freight Master Plan (forthcoming), the Pedestrian Master Plan and the
14 Bicycle Master Plan.
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16 Section 3. Upon adoption of an increased vehicle license fee by the voters of Seattle on
17 November 8, 2011, the Seattle City Council intends to pursue legislative changes at the state
18 level to grant Seattle authority to levy a motor vehicle excise tax in place of a vehicle license fee
19 in order to fund Seattle's transportation needs through a more equitable, less regressive source of
20 revenue than is currently available under state law with the vehicle license fee.
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THIS VERSION IS NOT ADOPTED



1 Adopted by the City Council the ____ day of _____, 2011, and signed by
2 me in open session in authentication of its adoption this ____ day
3 of _____, 2011.

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5 _____
6 President _____ of the City Council

7 THE MAYOR CONCURRING:

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9 _____
10 Michael McGinn, Mayor

11 Filed by me this ____ day of _____, 2011.

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13 _____
14 Monica Martinez Simmons, City Clerk

15 (Seal)

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THIS VERSION IS NOT ADOPTED



STATE OF WASHINGTON – KING COUNTY

--SS.

275841
CITY OF SEATTLE, CLERKS OFFICE

No.

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.

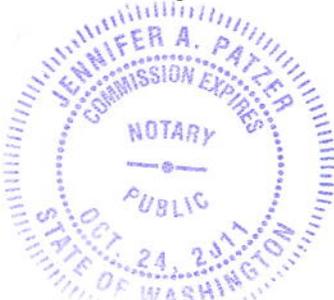
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:31315 TITLE ONLY

was published on

09/01/11

The amount of the fee charged for the foregoing publication is the sum of \$ 34.13, which amount has been paid in full.



Affidavit of Publication

Val Walden

Subscribed and sworn to before me on
09/01/11 *Jennifer Patzer*

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

The full text of the following legislation, passed by the City Council on August 15, 2011, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>. Contact: Office of the City Clerk at (206) 684-8344.

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Publication ordered by the City of Seattle

Date of publication in the Seattle Daily Journal of Commerce, September 1, 2011.
9/1(275841)