

**RESOLUTION \_\_\_\_\_**

1  
2 A RESOLUTION relating to funding the transit components of the Alaskan Way Viaduct  
3 and Seawall Replacement Program as provided for in the January 2009 Tri-Executive letter of  
4 agreement regarding the replacement of the Alaskan Way Viaduct and Seawall.

5 WHEREAS, in January 2007 the City Council unanimously adopted Resolution 30959, calling  
6 for the project partners to proceed with construction on the section of the Alaskan Way  
7 Viaduct south of King Street, enhance transit service, improve the Spokane, Lander, and  
8 Mercer corridors, and create a stakeholder process to develop a solution for the Central  
9 Waterfront portion of the project; and

10 WHEREAS, in March 2007 the Governor, the King County Executive, and the Mayor took steps  
11 to implement Resolution 30959 by pledging to advance a series of key State Route (SR)  
12 99 projects (Moving Forward Projects) that will facilitate the removal and/or repair of  
13 key portions of SR 99, including the Yesler Way Vicinity Stabilization Project, Electrical  
14 Line Relocation, the SR 99 South Holgate Street to South King Street Viaduct  
15 Replacement Project, and Transit Enhancements and Other Improvements; and

16 WHEREAS, the State provided \$32 million in funds to King County and \$61 million to the City  
17 to mitigate construction of the Moving Forward Projects with temporary improvements in  
18 bus services, accelerated purchase of new buses, and street and signage improvements to  
19 improve transit performance; and

20 WHEREAS, in May 2007 the City Council passed Ordinance 122406 directing the Seattle  
21 Department of Transportation to develop an Urban Mobility Plan and providing  
22 principles for the development and implementation of the Urban Mobility Plan, including  
23 among other things strategic investments in transit including use of priority treatments  
24 and other mechanisms to enhance transit service; and

25 WHEREAS, in 2008 the State and City agreed to guiding principles for replacing the Alaskan  
26 Way Viaduct: improving public safety; providing efficient movement of people and  
27 goods now and in the future; maintaining or improving the downtown Seattle, regional,  
28 Port of Seattle and state economies; enhancing Seattle's waterfront, downtown and  
adjacent neighborhoods as a place for people; creating solutions that are fiscally  
responsible; and improving the health of the environment; and

WHEREAS, in 2008 the State and City implemented the stakeholder process contemplated in  
Resolution 30959 and considered feedback from 16 meetings of a stakeholder advisory  
committee made up of representatives from business, labor, environmental, and  
neighborhood interests, and more than one thousand public comments collected during  
quarterly public meetings and more than 50 community briefings; and

1 WHEREAS, the Governor, the Mayor, and the King County Executive in January 2009 jointly  
2 recommended replacing the Alaskan Way Viaduct with a deep bore tunnel under  
downtown Seattle by signing a Tri-Executive letter of agreement(LOA); and

3 WHEREAS, the January 2009 Tri-Executive LOA committed King County to providing \$190  
4 million for transit capital improvements and \$15 million in annual transit operations  
5 through a new local option tax to provide additional Rapid Ride and peak express bus  
6 service to downtown Seattle, simplified downtown trolley service, and City street  
improvements related to improved bus operations; and

7 WHEREAS, the January 2009 Tri-Executive LOA committed the Governor, King County and  
8 the City to support efforts to obtain state legislative authority for a new local option tax  
for King County to provide needed transit service to implement the LOA; and

9 WHEREAS, the City and State are analyzing the deep bore tunnel alternative pursuant to State  
10 and City environmental policy and laws, and recognize that if a different alternative were  
selected, different agreements would be required; and

11 WHEREAS, in 2009 the state legislature passed SSB 5433 authorizing new local option taxes,  
12 but the Governor vetoed for technical reasons the section that would have authorized  
13 Metro to seek voter approval for a congestion reduction tax at a maximum rate of \$20 per  
14 vehicle, but in principle the Governor is not opposed to considering legislative relief for  
Metro's financial crisis; and

15 WHEREAS, in 2009 the state legislature passed ESSB 6381 Section 204 calling for the joint  
16 transportation committee to conduct a study to establish a statewide blueprint for public  
17 transportation, including an assessment of unmet operating and capital needs of public  
18 transportation agencies, the state role in funding those unmet needs, and the priorities for  
state investments, in order to guide future state investment in public transportation to  
19 maximize mobility, social, economic, and environmental benefits provided to the state;  
and

20 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF**  
21 **SEATTLE,**

22 Section 1. The City Council calls upon the Governor and the state legislature to authorize  
23 new funding to stabilize local transit services throughout the state which are in financial crisis  
24 due to the downturn in the state's economy during this Great Recession.

25 Section 2. The City Council also urges the Governor and King County to partner with  
26 the City to renew efforts to seek legislative authority for new transit funding consistent with the  
27  
28

1 January 2009 Tri-Executive letter of agreement (LOA) signed by the Governor, the Mayor, and  
2 the King County Executive so that King County can carry out its commitment to provide \$190  
3 million in capital funding and \$15 million dollars annually to support improved transit service in  
4 the Alaskan Way Viaduct corridor, an important and necessary component of the Alaskan Way  
5 Viaduct and Seawall Replacement Program.

6           Section 3. Should new revenue sources for transit become available to King County,  
7 either as general support for transit or specific support for the Alaskan Way Viaduct and Seawall  
8 Replacement Program, the City Council calls upon King County to fulfill its commitment in the  
9 Tri-Executive LOA to deliver:

- 11           • Additional Rapid Ride and peak express bus service to downtown Seattle,
- 12           • Simplified downtown trolley service, and
- 13           • City street improvements related to improved bus operations.

14  
15  
16           Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2010, and  
17 signed by me in open session in authentication of its adoption this \_\_\_\_\_ day  
18 of \_\_\_\_\_, 2010.

19  
20           \_\_\_\_\_  
21           President \_\_\_\_\_ of the City Council

22           Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2010.

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24  
25           \_\_\_\_\_  
26           City Clerk

27 Attachments:  
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(Seal)

**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>DOF Analyst/Phone:</b>
Legislative	Norm Schwab/684-9292	n/a

**Legislation Title:**

A RESOLUTION relating to funding the transit components of the Alaskan Way Viaduct and Seawall Replacement Program as provided for in the January 2009 Tri-Executive letter of agreement regarding the replacement of the Alaskan Way Viaduct and Seawall.

• **Summary of the Legislation:**

This resolution describes City policy and Council’s intent relating to fulfilling commitments that were made regarding transit components of the Alaskan Way Viaduct and Seawall Replacement Program in the January 2009 Tri-Executive letter of agreement.

• **Background:**

In January 2009, the Governor, the Mayor, and the King County Executive jointly recommended replacing the Alaskan Way Viaduct with a deep bore tunnel under downtown Seattle by signing a Tri-Executive letter of agreement (LOA). The LOA committed King County to providing \$190 million for transit capital improvements and \$15 million in annual transit operations through a new local option tax to provide additional Rapid Ride and peak express bus service to downtown Seattle, simplified downtown trolley service, and City street improvements related to improved bus operations. The LOA committed the Governor, King County and the City to support efforts to obtain state legislative authority for a new local option tax for King County to provide needed transit service to implement the LOA.

In 2009 the state legislature passed SSB 5433 authorizing new local option taxes, but the Governor vetoed for technical reasons the section that would have authorized Metro to seek voter approval for a congestion reduction tax at a maximum rate of \$20 per vehicle, but in principle the Governor is not opposed to considering legislative relief for Metro’s financial crisis.

In 2009 the state legislature passed ESSB 6381 Section 204 calling for the joint transportation committee to conduct a study to establish a statewide blueprint for public transportation, including an assessment of unmet operating and capital needs of public transportation agencies, the state role in funding those unmet needs, and the priorities for state investments, in order to guide future state investment in public transportation to maximize mobility, social, economic, and environmental benefits provided to the state.

The proposed resolution:

- (1) calls upon the Governor and the state legislature to authorize new funding to stabilize local transit services throughout the state which are in financial crisis,
- (2) urges the Governor and King County to partner with the City to renew efforts to seek legislative authority for new transit funding consistent with the January 2009 Tri-Executive letter of agreement (LOA), and
- (3) calls upon King County to fulfill its commitment in the Tri-Executive LOA to deliver:
  - additional Rapid Ride and peak express bus service to downtown Seattle,
  - simplified downtown trolley service, and
  - City street improvements related to improved bus operations.

x

**This legislation does not have any financial implications.**

CB OR RESO NUMBER  
(WHEN ASSIGNED)

INTRODUCTION DATE

**NEW LEGISLATION CHECKLIST**  
**DO NOT REMOVE THIS FORM FROM FILE JACKET**

Submitting  
Dept. Head  
Review By

Print Name Phone Date of Review Version # Reviewed

Law Dept.  
Review By

Jeff Slagter 3-2154 8/2/10 2  
Print Name Phone Date of Review Version # Reviewed

Dept. of Finance  
Review By

Print Name Phone Date of Review Version # Reviewed

Executive  
Review

Print Name Phone Date of Review Version # Reviewed

Reviewer Comments:

**COUNCIL  
GENERATED  
LEGISLATION**

\*\*\*\*\*

**Legislative Department use**

**Initial**

Intake review (complete, E-versions, attachments, Law) Sponsorship (Council President)

Committee Assignment:

Central Staff Reviewer: NORM SCHWAB 7/29/10 4-9292 2  
Print Name Date Phone V. #

\*\*\*\*\*

**Clerk Office use**

**Action Required**

**Clerk** **Council** Clerk OK for Intro  
  V. Introduced Stamp here  
  V. For Full Council

**Initial** Notes:  
Full Text loaded onto Leg. drive and BRS  
All attachments included (in jacket and electronically)  
Tables formatted and maps saved/loaded, if included  
Fiscal Note included and saved on Leg. and Clerk drive  
Other

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