

Summary of Transportation Benefit District Legislative Package

TBD Ordinance

- a) Establishes the geographic boundaries (same as existing corporate boundaries of the City of Seattle);
- b) Designates the City Council to act as the Governing Board in an ex officio and independent capacity;
- c) Designates the City Finance Director as treasurer;
- d) Delineates specific responsibilities, such as issuing an annual report and the authority to impose and levy certain taxes and fees; and
- e) Articulates the intended use of revenues generated as follows:

The funds generated by the Transportation Benefit District may be used for any purpose allowed by law including to operate the District and to make transportation improvements that are consistent with existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels pursuant to Chapter 36.73 RCW. The transportation improvements funded by the district shall be made in an effort to preserve and maintain transportation infrastructure, improve public safety, implement projects identified in the Seattle Department of Transportation's (SDOT) planning documents and Capital Improvement Program (CIP), invest in bicycle, pedestrian, freight mobility and transit enhancements and provide people with choices to meet their mobility needs. Additional transportation improvement projects of the district may be funded only after compliance with the provisions of RCW 36.73.050(b).

Council Resolution Creating a TBD Public Advisory Committee

- a) Develop a spending plan and project list in accordance with the parameters outlined by the TBD for the use of the proposed \$20 annual VLF revenue (w/assistance from Council and SDOT staff);
- b) Evaluate and develop recommendations for priority projects for a potential ballot measure for additional TBD revenues approved by voters; and
- c) Outlines the tasks and deliverables the City Council expects from committee.

\$20 Vehicle License Fee (VLF) Resolution

- a) Imposes \$20 annual VLF on non-exempt vehicles in Seattle (cannot be collected by the Department of Licensing until 6 months after passage);
- b) states that a contractual agreement will need to be established between the City of Seattle and the TBD for the use of the revenues generated from the VLF; and
- c) outlines that these revenues shall be allocated as follows, after accounting for costs associated with the collection and disbursement of revenues for and administering the TBD:
 - 1) Preservation and maintenance of the district's transportation infrastructure; and
 - 2) Enhancing bicycle and pedestrian mobility within the district.