

**RESOLUTION 31315**

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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.  
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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.  
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19 Section 3. ~~Upon adoption of an increased vehicle license fee by the voters of Seattle on~~  
20 ~~November 8, 2011,~~ The Seattle City Council intends to pursue legislative changes at the state  
21 level to grant Seattle and the Seattle Transportation Benefit District authority to levy a motor  
22 vehicle excise tax for new revenues in place of a vehicle license fee in order to fund Seattle's  
23 transportation needs through a more equitable, ~~less regressive~~ source of revenue than is currently  
24 available under state law with the vehicle license fee.  
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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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10 \_\_\_\_\_  
11 Michael McGinn, Mayor

12 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2011.  
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16 Monica Martinez Simmons, City Clerk

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**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
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.**

