

SEATTLE TRANSPORTATION BENEFIT DISTRICT

RESOLUTION __

A RESOLUTION of the Seattle Transportation Benefit District concerning a voter-approved license tab fee to pay for transportation needs; submitting a ballot measure regarding transportation funding to the qualified electors of the Seattle Transportation Benefit District at an election to be held on November 8, 2011; requesting that the King County Director of Elections call a special election in conjunction with the November 8, 2011 general election and submit the proposition to Seattle Transportation Benefit District voters; requesting that the King County Prosecutor prepare a ballot title; requesting that the Seattle City Attorney prepare an explanatory statement for King County’s local voter’s pamphlet; and appointing committees to prepare pro and con statements for King County’s local voter's pamphlet.

WHEREAS, the Revised Code of Washington (RCW), Chapter 36.73, provides for the establishment of transportation benefit districts by cities and counties and authorizes those districts to levy and impose various taxes and fees to generate revenues to support transportation improvements that benefit the district and that are consistent with state, regional or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels; and

WHEREAS, City of Seattle Ordinance 123397 established the Seattle Transportation Benefit District (STBD) for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, the City of Seattle and the STBD entered into an interlocal agreement in 2011 delineating roles and responsibilities and coordinating efforts to pursue each municipal corporation’s individual, joint and mutual rights and obligations related to transportation needs of the City of Seattle; and

WHEREAS, a Transportation Benefit District may authorize a twenty-dollar vehicle license fee (VLF) pursuant to RCW 35A.47; and

WHEREAS, a Transportation Benefit District may authorize a one hundred-dollar VLF pursuant to RCW 35A.47 with approval of a majority of Transportation Benefit District voters; and

WHEREAS, the STBD adopted Resolution 1, authorizing a twenty-dollar VLF; and

WHEREAS, the City of Seattle adopted Resolution 31240 on September 20, 2010 creating the Citizens Transportation Advisory Committee III (CTAC-III) for the express purpose of

1 advising the Mayor and the City Council on transportation funding alternatives and
2 priorities; and

3 WHEREAS, CTAC-III has convened thirteen times since being created to conduct open, public
4 meetings; CTAC-III has solicited input from the public about preferences and priorities
5 for potential new transportation funding needs and options in a variety of ways including
6 but not limited to conducting a statistically valid telephone survey, an on-line survey,
7 three widely advertised public open house workshops; and

8 WHEREAS, CTAC-III has concluded its work by presenting a proposal for funding priorities to
9 be supported by a ballot measure that if approved by voters would provide approximately
10 \$27.2 million annually for transportation purposes by increasing the existing VLF by \$60
11 per vehicle per year from the existing \$20 per vehicle per year to a total of \$80 per
12 vehicle per year; and

13 WHEREAS, Council Bill 115736 established a Bridging the Gap Oversight Committee to
14 monitor City revenues, expenditures, and program and project implementation, and to
15 advise the City Council, the Mayor and the Seattle Department of Transportation on
16 transportation issues; and

17 WHEREAS, the STBD has concluded that the best approach for ensuring accountability and
18 oversight of an increased Vehicle License Fee is to establish a fixed term of eight years
19 during which the Vehicle License Fee will be collected and progress can be evaluated in
20 meeting the goals established for use of the revenues;

21 NOW THEREFORE,

22 BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:

23 Section 1. The City Clerk is directed promptly to certify to the Director of Records and Elections
24 of King County, Washington, as ex officio Supervisor of Elections, a copy of this resolution and
25 the proposition to be submitted at the November 8, 2011, special election in the form of a ballot
26 title as follows, or as modified by the King County Prosecuting Attorney pursuant to his duties
27 under RCW 29A.36.071:

28 SEATTLE TRANSPORTATION BENEFIT DISTRICT

 PROPOSITION NO. 1

1 The Seattle Transportation Benefit District’s Proposition 1 concerns an increased Vehicle
2 License Fee for transportation improvements.

3 If approved, this proposition would fund transportation facilities and services benefitting the City
4 of Seattle, including: street and bridge repairs and maintenance; transit infrastructure
5 enhancements to increase speed and reliability; and bicycle, pedestrian, and freight mobility
6 programs as provided for in STBD Resolution []. It would authorize a \$60 increase in the
Vehicle License Fee beginning in 2012, allowing collection of approximately \$20.4 million
annually for eight years.

7 Should this Vehicle License Fee be approved?

8 Vehicle License Fee, Yes

9 Vehicle License Fee, No

10
11
12 Section 2. Pursuant to RCW 29A.32.280, the following three persons are designated to be on the
13 committee to draft for the King County local voter’s pamphlet the argument advocating passage
14 of STBD Proposition 1:

15 _____

16 _____

17 _____

1 Section 3. Pursuant to RCW 29A.32.280, the following three persons are designated to be on the
2 committee to draft for the King County local voter’s pamphlet the argument advocating defeat of

3 STBD Proposition 1:

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7 _____
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9 _____

10 Section 4. The City Attorney’s Office, in accordance with the agreement between the STBD and
11 the City of Seattle, is requested to draft an explanatory statement for the King County local
12 voter’s pamphlet.

14 Section 5. Transportation Improvements will occur in three categories: (1) Transportation
15 System Repair, Maintenance and Safety; (2) Transit Speed and Reliability Enhancements; and
16 (3) Pedestrian, Bicycle and Freight Mobility. Conditioned upon voter approval of the ballot
17 proposition submitted by this resolution, proceeds from the \$60 Vehicle License Fee shall be
18 allocated on a cumulative basis during the eight-year period (“Percentage Allocations”) as
19 follows:
20

- 21
22 A. Approximately twenty-nine percent (29%) will be allocated for Transportation System
23 Repair, Maintenance and Safety consistent with the Seattle Department of
24 Transportation’s Asset Management Plan and Transportation Strategic Plan;
25
26
27
28

1 B. Approximately forty-nine percent (49%) will be allocated for implementing projects and
2 programs included in the Seattle Transit Plan, or its potential successor the Transit Master
3 Plan, to improve speed and reliability; and

4 C. Approximately twenty-two percent (22%) will be allocated for implementing projects and
5 programs included in the City of Seattle’s Bicycle Master Plan, the City of Seattle’s
6 Pedestrian Master Plan, and the development of a Freight Master Plan.
7

8 Section 6. The STBD expects that revenues from the increased Vehicle License Fee will be
9 generally consistent with Planned Spending Priorities, included as Attachment A to this
10 Resolution.
11

12 Section 7. Conditioned upon voter approval of the ballot proposition submitted by this
13 resolution:
14

15 (a) The STBD requests that the City of Seattle create a new Seattle Transportation Oversight
16 Committee to provide oversight of the Seattle Transportation Benefit District’s program
17 and project priorities, spending and revised financial plans.
18

19 (b) The STBD requests that the Seattle Transportation Oversight Committee consider
20 whether to make recommendations to the Mayor, the City Council, and the STBD Board
21 regarding the spending of STBD revenues.
22

23 (c) The STBD requests that the membership of the Seattle Transportation Oversight
24 Committee be the same as that of the Bridging the Gap Oversight Committee as set forth
25 in Seattle Ordinance 122232, and that the Seattle Transportation Oversight Committee be
26 subject to the same provisions in that ordinance relating to the adoption of rules for its
27
28

1 procedures, staff and logistical support, members serving without pay, reimbursement for
2 member expenses and the length of its existence.

3
4 Section 8. The STBD anticipates that annual allocations of the \$60 Vehicle License Fee
5 revenues will be determined in annual budgets or in separate resolutions, subject to the
6 restrictions imposed in Section 5 and after considering any recommendations that may have been
7 made by the Seattle Transportation Oversight Committee.

8
9 Section 9. The STBD anticipates that the City of Seattle’s Department of Transportation
10 (SDOT) will submit a proposed spending plan each year for STBD’s review and consideration in
11 adopting an annual budget. SDOT’s proposed annual spending plan shall endeavor to:

- 12
13 (a) Adhere to the Percentage Allocations identified in this Resolution; and
14 (b) Support and implement the goals of the City of Seattle’s Race and Social Justice
15 Initiative.

16
17 Section 10. SDOT’s transmittal of its proposed annual spending plan should:

- 18
19 (a) Identify whether the proposed annual spending plan is substantially consistent with the
20 Percentage Allocations. In the event that any SDOT’s proposed annual spending plan is
21 not substantially consistent with the Percentage Allocations, SDOT shall provide a
22 narrative explaining the rationale for the proposal and either (a) a plan for spending
23 allocations in future years that will on balance lead to a cumulative allocation
24 substantially consistent with the Percentage Allocations or (b) a proposal and rationale
25 substantially consistent with the Percentage Allocations or (b) a proposal and rationale
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1 for the STBD to consider adopting new Percentage Allocations consistent with Section
2 11 of this Resolution.

3 (b) Identify whether the proposed annual spending plan together with cumulative actual
4 spending from previous years (if any) is substantially consistent with the Percentage
5 Allocations. In the event that any SDOT’s proposed annual spending plan together with
6 cumulative actual spending from previous years (if any) is not substantially consistent
7 with the Percentage Allocations, SDOT shall provide a narrative explaining the rationale
8 for the proposal and either (a) a plan for spending allocations in future years that will on
9 balance lead to a cumulative allocation substantially consistent with the Percentage
10 Allocations or (b) a proposal and rationale for the STBD to consider adopting new
11 Percentage Allocations consistent with Section 11 of this Resolution.
12

13
14 (c) Include a narrative describing the particular projects that will be supported in each
15 category of expenditure and identifying how these projects support and implement the
16 City of Seattle’s Race and Social Justice Initiative goals. The narrative should clearly
17 identify whether and how projects were selected to support and improve transportation
18 infrastructure and programs for economically disadvantaged residents of the City of
19 Seattle.
20

21 Section 11. The STBD may act to change the Percentage Allocations for cumulative allocations
22 through a majority vote held during a public meeting of the Seattle Transportation Benefit
23 District Board. The STBD may act to change the Planned Spending Priorities through a majority
24 vote held during a public meeting of the Seattle Transportation Benefit District Board.
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1 Adopted by the Seattle Transportation Benefit District the _____ day of _____, 2011,

2 and signed by me in open session in authentication of its adoption this _____ day of

3 _____, 2011.

4 _____
5 _____
6 Chair _____ of the STBD Board

7 Filed by me this _____ day of _____, 2011.

8 _____
9 _____
10 City Clerk

11 (Seal)

12 _____
13 _____
14 ATTACHMENT A: Seattle Transportation Benefit District’s Planned Spending Priorities

Attachment A
2012-2020 Transportation Benefit District (TBD) - \$60 Vehicle License Fee (VLF) 8-Year Spending Plan

INVESTMENT AREA	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Preservation & Safety										
Pavement Preservation	\$2,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$2,000,000	\$32,000,000
Traffic Safety	\$985,000	\$1,970,000	\$1,970,000	\$1,970,000	\$1,970,000	\$1,970,000	\$1,970,000	\$1,970,000	\$985,000	\$15,760,000
Category Total:	\$5,970,000									\$47,760,000
Pedestrian Improvements & Neighborhood Street Fund										
Neighborhood Street Fund	\$350,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$350,000	\$5,600,000
Safety and Access Projects	\$1,170,000	\$2,340,000	\$2,340,000	\$2,340,000	\$2,340,000	\$2,340,000	\$2,340,000	\$2,340,000	\$1,170,000	\$18,720,000
Category Total:	\$3,040,000									\$24,320,000
Bicycle Improvements										
Safety and Access Projects	\$695,000	\$1,390,000	\$1,390,000	\$1,390,000	\$1,390,000	\$1,390,000	\$1,390,000	\$1,390,000	\$695,000	\$11,120,000
Category Total:	\$1,390,000									\$11,120,000
Transit Improvements										
Transit Master Plan Bus Corridor Speed and Reliability Improvements	\$2,250,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$2,250,000	\$36,000,000
High Capacity Transit Planning, Alternatives Analysis, Environmental Review and Implementation	\$375,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$375,000	\$6,000,000
Electric Trolley Bus Expansion Projects	\$1,250,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$1,250,000	\$20,000,000
Transit Access Projects	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$500,000	\$8,000,000
Neighborhood Transit Connections Fun	\$625,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$625,000	\$10,000,000
Category Total:	\$10,000,000									\$80,000,000
8-Year \$60 VLF Total:	\$20,400,000									\$163,200,000

Note: This spending plan assumes an eight-year period of VLF collection starting in July 2012 and ending in June 2020.