

**SEATTLE TRANSPORTATION BENEFIT DISTRICT**

**RESOLUTION \_\_**

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

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

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

26  
27 WHEREAS, the City of Seattle and the STBD entered into an interlocal agreement in 2011  
28 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, in the last several years, new transportation challenges have emerged, including a  
prolonged recession, declining general fund and gas-tax receipts, and new statutory  
obligations;

1 WHEREAS, the City of Seattle adopted Resolution 31240 on September 20, 2010 creating the  
2 Citizens Transportation Advisory Committee III (CTAC-III) for the express purpose of  
3 advising the Mayor and the City Council on transportation funding alternatives and  
4 priorities; and

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

10 WHEREAS, CTAC-III has concluded its work by presenting a proposal for funding priorities to  
11 be supported by a ballot measure that if approved by voters would provide approximately  
12 \$27.2 million annually for transportation purposes by increasing the existing VLF by \$80  
13 per vehicle per year from the existing \$20 per vehicle per year to a total of \$100 per  
14 vehicle per year; and

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

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

23 NOW THEREFORE,

24 BE IT RESOLVED BY THE SEATTLE TRANSPORTATION BENEFIT DISTRICT:

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

SEATTLE TRANSPORTATION BENEFIT DISTRICT

1 PROPOSITION NO. 1

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

4 If approved, this proposition would fund transportation facilities and services benefitting the City  
5 of Seattle, including: street and bridge repairs and maintenance; transit infrastructure  
6 improvements to increase speed, reliability and access; and pedestrian, bicycle and freight  
7 mobility 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 ten years.

8 Should this Vehicle License Fee be approved?

9 Vehicle License Fee, Yes

10 Vehicle License Fee, No

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

16  
17 Ref Lindmark

18  
19 Sharon Lee

20  
21 Charlie Royer

1 Section 3. The City Attorney’s Office, in accordance with the agreement between the STBD and  
2 the City of Seattle, is requested to draft an explanatory statement for the King County local  
3 voter’s pamphlet.

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5 Section 4. Transportation Improvements will occur in three categories: (1) Transportation  
6 System Repair, Maintenance and Safety; (2) Transit Speed, Reliability and Access  
7 Improvements; and (3) Pedestrian, Bicycle and Freight Mobility. Conditioned upon voter  
8 approval of the ballot proposition submitted by this resolution, proceeds from the \$60 Vehicle  
9 License Fee shall be allocated on a cumulative basis during the ten-year period (“Percentage  
10 Allocations”) as follows:  
11

12 A. Approximately twenty-nine percent (29%) will be allocated for Transportation System  
13 Repair, Maintenance and Safety consistent with the Seattle Department of  
14 Transportation’s Asset Management Plan and Transportation Strategic Plan;

15 B. Approximately forty-nine percent (49%) will be allocated for implementing Transit  
16 Speed, Reliability and Access Improvements projects and programs included in the  
17 Seattle Transit Plan, or its potential successor the Transit Master Plan, to improve speed,  
18 reliability and access; and  
19

20 C. Approximately twenty-two percent (22%) will be allocated for implementing Pedestrian,  
21 Bicycle and Freight Mobility projects and programs included in the City of Seattle’s  
22 Pedestrian Master Plan, the City of Seattle’s Bicycle Master Plan, and the development of  
23 a Freight Master Plan.  
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1 Section 5. The STBD expects that revenues from the increased Vehicle License Fee will be  
2 generally consistent with Planned Spending Priorities, included as Attachment A to this  
3 Resolution.

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5 Section 6. Conditioned upon voter approval of the ballot proposition submitted by this  
6 resolution:

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

11 (b) The STBD requests that the Seattle Transportation Oversight Committee consider  
12 whether to make recommendations to the STBD Board regarding the spending of STBD  
13 revenues.

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15 (c) The STBD requests that the membership of the Seattle Transportation Oversight  
16 Committee be the same as that of the Bridging the Gap Oversight Committee as set forth  
17 in Seattle Ordinance 122232, and that the Seattle Transportation Oversight Committee be  
18 subject to the same provisions in that ordinance relating to the adoption of rules for its  
19 procedures, staff and logistical support, members serving without pay, reimbursement for  
20 member expenses and the length of its existence.  
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22  
23 Section 7. The STBD anticipates that annual allocations of the \$60 Vehicle License Fee  
24 revenues will be determined in annual budgets or in separate resolutions, subject to the  
25 restrictions imposed in Section 4 and after considering any recommendations that may have been  
26 made by the Seattle Transportation Oversight Committee.  
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1 Section 8. The STBD anticipates that the City of Seattle’s Department of Transportation  
2 (SDOT) will submit a proposed spending plan each year for STBD’s review and approval in  
3 adopting an annual budget. SDOT’s proposed annual spending plan shall:

- 4
- 5 (a) Adhere to the Percentage Allocations identified in this Resolution; and
  - 6 (b) Support and implement the goals of the City of Seattle’s Race and Social Justice  
7 Initiative.
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9 Section 9. SDOT’s transmittal of its proposed annual spending plan should:

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- 11 (a) Identify whether the proposed annual spending plan is substantially consistent with the  
12 Percentage Allocations. In the event that any SDOT’s proposed annual spending plan is  
13 not substantially consistent with the Percentage Allocations, SDOT shall provide a  
14 narrative explaining the rationale for the proposal and either (a) a plan for spending  
15 allocations in future years that will on balance lead to a cumulative allocation  
16 substantially consistent with the Percentage Allocations or (b) a proposal and rationale  
17 for the STBD to consider adopting new Percentage Allocations consistent with Section  
18 10 of this Resolution.

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- 20 (b) Identify whether the proposed annual spending plan together with cumulative actual  
21 spending from previous years (if any) is substantially consistent with the Percentage  
22 Allocations. In the event that any SDOT’s proposed annual spending plan together with  
23 cumulative actual spending from previous years (if any) is not substantially consistent  
24 with the Percentage Allocations, SDOT shall provide a narrative explaining the rationale  
25 for the proposal and either (a) a plan for spending allocations in future years that will on  
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1 balance lead to a cumulative allocation substantially consistent with the Percentage  
2 Allocations or (b) a proposal and rationale for the STBD to consider adopting new  
3 Percentage Allocations consistent with Section 10 of this Resolution.

4 (c) Include a narrative describing the particular projects that will be supported in each  
5 category of expenditure and identifying how these projects support and implement the  
6 City of Seattle’s Race and Social Justice Initiative goals. The narrative should clearly  
7 identify whether and how projects were selected to support and improve transportation  
8 infrastructure and programs for economically disadvantaged residents of the City of  
9 Seattle.  
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12 Section 10. The STBD may act to change the Percentage Allocations for cumulative allocations  
13 through a majority vote held during a public meeting of the Seattle Transportation Benefit  
14 District Board. The STBD may act to change the Planned Spending Priorities through a majority  
15 vote held during a public meeting of the Seattle Transportation Benefit District Board.  
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17 Adopted by the Seattle Transportation Benefit District the \_\_\_\_ day of \_\_\_\_\_, 2011,  
18 and signed by me in open session in authentication of its adoption this \_\_\_\_ day of  
19 \_\_\_\_\_, 2011.  
20

21 \_\_\_\_\_  
22  
23 Chair \_\_\_\_\_ of the STBD Board

24 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2011.  
25 \_\_\_\_\_

26 City Clerk  
27  
28

(Seal)

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ATTACHMENT A: Seattle Transportation Benefit District’s Planned Spending Priorities



**Attachment A**

**2012-2022 Transportation Benefit District (TBD) - \$60 Vehicle License Fee (VLF) 10-Year Spending Plan**

<b>TRANSPORTATION SYSTEM</b>												
<b>INVESTMENT AREA</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>Total</b>
<b>System Repair, Maintenance and Safety Improvements</b>												
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	\$4,000,000	\$4,000,000	\$2,000,000	\$40,000,000
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	\$1,970,000	\$1,970,000	\$985,000	\$19,700,000
Category Subtotal:	<b>\$5,970,000</b>											<b>\$59,700,000</b>
<b>Transit Speed, Reliability and Access Improvements</b>												
Transit Master Plan Bus Corridor Speed and Reliability Improvements	\$1,500,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$2,000,000	\$39,500,000
Planning, alternatives analysis, environmental review, design and possible matching funds for construction for (1) connecting the First Hill streetcar to the South Lake Union streetcar and (2) extending the First Hill streetcar to Aloha St.	\$900,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$900,000	\$18,000,000
Electric Trolley Bus Expansion Projects	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$1,000,000	\$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	\$1,000,000	\$1,000,000	\$500,000	\$10,000,000
Neighborhood Transit Connections Fund	\$600,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$600,000	\$12,000,000
Category Subtotal:	<b>\$10,000,000</b>											<b>\$99,500,000</b>
<b>Pedestrian, Bicycle and Freight Mobility Improvements</b>												
Neighborhood Street Fund	\$350,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$350,000	\$7,000,000
Safety and Access Projects	\$1,865,000	\$3,730,000	\$3,730,000	\$3,730,000	\$3,730,000	\$3,730,000	\$3,730,000	\$3,730,000	\$3,730,000	\$3,730,000	\$1,865,000	\$37,300,000
Freight Mobility Plan	\$500,000											\$500,000
Category Subtotal:	<b>\$4,430,000</b>											<b>\$44,800,000</b>
<b>10-Year \$60 VLF Total:</b>	<b>\$20,400,000</b>											<b>\$204,000,000</b>

Note: This spending plan assumes a ten-year period of VLF collection starting in July 2012 and ending in June 2022.