



SEATTLE CITY COUNCIL

Legislative Summary

CB 118402

Record No.: CB 118402

Type: Ordinance (Ord)

Status: Passed

Version: 3

124796

In Control: City Clerk

File Created: 05/11/2015

Final Action: 07/07/2015

Title: AN ORDINANCE relating to transportation; providing for the submission to the qualified electors of the City at an election to be held on November 3, 2015, a proposition authorizing the City to levy regular property taxes for up to nine years in excess of the limitation on levies in Chapter 84.55 RCW for the purpose of providing City facilities and services, including transportation improvements, both capital and operating, with possible debt financing; creating a new oversight committee; and ratifying and confirming certain prior acts.

Date

Notes:

Filed with City Clerk:

Mayor's Signature:

Sponsors: Rasmussen

Vetoed by Mayor:

Veto Overridden:

Veto Sustained:

Attachments:

Drafter: cheryl.swab@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published:

☐ Yes

☐ No

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor	05/12/2015	Mayor's leg transmitted to Council	City Clerk			
	Action Text: The Council Bill (CB) was Mayor's leg transmitted to Council to the City Clerk						
	Notes:						
1	City Clerk	05/12/2015	sent for review	Council President's Office			
	Action Text: The Council Bill (CB) was sent for review to the Council President's Office						
	Notes:						
1	Council President's Office	05/12/2015	sent for review	Select Committee on Transportation Funding			
	Action Text: The Council Bill (CB) was sent for review to the Select Committee on Transportation Funding						

- Notes:
- 1 Full Council 05/26/2015 referred Select Committee on Transportation Funding
- Action Text: The Council Bill (CB) was referred. to the Select Committee on Transportation Funding
- Notes:
- 1 Select Committee on Transportation Funding 05/29/2015
- Notes: The Committee held only a briefing and discussion on this agenda item.
- 1 Select Committee on Transportation Funding 06/02/2015
- Notes: The Committee held a briefing and public hearing on this agenda item.
- 1 Select Committee on Transportation Funding 06/09/2015
- Notes: A discussion was held on this agenda item only.
- 1 Select Committee on Transportation Funding 06/23/2015 pass as amended Pass
- Action Text: The Committee recommends that Full Council pass as amended the Council Bill (CB).
- In Favor: 9 Chair Rasmussen, Member Bagshaw, Member Burgess, Member Godden, Member Harrell, Member Licata, Member Okamoto, Member O'Brien, Member Sawant
- Opposed: 0
- 1 Full Council 06/29/2015 passed as amended Pass
- Action Text: The Motion carried, the Council Bill (CB) was passed as amended by the following vote, and the President signed the Bill:
- Notes: ACTION 1:
- Motion was made by Councilmember Rasmussen, duly seconded and carried, to amend Council Bill No. 118402, by substituting version 4 for version 3.
- ACTION 2:
- Motion was made and duly seconded to adopt Council Bill No. 118402 as amended.
- In Favor: 8 Councilmember Bagshaw, Council President Burgess, Councilmember Godden, Councilmember Harrell, Councilmember Licata, Councilmember O'Brien, Councilmember Rasmussen, Councilmember Sawant
- Opposed: 0
- 3 City Clerk 07/02/2015 submitted for Mayor's signature Mayor
- Action Text: The Council Bill (CB) was submitted for Mayor's signature. to the Mayor
- Notes:
- 3 Mayor 07/07/2015 Signed
- Action Text: The Council Bill (CB) was Signed.
- Notes:
- 3 Mayor 07/07/2015 returned City Clerk
- Action Text: The Council Bill (CB) was returned. to the City Clerk
- Notes:
- 3 City Clerk 07/07/2015 attested by City Clerk
- Action Text: The Ordinance (Ord) was attested by City Clerk.

Notes:

CITY OF SEATTLE
ORDINANCE 124796
COUNCIL BILL 118402

AN ORDINANCE relating to transportation; providing for the submission to the qualified electors of the City at an election to be held on November 3, 2015, a proposition authorizing the City to levy regular property taxes for up to nine years in excess of the limitation on levies in Chapter 84.55 RCW for the purpose of providing City facilities and services, including transportation improvements, both capital and operating, with possible debt financing; creating a new oversight committee; and ratifying and confirming certain prior acts.

WHEREAS, Seattle is one of the fastest-growing major cities in the country, gaining 100,000 new residents and more than 50,000 jobs in the last 20 years, and this growth is a boon to our economy and a test for our transportation system; and

WHEREAS, as Seattle's Comprehensive Plan directs, two-thirds of these new residents and jobs have been located in urban centers and villages that are walkable and easy to serve with transit; and

WHEREAS, Seattle is currently updating its Comprehensive Plan for 2035 and the public feedback received to date supports continuing to concentrate Seattle's growth in walkable, mixed-use, transit-rich urban villages; and

WHEREAS, public surveys and feedback continue to rank transportation as the highest priority issue area in Seattle; and

WHEREAS, Seattle is a built-out city where it is difficult to widen existing streets or build new streets, and the existing network of streets needs to be able to carry as much of the increasing numbers of people and goods as efficiently as possible; and

WHEREAS, maintaining safe and accessible pedestrian routes for all residents is central to relieving congestion and improving mobility; and

1 WHEREAS, the City of Seattle is located in an active seismic zone with the potential for a major
2 seismic event and reinforcing the City's bridges and structures is a priority; and

3 WHEREAS, Seattle's transportation system must help fight climate change, promote vibrant
4 communities and improve public health; and

5 WHEREAS, the 2006 Bridging the Gap transportation levy contributed approximately
6 \$365,000,000 to transportation investment, with a focus on maintenance; and

7 WHEREAS, Bridging the Gap has funded significant transportation system maintenance and
8 upgrades, and is on target to meet or exceed nearly all of the commitments made as part
9 of the voter-approved measure, including the paving of 225 lane-miles of streets,
10 rehabilitation or seismic retrofit of 12 bridges, replacement of 90,000 street signs,
11 enhancement of three transit corridors, construction of 120 blocks of new sidewalk,
12 restriping of 5,000 crosswalks, implementation of 48 Safe Routes to School projects and
13 30 Neighborhood Street Fund projects and development of a robust asset management
14 program that has identified and catalogued the condition of transportation assets and their
15 maintenance needs; and

16 WHEREAS, Bridging the Gap expires at the end of 2015 and the funding it provides needs to be
17 replaced to continue critical maintenance and improvement of Seattle's transportation
18 system; and

19 WHEREAS, these critical maintenance and improvement needs include safety improvements
20 that will keep bridges safe in an earthquake and help Seattle reach its goal of zero serious
21 or fatal crashes on Seattle streets; and

22 WHEREAS, Seattle families' transportation-related spending is second only to their spending on
23 housing, and a well-functioning transportation system that provides many alternatives to

1 the expense of car ownership can make living and working in Seattle more affordable;
2 and

3 WHEREAS, careful maintenance of transportation infrastructure today can lessen the expense of
4 increased maintenance tomorrow; and

5 WHEREAS, Seattle has three adopted modal master plans including the Bicycle Master Plan
6 adopted in 2014, the Transit Master Plan adopted in 2012, and the Pedestrian Master Plan
7 adopted in 2009, as well as a Freight Master Plan currently in development; and

8 WHEREAS, it is the City's goal to prioritize Safe Routes to School investments in safe walking
9 and biking routes within an approximate 1-mile radius of elementary schools,
10 emphasizing connections to community amenities such as community centers, libraries,
11 transit hubs, and neighborhood business districts; and

12 WHEREAS, The 10-year Move Seattle Strategy was created in 2015 to integrate and prioritize
13 the implementation of the modal master plans through a comprehensive approach to the
14 transportation system organized around five core values: a safe, affordable,
15 interconnected, vibrant, and innovative city for all; and

16 WHEREAS, efficient and reliable movement of freight and goods is a hallmark of a vibrant city
17 and the Freight Master Plan currently in development will recommend increased
18 investment in freight and goods movement; and

19 WHEREAS, existing revenue available for transportation maintenance and improvements is
20 insufficient; and

21 WHEREAS, in 2001 voters statewide approved Initiative 747 and in 2007 the Washington State
22 Legislature reinstated the initiative, which capped the growth in property tax without
23 special approval of the voters at 1 percent, below the rate of inflation; and

1 WHEREAS, State-shared gas tax revenues for Seattle do not keep up with inflation; and

2 WHEREAS, while the City is evaluating and developing a proposal for transportation impact
3 fees in the City of Seattle, impact fees are neither sufficient nor appropriate to fund all
4 transportation maintenance and system operation needs; and

5 WHEREAS, in 2014 Seattle voters approved Seattle Transportation Benefit District Proposition
6 One, which will provide an estimated \$50,000,000 annually for additional transit service
7 over six years, and in 2016 voters region-wide may be asked to consider a measure to
8 expand light rail by funding Sound Transit 3, and both of these measures can be
9 complemented and leveraged with additional Seattle investment through a levy; and

10 WHEREAS, in 2006 the City developed and City Council adopted Resolution 30915 which
11 specified a 20-year funding plan for transportation and assumed a second property tax
12 levy to follow Bridging the Gap; and

13 WHEREAS, on March 18, 2015, the City released a draft transportation levy proposal to replace
14 the Bridging the Gap transportation levy organized around the core Move Seattle
15 principles, and asked for community feedback on the priorities it funded; and

16 WHEREAS, three open house meetings, 35 community briefings attended by 750 people, five
17 coffee hour discussions, one webinar, and drop-in sessions at libraries, community
18 centers and farmers markets, along with an online survey, generated over 8,000
19 comments and 5,300 survey responses on the proposed levy; and

20 WHEREAS, those comments have been incorporated and used to inform the proposal; and

21 WHEREAS, spending of future levy dollars will be directed by the City's commitment to social
22 equity and equity in City contracting to advance the mission to promote race and gender
23 equity in contracting as outlined in Executive Order 2014-03, Equity in City Contracting,

1 and Seattle Municipal Code Chapter 20.42, Equality in Contracting; NOW,

2 THEREFORE,

3 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

4 Section 1. Definitions. As used in this ordinance, the following words when capitalized
5 have the following meanings:

6 "City" means The City of Seattle.

7 "Director" means the Director of Finance.

8 "Levy Proceeds" means that portion of regular property taxes levied and collected as
9 authorized by voter approval pursuant to this ordinance that are above the growth limit on levies
10 in RCW 84.55.010, and all interest and other earnings thereon, and, if the City issues bonds,
11 notes, interfund loans, or other evidences of indebtedness payable wholly or in part from the
12 additional taxes authorized under this ordinance, as permitted by Section 4 of this ordinance,
13 then Levy Proceeds also includes the proceeds of those bonds, notes, interfund loans, or other
14 evidences of indebtedness.

15 "Spending Breakdown" means the categories and elements included as Attachment A to
16 this ordinance.

17 "Transportation Improvements" means the categories and program areas referred to in
18 Section 6, with such modifications as the City may from time to time authorize by ordinance.

19 Section 2. Levy of Regular Property Taxes Submittal. The City hereby submits to the
20 qualified electors of the City a proposition as authorized by RCW 84.55.050 to exceed the levy
21 limitation on regular property taxes contained in RCW 84.55.010 for property taxes levied in
22 2015 through 2023 for collection in 2016 through 2024, respectively, solely for the purpose of
23 raising up to \$930,000,000 in aggregate over a period of up to nine years for transportation

1 purposes. The proposition shall be limited so that the City shall not levy more than \$95,000,000
2 in the first year, in addition to the maximum amount of regular property taxes it could have
3 levied consistent with RCW Chapter 84.55 in the absence of this ordinance. Pursuant to RCW
4 84.55.050(5), the maximum regular property taxes that may be levied in 2024 for collection in
5 2025 and in later years shall be computed as if the limit on regular property taxes had not been
6 increased under this ordinance.

7 Section 3. Deposit of Levy Proceeds. All Levy Proceeds shall be placed in and
8 segregated within the Transportation Fund. The Levy Proceeds may be temporarily deposited or
9 invested in such manner as may be lawful for the investment of City money and all investment
10 earnings shall be deposited in the Transportation Fund. The Director of Finance is authorized to
11 create other subfunds or accounts as may be needed to implement the purposes of this ordinance.

12 Section 4. Bond and Notes. To the extent permitted by applicable law the City may
13 issue bonds, notes, or other evidences of indebtedness payable wholly or in part from the
14 additional taxes authorized under this ordinance, and may pledge and may apply such taxes to
15 the payment of principal of, interest on, and premium (if any) on such bonds, notes, or other
16 evidences of indebtedness and to the payment of costs associated with them.

17 Section 5. Use of Levy Proceeds. The Levy Proceeds shall be used solely for
18 Transportation Improvements in accordance with the provisions in Section 6 and in accordance
19 with RCW 84.55.050. The Council expects to appropriate or transfer General Subfund (GSF)
20 revenues in the annual budget for transportation purposes. The minimum expected annual
21 appropriation or transfer (Minimum Annual GSF Appropriation) is \$40,000,000 in the first year
22 of the levy; the Minimum Annual GSF Appropriation thereafter will be adjusted by an
23 inflationary factor on an annual basis. If the Council does not appropriate at least the Minimum

Annual GSF Appropriation in a given year, then the Council may not levy any taxes authorized by this ordinance, for collection in the following budget year, unless the City Council by a 3/4 vote determines that economic or financial conditions prevent the Council from appropriating the Minimum Annual GSF Appropriation. The annual inflationary factor will be the lesser of three percent or the percent change in the Consumer Price Index for All Urban Consumers in Seattle-Tacoma-Bremerton (CPI-U-Seattle) for the 12-month period ending in June of the current budget year relative to the 12-month period ending in June of the prior budget year.

Section 6. Transportation Improvements. Transportation improvements shall occur in three core categories: safe routes, congestion relief, and maintenance and repair. The City anticipates collecting \$930 million in Levy Proceeds over a nine-year span. The Levy Proceeds shall be appropriated in the following ways:

1. Safe Routes Programs. The City shall appropriate \$207 million in Levy Proceeds for safe routes. The Levy includes the following Safe Routes Programs:

- Safety Corridors
- Safe Routes to School
- Signs and Markings
- Transportation Operations
- Bicycle Safety
- Pedestrian Safety
- Neighborhood Projects

2. Congestion Relief Programs. The City shall appropriate \$303 million in Levy Proceeds for congestion relief. Of these appropriations, not less than \$20 million will be appropriated for the Lander Street grade separation project; or, in the event the Lander Street project is not funded, these appropriations will be used for other freight mobility improvements. The Levy includes the following Congestion Relief Programs:

- Multimodal Improvements

- Traffic Signal Timing
- Intelligent Transportation Systems
- Light Rail Connections: Graham Street Light Rail Station
- Northgate Bridge
- Light Rail Connections: Accessible Mt. Baker
- Bicycle and Walking Facilities
- New Sidewalks
- Partnership Improvements: Lander Street Overpass
- Heavy Haul Network: East Marginal Way Corridor
- Freight Spot Improvements

3. Maintenance and Repair Programs. The City shall appropriate \$420 million in Levy Proceeds for maintenance and repair. The Levy includes the following Maintenance and Repair programs:

- Bridge and Structures Maintenance
- Bridge Seismic Improvements
- Bridge Replacement
- Arterial Roadway Maintenance
- Paving Spot Improvements
- Drainage Partnerships
- Tree Trimming and Tree Planting

The nine-year appropriation amounts of Levy Proceeds for each core category established in this Section 6 may be changed by up to ten percent of the amount listed for each core category by separate ordinance, after the Levy Oversight Committee has been given an opportunity to comment. The nine-year appropriations amount of Levy Proceeds for each core category established in this Section 6 may be changed by more than ten percent of the amount listed for each core category by a 3/4 vote of City Council.

The Spending Breakdown (Attachment A) provides additional information about the anticipated deliverables, anticipated spending amounts, and the anticipated revenue sources; but the Spending Breakdown is illustrative only and shall not be mandatory. The City anticipates that

1 appropriations of Levy Proceeds will be consistent with the programs described in the Spending
2 Breakdown attached to the ordinance.

3 In the annual City budget or by separate ordinance, the City shall from year-to-year
4 determine the Transportation Improvements and funding allocations that will most effectively
5 achieve the Levy goals and outcomes. Within a budget year the City is authorized to reallocate
6 unexpended and unencumbered funds from one program to another within each of the three core
7 categories by making operating budget transfers consistent with Seattle Municipal Code
8 5.08.020.

9 The City will seek to maximize the potential of the Levy Proceeds by pursuing
10 complementary grant funds, by engaging in partnerships with other agencies, and by identifying
11 improvements in efficiencies and effectiveness.

12 Section 7. The Seattle Department of Transportation shall evaluate whether and how its
13 projects advance the goals of the following initiatives: (1) the City's Vision Zero Plan; (2) the
14 City's Safe Routes to School program; and (3) the City's Race and Social Justice Initiative. The
15 Seattle Department of Transportation shall provide an annual report to the City Council
16 documenting this evaluation for (a) every freight, transit, and safety corridor project and (b)
17 every other transportation project with a total Capital Improvement Project budget that exceeds
18 \$5 million.

19 Section 8. Use of Funds. Any proposal to use Levy Proceeds to build or operate
20 streetcars must be accompanied by a narrative presented to the appropriate Council committee
21 evaluating the proposal's geographic value, productivity, and effect relative to race and social
22 justice implications. The narrative shall describe findings from applying the Racial Equity
23 Toolkit (or the successor thereto).

1 Section 9. Oversight Committee. Conditioned upon voter approval of the ballot
2 proposition submitted by this ordinance, there is established an Oversight Committee to monitor
3 revenues, expenditures, and program and project implementation, and to advise the City Council,
4 the Mayor, and the Seattle Department of Transportation on responding to program and project
5 cost savings or overruns. The Committee will annually review the Seattle Department of
6 Transportation's program and project priorities, spending, and revised financial plans. The
7 Oversight Committee may make recommendations to the Mayor and City Council regarding the
8 spending of Levy Proceeds.

9 The Oversight Committee shall consist of 16 members: a City Council member (the
10 Chair of the City Council's Transportation Committee or its successor committee with
11 responsibility for transportation); the City Budget Director; one representative each chosen by
12 and from among the respective members of the Seattle Pedestrian Advisory Board, Seattle
13 Bicycle Advisory Board, Seattle Transit Advisory Board, and Seattle Freight Board; five Seattle
14 residents appointed by the City Council, including a licensed engineer with bridge and structures
15 experience; and five Seattle residents appointed by the Mayor and subject to confirmation by the
16 City Council.

17 The initial terms for appointed board members and residents shall be four years, except
18 for two two-year terms (one mayoral appointee and one Council appointee) and four three-year
19 terms (two mayoral appointees and two Council appointees). Subsequent terms for all appointed
20 members shall be four years. The terms shall commence on January 1, 2016. Upon the
21 resignation, retirement, death, incapacity, or removal of an Oversight Committee member, the
22 authority appointing such member may appoint a replacement for the balance of the term. Late
23 appointments or confirmations shall also be for the balance of a term. Any vacancy in an

1 unexpired term shall be filled in the same manner as the original appointment. A member whose
2 term is ending may continue on an interim basis as a member with voting rights until such time
3 as a successor for that position has been appointed or, for the five residents appointed by the
4 Mayor, confirmed.

5 The Oversight Committee will select a chair and may adopt rules for its own procedures,
6 including quorum requirements and the frequency of meetings. Meetings of the Oversight
7 Committee will be open to the public consistent with the Open Public Meetings Act, RCW
8 Chapter 42.30. The Oversight Committee will publish annual reports to the Mayor, City Council,
9 and people of Seattle. Between January 1 and April 30 of 2024, the Oversight Committee is
10 requested to make a recommendation to the Mayor and City Council regarding the advisability of
11 proposing to the voters of Seattle another levy to authorize additional property taxes for
12 implementation of transportation improvements.

13 The factors to be considered by the Oversight Committee in making any such
14 recommendations will include, but are not limited to: (a) the City's success in project
15 implementation, including its ability to manage and control project costs; (b) the availability of
16 alternative revenue sources that provide a more direct link between the tax or fee paid and the
17 use of the City's transportation system; and (c) the underlying need for funding to support the
18 uses identified in Section 6. The Mayor and the Council will consider any timely
19 recommendations that may have been made by the Oversight Committee.

20 The Seattle Department of Transportation shall provide staff and logistical support for the
21 Oversight Committee. Members shall serve without pay but may be reimbursed for their
22 expenses, including payments for child care while attending meetings. The Oversight

1 Committee shall continue in existence through December 31, 2024, and thereafter if so provided
2 by ordinance.

3 Section 10. Reporting. The Director of Transportation will prepare and submit to the
4 City Council, the Mayor, and the Oversight Committee an annual progress report on the
5 implementation of improvements funded by the levy. For each element of the Spending
6 Breakdown included as Attachment A to this ordinance, the annual progress report will include
7 for each category and each element (detailed by levy, local, and leverage funding):

- 8 (a) the planned spending and planned deliverables;
- 9 (b) actual annual spending and deliverables; and
- 10 (c) actual cumulative spending and deliverables.

11 The report will include a narrative assessment comparing actual spending and
12 deliverables to the original planned spending and deliverables, and it will explain why there are
13 deviations (if any) from the originally planned spending and deliverables. Additionally, the
14 annual progress report will summarize levy-supported investments implementing adopted modal
15 plans, including details about the amounts of levy funding, local funding, and leverage funding.

16 In addition to the annual progress report, the Director of Transportation will prepare and
17 submit an annual report focusing on bridges and structures including a narrative explaining in
18 detail the condition of bridges and structures within the City of Seattle, especially the Ballard and
19 Magnolia bridges, an assessment of known deficiencies and a funding plan to address known
20 deficiencies.

21 The Director of Transportation will also annually revise and deliver to the City Council,
22 the Mayor and the Oversight Committee a Transportation Improvements financial plan.

1 Section 11. Election Ballot Title. The City Council directs that the City Clerk file this
2 ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of
3 elections, requesting that the Director of Elections call and conduct a special election in the City
4 in conjunction with the state general election to be held on November 3, 2015, for the purpose of
5 submitting to the qualified electors of the City the proposition set forth in this ordinance.

6 The City Clerk is directed to certify to the King County Director of Elections the ballot
7 title approved by the City Attorney in accordance with the City Attorney's responsibilities under
8 RCW 29A.36.071 and RCW 29A.72.050. The following ballot title containing a statement of
9 subject and concise description are submitted to the City Attorney for consideration:

10 CITY OF SEATTLE

11 PROPOSITION NO. 1

12 The City of Seattle's Proposition 1 concerns replacing funding for citywide transportation
13 maintenance and improvements.

14 If approved, this proposition would replace an expiring levy and would fund bridge seismic
15 upgrades, transit corridor and light rail access projects, pedestrian and bicycle safety projects,
16 synchronized traffic signals, street maintenance and repair, freight projects, and neighborhood
17 street projects.

18 It authorizes regular property taxes above RCW 84.55 limits, allowing maximum collections of
19 \$95,000,000 in 2016 and \$930,000,000 over nine years. The 2016 total regular tax limit would
20 be \$3.60/\$1,000 assessed value, including approximately \$0.62/\$1,000 assessed value in
21 additional taxes.

1 Should this levy be approved?

2 Levy, Yes

3 Levy, No

4

5 Section 12. Section Titles. Section titles are for convenient reference only and do not
6 modify or limit the text of a section.

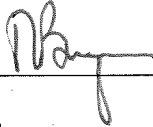
7 Section 13. Severability. In the event any one or more of the provisions of this
8 ordinance shall for any reason be held to be invalid, such invalidity shall not affect any other
9 provision of this ordinance or the levy of the additional taxes authorized herein, but this
10 ordinance and the authority to levy those taxes shall be construed and enforced as if such invalid
11 provisions were not contained in this ordinance; and any provision that may for any reason be
12 held invalid shall be deemed to be in effect to the extent permitted by law.

13 Section 14. Ratification. The City Clerk's certification to the King County Director of
14 Records and Elections of the proposition referred to in Section 11, and any other acts taken after
15 the passage of this ordinance and consistent with its authority, are hereby ratified and confirmed.

16

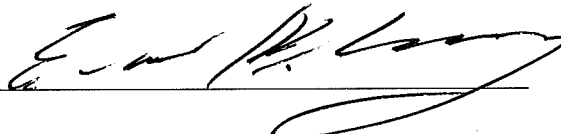
Section 15. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 29th day of JUNE, 2015, and signed by me in open session in authentication of its passage this 29th day of JUNE, 2015.



President _____ of the City Council

Approved by me this 7th day of JULY, 2015.



Edward B. Murray, Mayor

Filed by me this 7th day of JULY, 2015.



Monica Martinez Simmons, City Clerk

(Seal)

Attachment A: Spending Breakdown

Attachment A: Spending Breakdown**Transportation Levy to Move Seattle**

Revised Levy Proposal Spending Breakdown – Additional Detail
Updated June 26, 2015

The Seattle Department of Transportation anticipates spending the following cumulative amounts in the following project and program areas over the 9 years of the levy, with annual appropriations to be set through the City budget every year. The Local category is estimated based on City of Seattle appropriations in the 2015 budget. Local includes General Subfund, gas tax, Real Estate Excise Tax, and other City revenues. Leverage is estimated and includes other non-levy funding expected to be secured to complete the deliverable under each project or program area. Leverage includes a mix of state and federal grants, public and private partner contributions, and other revenues. Deliverables noted below are based on Total planned spending; and for each element, Total is the sum of the three categories: Local, Levy Investment, and Leverage.

Category	Local	Levy Investment	Leverage	Total
Safe Routes <i>Provide safe and accessible routes connecting schools, transit hubs, and other destinations.</i>	\$122M	\$207M	\$40M	\$369M
Vision Zero – Implement program to eliminate serious and fatal crashes	\$113M	\$71M	\$17M	\$201M
Safety Corridors: Complete 12 – 15 corridor safety projects, improving safety for all travelers on our highest-crash streets	\$6M	\$23M	\$3M	\$31M
Safe Routes to School: Complete 9 – 12 Safe Routes to School projects each year along with safety education, improving walking and biking safety at every public school in Seattle. Complete projects within the first three years of the Levy in walk zones of the following elementary schools that have high levels of poverty: Bailey Gatzert, Martin Luther King, Jr., West Seattle, Dunlap, Dearborn Park, Wing Luke, Northgate, Van Asselt, Emerson, Concord, Rainier View, Roxhill	\$34M	\$7M	\$7M	\$48M
Signs and Markings: Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked.	\$9M	\$4M	-	\$13M
Transportation Operations: Maintain and improve the City's system of traffic signals, signs and markings.	\$64M	\$37M	\$7M	\$108M

Category	Local	Levy Investment	Leverage	Total
Pedestrian and Bicycle Safety – protect our most vulnerable travelers – people walking and biking	\$9M	\$110M	\$23M	\$142M
Bicycle Safety: Build approximately 50 miles of new protected bike lanes and 60 miles of greenways, completing over half of the Bicycle Master Plan citywide network. Of the funds identified in this element, \$2M will be reserved for implementing bicycle improvements as part of the Accessible Mount Baker project.	\$9M	\$65M	\$20M	\$94M
Pedestrian Safety: Repair up to 225 blocks of damaged sidewalks in our urban centers and villages	-	\$15M	-	\$15M
Pedestrian Safety: Make curb ramp and crossing improvements at up to 750 intersections citywide	-	\$30M	\$3M	\$33M
Neighborhood projects	-	\$26M	-	\$26M
Neighborhood Projects: Complete 20-35 neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods	-	\$26M	-	\$26M
Maintenance and Repair				
Reduce the backlog of maintenance and repair work along major arterials and the busiest Seattle streets.	\$94M	\$420M	\$97M	\$611M
Maintain streets	\$36M	\$250M	\$19M	\$305M
Arterial Roadway Maintenance: Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods (also funded through the 7 enhanced transit corridors, below)	\$16M	\$235M	\$19M	\$269M
Paving Spot Improvements: Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews	\$20M	\$15M	-	\$36M
Bridges and Structures – keep our bridges safe	\$31M	\$140M	\$68M	\$239M
Bridge and Structures Maintenance: Eliminate the backlog of needed bridge spot repairs	\$20M	\$25M	-	\$44M
Bridge Seismic Improvements: Seismically reinforce 16 vulnerable bridges	\$1M	\$68M	\$37M	\$106M
Bridge Replacement: Replace Seattle's last timber vehicle bridge (on Fairview Avenue)	\$6M	\$27M	\$16M	\$49M

Category	Local	Levy Investment	Leverage	Total
Bridge Replacement: Plan and design high priority bridge replacements to begin construction after 2024. Of the funds identified in this element, up to \$10M of total funding (local, levy, leverage) may be used for implementing near-term pedestrian and bicycle safety projects on bridges being studied for replacement (in addition to funding provided for pedestrian and bicycle safety projects in other elements).	\$4M	\$15M	\$15M	\$34M
Bridge and Structures Maintenance: Other bridge safety investments including stairway and structure repair and rehabilitation	\$1M	\$5M	-	\$5M
Urban forest and drainage	\$27M	\$30M	\$10M	\$67M
- Tree Trimming: Add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals and signs - Tree Planting: Replace every tree removed due to disease or safety with two new trees	\$27M	\$20M	-	\$47M
Drainage Partnership: Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood	-	\$10M	\$10M	\$20M
Congestion Relief				
<i>Enhance transportation choices throughout the network</i>	\$69M	\$303M	\$427M	\$799M
Corridor Mobility Improvements – modernize streets	\$31M	\$169M	\$218M	\$418M
Multimodal Improvements: Complete 7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke Gilman Trail missing link, Fauntleroy Way Southwest Boulevard projects, develop plans and complete improvements to enhance the NE 45th St Corridor for pedestrians and cyclists between 4th Ave NE and Brooklyn Ave NE by the time University Light Rail opens in 2021, and plan corridor improvements for Aurora Ave N.	\$13M	\$104M	\$211M	\$327M

Category	Local	Levy Investment	Leverage	Total
Traffic Signal Timing Improvements: Optimize traffic signal timing on 5 corridors throughout the city each year to improve traffic flow and serve people in cars and trucks, on bicycles, transit, and foot	\$2M	\$13M	\$1M	\$16M
Intelligent Transportation System Improvements: Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers	\$2M	\$17M	\$6M	\$25M
Transit Corridor Improvements: Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on 7 transit plus corridors including planning for access and egress improvements to the West Seattle peninsula.	\$15M	\$35M	-	\$50M
Light Rail Partnership Improvements – improve connections to light rail	\$1M	\$27M	\$10M	\$38M
Light Rail Connections: Provide City funding contribution for a new Link Light rail station at Graham Street in southeast Seattle	-	\$10M	TBD	TBD
Northgate Bridge: Provide additional City funding for a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate	\$1M	\$15M	\$10M	\$26M
Light Rail Connections: Implement early portions of the accessible Mt. Baker project	-	\$2M	-	\$2M
Pedestrian and Bicycle Improvements – make it easier to walk and bike. Of the funds identified in this element, \$2M will be reserved for implementing pedestrian improvements as part of the Accessible Mount Baker project.	\$35M	\$68M	\$29M	\$132M
- New Sidewalks: Build 150 new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide with an emphasis on creating accessible routes for those with disabilities and for the elderly - Bicycle and Walking Facilities: Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadview neighborhood	\$35M	\$61M	\$28M	\$123M

Category	Local	Levy Investment	Leverage	Total
- Bicycle and Walking Facilities: Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities - Bicycle and Walking Facilities: Other biking and walking investments	-	\$7M	\$1M	\$8M
Freight Mobility Improvements – freight and delivery	\$2M	\$39M	\$170M	\$211M
Partnership Improvements: Provide local money to design and build the Lander Street Overpass	-	\$20M	\$130M	\$150M
Heavy Haul Network: Build the East Marginal Way corridor, a key route in Seattle's Heavy Haul Network	\$2M	\$5M	\$37M	\$44M
Spot Improvements: Fund a targeted spot improvement program to help freight movement	-	\$14M	\$3M	\$17M
Grand Total (All Categories)	\$285M	\$930M	\$564M	\$1,778M

Totals may not sum properly due to rounding.

BILL SUMMARY & FISCAL NOTE

Department:	Contact Person/Phone:	Executive Contact/Phone:
Seattle Department of Transportation	Hannah McIntosh/615-1963	Christie Parker/684-5211

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to transportation; providing for the submission to the qualified electors of the City at an election to be held on November 3, 2015, a proposition authorizing the City to levy regular property taxes for up to nine years in excess of the limitation on levies in Chapter 84.55 RCW for the purpose of providing City facilities and services, including transportation improvements, both capital and operating, with possible debt financing; creating a new oversight committee; and ratifying and confirming certain prior acts.

Summary of the Legislation: This ordinance would submit a 9-year levy lid lift proposal to the voters of Seattle for their approval on November 3, 2015. The proposal would renew and expand the previous Bridging the Gap levy (BTG). The proposal seeks, under the authority of RCW 84.55, to levy up to \$95 million in the first year and an estimated total of \$930 million in revenue over 9 years. If the levy is approved, these funds will be dedicated exclusively to transportation purposes. If the new levy is approved, Council must appropriate or transfer at least \$40,000,000 of general fund revenues annually for transportation purposes. If this minimum threshold is not met, the levy will not be collected unless a $\frac{3}{4}$ vote of the City Council determines that economic or financial conditions prevent the Council from appropriating the \$40,000,000 in general fund revenues.

If the levy is approved by the voters, the 2016 total regular tax limit would be \$3.60/\$1,000 assessed value, including approximately \$0.62 additional taxes.

This proposal would build on the previous levy's efforts to maintain a safe and efficient transportation system, while also doing more to invest in the future transportation needs of our city. Investments would be focused in the following areas:

Safety

- Bridges & Structures
 - Bridge and Structures Maintenance
 - Bridge Seismic Improvements
 - Bridge Replacement
- Vision Zero
 - Safety Corridors
 - Safe Routes to School
 - Signs and Markings

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- Transportation Operations
- Pedestrian and Bicycle Safety
 - Sidewalk Repair
 - Protected Bicycle Facilities & Neighborhood Greenways

Affordability

- Street Maintenance
 - Arterial Roadway Maintenance
 - Paving Spot Improvements

Interconnectivity

- Pedestrian and Bicycle Infrastructure Improvements
 - Curb Ramps and Crossing Improvements
 - New Sidewalks
- Light Rail Partnership Improvements – Northgate Pedestrian Bridge & Light Rail Connections
- Corridor Mobility Improvements
 - Multimodal Improvements
 - Transit—Speed and Reliability Improvements & Bus Rapid Transit
 - Signal Maintenance & Optimization
 - Intelligent Transportation Systems (ITS)

Vibrancy

- Neighborhood Projects
- Tree Trimming and Planting
- Drainage Partnerships
- Freight Mobility Improvements
 - Spot Improvements
 - Partnership Improvements – Lander Street Overpass
 - Heavy Haul Network – E Marginal Way

Levy Proceeds will be allocated on a cumulative basis in general accordance with Attachment A: Levy Proposal Spending Breakdown. Actual spending will be determined in annual budgets or in separate appropriation ordinances.

Background: The Bridging the Gap levy funded significant transportation system maintenance and upgrades, including items such as paving 225 lane-miles of streets, rehabilitation or seismic retrofit of 12 bridges, replacement of 90,000 street signs, enhancement of 3 transit corridors, and construction of 120 blocks of new sidewalk. From 2007 through 2015, the Bridging the Gap levy provided a significant portion of SDOT's revenue. With the levy expiring at the end of 2015, the city needs to replace the levy in order to continue basic programs as well as expand the transportation system to meet future needs.

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In addition, construction costs for transportation projects have increased at a pace that has surpassed revenue growth. The State of Washington's Construction Cost Index, which is based on the actual costs of the major elements of construction contracts around the state (e.g., asphalt, concrete and structural steel), has risen by more than 5% on average each year since BTG began. These costs have grown significantly due to fluctuations in the price of oil, growth in the need for construction materials and increased competition for contractors amongst the many construction projects happening in both the public and private sector.

At the same time, the City is undergoing tremendous growth and change. The next 10 years are projected to bring 60,000 residents and another 50,000 jobs to Seattle. As Seattle's Comprehensive Plan directs, this growth will be primarily located in compact, walkable neighborhoods that are easy to serve with transit. The transportation system must continue to work safely and effectively for today's users, while evolving to move more people and more goods through the same amount of right-of-way.

3. SUMMARY OF FINANCIAL IMPLICATIONS

 X This legislation has direct financial implications.

Budget program(s) affected:	SDOT			
Estimated \$ Appropriation change:	General Fund \$		Other \$	
	2015	2016	2015	2016
Estimated \$ Revenue change:	Revenue to General Fund		Revenue to Other Funds	
	2015	2016	2015	2016
				\$95,000,000
Positions affected:	No. of Positions		Total FTE Change	
	2015	2016	2015	2016
Other departments affected:				

3.a. Appropriations

 NA This legislation adds, changes, or deletes appropriations.

Appropriations Notes:

This legislation does not provide appropriations. If the proposed transportation levy is approved by voters, funds will be appropriated through separate budget legislation. Annual appropriations are estimated as follows:

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(in \$ millions)	2016	2017	2018	2019	2020	2021	2022	2023	2024	Tot.
Anticipated Appropriations	95	97	99	101	103	105	108	110	112	930

3.b. Revenues/Reimbursements

X This legislation adds, changes, or deletes revenues or reimbursements.

Revenue/Reimbursement Notes:

This legislation provides for a transportation levy proposal to be placed on the ballot which, if approved, would provide an estimated \$930 million of dedicated revenue for transportation purposes over nine (9) years; approximately \$95 million of this revenue would be generated in 2016. These revenues are not added to the City's budget through this legislation, but will be accounted for in separate legislation if the levy is approved.

(in \$ millions)	2016	2017	2018	2019	2020	2021	2022	2023	2024	Tot.
Anticipated Revenues	95	97	99	101	103	105	108	110	112	930

3.c. Positions

NA This legislation adds, changes, or deletes positions.

Position Notes:

This legislation does not add, change or delete positions. Depending on the outcome of the levy proposal, position additions, changes or deletions will be determined through separate budget legislation.

4. OTHER IMPLICATIONS

a) Does the legislation have indirect or long-term financial impacts to the City of Seattle that are not reflected in the above?

As noted above, this legislation does not directly impact appropriations or position numbers. Appropriations, position changes and acceptance of additional revenue will be approved in separate legislation.

The legislation does propose an increase in property taxes for nine years, increasing property taxes overall within the City and reducing capacity for future property taxes within the statutory cap.

b) Is there financial cost or other impacts of not implementing the legislation?

As noted above, this levy proposal is a renewal and expansion of Seattle's existing

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Bridging the Gap transportation levy. Levy funds make up almost one-quarter of SDOT's local funding for transportation operations, maintenance and improvements.

Loss of revenues from the levy would result in service reductions to Seattle citizens unless alternative funding sources are identified. Potential impacts include significant reductions in street paving, bridge and structure repair, sidewalk repair, traffic signal maintenance, new sidewalk construction, neighborhood projects and transit improvements.

c) Does this legislation affect any departments besides the originating department?

This legislation does not directly impact other departments through changes in appropriations or personnel. If the levy proposed in this legislation is not approved, there could be significant impacts on other departments such as weight restrictions or closures of bridges (impacting police and fire response) or lower levels of transportation operations staffing, reducing ability to respond to traffic accidents or safety problems (also impacting SPD or SFD). Lack of funding for transportation improvements would reduce the City's ability to respond to expected growth (impacting DPD and OED) or to accomplish environmental goals (impacting SPU and OSE).

Approval of the levy proposed in this legislation would result in increased funding allowing SDOT to implement additional projects to maintain or improve the transportation system. These projects will result in opportunities to integrate infrastructure investments within the City's transportation right-of-way. This can result in the need to relocate, rehabilitate or replace utility infrastructure managed by SPU, SCL and DoIT. The levy proposal provides increased funding for traffic safety and operational improvements which can result in efficiencies for SPD and SFD. The levy proposal also includes dedicated funding for coordination with SPU to address drainage and transportation needs in South Park and Broadview.

SDOT is actively coordinating with SPU and SCL to address potential impacts of levy approval. Coordination on specific paving and bridge projects anticipated to be funded in 2016 through the levy has also begun.

d) Is a public hearing required for this legislation? Yes. The hearing is scheduled for June 2, 2015.

e) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation? No

f) Does this legislation affect a piece of property? No

g) Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?

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The Seattle Department of Transportation is currently running the Racial Equity Toolkit on the specific investments in the levy proposal that can be located geographically at this time and will report the results to City Council as part of their review of the proposal.

Generally, investment in transportation options that make the expense of car ownership an option, rather than a necessity, is a benefit to vulnerable or historically disadvantaged communities. Transportation is second only to housing as a share of the average King County household's monthly expenditures, and much of that expense is car ownership.

h) If this legislation includes a new initiative or a major programmatic expansion: What are the long-term and measurable goals of the program? Please describe how this legislation would help achieve the program's desired goals.

The long-term measurable goals for transportation investment in Seattle are detailed on page 29 of Move Seattle: Mayor Murray's 10-Year Strategic Vision for Transportation. This legislation funds a significant portion of the projects and programs needed to achieve Move Seattle's goals.

i) Other Issues:

N/A

List attachments below:

Attachment A: Levy Proposal Spending Breakdown

TRANSPORTATION LEVY TO MOVE SEATTLE



REVISED LEVY PROPOSAL SPENDING BREAKDOWN - ADDITIONAL DETAIL

Updated: May 12, 2015

The Seattle Department of Transportation anticipates spending the following cumulative amounts in the following project and program areas over the 9 years of the levy, with annual appropriations to be set through the City budget every year. Leverage is estimated and includes other non-levy funding expected to be secured to complete the deliverable under each project or program area. Leverage includes a mix of state and federal grants, public and private partner contributions, and other revenues.

CATEGORY	LEVY INVESTMENT	LEVERAGE
Safe City <i>Eliminate serious and fatal crashes and reduce the risk of people being injured through failing infrastructure</i>	\$321M	\$108M
Vision Zero - Implement program to eliminate serious and fatal crashes	\$71M	\$17M
• Safety Corridors: Complete 12-15 corridor safety projects, improving safety for all travelers on our highest-crash streets	\$23M	\$3M
• Safe Routes to School: Complete 9-12 Safe Routes to School projects each year along with safety education, improving walking and biking safety at every public school in Seattle	\$7M	\$7M
• Signs and Markings: Increase crosswalk repainting frequency to a four-year or better cycle to ensure every crosswalk is clearly marked	\$4M	-
• Transportation Operations: Maintain and improve the City's system of traffic signals, signs and markings.	\$37M	\$7M
Pedestrian and Bicycle Safety - protect our most vulnerable travelers - people walking and biking	\$110M	\$23M
• Bicycle Safety: Build approximately 50 miles of new protected bike lanes and 60 miles of greenways, completing over half of the Bicycle Master Plan citywide network	\$65M	\$20M
• Pedestrian Safety: Repair up to 225 blocks of damaged sidewalks in our urban centers and villages	\$15M	-
• Pedestrian Safety: Make curb ramp and crossing improvements at up to 750 intersections citywide	\$30M	\$3M

Bridges and Structures - keep our bridges safe	\$140M	\$68M
• Bridge and Structures Maintenance: Eliminate the backlog of needed bridge spot repairs	\$25M	-
• Bridge Seismic Improvements: Seismically reinforce 16 vulnerable bridges	\$68M	\$37M
• Bridge Replacement: Replace Seattle's last timber vehicle bridge (on Fairview Avenue)	\$27M	\$16M
• Bridge Replacement: Plan and design high priority bridge replacements to begin construction after 2024	\$15M	\$15M
• Bridge and Structures Maintenance: Other bridge safety investments including stairway and structure repair and rehabilitation	\$5M	-
Affordable City <i>Provide high-quality, low-cost travel options for everyone, better coordinate and leverage public and private investments, and better preserve existing infrastructure</i>	\$250M	\$19M
Maintain streets	\$250M	\$19M
• Arterial Roadway Maintenance: Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods (also funded through the 7 enhanced transit corridors, below)	\$235M	\$19M
• Paving Spot Improvements: Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews	\$15M	-
Interconnected City <i>Provide an easy-to-use, reliable transportation system that gives travelers the options they want when they want them</i>	\$264M	\$257M
Corridor Mobility Improvements - modernize streets	\$169M	\$218M
• Multimodal Improvements: Complete 7 transit plus multimodal corridor projects, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit; complete the Burke Gilman Trail missing link and Fauntleroy Way Southwest Boulevard projects	\$104M	\$211M
• Traffic Signal Timing Improvements: Optimize traffic signal timing on 5 corridors throughout the city each year to improve traffic flow and serve people in cars and trucks, on bicycles, transit, and foot.	\$13M	\$1M
• Intelligent Transportation System Improvements: Implement Next Generation ITS Improvements to help all travelers move more reliably around the city and provide improved information for travelers.	\$17M	\$6M
• Transit Corridor Improvements: Make bus service more reliable through a comprehensive transit improvement program to eliminate bottlenecks in key locations and contribute to the transit improvements on 7 transit plus corridors	\$35M	-
Light Rail Partnership Improvements - improve connections to light rail	\$27M	\$10M
• Light Rail Connections: Provide City funding contribution for a new Link light rail station at Graham Street in southeast Seattle	\$10M	TBD
• Northgate Bridge: Provide additional City funding for a pedestrian and bicycle bridge over I-5 connecting to light rail in Northgate	\$15M	\$10M
• Light Rail Connections: Implement early portions of the accessible Mt. Baker project	\$2M	-

Pedestrian and Bicycle Improvements - make it easier to walk and bike	\$68M	\$29M
• New Sidewalks: Build 150 new blocks of sidewalks, filling in more than 75% of the sidewalk gaps on priority transit corridors citywide • Bicycle and Walking Facilities: Make residential streets without sidewalks safer and more comfortable for walking, including through partnership with Seattle Public Utilities in the flood-prone Broadview neighborhood	\$61M	\$28M
• Bicycle and Walking Facilities: Install 1,500 new bicycle parking spots citywide and maintain existing bike facilities • Bicycle and Walking Facilities: Other biking and walking investments	\$7M	\$1M
Vibrant City <i>Invest in streets and sidewalks that hum with economic and social activity</i>	\$95M	\$180M
Freight Mobility Improvements - freight and delivery	\$39M	\$170M
• Partnership Improvements: Provide local money to design and build the Lander Street Overpass	\$20M	\$130M
• Heavy Haul Network: Build the East Marginal Way corridor, a key route in Seattle's Heavy Haul Network	\$5M	\$37M
• Spot Improvements: Fund a targeted spot improvement program to help freight movement	\$14M	\$3M
Neighborhood projects	\$26M	-
• Neighborhood Projects: Complete 20-35 neighborhood priority projects to improve safety, mobility and access and quality of life in those neighborhoods	\$26M	-
Urban forest and drainage	\$30M	\$10M
• Tree Trimming: Add a new tree crew focused on quick response to critical pruning needs (such as clearances for people biking and walking, and at transit stops) and on ensuring clear sightlines to traffic signals and signs • Tree Planting: Replace every tree removed due to disease or safety with two new trees	\$20M	-
• Drainage Partnership: Partner with Seattle Public Utilities to pave streets, provide new pedestrian infrastructure and crossings, and address drainage issues in flood-prone South Park neighborhood	\$10M	\$10M

STATE OF WASHINGTON -- KING COUNTY

--SS.

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No. 124795,796,798,799,800,801,797

CITY OF SEATTLE, CLERKS OFFICE

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

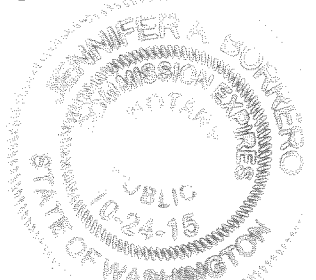
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:TITLE ONLY ORDINANCES

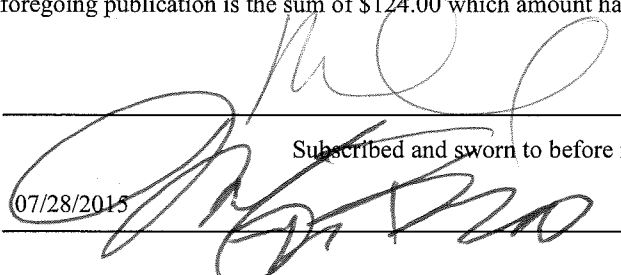
was published on

07/28/15

The amount of the fee charged for the foregoing publication is the sum of \$124.00 which amount has been paid in full.



Affidavit of Publication


Subscribed and sworn to before me on
07/28/2015

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle Title Only Ordinances

The full text of the following legislation, passed by the City Council on June 29, 2015, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>.

Contact: Office of the City Clerk at (206) 684-8344.

Ordinance 124795

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

Ordinance 124796

AN ORDINANCE relating to transportation; providing for the submission to the qualified electors of the City at an election to be held on November 3, 2015, a proposition authorizing the City to levy regular property taxes for up to nine years in excess of the limitation on levies in Chapter 84.55 RCW for the purpose of providing City facilities and services, including transportation improvements, both capital and operating, with possible debt financing; creating a new oversight committee; and ratifying and confirming certain prior acts.

Ordinance 124797

AN ORDINANCE granting SDC Creative LLC permission to maintain and operate a skybridge over and across South Orcas Street, east of 5th Avenue South, for a ten-year term, renewable for two successive ten-year terms; specifying the conditions under which this permit is granted; providing for the acceptance of the permit and conditions; and ratifying and confirming certain prior acts.

Ordinance 124798

AN ORDINANCE relating to the City Light Department; granting authority to accept and execute revenue and funding source agreements to support the operation and services of the Lighting Design Lab; and ratifying and confirming certain prior acts.

Ordinance 124799 AN ORDINANCE relating to Seattle Public Utilities; authorizing the Director of Seattle Public Utilities to accept the grant of a non-exclusive easement within the West Waterway of the Duwamish River from the Washington State Department of Natural Resources for a City-owned sanitary sewer line.

Ordinance 124800

AN ORDINANCE relating to wastewater services of Seattle Public Utilities; and amending subsections 21.28.040.B and 21.76.040.A of the Seattle Municipal Code to adjust the wastewater volume rate and adjust credits to low-income wastewater customers.

Ordinance 124801

AN ORDINANCE relating to drainage services of Seattle Public Utilities; amending Sections 21.33.010, 21.33.030, and 21.33.040, and subsection 21.76.040.A of the Seattle Municipal Code to update definitions; adjust drainage rates and provide clarification regarding assignment of parcels to rate categories; define additional conditions under which rate credits may be applicable; and revise credits to low-income drainage customers.

Date of publication in the Seattle Daily Journal of Commerce, July 28, 2015.

7/28(326789)