



Legislation Details (With Text)

**File #:** CB 120009    **Version:** 1    **Name:** CB 120009  
**Type:** Ordinance (Ord)    **Status:** Passed  
**In control:** City Clerk

**On agenda:** 3/8/2021  
**Final Action:** 3/12/2021    **Ord. No.** Ord 126289

**Title:** AN ORDINANCE relating to the City’s 2021 Budget; amending Ordinance 126237, which adopted the 2021 Budget, including the 2021-2026 Capital Improvement Program (CIP); changing appropriations to the Seattle Department of Transportation in various budget control levels; and revising project allocations for certain projects in the 2021-2026 CIP; all by a 3/4 vote of the City Council.

**Sponsors:** Alex Pedersen

**Indexes:**

**Attachments:** 1. Att A - 23rd Avenue Corridor Improvements, 2. Att B - BRT Concepts Design, 3. Att C - Route 40 Transit-Plus Multimodal Corridor, 4. Att D - Signal Major Maintenance, 5. Att E - Transit Corridor Improvements, 6. Summary and Fiscal Note, 7. Presentation, 8. Central Staff Memo, 9. Signed Ordinance 126289, 10. Affidavit of Publication

Date	Ver.	Action By	Action	Result
3/12/2021	1	City Clerk	attested by City Clerk	
3/12/2021	1	Mayor	returned	
3/12/2021	1	Mayor	Signed	
3/10/2021	1	City Clerk	submitted for Mayor's signature	
3/8/2021	1	City Council	passed	Pass
3/3/2021	1	Transportation and Utilities Committee	pass	Pass
3/1/2021	1	City Council	referred	
2/24/2021	1	Council President's Office	sent for review	
2/23/2021	1	City Clerk	sent for review	
2/22/2021	1	Mayor	Mayor's leg transmitted to Council	

CITY OF SEATTLE

ORDINANCE \_\_\_\_\_

COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to the City’s 2021 Budget; amending Ordinance 126237, which adopted the 2021 Budget, including the 2021-2026 Capital Improvement Program (CIP); changing appropriations to the Seattle Department of Transportation in various budget control levels; and revising project allocations for certain projects in the 2021-2026 CIP; all by a 3/4 vote of the City Council.

WHEREAS, the Seattle City Council formed a transportation benefit district in 2010 and imposed a \$20 annual

vehicle license fee that went into effect in 2011 for transportation purposes, which was increased to a total of \$80 per year after Seattle voters approved a six-year measure called Proposition 1 in 2014; and

WHEREAS, in the 2019 general election, in spite of overwhelming rejection by Seattle voters, a majority of state voters approved Initiative 976, which, among multiple subjects, attempted to repeal statutory authority for local jurisdictions to impose vehicle license fees at an annual rate of up to \$100; and

WHEREAS, after passage of I-976, the City joined King County and several other local transit agencies and jurisdictions from around the state in a filing a challenge in King County Superior Court against the constitutionality of I-976; and

WHEREAS, the Superior Court judge determined that Seattle and the other plaintiff jurisdictions had a reasonable likelihood of prevailing and being irreparably harmed if the initiative went into effect before its constitutionality could be determined and, therefore, issued an injunction preventing the initiative from going into effect; and

WHEREAS, the City held much of the Seattle Transportation Benefit District revenues in reserve pending the ultimate outcome of the constitutional challenge at the Washington State Supreme Court; and

WHEREAS, while the court case was being appealed to the Supreme Court, Seattle voters approved a new sales tax-based Proposition 1 for transit service to replace the 2014 measure that expired at the end of 2020; and

WHEREAS, on October 15, 2020 the Supreme Court held I-976 to be unconstitutional thereby freeing up \$23 million in revenues that had been collected by the City and held in reserve; and

WHEREAS, after consulting with Seattle's Transit Advisory Board and Levy to Move Seattle Oversight Committee, the Seattle Department of Transportation (SDOT) has developed a detailed set of priority projects and service requiring minor amendments to budget provisions appropriating these funds; NOW, THEREFORE,

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

Section 1. In order to pay for necessary costs and expenses incurred or to be incurred in 2021, but for which insufficient appropriations were made due to causes that could not reasonably have been foreseen at the time of the making of the 2021 Budget, appropriations for the following items in the 2021 Budget are increased from the funds shown, as follows:

Item	Department	Fund	Budget Summary Level/BCL Code	Amount
1.1	Seattle Dept of Transportation	Seattle Transportation Benefit District (19900)	Mobility Operations (19000-BO-TR-17003)	\$5,000,000
<b>Total</b>				<b>\$5,000,000</b>

Section 2. Appropriations in the 2021 Budget and project allocations in the 2021-2026 Adopted Capital Improvement Program, which are backed by revenues, are modified as follows:

Item	Department	Fund	Budget Summary Level/BCL Code	BCL Appropriation Change	CIP Project Name	2021 CIP Allocations
2.1	Seattle Department of Transportation	Transportation Benefit District (19900)	Mobility Capital (19900-BC-TR-19003)	\$4,350,000	Transit Corridor Improvements (BC-TR-19003)	<del>(\$1,928,000)</del> \$6,278,000
2.2	Seattle Department of Transportation	Transportation Benefit District (19900)	Mobility Capital (19900-BC-TR-19003)	\$300,000	Route 40 Transit -Plus Multimodal Corridor (MC-TR-C079)	<del>(\$833,000)</del> <u>\$1,133,000</u>
2.3	Seattle Department of Transportation	Transportation Benefit District (19900)	Mobility Capital (19900-BC-TR-19003)	\$400,000	BRT Concepts Design (MC-TR-C010)	<del>(\$239,000)</del> <u>\$639,000</u>

2.4	Seattle Department of Transportation	Transportation Benefit District (19900)	Major Maintenance/Replacement (19900-BC-TR-19001)	\$650,000	Signal Major Maintenance (MC-TR-C026)	<del>(\$1,436,000)</del> \$2,086,000
2.5	Seattle Department of Transportation	Transportation Benefit District (19900)	Mobility Capital (19900-BC-TR-19003)	\$4,300,000	23 <sup>rd</sup> Avenue Corridor Improvements (MC-TR-C037)	<del>(\$0)</del> \$4,300,000
<b>Net Change</b>				<b>\$10,000,000</b>		

These modifications shall operate for the purposes of decreasing or increasing the basis for the limit imposed by subsection 4(c) of Ordinance 126237.

Section 3. The modifications to the 2021-2026 Adopted Capital Improvement Program for the above items are as reflected in Attachments A (Transit Corridor Improvements), B (Route 40 Transit-Plus Multimodal Corridor), C (BRT Concepts Design), D (Signal Major Maintenance) and E (23<sup>rd</sup> Avenue Corridor Improvements) to this ordinance.

Section 4. 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 a 3/4 vote of all the members of the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2021, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
 President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Jenny A. Durkan, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment A - 23<sup>rd</sup> Avenue Corridor Improvements

Attachment B - BRT Concepts Design

Attachment C - Route 40 Transit-Plus Multimodal Corridor

Attachment D - Signal Major Maintenance

Attachment E - Transit Corridor Improvements