

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title: AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

Summary of the Legislation: The proposed Council Bill would authorize an agreement with King County to purchase transit service from King County Metro using revenues authorized by Seattle Transportation Benefit District (STBD) voter approval of Proposition 1 in November, and imposed by the STBD governing board on December 1, 2014.

Background:

On September 20, 2010, the Seattle City Council approved Ordinance 123397, establishing the Seattle Transportation Benefit District (STBD), pursuant to RCW 36.73, for the City of Seattle to leverage additional revenue to preserve and maintain transportation infrastructure and enhance Seattle transportation choices, including public transit. Upon establishing the STBD, its governing board imposed a \$20 annual vehicle license fee to fund these preservation and enhancement efforts.

On July 17, 2014, the STBD Board approved Resolution 12, placing a measure (Proposition 1) on the November 2014 General Election ballot. The ballot measure asked District voters to authorize up to one-tenth of one percent sales and use tax, and an annual vehicle license fee of up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals, for the purposes of funding Metro Transit service in Seattle. STBD Proposition 1 passed with 62% approval and on December 1, 2014, the STBD board approved Resolution 14, fully imposing the vehicle license fee and sales tax revenues. The STBD Board plans to amend its existing interlocal agreement with the City of Seattle to facilitate the City's purchase of transit service from King County Metro with these revenues.

This ordinance would authorize the SDOT Director to execute an agreement with King County governing the terms of the transit purchase. The substantially final agreement, as negotiated between SDOT and King County Metro, is attached as Attachment A. Exhibit A of that agreement describes the service that would be purchased beginning June 9, 2015 and Exhibit B of the agreement describes the service that would be purchased beginning September 26, 2015.

 x This legislation has financial implications.

Appropriations:

Fund Name and Number	Department	Budget Control Level*	2014 Appropriation	2015 Anticipated Appropriation
TOTAL				

*See budget book to obtain the appropriate Budget Control Level for your department.

Appropriations Notes:

The City/County agreement is contingent upon future STBD budget appropriations. The current estimated costs for King County service due to this legislation are \$11.5 million during 2015 and \$29.5 million during 2016.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Department	Revenue Source	2014 Revenue	2015 Revenue
TOTAL				

Revenue/Reimbursement Notes:

N/A

Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

(This table should only reflect the actual number of positions affected by this legislation. In the event that positions have been, or will be, created as a result of other legislation, please provide details in the Notes section below the table.)

Position Title and Department	Position # for Existing Positions	Fund Name & #	PT/FT	2014 Positions	2014 FTE	2015 Positions*	2015 FTE*
TOTAL							

* 2015 positions and FTE are total 2015 position changes resulting from this legislation, not incremental changes. Therefore, under 2015, please be sure to include any continuing positions from 2014.

Position Notes:

N/A

Do positions sunset in the future?

Spending/Cash Flow:

Fund Name & #	Department	Budget Control Level*	2014 Expenditures	2015 Anticipated Expenditures
TOTAL				

* See budget book to obtain the appropriate Budget Control Level for your department.

Spending/Cash Flow Notes:

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
 The agreement governs terms and the cost of service hours that the City purchases from King County Metro, however the amount of service purchased will vary from year-to-year based on revenue available from the STBD Prop 1 revenues minus administrative costs, election costs, reserves, regional partnership agreement costs, costs associated with the Low-Income Vehicle License Fee rebate and costs associated with the STBD-funded program to improve access to King County’s low income fare program for Seattle residents.
- b) **What is the financial cost of not implementing the legislation?**
 None.
- c) **Does this legislation affect any departments besides the originating department?**
 CBO and FAS.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**
 None.
- e) **Is a public hearing required for this legislation?**
 No.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
 No.
- g) **Does this legislation affect a piece of property?**
 No.
- h) **Other Issues:**
 None.

List attachments to the fiscal note below: