

**Amendment #6A to CB 119833**  
**Councilmember Sawant**

Select Committee on Seattle Transportation Benefit District Funding  
July 16, 2020 – V2

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***Add six new Whereas clauses at the end of the recitals as follows:***

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WHEREAS, in the meantime, King County Metro has agreed to continue partnering with The City of Seattle in providing expanded transit service to Seattle residents through renewal of service purchase agreements it entered with the City following passage of STBD Proposition 1 in 2014; ~~NOW, THEREFORE, and~~

WHEREAS, Sales Taxes and Vehicle License Fees are regressive taxes that disproportionately burden poor and working-class people, especially communities of color; and

WHEREAS, public transit like Metro is an essential component of the Green New Deal, and

WHEREAS, Developer Impact Fees could be established as early as 2021 to increase funding to buy bus service hours from Metro; and

WHEREAS, Developer Impact Fees are a progressive funding source paid for by large, corporate developers; and

WHEREAS, the Seattle City Council intends to complete in 2020 any required SEPA analysis to enable Developer Impact Fees to be enacted in 2021; and

WHEREAS, the Seattle City Council is committed to enacting Developer Impact Fees in 2021 to raise not less than \$44 million which would allow Seattle to increase funding for Metro bus hours; NOW, THEREFORE,

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

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