

**Amendment #1 to CB 119256 – Transportation Committee (v.2)**

---

**Revise Section 2 to add spending limits to new STBD spending categories and expand the definition of Section 2.D to support transit use by children and youth.**

Section 2. After a public hearing conducted in accordance with Revised Code of Washington 36.73.160 and pursuant to the material change policy adopted by Seattle Transportation Benefit District (STBD) Resolution 3, the scope of the project authorized by Proposition 1 is expanded to allow Proposition 1 revenues to fund:

- A. Metro Transit service hours on routes with at least 65 percent of all stops within the City of Seattle, consistent with the Seattle Transit Master Plan and Metro’s Service Guidelines;
- B. Metro Transit service hours on current and future RapidRide lines serving Seattle, identified in the Seattle Transit Master Plan and Metro’s long-range plan (Metro CONNECTS, Metro’s long-range plan);
- C. Up to five million dollars of the Proposition 1 Revenues may be used annually to support contracted (~~Contracted~~) pilot transit services that complement Metro’s transit network and are consistent with the Seattle Transit Master Plan and Metro’s Service Guidelines; among the considerations that would be received by the City under the terms of contracted pilot services would be a minimum seated vehicle capacity of eight passengers, excluding the driver, and labor harmony agreements;
- D. Up to seven million dollars of the Proposition 1 Revenues may be used annually to support the implementation (~~Implementation~~), management, and administration of programs to support transit use by children and youth, including the ORCA Opportunity program, which provides transit passes for Seattle Public Schools students in grades K-12, as well as students participating in the Seattle Promise scholarship or other similar programs at Seattle colleges and universities; and
- E. Up to ten million dollars of the Proposition 1 Revenues may be used annually to support the implementation (~~Implementation~~) of City-wide improvements to maximize transit operations, including capital improvements such as enhancements to transit speed, passenger amenities, and reliability of bus service. The intent is that these capital improvements will be operationally complete by December 2020.

**Add New Section 4, establishing a budget proviso on contracted pilot transit services in the 2018 budget.**

Section 4. None of the money appropriated in the 2018 budget for the Seattle Department of Transportation may be spent for contracted pilot transit services as described in Section 2.C until authorized by future ordinance.

**Renumber remaining sections accordingly.**