

CM Mosqueda and CM O'Brien Amendment to CB 119256 – City Council Seattle Transportation Benefit District Material Scope Change Legislation

Revise Section 2 as follows:

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 pilot transit services that 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.~~ C. Up to seven million dollars of the Proposition 1 Revenues may be used annually to support the 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.~~ D. Up to ten million dollars of the Proposition 1 Revenues may be used annually to support the 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.

Delete Section 4:

~~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 the Chair of the Sustainability and Transportation Committee files a certification with the City Clerk that the Seattle Department of Transportation has provided a report and service plan for use of contracted pilot services in the upcoming Metro Transit service change period that commences September 23, 2018. The report shall show planned routes, service frequencies, stop locations, vehicle capacity, days and hours of service, identification of provider, and the rationale for serving these transit markets with contracted service.~~

Add New Section 4 as follows:

Section 4. Any act taken by the City or Seattle Public Schools pursuant to the authority and in compliance with the conditions of this ordinance but prior to the effective date of the ordinance is ratified and confirmed.