

Attachment 1 to Council Budget Action TNCSPN-105-A-1

Sponsor: Councilmember Mosqueda

**Amend Resolution 31914 to lower household income maximums for rental housing funded
with TNC tax revenues**

Notes:

Double underlines indicate new language proposed to be added.

~~Double strikethroughs~~ indicate language proposed to be removed.

Amendment

1. Amend Section 1 of Resolution 31914 as follows:

Section 1. **Spending Plan.** The City shall use the proceeds of the transportation network company (TNC) tax imposed by Chapter 5.39 of the Seattle Municipal Code to accelerate affordable housing production for low-wage workers and their families at locations that are within the frequent transit network, make investments in transportation, including transit, and provide for workplace protections. Eligible expenditures include:

A. Funding of the administration of the TNC tax and regulations related to TNC drivers up to \$2,000,000 in the first year, for the second year and each year after up to \$1,500,000. Beginning in year five, this amount may increase each year to reflect the rate of inflation, consistent with the Consumer Price Index, and subject to appropriations.

B. Up to \$3,500,000 per year shall fund a Driver Resolution Center to provide driver resolution services and costs related to administering driver protection.

C. After administrative costs related to the tax and regulations of TNC drivers, as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, up to 50 percent of revenue from the tax over its first six full years shall be used to finance acquisition, construction, rehabilitation, operations, and maintenance of property to provide housing that serves low-income households and provide for the housing needs of low-income households within the frequent transit network, as defined by the Seattle Department of Transportation's Transit Master Plan. The low-income housing funded hereby should serve renter households making up to 60 percent of the annual median family income and owner households making up to 80 percent of the annual median family income for the statistical area or division thereof including Seattle, for which median family income is published from time to time by the U.S. Department of Housing and Urban Development, or successor agency, with adjustments according to household size in a manner determined by the Director of Housing. Beginning in the seventh full year after adoption of this tax, up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) per year shall be used to provide operating support for Office of Housing (OH)-funded housing affordable to households with incomes at or below 30 percent of the median family income.

D. After administrative costs related to the tax and regulations of TNC drivers as described in subsection A of this section, and after funding the Driver Resolution Center and other driver protections as described in subsection B of this section, and after the funding for affordable housing as described in subsection C of this section, the remainder of revenue collected in the first six full years that the tax is imposed shall be used to support projects related to transportation and transit, including the Center City Streetcar. Beginning in the seventh full year after adoption of this tax, after the administrative costs, funding the Driver Resolution

Center, and after up to \$5,000,000 (in 2020 dollars, indexed to reflect the rate of inflation) used to support for OH-funded housing affordable to households with incomes at or below 30 percent of the median family income per year, the remainder of the net proceeds shall be used to support projects related to transportation improvements and transit.

Effect: Changes AMI limit for affordable housing from 80 percent for all housing to 60 percent for renter households and 80 percent for owner households.