

SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Bill LaBorde	Christie Parker

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 126725, which adopted the 2023 Budget, including the 2023-2028 Capital Improvement Program (CIP); and lifting a proviso.

Summary and Background of the Legislation:

In November 2020, Seattle voters approved the Seattle Transit Measure (STM), which imposes a 0.15 percent sales tax to fund transit-related items. Eligible uses of STM revenues are defined in Ordinance 126115, which authorized the STM ballot measure to be submitted to the voters.

In adopting the 2023 Budget, Council included a Council Budget Action (CBA) – SDOT-502-C-001-2023 – which imposes a proviso dedicating \$12 million of voter-approved Seattle Transit Measure funds to bridge maintenance. As the Executive communicated to Council at the time, use of these funds is restricted to transit purposes under Ordinance 126115, as approved by voters in the 2020 general election. Additionally, Ordinance 126115 includes a provision requiring more than 50 percent of annual STM revenues be dedicated to purchasing transit service hours.

Due to the restrictions in Ordinance 126115, SDOT has not been able to spend the full \$12 million on bridge maintenance projects with a nexus to transit. Therefore, the Executive requests a lifting of this proviso in order to spend STM funds in a manner that meets the explicit requirements of the voter-approved legislation and aligns with the intent of the voters who approved this measure.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? Yes No

This legislation does not directly affect appropriations. Appropriations associated with this proviso lift are included in the Mayor’s 2025-2026 Proposed Budget.

3.d. Other Impacts

Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.

If approved by voters, the 2024 Transportation Levy includes significant additional investments in both bridge maintenance and capital improvements, including, over eight years, \$127 million for a new Bridge Preventative Maintenance program; \$71 million for Bridge Structural Repairs and Upgrades; and \$20 million dedicated to developing bridge replacement or rehabilitation projects to compete for federal and other partnership funding opportunities.

If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.

N/A

Please describe any financial costs or other impacts of *not* implementing the legislation.

Not lifting this proviso will make it more difficult to deliver promises made to Seattle voters when they approved the Seattle Transit Measure in 2020. This could be especially problematic as the City prepares to renew the current measure, which expires in early 2027. The renewal measure will likely be submitted to Seattle voters in 2026.

4. OTHER IMPLICATIONS

a. Please describe how this legislation may affect any departments besides the originating department.

N/A

b. Does this legislation affect a piece of property? If yes, please attach a map and explain any impacts on the property. Please attach any Environmental Impact Statements, Determinations of Non-Significance, or other reports generated for this property.

No

c. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.

i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.

Historically disadvantaged communities generally rely more on public transportation than non-disadvantaged communities. Continuing to tie up Seattle Transit Measure funds on projects for which STM is not a permissible source will limit the ability to fund transit items.

- ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

N/A

- iii. **What is the Language Access Plan for any communications to the public?**

N/A

d. Climate Change Implications

- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

Reliable transit service and a comprehensive transit network are key to reducing greenhouse gas emissions in Seattle, a city where transportation is the number one source of emissions. STM is a key strategy for reducing the city's emissions in the transportation sector.

- ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

N/A

- e. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

N/A

5. CHECKLIST

- Is a public hearing required?**
- Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required?**
- If this legislation changes spending and/or revenues for a fund, have you reviewed the relevant fund policies and determined that this legislation complies?**
- Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

6. ATTACHMENTS

Summary Attachments: None.