CB 121226 – 2026 Seattle Transit Measure Ordinance

Group B

Package of Amendments for Individual Consideration

Select Committee on Seattle Transportation Benefit District

Thursday, July 16, 2026

No.	Short Title	Sponsor
3 v2	Directing the use of unspent funds allocated for transit service	Saka
5 v2	Amend the term of the Seattle Transit Measure (to 7 years)	Saka
13 v2	Amend sales and use tax rate to 0.225%	Kettle
21 v1	Requesting a report on the performance outcomes of bus routes #62 and #65	Rivera
10 v2	Add transit investments in Regional Centers as eligible expenditures	Strauss
24 v1	Reduce capital spending, allow capital spending on Sound Transit 3 projects, and increase minimum spending on transit service	Rinck
29 v1	Raise minimum spending on transit service	Strauss
30 v1	Ensuring eligibility of transit funding for night service servicing Teen Late Night programs	Rivera

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Amendment 3 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Directing the use of unspent funds allocated for transit service

Effect: This amendment would direct that the Seattle Department of Transportation (SDOT) annually report to the Council any unspent Seattle Transit Measure revenues that were allocated for the purchase of King County Metro transit service hours. It further states the Council's intent to reappropriate these funds for supporting safe access to transit for pedestrians and increased or enhanced accessibility for transit riders in the public right-of-way and for other purposes as described in Section 2.E of CB 121226.

The sponsor's intent is to exclude from potential reallocation any transit service funding that SDOT reserves for the maintenance of consistent transit service over the life of the Seattle Transit Measure. This amendment solely addresses funding planned and not expended, in a given year, for the purchase of transit service hours.

Amend Section 2 of CB 121226 as follows:

Section 2. Use of revenues. The funds raised by this proposition (Proposition revenues) will be used solely for the transit and transportation purposes as described in this ordinance and associated administrative costs. Proposition revenues will first be used to pay election costs and any required administrative costs to the state Department of Revenue.

Remaining Proposition revenues will be used to fund:

* * *

E. Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities. This category may receive up to $5 million in annual appropriations, excluding capital carryforward appropriations available under state law <u>and appropriations made pursuant to Section 4 of this ordinance</u>.

Add a new Section 4 to CB 121226 as follows and renumber subsequent sections:

<u>Section 4. Unspent transit service funds. By December 31 of each year, the Seattle Department of Transportation shall report to the Council the anticipated amount of unspent funds that had been designated for the purchase of transit service in that year. The Council intends to appropriate the unspent funds for uses in subsection 2.E of this ordinance that support safe access to transit for pedestrians and increased or enhanced accessibility for transit riders in the public right-of-way.</u>

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

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Amendment 5 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Amend the term of the Seattle Transit Measure

Effect: This amendment would reduce the measure's 10-year duration to a 7-year term set out in Sections 1 and 7 and would adjust the end date of March 31, 2037 to March 31, 2033. The intent of this timing would allow for continued collection of sales tax in anticipation of a potential future ballot measure at an election date in 2033.

Amend Sections 1 and 7 to CB 121226 as follows:

Section 1. The City submits to the qualified electors of the City of Seattle a proposition to authorize up to a 0.3 percent sales and use tax that will be effective no earlier than April 1, 2027 and continuing for up to a ((~~ten~~))seven-year term, ending ((~~March 31, 2037~~)) March 31, 2034. This sales and use tax would replace the 0.15 percent sales and use tax authorized by Seattle voters in 2020 for a six-year term expiring March 31, 2027. If approved by voters, the revenues will be used as described below in Section 2 of this ordinance.

Section 7. Election – Ballot title. The City Council directs the City Clerk to file this ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of elections, requesting the Director of Elections to call and conduct a special election in conjunction with the state general election to be held on November 3, 2026, for the purpose of submitting to the qualified electors of the City the proposition set forth in this ordinance.

The City Clerk is directed to certify to the King County Director of Elections the ballot title approved by the City Attorney in accordance with the City Attorney's responsibilities under RCW 29A.36.071 and RCW 29A.72.050. The following ballot title containing a statement of subject and concise description are submitted to the City Attorney for consideration:

THE CITY OF SEATTLE

PROPOSITION NO. 1

The City of Seattle adopted Ordinance No. XXXXXX concerning funding for transit and related transportation needs in Seattle.

The City of Seattle's Proposition 1 would dedicate funding to transit services benefiting Seattle residents, including more frequent transit service; transit fare programs for qualifying low-income people, seniors, students and workers; transit reliability and access projects; enhanced transit service on RapidRide and routes serving high equity priority areas; and planning and permitting for Sound Transit expansion. It authorizes a 0.3% sales and use tax for up to ((~~ten years~~)) March 31, 2034 to replace the current voter-approved 0.15% sales tax expiring March 31, 2027.

Should this Proposition be approved?

Yes

No

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 10, 2026
D2
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Amendment 13 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

Co-sponsor: Councilmember Rivera

Amend sales and use tax rate to 0.225%

Effect: This amendment would reduce the proposed sales and use tax from 0.3% to 0.225%, which would generate approximately $1.04 billion over 10 years, $345.3 million less than the proposed legislation. This amendment would continue to allow funding to be allocated for infrastructure maintenance and capital improvements (capital) at the rate of $5 million a year included in the proposed legislation. Funding for Transit Access Program participation, the City's Sound Transit staffing, and the Streetcar would remain as originally proposed. The ten-year term would remain unchanged.

Because the tax rate is reduced and the spending limits set out by this amendment remain unchanged, actual maximum spending per category would need to be adjusted, or spending on transit service hours would need to be adjusted.

Councilmember Kettle's intent is that this amendment would deliver transit service by 2028 to achieve 97% of 2019 service hour levels, compared to the proposal before the Council which achieves 100%. This transit service level is about 34% less service relative to the transmitted proposal or 184k annual service hours instead of 280k.

Reducing the sales and use tax to 0.225% would preserve 0.075% sales and use tax authority that could be levied via a future Council ordinance and would be available to support any transportation related investment. The amount of revenue generated over 10 years by 0.075% sales and use tax is estimated at $345.3 million.

Add a recital to CB 121226 as follows:

* * *

Because of the importance of the regional public transit network in promoting equitable transit access in communities throughout King County, the City supports future efforts to enact a countywide transit funding measure. The City intends to collaborate with King County, and the King County Transportation District, or its successor, on a future transit measure that could be approved by countywide voters, thereby allowing the City to potentially adjust or phase-out this funding measure((~~; and~~)).

In 2020–2022, King County Metro reduced and suspended service to meet rapidly changing ridership and their own workforce shortages, during which Seattle lost 100,000 hours of transit service. During Metro's upcoming Seattle Area Service Recovery (SASR) mobility project planned for 2027, how to add approximately 100,000 hours to Seattle's base transit service, beginning in 2028, will be decided.

In the meantime, the City will continue to work with King County Metro to provide expanded transit service to Seattle residents through renewal of service purchase agreements it entered with the City following passage of the original STBD Proposition 1 in 2014 and renewed in modified form following voter approval of the current Seattle Transit Measure in 2020. Therefore,

* * *

Amend Section 1 to CB 121226 as follows:

Section 1. The City submits to the qualified electors of the City of Seattle a proposition to authorize up to a ((~~0.3~~)) 0.225 percent sales and use tax that will be effective no earlier than April 1, 2027 and continuing for up to a ten-year term, ending March 31, 2037. This sales and use tax would replace the 0.15 percent sales and use tax authorized by Seattle voters in 2020 for a six-year term expiring March 31, 2027. If approved by voters, the revenues will be used as described below in Section 2 of this ordinance.

Section 2. Use of revenues. The funds raised by this proposition (Proposition revenues) will be used solely for the transit and transportation purposes as described in this ordinance and associated administrative costs. Proposition revenues will first be used to pay election costs and any required administrative costs to the state Department of Revenue.

Remaining Proposition revenues will be used to fund:

A. Service hours and associated administrative, maintenance, and asset management costs that support King County Metro-operated services with more than 65 percent of stops within Seattle, consistent with the Seattle Transportation Plan and King County Metro Transit's Service Guidelines and long-range plan (Metro CONNECTS), along with the fund reserves necessary under current and future agreements with King County Metro. Bus service hour investments shall be made using a system-wide, data-driven, equity-centered prioritization approach which shall be revised periodically with input from the Transit Advisory Board.

B. King County Metro transit service hours on current and future RapidRide lines serving Seattle, identified in the Seattle Transit Master Plan and King County Metro's long-range plan (Metro CONNECTS).

C. King County Metro transit service hours on routes serving the City's highest equity priority areas, as informed by ridership and census data.

D. The implementation, management, and administration of programs to support transit access by qualifying seniors, residents of Seattle Housing Authority and other low-income housing within Seattle, youth and young adults, including students participating in the Seattle Promise program or other similar programs at Seattle colleges and universities, and low-income families. This category may receive up to $12 million in annual appropriations.

E. Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities. This category may receive up to $5 million in annual appropriations, excluding capital carryforward appropriations available under state law.

F. City of Seattle staffing of programs intended to facilitate planning, engineering, permitting, and project delivery of Sound Transit 3 projects including the West Seattle Link Extension, the Ballard Link Extension, and the Graham St infill station as approved by regional voters in 2016. This category may receive up to $8 million of annual appropriations, excluding capital carryforward appropriations allowable under state law.

Amend Section 7 to CB 121226 as follows:

Section 7. Election – Ballot title. The City Council directs the City Clerk to file this ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of elections, requesting the Director of Elections to call and conduct a special election in conjunction with the state general election to be held on November 3, 2026, for the purpose of submitting to the qualified electors of the City the proposition set forth in this ordinance.

The City Clerk is directed to certify to the King County Director of Elections the ballot title approved by the City Attorney in accordance with the City Attorney's responsibilities under RCW 29A.36.071 and RCW 29A.72.050. The following ballot title containing a statement of subject and concise description are submitted to the City Attorney for consideration:

THE CITY OF SEATTLE

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Should this Proposition be approved?

Yes

No

Note: Multiple amendments may amend the same sections or subsections. Following committee action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

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Amendment 21 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rivera

Requesting a report on the performance outcomes of bus routes #62 and #65

Effect: This amendment would request that the Seattle Department of Transportation, in partnership with King County Metro provide a report on the performance outcomes of King County Metro's route #62 and #65. This report should inform additional service delivery to these routes.

Add a new Section 7 to CB 121226 as follows:

<u>Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, shall provide a report on the performance outcomes for bus routes #62 and #65. The report should inform additional service delivery to these routes. The report should analyze the service levels throughout the day and how the service provided aligns with the commitments of the Frequent Transit Network, the efficiency of the route and ability of drivers to keep to an on-time schedule, the reliability of these routes, and the occurrences of overcrowding, particularly in the sections of the route that provide transit to students and staff attending Eckstein Middle School and Roosevelt High School. The report should be provided to the City Council by March 30, 2027.</u>

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 8, 2026
D6
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Amendment 10 Version 2 to CB 121226 – Seattle Transit Measure (STM)

Sponsor: Councilmember Strauss

Co-sponsors: Councilmembers Kettle and Rinck

Add transit investments in Regional Centers as eligible expenditures

Effect: This amendment would add to the scope of prioritized and allowable uses of revenue generated under the measure to allow support of transit network connections to Regional Centers as identified in the City's Comprehensive Plan. Seattle's Comprehensive Plan identifies seven Regional Centers as key hubs for growth, jobs, and services and include Downtown, Northgate, Uptown, South Lake Union, Capitol Hill/First Hill, University District, and Ballard.

Amend Section 2 and Section 3 to CB 121226 as follows:

Section 2. Use of revenues. The funds raised by this proposition (Proposition revenues) will be used solely for the transit and transportation purposes as described in this ordinance and associated administrative costs. Proposition revenues will first be used to pay election costs and any required administrative costs to the state Department of Revenue.

Remaining Proposition revenues will be used to fund:

A. Service hours and associated administrative, maintenance, and asset management costs that support King County Metro-operated services with more than 65 percent of stops within Seattle, consistent with the Seattle Transportation Plan and King County Metro Transit's Service Guidelines and long-range plan (Metro CONNECTS), along with the fund reserves necessary under current and future agreements with King County Metro. Bus service hour investments shall be made using a system-wide, data-driven, equity-centered, <u>growth-focused</u> prioritization approach which shall be revised periodically with input from the Transit Advisory Board.

B. King County Metro transit service hours on current and future RapidRide lines serving Seattle, identified in the Seattle Transit Master Plan and King County Metro's long-range plan (Metro CONNECTS).

C. King County Metro transit service hours that directly connect existing and planned Regional Centers, identified in the City of Seattle's Comprehensive Plan, with downtown Seattle and light rail stations.

((~~C~~))D. King County Metro transit service hours on routes serving the City's highest equity priority areas, as informed by ridership and census data.

* * *

Reletter all subsequent subsections.

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, ((~~and~~)) 2.C, and 2.D of this ordinance shall equal at least 60 percent of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Calvin Chow
Select Committee on Seattle Transportation Benefit District
July 10, 2026
D3
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Amendment 24 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Reduce capital spending, allow capital spending on Sound Transit 3 projects, and increase minimum spending on transit service

Effect: This amendment would revise the allowable spending categories of Proposition revenues as follows:

- Reduce the maximum amount of infrastructure maintenance and capital improvements spending from $5 million per year to $2 million per year.
- Expand the category of allowable infrastructure maintenance and capital improvement spending to include contributions to Sound Transit 3 projects, including Graham St infill station, West Seattle Link Extension, and Ballard Link Extension.
- Revise the description of Sound Transit 3 staffing spending category to clarify it is for staffing costs separate from the revised capital spending allowance.
- Increase the minimum percentage of the proposition revenues for transit service from 60 percent to 65 percent to reflect increased revenues available for transit service (i.e., the $3 million per year decrease in capital spending).

Revise Section 2 to CB 121226 as follows:

Section 2. Use of revenues. The funds raised by this proposition (Proposition revenues) will be used solely for the transit and transportation purposes as described in this ordinance and associated administrative costs. Proposition revenues will first be used to pay election costs and any required administrative costs to the state Department of Revenue.

Remaining Proposition revenues will be used to fund:

A. Service hours and associated administrative, maintenance, and asset management costs that support King County Metro-operated services with more than 65 percent of stops within Seattle, consistent with the Seattle Transportation Plan and King County Metro Transit's Service Guidelines and long-range plan (Metro CONNECTS), along with the fund reserves necessary under current and future agreements with King County Metro. Bus service hour investments shall be made using a system-wide, data-driven, equity-centered prioritization approach which shall be revised periodically with input from the Transit Advisory Board.

B. King County Metro transit service hours on current and future RapidRide lines serving Seattle, identified in the Seattle Transit Master Plan and King County Metro's long-range plan (Metro CONNECTS).

C. King County Metro transit service hours on routes serving the City's highest equity priority areas, as informed by ridership and census data.

D. The implementation, management, and administration of programs to support transit access by qualifying seniors, residents of Seattle Housing Authority and other low-income housing within Seattle, youth and young adults, including students participating in the Seattle Promise program or other similar programs at Seattle colleges and universities, and low-income families. This category may receive up to $12 million in annual appropriations.

E. Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities, and contributions to Sound Transit 3 projects including the Graham Street infill station, the West Seattle Link Extension, and the Ballard Link extension as approved by regional voters in 2016. This category may receive up to ~~$5 million~~ $2 million in annual appropriations, excluding capital carryforward appropriations available under state law.

F. City of Seattle staffing of programs intended to facilitate planning, engineering, permitting, and project delivery of Sound Transit 3 projects ~~including the West Seattle~~

~~Link Extension, the Ballard Link Extension, and the Graham St infill station~~ as approved by regional voters in 2016. This category may receive up to $8 million of annual appropriations~~, excluding capital carryforward appropriations allowable under state law~~.

Revise Section 3 to CB 121226 as follows:

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, and 2.C of this ordinance shall equal at least ~~60 percent~~ 65 percent of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Calvin Chow
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D2
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Amendment 29 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Strauss

Raise minimum spending on transit service

Effect: This amendment would increase the percentage of the proposition revenues for transit service from 60 percent to 75 percent to reflect the anticipated spending plan as provided by the Executive.

Revise Section 3 to CB 121226 as follows:

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, and 2.C of this ordinance shall equal at least ~~60 percent~~ <u>75 percent</u> of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 7, 2026
D1
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Amendment 30 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rivera

Ensuring eligibility of transit funding for night service serving Teen Late Night programs

Effect: This amendment would clarify the eligible use of STM revenues to support the purchase of transit services at night along bus lines that serve the City's Teen Late Night programs. This program, run by the Seattle Parks & Recreation Department, serves teens ages 13-19 years old on most Fridays and some Saturdays from 7 p.m. to 12 a.m. Providing bus service at night is currently an allowable expense of STM revenues and the offered language makes that use explicit in support of the City's evening programming for teens.

Amend Section 2 of CB 121226 as follows:

Section 2. Use of revenues. The funds raised by this proposition (Proposition revenues) will be used solely for the transit and transportation purposes as described in this ordinance and associated administrative costs. Proposition revenues will first be used to pay election costs and any required administrative costs to the state Department of Revenue.

Remaining Proposition revenues will be used to fund:

A. Service hours and associated administrative, maintenance, and asset management costs that support King County Metro-operated services with more than 65 percent of stops within Seattle, consistent with the Seattle Transportation Plan and King County Metro Transit's Service Guidelines and long-range plan (Metro CONNECTS), along with the fund reserves necessary under current and future agreements with King County Metro. Bus service hour investments shall be made using a system-wide, data-driven, equity-centered prioritization approach which shall be revised periodically with input from the Transit Advisory Board.

B. Night service that supports the participation of teens in the City programming occurring in the evenings and shall be considered an essential component of all day transit access and prioritized within this investment framework.

((~~B.~~)) C. King County Metro transit service hours on current and future RapidRide lines serving Seattle, identified in the Seattle Transit Master Plan and King County Metro's long-range plan (Metro CONNECTS).

((~~C.~~)) D. King County Metro transit service hours on routes serving the City's highest equity priority areas, as informed by ridership and census data.

* * *

Renumber subsequent subsections.

Amend Section 3 of CB 121226 as follows:

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, ((~~and~~)) 2.C, and 2.D of this ordinance shall equal at least 60 percent of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments, Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.