

CITY OF SEATTLE
ORDINANCE 127138
COUNCIL BILL 120887

AN ORDINANCE relating to the Seattle Transportation Benefit District; authorizing material scope changes to City of Seattle Proposition 1 to expand uses of revenues.

WHEREAS, City of Seattle Ordinance 123397 established the Seattle Transportation Benefit District (STBD) for preserving and maintaining transportation infrastructure; implementing elements of the Seattle Transportation Strategic Plan and other planning documents; investing in bicycle, pedestrian, freight mobility, and transit enhancements; and providing people with choices to meet their mobility needs; and

WHEREAS, Revised Code of Washington (RCW) 36.73.160 requires the STBD to adopt a policy to address material changes to a project's cost, scope, and schedule; and

WHEREAS, in STBD Resolution 3, the Governing Board of the STBD approved a material change policy that addresses the procedures for approving changes to project cost, scope, and schedule; and

WHEREAS, in STBD Resolution 12, the Governing Board of the STBD submitted a ballot measure ("STBD Proposition 1") to the qualified electors of the STBD to authorize up to a 0.1 percent sales and use tax, and an annual vehicle license fee of up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals, for the purposes of funding King County Metro Transit service in Seattle; and

WHEREAS, on November 4, 2014, STBD Proposition 1 was approved by a majority of qualified electors of the STBD; and

WHEREAS, by Ordinance 125070, The City of Seattle assumed the rights, powers, immunities, functions, and obligations of the STBD as authorized under RCW 36.74.030; and

1 WHEREAS, on June 25, 2018, by Ordinance 125606, the Seattle City Council authorized
2 material scope changes to STBD Proposition 1, including provisions to provide transit
3 passes to Seattle Public School students and authorizing funding for capital
4 improvements that improve transit speed and reliability; and

5 WHEREAS, in Ordinance 126115, The City submitted a ballot measure (“the Seattle Transit
6 Measure”) to the qualified electors of the City of Seattle to authorize a sales and use tax
7 increase for the purposes of supporting transit service benefitting Seattle residents,
8 including frequent transit network maintenance and associated capital improvements;
9 low-income fare programs; and transportation needs related to COVID-19 recovery and
10 the West Seattle Bridge closure; and

11 WHEREAS, on November 3, 2020, City of Seattle Proposition 1 (the Seattle Transit Measure)
12 was approved by a majority of qualified electors, and its tax expires April 1, 2027; and

13 WHEREAS, The City of Seattle wants to improve access to the transit system, expand the
14 capacity of the transit system, and improve the speed and reliability of transit service to
15 meet its growing population; and

16 WHEREAS, since the passage of the Seattle Transit Measure in 2020, the City is adding more
17 than 3,000 bus trips each week within Seattle and paying for more than 140,000 annual
18 service hours to make bus service more reliable and increase access to frequent bus
19 service; and

20 WHEREAS, since the passage of the Seattle Transit Measure, the City has continued to partner
21 with the Central Puget Sound Regional Transit Authority (Sound Transit) on its high-
22 capacity transit investments in the City of Seattle, including the West Seattle Link

Extension (WSLE) and Ballard Link Extension (BLE); and together these two projects represent the largest infrastructure program in Seattle’s history; and

WHEREAS, the City has a critical role in supporting these Sound Transit projects through their planning, design, permitting, and construction phases; and

WHEREAS, the City will directly deliver planning documents and transit access projects to complement Sound Transit investments in the City of Seattle; and

WHEREAS, on April 23, 2024, Seattle City Council unanimously approved SDOT’s Seattle Transportation Plan, which included a separate planning element for transit and specifically mentioned a partnership with Sound Transit to support delivery of future Link light rail expansions as a “key move”; and

WHEREAS, the expansion and partnership are best served by a change in project scope; and

WHEREAS, pursuant to Section 5 of Ordinance 126115, the Seattle Transit Advisory Board will review and provide comment on the proposed change of scope; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Pursuant to the material change policy adopted by Seattle Transportation Benefit District (STBD) Resolution 3, later subsumed by The City of Seattle, the scope of the project authorized by the Seattle Transit Measure is expanded to allow its revenues to fund:

A. Staffing resources to support and complete The City of Seattle’s agreements and requirements necessary for implementation of the Sound Transit 3 program, including but not limited to dedicated and part-time staff to support project planning, permitting, and delivery of Sound Transit projects in Seattle; and

B. Third-party funding contributions to deliver The City of Seattle’s Preferred Alternative for the West Seattle Link Extension and Ballard Link Extension.

Section 2. This ordinance shall take effect as provided by Seattle Municipal Code
Sections 1.04.020 and 1.04.070.

Passed by the City Council the 21st day of November, 2024,
and signed by me in open session in authentication of its passage this 21st day of
November, 2024.



President _____ of the City Council

☒ Approved / ☐ returned unsigned / ☐ vetoed this 26th day of November, 2024.



Bruce A. Harrell, Mayor

Filed by me this 27th day of November, 2024.



Scheereen Dedman, City Clerk

(Seal)