SEATTLE CITY COUNCIL

Select Committee on Seattle Transportation Benefit District

Agenda

Thursday, July 16, 2026

9:30 AM

Council Chamber, City Hall
600 4th Avenue
Seattle, WA 98104

Rob Saka, Chair
Alexis Mercedes Rinck, Vice-Chair
Dionne Foster, Member
Joy Hollingsworth, Member
Debora Juarez, Member
Robert Kettle, Member
Eddie Lin, Member
Maritza Rivera, Member
Dan Strauss, Member

Chair Info: 206-684-8801; Rob.Saka@seattle.gov

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Meeting Location:
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Committee Website:
https://www.seattle.gov/council/select-committee-on-seattle-transportation-benefit-district

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This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Only written public comment is being accepted at this meeting. Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at Council@seattle.gov or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

Please Note: Times listed are estimated

A. Call To Order

B. Approval of the Agenda

C. Items of Business

1. CB 121226 **An ordinance relating to a sales and use tax; providing for the submission to qualified electors of the City at an election to be held on November 3, 2026, a proposition to collect a sales and use tax to fund transit and related transportation programs in Seattle; and ratifying and confirming certain prior acts.**

Supporting Documents:
- Summary and Fiscal Note
- Summary Att 1 - STM Racial Equity Toolkit
- Group A - Proposed Consent Package (updated; 7/15/26 at 3:00 pm)
- Group B - Amendments for Individual Consideration

Briefing, Discussion, and Possible Vote

Presenters: Amanda Allen and Ann Gorman, Council Central Staff

D. Adjournment

File #: CB 121226, **Version:** 1

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

The City of Seattle

Ordinance

Council Bill

An ordinance relating to a sales and use tax; providing for the submission to qualified electors of the City at an election to be held on November 3, 2026, a proposition to collect a sales and use tax to fund transit and related transportation programs in Seattle; and ratifying and confirming certain prior acts.

Recitals:

Chapter 36.73 of the Revised Code of Washington (RCW) provides for the establishment of transportation benefit districts by cities and counties and authorizes those districts to levy and impose various taxes and fees to generate revenues to support transportation improvements that benefit the district and that are consistent with state, regional, or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels.

City of Seattle (City) Ordinance 123397 created the Seattle Transportation Benefit District for preserving and maintaining transportation infrastructure, improving public safety, 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.

In Seattle Transportation Benefit District (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 additional city-wide transit service in Seattle for a six-year term expiring on December 31, 2020.

On November 4, 2014, STBD Proposition 1 was approved by a majority of qualified electors of the STBD, and on December 1, 2014, in STBD Resolution 14, the Governing Board of the STBD imposed the revenue measures authorized by the voters through the approval of STBD Proposition 1.

On July 8, 2016, by Ordinance 125070, the City assumed the rights, powers, immunities, functions, and obligations of the STBD as authorized under RCW 36.74.030.

In July 2020, by Ordinance 126115, having assumed the powers of the STBD, the City submitted a ballot measure (City of Seattle Proposition 1) to the City's voters to authorize up to a 0.15 percent sales and use tax for the purposes of funding additional citywide transit service in Seattle for a six-year term expiring on March 31, 2027.

On November 3, 2020, City of Seattle Proposition 1 was approved by 80 percent of qualified Seattle electors and imposed the revenue measures authorized by voters via Ordinance 126250 on December 11, 2020.

To distinguish it from the vehicle license fees enacted by the City Council under chapter 36.73 RCW's Transportation Benefit District authority, used to fund non-transit transportation investments, Proposition 1 is now known as the Seattle Transit Measure.

The State Department of Revenue requires one calendar quarter of notice before a new sales tax may be collected. As a result, to begin collecting a new sales tax on April 1, 2027, one day after the current measure expires on March 31, 2027, a new measure must be approved by voters in the November 3, 2026 General Election, and that authority enacted by the City Council by December 31, 2026.

The City, having assumed the powers of the STBD, currently has the authority to seek voter approval for a replacement measure of up to a 0.3 percent sales and use tax for transportation improvements under RCW 82.14.0455.

Since the passage of City of Seattle Proposition 1 in 2020, the Seattle Transit Measure has funded seven percent of bus service on eligible Seattle routes operated by King County Metro (those with 65 percent of stops within Seattle), expanding bus service by over 3,200 weekly trips, making bus service more reliable, prioritizing historically underserved populations, and increasing access to transit service in the evenings, on weekends and overnight on over 30 bus routes across the city.

The 2020 Seattle Transit measure funded transit equity and access initiatives, providing 52,000 subsidized ORCA cards to youth, seniors, low-income families receiving free preschool tuition, Seattle college students, essential workers, job seekers, and Seattle Housing Authority residents.

The 2020 Seattle Transit measure funded enhanced transit infrastructure through a diverse range of capital investments. STM funds have supported projects aimed at improving transit travel time, reliability, safety, and accessibility. Notable transit projects using STM funding include RapidRide J Line, NE 130th & NE 125th Mobility and Safety Project, the Rainier Ave S Bus Lane Project, 35 Transit Spot Improvements, among many others. These investments reflect SDOT's commitment to creating a safer, more efficient, and accessible transit system for Seattle residents through STM revenues.

The 2020 Seattle Transit Measure began funding Sound Transit 3 (ST3) staffing to support delivery of Sound Transit 3 projects in Seattle in 2025, including the West Seattle Link Extension, the

Ballard Link Extension, and the Graham St infill station. This investment supports a team of transportation planners, engineers, permit reviewers and project managers that coordinate closely with Sound Transit to streamline the permitting process and get to construction more quickly.

The City wishes to continue maintaining access to opportunity and to expand the more frequent, reliable, all-day, every-day transit network made possible by City of Seattle Proposition 1.

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 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,

Be it ordained by The City of Seattle 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-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.

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 of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Section 4. If the King County Transportation Benefit District enacts a countywide transit funding measure, the City reserves the right to pass an ordinance that reduces the sales and use tax rate enacted pursuant to Section 1 of this ordinance and/or modifies the restrictions in Section 3 of this ordinance.

Section 5. No supplanting of existing funding for transit service. Before funding any transit service, the City anticipates that there will be an interlocal agreement with King County Metro to provide that the Proposition revenues will not supplant other funding for any routes partially or completely operating within Seattle that King County Metro would otherwise provide in accordance with the Seattle Transportation Plan, and King County Metro's Transit Service Guidelines and long-range plan (Metro CONNECTS).

Section 6. Oversight. The City of Seattle shall issue an annual report to the public that provides an overview of transit service levels in Seattle and describes how the Seattle Transit Measure has invested in transit service, transportation access, other transit improvements, and Sound Transit expansion efforts in that year and the impacts these investments have had on the travelling public, including progress toward Frequent Transit Network and City mobility goals.

The community-led Seattle Transit Advisory Board will continue to serve as the public oversight committee charged with advising on spending of Proposition revenues. Appointments to the Transit Advisory Board, the scope of its duties, and reporting requirements shall continue to be consistent with Resolution 31572, as adopted by Council in 2015, following passage of the 2014 Transportation Benefit District measure.

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 to replace the current voter-approved 0.15% sales tax expiring March 31, 2027.

Should this Proposition be approved?

Yes

No

Section 8. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of its application to any person or circumstance, does not affect the validity of the remainder of this ordinance or the validity of its application to other persons or circumstances.

Section 9. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 10. Those portions of this ordinance providing for the submission of a ballot proposition to the voters shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, they shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070. Those portions of this ordinance that are dependent upon voter approval of said ballot proposition shall take effect in accordance with applicable law.

Passed by the City Council and signed in open session in authentication of its passage on .

President of the City Council

on .

Katie B. Wilson, Mayor

Attested on .

Scheereen Dedman, City Clerk

Seal

Summary and Fiscal Note

1. Legislation Summary

Department: Seattle Department of Transportation (SDOT)

Title: An ordinance relating to a sales and use tax; providing for the submission to qualified electors of the City at an election to be held on November 3, 2026, a proposition to collect a sales and use tax to fund transit and related transportation programs in Seattle; and ratifying and confirming certain prior acts.

Background: On September 20, 2010, the Seattle City Council approved Ordinance 123397 to establish the Seattle Transportation Benefit District (STBD). The purpose of the measure was to allow the City of Seattle to leverage additional revenue to preserve and maintain transportation infrastructure and enhance Seattle transportation choices, including public transportation. Upon establishing the STBD, its governing board imposed a $20 annual vehicle license fee to fund these preservation and enhancement efforts.

On July 17, 2014, the STBD Board approved Resolution 12, placing a measure (Proposition 1) on the November 2014 General Election ballot for the purposes of funding additional Metro Transit service in Seattle. The ballot measure asked District voters to authorize an up to 0.1% sales and use tax, and an annual vehicle license fee of up to an additional $60 per registered vehicle. Council, acting as the STBD Board, established a December 31, 2020 sunset date for Proposition 1. Proposition 1 passed with 62% approval and on December 1, 2014, the STBD board approved Resolution 14, fully imposing the vehicle license fee and sales tax.

Subsequently, the state legislature authorized cities to subsume the authority and powers of a Transportation Benefit District (TBD) following a public hearing and ordinance passage. Council took advantage of this authority by passing Ordinance 120570, which was signed by the Mayor in July 2016.

Statewide voter approval of Initiative 976 in November 2019, among other provisions, removed state authorization of TBD vehicle license fee authority. Although the State Supreme Court ruled I-976 unconstitutional in October 2020, the City needed to file a replacement measure for that year's General Election by August 4 and Council approved Ordinance 126115, asking voters to approve a maximum 0.15% sales and use tax and no Vehicle License Fee. Like the 2014 measure, the replacement ordinance also set a 6-year term, expiring on March 31, 2027 to account for the one calendar quarter notice required by the state Department of Revenue (DOR) to begin collecting a new or replacement sales and use tax.

On November 3, 2020, Seattle voters approved the sales tax only replacement measure by an 80% majority. On December 7, 2020, the City Council approved Ordinance 126250, fully imposing the 0.15% sales and use tax that DOR started collecting on April 1, 2021. Since then, after the Supreme Court declared I-976 unconstitutional, Council, in two steps, utilized the full Councilmanic VLF authority from $20 to $50 annually with revenues dedicated primarily to non-transit projects and maintenance programs. To distinguish the voter approved transit funding from the Councilmanic VLF, SDOT rebranded the Proposition 1 funding as the Seattle Transit Measure.

To avoid any gap in collections, resulting in a loss of 7% of local transit service in Seattle, including substantial reductions in evening, night, and weekend service, subsidized transit pass and access programs serving low-income residents, Seattle streetcar service, and staffing to support the design and delivery of Sound Transit 3 (ST3) projects in Seattle, Seattle voters will need to approve a replacement Seattle Transit Measure (STM) by the November 3, 2026 General Election, requiring the City Clerk to submit a signed ordinance to King County Elections no later than August 3, 2026.

The attached measure proposes a replacement Seattle Transit Measure that, if approved by voters, would authorize an increase the STM sales tax by an additional 0.15% to the statutory maximum of 0.30%. The increased revenue would, in part, cover significant inflationary impacts since passage of the 2020 measure, and cover the cost to expand the amount of transit service operated by King County Metro in Seattle by approximately 95,000 annual service hours, or by almost 50% above the current bus service levels funded through STM; continue funding Seattle Streetcar service, a city-owned transit service with annual ridership of over 1.6 million trips and growing; continue funding subsidized transit passes for young adults enrolled in the Seattle Promise Scholars program, residents of Seattle Housing Authority (SHA)-operated low income housing, and families with at least one child enrolled tuition free in the Seattle Preschool program as well as transit education programs for youth and older adults; expand access to fully subsidized transit passes for up to 12,000 additional residents participating in the Housing Choice Voucher (HCV) program; continue funding capital investments that increase transit accessibility, performance and reliability; and continue funding staffing costs that support the City’s efforts to accelerate the construction of Light Rail extensions to West Seattle and Ballard, and the Graham St infill station as passed by City Council in 2025 in Ordinance 127304.

Summary Attachments:

Summary Attachment 1 – STM Racial Equity Toolkit

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2. Capital Improvement Program (CIP)

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

Spend Plan for Replacement Seattle Transit Measure

Amount in millions of US dollars

Annual Revenues

Year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Beginning balance	$0.0	$26.3	$36.4	$43.3	$49.5	$53.8	$56.1	$56.1	$53.7	$48.6	$40.7
STM Reserve	$20.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Annual Revenues	$88.9	$120.0	$125.3	$130.4	$134.7	$139.0	$143.5	$148.1	$152.9	$157.8	$40.7
Total Revenues	**$108.9**	**$146.3**	**$161.8**	**$173.8**	**$184.2**	**$192.8**	**$199.5**	**$204.2**	**$206.6**	**$206.4**	**$81.4**

Annual Expenditures

Year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Transit Service	$66.9	$91.9	$99.8	$105.1	$110.6	$116.4	$122.5	$128.9	$135.7	$142.8	$79.4
Transportation Access Program	$5.5	$7.6	$8.1	$8.3	$8.8	$9.1	$9.6	$9.9	$10.5	$10.8	$2.0
ST3 Staffing	$5.2	$5.4	$5.6	$5.8	$6.0	$6.2	$6.4	$6.6	$6.8	$7.1	$0.0
Transit Infrastructure	$5	$5	$5	$5	$5	$5	$5	$5	$5	$5	$0.0
Total Expenditures	**$82.6**	**$109.9**	**$118.5**	**$124.2**	**$130.4**	**$136.7**	**$143.5**	**$150.5**	**$158.0**	**$165.7**	**$81.4**
Ending Fund Balance	$26.3	$36.4	$43.3	$49.5	$53.8	$56.1	$56.1	$53.7	$48.6	$40.7	$0.0

Reserves

Year	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Ramp Down Reserve[1]	$20.0	$24.0	$28.0	$32.0	$36.1	$40.1	$40.1	$40.1	$40.1	$40.1	$0.0
Service Planning Reserve[2]	$6.3	$12.4	$15.3	$17.5	$17.7	$16.0	$16.0	$13.6	$8.5	$0.6	$0.0
Total Reserves	**$26.3**	**$36.4**	**$43.3**	**$49.5**	**$53.8**	**$56.1**	**$56.1**	**$53.7**	**$48.6**	**$40.7**	**$0.0**
Unreserved Balance	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

[1] Ramp Down reserve covers the ramp down costs of transit service and ILA obligation for streetcar

[2] Service Planning reserve reflects the need to build up a reserve to maintain consistent service and programmatic levels through the measure as projected cost increases outpace projected revenue increases.

3a. Appropriations

This legislation does not provide appropriations. If this measure is approved by Seattle voters, funds will be appropriated in future budget legislation.

3b. Revenues/Reimbursements

This legislation provides a proposal to be placed on the November 2026 ballot which, if approved, will provide an estimated $138 million of dedicated revenue for transportation purposes on average annually over ten years; slightly less than $90 million of this revenue will be generated in 2027, and $120 million will be generated in the first full year of collections in 2028. These revenues are not added to the City's budget through this legislation but will be accounted for in separate legislation if the measure is approved by voters. Annual revenues are estimated as follows (dollars in millions):

Anticipated Revenue/Reimbursement Resulting from This Legislation:

2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	Total
$88.9M	$120M	$125.3M	$130.4M	$134.7M	$140M	$143.5M	$148.1M	$152.9M	$157.8M	$40.7M	$1.38B

Revenue collections are estimated to begin April 1, 2027.

Revenue/Reimbursement Notes:

3c. Positions

This legislation does not add, change or delete positions. Depending on the outcome of the proposal, position additions, changes or deletions will be determined through separate budget legislation.

3d. Other Financial Impacts

a. Does this legislation create any other financial impacts for The City of Seattle, such as direct or indirect costs, one-time or ongoing, that aren't mentioned above? If yes, please explain these impacts.

This action authorizes the City to put forth a measure in the November 2026 election. The associated election costs are estimated to be between $1 million and $1.25 million, including Voter's Pamphlet costs. If approved by voters, revenues would average $138 million per year over the life of the measure, double the amount that would be collected under the sales and use tax rate of the 2020 Proposition 1 measure. The scale of the revenues collected in this measure are large enough compared to the current 2020 Proposition 1 revenues that some marginal increase in administrative overhead needs may be necessary. These costs will be identified in future budget requests, as needed.

Revenues and appropriations for the 2026 measure will be included in the 2027 Adopted Budget and subsequent budgets.

b. If the legislation has costs that can be covered within the current budget, explain how. Does the department have extra resources in its budget to handle these costs? Or does the department need to shift resources away from other work to handle these costs?

SDOT does not have extra resources to pay for the costs of this measure outside of renewal.

c. What financial costs or other impacts might happen if this legislation is not implemented?

If this measure is not sent to the ballot and/or not approved by voters, the investments made through the Seattle Transit Measure will no longer have a funding source and will either be cut or will result in significant cuts to other parts of the SDOT budget. The roughly 180,000 annual Seattle bus trips the City purchases from King County Metro would be eliminated by Metro's 2027 fall service change. This investment represents ~7% of bus service in Seattle. All other STM-funded investments would no longer have a source of funding, including transit pass subsidy programs and transit education programs currently serving more than 10,000 low-income Seattle residents, Seattle Streetcar system operations, 10 FTE the City needs to support ST3 expansion in Seattle (allowing the City to leverage Sound Transit partnership dollars), and funds to make capital investments to address transit performance and accessibility beyond the projects already funded in the 2024 Transportation Levy. Each of these investments would end at the end of 2026 (transit pass subsidies, transit education programs, additional transit capital investments, City staffing to support ST3 City staffing needs), by June 2027 (Seattle streetcar system), or the Department would have to make cuts to other, non-STM-funded programs to cover the costs to maintain those currently funded through STM.

d. How might this legislation affect other City departments besides the one that proposed it?

There are no net new anticipated impacts to other City departments.

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4. Other Impacts

a. Does this legislation require a public hearing?

☐ Yes

☒ No

b. Does this legislation require a notice to be published in The Daily Journal of Commerce and/or The Seattle Times?

☐ Yes

☒ No

c. Does this legislation affect a piece of property?

No

d. Race and Social Justice Initiative impacts:

1. How does this legislation affect vulnerable or historically disadvantaged communities? How did you come to this conclusion? Please consider both impacts within City government (like employees and internal programs) and in the broader community.

People of color in Seattle are more likely to be dependent on transit service for access to opportunities. If this measure is not placed on the ballot or if the measure fails, significant transit service would be cut, including added frequencies on several routes serving areas of the City with higher concentrations of people of color. Additionally, ORCA cards distributed to 10,000 low-income individuals and families, and to young adults would be eliminated or significantly reduced if this measure is not passed by Seattle voters. A higher proportion of low-income residents identify as people of color and would be disproportionately impacted. In addition, there would be no identified funding source for the Streetcar system, which serves more people of color than the Metro systemwide average.

If the legislation passes, SDOT will continue its established practice of making service investments using and equity-centered prioritization methodology. Generally, SDOT invests routes that travel to and through historically disinvested areas or that serve historically disadvantaged communities. SDOT also invests in service at times of day when low-income and transit dependent people are more likely to ride transit based on ridership data SDOT receives from Metro.

The motivation behind this investment methodology is to directly offset the burden of sales tax on those who are most impacted by its regressivity and to ensure that high quality, reliable transit service is available and accessible to those who need it most.

2. Please attach any Racial Equity Toolkits or other racial equity analyses used to develop or assess this legislation.

Seattle Transit Measure Racial Equity Toolkit is attached as Summary Attachment 1.

3. What is the Language Access Plan for communicating with the public about this legislation?

Background information on the Seattle Transit Measure is currently available in Spanish, Chinese, Vietnamese, Somali and Amharic. SDOT will continue to provide information about STM renewal in these languages online and in print, including through a multicultural media campaign. If additional language access is required, SDOT will offer it.

e. Climate change impacts:

1. Emissions: Will this legislation significantly increase or decrease carbon emissions? Attach any studies or materials that inform your answer.

According to the most recent Office of Sustainability & Environment reporting, the transportation sector accounts for roughly 60% of Seattle's core greenhouse gas emissions profile. The City is pursuing many strategies to reduce carbon emissions, including vehicle electrification efforts, reflecting denser land use policies in the new Comprehensive Plan, and investing in pedestrian, bicycle and transit infrastructure improvements through the 2024 Transportation Levy. Maintaining and expanding Seattle Transit Measure and other transit service investments is another of the City's critical strategies to reducing greenhouse gas emissions as called out in Seattle's Climate Action Plan, Seattle Transportation Plan, Climate Change Response Framework, and recent Executive Orders. This legislation will contribute to decreasing Seattle's carbon emissions.

2. Resiliency: Will this legislation make Seattle more or less able to adapt to climate change? If it reduces resiliency, explain what can be done to lessen the impact.

This legislation will make Seattle more climate resilient. STM investments in additional King County Metro bus service, subsidized transit passes for low-income residents, Seattle streetcar service, City staffing to support ST3 expansion in Seattle, and capital investments in improving transit reliability, will ensure Seattle residents have access to a frequent and reliable transit network that is easy to choose and that enables car-free mobility.

f. If this legislation creates a new program or expands an existing one, what are the long-term, measurable goals? How will this legislation help achieve those goals? What methods will be used to track progress?

This legislation requires annual written reports to the public and Council on program performance. It also requires citizen oversight through the Transit Advisory Board that was created by Council following passage of the 2014 STBD measure.

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization?

No

Seattle Transit Measure
Racial Equity Toolkit

Seattle
Department of
Transportation

Executive Summary

The Seattle Transit Measure (STM) is a voter-approved funding source that pays for additional bus service, transit programs, and ORCA subsidies in Seattle. The City is considering renewing this measure, and this Racial Equity Toolkit (RET) analysis examines how that renewal would affect Black, Indigenous, and other communities of color. Our analysis focuses on whether the renewal would advance racial equity, where inequities may persist, and what strategies can reduce harm.

Through this analysis, we found that the most significant way for STM renewal to advance racial-equity would be continuing to focus on neighborhoods that have historically received fewer transportation resources and where many residents of color rely on transit every day. Expanding service during the evenings, at night, on weekends, and mid-day supports riders who work non-traditional hours, many of whom are BIPOC and lower income. Continuing ORCA subsidy programs remains a key equity strategy because it reduces transportation costs for households most affected by Seattle's rising cost of living.

We found that BIPOC communities experience the highest need for affordable, safe, and reliable transit, and these priorities were consistently raised throughout the RET process. Seattle's communities of color continue to grow, and many residents have been displaced to neighborhoods farther from the city center, increasing their reliance on frequent and affordable transit. Stakeholders emphasized transit affordability, safety, expanded service hours, and culturally relevant outreach as essential for improving access. Public surveys show majority support for renewing STM across all racial groups.

Our analysis shows that STM renewal carries both racialized benefits and racialized burdens. Sales tax and vehicle license fees are regressive and fall more heavily on Black, Indigenous, and other communities of color, who are overrepresented in lower income brackets. At the same time, STM-funded transit service and ORCA subsidy programs provide direct benefits by improving mobility, reducing transportation costs, and strengthening access to jobs, school, and essential services for transit-dependent riders.

Given that sales tax and VLF are the only tools currently available under state law to directly fund transit service in Seattle, STM renewal has a significant opportunity to reduce racialized burdens by directing investments toward the communities who experience the greatest "tax pain." This includes prioritizing transit service and programming that benefit transit-reliant communities of color, maintaining ORCA subsidies, and ensuring service improvements align with the times, routes, and locations that advance racial and social equity goals. Continued partnership with advisory bodies such as the Transit Advisory Board and the Transportation Equity Workgroup remains essential for shaping equity-centered investment decisions.

Targeted investments and focused outreach to increase familiarity with transit are necessary to ensure the STM renewal advances racial equity and mitigates harm. Prioritizing service improvements in equity-priority areas, maintaining ORCA subsidies, and centering outreach in communities most affected by affordability challenges and displacement are critical strategies for reducing inequities.

STM renewal aligns with the racial-equity goals of the Seattle Transportation Plan and the Transportation Equity Framework, but continued accountability is essential. SDOT will use equity-focused decision-making and annual public reporting to track how STM investments affect BIPOC communities and to ensure the renewal supports Seattle's long-term goal of eliminating racial disparities in access to affordable, reliable transit.

Glossary of Terms

Acronym	Term
RET	Racial Equity Toolkit
STM	Seattle Transit Measure
TAB	Transit Advisory Board
TEW	Transportation Equity Workgroup
VLF	Vehicle License Fee
BIPOC	Black, Indigenous, and People of Color
FTN	Frequent Transit Network
STBD	Seattle Transportation Benefit District
STP	Seattle Transportation Plan
TEF	Transportation Equity Framework
AMI	Area Median Income
RSJ	Race and Social Justice
ACS	American Community Survey
TFTF	Transportation Funding Task Force

General Information

Title of policy, initiative, program, budget issue: Seattle Transit Measure (STM) renewal

Description: This Racial Equity Toolkit focuses on Mayor Wilson's Seattle Transit Measure proposal, which would replace the voter-approved 2020 Seattle Transit Measure funded by a 0.15% sales tax. The STM proposal is time-sensitive and will be considered by the City Council in June and July for potential placement on the November 2026 ballot.

SDOT has used sales tax-based measures to fund transit investments since 2014. This revenue, generating more than $50 million annually, serves as the primary source for making public transportation more reliable, accessible, and responsive to community needs. With direction from the Mayor's Office and the City Budget Office (CBO), SDOT developed the STM renewal proposal to continue funding key transit investments and improvements, with a focus on directing resources to communities that are currently or historically underinvested.

This RET documents, reviews, and reflects on the equity practices and processes SDOT staff applied throughout the development of the STM renewal.

Department: SDOT

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Type (Policy, Initiative, Program, or Budget Issue): Budget issue (new major funding source)


RACE & SOCIAL JUSTICE INITIATIVE

Racial Equity Toolkit
to Assess Policies, Initiatives, Programs, and Budget Issues

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

Step 1. Set Outcomes. Leadership communicates key community outcomes for racial equity to guide analysis.

Step 2. Involve Stakeholders + Analyze Data. Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Step 3. Determine Benefit and/or Burden. Analyze issue for impacts and alignment with racial equity outcomes.

Step 4. Advance Opportunity or Minimize Harm. Develop strategies to create greater racial equity or minimize unintended consequences.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable. Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

Step 6. Report Back. Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

SDOT Staff – Seattle Transit Measure RET Team

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Step 1. Set Outcomes.

Leadership communicates key community outcomes for racial equity to guide analysis.

Key Takeaways

Building from the outcomes identified in the STP and TEF, the key racially equitable community outcomes related to the Seattle Transit Measure and its renewal are the following:

- **Ensure transit remains affordable and reliable.** With ongoing displacement pressures and the rising cost of living in Seattle, affordable and reliable transit remains a critical tool for keeping residents connected to opportunity.
- **Increase and preserve investments in equity-priority areas across Seattle's transit network.** Prioritizing these areas ensures that historically underinvested communities and transit-dependent communities have the reliable, connected network needed to move through the city.
- **Maintain and expand the City's role in regional conversations on transit affordability.** Community members benefit when Seattle maintains and expands its role as a regional leader in innovative, equity-focused transit affordability programs.
- **Reduce burden created by a regressive tax structure with transit service investments and ORCA subsidy programs.** Expanded transit service and ORCA subsidy programs are a way to give back to communities most disproportionately impacted by the sales tax that funds the measure.

Step 1. Set Outcomes

1a. What does your department define as the most important racially equitable community outcomes related to the issues?

Figure 1: STP Goals

Safety: Prioritize safety for travelers in Seattle, with no serious injuries or fatal crashes

Equity: co-create with community and implement restorative practices to address transportation-related inequities

Sustainability: Respond to climate change through innovation and a lens of climate justice

Mobility & Economic Vitality: Provide reliable and affordable travel options to help people and goods get where they need to go

Livability: Reimagine city streets as inviting places to linger and play

Maintenance & Modernization: Improve city transportation infrastructure and ready it for the future

1b. Which racial equity opportunity area(s) will the issue primarily impact?

✓

☑ Education

☑ Community Development

☑ Health

☑ Environment

☑ Criminal Justice

☑ Jobs

☐ Housing

1c. Are there impacts on:

☑ Contracting Equity

☑ Workforce Equity

☑ Immigrant and Refugee Access to Services

☑ Inclusive Outreach and Public Engagement

Seattle Transportation Plan

The Seattle Transportation Plan (STP) describes what getting around our city looks like for the next 20 years. The STP is organized around a vision, values, goals framework, which is detailed within a slate of Key Moves and a technical report.

Working with the community, we identified 6 plan goals organized around the themes of safety, equity, sustainability, mobility and economic vitality, livability, and maintenance and modernization (Figure 1). Collectively, they support the long-range vision of a city that is equitable, vibrant, and diverse; a city where moving around is safe, just, and sustainable; and a city where people and businesses can access their daily needs and feel connected to their community.

SDOT uses the STP to do the following things:

- Identify where we need to improve our transportation system in the future.
- Prioritize programs and projects that support the goals of our transportation plan and track our progress.
- Plan how we will pay for transportation needs in the future.

The STP includes many parts that address racial equity that are important considerations as the STM is developed. This includes an equity goal and key moves to prioritize investments in disproportionately impacted communities and removal of cost barriers; a sustainability goal and encouragement of transit trips; and a mobility and economic vitality goal and improvement of access to frequent and reliable transit.

Transportation Equity Framework

SDOT's Transportation Equity Framework (TEF) and its implementation plan were co-developed with community members in the Transportation Equity Workgroup. The TEF serves as our shared roadmap for building a fair and just transportation system, and the TEF value of Transit Access directly connects to STM and its renewal.

In alignment with the STP goals, key moves, and equity performance measures, the TEF strategies under Transit Access relate directly to the STM renewal (Figure 2). These strategies help ensure the renewal advances the transit access priorities identified by the TEW and the broader community.

STM Racial Equity Outcome Priorities

Building from the outcomes identified in the STP and TEF, the key racially equitable community outcomes related to the Seattle Transit Measure and its renewal are the following:

- **Ensure transit remains affordable and reliable**. With ongoing displacement pressures and the rising cost of living in Seattle, affordable and reliable transit remains a critical tool for keeping residents connected to opportunity.
- **Increase and preserve investments in equity-priority areas across Seattle's transit network**. Prioritizing these areas ensures that historically underinvested communities and transit-dependent communities have the reliable, connected network needed to move through the city.
- **Maintain and expand the City's role in regional conversations on transit affordability**. Community members benefit when Seattle maintains and expands its role as a regional leader in innovative, equity-focused transit affordability programs.
- **Reduce burden created by a regressive tax structure with transit service investments and ORCA subsidy programs**. Expanded transit service and ORCA subsidy programs are a way to give back to communities most disproportionately impacted by the sales tax that funds the measure.

As the STM has long been a vital investment for Seattle's public transit system and our commitment to expanding transit access, its renewal directly shapes SDOT's ability to deliver an accessible, equitable, and robust system.

The STM renewal also plays a key role in advancing the City's race and social justice ordinance and aligns with Mayor Wilson's priority on Sustainable Transportation and Environmental Justice.

The following racial equity opportunity areas are supported by current STM investments and would continue to be advanced through an STM renewal:

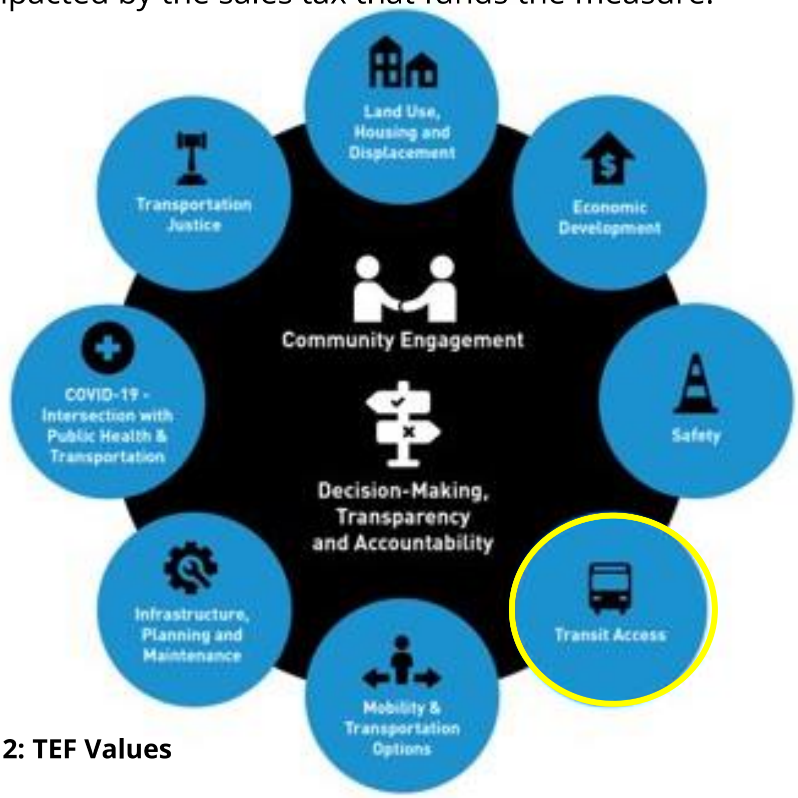


Figure 2: TEF Values

1. **Community Development / Housing:** Bring more bus service to more people—especially in historically underserved neighborhoods—making it easier to reach work, school, healthcare, and daily essentials.
2. **Jobs / Workforce Equity:** Augmenting Metro's service to move towards a frequent all-day bus network and putting ORCA cards into the hands of thousands of low-income riders, helping families and residents save money while staying connected to the opportunities our city offers.
3. **Education / Immigrant & Refugee Services / Inclusive Outreach & Engagement:** Help young people and aging adults feel confident navigating transit through education programs that build independence and support lifelong transit use.
4. **Health / Environment:** Invest in safer, more efficient streets and sidewalks for riders, including new bus lane upgrades, improved access at stops and stations, and targeted fixes to bottlenecks where buses get stuck in traffic.
5. **Criminal Justice:** Through service hour purchases, Support King County Metro's investments in rider and operator safety and security, such as investing in Metro's Transit Ambassador Program, supporting the behavioral health team, and pursuing alternatives to punitive fare enforcement

Step 2. Involve Stakeholders + Analyze Data.

Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Key Takeaways

This RET examines the impact of sales tax and Vehicle License Fees (VLF) on communities of color in Seattle, highlighting the intersection of racial and economic inequalities. To understand this impact, we analyzed Seattle demographics, engaged with key stakeholders and community groups, and conducted public opinion research. Key takeaways from this work include but are not limited to the following:

- Seattle's demographics have shifted significantly, with the White population growing at 0.5% annually and the BIPOC population growing at 4.1% annually since 2010. As of the latest data, 41% of Seattle's population identifies as a person of color.
- Regional transit is critical for equitable mobility, as many communities face displacement pressure and span municipal boundaries.
- The main driver of inequities in how sales tax and transit affordability impact communities of color is due to Washington's highly regressive tax system, which remains one of the most regressive in the country.
- Key priorities for STM renewal investment, as informed by data and stakeholder engagement, include:
    - More frequent, reliable transit service more hours of the day and days of the week for community members who work outside of "traditional" commuter times
    - Fare subsidy and transit education programs to help increase ridership and strengthen confidence in transit for people who are transit dependent or have low-incomes
    - Community safety on and near transit
    - Outreach and education to communities most burdened by sales tax
- Support for the potential STM renewal measure is higher among white and Asian respondents than other BIPOC respondents, but support was above 50% across all racial groups.

Step 2. Involve Stakeholders and Analyze

2a. Are there impacts on geographic areas?

☑ Yes
❑ No

Check all neighborhoods that apply

☑ All Seattle neighborhoods
❑ Ballard
❑ North
❑ NE
❑ Central
❑ Lake Union
❑ Southwest
❑ Southeast
❑ Delridge
❑ Greater Duwamish
❑ East District
☑ King County (outside Seattle)
❑ Outside King County

The Seattle Transit Measure funding is focused specifically in Seattle, and service investments are made only on routes that have 65% of their stops within the city limits. However, STM funded Routes 106, 107, 124, 345, 365, E Line & H Line serve communities in North and South King County in addition to those within City Limits

2b. What are the racial demographics of those living in the area or impacted by the issue?

Seattle demographics have changed as the city has grown. Today, most of Seattle's population identifies as white and 41% of Seattle's population identifies as a person of color. Since 2010 the White population grew by about 0.5% each year, while the population of people identifying as Black, Indigenous, and People of Color (BIPOC) grew 4.1% (Figure 3)

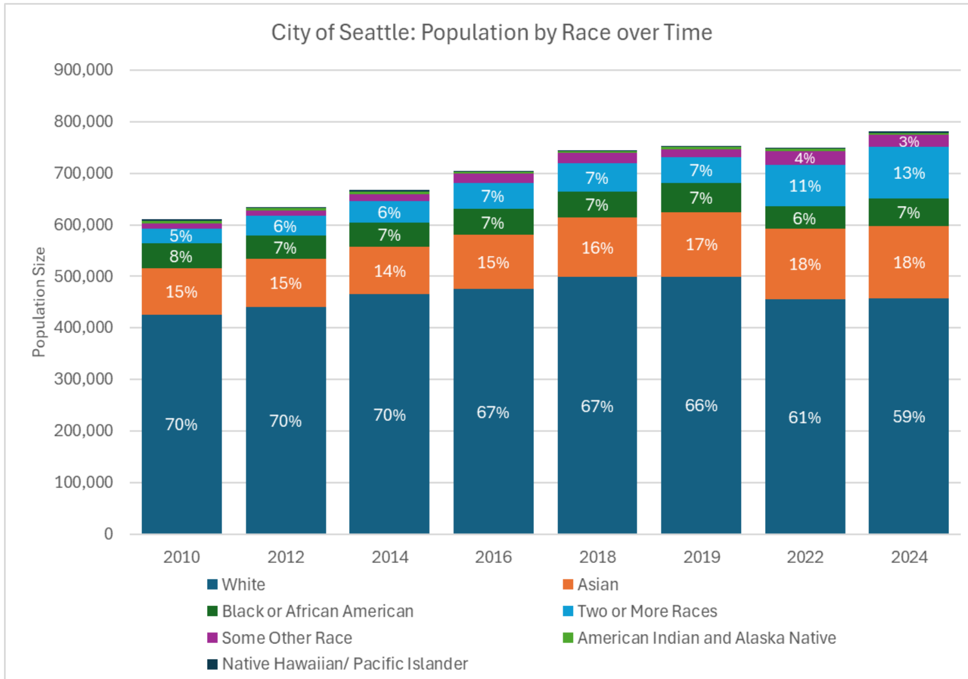


Figure 3: Seattle Population Demographics, 2010 to 2024

As seen in the maps in Figure 4, certain neighborhoods are more diverse than others, and the impacts of displacement are apparent, and many communities span municipal boundaries and regional transit options are essential for equitable access to mobility

- More people of color live in southeast and southwest Seattle, and the Central District
- Neighborhoods near water are predominantly White.
- The Central District is no longer the center of the region's Black population; the Black community now largely lives in South Seattle and in Southern King County.
- The Hispanic/Latinx population in Seattle grew by 4.8% since 2010 and is concentrated in southwest Seattle, and south of the City in White Center, Tukwila, and Burien.

Historically, communities of color, particularly Black, Hispanic/Latinx, and Native American populations, faced barriers to economic mobility due to discriminatory practices like redlining, wage gaps, and unequal access to education and housing.

While Seattle has a high median income, there is a wide disparity among income levels. White and Asian households tend to have higher median incomes, while Black and Hispanic households are more likely to experie poverty and housing insecurity.

Examining data on race and the impact of sales tax and vehicle license fees

Under Washington state law, a Transportation Benefit District (TBD) can implement a 0.3% local sales tax, and up to $100 in vehicle license fees (VLF). Currently the City of Seattle imposed a 0.15% sales tax to fund STM and has $50 in VLF capacity that could also be used in the future measure.

Sales tax is paid by anyone who makes a purchase in Seattle, including residents, workers, visitors, and businesses. However, many essential items are exempt from sales tax, like groceries, medication, rent and mortgage payments, and personal care products.

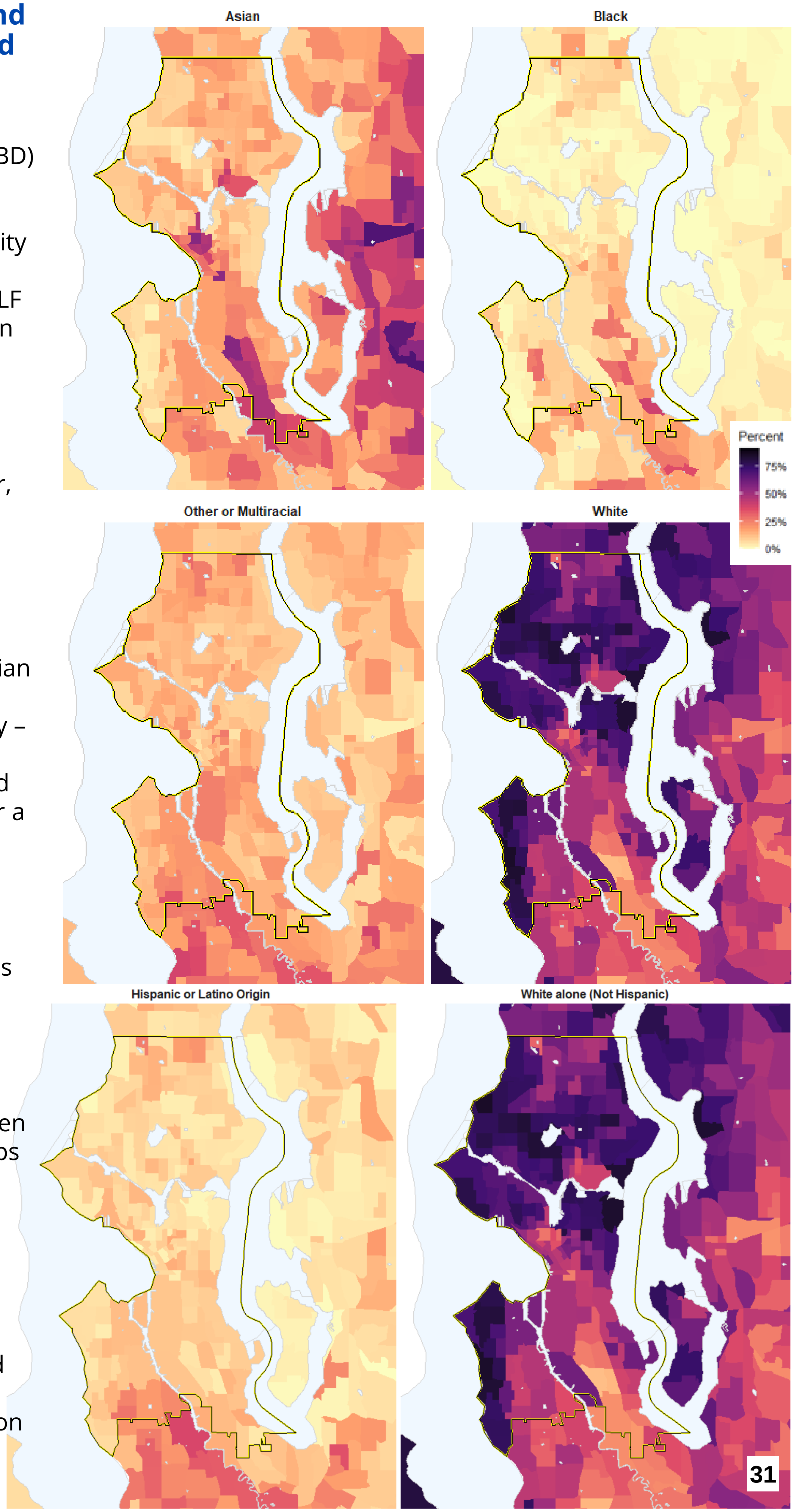
A family of four at 30% Area Median Income (AMI) - which would be about $45,400 in income annually – is estimated to pay about $22 a year towards the current STM and would pay up to $44 a year under a 0.3% sales tax scenario.

Sales tax is regressive, burdening lower-income populations more than high income populations. Generally, low-income households spend less on taxable items, but sales tax still represents a higher percentage of their income than wealthier households.

Although sales tax data isn't broken down by race, all non-white groups are more concentrated in lower-income brackets (under $50,000) than Seattle's White population.

Racial and economic factors are often connected, and people of color, particularly in low-income brackets, often face compounded systemic barriers due to the intersection of racial discrimination and economic inequality.

Figure 4: Racial Demographics by Census Tract



Source: ACS 2024 5-Year Estimates

VLF is a flat fee on every registered vehicle, collected every year. In Seattle, the current VLF is $50, with the capacity under state law to add an additional $50. Because VLF is a flat fee, it takes up a larger share of income for low-income households than for wealthier ones, making it more regressive than sales tax. Not paying can lead to fines or losing a driver's license, which disproportionately impacts low-income individuals who may struggle to pay on time. The overall impact of VLF on a Seattle household depends on how many cars they have and how much they earn. There is not a strong correlation between race and number of cars per household, so the overall impact of a VLF would vary by household.

Step 2. Involve stakeholders. Analyze data.

2c. How have you involved community members and stakeholders?

Community members and stakeholders provided input on the STM renewal both directly and indirectly, including through the Seattle Transportation Plan, a community-informed 20-year vision for transportation in the city.

In addition, the STM Team conducted targeted outreach and engagement activities to gather further input, inform the renewal proposal, and embed racial equity considerations into our recommendations. These activities included:

- STP Visioning Process with Community
- Collaboration with the Transportation Equity Workgroup (TEW)
- Transit Advisory Board (TAB) Engagement
- Public Opinion Research

STP Visioning Process with Community

To create the Seattle Transportation Plan, we sought to include the voices of all types of community members, particularly underrepresented people who are Black, Indigenous, or people of color; people who are LGBTQ+, intersex, or asexual; people living in poverty; immigrant and refugee communities and people who do not speak English at home; young people; older adults; and people with disabilities.

We built upon traditional public engagement tools and partnered with community-based organizations with existing relationships in communities to listen and create a plan that reflects the values and needs of everyone. Currently, SDOT continues to use the community feedback, that includes over 78,000 data points, received during the development of the STP to inform our work, including the development of the STM renewal package.

Step 2. Involve stakeholders. Analyze data.

2d. What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

Collaboration with SDOT Transportation Equity Workgroup (TEW)

The TEW is a group of 7–11 community members with lived experience and connections to BIPOC and vulnerable communities. Members are affiliated with local Seattle-King County organizations, including social service providers, neighborhood collectives, and young adult mentorship programs.

The TEW identified the STM renewal as a priority for their 2026 workplan. In January 2026, the SDOT STM Team began engaging the group, collaborating to work through RET questions and gather key equity guidance to inform staff recommendations for the STM renewal.

The overall conclusion after a series of educational activities and conversations with TEW members was a consensus that STM provides benefits related to improving transit access for their community, and these benefits outweigh the burden of sales tax. However, members are still hesitant to support additional VLF. Other observations from TEW members included:

- STM service investments especially benefit people who do not work 9–5 jobs, low-income populations, and families.
- Fare subsidy and transit education programs help increase ridership and strengthen public confidence in transit
- Communities near the Seattle Streetcar support the system and rely on it for daily mobility
- Investments in safety benefit both younger and older transit users.
- A sales tax increase or an additional $50 VLF would disproportionately burden people with low- or fixed incomes
- Families with multiple cars would feel heightened burdens of VLF
- Strong support for STM scenarios that maintain and/or grow the ORCA subsidy programs and transit investments that their communities rely on.
- Emphasis on the need to focus investments in communities that will face the greatest burden from sales tax

Transit Advisory Board (TAB) Engagement

The Transit Advisory Board is a Board made up of 12 members of the public who meet monthly to advise the City on transit. TAB is the public advisory authority for the Seattle Transit Measure, as defined by ordinance. As stewards of the current STM, the Board is well-versed in the mechanisms of the STBD legislation and STM-funded programs. TAB members had been anticipating the conclusion of the current STM and formed a subcommittee at the end of 2025 to focus efforts on developing recommendations for the next measure.

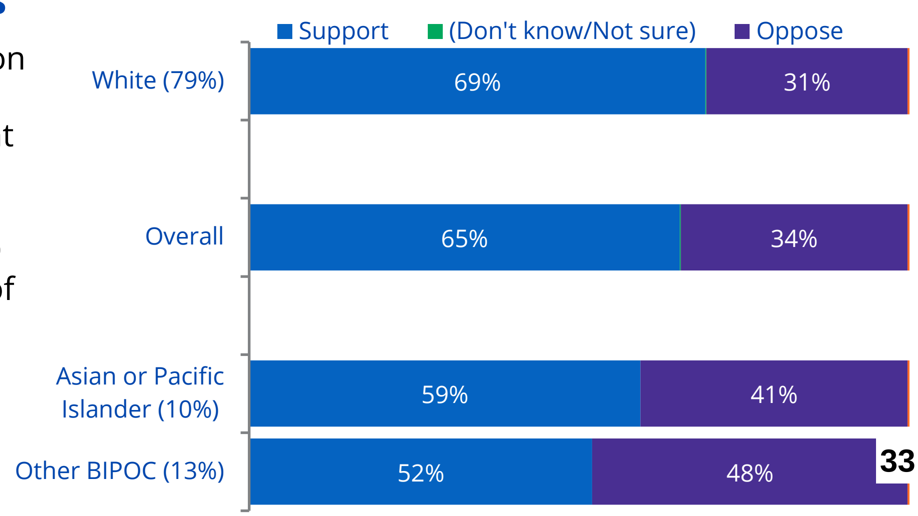
SDOT staff had several meetings with the TAB's STM renewal subcommittee to share information about the STM renewal process and hear their input. Through subcommittee meetings and full board discussions, TAB members considered the impact that an STM renewal would have on different Seattle communities. Members voiced:

- Concern about the regressivity of the STM sales tax and its disproportionate impact on lower income residents. The Board encourages the City to pursue more progressive funding structures in the future.
- Support for SDOT's equity-centered transit service investment methodology that increases bus frequencies for people who area most burdened by regressive tax structures and communities that have been historically underinvested.
- Support for increased investment in STM-funded transit service, fare subsidies, and education programs that make transit a more viable and affordable mode of transportation for more people.

Public Opinion Research Surveys

The STM team conducted a public opinion research survey in December 2025 to gather anonymous statistically significant data about community support and priorities for Seattle Transit Measure investments. The surveys included 1,000 respondents each, with an oversample of 200 individuals in equity priority areas

Figure 5: Initial support for STM proposal by racial group



The purpose of the oversample was to increase the reliability of results among those populations most negatively impacted by sales tax and VLF increases. The survey showed that support for the measure was higher among white respondents than BIPOC respondents, but support was above 50% across all racial groups (Figure 5).

Step 2. Involve stakeholders. Analyze data.

Step 2d. What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

Data and stakeholder feedback highlight existing inequities and help us understand how a sales tax increase might affect different racial groups. Pacific Islander, Black, and Native households have much lower median incomes than White and Asian households and are therefore more likely to feel "tax pain" from a higher sales tax, a fact that was supported by stakeholder feedback. Every BIPOC racial group reflected in ACS data is overrepresented in lower-income brackets, which means the regressive structure of sales tax and VLF places a higher relative burden on communities of color. The lowest-income households pay an effective tax rate 13 times higher than the wealthiest households, demonstrating how a race-neutral tax structure can still produce racialized impacts. Transportation is also the second-largest household expense, and lower-income households spend a much larger share of their income on transportation; about 15.7%, compared to 8.2% for higher-income households.

Based on these data points, public opinion research, and conversations with TEW members, we should consider the positive impact STM-funded service investments and subsidy programs have on making transportation more accessible and affordable for communities of color and low-income communities. Doing so expands mobility choices, stretches household income further, and supports efforts to address racial income inequities.

Step 2. Involve stakeholders. Analyze data.

Step 2e. What are the root causes or factors creating these racial inequities?

A root cause of inequities in how sales tax and transit affordability impact communities of color is Washington's tax system, which remains one of the most regressive in the country and disproportionately burdens low-income households. Because BIPOC households in Seattle are disproportionately represented in lower-income brackets, this regressive structure places a higher relative burden on communities of color, even though the tax mechanisms themselves are race-neutral. This entrenched financial inequity is layered on top of historical redlining, displacement, and uneven access to high-quality transit. Communities of color have historically, and continue to be, pushed into neighborhoods with fewer transit options, longer travel times, and limited transit service frequency. As a result, increases in sales tax or vehicle license fees fall more heavily on the very communities that already face the greatest barriers to reliable and affordable transit.

Seattle has both a regressive tax structure and the highest income inequality in Washington State. For a city with progressive policy goals, the state's tax system creates a tension for policymakers working to fund a more equitable transit system. The STM RET Team recognizes this tension and acknowledges the limited funding tools available under state law to address these issues directly.

Step 3. Determine Benefit and/or Burden.

Analyze issue for impacts and alignment with racial equity outcomes.

Key Takeaways

The racial equity impacts of the STM are shaped not only by funding constraints and the types of investments included in the renewal package, but also by how the benefits and opportunities of STM investments are communicated to communities.

Burdens of the STM renewal could include:

- Increasing the STM sales tax from 0.15% to 0.3% can place a disproportionate burden on low-income residents and communities of color, potentially deepening the racial wealth gap, and widening existing inequities.
- Higher VLF costs may lead some residents to delay or avoid registering their vehicles, which can expose them to legal risks such as fines, vehicle impoundment, and reduced access to jobs or credit.

Benefits of the STM renewal could include:

- Improved transportation choices.
- Mobility for more people.
- Household savings from reduced transportation expense, freeing up resources for other needs.

To further address burden and increase racial equity, SDOT could:

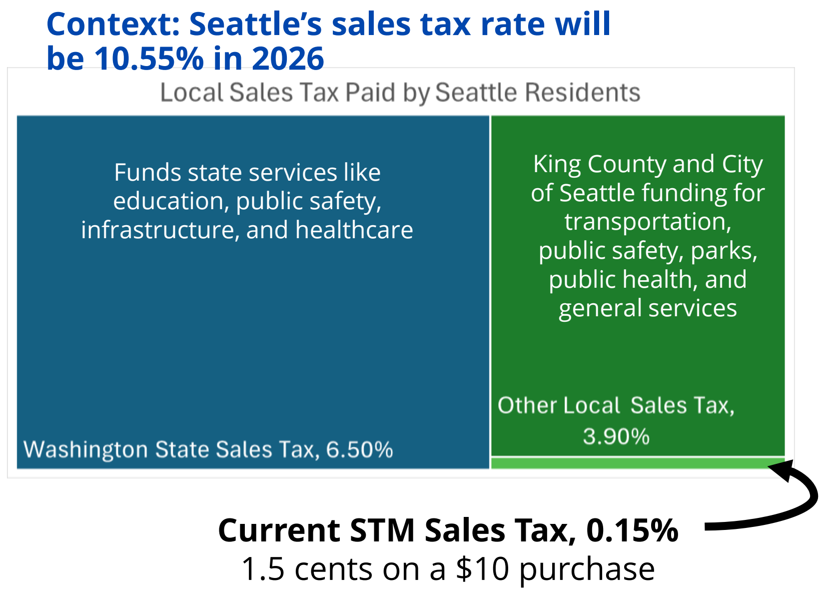
- Communicate STM benefits in ways that help communities understand how STM investments support their mobility and affordability needs, especially those facing high transportaton costs or limited transit access.
- Direct STM investments to reduce burdens by improving transit access for transit-reliant and displaced communities of color and by supporting regional mobility needs shaped by demographic shifts.
- Preserve and increase STM investments that improve transit service and affordability for shift workers, low-income households, and residents living farther from job centers
- Advance strategies from the Seattle Transportation Plan including expanding affordable travel options—safer walking, biking, and transit—while coordinating with the Comprehensive Plan to link housing affordability with improved transit service.
- Continued STM investments in fare subsidy and transit education programs help fill access gaps by supporting riders who fall outside existing criteria but still need assistance to make transit more affordable.

Step 3. Determine Benefit and/or Burden
3a. How will the policy, initiative, program, or budget issue increase or decrease racial equity?

The racial equity impacts of the STM are shaped not only by funding constraints and the types of investments included in the renewal package, but also by how the benefits and opportunities of STM investments are communicated to communities.

Because Washington relies heavily on regressive revenue tools like sales tax and VLF, increasing the STM sales tax from 0.15% to 0.3% can place a disproportionate burden on low-income residents and communities of color, potentially widening existing inequities.
Families also have more household expenses and are more likely than single-person households to own vehicles, meaning both sales tax and VLF may fall more heavily on them.

Figure 7: Seattle sales tax allocation



Several factors could increase racial equity if addressed intentionally:

- Communicate STM benefits in ways that help communities understand how STM investments support their mobility and affordability needs, especially those facing high transportaton costs or limited transit access.
- Direct STM investments to reduce burdens by improving transit access for transit-reliant and displaced communities of color and by supporting regional mobility needs shaped by demographic shifts. STM investments also have regional benefits, as a quarter of current STM funded routes also serve stops outside of city limits.
- Preserving and increasing STM investments that improve transit service and affordability for shift workers, low-income households, and residents living farther from job centers can help offset income inequities by reducing the share of household budgets spent on transportation.
- Program strategies in the Seattle Transportation Plan can reinforce equity outcomes. The STP emphasizes expanding affordable travel options—safer walking, biking, and transit—while coordinating with the Comprehensive Plan to link housing affordability with improved transit service. STM investments help advance these strategies and support more reliable, accessible mobility for communities across Seattle.

Step 3. Determine Benefit and/or Burden
3b. What are potential unintended consequences?

There are potential unintended consequences from both sales-tax and VLF-based funding. Higher VLF costs may lead some residents to delay or avoid registering their vehicles, exposing them to legal risks such as fines, vehicle impoundment, and reduced access to jobs or credit. Sales taxes can also deepen the racial wealth gap, particularly for BIPOC communities, by placing a disproportionate financial burden on low-income households and people with fixed incomes.

Because BIPOC households in Seattle are disproportionately represented in lower-income brackets, the regressive structure of sales tax and VLF places a higher relative burden on communities of color; even though the tax mechanisms themselves are race-neutral. In this way, relying heavily on sales tax revenue can unintentionally reinforce existing inequities.

If the STM measure is not renewed, another unintended consequence is the loss of programs and investments that currently help reduce these inequities. BIPOC and low-income communities that rely on STM investments would be disproportionately affected by the disappearance of STM-funded transit service improvements, ORCA subsidy programs, and safety investments

The impacts could include:
- Loss of frequent bus service
- Reduced access for late-shift workers
- Elimination of ORCA subsidy programs, increasing out-of-pocket transit costs

Together, these consequences illustrate how both the presence and absence of STM funding have racialized impacts, and why careful consideration of equity is essential in decisions about the future of the measure.

Step 3. Determine Benefit and/or Burden
3c. What benefits may result?

The most significant community benefit of STM is the City's ability to direct investments to days of week and times of day that most benefit Seattle residents.

The City makes service investments based on the service targets outlined in the FTN, and using an equity-centered prioritization methodology instructs which investments will be made at any given service change.

The result is that STM invests heavily in service at off-peak times, helping shift who benefits most from expanded transit access. Worker data for Seattle shows racial disparities in employment sectors; Black, Hispanic/Latinx, and multiracial individuals are more likely than people of other races to work in the service industry and the Production and Transportation sector. These jobs often require non-traditional hours and highlights the need for reliable 24-hour transit to support communities of color in accessing jobs with unconventional schedules.

STM service investments improve transportation access by making buses come more frequently. Capital investments improve bus travel times and reliability, and the Seattle Streetcar provides a rail-based, zero emissions service through some of the city's densest and busiest neighborhoods. STM investments may also offset the high cost of car ownership including parking, fuel, insurance and maintenance as it makes riding the bus an option for more people. They also support better mobility choices for people who cannot drive, such as youth, seniors, and those with disabilities.

Renewing the STM would allow SDOT to continue funding existing fare subsidy and transit education programs, which currently provide ORCA subsidies to reduce transit costs for roughly 10,000 Seattleites each year. These subsidies, delivered through partnerships with the Seattle Housing Authority, the Promise Scholars Program, and the Seattle Preschool Program, along with transit-education programs for youth and older adults, help remove financial barriers to mobility for residents with the greatest need.

A renewed STM would sustain these benefits and help households redirect money toward other essential needs. Because current reduced-fare programs only cover specific eligibility groups, many people who still struggle to afford transit pay full price. Continued STM investments in fare subsidy and transit education programs could help fill this gap by supporting riders who fall outside existing criteria but still need assistance to make transit more affordable.

Step 3. Determine Benefit and/or Burden

3d. Are the impacts aligned with your department's community outcomes that were defined in Step 1?

Impacts of the STM renewal align with the community outcomes defined in Step 1. The ways in which the STM renewal supports increasing racial equity in Step 3a, along with the benefits identified in Step 3c, align with the following community outcomes we have established:

1. Affordable and reliable transit is essential in a high cost-of-living city.
2. Increase and preserve investments in equity-priority areas across Seattle's transit network.
3. Seattle continues to lead on transit affordability.
4. ORCA subsidy programs reduce burdens created by a regressive tax structure.

Step 4. Advance Opportunity or Minimize Harm.

Develop strategies to create greater racial equity or minimize unintended consequences.

Key Takeaways

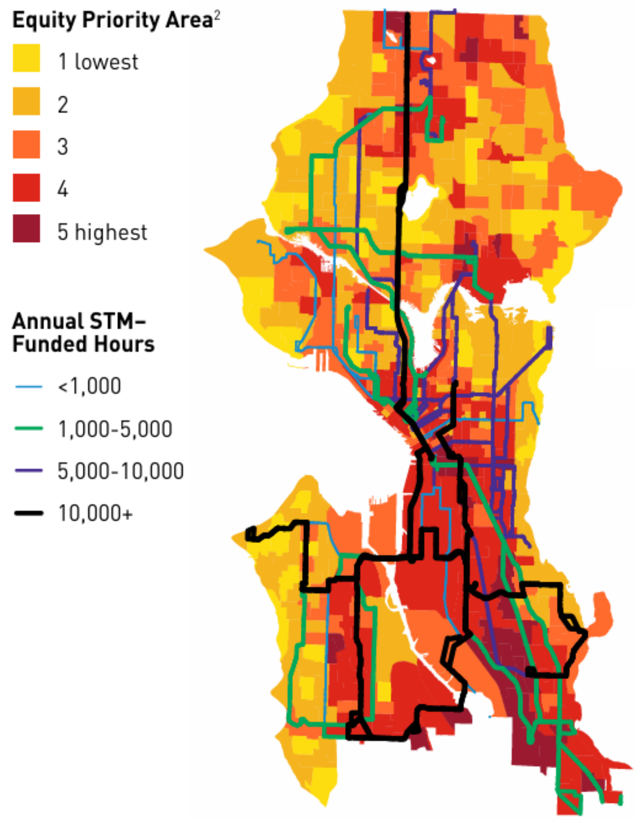
Given that sales tax and VLF are the only tools currently available under state law to directly fund transit service in Seattle, there is an opportunity to address impacts, including unintended consequences, on racial equity by expanding opportunity and reducing harm for communities most affected by Washington's regressive tax system. Here are some ways STM renewal can do that:

- Fund transit service and programming that directly benefit the communities who experience the greatest "tax pain" from sales taxes. Intentionally direct toward specific bus routes, and on days of the week and during times of day that align with racial and social equity goals.
- Ensure the benefit of more frequent transit service is felt the most by populations who are most burdened by regressive tax structures and who have been subject to racially discriminatory patterns of underinvestment.
- Continue working closely with advisory partners such as the Transit Advisory Board and the Transportation Equity Workgroup, key thought partners in shaping equity-centered STM investment decisions.
- Continue to dedicate investment to ORCA subsidy programs and collaborate with key partners, such as Seattle Housing Authority (SHA), so communities most impacted by regressive taxes can receive meaningful benefits.
- Continue working with Metro to invest STM dollars in strategies that enhance rider safety and security.

Step 4. Advance Opportunity or Minimize Harm
4a. How will you address the impacts (including unintended consequences) on racial equity?

Given that sales tax and VLF are the only tools currently available under state law to directly fund transit service and have been the primary tools over the past two measures, (past 12 years), there is an opportunity to address impacts, including unintended consequences, on racial equity by expanding opportunity and reducing harm for communities most affected by Washington's regressive tax system. STM investments can help do this by funding transit service and programming that directly benefit the communities who experience the greatest "tax pain" from sales taxes and ensuring they receive meaningful investment benefits.

Figure 8: STM Equity Priority Areas and transit service investments



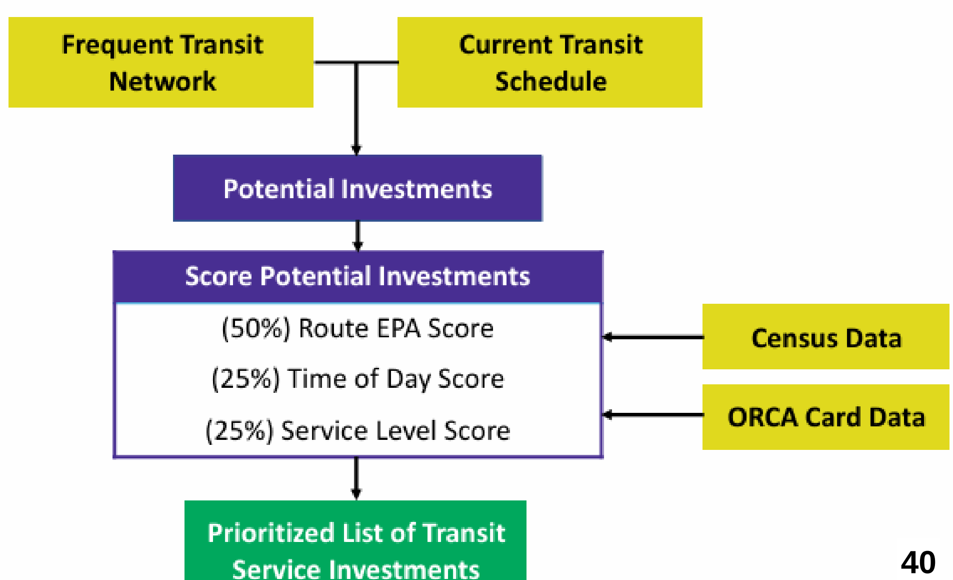
The current measure already includes programmatic strategies and decision-making practices that the STM RET team is highlighting in this step. We recommend that these key strategies and practices continue to be supported and/or expanded in the final STM renewal proposal so SDOT can meet the STP goals and key moves on equity, continue implementing the TEF and meet the community outcomes indicated in Step 1 of this RET.

Strengthening these approaches will help ensure that STM investments not only minimize harm but actively advance opportunity for the communities most impacted by inequitable tax structures and historic underinvestment.

Step 4. Advance Opportunity or Minimize Harm
4b. What strategies address immediate impacts?

STM addresses the immediate impacts outlined in Section 4A by providing additional and/or more frequent service on bus routes and times of day that serve populations who are historically underinvested due to racial discrimination and/or are most burdened by the regressive tax structure. Additional and more frequent bus services make it faster and cheaper to get around the city, like saving on fuel, parking, and other car-related expenses.

Figure 9: STM service investment methodology

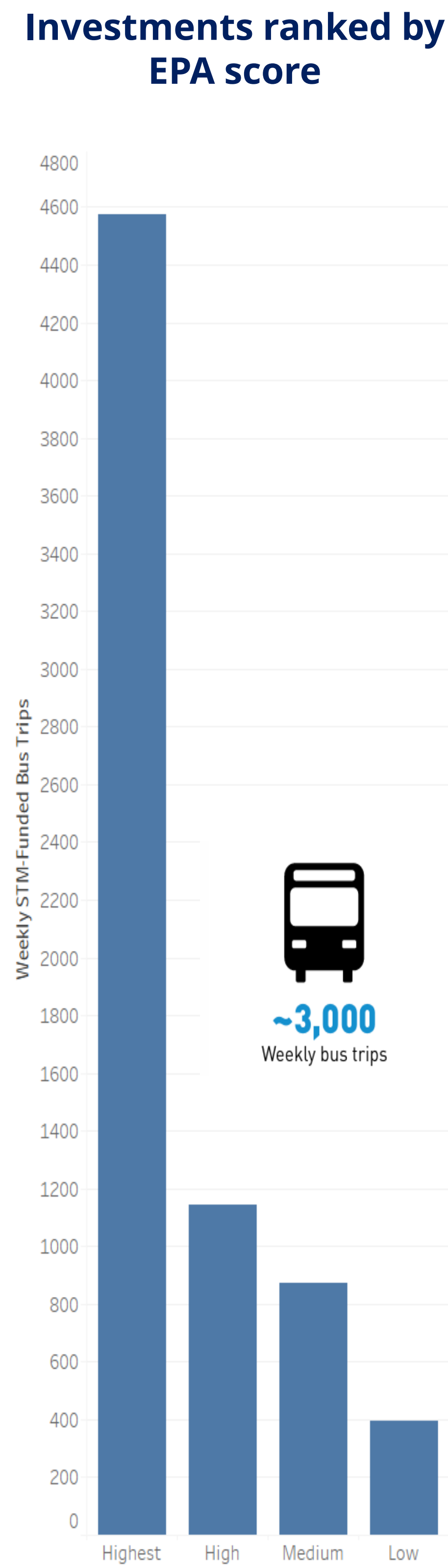


These service improvements also complement the state's Free Youth Transit Pass program, allowing families to benefit even more from reduced household transportation costs and helping offset the regressive nature of sales tax–funded transit investments.

Per guidance from a previous RET process, SDOT uses an equity-centered prioritization methodology to inform how STM-funded transit service is invested. There are two main steps to the methodology:

1. **Identify potential service investments**. A list of potential investments is identified by comparing the gaps between the current transit network and the Frequent Transit Network vision defined in the Seattle Transportation Plan. These gaps represent the full list of all the transit service investments needed to achieve the Frequent Transit Network vision.
2. **Rank potential service investments**. Every potential investment is scored based on the following criteria:
    1. (50% weighting) Route Equity Priority Area Score
    2. (25% weighting) Time of Day Score
    3. (25% weighting) Service Level Score

Figure 10: STM investments ranked by Equity Priority Area score



Equity Priority Areas (EPAs, see figure 8) are a tool that allows the City to focus transit service investments. It is generated at the census block group level and is based on the proportion of the population who are Black, Indigenous, People of Color, low-income, foreign-born, disabled, or who have limited English proficiency. Each area is scored from 1 (lowest equity priority) to 5 (highest equity priority). EPAs are used in the STM Service Investment Prioritization Methodology (figure 9) to prioritize investments in routes that serve EPA areas in the city.

ORCA card data is used to inform the Time-of-Day score, prioritizing the addition of more frequent transit service when riders who use reduced-fare ORCA cards are riding the bus the most. The proportion of reduced-fare ORCA card ridership is calculated and prioritized for each bus route to ensure STM-funded investments are more likely to directly support riders who meet income, disability, or age-related eligibility criteria.

As a result of this methodology:

- Over 50% of STM investment goes toward the top 10 highest EPA routes
- 80% of STM-funded transit service supports more frequent buses during off-peak times

Step 4. Advance Opportunity or Minimize Harm
4c. What strategies address root causes of inequity listed in 2.e?

As indicated in Step 2e, the root factor creating inequities in how sales tax and transit affordability impact communities of color is Washington's highly regressive tax system.

Beyond service investments, another key strategy to address this is ensuring that the STM renewal continues to dedicate investment to ORCA subsidy programs and collaborating with key partners, such as Seattle Housing Authority (SHA), so communities most impacted by regressive taxes can receive meaningful benefits and save money they would otherwise spend on transit or transportation. Quantitative data and experience from the current STM measure show that this strategy is effective in both reducing household transportation costs and increasing transit ridership.

Further, expanding STM-funded ORCA subsidy programs would extend support to more people who are experiencing affordability challenges and the negative impacts of regressive taxes.

Figure 11: SHA Transit Pass Program Participant Savings

Year	Annual Amount Saved Per Person
2023	$543
2024	$568
2025	$555

Step 4. Advance Opportunity or Minimize Harm
4d. How will you partner with stakeholders for long-term positive change?

The STM Renewal will maintain current stakeholders and improve those partnerships for long-term positive change by:

- Keeping and adding transit frequency and reliability in equity-priority areas from our core transit service provider, King County Metro.
- Strengthening rider safety with King County Metro, like expanding the behavioral health and SaFE transit ambassadors programs and adding transit security personnel on buses.
- Sustaining and potentially expanding ORCA subsidy programs with organizations such as the Seattle Housing Authority, the Seattle Preschool Program, and other low-income housing providers and community-based organizations.
- Supporting transit education programs that help riders navigate the transit system and access affordable mobility options with organizations like Hopelink, senior centers, and youth-serving organizations.
- Shaping equity-centered decisions by collaborating with advisory partners and organization such as the TAB and TEW, who maintain community perspectives in the STM.

Step 4. Advance Opportunity or Minimize Harm
4e. If impacts are not aligned with desired community outcomes, how will you realign your work?

If STM investments are not aligned with desired community outcomes, SDOT will realign its work through established oversight and governance structures. SDOT will also refer to the STP equity goals, TEF values, this RET document and lean on internal organizational bodies, such as SDOT Office of Equity & Economic Inclusion (OEEI) and RSJ Change Team, to provide realignment support.

The TAB, created in 2014 to provide oversight for the Seattle Transportation Benefit District (now STM), plays a central role in guiding STM investments. TAB members, appointed by the Mayor and City Council, bring diverse perspectives on managing Seattle's transit system and offer feedback that can be used to redirect funds toward more equitable outcomes.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.

Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

Key Takeaways

- SDOT will continue producing an annual STM report to document revenue use and provide transparency to key stakeholders, including Seattle residents, transit riders, elected officials, and partner agencies.
- SDOT will prioritize data-driven, equity-focused decision-making for transit service and capital improvement projects, emphasizing routes serving high equity priority areas and aligning with Frequent Transit Network goals.
- ORCA subsidy programs will be evaluated through pilot initiatives, community feedback, and data analysis to ensure they equitably improve transit access for those most impacted by affordability barriers.
- These practices aim to reduce transportation inequities and support Seattle's long-term goal of eliminating racial disparities in access to affordable, reliable transit.
- SDOT's Transportation Funding Task Force (TFTF) will evaluate Transportation Impact Fees and other potential funding strategies that could reduce reliance on regressive taxes and support a more equitable, sustainable transportation system.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.
5a: How will you evaluate and be accountable?

There is an established history of evaluation and reporting over the span of the STBD and STM which continues today. This includes the following practices:

- As required by City ordinance, STM staff create a yearly report explaining how money was spent and what impact those investments, including service hours and capital projects, had on racial equity. This report helps keep the public informed and shows how funds were used in the previous year.
- The Seattle Streetcar, also funded by STM, has its own yearly report with details like ridership, demographics, and capital improvements.
- Other STM-funded programs, like the Seattle Housing Authority (SHA) Transit Pass program, undergo evaluations to ensure they meet their stated goals of reducing transportation cost burden and increasing access for low-income people.
- In a future measure, STM will continue the practice of regular evaluation and reporting on the outcomes of investments and progress towards racial equity.

Together, these evaluation and accountability practices ensure that STM investments remain transparent, data-driven, and centered on advancing racial equity. By reporting annually, monitoring program performance, and prioritizing service improvements in equity-priority areas, SDOT can track progress over a future measure and adjust as needed. This ongoing commitment positions the STM renewal to meaningfully reduce transportation-related inequities over time and move the City closer to its long-term goal of eliminating racial disparities in access to affordable, reliable transit.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.
5b: What is unresolved? What resources/partnerships do you still need to make changes?

The biggest unresolved issues that emerged in the development of this RET are described below:

- Washington State's regressive tax system, which creates inequity for communities of color and low-income communities as discussed in Step 2. Local transit agencies and community partners could encourage elected officials to build a progressive transportation funding option. SDOT relies on new and existing partnerships to propose progressive funding and policy solutions for sidewalks, paving, bridges, and other transportation infrastructure needs, like our newly established Transportation Funding Task Force (TFTF).
- Communication of the STM's benefits to communities that experience the most "tax pain," so that they are clearly informed about how the STM supports their needs. A better understanding of where and how STM funds are spent could help relieve the perceived burden of the sales tax and/or VLF.

By naming these unresolved issues and strengthening the partnerships and resources needed to address them, SDOT can continue to refine its approach, respond to community needs, and make steady progress toward a more equitable and sustainable transportation funding system over time.

Step 6. Report Back.

Share information learned from analysis and unresolved issues with Department Leadership and Change Team.

Key Takeaways

- The RET is intended to guide SDOT leadership, the Mayor's Office, and City Council as they shape the final STM renewal measure ahead of the August 3 King County Elections deadline.
- The full RET will be shared with the SDOT RSJ Change Team and SDOT leadership, and findings will continue to be discussed with TEW and TAB throughout the renewal process.
- SDOT will continue integrating insights from this RET into ongoing equity efforts, including the STP goals and TEF tactics.
- Addressing displacement risks linked to transit investments will require close partnership with OPCD and use of the City's new Displacement Risk Indicators.
- Continued collaboration with the RSJI Change Team will help ensure accountability and alignment with intended RET outcomes during implementation of a renewed STM measure.
- The RET identifies key equity findings and lessons learned that should inform the next measure, while also highlighting systems-level inequities, Washington's regressive tax structure, that require leadership and action from elected officials.

Step 6. Report Back.
What we did

STM RET Review Timeline

The STM RET Coordination Team hopes that the contents of this RET will provide meaningful guidance to SDOT leadership, the Mayor's Office, and City Council as decisions are made regarding the final STM renewal measure that will go before voters in November 2026. Race and social justice guidance on the STM Renewal is provided by this RET to these decision-makers ahead of the King County Elections deadline on August 3rd. Prior to this deadline, the City Council will discuss the Mayor's proposed STM measure during June and July.

Below is an outline of groups who review the STM RET and when City leadership will have access to it:

- **SDOT RSJ Change Team** — *April 1-8*
- **SDOT Executive Leadership** — April 9-16
- **Mayor's Office** — May
- **City Council** — *June through July*

The TAB and TEW are embedded throughout the RET review process, with access to key findings from the RET through the STM RET Coordination Team. The Coordination Team will continue to engage regularly with both groups throughout the renewal process.

On-going Equity Monitoring

SDOT is regularly monitoring progress on the STP and TEF tactics and will continue to iteratively incorporate unresolved issues and insights from this RET analysis into these broader departmental equity efforts. To address the intersection of anti-displacement and transit investments, the SDOT RET team recommends SDOT to partner closely with the Office of Planning and Community Development (OPCD), particularly as the department has recently released the City's Displacement Risk Indicators. These indicators can help SDOT identify and mitigate potential displacement impacts that may result from transit improvements.

The STM RET tram also recommends continuing to partner with the RSJI Change Team and Office of Equity and Economic Inclusion (OEEI) during implementation of a renewed STM measure, serving as an internal accountability body to ensure the department is meeting its intended RET outcomes. Maintaining equity as an ongoing departmental priority remains essential.

Title VI Report

Title VI touches every part of SDOT's work, internally and in the communities we serve, because it governs how we use more than $330 million in federal funding that supports our projects, programs, staff, contractors, and vendors. These requirements apply across all stages of our work, ensuring that none of our activities result in discrimination and that both staff and contractors meet Title VI obligations. By upholding Title VI, we advance equity through environmental justice policies, equitable language access, and inclusive public involvement, and we demonstrate compliance through annual reports to WSDOT and triennial reports to the FTA. While STM is not federally funded, SDOT still includes STM-related equity data, analysis, and planning in Title VI reporting to show how our broader transit investments align with federal nondiscrimination standards. This ongoing monitoring, training, and documentation is essential to maintaining current federal funding and ensuring SDOT can continue receiving federal support in the future.

This RET highlights key equity findings, processes, and lessons learned from the current measure that should inform the development of a renewed STM. It also underscores systems-level inequities, such as Washington's regressive tax structure, that extend beyond the City's direct authority. Addressing these broader inequities will require continued partnership and leadership from elected officials, whose legislative priorities can help advance the structural changes necessary to reduce the root causes of transportation-related disparities.

CB 121226 – 2026 Seattle Transit Measure Ordinance

Group A

Proposed Consent Amendment Package

Select Committee on Seattle Transportation Benefit District

Thursday, July 16, 2026

No.	Short Title	Sponsor
1 v1	Transit safety and security	Saka
2 v2	Prioritizing electric transit usage in the Duwamish Valley and South Seattle	Saka
4 v2	Requesting annual reporting and stating oversight intent	Saka
6 v2	Midterm evaluation of programs	Foster
11 v2	Stating intent to advocate for new state progressive revenue sources and conditioning potential future Council action on their authorization	Lin
14 v1	Requesting a report on Metro’s use of smaller buses and on increasing their use	Kettle
16 v2	Ensuring eligibility of transit funding on night service	Rinck
17 v2	Stating intent to advocate for new local progressive revenue sources and conditioning potential future Council action on their authorization	Rinck
20 v2	Promoting and protecting accessibility	Juarez
22 v1	Requesting a report on the outcomes of the Waterfront Shuttle pilot program	Kettle
23 v1	Requesting a report on Metro’s implementation of bus stop spacing	Kettle
25 v1	Fare recovery and performance reporting	Rivera
26 v2	Expanding eligibility for the Transit Access Program	Hollingsworth
27 v2	Expand eligibility within the Transit Access Program to trade school students	Rinck
28 v2	Requesting a report on expanding access to the Transit Access Program	Hollingsworth

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Amendment 1 Version 1 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Cosponsor: Councilmember Kettle

Transit safety and security

Effect: This amendment would add recitals and amends sections to CB 121226 regarding the shared responsibility of local jurisdictions and King County Metro in providing safe and secure transit services. It also would add a new permissible use of Seattle Transit Measure revenues to support local implementation of King County Regional Transit Safety Task Force recommendations. Lastly, it would add a clause regarding additional purchases and prohibiting supplantation of resources already provided by KC Metro supporting riders' safety and security.

Add recitals to CB 121226 as follows:

* * *

The 2020 Seattle Transit measure funded enhanced transit infrastructure through a diverse range of capital investments. STM funds have supported projects aimed at improving transit travel time, reliability, safety, and accessibility. Notable transit projects using STM funding include RapidRide J Line, NE 130th & NE 125th Mobility and Safety Project, the Rainier Ave S Bus Lane Project, 35 Transit Spot Improvements, among many others. These investments reflect SDOT's commitment to creating a safer, more efficient, and accessible transit system for Seattle residents through STM revenues.

<u>On December 18, 2024, King County Metro driver Shawn Yim (Operator # 21882) was murdered while on duty and the City Council has since sought to find additional ways to improve transit safety and security for transit riders and operators in Seattle and enhance protection of our neighborhoods to help ensure that Seattle is a welcoming, safe community for all.</u>

The City recognizes that improving transit safety and security for all is a shared responsibility borne by all jurisdictions, not just a responsibility for public transit agencies such as King County Metro or Sound Transit to address, meaning that local jurisdictions including the City play a critical role in investing in transit safety and security improvements within their jurisdictional boundaries.

The City, following the recommendations of the King County Regional Transit Safety Task Force, is committed to working toward a coordinated regional incident response system. This system will align agencies, jurisdictions, and care providers under a single framework with shared protocols that clearly define roles, responsibilities, and escalation standards for all types of incidents occurring within the regional transit system.

The City Council is further committed to working collaboratively with the county and the state to keep our buses and other forms of transit safe, as this is not just a concern for Seattle, but for everyone who uses public transit in the Puget Sound region, and support the City's prompt and faithful implementation locally, alongside other governments and public transit agencies, of all recommendations made by the King County Regional Transit Safety Task Force.

The 2020 Seattle Transit Measure began funding Sound Transit 3 (ST3) staffing to support delivery of Sound Transit 3 projects in Seattle in 2025, including the West Seattle Link Extension, the Ballard Link Extension, and the Graham St infill station. This investment supports a team of transportation planners, engineers, permit reviewers and project managers that coordinate closely with Sound Transit to streamline the permitting process and get to construction more quickly.

* * *

Amend subsection 2.A 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.

1. 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.

2. Support for local implementation of King County Regional Transit Safety Task Force recommendations from a City of Seattle perspective, including but not limited to funding for additional behavioral health specialists, Metro Transit Police (MTP) Officers, Transit Security Officers, Metro Safety Ambassadors, contracted security personnel, fare enforcement officers, or other Metro safety supports or personnel resources above baseline levels already provided by Metro, that will enhance the transit

safety and security experience for riders and operators, supporting an environment where they are free from harm.

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).

* * *

Amend Section 5 of CB 121126 as follows:

Section 5.

A. No supplanting of existing funding for transit service. Before funding any transit service, the City anticipates that there will be an interlocal agreement with King County Metro to provide that the Proposition revenues will not supplant other funding for any routes partially or completely operating within Seattle that King County Metro would otherwise provide in accordance with the Seattle Transportation Plan, and King County Metro's Transit Service Guidelines and long-range plan (Metro CONNECTS).

B. No supplanting of existing funding for safety and security services. Before funding any safety and security service associated with transit purchased through this measure, the City anticipates that there will be an interlocal agreement with King County Metro to provide that the Proposition revenues will not supplant other funding for existing safety and security services offered within Seattle that King County Metro would otherwise provide.

* * *

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 2 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Co-sponsor: Councilmember Kettle

Prioritizing electric transit usage in the Duwamish Valley and South Seattle

Effect: This amendment would add a new recital to CB 121226 stating the City's intent to work with King County Metro to prioritize the use of electric transit, including electric buses in Duwamish Valley and South Seattle communities, guided by tools that identify environmental health disparities and potential environmental vulnerabilities, each at a census-tract level. One of these tools considers the percentage per census tract of people of color and who have low incomes.

The amendment would also permit the use of Seattle Transit Measure revenues to plan for and deploy the increased use of electric transit, including electric buses in Duwamish Valley and South Seattle communities. To the extent that electric bus use increases in Duwamish Valley and South Seattle census tracts, the impact of incrementally lower carbon emissions is likely to be concentrated among the referenced demographic groups and where environmental health disparities exist.

Add a new recital to CB 121226 as follows:

The 2020 Seattle Transit Measure began funding Sound Transit 3 (ST3) staffing to support delivery of Sound Transit 3 projects in Seattle in 2025, including the West Seattle Link Extension, the Ballard Link Extension, and the Graham St infill station. This investment supports a team of transportation planners, engineers, permit reviewers and project managers that coordinate closely with Sound Transit to streamline the permitting process and get to construction more quickly.

The City intends to work with King County Metro to prioritize the use of electric transit, including electric buses in Duwamish Valley and South Seattle communities that have been identified as overburdened and highly impacted by air pollution because they meet the statewide screening criteria based on the Washington Environmental Health Disparities Map ranking and the EJScreen demographic index.

The City wishes to continue maintaining access to opportunity and to expand the more frequent, reliable, all-day, every-day transit network made possible by City of Seattle Proposition 1.

Amend Section 2 of CB 121226 as follows:

Section 2. Use of revenues.

* * *

D. The implementation, management, and administration of programs to support transit access by qualifying seniors, residents of 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. Planning for, and the deployment of, increased use of electric transit, including electric buses in Duwamish Valley and South Seattle communities that have been identified as overburdened and highly impacted by air pollution, guided by documented prioritization metrics that could include the statewide screening criteria within the Washington Environmental Health Disparities Map, the EJScreen demographic index, or other evaluative tools.

* * *

Reletter all subsequent subsections.

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 4 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Requesting annual reporting and stating oversight intent

Effect: The amendment would request annual reporting by King County on various dimensions of service hours purchased with Seattle Transit Measure Replacement funding.

This amendment also states the Council's intent to exercise its legislative and budgetary powers with respect to all investments funded by this funding source.

Amend Section 6 of CB 121226 as follows:

Section 6. ((~~Oversight~~)) Annual reporting and oversight. The City of Seattle is requested to issue an annual report to the public that provides an overview of transit service levels in Seattle and describes how the Seattle Transit Measure has invested in transit service, transportation access, other transit improvements, and Sound Transit expansion efforts in that year and the impacts these investments have had on the travelling public, including progress toward Frequent Transit Network and City mobility goals.

Additionally, the Seattle Department of Transportation, in partnership with King County Metro, is requested to provide a separate annual report to the City Council related to the following aspects of the Seattle Transit Measure's investments in transit service:

A. Fare compliance, or the actions taken by King County Metro to support the goal that all adult transit passengers have paid fares or possess a valid transit pass;

B. The fare recovery ratio, or the percentage of King County Metro operating costs that was funded directly by passenger fares, including the fare recovery ratios of a national group of at least 20 comparator or "peer" transit agencies and King County Metro's ranking within that group;

C. Reliability, or the degree to which King County Metro transit service was delivered consistently and predictably, including, beginning in year two of the report's preparation, a comparison of reliability to the previous year's metrics in this subject area; and

D. On-time performance across service hours and routes served, including, beginning in year two of the report's preparation, a comparison of on-time performance to the previous year's metrics in this subject area.

The community-led Seattle Transit Advisory Board will continue to serve as the public oversight committee charged with advising on spending of Proposition revenues. Appointments to the Transit Advisory Board, the scope of its duties, and reporting requirements shall continue to be consistent with Resolution 31572, as adopted by Council in 2015, following passage of the 2014 Transportation Benefit District measure.

Add a new Section 7 to CB 121226 as follows and renumber subsequent sections:

Section 7. It is the intent of the Council to exercise its legislative authority and its budgetary powers with respect to all service purchases, programs, activities, and investments funded through Proposition revenues, especially via the City's annual budget process.

* * *

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 7, 2026
D2
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Amendment 6 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Foster

Co-sponsors: Councilmembers Rinck and Kettle

Midterm evaluation of programs

Effect: This amendment would add a new section directing the Seattle Department of Transportation to provide the City Council with a midterm evaluation of program spending, service outcomes, equity impacts, capital progress, and financial performance. The evaluation is intended to inform whether the City should continue imposing the full sales tax rate authorized by the voters or modify program spending midway through the measure's 10-year duration.

Add a new Section 7 to CB 121226 as follows and renumber subsequent sections accordingly:

<u>Section 7. Midterm evaluation of programs. The Seattle Department of Transportation shall submit to the City Council and the Seattle Transit Advisory Board a written midterm evaluation report of this proposition's revenues, expenditures, and program outcomes. The evaluations shall be transmitted no later than June 30, 2032. The midterm evaluation shall include, but not be limited to, the following:</u>

<u>A. Financial reporting: A summary of Proposition revenues and expenditures by program category, including service hours purchased, transit access programs, capital investments, and Sound Transit 3 (ST3) staffing support.</u>

<u>B. Transit service outcomes: An assessment of service frequency, reliability, coverage, ridership changes, and progress toward the Frequent Transit Network and Seattle Transportation Plan transit goals. The assessment should strive to identify the change in service characteristics and performance by route or corridor investment that can be attributed to proposition funded service. The report should assess the overall impact of this proposition's service expenditures on the Seattle transit network's performance.</u>

C. Transit service equity outcomes: Identification and evaluation of investments and transit service improvements within equity priority areas, including ridership trends and assessment of service allocation.

D. Transit access programs: Utilization and performance of subsidized ORCA access programs.

E. Capital and infrastructure outcomes: Identification and progress on proposition-funded capital projects, including delivery milestones and measured improvements to transit reliability, safety, and accessibility.

F. ST3 coordination outcomes: Performance of City-funded ST3 planning, permitting, and project delivery staffing, including efficiencies achieved and milestone progress for Seattle-based ST3 projects.

G. Administrative and cost-efficiency measures: Evaluation of administrative expenditures, cost per service hour purchased, and assessment of reserve requirements.

H. Recommendations: Policy recommendations regarding whether to maintain or reduce the rate of any sales tax adopted under the authority of Section 1 of this ordinance, and whether adjustments to program spending priorities are warranted.

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.

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 11 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Lin

Co-sponsor: Councilmembers Rinck and Foster

Stating intent to advocate for new state progressive revenue sources and conditioning potential future Council action on their authorization

Effect: This amendment would add a recital to CB 121226 stating the City's intent to collaborate with King County and other regional partners to advocate for State authorization of new progressive revenue sources available to Transit Benefit Districts. (A progressive revenue source is a funding mechanism, such as a tax, that levies a proportionally higher financial burden on individuals or entities with higher income and/or greater wealth.) It also would expand the circumstances under which the Council may, in the future, pass an ordinance that amends the bill's tax rate and/or its restrictions on the use of tax revenues. Specifically, the amendment states that the Council may so do if the Washington State Legislature authorizes new progressive revenue sources available to Transportation Benefit Districts.

Add a new 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~~<u>.</u>

<u>Similarly, the City intends to collaborate with King County and other regional partners to advocate for State authorization of new progressive revenue sources available to transportation benefit districts, so Washington cities and counties can adequately and reliably support equitable transit access without disproportionately burdening low-income households.</u>

Amend Section 4 of CB 121226 as follows:

Section 4. If the King County Transportation Benefit District enacts a countywide transit funding measure, or if the Washington State Legislature authorizes new progressive revenue sources available to transportation benefit districts, the City reserves the right to pass an ordinance that reduces the sales and use tax rate enacted pursuant to Section 1 of this ordinance and/or modifies the restrictions in Section 3 of this ordinance.

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.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 10, 2026
D2
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 14 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

Requesting a report on Metro's use of smaller buses and on increasing their use

Effect: This amendment would request that the Seattle Department of Transportation, in partnership with King County Metro, provide a report on King County Metro's policy regarding the sizing of buses and the opportunities for using smaller buses, like the Waterfront Shuttle. This report would explore the possibility of using smaller buses which may be more maneuverable, more adaptable to routes with lower ridership and which would have less impact on City infrastructure.

Add a new Section 7 of CB 121226 as follows, renumbering subsequent sections:

<u>Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, is requested to provide a report on the current policies guiding the size of the buses in its fleet, the current use of small buses 40 feet in length or smaller, like shuttles, and opportunities to expand their use. Exploration of how smaller buses and shuttles may create opportunities to more efficiently serve riders during low- and off-peak hours and for potential cost savings generated from reduced fuel consumption and maintenance. The report should explore the possibility of serving routes on narrow streets and steeper terrain where smaller buses may allow for improved maneuverability and safety. Lastly, the report should address the impact that purchasing smaller buses and shuttles may have on King County Metro's ability to purchase electric or hybrid models that emit less carbon dioxide and make less noise than larger buses or shuttles. 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
D2
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 16 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Co-sponsor: Councilmembers Kettle and Foster

Ensuring eligibility of transit funding on night service

Effect: This amendment would clarify the eligible use of STM revenues to support the purchase of transit services at night. Providing bus service at night is currently an allowable expense of STM revenues and the offered language makes that use explicit. Ensuring the provision of night service is intended to strengthen worker access, safety, and advance the Frequent Transit Network goals of all day service and citywide accessibility.

Amends 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. <u>Night service shall be</u>

considered an essential component of all day transit access and prioritized within this investment framework.

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.

* * *

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.

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 17 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Co-sponsor: Councilmembers Lin and Foster

Stating intent to advocate for new local progressive revenue sources and conditioning potential future Council action on their authorization

Effect: This amendment would amend a recital to CB 121226, and add two new recitals, which collectively name the City's ongoing collaboration with King County both to enact a future countywide transit funding measure and to identify new local progressive revenue options to fund such a measure's investments, with the intent that new revenue replace Seattle Transit Measure funding. (A progressive revenue source is a funding mechanism, such as a tax, that levies a proportionally higher financial burden on individuals or entities with higher income and/or greater wealth.) One new recital states that it is the City's goal to shift transit costs from regressive to progressive revenue sources whenever possible. The amendment also would expand the circumstances under which the Council may, in the future, pass an ordinance that amends the bill's tax rate and/or its restrictions on the use of tax revenues. Specifically, the amendment states that the Council may so do if the City authorizes new local progressive revenue sources or expands existing progressive revenue sources such that this revenue can replace Seattle Transit Measure revenue.

Amend a recital and add new recitals 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~~)) <u>continue its close collaboration</u> 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 <u>while ensuring that transit availability meets the needs of all Seattle transit riders</u>.

Regressive sales and use taxes, such as the tax that is required to fund the Seattle Transit Measure, are more burdensome to individuals and families with lower incomes, and it is the goal of the City to decrease this burden by shifting transit costs to progressive revenue sources wherever possible.

The City will continue its work to identify and pursue new local progressive revenue options, and options that encourage more transit use, such as congestion pricing and a commercial parking tax. The City will continue to work with King County and other local partners to identify, advocate for, and pursue all possible progressive revenue options, with the intent that any future revenue from such sources be used to replace Proposition revenues as defined in Section 2 of this ordinance.

* * *

Amend Section 4 of CB 121226 as follows:

Section 4. If the King County Transportation Benefit District enacts a countywide transit funding measure, or if the City authorizes new local progressive revenue sources, such as congestion pricing or commercial parking tax, or if the City authorizes the expansion of any existing progressive revenue source, and if any such funding source can replace Proposition revenues, the City reserves the right to pass an ordinance that reduces the sales and use tax rate enacted pursuant to Section 1 of this ordinance and/or modifies the restrictions in Section 3 of this ordinance.

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.

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 20 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Juarez

Co-Sponsors: Council President Hollingsworth, Councilmembers Rinck and Rivera

Promoting and protecting accessibility

Effect: This amendment would clarify the bill language describing the populations that are being prioritized to ensure service with Seattle Transit Measure programs and would explicitly name historically underserved populations, particularly individuals with disabilities. The amendment would also clarify allowable investments in transit infrastructure to more explicitly include accessible pedestrian connections, ADA improvements, and projects that improve access for people with mobility, sensory, cognitive, and developmental disabilities.

Amends 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 that considers the needs of historically underserved populations, including individuals with disabilities and communities with limited access to accessible transportation options, 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, individuals with disabilities, 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. Eligible investments include, but are not limited to, transit speed and reliability improvements, accessible pedestrian connections, Americans with Disabilities Act accessibility improvements, accessible transit stop infrastructure, wayfinding improvements, safety enhancements, and projects that improve access to transit for individuals with mobility, sensory (like those who are blind, low-vision, or deaf), cognitive, or developmental disabilities. 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.

* * *

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.

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 22 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

Requesting a report on the outcomes of the Waterfront Shuttle pilot program

Effect: This amendment would request that the Seattle Department of Transportation, in partnership with King County Metro, provide a report on the outcomes of King County Metro's Waterfront Shuttle pilot program, including opportunities for its improvement or expansion.

Add a new Section 7 to CB 121226 as follows and renumber subsequent sections:

<u>Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, is requested to provide a report on the outcomes to date, and opportunities for improvement or expansion, of King County Metro's Waterfront Shuttle pilot program, which provides seasonal transit service largely at stops west of the Third Avenue bus corridor. The report should include the qualitative input of neighborhood councils and other local business and advocacy organizations. The report should analyze the feasibility of making permanent and year-round transit service along this route or a similar route. The report should take into account cost and operational considerations for King County Metro, and economic, public safety, and public order considerations, as well as considerations around year-round proximity to public transit, that pertain in the area currently served seasonally by the Waterfront Shuttle. 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.

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 23 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

Requesting a report on Metro's implementation of bus stop spacing

Effect: This amendment would request that the Seattle Department of Transportation, in partnership with King County Metro, provide a report on King County Metro's policies regarding bus stop spacing to report on the efficiency of transit service delivery and balanced against increasing access to a bus route. This report would request analysis of how closely Metro currently follows its own bus stop spacing policy in the City of Seattle and where opportunities may exist to refine stop placement to enhance speed and service quality.

Add a new Section 7 of CB 121226 as follows and renumber subsequent sections:

<u>Section 7. One-time reporting. The Seattle Department of Transportation (SDOT), in partnership with King County Metro, is requested to provide a report evaluating the current implementation of policies governing bus stop spacing within Seattle, along with identification of opportunities to improve route speed and service quality. The report should:</u>

<u>A. Assess current policy application – Provide an analysis of how Metro's stop-spacing guidelines – an average of 1/2 mile (RapidRide routes) and 1/4 mile (all other services) – are currently applied throughout the transit network within Seattle.</u>

<u>B. Identify variances & opportunities for optimization – Map and analyze locations where existing stop spacing does not follow the applicable guideline. Evaluate opportunities to expand stop spacing on routes where stop density exceeds policy targets. Assess the operational feasibility of increasing spacing on existing routes (e.g., route-level impacts on travel time, reliability, fleet planning).</u>

C. Evaluate constraints and accessibility impacts – Analyze accessibility considerations, including impacts on riders with mobility challenges and access to essential services; economic impacts, such as: effects on local businesses, community access, and transit-dependent populations; and public safety considerations, including pedestrian conditions, lighting, crossings, and stop location safety.

D. Provide recommendations – Identify policy or implementation changes that could improve service delivery via consistency with guidelines while maintaining equitable access.

The report should be provided to the City Council by March 30, 2027.

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 25 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rivera

Fare Recovery and Performance Reporting

Effect: This amendment to Section 6 would require annual reporting by King County on various dimensions of service hours purchased with Seattle Transit Measure funding. Specifically, the report would include dimensions such as King County Metro's fare-recovery effectiveness and bus transit on-time performance and reliability.

Amend Section 6 of CB 121226 as follows:

Section 6. ((~~Oversight~~)) Annual reporting and oversight. The City of Seattle shall issue an annual report to the public that provides an overview of transit service levels in Seattle and describes how the Seattle Transit Measure has invested in transit service, transportation access, other transit improvements, and Sound Transit expansion efforts in that year and the impacts these investments have had on the travelling public, including progress toward Frequent Transit Network and City mobility goals.

Additionally, the Seattle Department of Transportation, in partnership with King County Metro, shall provide a separate annual report to the City Council related to the following aspects of the Seattle Transit Measure's investments in transit service:

A. Fare recovery effectiveness, including the percentage of people paying fares, the farebox recovery ratio or the percentage of King County Metro operating costs that was funded directly by passenger fares, total fare revenues collected, and any service, operational, or policy changes that affected revenue performance;

B. On-time performance, including the percentage of trips arriving within Metro's defined on-time window and early/late distributions, describing how far ahead of schedule ("early") or behind schedule ("late") buses arrive, disaggregated by route; and

C. Reliability, or the number of missed or canceled trips and the degree to which King County Metro transit service was delivered consistently and predictably.

The community-led Seattle Transit Advisory Board will continue to serve as the public oversight committee charged with advising on spending of Proposition revenues. Appointments to the Transit Advisory Board, the scope of its duties, and reporting requirements shall continue to be consistent with Resolution 31572, as adopted by Council in 2015, following passage of the 2014 Transportation Benefit District measure.

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.

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 26 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Council President Hollingsworth

Co-sponsors: Councilmembers Rinck and Rivera

Expanding eligibility for the Transit Access Program

Effect: This amendment would make explicit the inclusion of participants from City of Seattle income-verified benefit programs as eligible to receive support from the Transit Access Program, the Seattle Transit Measure program which provides free transit passes to low-income individuals receiving housing support, youth and young adults, and low-income families. Examples of programs from which participants could be offered a transit benefit include, and are not limited to, participants of Fresh Bucks, the Utility Discount Program, Seattle Preschool Program, Early Childhood Education and Assistance Program. The amendment names this new population as eligible for support and does not require funding to be spent in this manner, nor does it increase annual appropriation.

Amends Section 2 of CB 121226 as follows:

* * *

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, or participants in other City-run income-verified support programs. This category may receive up to $12 million in annual appropriations.

* * *

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
D2
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Amendment 27 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Co-sponsors: Councilmembers Hollingsworth, Kettle and Rivera

Expand eligibility within the Transit Access Program to trade school students

Effect: This amendment would add students attending Seattle area trade schools that are accredited through the State or otherwise state-registered as an eligible population to receive ORCA cards under the Transit Access Program (TAP) which provides bus passes for low-income individuals. The current legislation names eligibility for students participating in the Seattle Promise program or other similar programs at Seattle colleges and universities only. This amendment does not change the annual appropriations to this spending category, nor does it require spending on this population.

Amends Section 2 of CB 121226 as follows:

* * *

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, <u>students attending Seattle-based Washington state-accredited educational institutions, Washington state-registered apprenticeship programs, or Washington state-accredited training providers</u>, and low-income families. This category may receive up to $12 million in annual appropriations.

* * *

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
D2
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 28 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Council President Hollingsworth

Co-sponsors: Councilmembers Kettle, Rinck, and Rivera

Requesting a report on expanding access to the Transit Access Program

Effect: This amendment would request the Seattle Department of Transportation, in partnership with King County Metro, provide a report on the possible pathway for the City of Seattle to expand the transit access program to include additional low-income populations, including but not limited to providing support to the participants of City-run income-verified programs such as the Utility Discount Program, Seattle Preschool Program, Early Childhood Education and Assistance Program, or others.

Add a new Section 7 of CB 121226 as follows, renumbering subsequent sections:

Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, is requested to provide a report that includes analysis and recommendations for an implementation plan to extend Transit Access Program (TAP) benefits to additional low-income populations, including, but not limited to, those participating in City-run, income-verified programs such as the Utility Discount Program, Seattle Preschool Program, Early Childhood Education and Assistance Program. Additional analysis regarding expanding the TAP to Seattle households receiving support to access low-income housing services is also requested. The report should include cost and funding scenarios, enrollment and eligibility pathways, demographic and equity impacts, administrative feasibility, and risks, barriers, and mitigation strategies. The report should be provided to the City Council by March 30, 2027.

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

Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

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 and appropriations made pursuant to Section 4 of this ordinance.

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

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.

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 14, 2026
D2
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

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
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

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

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%~~)) 0.225% sales and use tax for up to ten years 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 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.

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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~~ 75 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.

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.