# CITY OF SEATTLE

## City Council

## Agenda

**Tuesday, July 21, 2026**

**2:00 PM**

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

**Joy Hollingsworth, Council President**
**Dionne Foster, Member**
**Debora Juarez, Member**
**Robert Kettle, Member**
**Eddie Lin, Member**
**Alexis Mercedes Rinck, Member**
**Maritza Rivera, Member**
**Rob Saka, Member**
**Dan Strauss, Member**

**Chair Info: 206-684-8803; Joy.Hollingsworth@seattle.gov**

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# CITY OF SEATTLE

## City Council

## Agenda

## July 21, 2026 - 2:00 PM

**Meeting Location:**
Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

**Committee Website:**
http://www.seattle.gov/council

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Members of the public may register for remote or in-person Public Comment to address the Council. Speakers must be registered in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at https://www.seattle.gov/council/committees/public-comment. Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting.

In-Person Public Comment - Register to speak on the public comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting.

Written comments must be submitted prior to 10 a.m. to ensure that they are distributed to Councilmembers prior to the start of 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. Comments received after 10 a.m. will be distributed after the meeting to Councilmembers and included as part of the public record.

**A. CALL TO ORDER**

**B. ROLL CALL**

**C. PRESENTATIONS**

## D. PUBLIC COMMENT

*Members of the public may sign up to address the Council for up to 2 minutes on matters on this agenda; Introduction and Referral Calendar; and Council's Work Program; and total time allotted to public comment at this meeting is up to one hour.*

## E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

*Introduction and referral to Council committees of Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF) for committee recommendation.*

IRC 532 July 21, 2026

***Attachments:*** Introduction and Referral Calendar

## F. APPROVAL OF THE AGENDA

## G. APPROVAL OF CONSENT CALENDAR

*The Consent Calendar consists of routine items. A Councilmember may request that an item be removed from the Consent Calendar and placed on the regular agenda.*

**Journal:**

**1.** Min 576 July 14, 2026

***Attachments:*** Minutes

**Bills:**

**2.** CB 121255 An ordinance appropriating money to pay certain claims for the week of July 6, 2026, through July 10, 2026, and ordering the payment thereof; and ratifying and confirming certain prior acts.

***Supporting Documents:*** Summary and Fiscal Note

**PARKS AND CITY LIGHT COMMITTEE:**

3. CB 121249 An ordinance relating to the City Light Department; authorizing ten-year agreements with customers eligible for transportation electrification programs.

**The Committee recommends that City Council pass the Council Bill (CB).**
**In Favor: 5 - Juarez, Kettle, Rivera, Saka, Strauss**
**Opposed: None**

***Attachments:*** Att A – Transportation Electrification Incentive Program Participation Agreement

***Supporting Documents:*** Summary and Fiscal Note

4. CB 121250 An ordinance relating to City-owned real property known as Lake City Garage and Plaza; transferring jurisdiction and management authority from the Department of Finance and Administrative Services to Seattle Parks and Recreation for municipal purposes; and ratifying and confirming certain prior acts.

**The Committee recommends that City Council pass the Council Bill (CB).**
**In Favor: 5 - Juarez, Kettle, Rivera, Saka, Strauss**
**Opposed: None**

***Attachments:*** Att 1 – Legal Description of Property

***Supporting Documents:*** Summary and Fiscal Note
Summary Att A – Property Map

## H. COMMITTEE REPORTS

*Discussion and vote on Council Bills (CB), Resolutions (Res), Appointments (Appt), and Clerk Files (CF).*

**SELECT COMMITTEE ON SEATTLE TRANSPORTATION BENEFIT DISTRICT:**

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.

**The Committee recommends that City Council pass as amended the Council Bill (CB).**
**In Favor: 9 - Saka, Rinck, Foster, Hollingsworth, Juarez, Kettle, Lin, Rivera, Strauss**
**Opposed: None**

***Supporting Documents:***
Summary and Fiscal Note
Summary Att 1 - STM Racial Equity Toolkit
Amendment A
Amendment B
Amendment C
Amendment D

**PARKS AND CITY LIGHT COMMITTEE:**

**2.** CB 121231

An ordinance relating to the City Light Department; establishing new retail rate schedules; establishing a new customer class and conditions of service for data centers whose electricity demand constitutes a new large load; modifying customer charges for service connections; augmenting the rate stabilization account mechanism; amending Sections 21.49.020, 21.49.030, 21.49.052, 21.49.055, 21.49.057, 21.49.058, 21.49.060, 21.49.065, 21.49.083, 21.49.086, 21.49.110, and 21.49.130 of the Seattle Municipal Code; adding a new Section 21.49.059 to the Seattle Municipal Code; and repealing Section 21.49.081 of the Seattle Municipal Code.

**The Committee recommends that City Council pass as amended the Council Bill (CB).**
**In Favor: 5 - Juarez, Kettle, Rivera, Saka, Strauss**
**Opposed: None**

***Attachments:*** Full Text: CB 121231 v2

***Supporting Documents:*** Summary and Fiscal Note

**I. ITEMS REMOVED FROM CONSENT CALENDAR**

**J. ADOPTION OF OTHER RESOLUTIONS**

**K. OTHER BUSINESS**

**L. ADJOURNMENT**

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

# SEATTLE CITY COUNCIL

## Legislation Text

**File #:** IRC 532, **Version:** 1

July 21, 2026

# SEATTLE CITY COUNCIL

July 21, 2026

## Introduction and Referral Calendar

List of proposed Council Bills (CB), Resolutions (Res), Appointments (Appt) and Clerk Files (CF) to be introduced and referred to a City Council committee

| Record No. | | Title | Committee Referral |
|---|---|---|---|
| | **By: Strauss** | | |
| **1.** | CB 121255 | An ordinance appropriating money to pay certain claims for the week of July 6, 2026, through July 10, 2026, and ordering the payment thereof; and ratifying and confirming certain prior acts. | City Council |
| | **By: Hollingsworth** | | |
| **2.** | CB 121256 | An ordinance relating to City employment; authorizing execution of a Memorandum of Agreement between The City of Seattle and the Professional and Technical Employees, Local 17; regarding the accretion of the Fire Protection Engineer classification series; and ratifying and confirming certain prior acts. | City Council |
| | **By: Hollingsworth** | | |
| **3.** | CB 121257 | An ordinance relating to City employment; authorizing execution of a collective bargaining agreement between The City of Seattle and Seattle City Light and the International Brotherhood of Electrical Workers, Local 77; and ratifying and confirming certain prior acts. | City Council |
| | **By: Hollingsworth** | | |
| **4.** | CB 121258 | An ordinance relating to City employment; authorizing the execution of a Memorandum of Understanding that modifies a collective bargaining agreement between The City of Seattle and the Professional and Technical Employees Local 17; and ratifying and confirming certain prior acts. | City Council |
| | **By: Foster** | | |
| **5.** | CB 121259 | An ordinance relating to unfair housing practices; adding new protections for homeowners from unwanted solicitation of residential property by establishing a Do Not Solicit List; providing an enforcement process; prescribing penalties; amending Section 14.08.020 and 14.08.190 of the Seattle Municipal Code; adding a new Section 14.08.042 to the Seattle Municipal Code; and adding reporting requirements. | Housing, Arts, and Civil Rights Committee |

| | | | |
|---|---|---|---|
| | **By: Foster** | | |
| 6. | Appt 03547 | Appointment of Zoe Bailey Stylianides as member, Seattle Human Rights Commission, for a term to July 22, 2027. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 7. | Appt 03548 | Appointment of Terry Lin as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 8. | Appt 03549 | Reappointment of Katie Sophie Gonser as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 9. | Appt 03550 | Reappointment of Phillip Lewis as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 10. | Appt 03551 | Reappointment of Nicholas G. Leydon as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 11. | Appt 03552 | Reappointment of Brandon Monson as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 12. | Appt 03553 | Reappointment of Beverly Smith as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 13. | Appt 03554 | Reappointment of Kyle Tibbs as member, Seattle Human Rights Commission, for a term to July 22, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| 14. | Appt 03555 | Appointment of Adekunbi Ajiboye as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |

| | | | |
|---|---|---|---|
| | **By: Foster** | | |
| **15.** | Appt 03556 | Appointment of Rashaad O'Neal as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **16.** | Appt 03557 | Appointment of Daniel Ramier as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **17.** | Appt 03558 | Reappointment of Balvina E. Cortez as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **18.** | Appt 03559 | Reappointment of Shelby Dey as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **19.** | Appt 03560 | Reappointment of Naomi Snow as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **20.** | Appt 03561 | Reappointment of Sawyer Stearns as member, Seattle Disability Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **21.** | Appt 03562 | Appointment of Sawyer McCrabb as member, Seattle LGBTQ Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **22.** | Appt 03563 | Appointment of Cadence Sagan as member, Seattle LGBTQ Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |
| | **By: Foster** | | |
| **23.** | Appt 03564 | Reappointment of Andrew Ashiofu as member, Seattle LGBTQ Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |

**By: Foster**

| | | | |
|---|---|---|---|
| **24.** | Appt 03565 | Reappointment of Ashley E. Ford as member, Seattle LGBTQ Commission, for a term to April 30, 2028. | Housing, Arts, and Civil Rights Committee |

SEATTLE CITY COUNCIL

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

# Legislation Text

**File #:** Min 576, **Version:** 1

July 14, 2026

# SEATTLE CITY COUNCIL

*600 Fourth Ave. 2nd Floor*
*Seattle, WA 98104*

## Journal of the Proceedings of the Seattle City Council

**Tuesday, July 14, 2026**

**2:00 PM**

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

## City Council

***Joy Hollingsworth, Council President***
***Dionne Foster, Member***
***Debora Juarez, Member***
***Robert Kettle, Member***
***Eddie Lin, Member***
***Alexis Mercedes Rinck, Member***
***Maritza Rivera, Member***
***Rob Saka, Member***
***Dan Strauss, Member***

***Chair Info: 206-684-8803; Joy.Hollingsworth@seattle.gov***

## A. CALL TO ORDER

The City Council of The City of Seattle met in the Council Chamber in City Hall in Seattle, Washington, on July 14, 2026, pursuant to the provisions of the City Charter. The meeting was called to order at 2:04 p.m., with Council President Hollingsworth presiding.

## B. ROLL CALL

**Present:** 8 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Saka, Strauss

**Late Arrival:** 1 - Rivera

## C. PRESENTATIONS

There were none.

## D. PUBLIC COMMENT

The following individuals addressed the Council:
Mauri Shuler

*Councilmember Rivera joined the meeting at 2:07 p.m.*

Carolyn Malone
Mayuree Rao
Howard Gale
Michael Vaux
Marta Johnson
Bob Aylward
Kendra Haylee
Ivana Jovanovic
Yvette Dinish
Alex Lofton
David Long
Paul Tomlinson
Clive Hayward
Bennett Haselton
Ed Sun
Nathan Wall
Ben Mitchell
Andrelyn Izquierdo
Rose Legionaires
David Haines

## E. ADOPTION OF INTRODUCTION AND REFERRAL CALENDAR:

IRC 531 **July 14, 2026**

**By unanimous consent, the Introduction & Referral Calendar (IRC) was adopted.**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

## F. APPROVAL OF THE AGENDA

By unanimous consent, the Agenda was adopted.

## G. APPROVAL OF CONSENT CALENDAR

Motion was made by Council President Hollingsworth, duly seconded and carried, to adopt the Consent Calendar.

**Journal:**

**1.** Min 575 **July 7, 2026**

**The Minutes were adopted on the Consent Calendar by the following vote, and the President signed the Minutes (Min):**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

**Bills:**

**2.** CB 121251 **An ordinance appropriating money to pay certain claims for the week of June 29, 2026, through July 3, 2026, and ordering the payment thereof; and ratifying and confirming certain prior acts.**

**The Council Bill (CB) was passed on the Consent Calendar by the following vote, and the President signed the Council Bill (CB):**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

**Appointments:**

**GOVERNANCE AND UTILITIES COMMITTEE:**

**3.** Appt 03542 **Appointment of Zahoor Ahmed as member, Washington State Convention Center Public Facilities District Board, for a term to July 30, 2030.**

**The Committee recommends that City Council confirm the Appointment (Appt).**
**In Favor: 4 - Hollingsworth, Kettle, Rivera, Strauss**
**Opposed: None**

**The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

**HUMAN SERVICES, LABOR, AND ECONOMIC DEVELOPMENT COMMITTEE:**

**4.** Appt 03516 **Appointment of Danielle Budd as member, Domestic Workers Standards Board, for a term to February 28, 2028.**

**The Committee recommends that City Council confirm the Appointment (Appt).**
**In Favor: 3 - Rinck, Foster, Hollingsworth**
**Opposed: None**

**The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

**5.** Appt 03517 **Reappointment of Estefana R. Harry as member, Domestic Workers Standards Board, for a term to February 28, 2028.**

**The Committee recommends that City Council confirm the Appointment (Appt).**
**In Favor: 3 - Rinck, Foster, Hollingsworth**
**Opposed: None**

**The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

6. Appt 03518 **Appointment of Serhii Fulytka as member, Domestic Workers Standards Board, for a term to February 28, 2029.**

**The Committee recommends that City Council confirm the Appointment (Appt).**
**In Favor: 3 - Rinck, Foster, Hollingsworth**
**Opposed: None**

**The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

7. Appt 03519 **Appointment of Jared Lowery as member, Domestic Workers Standards Board, for a term to February 28, 2029.**

**The Committee recommends that City Council confirm the Appointment (Appt).**
**In Favor: 3 - Rinck, Foster, Hollingsworth**
**Opposed: None**

**The Appointment (Appt) was confirmed on the Consent Calendar by the following vote:**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

## H. COMMITTEE REPORTS

**GOVERNANCE AND UTILITIES COMMITTEE:**

1. CB 121222 **An ordinance relating to the Utility Discount Program; amending the income threshold for the utility discount program for water, wastewater, drainage, solid waste, and electric utility services; and amending Sections 21.49.040 and 21.76.030 of the Seattle Municipal Code.**

**The Committee recommends that City Council pass as amended the Council Bill (CB).**
**In Favor: 4 - Hollingsworth, Kettle, Rivera, Strauss**
**Opposed: None**

**The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

**HUMAN SERVICES, LABOR, AND ECONOMIC DEVELOPMENT COMMITTEE:**

2. CB 121207 **An ordinance relating to City employment; establishing the Forensic Digital Evidence classification title series and corresponding rates of pay in the Seattle Police Department.**

**The Committee recommends that City Council pass the Council Bill (CB).**
**In Favor: 3 - Rinck, Foster, Hollingsworth**
**Opposed: None**

**The Council Bill (CB) was passed by the following vote, and the President signed the Council Bill (CB):**

**In Favor:** 9 - Foster, Hollingsworth, Juarez, Kettle, Lin, Rinck, Rivera, Saka, Strauss

**Opposed:** None

## I. ITEMS REMOVED FROM CONSENT CALENDAR

There were none.

## J. ADOPTION OF OTHER RESOLUTIONS

There were none.

## K. OTHER BUSINESS

There was none.

## L. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 3:07 p.m.

**Jodee Schwinn, Deputy City Clerk**

**Signed by me in Open Session, upon approval of the Council, on July 21, 2026.**

**Joy Hollingsworth, Council President of the City Council**

**File #:** CB 121255, **Version:** 1

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

## The City of Seattle

# Ordinance

Council Bill

**An ordinance** appropriating money to pay certain claims for the week of July 6, 2026, through July 10, 2026, and ordering the payment thereof; and ratifying and confirming certain prior acts.

**Be it ordained by The City of Seattle as follows:**

Section 1. Payment of the sum of $20,985,368.08 on PeopleSoft 9.2 mechanical warrants numbered 4101046293 - 4101049036 plus manual or cancellation issues for claims, e-payables of $23,893.90 on PeopleSoft 9.2 9100016255 - 9100016265, and electronic financial transactions (EFT) in the amount of $49,132,260.17 are presented to the City Council under RCW 42.24.180 and approved consistent with remaining appropriations in the current Budget as amended.

Section 2. RCW 35.32A.090(1) states, “There shall be no orders, authorizations, allowances, contracts or payments made or attempted to be made in excess of the expenditure allowances authorized in the final budget as adopted or modified as provided in this chapter, and any such attempted excess expenditure shall be void and shall never be the foundation of a claim against the city.”

Section 3. Any act consistent with the authority of this ordinance taken prior to its effective date is ratified and confirmed.

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

Passed by the City Council and signed in open session in authentication of its passage on July 21, 2026.

President of the City Council

on .

Katie B. Wilson, Mayor

Attested on .

Scheereen Dedman, City Clerk

*Seal*

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

# Summary and Fiscal Note

## 1. Legislation Summary

**Department:** Office of City Finance

**Title:** An ordinance appropriating money to pay certain claims for the week of July 6, 2026, through July 10, 2026, and ordering the payment thereof; and ratifying and confirming certain prior acts. Claims include all financial payment obligations for bills and payroll paid out of PeopleSoft for the covered.

**Background:** RCW 42.24.180 requires that payment of certain claims be authorized by the City Council. This bill, prepared each week by the City Treasury, authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

**Summary Attachments:** None.

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## 2. Capital Improvement Program (CIP)

**Does this legislation create, fund, or amend a CIP Project?**

☐ Yes

☒ No

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## 3. Summary of Financial Implications

**Does this legislation have financial impacts to the City?**

☐ Yes

☒ No

## 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.**

No. This bill authorizes the payments of funds that were previously appropriated by the City Council, so the passage of this bill does not have a direct result on the City's budget.

**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?**

N/A

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

The legislation authorizes the payment of valid claims. If the City does not pay its legal obligations it could face greater legal and financial liability.

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

This type of legislation authorizes payment of bill and payroll expenses for all 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?**

N/A

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.**

N/A

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

N/A

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

N/A

e. Climate change impacts:

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

N/A

**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.**

N/A

**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?**

N/A

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

N/A

**File #:** CB 121249, **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 the City Light Department; authorizing ten-year agreements with customers eligible for transportation electrification programs.

**Recitals:**

RCW 35.92.450 and Seattle Municipal Code Section 21.53.015 authorize the City Light Department as a municipal utility to adopt and implement transportation electrification plans and associated incentives, programs, policies, and other mechanisms that accelerate installation of transportation electrification infrastructure to reduce greenhouse gas emissions from the transportation sector, provided that City Light's outreach and investment in such infrastructure does not increase net costs to ratepayers consistent with rules set forth in RCW 35.92.450.

An analysis conducted for City Light estimated the City Light service area may require between ten and 20 times more electric vehicle charging stations by 2030 to meet anticipated demand and meet the City's greenhouse gas emission reduction goals.

Consistent with legislative authority, anticipated demand for electric charging stations, and the City's desire to reduce greenhouse gas emissions, the Department offers electrification transportation programs and incentives that defray the significant cost of building charging stations.

Some incentives help to defray the cost of installing upgraded underground infrastructure equipped to serve an anticipated growing base of charging units (future proofing).

The Department wishes to execute a program agreement for up to ten years with third parties to address the needs of future proofing projects to enable the Department to inspect and enforce program requirements over the entire buildout.

Chapter 70.A.535 RCW establishes a Clean Fuels Program and RCW 70A.535.080 and WAC 173-424-220 provides a mechanism for a utility to generate revenue, as an owner of qualified equipment and assignee of Clean Fuels Program credits.

In exchange for a Department provided incentive, the recipient assigns their Clean Fuel Program credits to the Department for the duration of the program contract. A contract term up to ten years allows the Department to continue to receive Clean Fuel Program credits over a longer contract term to offset some of the incentives issued to the Participant or raise revenue which can be applied to fund authorized clean fuel projects. Therefore,

**Be it ordained by The City of Seattle as follows:**

Section 1. The City Light Department (Department) is authorized to execute ten-year agreements with customers to provide transportation electrification program services, substantially in the form of the Participation Agreement attached to this ordinance as Attachment A (Agreement) with such changes as the Department may deem appropriate and are consistent with this ordinance. The Agreement establishes program terms and conditions for customers to receive incentives to install electric vehicle charging infrastructure, sets operational expectations for the chargers, provides extended timelines to support phased construction, and allows for the Department to enforce program requirements and collect data related to electric vehicle charger utilization to meet compliance and regulation in chapter 70A.535 RCW and WAC 173-424-220.

Attachments:

Attachment A - Transportation Electrification Incentive Program Participaction Agreement

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

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*

Seattle City Light

**Customer Energy Solutions**

# Transportation Electrification Incentive Participation Agreement

*Customer entry or signature 1. Customer information for Participation Agreement*

<table>
<tr><th colspan="4">Customer Information</th></tr>
<tr><td>Customer Name</td><td colspan="3"></td></tr>
<tr><td>Service Address</td><td colspan="3"></td></tr>
<tr><td>Property Owner Name</td><td colspan="3"></td></tr>
<tr><td>Today's Date</td><td colspan="3"></td></tr>
<tr><td colspan="4"></td></tr>
<tr><td>Participating Program</td><td>☐ Business EV Charging Program</td><td>☐ Multifamily EV Charging Program</td><td>☐ Public Charging Program</td></tr>
<tr><td>Program Offering</td><td>☐ Charger Incentive</td><td colspan="2">☐ Make-Ready Incentive<br>(Public Charging Program only)</td></tr>
</table>

| **Contract Information – To be filled out by Program** | |
|---|---|
| **Contract Number** | |
| **Project Name** | |
| **Agreement Expiration Date** | |

## Contents

## Signature Requirements

Seattle City Light

**Customer Energy Solutions**

# TERMS & CONDITIONS

This Program Participation Agreement ("Agreement") is entered into by and between the City of Seattle ("the City"), doing business as Seattle City Light ("SCL" or "City Light") and

*Customer entry or signature 2. Terms & Conditions*

**NAME** ______________________________

**ORGANIZATION** ______________________________

**The applicant organization is the:**

☐ PROPERTY OWNER
☐ PROPERTY MANAGEMENT COMPANY, or
☐ PROPERTY LESSEE
referred hereinafter as the "Participant," located at the above service address.

The Participant is voluntarily participating in one of the following SCL Transportation Electrification Programs ("TE Programs"): Business EV Charging, Multifamily EV Charging, OR Public Charging Program ("Program") to implement electric vehicle ("EV") charging at the designated approved real property ("Site Address") as identified on Program documents, (collectively referred to as "Project"). This Agreement applies to only the Participant and the Project at the Site Address. Should additional Projects be requested by the Participant, new program forms must be submitted and approved by SCL in accordance with all applicable Program Manuals and terms and conditions.

The Participant, if a Lessee, will inform their Property Owner of their voluntary participation in the Program and obtain their Property Owner's formal acknowledgement of their understanding of the terms and conditions outlined in this Agreement (see attached as Appendix A. Property Owner co-signature). The Participant is responsible for obtaining permission from their Property Owner to alter the property to construct and install electrical infrastructure and the associated electric vehicle chargers. If necessary, the Participant will work with their Property Owner to grant SCL access to the property as well as all the easements necessary to construct, install and verify infrastructure and equipment on the customer and utility's side of the meter. If the Participant terminates their lease with the property, the Property Owner agrees to maintain and operate the electrical infrastructure and the associated electric vehicle chargers. The Participant will work with their Property Owner to resolve any issues or concerns regarding this Project and Agreement. If SCL is unable to access the property or carry out Project work on the Property because the Property Owner has not provided necessary permission or cooperation, SCL may immediately terminate this Agreement without liability or payment due to Participant or Property Owner.

Both parties understand the improvements are intended to facilitate the sale of electricity by SCL and promote electric vehicle adoption consistent with RCW 35.92.450 and SMC 21.53.015. Through the Program, SCL will pay an incentive to Participant in exchange for receipt of Credits (defined in Section 5 of this Agreement) and other utility benefits. City Light TE Programs seek to invest in and increase access to charging infrastructure across a broad spectrum of businesses, owners, and regions of our service area. To support this goal, SCL limits the amount of incentives it provides to a single customer.

1. **Term of Agreement**. This Agreement shall become effective on the date of execution and shall remain in effect for 7 years subject to any terms set forth herein.
2. **Incorporation of Program Manual and Appendices**. This Agreement shall incorporate all the Project-specific specifications and corresponding Program Manual as terms and conditions to this Agreement; this content is found in the appendices. In the event of any conflict or inconsistency between this Agreement, attachments, and any document incorporated by reference, this Agreement shall be controlling.
3. **Amendments**. If either party desires a change in the items specified in this Agreement, an amendment must be requested through written notice. Changes to this Agreement will only be effective if set forth in a document signed by authorized representatives of both SCL and the Participant.
4. **Voluntary Participation/Assumption of Risk**. The Participant is fully aware of the risks and hazards connected with the activities of implementing EV chargers, outlets for EV charging (both of which are referred here as Electric Vehicle Supply Equipment or "EVSE"), and supporting electrical infrastructure. The Participant is aware that such activities include the risk of injury and even death, and the Participant hereby elects to participate voluntarily in the Program knowing that the activities may be hazardous to the Participant's property and person. The Participant voluntarily assumes responsibility, to the fullest extent allowed by law, for any risks of loss, property damage, or personal injury, including death as a result of being engaged in such activities.
5. **Environmental or Energy Credits**.
   a) The Participant hereby assigns, transfers, and conveys to SCL all of its right, title, and interest in and to any, all or similar (i) environmental or energy credits and (ii) carbon or emissions credits and any similar pollution allowances generated by the Project including but not limited to any "credit" as defined by RCW 70A.535.010(6) and generated pursuant to RCW Chapter 70A.535 ("Credits") or any future fuel standard credits.
      i. The following Project types are exempt from Section 5 (a) and (c): 120V outlets, 240V outlets, electric standby truck refrigeration unit infrastructure (E/S TRUs), and electric forklift charging infrastructure. If a Participant in an exempt Project type agrees to install energy tracking infrastructure and report that data to City Light, City Light will assume ownership of any credits generated and serve as the "fuel reporting entity."
   b) The Participant shall not sell, transfer, assign or promise any Credits generated from the Project to any entity other than SCL, unless SCL provides prior written consent and mutual agreement. The Participant is required to execute a written assignment of the Participant's credit generation rights and interests to Credits on a form provided by SCL (see Appendix B. Clean Fuels Standard Credit Generation Assignment and Designation). Upon execution of this written assignment, the Participant acknowledges that SCL will become the exclusive "fuel reporting entity" and "credit generator" associated with the "electric fuel supply equipment" ("EVSE" or "EV chargers") installed through the participation in SCL's TE Programs for the length of the Agreement. SCL will remain the exclusive "fuel reporting entity" and "credit generator" for Projects incentivized by SCL for the length of this Agreement, regardless of any cancellation,

completion, termination or expiration of the Participant's participation in the TE Programs or leasing agreements between the Participant and their Property Owner.

c) The Participant is required to provide infrastructure, location, use case, and other relevant data necessary for SCL to register the Participant's EV charging equipment. Participant authorizes SCL to share energy dispensation information and other relevant information with the State of Washington in order for SCL to obtain Credits (See Appendix C. SCL Customer Data Release Authorization Form).

d) Prior to completion of the Project, the Participant is required to allow SCL access to the Project site at any time, within reasonable business hours. Failure to allow access may result in incentive funds being withheld. SCL reserves the right to access installed EVSE once they become operational if the State of Washington's Clean Fuel Standard (RCW 70A.535) or other applicable local or state laws or regulations require EV charger testing and verification.

6. **Design, Engineering, and Installation of Infrastructure**. The Participant is solely responsible for selecting, hiring and managing the contractor(s) to design, engineer, and construct the Project. SCL's incentive payment will be contingent on the Participant and the Participant's chosen contractor complying with the laws, codes, ordinances, rules and regulations outlined in Section 10. City Light makes no express or implied warranties whatsoever.
7. **Operable EV Charger(s)**. The Participant understands that incentive payments are based on benefits provided over the life of the EVSE. The Participant agrees that incentivized EVSE specified in the Participant's application must be maintained operational and active once commissioned and through the Term of this Participation Agreement. The respective Program's Terms and Conditions for Charger Incentive appendix (see Section 5 in APPENDIX D. Business EV Charging Program, APPENDIX E. Multifamily EV Charging Program, APPENDIX F. Public Charging Program) defines conditions for an operational and active charging port.
8. **Incentive Payment**.

a) Upon completion of the Project, the Participant shall provide accurate and complete documentation acceptable to SCL, including Program Forms and information related to EVSE, such as the purchase and/or installation costs, in order to become eligible for an incentive payment under the Program.

b) SCL is not obligated to pay any incentive amount (with the exception of Partial Payment for eligible Projects) until (i) the Participant has provided the Program with invoices and other supporting documents detailing the Participant's Project costs and (ii) SCL has performed a post-installation verification of the EVSE and associated infrastructure for program purposes and determined in its sole discretion that all Program Manual requirements have been fulfilled to the satisfaction of SCL. SCL will pay the Participant based on the incentive as defined in the Program's Terms and Conditions (see Appendix E. Multifamily EV Charging Program, Appendix D. Business EV Charging Program, Appendix F. Public Charging Program for incentive amounts for the respective programs), unless City funding becomes unavailable, depleted or the Program terms and conditions, and other Program policies change or limit the incentive payment. The incentive calculation rate and methodology, and the method and timing of disbursement under the Program shall at all times be in SCL's sole discretion, and subject to change without notice.

c) SCL incentive payment will not exceed 100 percent of total eligible Project costs, nor will SCL provide funding that contributes more than the total cost of the approved Project when also considering funding received from other sources. All participants will be required to report funding received from other sources in addition to SCL TE Programs. SCL will take this information into consideration and calculate the final incentive amount based on total remaining Project costs after all other funding sources have been applied. Failure to report additional funding may lead to termination of this Agreement and removal from the TE Programs.

d) The Participant may assign its rights and interests of any incentive payment to a third-party service provider or contractor that performed the work by completing the Payment Reassignment Form before final payment is sent. The City shall not be responsible for any issues, disputes or claims, between the Participant and their third-party service provider or contractor related to the assignment authorized under this Agreement nor for any claims or disputes related to the EV charger installation. By issuing an incentive payment at the Participant's direction, the City is not entering a contract or any other form of agreement with the third-party service provider or contractor. Once incentive payment is issued to the third-party service provider or contractor per the Participant's direction, the City will be unable to re-direct that payment to anyone else, including to the Participant.

9. **Assignment**. The Participant shall not assign any of its rights, interests, or obligations under this Agreement without SCL's written consent, which may be granted or withheld in SCL's sole discretion. Any attempt to assign this Agreement without SCL's written agreement will be an Event of Default and entitle SCL to all remedies set out in the Agreement, including any applicable Liquidated Damages under Section 16.

10. **Compliance with Laws**. The Participant represents and warrants that the Participant, their agent and employees, or any contractors retained to install or maintain the equipment, are familiar with, and at all times will comply with all applicable federal, state and local laws, including but not limited to: local jurisdiction building and electrical codes, ordinances, rules and regulations, federal and state disability access law, City Light's Requirements for Electrical Service Connection and related standards; and Program Manual, Service Agreement and other program policies, terms and conditions, including but not limited to those pertaining to the implementation of EV chargers and supporting infrastructure at the Site Address.

11. **Tax Compliance**. As part of the application process, the Participant is required to provide the Program with a Form W-9. The City allows Participants to assign incentive payment to the third-party service provider or contractor as a courtesy to Participants. This assignment will not alter the issuance of a Form 1099 to the Participant. After receiving the Form W-9 from the Participant, the Program will issue a Form 1099 to the Participant for incentive payments made under the Program. It is the Participant's responsibility to determine the tax treatment of funds issued under this Program. The Participant shall be solely responsible for payment of any applicable federal, state, or local income and corporate tax liability associated with the Participant's receipt of the City's incentive payment. By accepting incentive payment, the Participant agrees to fully indemnify and hold the City harmless for all tax consequences resulting from the City making incentive payments to the Participant under the Program.

12. **Public Records Act Compliance**. The Participant acknowledges and understands that, as a public agency, the City is subject to the Public Records Act. City Light will release records related to Participants' data related to City Light's Programs when City Light determines it is required to do so by Washington's Public Records Act, RCW Chapter 42.56, or other disclosure laws. City Light shall retain records consistent with the record retention laws (e.g., Title 40 RCW), regulations (e.g., Title 434 WAC), schedules, and policies applicable to City Light.

    If the City receives a public records request of sensitive data, City Light will make reasonable efforts to notify the party providing the Participants' data record in writing of the request, and will postpone disclosure of the designated records. While not required under the Act, City Light will then allow the notified party up to ten (10) business days to obtain and serve City Light with a court injunction pursuant to RCW 42.56.540 to prevent City Light from releasing the designated records in unredacted form. If the notified party fails to obtain and serve an injunction before the close of business on the tenth day after the date of notification, City Light may release the designated records in unredacted form.
13. **The City of Seattle Disclaimer for Program**. The City disclaims, any and all implied or express warranties, including without limitation, any representations or promises with respect to the EVs, EV chargers, materials or labor required for the implementation of the EV chargers on Participant's site, or the cost of such equipment, materials and labor that may accrue from the implementation of such EV chargers. The City makes no implied or express warranties regarding the TE Programs, its policies, procedures, its administrative verifications, and/or any owner purchased and/or installed equipment, or equipment installed by a third-party contractor, and specifically disclaims any warranty or merchantability or fitness of such equipment for any particular purpose. Any required maintenance, repair or replacement of the equipment shall be the sole responsibility of, and at the expense of the Participant. This disclaimer shall survive any cancellation, completion, termination or expiration of the Participant's participation in the TE Programs.
14. **Indemnity/Limitation of Liability**.
    **a)** The Participant acknowledges and agrees: (i) participation in this Program is voluntary, (ii) that the City is providing Advisory Services (through Fleet Assessments or Site Assessments) and/or limited incentive payments for EV chargers, and (iii) that the City assumes no liability for the Participant's decision to enter into this Agreement, for the EV chargers selected by the Participant, any third parties selected by the Participant to implement such EV chargers, or any disputes arising out of repair or replacement of the equipment installed hereunder. To the fullest extent allowed by law, the Participant agrees to release, and defend, indemnify, and hold harmless the City, its departments, subsidiaries, affiliates and officers, directors, employees, agents, representatives or volunteers, from any and all claims, losses, harm, costs, liabilities, damages and expenses (including attorney's fees) of any nature whatsoever, or allegations thereof, arising directly or indirectly out of any act, omission, fault or negligence of the Participant or any third party selected by the Participant in connection with this Agreement, or the purchase, installation, or use of the equipment applicable under this Agreement, except to the extent that any such claims, losses, harm, costs, liabilities, damages and expenses are caused by the City's negligence or willful misconduct. The Participant's

indemnity, protection, and hold harmless obligations shall include any demand, claim, assignment, suit or judgment for damages to property or injury to or death of persons, or for any incentive payment by the City, or for any payment made under or in connection with any Workers' Compensation law or under any plan for employees' disability and death benefits. **The Participant expressly waives by mutual negotiation, all immunity and limitation on liability under any industrial insurance act, including Title 51 RCW, other Workers' Compensation Act, Disability Benefit Act, or other Employee Benefit Act of any jurisdiction, which would otherwise be applicable in the case of such claim.**

b) To the fullest extent allowed by law, the City's liability shall be limited to paying only the City approved incentive in accordance with this Agreement and the Program's Specifications, Requirements, and other Program policies. The City, and its departments, affiliates and officers, directors, employees, agents, representatives or volunteers shall maintain no liability to the Participant or any other party for any other obligation under the Program. In no event, whether as a result of breach of contract, tort, or any other theory of recovery shall the City be liable in connection with this Agreement or the Program for any or all special, indirect, incidental, penal, punitive or consequential damages of any nature.

15. **Breach**.

a) If the Participant fails to perform when required any obligation of this Agreement, or otherwise breaches any term of either, SCL may provide written notice to the Participant, specifying the nature of the breach and granting thirty (30) days opportunity after the date of the notice within which such breach must be cured. If a breach is curable but not susceptible to being cured within such thirty (30) days, SCL at its discretion may allow the Participant an additional period of up to ninety (90) days to cure such breach or such additional time as SCL reasonably determines is necessary and consistent with Project goals, provided that within such thirty (30) days, the Participant has committed in writing to cure the breach and has commenced to cure such breach, and that the Participant diligently and continuously proceeds to cure such breach. The extended period to cure a breach shall not apply to a breach due to the intentional acts of the Participant, or to a breach of the same nature as one previously cured after notice during the preceding twelve (12) months. Unless the Participant shall fully cure all breaches specified in such notice within the time allowed, the same shall be an "Event of Default."

b) If the Participant (i) assigns or attempts to assign this Agreement (including selling or leasing the Site) without prior written consent from SCL under Section 9 or (ii) terminates or attempts to terminate this Agreement other than as provided in the terms of this Agreement, that shall constitute an Event of Default regardless of whether SCL provides written notice and without requirement that SCL provide a cure period.

c) After an Event of Default, SCL may exercise any remedies provided for default in Section 16 of this Agreement and any other remedies at law or in equity. SCL's rights and remedies hereunder are not exclusive, but cumulative, and SCL's exercise of any right or remedy due to the Participant's failure to perform any covenant or condition of this Agreement shall not be deemed a waiver of, or alter, affect, or prejudice any other right or remedy that SCL may have under this Agreement or by law or in equity.

16. **Liquidated Damages**. The Participant and SCL agree that the extent or amount of damage to SCL from the Participant's breach of obligations under this Agreement or early termination of this

Agreement would be difficult or impossible to estimate accurately. Following an Event of Default or a Participant's failure to meet any of the requirements in Section 5 and Section 7 or the Program Appendices, SCL is entitled to all remedies at law or in equity, including without limitation bringing an action for injunctive relief or specific performance. At SCL's sole discretion, it may require Participant to pay liquidated damages.

a) Liquidated damages for an Event of Default will be up to 20% of the issued incentive payment per uninstalled future-proofed EVSE or EVSE not complying with any requirement in Section 5 and Section 7, and references cited therein.
b) Liquidated damages for an Event of Default related to a Make-Ready Incentive partial payment will be up to 100% of the partial payment.

17. **Governing Law and Venue**. This Agreement shall be construed and interpreted in accordance with the laws of the State of Washington. Washington state courts shall have exclusive jurisdiction over any action at law or in equity to enforce the terms and conditions of this Agreement or to resolve any dispute arising out of this Agreement, and King County Superior Court will be the exclusive venue for bringing any such action.
18. **Survivability**. The provisions of Sections 5 and, 10-17 shall survive the expiration, termination, or completion of the Participant's participation in the Program. Additionally, Section 5 of this Agreement and the associated Appendix B. Clean Fuels Standard Credit Generation Assignment and Designation and Appendix C. SCL Customer Data Release Authorization Form, shall continue in full force and effect in relation to any Credits generated during the length of this Agreement and/or are attributable to the incentive payment in SCL's sole discretion and commercially reasonable determination.
19. **Affirmative Efforts for Inclusion of Women and Minorities**. The Participant affirms that they do not discriminate against any employee or applicant for employment because of race, color, age, sex, marital status, sexual orientation, gender identity, political ideology, creed, religion, ancestry, national origin, honorably discharged veteran or military status or the presence of any sensory, mental or physical handicap, unless based upon a bona fide occupational qualification. Such efforts include, but are not limited to: employment, upgrading, demotion, transfer, recruitment, layoff, termination, rates of pay or other compensation, and training. The Participant shall comply with the requirements of SMC Ch. 20.45 and Equal Benefits Program Rules implementing such requirements, under which the Participant is obligated to provide the same or equivalent benefits ("equal benefits") to its employees with domestic partners as the Participant provides to its employees with spouses. At the City's request, the Participant shall provide complete information and verification of the Participant's compliance with SMC Ch. 20.45. Failure to cooperate with such a request shall constitute a material breach of this Agreement and the City may immediately terminate the Agreement with no further liability to City. Any violation of the mandatory requirements of this Section, or a violation of Seattle Municipal Code Chapter 14.04 (Fair Employment Practices), Chapter 14.10 (Fair Contracting Practices), Chapter 20.42, Chapter 20.45 (City Contracts – Non-Discrimination in Benefits), or other local, state, or federal non-discrimination laws, shall be a material breach of contract for which the Participant may be subject to damages and sanctions provided for by this Agreement and by applicable law. In the event the Participant is in violation of this Section, the City may immediately terminate the Agreement with no further liability to the City. Participant shall be subject to debarment from City contracting activities in accordance with Seattle Municipal Code Section 20.70 (Debarment).

Seattle City Light

**Customer Energy Solutions**

20. **Hazardous Materials**. City Light, ICF, or their respective agents, consultants, and subcontractors shall not have any responsibility for the discovery, presence, handling, removal, disposal of, or exposure of persons to hazardous materials of any kind in connection with Participant's facility, including without limitation, asbestos, asbestos products, Polychlorinated biphenyls ("PCBs"), or other toxic substances.
21. **Complete Statement**. The terms and conditions set forth herein and within the program appendices attached constitute a complete statement of the Terms and Conditions applicable to these incentive offerings, and supersede all prior representations or understandings, whether written or oral. City Light shall not be bound by or be liable for any statement, representation, promise, inducement, or understanding of any kind that is not set forth herein. City Light reserves the right to change or cancel these offerings or their terms and conditions at any time.
22. **Severability**. If any provision of this Agreement, in whole or in part, is deemed invalid by any court or administrative body of competent jurisdiction, then these provisions shall be construed as reformed to the extent necessary to render such provision valid, and the remaining provisions shall remain in effect as reformed. The Participant and the City agree that all provisions of these Terms and Conditions are severable.

**By signing this Participation Agreement, I acknowledge that I have fully read, understand, and agree to be bound by the above Terms and Conditions of this Participation Agreement for participation in the Seattle City Light Transportation Electrification Programs**.

I certify or declare, under penalty of perjury, under the laws of the State of Washington that I, as indicated above, am the Program Participant and Property Owner, Lessee, or authorized Representative of the Organization and agree to the terms and conditions of this Participation Agreement for participation in the Seattle City Light Transportation Electrification Programs.

*Customer entry or signature 3. Terms & Conditions signature*

| | |
|---|---|
| **Authorized Signature of Program Participant** | |
| **Printed Name of Authorized Signer of Program Participant** | |
| **Title** | |
| **Date** | |

# APPENDIX A. PROPERTY OWNER CO-SIGNATURE

*Customer entry or signature 4.Contract information for property owner co-signature*

| | |
|---|---|
| **Site Address (“Site Address”)** | |
| **Participant as Lessee (“Participant”)** | |
| **Lease End Date** | |

Participant is entering the Transportation Electrification Agreement to which this form is attached as Appendix A (“Agreement”) for the Project located at the Site Address. By voluntarily participating in SCL’s TE Programs, Participant intends to construct and install EV chargers and, if needed, associated electrical infrastructure at the Site Address.

Participant is the “Lessee” of the Site Address and has informed the Property Owner of this voluntary participation in SCL’s TE Programs, the pending EV charging Project and associated electrical infrastructure, and received permission to alter Property Owner’s real property to support said Project.

Participant has informed the owner or authorized representative of the owner of the Site Address of the SCL’s TE program agreement and in exchange for improvements to the Property Owner’s real property, the Property Owner acknowledges and agrees:

1. I am the Property Owner and lease the Site Address to Participant. I understand Participant’s participation in SCL’s TE Programs is voluntary, as set out in Section 4 of this Participation Agreement, and Participant is responsible for complying with the terms and conditions as stated in this Agreement. SCL assumes no liability for Lessee’s decision to enter into this Participation Agreement, for the EVSE selected by Lessee, any third parties selected by Lessee to install such EVSE and any other equipment in connection with the Project, or any disputes arising out of repair or replacement of the equipment installed hereunder. Any issues or concerns regarding the Project to be located at the Site Address and this Participation Agreement have been resolved with Lessee. I understand that SCL, as the provider of incentive money only, assumes no responsibility for any risks of loss, property damage, or personal injury, including death, as a result the Project and/or related activities to the Project.
2. SCL assumes no liability for Lessee’s decision to enter into this Participation Agreement, for the EVSE selected by Lessee, any third parties selected by Lessee to install such EVSE and any other equipment in connection with the Project, or any disputes, including between Lessee and Property Owner, arising out of repair or replacement of the equipment installed hereunder.
3. Any issues or concerns regarding the Project to be located at the Site Address and this Participation Agreement have been or will be resolved between Lessee and Property Owner.

4. I have reviewed Lessee's proposed scope for the site, and I understand the changes to be made to the real property. I have determined that the Site Address is a suitable location for the Project and that the EV charging equipment can be safely installed and operated at the Site Address consistent with other uses at the property.
5. Property Owner understands and agrees Lessee will execute, through their Agreement, the transfer of any and all environmental, energy, carbon, emissions or similar credit generation rights to SCL as set out in Section 5 of this Agreement. This will allow SCL to be deemed the exclusive "fuel reporting entity" and "credit generator" associated with the EVSE installed through SCL's TE Programs for the length of the Agreement. During the length of the Agreement, Property Owner, along with Lessee, will refrain from taking any action that would interfere with SCL's role as the exclusive "fuel reporting entity" and "credit generator". In the event Lessee terminates their lease prior to the expiration of the Agreement, SCL will remain the exclusive "fuel reporting entity" and "credit generator" for the term of the Agreement.
6. If Lessee terminates their lease at the Site Address, Property Owner will maintain and operate the EV chargers and grant SCL access to the energy usage data for the remaining term of this Agreement as set out in Section 1.
7. Property Owner acknowledges and agrees: (i) that the City is providing Advisory Services (through Fleet Assessments or Site Assessments) and/or limited incentive payments for EV chargers, and (ii) that the City assumes no liability for either Lessee or Property Owner to enter into this Agreement as Participant, for the EV chargers selected by the Lessee or Property, any third parties selected by the Lessee or Property Owner to implement such EV chargers, or any disputes arising out of repair or replacement of the equipment installed hereunder. To the fullest extent allowed by law, Property Owner agrees to release, and defend, indemnify, and hold harmless the City, its departments, subsidiaries, affiliates and officers, directors, employees, agents, representatives or volunteers, from any and all claims, losses, harm, costs, liabilities, damages and expenses (including attorney's fees) of any nature whatsoever, or allegations thereof, arising directly or indirectly out of any act, omission, fault or negligence of the Lessee, Property Owner, or any third party selected by Lessee or Property Owner in connection with this Agreement, or the purchase, installation, or use of the equipment applicable under this Agreement, except to the extent that any such claims, losses, harm, costs, liabilities, damages and expenses are caused by the City's negligence or willful misconduct. Property Owner's indemnity, protection, and hold harmless obligations shall include any demand, claim, assignment, suit or judgment for damages to property or injury to or death of persons, or for any incentive payment by the City, or for any payment made under or in connection with any Workers' Compensation law or under any plan for employees' disability and death benefits. **Property Owner expressly waives by mutual negotiation, all immunity and limitation on liability under any industrial insurance act, including Title 51 RCW, other Workers' Compensation Act, Disability Benefit Act, or other Employee Benefit Act of any jurisdiction, which would otherwise be applicable in the case of such claim**.

**By signing this Agreement, I (PROPERTY OWNER) acknowledge that I have fully read and understand the Terms and Conditions of this Participation Agreement, including all Attachments. I have been informed by my Lessee of their conditions to participate and my responsibilities as the Property Owner, in Seattle City Light's Transportation Electrification Programs**.

*Customer entry or signature 5. Property owner co-signature*

| | |
|---|---|
| **Authorized Signature of Property Owner** | |
| **Printed Name of Property Owner** | |
| **Title** | |
| **Email** | |
| **Phone** | |
| **Date** | |

Seattle City Light

Customer Energy Solutions

# APPENDIX B. CLEAN FUELS STANDARD CREDIT GENERATION ASSIGNMENT AND DESIGNATION

Seattle City Light is participating in Washington State's Clean Fuel Standard Program ("CFS"), which aims to reduce the amount of carbon pollution from transportation fuels and incentivizes companies and utilities to transition towards cleaner energy sources. As a clean fuel provider, City Light participates in the CFS as a "clean fuel credit generator" through the utility's TE Programs. As a participant in the CFS, Seattle City Light must abide by the rules set by the Washington Department of Ecology ("Ecology") related to registration of the "electric fuel supply equipment" ("EVSE" or "EV chargers") and consistent reporting of energy dispensed for the corresponding EVSE. Credits generated[1] through the TE Programs will be sold to produce revenue for City Light. City Light is legally required through RCW 70A.535.080 to reinvest all revenue generated through its participation in the CFS into grid modernization and transportation electrification.

By executing this Clean Fuels Standard Credit Generation Assignment and Designation, participants in City Light's TE Programs agree to assign, transfer, and convey to City Light all of their rights, titles, and interests in and to any, all or similar (i) environmental or energy credits and (ii) carbon or emissions credits and any similar pollution allowances generated by the Project including but not limited to any "credit" as defined by RCW 70A.535.010(6) and generated pursuant to RCW Chapter 70A.535 ("Credits") or any future fuel standard credits. The Participant shall not claim, sell, transfer, or assign any Credit generated from the Project to any entity other than City Light. The Participant acknowledges that City Light will become the exclusive "fuel reporting entity" and "credit generator" associated with the "electric fuel supply equipment" installed through the participation in City Light's TE Programs for the Term of Agreement.

By executing this Clean Fuels Standard assignment, the Participant agrees to assist with City Light's compliance and participation in CFS by:

- Maintaining and operating the EVSEs installed under this Agreement for the full term of this Agreement.
- Providing the infrastructure, location, use case, and other relevant data necessary for City Light to register the Participant's EVSE.
- Submitting energy dispensation information and other relevant EVSE data to City Light or a City Light designated third-party within 30 days at the conclusion of each quarter and responding to any information requests from City Light to support City Light's ability to successfully report the required energy dispensation data to Ecology.

All matters related to the generation and transfer of Credits, such as registration, reporting, and data may change as the CFS evolves and matures throughout the duration of this assignment. City Light reserves the right to update the Seattle City Light Transportation Electrification Incentive Participation Agreement

[1] Credit generation is tied to energy used at operational EV chargers.

and Clean Fuels Standard Credit Generation Assignment and Designation (Appendix B. Clean Fuels Standard Credit Generation Assignment and Designation) as needed solely to comply with any changes to the CFS. City Light will notify participants of any changes to the agreement. Participant agrees to cooperate in completing necessary amendments.

**Per WAC 173-424-220, the Organization elects to waive credit generation under the CFS and allocate its credit generation rights to Seattle City Light for the Term of Agreement. Seattle City Light agrees to fulfill all CFS responsibilities as the exclusive "fueling reporting entity" and "credit generator" and the Organization agrees to provide any and all relevant information to assist Seattle City Light to fulfill its reporting duties under the CFS**.

*Customer entry or signature 6. Clean Fuel Standard credit generation*

| | |
|---|---|
| **Authorized Signature of Program Participant** | |
| **Printed Name of Authorized Signer of Program Participant** | |
| **Title** | |
| **Company ("Organization")** | |
| **Date** | |

# APPENDIX C. SCL CUSTOMER DATA RELEASE AUTHORIZATION FORM

This SCL Customer Data Release Authorization Form allows a Seattle City Light ("SCL") account holder ("Customer") to delegate certain rights concerning the Customer's utility account to the Washington Department of Ecology ("Ecology"), third-party program administrators, or third-party data processors to: 1) fulfill SCL's program participant requirements and compliance with the registration and reporting rules outlined by the Washington State's Clean Fuel Standard Program ("CFS") pursuant to WAC Chapter 173-424; and 2) monitor and evaluate SCL Program performance. Specifically, it allows the City of Seattle, by and through SCL and its program administrators, to release to Ecology the Customer's energy usage, billing, meter, and/or account data as it pertains to EV chargers installed through the participation in SCL's Transportation Electrification (TE) Programs. This form must be completed in its entirety and signed by either (1) the Customer, or (2) if the Customer is an entity, by someone who has legal authority to bind the Customer ("Customer's Authorized Agent").

*Customer entry or signature 7. Customer information for SCL customer data release authorization*

| **Customer Information** | |
|---|---|
| **Customer Name** | |
| **<u>ONLY FOR ENTITIES:</u> Customer's Authorized Agent** | |
| **Service Address** | *(Full Street Address / City / State / ZIP Code)* |
| **Mailing Address** | *(Full Street Address / City / State / ZIP Code)* |
| **SCL Account Number** | |
| **Email Address** | |
| **Telephone #:** | |
| **Additional Comments** *List any additional information that will assist SCL in fulfilling your request to release utility data.* | |
| **Who should SCL release the Customer's data to, and what is the purpose of the data release?** | |
| **Authorized Company's Name (Data Recipient)** | Washington State Department of Ecology |

**Seattle City Light**

**Customer Energy Solutions**

| | |
|---|---|
| **Mailing Address** | P.O. Box 47600, Olympia, WA 98504-7600<br>*(Full Street Address / City / State / ZIP Code)* |
| **Email** | cfs@ecy.wa.gov |
| **Telephone #:** | 360-407-6831, 711 |
| **Purpose of Data Release** | Clean Fuel Standard Registration & Reporting |
| **Customer's Data Authorized for Release** | |
| **Customer's Data To Be Released:** | *Registration, energy usage, and/or dispensation data from covered EV chargers during the term of the Participation Agreement. The energy usage or dispensation data will be totalized.* |

**Terms and Conditions of Customer's Data Release**

Below are the Terms and Conditions governing this SCL Customer Data Release Authorization Form, ("Form"):

1. The City of Seattle, by and through its Seattle City Light Department ("SCL"), is authorized to release (electronically or by other means) data requested in this Form to Washington Department of Ecology ("Ecology") and SCL's third-party program administrators for the identified SCL Account.
2. The Customer permits SCL and Ecology to communicate directly with each other for the purpose of fulfilling the data release requested in this Form.
3. Data reporting requirements are set by Ecology for Washington State's Clean Fuels Standard Program ("CFS") pursuant to WAC Chapter 173-424. To abide by these requirements, SCL will determine the data release schedule that is appropriate to fulfill the reporting requirement for the length of SCL's participation in the CFS.
4. While SCL will attempt to respond to the data release request in this Form in a timely manner, a significant delay may require this Form to be resubmitted.
5. The City of Seattle reserves the right to terminate the Form at any time, and modify the Form's Terms and Conditions at any time. The Customer may cancel this authorization at any time by submitting a written request to SCL. The Customer acknowledges that the cancellation of this authorization would impede SCL's ability to fulfill its obligations to Ecology; the impediment may trigger a breach in this Agreement and may give SCL the authority to pursue liquidated damages.
6. For a business entity Customer this Form will remain in effect notwithstanding any changes in ownership.
7. The City of Seattle makes no express or implied warranties with respect to the data released under this Form, which includes without limitation, no warranties that said data are accurate or fit for a particular use by anyone (e.g., the Authorized Company, third-parties). Any data released by the City of Seattle under this Form is provided "as is."
8. The Customer assumes any and all risks of the City of Seattle's release of requested data under this Form.

9. **To the fullest extent allowed by law, the Customer releases and holds the City of Seattle harmless from any and all claims, losses, harms, liabilities, damages, demands, causes of actions, costs, and expenses of any nature whatsoever, or allegations thereof, arising directly or indirectly out of the City of Seattle's release of data under this Form**.
10. This Form shall be exclusively governed and interpreted by the internal laws of the state of Washington. Any adversarial proceeding arising out of or related to this Form shall be filed only in Superior Court for King County in Seattle, Washington, and the Customer submits to the exclusive jurisdiction of such court to the exclusion of all other forums.
11. The Participant acknowledges and understands that, as a public agency, City Light is subject to the Public Records Act. City Light will release records related to Participants' Data related to City Light's Programs when City Light determines it is required to do so by Washington's Public Records Act, RCW Chapter 42.56, or other disclosure laws. City Light shall retain records consistent with the record retention laws (e.g., Title 40 RCW), regulations (e.g., Title 434 WAC), schedules, and policies applicable to City Light. If City Light receives a public records request of sensitive data, City Light will make reasonable efforts to notify the party providing the Participants' data record in writing of the request and will postpone disclosure of the designated records. While not required under the Act, City Light will then allow the notified party up to ten (10) business days to obtain and serve City Light with a court injunction pursuant to RCW 42.56.540 to prevent City Light from releasing the designated records in unredacted form. If the notified party fails to obtain and serve an injunction before the close of business on the tenth day after the date of notification, City Light may release the designated records in unredacted form.
12. The Participant acknowledges and understands that City Light's use of Participants' Data will be used to fulfill City Light's compliance with the environmental or energy credit programs (such as the Washington State Clean Fuel Standard Program), monitor Participants' compliance with the terms of their Participation Agreement, and evaluate City Light Programs' investments and their effectiveness.

By signing this Form below, I as the Customer or as the Customer's Authorized Agent on behalf of the Customer, (1) certify that I am the Customer or the Customer's Authorized Agent for the SCL account referenced herein; (2) certify that all information entered in this Form is true and correct; and (3) have read and agree to all Terms and Conditions.

*Customer entry or signature 8. Signature for SCL customer data release authorization*

| | |
|---|---|
| **Customer's Signature** | |
| **Customer's Printed Name** | |
| **Date** | |

*Customer entry or signature 9. Signature for Entities for SCL customer data release authorization*

| | |
|---|---|
| **Customer's Authorized Agent's Signature** | |
| **Customer's Printed Name** | |
| **Date** | |

# APPENDIX D. BUSINESS EV CHARGING PROGRAM

Seattle City Light ("City Light") offers the Business EV Charging Program, a suite of electric vehicle ("EV") charging infrastructure incentives including the following:

- On-Road and Non-Road Electric Vehicle Charger Incentives ("Charger Incentive") for **Fleet use**: to facilitate the installation of qualifying charging equipment ("EVSE") and electrical infrastructure for fleets to support on-road EVs and non-road electric equipment.
- On-Road Electric Vehicle Charger Incentives for **Workplace use**: to facilitate the installation of qualifying charging equipment and electrical infrastructure for business customers to support employee on-road EVs.

City Light has contracted with ICF Resources L.L.C. ("ICF") to act as the Program Administrator and authorizes ICF to administer the Charger Incentive including such activities, but not limited to, review, processing, and approval of Participant applications; pre-application site assessments and post-construction verification site visits at the Participant's facilities; Project information requests from the Participant; measurement and verification activities; and issuing incentive checks.

The Participant hereby authorizes and acknowledges that City Light may disclose the Participant's information relating to their Application (including the entirety of its contents), and any other information related to their participation in the Business EV Charging Program to ICF, as applicable, and any other third party utilized by City Light for the purposes of processing their Application, to verify or audit program records or system installation, operation and results, or as required to comply with state and/or federal law, fraud prevention, regulation, and other legal action. In those cases, City Light, ICF, and authorized third parties shall comply with all legal requirements of the jurisdiction of the individual whose data would be disclosed before making such disclosure.

## TERMS AND CONDITIONS FOR BUSINESS EV CHARGING PROGRAM

1. Incentives are limited to a yearly cost cap maximum as shown in Table 1 per Project Type and Project site. Multiple Projects are allowed per site per year up to the site cap. Site caps will reset every year. Incentives and caps for applicants are dependent on whether their application is Tier 1 or 2.
    a. Tier 1: Applicants are located outside of overburdened communities and include any businesses and non-profits not qualified as a small business/nonprofit (see following (b) of this Section), and public (government) entity.
        i. Overburdened communities, defined by the Healthy Environment for All (HEAL) Act, are geographic areas where vulnerable populations face combined and multiple environmental harms and health impacts. City Light identifies overburdened communities as those with a score of 9 or 10 on the Washington State Department of Health's Environmental Health Disparities map.
    b. Tier 2: Applicants are located in overburdened communities or are a Women- and Minority-Owned Business Enterprise (WMBE), a small business, a small non-profit, or a tribal entity.

   i. A small business/ nonprofit is one that is owned and operated independently from all other businesses/ organizations and has either fifty or fewer employees; or a gross revenue of less than seven million dollars annually as reported on its federal income tax return or its return filed with the Department of Revenue over the previous three consecutive years. Small businesses will submit a self-certification and SCL reserves the right to request a copy of the business' tax return to verify its status.
   ii. City Light reserves the right to determine if a given Project serves an eligible overburdened community at its own discretion.
2. The participant and its affiliated entities are eligible for a maximum of $750,000 in incentives aggregated annually across multiple sites, Projects, or programs. Additional funds may be granted at the discretion of City Light within each program's per-site maximum.
3. It is understood that the Business EV Charging Program has limited funds, and applications are accepted on a first-come, first-served basis. Participants will receive a formal funding reservation letter when an application is accepted and approved. Participants must complete their Project and submit all final Project documentation prior to the expiration date on their funding reservation letter. City Light will make its best effort to notify Participants of funding reservation expiration dates to assess incomplete Projects and may provide a revised Reservation Letter with a new expiration date; otherwise, the funding may be rescinded and reallocated to other program participants. Funding reservation expiration dates will vary depending on the Program's remaining budget, the Participant's Project scope, and the Project's anticipated construction completion date.

**Seattle City Light**

**Customer Energy Solutions**

*Table 1. Business EV Charging Program Charger Incentive Structure*

| Tier | Use Case | Project Type | Minimum Output Power (per Charger) | Per Project Incentive Amounts |
|---|---|---|---|---|
| **Tier 1**<br><br>Fleets & Workplaces: Large businesses, large nonprofits, public (government) entities located outside of overburdened communities | Fleet or Workplace | 240V Outlet | 208/240V | 100% of total project costs up to $15,000 per site |
| | | Level 2 Equipment | 6.6 kW | 50% of total project costs up to $25,000 per site |
| | Fleet | DCFC Equipment (50 kW+) | 50 kW | 50% of total project costs up to $100,000 per site |
| | | Forklift Chargers (Rapid or Conventional) | N/A | 50% of total project costs up to $7,500 per site |
| | | Electric Standby Truck Refrigeration Units | 230V | |
| **Tier 2**<br><br>Fleets & Workplaces: Small businesses, women- and minority-owned businesses (WMBEs), small nonprofits, tribal entities or entities located within overburdened communities | Fleet or Workplace | 240V Outlet | 208/240V | 100% of total project costs up to $15,000 per site |
| | | Level 2 Equipment | 6.6 kW | 100% of total project cost up to $50,000 per site |
| | Fleet | DCFC Equipment (50 kw+) | 50 kW | 100% of total project cost up to $200,000 per site |
| | | Forklift Chargers (Rapid or Conventional) | N/A | 100% of total project costs up to $15,000 per site |
| | | Electric Standby Truck Refrigeration Units | 230V | |

4. The Business EV Charging Program Manual ("Program Manual") describes the eligibility requirements for EVSE that may be deployed through the Charger Incentive. The Participant must read and comply

with the eligibility requirements incorporated herein by reference. The Program Manual also provides information on the design and structure of the Charger Incentive, including eligibility requirements that the Participant must meet to receive this incentive. See the Program Manual for full list of eligible electric non-road equipment and associated charging infrastructure.

5. To be eligible for incentives under the Charger Incentives, **all Participants** must meet the Terms & Conditions in the Participation Agreement and the following:
    a. Be a Seattle City Light commercial (non-residential) account holder or customer.
    b. Submit a completed Charger Incentive application, with any supplemental documentation that may be requested to verify eligibility, before the date of the Seattle Department of Construction and Inspections' (SDCI's), or other authority having jurisdiction's, final Project inspection is completed.
    c. Plan to install charging equipment on private property within City Light service territory at the Account Service Address listed on the application.
    d. Install EVSE from the Seattle City Light EPRI Vetted Product List (VPL) equipment list, posted at www.epri.com/vpl. This will be verified during incentive reservation.
        i. The following Project types are exempt from this requirement: 240V outlets, electric standby truck refrigeration unit infrastructure (E/S TRUs), and electric forklift charging infrastructure.
    e. Every Project must be able to track station-specific energy usage data by one of the following methods: an EVSE-dedicated Seattle City Light utility meter or networked charging software.
        i. If networked charging software is the intended method of data tracking, the network must be on the Seattle City Light EPRI Vetted Product List (VPL) network provider list, posted at www.epri.com/vpl. This will be verified during incentive reservation. Projects that elect to install an EVSE-dedicated Seattle City Light utility meter will not be required to use a network from the VPL.
        ii. During the term of this Agreement, the Participant agrees to report within 30-days of the conclusion of each quarter quarterly utilization data from the network software to City Light, including the following session data for each charging port:
            1. Port name and type
            2. Total energy (kWh) delivered by session
            3. Charging session start and stop date and time
        iii. The following Project types are exempt from this requirement: 240V outlets, electric standby truck refrigeration unit infrastructure (E/S TRUs), and electric forklift charging infrastructure. If a participant in an exempt Project type voluntarily elects to install energy tracking infrastructure, they agree to report that data to City Light.
    f. If the EVSE uses networked charging software, the Participant agrees to authorize access to EVSE data as specified by the Program through the Participant's chosen network service provider for the duration of the Agreement. If the Participant changes network service providers, the Participant shall notify SCL and authorize access to EVSE data through the new network service provider within 30 days of the change.
    g. In the case that the EVSE in this Project are replaced via warranty or outside of warranty during the Term of Agreement, the "Replacement EVSE" must adhere to the EVSE requirements described in the Program Appendix and will be subject to the requirements described in

Section 5 of the Participation Agreement. The Participant agrees to notify SCL within 30 days of installation of Replacement EVSE and provide SCL with documentation of installation and EVSE data (as outlined in Appendix B. Clean Fuels Standard Credit Generation Assignment and Designation and Appendix C. SCL Customer Data Release Authorization Form) as required by the original Project type. SCL reserves the right to verify installed Replacement EVSE as they become operational.

h. A charging port is determined to be Operational and Active if it is used to dispense 1,600 kWh per year on average (i.e. 1,600 kWh would fuel approximately 4,800 miles of range and represent less than one hour of use per day). Each charging port must be operational and active through the term of the Participation Agreement.

i. New build/construction Projects are eligible for Charger Incentive, but they are only eligible for an incentive on the Level 2 / DC Fast Charging EVSE equipment itself. Conduit, wiring, installation etc. are not eligible for the incentive. New build/construction Projects are not eligible for outlet incentives. <u>Newly constructed buildings will be deemed eligible as a retrofit project if installation occurs six months after a Certificate of Occupancy or the equivalent is issued by the AHJ having jurisdiction for the project site.</u>

j. New build and substantial retrofit construction Projects that are required to install a minimum number of EV charging stations and “EV Ready” or “EV Capable” parking spaces are eligible for incentives with restrictions. City Light will only provide an incentive for charging infrastructure that goes beyond what is required by code. Code requirements vary by Project. Participants must provide documentation to prove a Project is beyond code and show the differences in costs for items within code vs. beyond code.

k. Projects that install additional electrical infrastructure for future EVSE (i.e. “future proofing”) are eligible for incentives with restrictions. 25% of the total intended chargers must be installed within 1 year (i.e., by the final post-construction verification site visit, a minimum of at least 1 charging station). 50% of the intended chargers need to be installed within 4 years of the initial Project construction completion date. The remaining charging stations must be installed by the end of the term of this Participation Agreement. To determine the number of chargers to install within the listed time frame, the percentage will be applied to the total number of chargers the Participant will install, rounding up to the nearest whole number.

l. The Participant agrees to notify SCL of the transfer of the property through sale or other disposition. Prior to any transfer, all intended EVSE qualifying under this incentive program must be installed.

m. Abide by the Program rules, eligibility requirements, and incentive levels in effect at the date of equipment installation.

6. To be eligible for incentives under the Charger Incentives offering for a **Fleet use case**, the Participant must also meet the following conditions:
    a. Have a vehicle fleet that contains at least one vehicle.
    b. Must provide proof of one of the following for at least one on-road EV or electric non-road equipment which will be charged using the equipment and infrastructure installed through this program:
        i. An existing EV is in the fleet (vehicle registration; purchase or lease receipt with the fleet’s business name as the purchaser; photograph of EV with fleet branding).

ii. An EV is currently on order (purchase or lease receipt with the fleet's name as the purchaser).
iii. Written intent to purchase or lease an EV (a letter signed by a fleet representative confirming that the fleet intends to purchase or lease an eligible EV within 6 months of charging equipment and infrastructure construction completion).

c. At the time of application, fleets will be required to self-certify in writing whether or not the fleet charging infrastructure installed through this program will also be available for public (non-fleet vehicle) charging. If the charging equipment is intended to be publicly available when the fleet is not using it, the Program team will request proof of additional fleet EVs at a 1:1 vehicle to charger ratio.

7. To be eligible for incentives under the Charger Incentives offering for a **Workplace use case**, the Participant must also meet the following conditions:
   a. The EVSE installed through the Workplace Charging offering must be made available to employers and their employees. The EVSE may be accessible for an employer's fleet electric vehicle use, however they must not be publicly accessible. At the time of application, the Participant will be required to self-certify in writing that the chargers will not be open to the public.
8. The Participant is solely responsible for the selection of equipment or infrastructure to be installed or implemented and for the selection of a third-party service provider or contractor to complete the installation and implementation of any equipment or EV chargers. City Light and ICF make no representations and provide no warranty or guaranty with respect to the design, manufacture, construction, safety, performance, or effectiveness of the newly installed equipment, including any warranties or merchantability or fitness for a particular purpose. Responsibility for delivery and workmanship related to any equipment or services the Participant procures exclusively rests with the contractor or retailer selected by the Participant. City Light and ICF assume no responsibility for oversight of contractor services or for any claims the Participant might have against their selected contractor, the manufacturer, or the retailer regarding the EV chargers implemented under the Fleet Electrification Program.
9. During the Term of this Agreement, City Light reserves the right to verify each EV charger port and request meter data or utilization records to ensure compliance with the Terms and Conditions herein, including demonstration that the equipment have remained Operational and Active. If City Light chooses to verify an EV charger port, City Light will contact the Participant to schedule the verification site visit. This verification shall be only for the purposes of determining compliance with Program requirements and does not take the place of any other inspections required by the City of Seattle or other permitting agencies. By signing and submitting the Charger Incentive Application, the Participant agrees to provide City Light and its subcontractors with reasonable access to the Project site during normal business hours.
10. Any person who knowingly files an application containing any materially false information or who purposely or misleadingly conceals information subjects such person to criminal and civil penalties. Any and all funds determined to have been acquired on the basis of inaccurate or fraudulent information must be returned to City Light. Any participant found to be engaged in fraudulent activity or material misrepresentation will be removed from the Business EV Charging Program. This Section

shall not limit other remedies that may be available for the filing of a false or fraudulent application, including, but not limited to, referral to law enforcement authorities.

# APPENDIX E. MULTIFAMILY EV CHARGING PROGRAM

Seattle City Light ("City Light") offers the Multifamily EV Charging Program, a suite of electric vehicle ("EV") charging infrastructure incentives including the following:

- Charger Incentive: to facilitate the installation of qualifying EV charging equipment ("EVSE") and electrical infrastructure for use by residents of a multifamily property.

City Light has contracted with ICF Resources L.L.C. ("ICF") to act as the Program Administrator and authorizes ICF to administer the Charger Incentive including such activities, but not limited to, review, processing, and approval of Participant applications; pre-applicant site assessments and post-construction verification site visits at the Participant's facilities; Project information requests from the Participant; measurement and verification activities; and issuing incentive checks.

The Participant hereby authorizes and acknowledges that City Light may disclose the Participant's information relating to a Participant Application (including the entirety of its contents), and any other information related to the Participant's participation in the Multifamily EV Charging Program to ICF, as applicable, and any other third party utilized by City Light for the purposes of processing the Participant's Application, to verify or audit program records or system installation, operation and results, or as required to comply with state and/or federal law, fraud prevention, regulation, and other legal action. In those cases, City Light, ICF, and authorized third parties shall comply with all legal requirements of the jurisdiction of the individual whose the Participant data would be disclosed before making such disclosure.

## TERMS AND CONDITIONS FOR MULTIFAMILY EV CHARGING PROGRAM

1. Incentives are limited to a yearly Project site cost cap maximum as shown in Table 2. Multiple Projects are allowed per site per year up to the site cap[2]. Site caps will reset every year. Incentive caps for applicants are dependent on whether their application is Tier 1 or 2.
    a. Tier 1: Applications are market-rate housing properties.
    b. Tier 2: Applicants are affordable housing properties.
        i. Properties must fulfill the definition of affordable multifamily housing ("affordable housing"): rental properties must have at least 40% of the units be restricted to 60% AMI for 40 years, and for owned units, at least 40% must be restricted to 80% AMI for at least 50 years.
2. The participant and its affiliated entities are eligible for a maximum of $750,000 in incentives aggregated annually across multiple sites, Projects or programs. Additional funds may be granted at the discretion of City Light within each program's per-site maximum.
3. It is understood that the Multifamily EV Charging Program has limited funds, and applications are accepted on a first-come, first-served basis. Participants will receive a formal funding reservation letter

[2] "Project site" refers to a physical location where charging infrastructure is to be installed. Each Project site must be represented by a single street address and one or more City Light electric account number(s). Large sites with multiple street addresses may be defined by the land parcel as determined by King County Assessor.

when the application is accepted and approved. Participants must complete their Project and submit all final Project documentation prior to the expiration date on their funding reservation letter. City Light will make its best effort to notify Participants of funding reservation expiration dates to assess incomplete Projects and may provide a revised Reservation Letter with a new expiration date; otherwise, the funding may be rescinded and reallocated to other program participants. Funding reservation expiration dates will vary depending on the Program's remaining budget, the Participant's Project scope, and the Project's anticipated construction completion date.

*Table 2. Multifamily EV Charging Program Incentive Structure*

| Tier | Project Type[3] | Per Project Cap Incentive Amount |
|---|---|---|
| **Tier 1** Market-Rate Properties | 120V Outlet (Assigned or Shared Parking) | 75% of total project costs up to $13,000 per site |
| | 240V Outlet (Shared Parking Only) | 100% of total Project costs up to $15,000 per site |
| | Level 2 [Wall- or Pedestal-Mounted] (Shared Parking Only) | 50% to total Project costs up to $25,000 per site |
| **Tier 2** Affordable Housing Properties | 120V Outlet (Assigned or Shared Parking) | 100% of total Project costs up to $15,000 per site |
| | 240V Outlet (Shared Parking Only) | |
| | Level 2 [Wall- or Pedestal-Mounted] (Shared Parking Only) | 100% of total Project costs up to $50,000 per site |

4. The Multifamily EV Charging Program Manual ("Program Manual") describes the eligibility requirements for EVSE that may be deployed to receive a Charger Incentive. The Participant must read and comply with the eligibility requirements incorporated herein by reference. The Program Manual also provides information on the design and structure of the Charger Incentive, including eligibility requirements that the Participant must meet to receive this incentive.
5. To be eligible for the Multifamily EV Charger Incentive, the Participant must meet the Terms & Conditions in the Participation Agreement and the following:
   a. Be a Seattle City Light account holder or customer.
   b. Submit a completed Charger Incentive application, with any supplemental documentation that may be requested to verify eligibility, before the date of the Seattle Department of Construction and Inspections' (SDCI's), or other authority having jurisdiction's, final Project inspection is completed.

[3] For Projects installing 120V or 240V outlets, incentive funding only covers the costs related to the installation of the outlet; it does not cover the costs of the charging equipment (charging cord).

c. Plan to install charging equipment on private property within City Light service territory at the Service Address listed on the application. Program funded EVSE may only charge EVs on private property.
d. Install a minimum of two charging ports per project.
e. Plan to install charging equipment at a multifamily property that has at least five units.
f. Install EVSE from the Seattle City Light EPRI Vetted Product List (VPL) list, posted at www.epri.com/vpl. This will be verified during incentive reservation.
    i. The following Project types are exempt from this requirement: 120V outlets and 240V outlets.
g. Every Project must be able to track station-specific energy usage data by one of the following methods: an EVSE-dedicated Seattle City Light utility meter or networked charging software.
    i. If networked charging software is the intended method of data tracking, the network must be on the Seattle City Light EPRI Vetted Product List (VPL) network provider list, posted at www.epri.com/vpl. This will be verified during incentive reservation. Projects that elect to install an EVSE-dedicated Seattle City Light utility meter will not be required to use a network from the VPL.
    ii. During the term of this Agreement, the Participant agrees to report within 30-days of the conclusion of each quarter quarterly utilization data from the network software to City Light, including the following session data for each charging port:
        1. Port name and type
        2. Total energy (kWh) delivered by session
        3. Charging session start and stop date and time
    iii. The following Project types are exempt from this requirement: 120V outlets and 240V outlets. If a participant in an exempt Project type voluntarily elects to install energy tracking infrastructure, they agree to report that data to City Light.
h. If the EVSE uses networked charging software, the Participant agrees to authorize access to EVSE data as specified by the Program through the Participant's chosen network service provider for the duration of the Agreement. If the Participant changes network service providers, the Participant shall notify SCL and authorize access to EVSE data through the new network service provider within 30 days of the change.
i. In the case that the EVSE in this Project are replaced via warranty or outside of warranty during the Term of Agreement, the "Replacement EVSE" must adhere to the EVSE requirements described in the Program Appendix and will be subject to the requirements described in Section 5 of the Participation Agreement. The Participant agrees to notify SCL within 30 days of installation of Replacement EVSE and provide SCL with documentation of installation and EVSE data (as outlined in Appendix B. Clean Fuels Standard Credit Generation Assignment and Designation and Appendix C. SCL Customer Data Release Authorization Form) as required by the original Project type. SCL reserves the right to verify installed Replacement EVSE as they become operational.
j. A charging port is determined to be Operational and Active if it is used to dispense 1,600 kWh per year on average (i.e. 1,600 kWh would fuel approximately 4,800 miles of range and represent less than one hour of use per day). Each charging port must be operational and active through the term of the Participation Agreement.

k. Properties with a governing body, such as a homeowner's association (HOA), committee or board, must submit documentation demonstrating the governing body's approval of EVSE installation and documentation demonstrating that all residents were provided notice of the Project. The HOA/ governing body must be the point of contact/ Participant in the program. Individual owner/ resident applications will not be accepted.
l. 240V outlet and Level 2 EVSE Projects must provide a self-certification from the Participant that the equipment and infrastructure installed through this Program is located in an unassigned or common parking spot available to all residents.
m. At the time of application, the Participant will be required to self-certify in writing whether or not the charging infrastructure installed through this Program will also be available for public (non-resident) charging.
n. New build/construction Projects are eligible for Charger Incentive, but they are only eligible for an incentive on the Level 2 EVSE equipment itself. Conduit, wiring, installation etc. are not eligible for the incentive. New build/construction Projects are not eligible for outlet incentives. <u>Newly constructed buildings will be deemed eligible as a retrofit project if installation occurs six months after a Certificate of Occupancy or the equivalent is issued by the AHJ having jurisdiction for the project site.</u>
o. New build and substantial retrofit construction Projects that are required to install a minimum number of EV charging stations and “EV Ready” or “EV Capable” parking spaces are eligible for incentives with restrictions. City Light will only provide an incentive for charging equipment that goes beyond what is required by code. Code requirements vary by Project. Participants must provide documentation to prove a Project is beyond code and show the differences in costs for items within code vs. beyond code.
p. Projects that install additional electrical infrastructure for future EVSE (i.e. “future proofing”) are eligible for incentives with restrictions. 25% of the total intended chargers must be installed within 1 year (i.e., by the final post-construction verification site visit, a minimum of at least 1 charging station). 50% of the intended chargers need to be installed within 4 years of the initial Project construction completion date. The remaining charging stations must be installed within the term of this Agreement. To determine the number of chargers to install within the listed time frame, the percentage will be applied to the total number of chargers the Participant will install, rounding up to the nearest whole number.
q. The Participant agrees to notify SCL of the transfer of the property through sale or other disposition. Prior to any transfer, all intended EVSE qualifying under this incentive program must be installed.
r. Abide by the Program rules, eligibility requirements, and incentive levels in effect at the date of equipment installation.

6. The Participant is solely responsible for the selection of equipment or infrastructure to be installed or implemented and for the selection of a third-party service provider or contractor to complete the installation and implementation of any equipment or EV chargers. City Light and ICF make no representations and provide no warranty or guaranty with respect to the design, manufacture, construction, safety, performance, or effectiveness of the newly installed equipment, including any warranties or merchantability or fitness for a particular purpose. Responsibility for delivery and workmanship related to any equipment or services the Participant procures exclusively rests with the

contractor or retailer selected by the Participant. City Light and ICF assume no responsibility for oversight of contractor services or for any claims the Participant might have against the Participant selected contractor, the manufacturer, or the retailer regarding the EV chargers implemented under the Multifamily EV Charging Program.

7. During the Term of this Agreement, City Light reserves the right to verify each EV charger port and request meter data or utilization records to ensure compliance with the Terms and Conditions herein, including demonstration that the equipment have remained Operational and Active. If City Light chooses to verify an EV charger port, City Light will contact the Participant to schedule the verification site visit. This verification shall be only for the purposes of determining compliance with Program requirements and does not take the place of any other inspections required by the City of Seattle or other permitting agencies. By signing and submitting the Charger Incentive Application, the Participant agrees to provide City Light and its subcontractors with reasonable access to the Project site during normal business hours.
8. Any person who knowingly files an application containing any materially false information or who purposely or misleadingly conceals information subjects such person to criminal and civil penalties. Any and all incentive payments determined to have been acquired on the basis of inaccurate or fraudulent information must be returned to City Light. Any Participant found to be engaged in fraudulent activity or material misrepresentation of any kind will be removed from the Multifamily EV Charging Program. This Section shall not limit other remedies that may be available for the filing of a false or fraudulent application, including, but not limited to, referral to law enforcement authorities.

# APPENDIX F. PUBLIC CHARGING PROGRAM

Seattle City Light ("City Light") offers the Public Charging Program, a suite of EV charging infrastructure incentives including the following:

- **Charger Incentive**: to facilitate the installation of qualifying EV charging equipment for public use.
- **Make-Ready Incentive**: to facilitate the installation of qualifying electrical infrastructure for upgrading or adding electrical service to a site that otherwise would be unable to support the qualified electric vehicle charging equipment.

City Light has contracted with ICF Resources L.L.C. ("ICF") to act as the Program Administrator and authorizes ICF to administer the Charger Incentive and Make-Ready Incentive including such activities, but not limited to, review, processing, and approval of Participant applications; pre-application site assessments and post-construction verification site visits at the Participant's facilities;; Project information requests from the Participant; measurement and verification activities; and issuing incentive checks.

The Participant hereby authorizes and acknowledges that City Light may disclose the Participant's information relating to a Participant Application (including the entirety of its contents), and any other information related to the Participant's participation in the Public Charging Program to ICF, as applicable, and any other third party utilized by City Light for the purposes of processing the Participant's Application, to verify or audit program records or system installation, operation and results, or as required to comply with state and/or federal law, fraud prevention, regulation, and other legal action. In those cases, City Light, ICF, and authorized third parties shall comply with all legal requirements of the jurisdiction of the individual whose Participant data would be disclosed before making such disclosure.

## TERMS AND CONDITIONS FOR PUBLIC CHARGING PROGRAM

1. Incentives are limited to a per-site maximum. Incentive amounts are dependent on whether the EVSE is installed in a Tier 1 or 2 community:
    a. Tier 1 (non-overburdened): Applicants are located outside of overburdened communities, in non-overburdened areas.
    b. Tier 2 (overburdened): Applicants are located in overburdened communities
        i. Overburdened communities, defined by the Healthy Environment for All (HEAL) Act, are geographic areas where vulnerable populations face combined and multiple environmental harms and health impacts. City Light identifies overburdened communities as those with a score of 9 or 10 on the Washington State Department of Health's Environmental Health Disparities map.
        ii. City Light reserves the right, at its own discretion, to determine whether a participant's Project serves an eligible overburdened community
2. The participant and its affiliated entities are eligible for a maximum of $750,000 in incentives aggregated annually across multiple sites, Projects or programs. Additional funds may be granted at the discretion of City Light within each program's per-site maximum.

3. It is understood that the Public Charging Program has limited funds, and applications are accepted on a first-come, first-served basis. Participants will receive a formal funding reservation letter when the application is accepted and approved. Participants must complete their Project and submit all final Project documentation prior to the expiration date on their funding reservation letter. City Light will make its best effort to notify Participants of funding reservation expiration dates to assess incomplete Projects and may provide a revised Reservation Letter with a new expiration date; otherwise, the funding may be rescinded and reallocated to other program participants. Funding reservation expiration dates will vary depending on the Program's remaining budget, the Participant's Project scope, and the Project's anticipated construction completion date.
4. The Public Charging Customer Program Manual ("Program Manual") describes the eligibility requirements for EVSE and EVSE infrastructure that may be deployed to receive an incentive. The Participant must read and comply with the eligibility requirements incorporated herein by reference. This document also provides information on the design and structure of the charger and/or make-ready incentive, including eligibility requirements that the Participant must meet to receive these incentives.
5. To be eligible for the Public Charging Program, the participant must meet the following:
    a. Be a Seattle City Light commercial (non-residential) account holder or customer.
    b. Meet one of the following applicant criteria:
        i. Business licensed in WA State with a City Light commercial account (Corporations, Partnerships, Limited liability companies, Other legal business entities, Non-profit 501(c)(3) organizations)
        ii. Public agency or port authority within City Light territory (Cities and towns, State and local parks, Counties, Special districts)
        iii. Demonstrate legal right and authority to install and operate EV charging equipment at the place(s) of business or property identified for installation.
    c. Plan to install charging equipment on private property within City Light service territory at the Service Address listed on the application.
    d. Own the property where the charging stations will be installed OR show the legal right and authority to install and operate charging station equipment for a minimum of five years (e.g. a site-host agreement).
    e. Submit a completed Charger Incentive Application or a Charger Incentive and Make-Ready Incentive Application before Project construction begins.
    f. Install a minimum of four charging ports per Project.
    g. Install EVSE and the associated charging network from the Seattle City Light EPRI Vetted Product List (VPL) list, posted at www.epri.com/vpl. This will be verified during incentive reservation.
    h. Install EVSE that meet state and local regulatory requirements.
    i. In the case that the EVSE in this Project are replaced via warranty or outside of warranty during the Term of Agreement, the "Replacement EVSE" must adhere to the EVSE requirements described in the Program Appendix and will be subject to the requirements described in Section 5 of the Participation Agreement. The Participant agrees to notify SCL within 30 days of installation of Replacement EVSE and provide SCL with documentation of installation and EVSE data (as outlined in Appendix B. Clean Fuels Standard Credit Generation Assignment and

Designation and Appendix C. SCL Customer Data Release Authorization Form) as required by the original Project type. SCL reserves the right to verify installed Replacement EVSE as they become operational.

j. A charging port is determined to be Operational and Active if it is used to dispense 2,400 kWh per year on average. Each charging port must be operational and active through the term of the Participation Agreement.
k. Demonstrate installed EVSE have at least a three-year warranty for equipment or maintenance plan with service level agreement.
l. Ensure public access: EVSE must be available to the public seven days a week for a minimum of 12 hours a day, year-round.
    i. Participants may be asked to provide documentation indicating EVSE's operational hours.
m. Ensure EVSEs and charging site are posted on PlugShare.com once operational.
n. Agree to report charger registration data and quarterly utilization data during the term of this agreement to City Light within 30 days of the conclusion of each quarter, including the following utilization data for each charging port:
    i. Total energy (kWh) delivered by session
    ii. Total energy (kWh) by port type
    iii. Total revenue by session
    iv. Duration of session
    v. Charging session start and stop time
o. Agree to authorize access to EVSE data as specified by the Program through the Participant's chosen network service provider for the duration of the Agreement. If the Participant changes network service providers, the Participant shall notify SCL and authorize access to EVSE data through the new network service provider within 30 days of the change.
p. Demonstrate that each charging port is operational and active. A charging port is considered operational and active after its first year of operation, and subsequently meets this minimum on an annual basis. Each charging port must be operational and active through the term of the Participation Agreement.
q. Participate in a post-Project customer satisfaction survey.
r. Abide by the Program rules, eligibility requirements, and incentive levels in effect at the date of equipment installation.

6. The Participant will be responsible for the selection of contractors that will design, engineer, construct, and install make-ready infrastructure. The Participant will own, operate, and maintain EVSE. The Participant is solely responsible for the selection of EVSE to be installed or implemented and for the selection of a contractor to complete the installation and implementation of any EVSE. City Light and ICF make no representations and provide no warranty or guaranty with respect to the design, manufacture, construction, safety, performance, or effectiveness of the newly installed EVSE, including any warranties or merchantability or fitness for a particular purpose. Responsibility for delivery and workmanship related to any EVSE or EVSE-related services the Participant procures exclusively rests with the contractor or retailer selected by the Participant. City Light and ICF assume no responsibility for oversight of contractor services or for any claims the Participant might have against the Participant

selected contractor, the manufacturer, or the retailer with regard to the EVSE implemented under the Public Charging Program.

7. The Participant shall purchase and install EVSE that meets the Program's eligibility requirements for EVSE as outlined in the Program Manual. A minimum of four charging ports must be installed at the time of post-installation verification. The Program Team must complete the post-installation verification to finalize and process the incentive payment. The Participant shall ensure the installed EVSE continues to operate for the duration of this Agreement, in accordance with the Terms and Conditions described herein and in the Program Manual. The Participant acknowledges that City Light may collect meter data and will provide information on the type of data that will be collected.
    a. In the case that the participant's incentivized EVSE are replaced (via warranty or outside of warranty) during the Term of Agreement, the "Replacement EVSE" must adhere to the EVSE requirements described in the Public Charging Program Appendix and will be subject to the requirements described in Section 5 of this Agreement. The Participant agrees to notify City Light within 30 days of installation of Replacement EVSE and provide City Light with documentation of installation and EVSE data (as outlined in Appendix B. Clean Fuels Standard Credit Generation Assignment and Designation and Appendix C. SCL Customer Data Release Authorization Form) as required. City Light reserves the right to verify installed Replacement EVSE as they become operational.
8. In addition to the Program's minimum port installation, the Participant may install additional infrastructure to support future EVSE installation (i.e. "future-proofing"). For Participants interested in future-proofing, 25% of the intended chargers need to be installed within 2 years (i.e., by the final post-construction verification site visit). 50% of the intended chargers need to be installed within 4 years. The remaining charging stations must be installed within the term of this Agreement. To determine the number of charging ports to install within the listed time frame, the percentage will be applied to the total number of charging ports the Participant will install, rounding up to the nearest whole number.
9. New build and substantial retrofit construction Projects that are required to install a minimum number of EV charging stations and "EV Ready" or "EV Capable" parking spaces are eligible for incentives with restrictions. City Light will only provide an incentive for charging equipment that goes beyond what is required by code. Code requirements vary by Project. Participants must provide documentation to prove a Project is beyond code and show the differences in costs for items within code vs. beyond code.
10. The Participant agrees to notify City Light of the transfer of the property through sale or other disposition. Prior to any transfer, all intended EVSE qualifying under this incentive program must be installed.
11. During the Term of this Agreement, City Light reserves the right to verify each EV charger port and request meter data or utilization records to ensure compliance with the Terms and Conditions herein, including demonstration that the equipment have remained Operational and Active. If City Light chooses to verify an EV charger port, City Light will contact the Participant to schedule the verification site visit. This verification shall be only for the purposes of determining compliance with Program requirements and does not take the place of any other inspections required by the City of Seattle or other permitting agencies. By signing and submitting the Charger Incentive Application, the

Participant agrees to provide City Light and its subcontractors with reasonable access to the Project site during normal business hours.

12. Any person who knowingly files an application containing any materially false information or who purposely or misleadingly conceals information subjects such person to criminal and civil penalties. Any and all incentive payments determined to have been acquired on the basis of inaccurate or fraudulent information must be returned to City Light. Any customer found to be engaged in fraudulent activity or material misrepresentation of any kind will be removed from the Public Charging Program. This agreement shall not limit other remedies that may be available for the filing of a false or fraudulent application, including, but not limited to, referral to law enforcement authorities.
13. City Light has the right to not allow a Participant to participate in the Public Charging Program or to ban any Participant from future participation in the Public Charging Program for failure to meet these terms and conditions or other applicable requirements of the Public Charging Program in addition to any other legal remedies available under law.

## TERMS AND CONDITIONS FOR CHARGER INCENTIVE

The Charger Incentives are shown in Table 3. Incentive amounts are dependent on charger equipment type and whether the chargers are installed in a Tier 1 or 2 community. Multiple Projects are allowed per year up to the site maximum.

If multiple EVSE types are installed on one Project site, the Project will be eligible for the Charger Incentive with the highest minimum power output.

*Table 3. Public Charging Program Incentive Structure for Charger Incentive*

| Tier | Charger Equipment Type | Minimum Output Power (per charger) | Per Project Charging Site Incentive Amount |
|---|---|---|---|
| **Tier 1** Non-overburdened community (Census tract that has a rank lower than 9.0 according to the WA Environmental health disparities map[4]) | Level 2 EVSE | 6.6 kW | 50% of total Project costs up to $2,500 per site |
| | DCFC Equipment | 100 kW | 50% of total Project costs up to $20,000 per site |
| | DCFC Equipment | 150 kW | 50% of total Project costs up to $50,000 per site |
| | DCFC Equipment with Battery Storage | 150 kW | 50% of total Project costs up to $125,000 per site |
| **Tier 2** Overburdened community (Census tract that has a rank of 9.0 or higher according to the WA Environmental health disparities map) | Level 2 EVSE | 6.6 kW | 100% of total Project costs up to $5,000 per site |
| | DCFC Equipment | 100 kW | 100% of total Project costs up to $40,000 per site |
| | DCFC Equipment | 150 kW | 100% of total Project costs up to $80,000 per site |
| | DCFC Equipment with Battery Storage | 150 kW | 100% of total Project costs up to $150,000 per site |

## TERMS AND CONDITIONS FOR MAKE-READY INCENTIVE

The Make-Ready Incentive covers costs required to prepare a charging Project site for EVSE to operate. Costs for behind-the-meter (customer side) and to-the-meter (utility side) costs are eligible, including design and engineering, permits, installing conduit, trenching, and transformers. A full list of eligible costs can be found in the Program Manual.

The following terms and conditions apply to the Make-Ready Incentive:

[4] Washington State environmental health disparities map - WA Environmental health disparities map https://fortress.wa.gov/doh/wtnibl/WTNIBL/.

1. City Light will own, operate, and maintain to-the-meter infrastructure in perpetuity. The Participant will own, operate, and maintain behind-the-meter EVSE infrastructure, including the charging equipment itself. The Participant acknowledges the asset ownership, operation, and maintenance details as described and does not claim rights to any of the assets owned, operated, or maintained by City Light.
2. Only customers participants applying for the Public Program's Charger Incentive are eligible for the Make-Ready Incentive.
3. The EVSE type used to determine the Project site's Charger Incentive amount will be used to determine the Make-Ready Incentive amount. If multiple EVSE types are installed on one Project site, the Project will be eligible for the Make-Ready incentive with the highest minimum power output.
4. The Participant will assign, transfer, and convey to City Light all of its right, title, and interest in all environmental, energy, carbon or emission credits, as described in Section 5 of this Agreement, generated by EVSE that use the Project site's electrical infrastructure constructed for the term of this Agreement.
5. Make-Ready Incentives are shown in Table 4. The Make-Ready Incentive is subject to a maximum of $200,000 per Project site. Incentives are subject to change per City Light discretion and availability of program funds.

*Table 4. Public EV Charging Program Make- Ready Incentive structure*

| Tier | Project Type | Minimum Output Power (per charger) | Per Project Charging Site Incentive Amount |
|---|---|---|---|
| **Tier 1** Non-overburdened (Census tract that has a rank lower than 9.0 according to the WA Environmental health disparities map[1]) | Level 2 EVSE | 6.6 kW | 50% of total Project costs up to $5,000 per site |
| | DCFC Equipment | 100 kW | 50% of total Project costs up to $50,000 per site |
| | DCFC Equipment | 150 kW | 50% of total Project costs up to $100,000 per site |
| | DCFC Equipment with Battery Storage | 150 kW | 50% of total Project costs up to $25,000 per site |
| **Tier 2** Overburdened (Census tract that has a rank of 9.0 or higher according to the WA Environmental health disparities map) | Level 2 EVSE | 6.6 kW | 100% of total Project costs up to $10,000 per site |
| | DCFC Equipment | 100 kW | 100% of total Project costs up to $150,000 per site |
| | DCFC Equipment | 150 kW | 100% of total Project costs up to $200,000 per site |
| | DCFC Equipment with Battery Storage | 150 kW | 100% of total Project costs up to $50,000 per site |

6. City Light will reimburse the Participant for the actual costs of designing, permitting, and installing the Project site's supporting electrical infrastructure and not otherwise reimbursed or reimbursable by other third-party funding sources, up to the stated Project site maximum.
7. For each Project, the Participant may receive a partial payment. Partial payment is available for the Make-Ready Incentive only and each Project is allowed one partial payment only.
    a. The Participant must select "yes" for partial payment on the Make-Ready Incentive application to receive partial payment. The selection and estimated partial payment amount will be documented through the Make-Ready Incentive Reservation Letter.
    b. To receive partial payment, the Participant must contact City Light when the following items are ready to submit:
        i. Paid invoice(s) or the construction contractor's initial down payment and full Project quote
        ii. Estimated construction timeline with milestones outlined
        iii. Receipt of the equipment ordered (EVSE or electrical infrastructure equipment)
    c. The partial payment will be calculated based off the total eligible cost paid at the time of request or up to 25% of the total estimated Make-Ready incentive, whichever is less.
    d. City Light may request access to the Project site at any time, within reasonable business hours, to verify Project site conditions.

# Summary and Fiscal Note

## 1. Legislation Summary

**Department:** Seattle City Light

**Title:** An ordinance relating to the City Light Department; authorizing ten-year agreements with customers eligible for transportation electrification programs.

**Background:** This ordinance authorizes City Light to enter into agreements with customers eligible for transportation electrification programs to allow third parties to future-proof projects and enable the Department to inspect and enforce program requirements throughout the entire buildout.

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## 2. Capital Improvement Program (CIP)

**Does this legislation create, fund, or amend a CIP Project?**

☐ Yes

☒ No

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## 3. Summary of Financial Implications

**Does this legislation have financial impacts to the City?**

☒ Yes

☐ No

This legislation does not change appropriations. However, it does authorize a program whereby SCL can pay incentives to program participants in exchange for a receipt of credits and other utility benefits. If appropriation or revenue adjustments are needed, these changes will be made in one or more future budget actions.

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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.**

This legislation enables City Light to generate Clean Fuel Standard credits and reinvest them in accordance with Department of Ecology requirements, which directs a minimum of 30% of expenditures to historically disadvantaged communities.

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

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

The Department is working with external consultants and internal communications teams to support program marketing and communications.

e. Climate change impacts:

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

This legislation is expected to decrease carbon emissions. It aligns with City Light's Transportation Electrification Strategic Investment Plan, which aims to reduce greenhouse gas emissions from the transportation sector. By enabling more customers to install electric vehicle charging infrastructure, the ordinance supports expanded EV adoption and helps reduce reliance on gas and diesel vehicles.

**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 improves Seattle's climate resiliency. By expanding access to electric vehicle charging infrastructure, it supports the transition to cleaner transportation and reduces greenhouse gas emissions over time. Increased availability of EV charging also helps ensure that residents, businesses, and fleet operators can participate in electrification as climate impacts intensify.

**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 expands the Department's ability to enter into 10-year contracts to support installation and construction timelines for future-proofing. This ordinance goes hand in hand with transportation electrification planning (RCW 35.92.450) and the implementation of the Clean Fuel Standard (RCW 70A.535). As part of the State's Clean Fuel Standard, City Light is required to track kilowatt-hours used by electric vehicles, enabling direct tracking of transportation emissions.

Longer timelines also allow for upfront infrastructure investments at the beginning of the project, avoiding the need for later upgrades. This reduces the construction timeline and project costs by preparing the customer for future load growth as electrification grows.

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

No.

**File #:** CB 121250, **Version:** 1

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# The City of Seattle

## Ordinance

Council Bill

**An ordinance** relating to City-owned real property known as Lake City Garage and Plaza; transferring jurisdiction and management authority from the Department of Finance and Administrative Services to Seattle Parks and Recreation for municipal purposes; and ratifying and confirming certain prior acts.

**Recitals:**

In 1958, The City of Seattle acquired real property located at 12509 28th Avenue Northeast via a Statutory Warranty Deed for the purpose of establishing a park.

In 1963, the property was transferred from the Seattle Parks and Recreation (SPR) to Seattle Public Library (SPL) pursuant to Ordinance 92584 to build the original Lake City Library.

In 2004, the Fleets and Facilities Department, the predecessor department of the Department of Finance and Administrative Services (FAS), acquired a plaza and a subterranean garage located at 12509 28th Avenue Northeast pursuant to Ordinance 121471, which established the Lake City Civic Center.

Since 2004, FAS has managed the joint use of the garage and adjacent stairs and elevator serving the garage, in partnership with SPL, and assumed costs of maintenance and upkeep for those structures, while SPR has managed the plaza. SPL and FAS regularly used the garage for staff and customers until the garage was closed due to security concerns.

In 2025, the Office of Housing (OH) and SPR issued a joint Request for Proposals (RFP) for redevelopment of the former Lake City Community Center site located on SPR property immediately north of the plaza, which will consist of a mixed-use building with a community center to be operated by SPR on the bottom two floors and six floors of affordable rental housing above (the “Project”).

In 2025, SPR reached out to FAS to express interest in transferring jurisdiction of the property (as legally described in Attachment 1 to this ordinance, the “Property”) to enhance the Project.

SPR envisions this property transfer will meet multiple needs. In the short term, the existing Property will be used for construction staging. In the long term, taking advantage of the existing ramp and existing curb cut alleviates the need for the construction of a second access ramp to serve the new garage under the SPR community center and OH-funded affordable housing structure. The new parking garage will meet code requirements for the Project. The transfer of jurisdiction of the existing garage from FAS to SPR will facilitate overflow parking for the community center and affordable housing and will also allow for SPR to collaborate with the FAS Customer Service Center (CSC) and SPL to accommodate their future parking demands.

FAS has determined it has no future need for the Property and that the Property would best serve community needs through a transfer of jurisdiction to SPR to support the Project.

SPR and FAS have agreed to the transfer of jurisdiction of the Property to SPR for the Project with conditions. Therefore,

**Be it ordained by The City of Seattle as follows:**

Section 1. The City Council authorizes the Department of Finance and Administrative Services (FAS) to transfer jurisdiction of the property located at 12509 28th Avenue Northeast, including the surface plaza and subterranean garage and all related infrastructure (the “Property”), as legally described in Attachment 1 to this ordinance, to Seattle Parks and

Recreation (SPR) for municipal purposes to support the redevelopment of Lake City Community Center with affordable rental housing which will be sponsored by the Office of Housing.

Section 2. The terms of the transfer of jurisdiction shall be as agreed to by SPR and FAS, namely, that in lieu of cash payment to FAS, SPR will: accept transfer of the Property in as-is condition and assume all maintenance and operating costs for the Property; grant a continued right of access to the stairs and elevator located in the garage to serve the FAS Customer Service Center (CSC) at the Lake City Library building; and grant FAS eight parking passes in the garage for use by the CSC. SPR and FAS acknowledge that, in the future, the CSC may be charged for maintenance and usage of the Property, including the elevator, which may be memorialized in an interdepartmental agreement.

Section 3. The Superintendent of SPR, or the Superintendent's designee, is authorized to negotiate and execute leases, licenses, operating agreements, concession agreements, management agreements, and related use agreements for all or any portion of the Property, including the subterranean garage, parking areas, access areas, stairs, elevators, and related improvements, for terms not to exceed five years for any single agreement, upon such terms and conditions as the Superintendent deems reasonable and in the best interests of The City of Seattle, consistent with applicable law. The Superintendent is further authorized to renew, amend, assign, terminate, or replace such agreements, provided that no individual agreement shall exceed five years in duration without further authority by ordinance.

Section 4. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Attachments:

Attachment 1 - Legal Description of Property

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

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*

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# Attachment 1

## Legal Description of Property

Lake City Civic Center Plaza – King County Assessor Tax Parcel No. 3834500720

Lot 6, Block 7, Kenwood division two, according to the plat thereof recorded in volume 21 of plats, page 28, in King County, Washington. Together with that portion of Lot 7, Block 7 of said plat, lying northerly of the following described line:

Commencing at the northeasterly corner of said Lot 7; thence southerly on the easterly line of said Lot 7, 4.42 feet to the easterly terminus of said described line, thence westerly perpendicular to the easterly line of said Lot 7 to a point on the westerly line of said Lot 7 and westerly terminus of said described line, said westerly terminus lying 6.54 feet southerly from the northwesterly corner of said Lot 7.

Together with the full subterranean garage, including all related infrastructure, and associated elevator and stairs at the Lake City Civic Center, as identified in Seattle City Council Ordinance 121471.

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# Summary and Fiscal Note

## 1. Legislation Summary

**Department:** Finance and Administrative Services (FAS)

**Title:** An ordinance relating to City-owned real property known as Lake City Garage and Plaza; transferring jurisdiction and management authority from the Department of Finance and Administrative Services to Seattle Parks and Recreation for municipal purposes; and ratifying and confirming certain prior acts.

**Background:** In 2025, Seattle Parks and Recreation (SPR) requested the property transfer of Department of Finance and Administrative Services (FAS) Lake City Garage and Plaza (PMA 4344) to augment a planned, joint redevelopment of the adjacent Lake City Community Center with Office of Housing-sponsored affordable rental housing on top of the Community Center. FAS conducted due diligence on the property to inform decision making about the transfer, negotiated transfer terms with SPR and circulated internal notice to other City property managing departments per Resolution 31837. This legislation transfers jurisdiction of the garage, adjacent stairs and elevator serving the garage, and the plaza from FAS to SPR, which is a necessary step in the process of building the Lake City Community center + Affordable Housing project. This legislation also provides SPR Superintendent the authority to contract with a parking lot management company.

The Lake City Community Center has been an integral part of Lake City's neighborhood history, serving as a hub for community activities and bringing together people of all ages and cultures. In 2023, a fire destroyed a major portion of the building, and the community center was demolished. In 2024, SPR, in partnership with the Department of Neighborhoods, conducted a building needs assessment to better understand the community's priorities for the new center. In 2025, the city selected Mercy Housing to collaborate on the redevelopment of the former Lake City Community Center site located on SPR property immediately north of the Plaza. The new mixed-use building will include 113 affordable rental homes on the top six floors (to be operated by Mercy Housing), and a community center on the bottom two floors. This unprecedented, innovative design will be the first of its kind for the City of Seattle by combining affordable housing, essential services, and shared community spaces to create a welcoming place where residents can live, gather, and thrive. The garage and plaza will increase the property available for SPR's redevelopment, expanding the surface and subterranean footprint of the new development and enhancing SPR's ability to meet related development code compliance requirements necessary to achieve a Certificate of Occupancy. This property transfer of jurisdiction legislation is one of several pieces of legislation needed for the co-development project which is currently under permit review by Seattle Department of Construction and Inspections (SDCI). Construction is targeted for December 2026 through 2028, pending permit approval.

For several decades, the garage was open to the public and shared by Seattle Public Library (SPL) and FAS for staff and customer use, serving both the Lake City Library and the FAS Customer Service Center located within the library. However, in recent years the garage was closed due to security concerns. FAS has determined the property is excess to its needs and supports the property transfer to SPR to serve a public purpose and community need for recreational facilities and affordable rental housing in a historically underserved neighborhood. In the short term, the garage and plaza will be used for construction staging. In the long term, taking advantage of the existing ramp and existing curb cut alleviates the need for short term construction of a second access ramp to serve the new garage under the SPR community center and OH-funded affordable housing structure. The transfer of jurisdiction of the existing garage from FAS to SPR will facilitate overflow parking for the community center and affordable housing. Once the property is transferred, SPR will also be collaborating with the FAS Customer Service Center (CSC) and SPL to accommodate their future parking demands.

**Summary Attachments:**

Summary Attachment A – Property Map of Lake City Civic Center Plaza and Garage

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## 2. Capital Improvement Program (CIP)

**Does this legislation create, fund, or amend a CIP Project?**

☐ Yes

☒ No

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## 3. Summary of Financial Implications

**Does this legislation have financial impacts to the City?**

☐ Yes

☒ No

## 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.**

Responsibility for operating and maintenance costs would be transferred from FAS to SPR. This legislation does not change appropriations for either Department.

**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?**

The garage is currently closed, and the elevator is currently only accessible to the public from the plaza level with assistance from staff from the FAS Customer Service Center. Therefore, SPR does not anticipate significant costs of maintenance and upkeep of the garage and elevator during construction. While SPR is, upon property transfer, assuming the future operation and maintenance of the facility, it is understood that SPR may charge the FAS Customer Service Center, a tenant of SPL, and SPL for usage of the garage and elevator. FAS is coordinating with SPL on the development of an Interdepartmental Agreement (IDA) for continued use of the space for the FAS Customer Service Center. Any financial impacts that cannot be covered with existing SPR budget will be raised as part of a future budget process.

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

If not implemented, FAS would retain ownership of the garage and plaza property and continue to fund all annual expenses for maintenance and upkeep. If this legislation is not implemented, then the construction costs for the Lake City Community Center +

Affordable Housing project may increase, and the construction timeline may be extended.

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

SPR envisions this property transfer will meet multiple needs. In the short term, the existing Property will be used for construction staging. In the long term, taking advantage of the existing ramp and existing curb cut alleviates the need for the construction of a second access ramp to serve the new garage under the SPR community center and OH-funded affordable housing structure. The transfer of jurisdiction of the existing garage from FAS to SPR will facilitate overflow parking for the community center and affordable housing and allow SPR to collaborate with the FAS Customer Service Center (CSC) and SPL to accommodate their parking demands.

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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?**

Yes – FAS Lake City Civic Center Plaza and Garage. See Map attached.

**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.**

FAS Lake City property falls in a second-highest equity priority area when mapped on the City's GIS Race and Social Justice Index layer, based on census demographics. Transferring the garage and plaza to SPR jurisdiction will ensure continued public use and will better serve community needs. SPR will be using the property to replace the Lake City Community Center, which is an important and much-needed recreation facility in the long-underserved Lake City neighborhood.

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

Not applicable. Legislation is just about the internal transfer of City property.

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

Not applicable. Legislation is just about the internal transfer of City property.

**e. Climate change impacts:**

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

Not applicable.

**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.**

Not applicable

**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?**

Not applicable

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

No

Summary Att A – Property Map of Lake City Civic Center Plaza and Garage
V1

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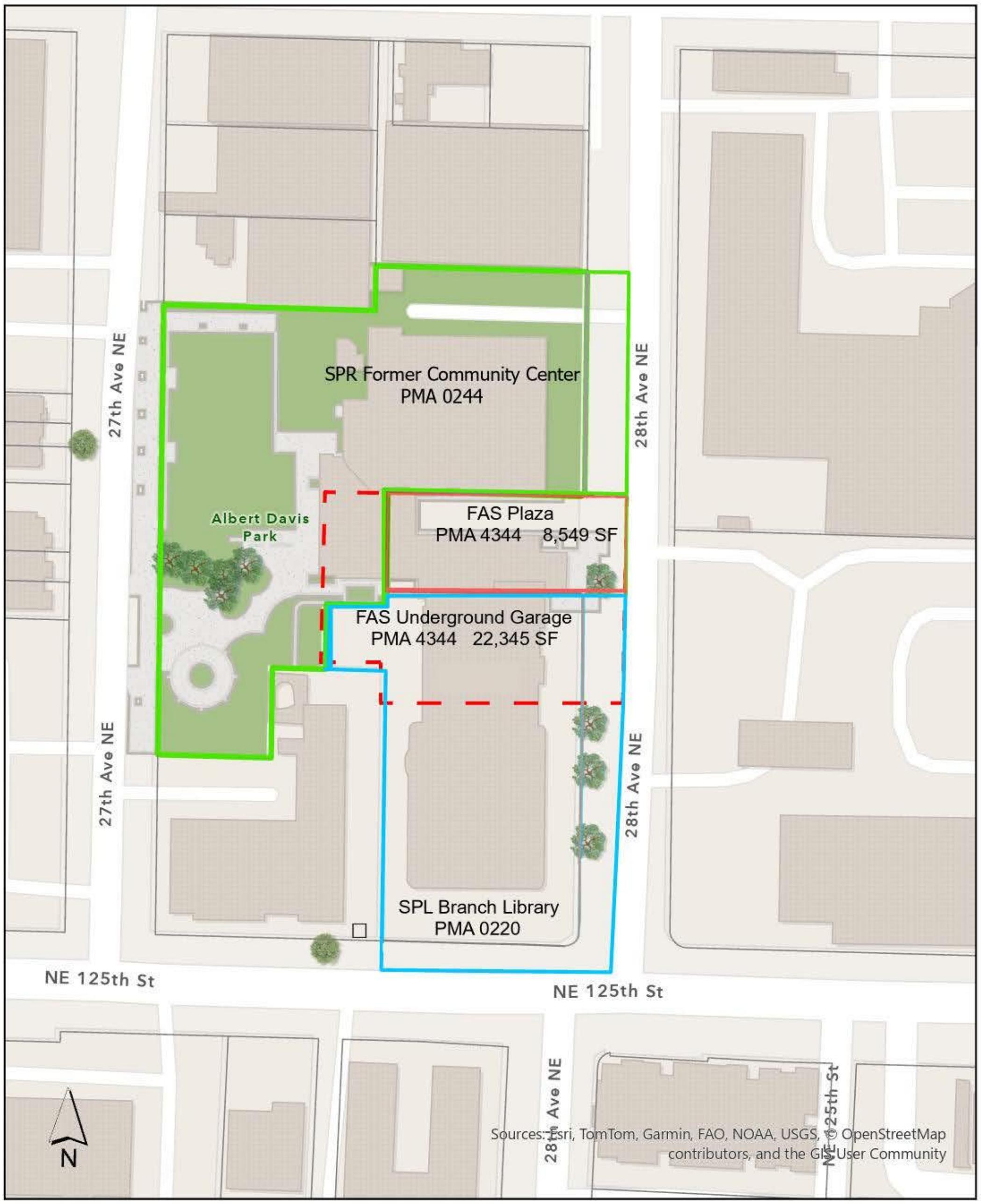

**File #:** CB 121226, **Version:** 2

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## 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.

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.

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.

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.

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 continue its close collaboration 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 while ensuring that transit availability meets the needs of all Seattle transit riders.

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.

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.

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.

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 growth-focused 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. Night service shall be considered an essential component of all day transit access and prioritized within this

investment framework.

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. 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.

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).

D. 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.

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

F. 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, other similar programs at Seattle colleges and universities, students attending Seattle-based Washington state-accredited educational institutions, Washington state-registered apprenticeship programs, or Washinton state-accredited training providers, 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.

G. 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.

H. 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 and appropriations made pursuant to Section 4 of this ordinance.

I. 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, 2.C, 2.D, and 2.E of this ordinance shall equal at least 75 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. 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.H 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.

Section 5. 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, 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.

Section 6.

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.

Section 7. 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.

Section 8. 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:

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.

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).

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.

Section 9. 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.

Section 10. 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.

Section 11. 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:

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.

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.

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.

Section 12. 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 13. 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 14. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 15. 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*

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# 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

**Contact Name**: Jen Malley-Crawford

**Contact Email**: jen.malley-crawford@seattle.gov

**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:

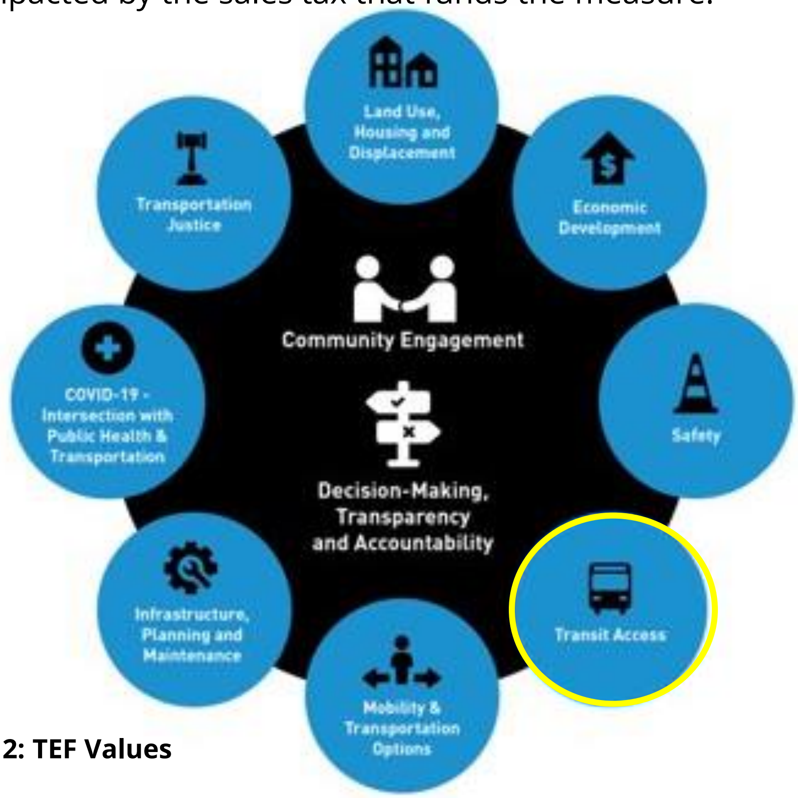



**Figure 2: TEF Values**

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)

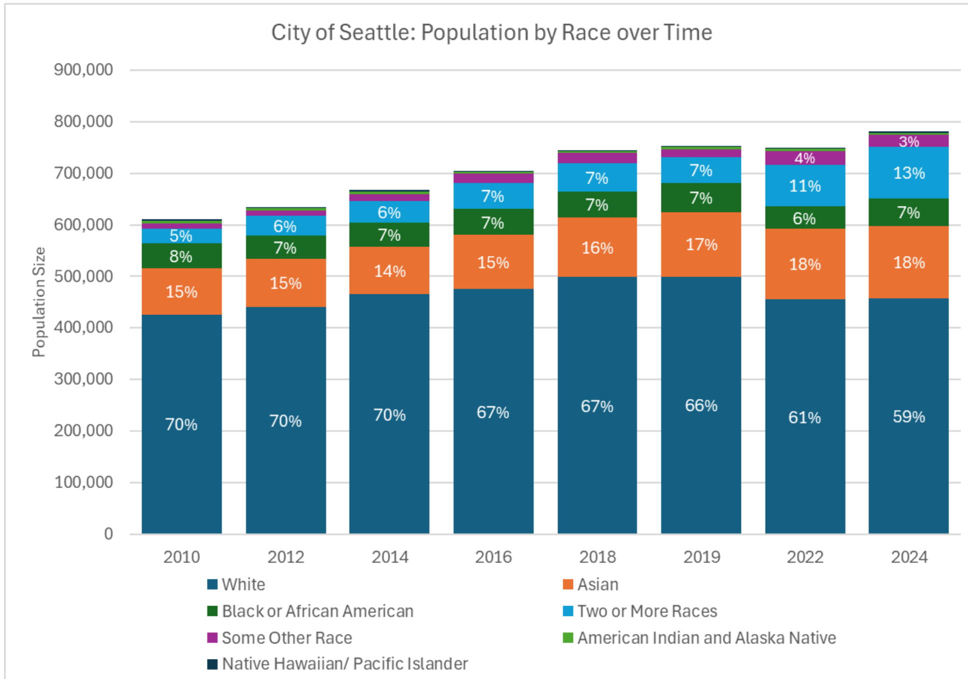



**Figure 3: Seattle Population Demographics, 2010 to 2024**

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 experi 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.

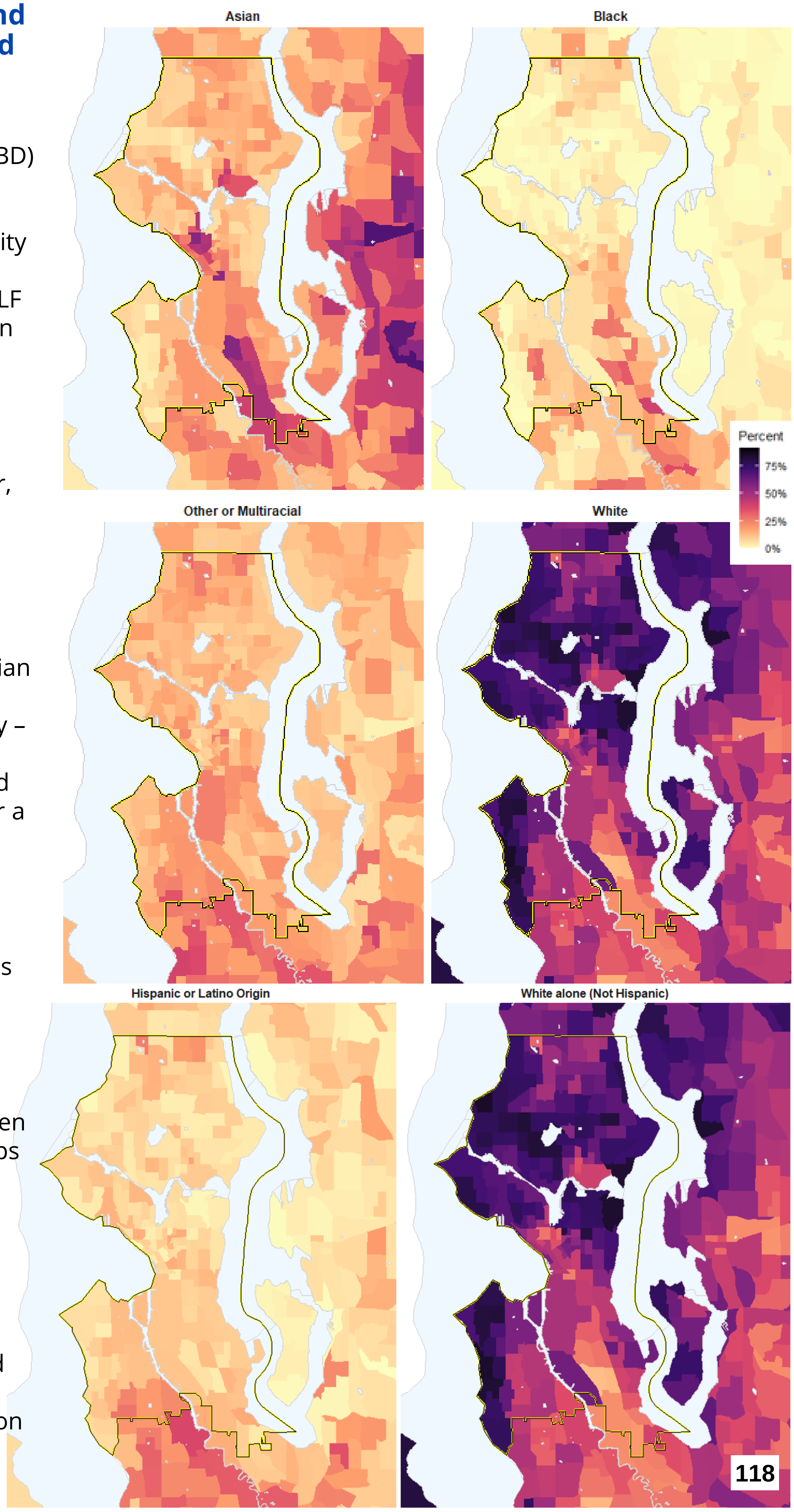
A family of four at 30% Area Median Income (AMI) - which would be about $45,400 in income annually – is estimated to pay about $22 a year towards the current STM and would pay up to $44 a year under a 0.3% sales tax scenario.

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.

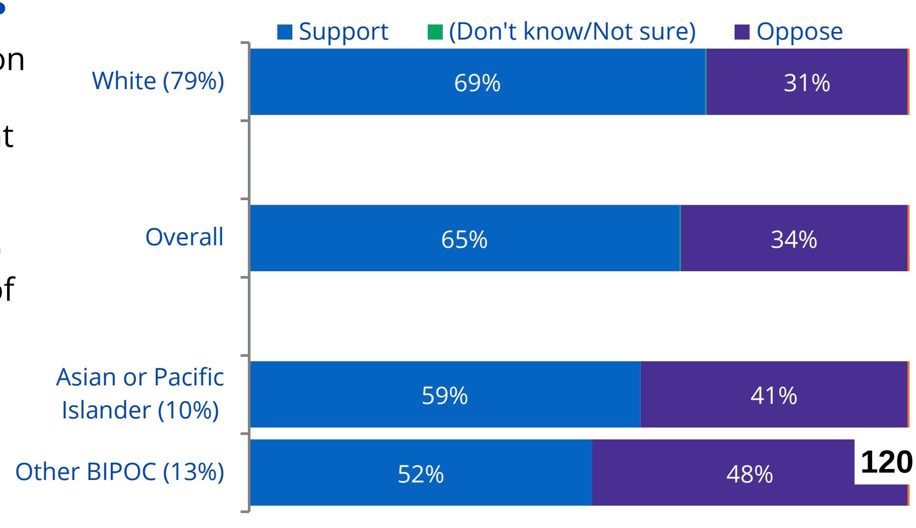
SDOT staff had several meetings with the TAB's STM renewal subcommittee to share information about the STM renewal process and hear their input. Through subcommittee meetings and full board discussions, TAB members considered the impact that an STM renewal would have on different Seattle communities.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

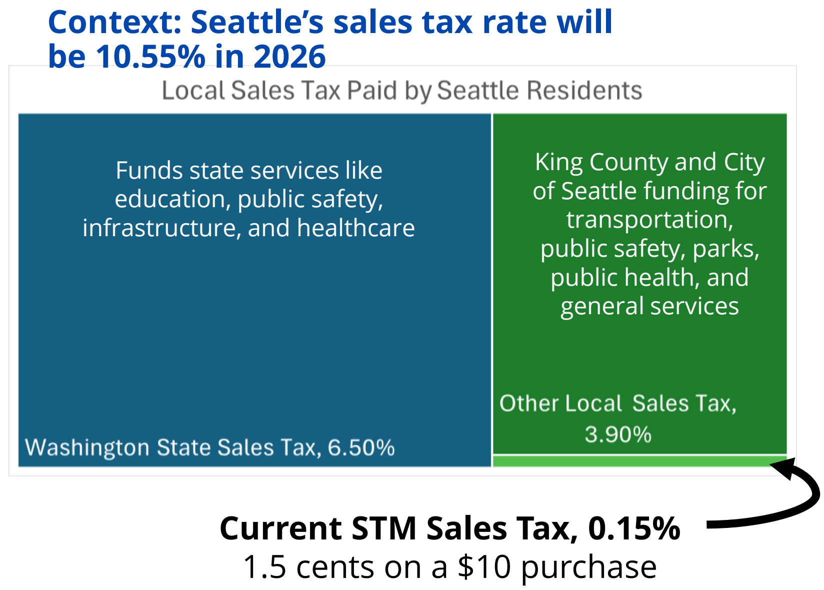
# Step 3. Determine Benefit and/or Burden

## *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.

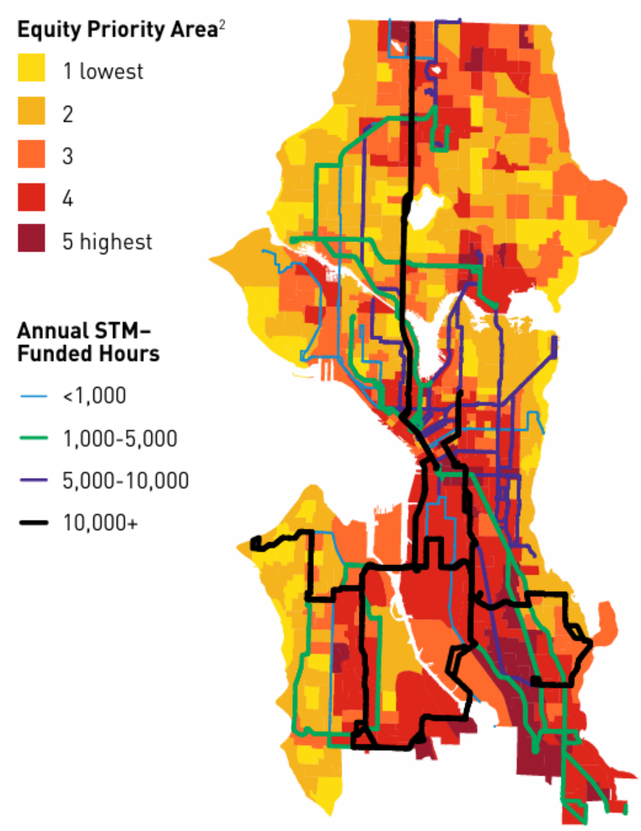
# Step 4. Advance Opportunity or Minimize Harm

## *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.

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.

**Figure 8: STM Equity Priority Areas and transit service investments**



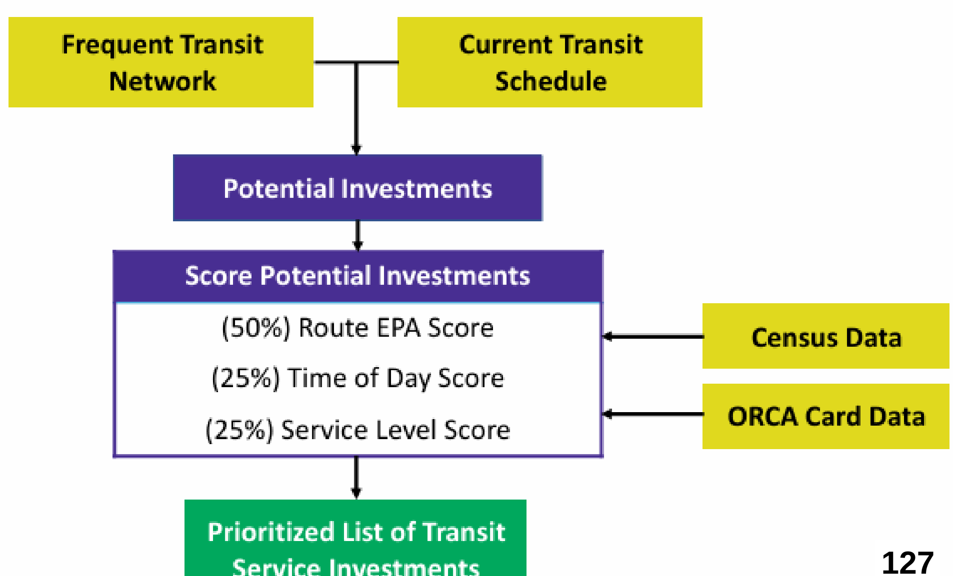

Strengthening these approaches will help ensure that STM investments not only minimize harm but actively advance opportunity for the communities most impacted by inequitable tax structures and historic underinvestment.

# 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

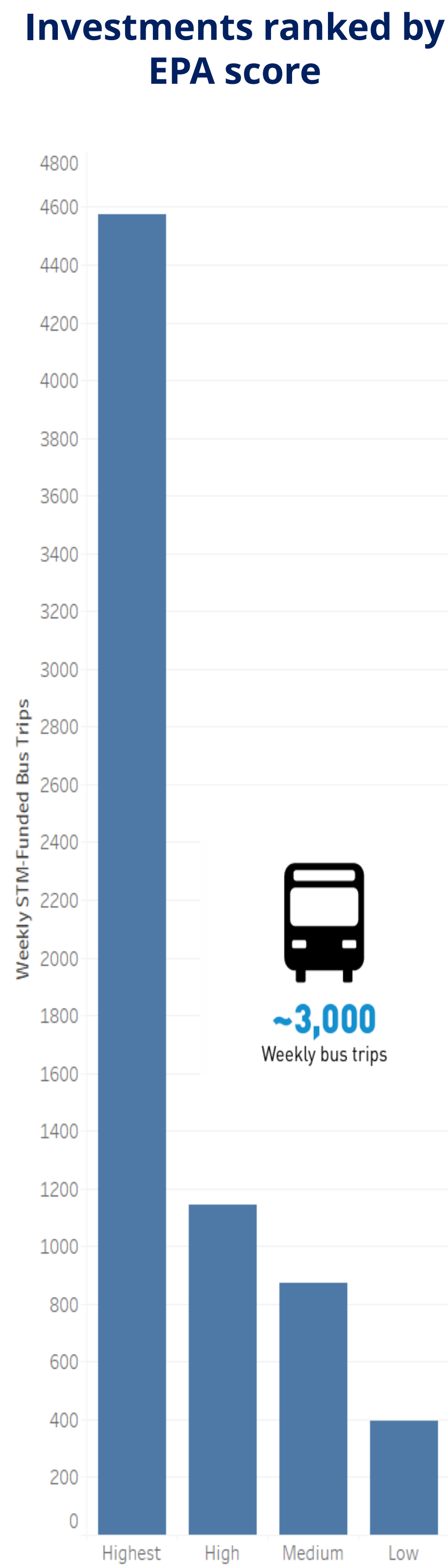
Equity Priority Areas (EPAs, see figure 8) are a tool that allows the City to focus transit service investments. It is generated at the census block group level and is based on the proportion of the population who are Black, Indigenous, People of Color, low-income, foreign-born, disabled, or who have 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

**Figure 10: STM investments ranked by Equity Priority Area score**



# 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.

**Amanda Allen**
**Select Committee on Seattle Transportation Benefit District**
**July 16, 2026**
**D1**
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

**Amendment A Version 1 to CB 121226 – Seattle Transit Measure**

**Sponsor:** Councilmember Saka

Adjusting reporting deadlines

**Effect:** This amendment would adjust the deadlines for various reports requested via amendments made to CB 121226 on July 16, 2026. The new deadlines are better aligned with initial implementation date of April 1, 2027, in most cases providing at least a year of implementation of the new measure before reporting is required. The proposed deadlines have been identified in consultation with Seattle Department of Transportation (SDOT). The new deadlines are informed by SDOT's anticipated staff capacity limitations during the transition of ending the current measure and beginning the proposed measure, and the ramp up of new and enhanced programming. Also, the additional time provided by the new deadlines help to ensure ample engagement with King County Metro, allowing them to update their own processes and generate the information necessary to support these reports. With the deadline changes, Central Staff anticipate the reports created with be more informative.

Amend Section 4 of CB 121226 as follows:

Section 4. Unspent transit service funds. By December 31 of each year beginning in 2028, 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 first report on unspent transit service funds is requested to include analysis of the unspent funds from the beginning of the measure and as projected through the end of 2028. The Council intends to appropriate the unspent funds for uses in subsection 2.H 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.

Amend Section 7 of CB 121226 as follows:

Section 7. 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, beginning March 31, 2028, 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;

* * *

Amend Section 8 of CB 121226 as follows:

Section 8. 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:

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.

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).

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~~)) March 31, 2028.

Amend Section 9 of CB 121226 as follows:

Section 9. 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~~)) June 30, 2027.

Amend Section 10 of CB 121226 as follows:

Section 10. 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~~)) March 31, 2028.

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**
**City Council**
**July 21, 2026**
**D3**
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

**Amendment B 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 8 of CB 121226 as follows, renumbering subsequent sections:

Section 8. 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 31, 2028.

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

**Amendment C to CB 121226 – Seattle Transit Measure**

**Sponsor:** Councilmember Rivera

Requesting a report on the performance outcomes of certain bus routes

**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 bus routes that are within one-quarter mile of public middle schools, public high schools, and community centers. This report should inform potential additional service delivery to these routes.

Add a new Section 8 to CB 121226 as follows and renumber subsequent sections:

Section 8. 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 that travel within one-quarter mile of public middle schools, public high schools, and community centers. The report should inform potential additional service delivery to these routes to accommodate the timely attendance at school or scheduled events at these locations of school students, school staff, and youth, prioritizing these individuals' safety both while waiting for buses and while in transit. For each such route, 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, and the reliability of these routes. The report should also reflect, for each such route, any regular occurrences of overcrowding (a bus's lack of capacity to admit all who wish to board at a given stop, or the need to skip a stop or stops due to lack of capacity), particularly (1) during peak daily travel times or "rush hour" and (2) in the sections of the route that contain stops within one-quarter mile of public middle schools, public high schools, and community centers. The report should also make recommendations for prioritized potential future transit service changes that are most likely to alleviate overcrowding that impacts students, school staff, and youth. The report should be provided to the City Council by September 31, 2028.

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 16, 2026**
**D1**
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

## Amendment D Version 1 to CB 121226 – Seattle Transit Measure

**Sponsor:** Councilmember Saka

Adding annual reporting components

**Effect:** The amendment would add additional reporting requirements within CB 121226 related to metrics on fare recovery effectiveness, on-time performance and reliability. The changes proposed incorporate aspects of annual reporting previously discussed in Amendment 4 version 2, which was not passed on July 16, 2026, and align them with Amendment 25 which was passed during July 16, 2026.

Amend Section 7 of CB 121226 as follows:

Section 7. 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, beginning March 31, 2028, 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, including the farebox recovery ratios of a national group of at least 20 comparator or "peer" transit agencies and King County Metro's ranking within that group or the percentage of King County Metro operating costs that was funded directly by passenger fares, total fare revenues collected, 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, and any service, operational, or policy changes that affected revenue performance;

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

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.

600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Legislation Text

**File #:** CB 121231, **Version:** 2

**An ordinance** relating to the City Light Department; establishing new retail rate schedules; establishing a new customer class and conditions of service for data centers whose electricity demand constitutes a new large load; modifying customer charges for service connections; augmenting the rate stabilization account mechanism; amending Sections 21.49.020, 21.49.030, 21.49.052, 21.49.055, 21.49.057, 21.49.058, 21.49.060, 21.49.065, 21.49.083, 21.49.086, 21.49.110, and 21.49.130 of the Seattle Municipal Code; adding a new Section 21.49.059 to the Seattle Municipal Code; and repealing Section 21.49.081 of the Seattle Municipal Code.

The full text is provided as an attachment.

Screen Reader Users: Make sure settings include reading (1) strikethrough and underline font attributes, and (2) superscripts and subscripts.

# The City of Seattle

# Ordinance ___________

Council Bill ___________

..title
**An ordinance** relating to the City Light Department; establishing new retail rate schedules; establishing a new customer class and conditions of service for data centers whose electricity demand constitutes a new large load; modifying customer charges for service connections; augmenting the rate stabilization account mechanism; amending Sections 21.49.020, 21.49.030, 21.49.052, 21.49.055, 21.49.057, 21.49.058, 21.49.060, 21.49.065, 21.49.083, 21.49.086, 21.49.110, and 21.49.130 of the Seattle Municipal Code; adding a new Section 21.49.059 to the Seattle Municipal Code; and repealing Section 21.49.081 of the Seattle Municipal Code.

..body
**Recitals:**

The City Light Department (Department) is projecting growth in retail electricity sales driven largely by increased adoption of electric vehicles and other forms of environmentally beneficial electrification.

The cost for procuring new, reliable, carbon-free power resources needed to serve this growing load has risen substantially in an increasingly competitive regional market.

The region's transition from bilateral power trading to organized energy markets is increasing the complexity and volatility of both long-term resource procurement and short-term energy trading, requiring new tools, expertise, and staffing the Department has not needed during decades of declining load.

The Department's costs for labor, materials, and contracted services necessary to provide electrical services are increasing faster than general inflation.

The Department has deferred a significant amount of maintenance and asset replacement in the distribution system, including underground cable replacement, requiring accelerated work over the coming decade to maintain adequate reliability to customers.

The combined effect of rising load, higher power-supply costs, escalating construction and labor expenses, and the need to address deferred infrastructure work will require retail rate increases higher than recent historical levels.

The City Light Department's Proposed 2027–2032 Strategic Plan Update establishes the revenue requirements for 2027 and 2028, which translate to average rate increases of 9.5 percent in both years.

The Department has completed a cost-of-service study that identifies the amount of revenue to be collected from each customer rate class.

In addition to system-wide cost pressures, the Department is experiencing increasing interest from customers whose significant and often location-specific power needs may require substantial new infrastructure as well as incremental power.

Although the Department has historically maintained a surplus of energy and capacity, increasing electricity demand will outpace the capabilities of legacy resources and existing infrastructure, necessitating new investments to reliably serve customers.

The regional market for new bulk electricity and transmission resources indicates that the marginal cost of serving new demand will be considerably higher than the cost of the Department's legacy power resources.

Because the marginal cost of new power supply is significantly higher than the cost of legacy resources, large new loads create upward pressure on retail rates unless their full costs are directly assigned to them.

To protect existing ratepayers from bearing the cost of serving new large loads, it is essential the Department establish a clear framework ensuring new large loads pay the full cost of the facilities, services, and power required to serve them.

A significant share of recent inquiries for new large service connections indicates the most likely near-term source of new demand approaching 100 megawatts will come from data centers.

Data centers collectively pose a higher risk of stranded investment to the Department and its ratepayers due to the more portable nature of their business model compared to other similarly sized industrial and commercial customers.

Reliably serving large additions to system load will require the Department to procure new resources, whether by constructing and operating new facilities or entering into long-term power purchase agreements, at costs significantly higher than those of its existing portfolio.

RCW 80.28.010 requires rates for electricity service to be just, fair, reasonable, and sufficient, and provides the Department with the authority to establish distinct customer classes when necessary to ensure that no group of customers imposes undue costs on others.

The Department's longstanding policy of requiring customers to pay the full cost of new or enlarged service connections, including transformers and other dedicated facilities, reflects the principle that costs should be borne by the customers who cause and also benefit from them, and this same principle underlies the Department's approach to large new loads.

The creation of a separate customer class for data centers is necessary to mitigate the combined risks associated with their substantial infrastructure requirements, higher marginal power-supply costs, potential for stranded investment, and material rate impacts on existing customers.

Protecting existing customers from the cost impacts of large new loads and reducing energy burden for households with limited incomes are complementary strategies that advance the Department's core obligation to maintain affordability, fairness, and equitable treatment for all customers.

Rising energy costs and increasing energy burden in Seattle place disproportionate strain on households with limited incomes.

The Washington Clean Energy Transformation Act (CETA), codified in chapter 19.405 RCW, directs electric utilities to identify and reduce the energy burden on income-constrained households and to demonstrate measurable progress toward meeting the energy-assistance needs of those customers.

Expanding eligibility for the City's Utility Discount Program is a necessary strategy to reduce energy cost burden, improve affordability, and ensure the transition to a clean-energy future does not exacerbate inequities for households least able to absorb higher utility costs.

Updating the eligibility threshold from 70 percent of the Washington State median income to 60 percent of the United States Department of Housing and Urban Development (HUD) Multifamily Tax Subsidy Project area median income limits will allow more households in the Department's service area to qualify for rate assistance.

Ensuring affordability for all customers requires not only expanding assistance programs, but also strengthening the Rate Stabilization Account (RSA) within the Light Fund, which provides financial stability to the Department and its customers.

Customers have consistently identified stability and predictability in electric rates as essential to affordability, and strengthening the RSA is necessary to meet these expectations in a more volatile energy environment.

Although the RSA has historically provided effective protection against wholesale market volatility and hydroelectric variability, the extreme conditions of 2022–2023, when low hydroelectric generation, volatile market prices, and severe weather required emergency legislation to transfer additional funds, demonstrated that the current RSA balance and structure are no longer adequate to manage the utility's current level of risk.

More frequent extreme weather events driven by climate change have increased variability in customer electricity use, making load forecasting more uncertain and heightening the Department's exposure to power-cost volatility.

Revenue from surplus wholesale power sales has become more volatile overall due to increasing uncertainty in hydroelectric generation driven by climate change and to greater market price fluctuations resulting from an evolving energy landscape, creating the need for a larger and more flexible RSA balance.

The acquisition of new power resources adds uncertainty to forecasting purchased-power costs when setting retail rates, and the volume of new power purchases is directly related to the volume of wholesale market transactions.

These uncertainties, combined with variability in both short- and long-term purchased power costs, underscore the need for a more comprehensive approach to better shield customers from power cost fluctuations.

Bonneville Power Administration (BPA) cost uncertainty will be incorporated into the expanded Rate Stabilization Account Mechanism, so the BPA passthrough mechanism (Seattle Municipal Code Section 21.49.081) may be retired.

Establishing a single mechanism for buffering bulk variable power costs and revenues will simplify and improve City Light's ability to manage such variable power costs.

The rate, customer-class, assistance-program, and financial-stabilization changes adopted through this ordinance are necessary to ensure the Department can continue providing reliable, affordable, and equitable electric utility service in a rapidly changing energy landscape. Therefore,

**Be it ordained by The City of Seattle as follows:**

Section 1. Section 21.49.020 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.020 Definitions**

A. The following terms or abbreviations, as used in this Chapter 21.49, have the following meanings:

* * *

<u>“Data center” means a facility that is primarily engaged in providing service described under code 518210 of the 2022 North American Industry Classification System.</u>

"Default rate schedule" means the rate schedule on which customers will automatically be placed.

* * *

<u>“MVA” means megavolt-ampere.</u>

“MW” means megawatt.

<u>“MWh” means megawatt-hour.</u>

* * *

<u>“Net variable power cost” mean costs for short-term and long-term purchased power, purchased transmission services, and ancillary services net of associated revenues from sales of short and long-term power, transmission services, and ancillary services.</u>

<u>“Net variable power cost average price” means the annual net variable power cost divided by total annual retail sales used to set retail rates.</u>

<u>“New large data center load” means any service to a data center fed from an expanded or a new installation equal to or greater than 10 MVA of capacity installed within any consecutive five-year period after January 1, 2027.</u>

"Normandy Park customer" means a customer receiving service at a location in the City of Normandy Park.

* * *

Section 2. Section 21.49.030 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.030 Residential rates (Schedules RSC, RSS, RTC, and RTS)**

A. Schedules RSC and RSS are for all separately metered residential services and are the default rate schedules. ((~~For all residential rate schedules, summer billing is defined as April 1 through September 30, and winter billing is defined as all other days. For all residential rate schedules, the First Block energy charge shall apply to the first 10 kWh per day for summer billing, and the first 16 kWh per day for winter billing. The End Block energy charge shall be applied to all additional kWh. Effective January 1, 2025, all kWh will be billed at the same rate.~~)) Schedule RSS rates will be adjusted for applicable municipal utility taxes, franchise rate differentials, and undergrounding charges specific to each location.

**Schedule RSC (Residential: City Default)**

| **RSC** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **<u>Effective January 1, 2027</u>** | **<u>Effective January 1, 2028</u>** |
|---|---|---|---|---|---|
| Base Service Charge cents per meter per day | ((~~26.23~~)) | ((~~29.59~~)) | 39.45 | <u>55.18</u> | <u>72.22</u> |
| ((~~First Block Energy Charge cents per kWh~~)) | ((~~12.29~~)) | | | | |
| ((~~End Block Energy Charge cents per kWh~~)) | ((~~13.07~~)) | | | | |

| RSC | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | | ((~~13.22~~)) | 13.38 | 14.17 | 14.57 |

**Schedule RSS (Residential: Suburban Default)**

| RSS | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Base Service Charge cents per meter per day | ((~~26.23~~)) | ((~~29.59~~)) | 39.45 | 55.18 | 77.22 |
| ((~~First Block Energy Charge cents per kWh~~)) | ((~~12.83~~)) | | | | |
| ((~~End Block Energy Charge cents per kWh~~)) | ((~~13.64~~)) | | | | |
| Energy Charge cents per kWh | | ((~~13.22~~)) | 13.56 | 14.24 | 14.95 |

All charges in Schedule RSS shall be increased by the following percentages respective of the location of service:

| **RSS suburban franchise and tax multipliers** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Burien, King County, SeaTac, Shoreline | ((~~8.00%~~)) | ((~~8.00%~~)) | 8.00% | 8.00% | 8.00% |
| Tukwila | ((~~7.23%~~)) | ((~~7.04%~~)) | 7.19% | 7.05% | 7.07% |
| Lake Forest Park | ((~~8.04%~~)) | ((~~8.04%~~)) | 8.04% | 8.04% | 8.04% |
| Normandy Park | ((~~6.38%~~)) | ((~~6.38%~~)) | 6.38% | 6.38% | 6.38% |

Additional undergrounding charges will apply to all customers in Shoreline and Burien as follows:

**<u>Shoreline</u>**

| **Suburban Undergrounding Charges((~~:~~))** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
|---|---|---|
| **((~~Shoreline~~))** | | |
| North City Undergrounding Charge cents per kWh | ((~~0.07~~)) | 0.07 |
| Aurora 1 Undergrounding Charge cents per kWh | ((~~0.17~~)) | 0.17 |
| Aurora 2 Undergrounding Charge cents per kWh | ((~~0.18~~)) | 0.18 |
| Aurora 3A Undergrounding Charge cents per kWh | ((~~0.05~~)) | 0.05 |
| Aurora 3B Undergrounding Charge cents per kWh | ((~~0.22~~)) | 0.22 |

**<u>Burien</u>**

| ((**~~Burien~~**)) | | |
|---|---|---|
| **<u>Suburban Undergrounding Charges</u>** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
| First Avenue South 1 Undergrounding Charge cents per kWh | ((~~0.37~~)) | 0.37 |
| First Avenue South 2 Undergrounding Charge cents per kWh | ((~~0.13~~)) | 0.13 |

B. Time-of-Use rates (Schedules RTC and RTS) are optional rate schedules available to customers ((~~who have a fully functioning advanced meter. Time-of-Use rates will be available to customers enrolled in the net metering program once necessary updates to the billing system are completed, as determined by the Department.~~)) <u>who meet eligibility requirements outlined in City Light's Department Policy and Procedure (DPP) 500 P III-434, as amended, or successor rule.</u> Customers may return to their default rate schedule but will not be able <u>to</u> re-enroll in Schedule RTC or RTS until 12 months from the time of unenrollment. The same franchise and tax multipliers and suburban undergrounding charges apply to Schedule RTS as Schedule RSS.

### Schedule RTC (Residential: City Time-of-Use)

| RTC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Base Service Charge cents per meter per day | ((~~26.23~~)) | ((~~29.59~~)) | 39.45 | 55.18 | 77.22 |
| Energy Off-Peak cents per kWh | ((~~7.57~~)) | ((~~7.96~~)) | 8.05 | 8.45 | 8.69 |
| Energy Mid-Peak cents per kWh | ((~~13.25~~)) | ((~~13.93~~)) | 14.09 | 14.79 | 15.21 |
| Energy Peak cents per kWh | ((~~15.14~~)) | ((~~15.92~~)) | 16.10 | 16.90 | 17.38 |

### Schedule RTS (Residential: Suburban Time-of-Use)

| RTS | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Base Service Charge cents per meter per day | ((~~26.23~~)) | ((~~29.59~~)) | 39.45 | 55.18 | 77.22 |
| Energy Off-Peak cents per kWh | ((~~7.97~~)) | ((~~7.96~~)) | 8.16 | 8.51 | 8.93 |
| Energy Mid-Peak cents per kWh | ((~~13.95~~)) | ((~~13.93~~)) | 14.28 | 14.89 | 15.63 |
| Energy Peak cents per kWh | ((~~15.94~~)) | ((~~15.92~~)) | 16.32 | 17.02 | 17.86 |

Off-Peak is 12 a.m. to 6 a.m. every day.

Mid-Peak is 6 a.m. to 5 p.m. and 9 p.m. to 12 a.m. Mondays through Saturdays and 6 a.m. to 12 a.m. on Sundays and holidays.

Peak is 5 p.m. to 9 p.m. Mondays through Saturdays, excluding holidays.

* * *

Section 3. Section 21.49.052 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.052 Small general service (Schedules SMC, SMS, SMD, STC, and STS)**

A. Small general service is general service provided to customers who are not demand metered or, if demand metered, have had in the previous calendar year more than half of their normal billings at less than 50 kW of maximum demand. Classification of new customers as small general service customers will be based on the Department's estimate of maximum demand in the current year. Customers who are assigned flat rate bills shall be charged according to small general service energy charges. Schedule SMS and STS rates will be increased for applicable municipal utility taxes, franchise rate differentials, and undergrounding charges specific to each location.

**Schedule SMC (Small General Service: City Default)**

| SMC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | ((~~11.24~~)) | ((~~11.93~~)) | 12.41 | 13.37 | 14.07 |
| Base Service Charge dollars per meter per day | ((~~$0.46~~)) | ((~~$0.62~~)) | $0.82 | $0.98 | $1.47 |
| Minimum Charge dollars per meter per day | ((~~$0.46~~)) | ((~~$0.62~~)) | $0.82 | $0.98 | $1.47 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |

| **SMC** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule SMS (Small General Service: Suburban Default)**

| **SMS** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | ((~~11.02~~)) | ((~~11.19~~)) | 11.61 | 13.15 | 13.77 |
| Base Service Charge dollars per meter per day | ((~~$0.48~~)) | ((~~$0.57~~)) | $0.75 | $0.98 | $1.47 |
| Minimum Charge dollars per meter per day | ((~~$0.48~~)) | ((~~$0.57~~)) | $0.75 | $0.98 | $1.47 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

All charges and credits in Schedule SMS shall be increased by the following percentages based on the location of service:

| **SMS suburban franchise and tax multipliers** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---:|---:|---:|---:|---:|
| Burien, King County, SeaTac, Shoreline | ((~~8.00%~~)) | ((~~8.00%~~)) | 8.00% | 8.00% | 8.00% |
| Tukwila | ((~~7.43%~~)) | ((~~7.23%~~)) | 7.41% | 7.21% | 7.22% |
| Lake Forest Park | ((~~8.04%~~)) | ((~~8.04%~~)) | 8.04% | 8.04% | 8.04% |
| Normandy Park | ((~~6.38%~~)) | ((~~6.38%~~)) | 6.38% | 6.38% | 6.38% |

Additional undergrounding charges will apply to all customers in Shoreline and Burien as follows:

**Shoreline**

| **Suburban Undergrounding Charges((~~\~~))** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
|---|---:|---:|
| **((~~Shoreline~~))** | | |
| North City Undergrounding Charge cents per kWh | ((~~0.07~~)) | 0.07 |
| Aurora 1 Undergrounding Charge cents per kWh | ((~~0.17~~)) | 0.17 |
| Aurora 2 Undergrounding Charge cents per kWh | ((~~0.18~~)) | 0.18 |
| Aurora 3A Undergrounding Charge cents per kWh | ((~~0.05~~)) | 0.05 |
| Aurora 3B Undergrounding Charge cents per kWh | ((~~0.22~~)) | 0.22 |

**Burien**

| ((**~~Burien~~**)) | | |
|---|---:|---:|
| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
| First Avenue South 1 Undergrounding Charge cents per kWh | ((~~0.37~~)) | 0.37 |

| | | |
|---|---|---|
| First Avenue South 2 Undergrounding Charge cents per kWh | ((~~0.13~~)) | 0.13 |

**Schedule SMD (Small General Service: Network Default)**

| **SMD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | ((~~11.24~~)) | ((~~11.93~~)) | 12.41 | 13.37 | 14.07 |
| Base Service Charge dollars per meter per day | ((~~$0.46~~)) | ((~~$0.62~~)) | $0.82 | $0.98 | $1.47 |
| Minimum Charge dollars per meter per day | ((~~$0.46~~)) | ((~~$0.62~~)) | $0.82 | $0.98 | $1.47 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

B. Time-of-Use rates (Schedules STC and STS) are optional rate schedules available to customers ((~~who have a fully functioning advanced meter. Time-of-Use rates will be available to customers enrolled in the net metering program once necessary updates to the billing system are completed, as determined by the Department.~~)) who meet eligibility requirements outlined in City Light's Department Policy and Procedure (DPP) 500 P III-434, as amended, or successor rule. Customers can return to their default rate schedule but will not be able to re-enroll in schedules STC or STS until 12 months from the time of unenrollment. Schedule STC is available to customers on either SMC (City) or SMD (Network) rate schedules.

**Schedule STC (Small General Service: City Time-of-Use)**

| STC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~6.90~~)) | ((~~7.33~~)) | 7.62 | 8.22 | 8.65 |
| Energy Mid-Peak cents per kWh | ((~~12.08~~)) | ((~~12.83~~)) | 13.34 | 14.39 | 15.14 |
| Energy Peak cents per kWh | ((~~13.80~~)) | ((~~14.66~~)) | 15.24 | 16.44 | 17.30 |
| Base Service Charge dollars per meter per day | ((~~$0.46~~)) | ((~~$0.62~~)) | $0.82 | $0.98 | $1.47 |
| Minimum Charge dollars per meter per day | ((~~$0.46~~)) | ((~~$0.62~~)) | $0.82 | $0.98 | $1.47 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule STS (Suburban Small General Service Base Rates Time-of-Use)**

| STS | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~6.76~~)) | ((~~6.88~~)) | 7.14 | 8.08 | 8.47 |
| Energy Mid-Peak cents per kWh | ((~~11.83~~)) | ((~~12.04~~)) | 12.50 | 14.14 | 14.82 |

| | | | | | |
|---|---|---|---|---|---|
| Energy Peak cents per kWh | ((~~13.52~~)) | ((~~13.76~~)) | 14.28 | 16.16 | 16.94 |
| Base Service Charge dollars per meter per day | ((~~$0.48~~)) | ((~~$0.57~~)) | $0.75 | $0.98 | $1.47 |
| Minimum Charge dollars per meter per day | ((~~$0.48~~)) | ((~~$0.57~~)) | $0.75 | $0.98 | $1.47 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

Off-Peak is 12 a.m. to 6 a.m. every day.

Mid-Peak is 6 a.m. to 5 p.m. and 9 p.m. to 12 a.m. Mondays through Saturdays and 6 a.m. to 12 a.m. on Sundays and holidays.

Peak is 5 p.m. to 9 p.m. Mondays through Saturdays, excluding holidays.

C. For customers metered on the primary side of a transformer, the Department will either program the meter to deduct computed transformer losses or provide a discount for transformer losses by reducing the monthly kWh billed by the number of kWh as computed by the following formula: .53285 × kW + .00002 × kW((~~^2~~))$^{2}$ + .00527 × kWh.

* * *

Section 4. Section 21.49.055 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.055 Medium general service (Schedules MDC, MDS, MDD, MTC, MTD, MTS, MCC, MCD, and MCS)**

A. Medium general service is general service provided to customers who have in the previous calendar year half or more than half of their normal billings at 50 kW of maximum demand or greater and have more than half of their normal billings at less than 1,000 kW of maximum demand. Classification of new customers will be based on the Department's estimate of maximum demand in the current year. Schedule MDS rates will be increased for applicable municipal utility taxes, franchise rate differentials, and undergrounding charges specific to each location.

**Schedule MDC (Medium Standard General Service: City Default)**

| **MDC** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | ((~~8.70~~)) | ((~~9.34~~)) | 9.90 | 10.66 | 11.53 |
| Demand Charge dollars per kW | ((~~$4.86~~)) | ((~~$5.10~~)) | $5.36 | $5.90 | $6.49 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule MDS (Medium Standard General Service: Suburban Default)**

| **MDS** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | ((~~8.70~~)) | ((~~9.34~~)) | 9.90 | 10.66 | 11.53 |
| Demand Charge dollars per kW | ((~~$4.86~~)) | ((~~$5.10~~)) | $5.36 | $5.90 | $6.49 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

All charges and credits in Schedule MDS shall be increased by the following percentages based on the location of service:

| **MDS suburban franchise and tax multipliers** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Burien, King County, SeaTac, Shoreline | ((~~8.00%~~)) | ((~~8.00%~~)) | 8.00% | 8.00% | 8.00% |
| Tukwila | ((~~7.59%~~)) | ((~~7.40%~~)) | 7.60% | 7.36% | 7.37% |
| Lake Forest Park | ((~~8.04%~~)) | ((~~8.04%~~)) | 8.04% | 8.04% | 8.04% |
| Normandy Park | ((~~6.38%~~)) | ((~~6.38%~~)) | 6.38% | 6.38% | 6.38% |

Additional undergrounding charges will apply to all customers in Shoreline and

Burien as follows:

**Shoreline**

| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
|---|---|---|
| ((**~~Shoreline~~**)) | | |
| North City Undergrounding Charge cents per kWh | ((~~0.07~~)) | 0.07 |
| Aurora 1 Undergrounding Charge cents per kWh | ((~~0.17~~)) | 0.17 |
| Aurora 2 Undergrounding Charge cents per kWh | ((~~0.18~~)) | 0.18 |
| Aurora 3A Undergrounding Charge cents per kWh | ((~~0.05~~)) | 0.05 |
| Aurora 3B Undergrounding Charge cents per kWh | ((~~0.22~~)) | 0.22 |

**Burien**

| ((**~~Burien~~**)) | | |
|---|---|---|
| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
| First Avenue South 1 Undergrounding Charge cents per kWh | ((~~0.37~~)) | 0.37 |
| First Avenue South 2 Undergrounding Charge cents per kWh | ((~~0.13~~)) | 0.13 |

**Schedule MDD (Medium Network General Service Default)**

| **MDD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge cents per kWh | ((~~9.85~~)) | ((~~10.42~~)) | 11.06 | 11.66 | 12.49 |
| Demand Charge dollars per kW | ((~~$11.06~~)) | ((~~$11.61~~)) | $12.19 | $13.41 | $14.75 |

| **MDD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~0.30~~)) | ((~~0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

Demand charges

Peak: All kW of maximum demand between 6 a.m. and 10 p.m. Mondays through Saturdays, excluding major holidays.

Off-Peak: All kW of maximum demand in excess of peak maximum demand, at all times other than the peak period.

B. Time-of-Use rates (Schedules MTC, MTD, and MTS) are optional rate schedules available to customers who ((~~have a fully functioning advanced meter. Time-of-Use rates will be available to customers enrolled in the net metering program once necessary updates to the billing system are completed, as determined by the Department.~~)) meet eligibility requirements outlined in City Light's Department Policy and Procedure (DPP) 500 P III-434, as amended, or successor rule. Customers can return to their default rate schedule but will not be able to re-enroll in Schedules MTC, MTD, or MTS until 12 months from the time of unenrollment. The same suburban franchise and tax multipliers and suburban undergrounding charges apply to Schedule MTS as Schedule MDS.

**Schedule MTC (Medium General Service: City Time-of-Use)**

| **MTC** | **((~~Effective January 1, 2024~~))** | **Effective January 1, 2025** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~5.35~~)) | ((~~5.75~~)) | 6.09 | 6.56 | 7.10 |
| Energy Mid-Peak cents per kWh | ((~~9.36~~)) | ((~~10.06~~)) | 10.66 | 11.48 | 12.43 |
| Energy Peak cents per kWh | ((~~10.70~~)) | ((~~11.50~~)) | 12.18 | 13.12 | 14.20 |
| Demand Charge - Peak dollars per kW | ((~~$4.86~~)) | ((~~$5.10~~)) | $5.36 | $5.90 | 6.49 |
| Demand Charge - Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule MTD (Medium General Service: Network Time-of-Use)**

| MTD | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~6.05~~)) | ((~~6.40~~)) | 6.80 | 7.17 | 7.69 |
| Energy Mid-Peak cents per kWh | ((~~10.59~~)) | ((~~11.20~~)) | 11.90 | 12.55 | 13.46 |
| Energy Peak cents per kWh | ((~~12.10~~)) | ((~~12.80~~)) | 13.60 | 14.34 | 15.38 |
| Demand Charge - Peak dollars per kW | ((~~$11.06~~)) | ((~~$11.61~~)) | $12.19 | 13.41 | 14.75 |
| Demand Charge - Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule MTS (Medium General Service: Suburban Time-of-Use)**

| MTS | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~5.35~~)) | ((~~5.75~~)) | 6.09 | 6.56 | 7.10 |
| Energy Mid-Peak cents per kWh | ((~~9.36~~)) | ((~~10.06~~)) | 10.66 | 11.48 | 12.43 |
| Energy Peak cents per kWh | ((~~10.70~~)) | ((~~11.50~~)) | 12.18 | 13.12 | 14.20 |
| Demand Charge - Peak dollars per kW | ((~~$4.86~~)) | ((~~$5.10~~)) | $5.36 | $5.90 | $6.49 |
| Demand Charge - Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

Energy charges

Off-Peak is 12 a.m. to 6 a.m. every day.

Mid-Peak is 6 a.m. to 5 p.m. and 9 p.m. to 12 a.m. Mondays through Saturdays and 6 a.m. to 12 a.m. on Sundays and holidays.

Peak is 5 p.m. to 9 p.m. Mondays through Saturdays, excluding holidays.

Demand charges

Peak demand: All kW of maximum demand between 6 a.m. and 12 a.m. Mondays through Saturdays, excluding major holidays.

Off-Peak demand: All kW of maximum demand in excess of peak maximum demand, at all times other than the peak demand period.

C. Commercial Charging Rates (Schedules MCC, MCD, and MCS) are optional rate schedules available to customers who meet the criteria for medium general service and have a fully functioning advanced meter dedicated to primarily electric vehicle charging. Customers can return to their default rate schedule but will not be able to re-enroll in Schedules MCC, MCD, or MCS until 12 months from the time of unenrollment. The same suburban franchise and tax multipliers and suburban undergrounding charges apply to Schedule MCS as Schedule MDS.

**Schedule MCC (Medium General Service: City Commercial Charging)**

| **MCC** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~6.18~~)) | ((~~6.66~~)) | 7.03 | 7.35 | 7.67 |
| Energy Mid-Peak cents per kWh | ((~~10.82~~)) | ((~~11.66~~)) | 12.30 | 12.86 | 13.42 |
| Energy Peak cents per kWh | ((~~12.36~~)) | ((~~13.32~~)) | 14.06 | 14.70 | 15.34 |
| Demand Charge - Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $1.48 | $3.25 |
| Demand Charge - Off-Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $0.33 | $0.34 |

| **MCC** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule MCD (Medium General Service: Network Commercial Charging)**

| **MCD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~7.92~~)) | ((~~8.34~~)) | 8.81 | 8.91 | 8.96 |
| Energy Mid-Peak cents per kWh | ((~~13.86~~)) | ((~~14.60~~)) | 15.42 | 15.59 | 15.68 |
| Energy Peak cents per kWh | ((~~15.84~~)) | ((~~16.68~~)) | 17.62 | 17.82 | 17.92 |
| Demand Charge - Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $3.35 | $7.38 |
| Demand Charge - Off-Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |

| **MCD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule MCS (Medium General Service: Suburban Commercial Charging)**

| **MCS** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Off-Peak cents per kWh | ((~~6.18~~)) | ((~~6.66~~)) | 7.03 | 7.35 | 7.67 |
| Energy Mid-Peak cents per kWh | ((~~10.82~~)) | ((~~11.66~~)) | 12.30 | 12.86 | 13.42 |
| Energy Peak cents per kWh | ((~~12.36~~)) | ((~~13.32~~)) | 14.06 | 14.70 | 15.34 |
| Demand Charge - Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $1.48 | $3.25 |
| Demand Charge - Off-Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |
| Minimum Charge dollars per meter per day | ((~~$1.80~~)) | ((~~$2.29~~)) | $3.01 | $6.38 | $9.57 |

| MCS | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0. 15 |
| Transformer Investment Credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

Off-Peak is 12 a.m. to 6 a.m. every day.

Mid-Peak is 6 a.m. to 5 p.m. and 9 p.m. to 12 a.m. Mondays through Saturdays and 6 a.m. to 12 a.m. on Sundays and holidays.

Peak is 5 p.m. to 9 p.m. Mondays through Saturdays, excluding holidays.

D. For customers metered on the primary side of a transformer, the Department will either program the meter to deduct computed transformer losses or provide a discount for transformer losses by reducing the monthly kWh billed by the number of kWh as computed by the following formula: 1756 + .53285 × kW + .00002 × kW((~~^2~~))$^{2}$ + .00527 × kWh.

* * *

Section 5. Section 21.49.057 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.057 Large general service (Schedules LGC, LGS, LGD, LCC, LCD, and LCS)**

A. Large general service is network general service provided to customers who have in the previous calendar year half or more than half of their normal billings at 1,000 kW of maximum demand or greater, and also standard general service provided to customers who have in the previous calendar year half or more than half of their normal billings at 1,000 kW of maximum demand or greater and have more than half of their normal billings at less than 10,000 kW of maximum demand. Classification of new customers will be based on the Department's estimate of maximum demand in the current year. Schedule LGS rates will be increased for applicable municipal utility taxes, franchise rate differentials, and undergrounding charges specific to each location.

**Schedule LGC (Large Standard General Service: City Default)**

| LGC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~10.37~~)) | ((~~11.34~~)) | 11.86 | 12.66 | 13.64 |
| Energy Charge—Off-Peak cents per kWh | ((~~5.76~~)) | ((~~5.67~~)) | 5.93 | 6.33 | 6.82 |
| Demand Charge—Peak dollars per kW | ((~~$4.69~~)) | ((~~$4.93~~)) | $5.18 | $5.70 | $6.27 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$22.56~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Minimum Charge dollars per meter per day | ((~~$31.47~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |

| LGC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule LGS (Large Standard General Service: Suburban Default)**

| LGS | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~10.37~~)) | ((~~11.34~~)) | 11.86 | 12.66 | 13.64 |
| Energy Charge—Off-Peak cents per kWh | ((~~5.76~~)) | ((~~5.67~~)) | 5.93 | 6.33 | 6.82 |
| Demand Charge—Peak dollars per kW | ((~~$4.69~~)) | ((~~$4.93~~)) | $5.18 | $5.70 | $6.27 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$22.56~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Minimum Charge dollars per meter per day | ((~~$31.47~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

All charges and credits in schedule LGS shall be increased by the following percentages based on the location of service:

| **LGS suburban franchise and tax multipliers** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Burien, King County, SeaTac, Shoreline | ((~~8.00%~~)) | ((~~8.00%~~)) | 8.00% | 8.00% | 8.00% |
| Tukwila | ((~~7.63%~~)) | ((~~7.43%~~)) | 7.65% | 7.39% | 7.39% |
| Lake Forest Park | ((~~8.04%~~)) | ((~~8.04%~~)) | 8.04% | 8.04% | 8.04% |
| Normandy Park | ((~~6.38%~~)) | ((~~6.38%~~)) | 6.38% | 6.38% | 6.38% |

Additional undergrounding charges will apply to all customers in Shoreline and Burien as follows:

**Shoreline**

| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
|---|---|---|
| ((~~**Shoreline**~~)) | | |
| North City Undergrounding Charge cents per kWh | ((~~0.07~~)) | 0.07 |
| Aurora 1 Undergrounding Charge cents per kWh | ((~~0.17~~)) | 0.17 |
| Aurora 2 Undergrounding Charge cents per kWh | ((~~0.18~~)) | 0.18 |
| Aurora 3A Undergrounding Charge cents per kWh | ((~~0.05~~)) | 0.05 |
| Aurora 3B Undergrounding Charge cents per kWh | ((~~0.22~~)) | 0.22 |

**Burien**

| | | |
|---|---|---|
| ((~~**Burien**~~)) | | |

| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
|---|---|---|
| First Avenue South 1 Undergrounding Charge cents per kWh | ((~~0.37~~)) | 0.37 |
| First Avenue South 2 Undergrounding Charge cents per kWh | ((~~0.13~~)) | 0.13 |

**Schedule LGD (Large Network General Service Default)**

| **LGD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~11.07~~)) | ((~~12.26~~)) | 13.14 | 13.70 | 14.50 |
| Energy Charge—Off-Peak cents per kWh | ((~~6.15~~)) | ((~~6.13~~)) | 6.57 | 6.85 | 7.25 |
| Demand Charge—Peak dollars per kW | ((~~$10.02~~)) | ((~~$10.52~~)) | $11.05 | $12.16 | $13.38 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$22.56~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Minimum Charge dollars per meter per day | ((~~$31.47~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |

| LGD | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

Peak is Mondays through Saturdays, 6 a.m. to 10 p.m., excluding major holidays.

Off-Peak is 10 p.m. to 6 a.m. every day and all day Sundays and holidays.

Demand charges

Peak: All kW of maximum demand during peak hours.

Off-Peak: All kW of maximum demand in excess of peak maximum demand, at all times other than the peak period.

B. Commercial Charging Rates (Schedules LCC, LCD, and LCS) are optional rate schedules available to customers who meet the criteria for large general service and have a fully functioning advanced meter dedicated to primarily electric vehicle charging. Customers can return to their default rate schedule but will not be able to re-enroll in schedules LCC, LCD, or LCS until 12 months from the time of unenrollment. The same suburban franchise and tax multipliers and suburban undergrounding charges apply to Schedule LCS as Schedule LGS.

**Schedule LCC (Large General Service: City Commercial Charging)**

| LCC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~10.87~~)) | ((~~12.02~~)) | 12.46 | 14.08 | 14.68 |
| Energy Charge—Off-Peak cents per kWh | ((~~6.04~~)) | ((~~6.01~~)) | 6.92 | 7.04 | 7.34 |

| **LCC** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Demand Charge—Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $1.43 | $3.14 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$22.56~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Minimum Charge dollars per meter per day | ((~~$31.47~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule LCD (Large General Service: Network Commercial Charging)**

| **LCD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~13.46~~)) | ((~~15.34~~)) | 16.20 | 16.68 | 16.68 |
| Energy Charge—Off-Peak cents per kWh | ((~~7.48~~)) | ((~~7.67~~)) | 9.00 | 8.34 | 8.34 |
| Demand Charge—Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $3.04 | $6.69 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $0.33 | $0.34 |

| **LCD** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Base Service Charge dollars per meter per day | ((~~22.56~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Minimum Charge dollars per meter per day | ((~~31.47~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | $0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule LCS (Large General Service: Suburban Commercial Charging)**

| **LCS** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~10.87~~)) | ((~~12.02~~)) | 12.46 | 14.08 | 14.68 |
| Energy Charge—Off-Peak cents per kWh | ((~~6.04~~)) | ((~~6.01~~)) | 6.92 | 7.04 | 7.34 |
| Demand Charge—Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $1.43 | $3.14 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.00~~)) | ((~~$0.00~~)) | $0.00 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$22.56~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |
| Minimum Charge dollars per meter per day | ((~~$31.47~~)) | ((~~$38.01~~)) | $54.44 | $108.82 | $163.30 |

| **LCS** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2028** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

Peak is Mondays through Saturdays, 6 a.m. to 10 p.m., excluding major holidays.

Off-Peak is 10 p.m. to 6 a.m. every day and all day Sundays and holidays.

C. For customers metered on the primary side of a transformer, the Department will either program the meter to deduct computed transformer losses or provide a discount for transformer losses by reducing the monthly kWh billed by the number of kWh as computed by the following formula: 1756 + .53285 × kW + .00002 × kW((~~^2~~))$^{2}$ + .00527 × kWh.

* * *

Section 6. Section 21.49.058 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.058 High demand general service (Schedules HDC, and HDS)**

A. High demand general service is standard general service provided to customers who have in the previous calendar year half or more than half of their normal billings at 10,000 kW of maximum demand or greater. Classification of new customers will be based on the Department's estimates of maximum demand in the current year.

Schedule HDS rates will be increased for applicable municipal utility taxes, franchise rate differentials, and undergrounding charges specific to each location.

**Schedule HDC (High Demand General Service: City)**

| HDC | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~9.77~~)) | ((~~10.64~~)) | 11.12 | 12.04 | 13.00 |
| Energy Charge—Off-Peak cents per kWh | ((~~5.43~~)) | ((~~5.32~~)) | 5.56 | 6.02 | 6.50 |
| Demand Charge—Peak dollars per kW | ((~~4.69~~)) | ((~~$4.93~~)) | $5.18 | $5.70 | $6.27 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$118.84~~)) | ((~~$148.50~~)) | $178.05 | $347.13 | $557.80 |
| Minimum Charge dollars per meter per day | ((~~$118.84~~)) | ((~~$148.50~~)) | $178.05 | $347.13 | $557.80 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

**Schedule HDS (High Demand: Suburban)**

| HDS | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| Energy Charge—Peak cents per kWh | ((~~9.77~~)) | ((~~10.64~~)) | 11.12 | 12.04 | 13.00 |
| Energy Charge—Off-Peak cents per kWh | ((~~5.43~~)) | ((~~5.32~~)) | 5.56 | 6.02 | 6.50 |
| Demand Charge—Peak dollars per kW | ((~~$4.69~~)) | ((~~$4.93~~)) | $5.18 | $5.70 | $6.27 |
| Demand Charge—Off-Peak dollars per kW | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| Base Service Charge dollars per meter per day | ((~~$118.84~~)) | ((~~$148.50~~)) | $178.05 | $347.13 | $557.80 |
| Minimum Charge dollars per meter per day | ((~~$118.84~~)) | ((~~$148.50~~)) | $178.05 | $347.13 | $557.80 |
| Power Factor Charge cents per kVarh | ((~~0.15~~)) | ((~~0.15~~)) | 0.15 | 0.15 | 0.15 |
| Transformer investment credit per kW of monthly maximum demand | ((~~$0.30~~)) | ((~~$0.30~~)) | $0.31 | $0.33 | $0.34 |
| ((~~Transformer losses discount in kWh~~)) | ((~~.53285 × kW + .00002 × kW;caret;2 + .00527 × kWh~~)) | | | | |

All charges and credits in Schedule HDS shall be increased by the following percentages based on the location of service:

| **HDS suburban franchise and tax multipliers** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Burien, King County, SeaTac, Shoreline | ((~~8.00%~~)) | ((~~8.00%~~)) | 8.00% | 8.00% | 8.00% |
| Tukwila | ((~~7.72%~~)) | ((~~7.58%~~)) | 7.81% | 7.50% | 7.50% |
| Lake Forest Park | ((~~8.04%~~)) | ((~~8.04%~~)) | 8.04% | 8.04% | 8.04% |
| Normandy Park | ((~~6.38%~~)) | ((~~6.38%~~)) | 6.38% | 6.38% | 6.38% |

Additional undergrounding charges will apply to all customers in Shoreline and Burien as follows:

**Shoreline**

| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
|---|---|---|
| ((~~**Shoreline**~~)) | | |
| North City Undergrounding Charge cents per kWh | ((~~0.07~~)) | 0.07 |
| Aurora 1 Undergrounding Charge cents per kWh | ((~~0.17~~)) | 0.17 |
| Aurora 2 Undergrounding Charge cents per kWh | ((~~0.18~~)) | 0.18 |
| Aurora 3A Undergrounding Charge cents per kWh | ((0.05)) | 0.05 |
| Aurora 3B Undergrounding Charge cents per kWh | ((~~0.22~~)) | 0.22 |

**Burien**

| | | |
|---|---|---|
| ((~~**Burien**~~)) | | |
| **Suburban Undergrounding Charges** | **((~~Effective January 1, 2023~~))** | **Effective January 1, 2025** |
| First Avenue South 1 Undergrounding Charge cents per kWh | ((~~0.37~~)) | 0.37 |

| | | |
|---|---|---|
| First Avenue South 2 Undergrounding Charge cents per kWh | ((~~0.13~~)) | 0.13 |

Peak is Mondays through Saturdays, 6 a.m. to 10 p.m., excluding major holidays.

Off-Peak is 10 p.m. to 6 a.m. every day and all day Sundays and holidays.

Demand charges

Peak: All kW of maximum demand during peak hours.

Off-peak: All kW of maximum demand in excess of peak maximum demand, at all times other than the peak period.

* * *

Section 7. A new Section 21.49.059 is added to the Seattle Municipal Code as follows:

**21.49.059 New large data center load**

A. Applicability. A new large data center load shall not be eligible for general service rates and shall instead be served under a Service Agreement (Contract) established for the customer by the Department.

B. Minimum conditions. The Contract shall require all the following terms, among other conditions:

1. A guaranteed minimum demand or service rating.
2. Delivery of power at a single voltage.
3. Metering in no case at less than nominal 600 volts.
4. Power factor adjustment to 97 percent lagging or better.
5. Curtailment provisions.
6. Other energy conservation measures.

7. Full upfront financial responsibility for the cost of any infrastructure needed to serve the customer, including but not limited to feeder and transmission line extensions and/or upgrades, transmission and/or substation upgrades and any system modifications.

8. Full recovery of procurement cost of new resources, including power, transmission, and ancillary services.

9. The customer shall remain fully responsible for the cost of agreements executed by the Department to serve the customer's load, until the expiration of the Contract term.

10. The Department may modify the Contract to be consistent with terms agreed to with resource providers.

11. Any other terms of service needed to address transactional costs, security, and financial risk.

C. Service to new large loads will commence only after a Contract has been fully executed and the Department has in place all infrastructure, contracts, and resources necessary to provide electrical service.

D. Rate design. At a minimum, the Contract shall include the following specific charges:

1. Power supply charges:

a. Energy (per kWh): to be based on the Department's marginal cost of acquiring power as well as any renewable or carbon attributes required to serve the customer's load plus a service fee to recover ancillary services and administrative costs, pursuant to the Contract.

b. Demand (per kW): to be based on the Department's marginal cost of acquiring power capacity and transmission to serve the customer's load plus a service fee to recover ancillary services and administrative costs, pursuant to the Contract. The demand for billing purposes is the contract demand, unless otherwise specified.

c. Contract demand overrun: An additional charge shall be imposed if metered demand (highest 15-minute demand) exceeds the demand specified in the Contract. This charge shall be computed pursuant to the following formula: Contract demand overrun charge = metered demand in excess of the contract demand (kW) x demand charge ($/kW) x 300 percent.

2. Delivery charge: A per-kW or per-kWh delivery charge shall recover transmission and distribution costs, including administrative and general costs.

3. Base service charge: A per-month charge equivalent to base service charge for the comparable general service rate class.

4. The Department may also include in the Contract other rate components, including but not limited to, power factor penalties, applicable taxes and franchise differentials.

E. The Department is authorized to establish rules, pursuant to Chapter 3.02, for the application of this Section 21.49.059, including but not limited to identifying circumstances under which service entrances may be aggregated for purposes of determining the existence of a new large load.

Section 8. Section 21.49.060 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.060 Contract street and area lighting rates (Schedules F, R, A, D, M, and E)**

A. Contract street and area lighting rates are available to all customers, including but not limited to water and sewer districts and King County, who contract with the Department for unmetered lights operating from dusk to dawn. Lighting schedules and rates are assigned at the Department's discretion.

**Schedule F—Floodlights**

| **Schedule F** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---:|---:|---:|---:|---:|
| Floodlight HPS $ per month | ((~~$24.30~~)) | ((~~$27.07~~)) | $29.35 | $38.39 | $49.18 |

**Schedule R—Residential Lights**

| **Schedule R** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---:|---:|---:|---:|---:|
| LED $ per month | ((~~$12.89~~)) | ((~~$13.02~~)) | $14.29 | $19.54 | $24.29 |

**Schedule A—Arterial Lights**

| **Schedule A** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---:|---:|---:|---:|---:|
| HPS/other $ per month | ((~~$33.51~~)) | ((~~$34.97~~)) | $37.75 | $50.31 | $64.36 |
| LED $ per month | ((~~$20.73~~)) | ((~~$22.15~~)) | $23.75 | $29.63 | $34.47 |

**Schedule D—Decorative, Pedestrian, and Miscellaneous Lights**

| **Schedule D** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| HPS/other $ per month | ((~~$36.22~~)) | ((~~$39.19~~)) | $39.69 | $50.08 | $65.06 |

| Schedule D | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| LED $ per month | ((~~$16.77~~)) | ((~~$23.80~~)) | $25.40 | $32.17 | $37.04 |

**Schedule M—Department Maintained, Customer Owned Lights**

| Schedule M | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| HPS/other < 200W $ per month | ((~~$20.60~~)) | ((~~$21.46~~)) | $23.19 | $31.54 | $45.07 |
| HPS/other 200W to < 300W $ per month | ((~~$25.30~~)) | ((~~$26.95~~)) | $28.94 | $38.26 | $52.55 |
| HPS/other ≥ 300W $ per month | ((~~$30.63~~)) | ((~~$32.33~~)) | $34.58 | $44.60 | $59.60 |
| LED ≤ 50W $ per month | ((~~$5.76~~)) | ((~~$5.61~~)) | $6.03 | $8.11 | $11.29 |
| LED > 50W $ per month | ((~~$9.00~~)) | ((~~$8.66~~)) | $9.21 | $12.03 | $15.62 |

**Schedule E—Customer Owned and Maintained Lights**

| Schedule E | ((~~Effective January 1, 2024~~)) | ((~~Effective January 1, 2025~~)) | Effective January 1, 2026 | Effective January 1, 2027 | Effective January 1, 2028 |
|---|---|---|---|---|---|
| HPS ≤ 150 W $ per month | ((~~$5.31~~)) | ((~~$5.50~~)) | $5.77 | $6.15 | $6.83 |
| HPS > 150 W $ per month | ((~~$9.32~~)) | ((~~$10.72~~)) | $12.33 | $18.26 | $20.27 |
| LED ≤ 150 W $ per month | ((~~$3.32~~)) | ((~~$4.01~~)) | $4.21 | $4.75 | $5.27 |
| LED > 150 W $ per month | ((~~$7.38~~)) | ((~~$8.79~~)) | $9.21 | $10.40 | $11.54 |

* * *

Section 9. Section 21.49.065 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.065 Duct, vault, and pole rental rates**

A. Rental rates shall be charged on an annual basis based on the installations and attachments existing as of January 1 of each year. The full annual rental rate shall be charged for the year in which an installation or attachment is made, regardless of what point in the year use of City Light facilities commences.

B. Duct and vault rental rates are as follows:

| **Duct and vault** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Duct $ per duct-foot per year | ((~~$13.34~~)) | ((~~$13.69~~)) | $14.43 | $14.88 | $15.28 |
| Innerduct in a rental duct $ per innerduct-foot per year | ((~~$13.34~~)) | ((~~$13.69~~)) | $14.43 | $14.88 | $15.28 |
| Vault Wall Space $ per square foot per year | ((~~$33.33~~)) | ((~~$34.20~~)) | $36.06 | $37.18 | $38.19 |
| Vault Ceiling Space $ per square foot per year | ((~~$13.34~~)) | ((~~$13.69~~)) | $14.43 | $14.88 | $15.28 |

Innerduct rates pertain to customer installations within a rented duct. Vacant innerducts shall be available for rental to other parties at the Department's discretion. Wall space and ceiling space within ducts include clearance required by chapter 296-45 WAC.

C. Pole rental rates apply to all pole attachments except for separately mounted meter equipment below the communication space. Pole attachment rates are applied per pole per year and are as follows:

| **Pole attachments within the communication space** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Pole owned solely by the ((~~department~~)) Department | ((~~$39.69~~)) | ((~~$48.05~~)) | $49.38 | $54.59 | $60.35 |
| Pole owned jointly by the ((~~department~~)) Department and one other party | ((~~$19.85~~)) | ((~~$24.03~~)) | $24.69 | $27.29 | $30.17 |
| Pole owned jointly by the ((~~department~~)) Department and more than one other party | ((~~$13.23~~)) | ((~~$16.02~~)) | $16.46 | $18.20 | $20.12 |

| **Pole attachments below the communication space** | **((~~Effective January 1, 2024~~))** | **((~~Effective January 1, 2025~~))** | **Effective January 1, 2026** | **Effective January 1, 2027** | **Effective January 1, 2028** |
|---|---|---|---|---|---|
| Pole owned solely by the ((~~department~~)) Department | ((~~$75.42~~)) | ((~~$91.30~~)) | $93.82 | $103.72 | $114.66 |
| Pole owned jointly by the ((~~department~~)) Department and one other party | ((~~$37.71~~)) | ((~~$45.65~~)) | $46.91 | $51.86 | $57.33 |
| Pole owned jointly by the ((~~department~~)) Department and more than one other party | ((~~$25.14~~)) | ((~~$30.43~~)) | $31.27 | $34.57 | $38.22 |

* * *

Section 10. Section 21.49.081 of the Seattle Municipal Code, last amended by Ordinance 125958, is repealed:

**21.49.081 Automatic BPA cost adjustment**

((~~If BPA implements new rates for power and/or transmission services, the updated BPA contract cost under the new rates for the subsequent 12-month period shall be~~

~~compared with the Department's cost assumption used in the adopted revenue requirement for the same time period. If the calculated difference is more than $1.5 million, then it will be deemed material and passed through in rates. Within three months after the BPA rate implementation, energy charges in all rate schedules will be adjusted upwards or downwards by a consistent fixed per-kWh amount such that the identified material cost difference, including taxes, is collected from or credited to customers over the subsequent 12-month period from the onset of the rate adjustment.~~))

Section 11. Section 21.49.083 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.083 Large Customer Renewable Generation Program**

A. The Large Customer Renewable Generation Program shall be open to customers operating solar photovoltaic (PV) arrays or other qualified generation systems, as defined in RCW 19.29A.090(3) and 19.29A.090(4), sized larger than 100 kW and not greater than 5 ((~~m~~))MW, measured as alternating current (AC). The Department may consider including other renewable systems or systems larger than 5 ((~~m~~))MW on a case-by-case basis. To be eligible for the program, a generation system must be connected to a customer premise((~~s~~)) located within the Department's service territory and be equipped with a two-way advanced meter capable of measuring both consumption and outbound power exports.

B. To participate, customers must enter into an interconnection agreement with the Department and ((~~to~~)) comply with all its terms. The Department may adopt any interconnection requirements as necessary to protect public safety and system reliability.

C. Large Customer Renewable Generation program customers shall be metered, billed, and credited according to the following provisions:

1. The customer's two-way advanced meter will measure accumulated ((~~kilowatt hours~~)) kWh of inbound retail consumption and outbound exported power.

2. Any electricity produced by the customer's system may be used to reduce inbound retail electricity consumption at the customer's rate schedule for electric service.

3. Electricity generated in excess of that consumed by the customer may be exported to the Department's system. Accumulated kWh of exported electricity shall be measured by the advanced meter and each customer will be credited for exported electricity according to the same Large Customer Renewable Export Rate, which reflects the value of the power and grid benefits.

**Large Customer Renewable Export Rate**

| | **((~~Effective January 1, 2023~~))** |
|---|---|
| ((~~Export Credit cents per kWh~~)) | ((~~4.96~~)) |

| **Export Credit** | **Effective January 1, 2025** | **<u>Effective January 1, 2027</u>** |
|---|---|---|
| All days in January cents per kWh | 5.90 | <u>5.9</u> |
| All days in February cents per kWh | 5.00 | <u>4.8</u> |
| All days in March cents per kWh | 4.30 | <u>2.9</u> |
| All days in April cents per kWh | 6.00 | <u>2.5</u> |
| All days in May cents per kWh | 3.10 | <u>2.2</u> |
| All days in June cents per kWh | 4.20 | <u>2.3</u> |
| All days in July cents per kWh | 7.70 | <u>3.9</u> |
| All days in August cents per kWh | 8.70 | <u>5.2</u> |
| All days in September cents per kWh | 9.40 | <u>4.4</u> |
| All days in October cents per kWh | 6.90 | <u>4.5</u> |
| All days in November cents per kWh | 6.10 | <u>4.8</u> |
| All days in December cents per kWh | 4.80 | <u>6.0</u> |

4. The customer shall retain ownership of all environmental, social, and other non-power attributes of the electricity produced by their system, irrespective of whether it is consumed on-site or exported.

5. Customers totalizing multiple meters per Section 21.49.090 may integrate their system into their totalized service. Otherwise, meter aggregation across multiple customer premises shall not be permitted.

6. Customers that permit and complete buildings under the terms of the Living Building Pilot outlined in Section 23.40.060, or receive Living Building Challenge certification for a building within City Light service areas outside of Seattle before

December 31, 2025, or buildings meeting high energy efficiency standards as determined by the Department, will receive annual net metering as described in Section 21.49.082. The maximum system allowed under this provision is 250 kW. Affordable housing performing under high energy efficiency standards as determined by the Department may receive net metering for systems up to 500 kW.

7. Until December 31, 2035, the Department will honor the terms of the large Customer Renewable Generation program for interconnected participants and guarantee an annual export rate of at least 1.8 cents per kWh, as calculated by the average of the monthly prices.

Section 12. Section 21.49.086 of the Seattle Municipal Code, last amended by Ordinance 127122, is amended as follows:

**21.49.086 Rate Stabilization Account**

A. Purpose. The purpose of the Rate Stabilization Account (RSA) ((~~established by Ordinance 121637 is, among other things,~~)) is to absorb fluctuations in power costs to serve the Department's ((~~annual revenue in any given year due to deviations in net wholesale revenue from the amount assumed in the adopted budget for that year.~~)) retail customers. The RSA is a cash reserve that provides a financial buffer against net variable power cost, reducing the need for frequent rate adjustments. Deposits into and withdrawals from the ((~~Rate Stabilization Account~~)) RSA also affect the calculation of "Net Revenue" under certain provisions of ordinances authorizing Department bonds((~~,~~)) and can therefore ((~~serve to~~)) absorb other fluctuations in "Net Revenue" as ((~~that term is~~)) defined in those bond ordinances. Except as otherwise provided by ordinance, funds in the ((~~Rate Stabilization Account~~)) RSA cannot be used for any purposes other than those specified ((~~herein~~)) in this Section 21.49.086.

B. Target balance. The target size of the ((~~Rate Stabilization Account shall be no less than $100 million and no greater than $125 million~~)) RSA is $150 million. The minimum balance is $25 million, and the maximum balance is $200 million.

C. ((~~The Net Wholesale Revenue forecast shall be $45 million in 2024, $25 million in 2025, and $55 million in 2026. The forecast shall be the amount of Net Wholesale Revenue assumed by the City Council for the purpose of establishing Department rates and budgets. The Department shall allocate the forecast by month and document this assumption in annual revenue requirement and budget proposals.~~)) Operations

1. The forecast is the Department's estimate of monthly net variable power cost and monthly retail sales used to set retail rates. The Department will include the monthly forecast of net variable power cost and monthly retail sales in its revenue requirement and retail rate documentation. If retail rates are not changing, the Department will instead file with the City Clerk the monthly forecast of net variable power cost and monthly retail sales associated with its adopted budget at least 30 days before the budget takes effect.

2. The Department shall adjust RSA transfers based on monthly financial results.

a. Monthly actual net variable power cost will be compared to the forecast. If actual costs exceed the forecast, the difference will be transferred out of the

RSA. If actual costs are lower than the forecast, the difference will be transferred into the RSA.

b. Monthly actual retail sales will be compared to the forecast. If actual retail sales exceed the forecast, the MWh difference will be multiplied by the net variable power cost average price and transferred into the RSA. If actual retail sales are below the forecast, the MWh difference will be multiplied by Net Variable Power Cost Average Price and transferred out of the RSA.

c. Transfers to/from the RSA shall occur within 31 days following the end of each month and may include a true-up if reported retail sales or net variable power costs are subsequently corrected or differ from the amounts used to calculate the transfer for previous months. The Department shall transfer amounts between the Department's Operating Account and the RSA.

D. Notification requirement to Mayor and Council. ((~~Should the actual Net Wholesale Revenue for any month be less than the forecast for that month, the Department will transfer the difference from the Rate Stabilization Account to the Light Fund. Alternatively, should the actual Net Wholesale Revenue for any month be greater than the forecast for that month, the Department will transfer the difference from the Light Fund to the Rate Stabilization Account. In each case the transfer will occur within 30 days of the end of the month in question. A true-up may be included if actual net wholesale revenue for any past month is restated or differs from the amount used to calculate a transfer.~~)) No later than 45 days after the end of each quarter, the Department will notify the Mayor and the City Council of the forecast and actual net

((~~Wholesale Revenue for the year to date,~~)) variable power costs and the cash balance of the ((~~amount remaining in the Rate Stabilization Account~~)) RSA.

E. Replenishment ((~~of the Rate Stabilization Account~~))

1. ((~~Whenever~~)) If the amount in the ((~~Rate Stabilization Account~~)) RSA is $((~~75~~))120 million or less on either March 31 or September 30, ((~~City Light~~)) the Department will impose a surcharge equal to 2.0 percent of ((~~base rates~~)) the adopted system average retail rate expressed in cents per kWh and applied to all retail kWh sales. The proceeds from the surcharge adjusted for applicable revenue taxes will be deposited into the ((~~Rate Stabilization Account~~)) RSA. The surcharge will remain in effect until the ((~~amount in the Rate Stabilization Account~~)) RSA reaches ((~~$100~~)) its target size of $150 million.

2. Whenever the amount in the Rate Stabilization Account is $((~~50~~))80 million or less on either March 31 or September 30, the Department will impose ((~~an additional~~)) a surcharge equal to ((~~2.0~~)) 5.0 percent of ((~~base rates.~~)) the adopted system average retail rate expressed in cents per kWh and applied to all retail kWh sales. The 5.0 percent surcharge replaces a 2.0 percent surcharge should one be active. The proceeds from ((~~of~~)) the ((~~additional~~)) surcharge adjusted for applicable revenue taxes will be deposited into the ((~~Rate Stabilization Account. The additional~~)) RSA. The surcharge will remain in effect until the amount in the ((~~Rate Stabilization Account~~)) RSA reaches ((~~$100~~)) its target size of $150 million.

3. Surcharges may be ((~~initiated~~)) imposed twice per year, on either January 1 or ((~~June~~)) July 1. Surcharges ((~~should~~)) shall be lifted within 90 days ((~~of when~~)) after the month-end balance ((~~has reached the relevant threshold~~)) in the RSA

reaches its target size. The Department will notify the Mayor and the Council in writing of any upcoming surcharge change before it is implemented.

4. If ((~~for any reason~~)) the amount in the ((~~Rate Stabilization Account~~)) RSA is $25 million or less at the end of a month, the Department will notify the City Council within 30 days. ((~~and the~~)) The City Council will initiate a rate review ((~~,~~)) within 45 days if the Mayor has not already done so((~~, within 45 days that~~)) . The rate review will outline how the Department will increase rates, reduce Department spending, or identify additional sources of funding, or a combination of these measures, to bring the amount in the ((~~Account~~)) RSA up to ((~~$100~~)) its target size of $150 million within a period of 24 or fewer months.

5. For the purpose of maintaining the RSA balance above the surcharge trigger thresholds, the Department may make discretionary deposits of surplus operating funds into the RSA as long as debt service coverage remains above 1.80 times.

6. Nothing in this Section 21.49.086 shall limit the authority of the City to deposit other amounts into the Rate Stabilization Account as may be authorized by ordinance.

F. Managing excess deposits. If the amount in the ((~~Rate Stabilization Account~~)) RSA exceeds $((~~125~~)) 200 million, the Department will ((~~reduce its balance to $110 million by transferring~~)) deposit all excess funds ((~~to~~)) into the Operating Account ((~~and notify~~)) . The Department will include the amount of any surplus transfers in its quarterly reporting to the Mayor and City Council ((~~within 30 days of~~)) . Excess transfers may be used to reduce the size of future debt issues or otherwise support financial stability.

Section 13. Section 21.49.110 of the Seattle Municipal Code, last amended by Ordinance 125171, is amended as follows:

**21.49.110 Electric service connection provisions**

* * *

T. Installation charges. Any applicant or customer receiving a new or an enlarged service installation or converting an existing service from an overhead connection to an underground connection shall be charged the material and labor costs incurred by the Department in making the installation ((~~less the material and labor costs of transformers and associated network protectors supplied by the Department~~)). The Department shall have the authority to establish standard installation charges representing the average material and labor costs for customers who receive basic service installations which do not require a vault as specified in the Department's Requirements for Electric Service Connection manual. Such standard charges shall be developed pursuant to the provisions of Chapter 3.02. All applicant(s) or customer(s) receiving the conversion of an existing overhead electrical distribution system to an underground system shall:

1. Reimburse the utility in full for all materials and labor costs in excess of the salvage value of the existing overhead system and conversion costs, if any, from 4 to 26 kV;

2. Reimburse the utility in full for material and labor costs, if any, to underground and/or replace/install streetlights.

Installation charges are not rates for electrical service and reflect only costs incurred by the Department for new and expanded services.

* * *

Section 14. Section 21.49.130 of the Seattle Municipal Code, last amended by Ordinance 127296, is amended as follows:

**21.49.130 Authority**

* * *

B. Rulemaking and contract authority

1. The Department shall have authority to adopt and file as appropriate rules, regulations, policies, and procedures relating to its performance of the provisions of this Chapter 21.49 and to the operation of the Department's light and power system. The Department may require compliance with such rules, regulations, policies, and procedures as a condition for the supply or continued supply of electric service.

2. Effectively managing its power supply portfolio to achieve balance between supply and customer demand requires that City Light transact in the wholesale energy markets for energy and transmission services and products, including the purchase or sale of short-term capacity or energy, or integration, transmission, or ancillary services. The Department may therefore execute, implement, and administer contracts with any city or town, public utility district, governmental agency, municipal corporation, mutual association, broker, or agent, or with any person, firm, or corporation, or any other member of the general public, outside its service area, for an effective term of not more than 60 months from the month following the date on which the contract is first signed ("prompt month"), providing for the acquisition, exchange, or sale of capacity or energy, or integration, transmission, or ancillary services, or eligible renewable resources, which shall have the same meaning as defined by RCW 19.285.030, on terms most favorable to the Department under such circumstances and

in compliance with state law, including RCW 43.09.210. Such acquisition, sale, or exchange shall be made on a basis representing the value of such capacity or energy, or integration, transmission, or ancillary services, under then-existing market conditions, and may include provisions that require indemnification by the Department.

3. The Department may execute agreements with the Bonneville Power Administration providing for reimbursements from Bonneville of some or all of the costs of operating energy conservation programs authorized by the City Council. The Department shall determine that such agreements or amendments to such agreements shall not incur any indebtedness or the acceptance of moneys imposing any duties or obligations on the City that are inconsistent with the Department's budget appropriation for such energy conservation programs. The Department shall provide a written notification prior to the execution of such contracts and a copy of such contracts to the appropriate authorizing committee of the City Council.

4. The Department may execute contracts for the purchase or sale of environmental attributes, including but not limited to renewable energy credits (RECs), greenhouse gas offsets, and carbon credits to meet policy and regulatory requirements in a cost-effective and timely manner. The Department may enter into such contracts in advance of the target date for acquisition identified in the Department's Integrated Resource Plan or the date required by state or federal law. These purchases will be made within the Department's yearly budget authority limits. Sales will be made on an as-needed basis to balance demand with supply of these products, and to minimize overall costs to ratepayers.

5. The Department may execute contracts for the purchase or acquisition of cost-effective energy conservation resources for an effective term of not more than 84 months, provided that the payment terms for such contracts do not exceed 60 months. "Energy conservation resources" shall have the same meaning set forth in the Energy Independence Act, chapter 19.285 RCW, including, without limitation, long-term energy efficiency projects, new construction, whole-building performance, and pay-for-performance programs.

6. In order to meet the requirements of the Renewable Plus Program, the Department may execute contracts with any city or town, public utility district, government agency, municipal corporation, mutual association, broker, or agent, or with any person, firm, or corporation, or any other member of the general public, outside its service territory providing for the acquisition or exchange of capacity or energy, or integration, transmission, or ancillary services, of renewable resources, which shall have the same meaning as defined by RCW 19.280.020 for a term of not more than 20 years. The Department shall endeavor to match the term of the acquisition contracts with the needs and requirements of the Renewable Plus Program customer contract terms. Such acquisition or exchange of capacity, energy, or services shall be made on a basis representing the value of such capacity or energy, or integration, transmission, or ancillary services, under then-existing market conditions, and may include provisions that require indemnification by the Department.

7. The Department is authorized to negotiate and to enter into new leases or subleases and extensions or modifications of existing leases or subleases of any real property now or hereafter owned by the Department or private parties for the purpose of

installing and operating electric vehicle charging stations and supporting infrastructure, including but not limited to energy storage systems, distributed energy generation systems, and general electrical infrastructure, for an effective term of not more than 84 months.

8. The Department is authorized to develop programs, enter into agreements with customers and other parties, and provide incentives, including but not limited to monetary compensation, for modifications to customer electricity consumption. Incentives shall be based on the value of the demand response provided to the Department, with the total cost of incentives not to exceed the expected monetary value to the Department of the demand response measures taken by customers and other parties. "Demand response," ((~~,~~)) as it applies to this ((~~section~~)) Section 21.49.130, refers to changes in electric usage by demand-side resources from their normal consumption patterns and may include energy storage and measures to increase or decrease electricity production.

9. The Department is authorized to execute contracts with data center customers to serve new large loads pursuant to Section 21.49.059 for an effective term not exceeding 20 years. The Department is also authorized to execute agreements for the purchase of power or transmission services necessary to serve new large loads for an effective term not exceeding 20 years.

* * *

Section 15. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070, except that Sections 10 and 12 shall take effect on January 1, 2027.

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*

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# Summary and Fiscal Note

## 1. Legislation Summary

**Department:** Seattle City Light

**Title:** An ordinance relating to the City Light Department; establishing new retail rate schedules; establishing a new customer class and conditions of service for data centers whose electricity demand constitutes a new large load; modifying customer charges for service connections; modifying customer eligibility for residential rate assistance; augmenting the rate stabilization account mechanism; amending Sections 21.49.020, 21.49.030, 21.49.040, 21.49.052, 21.49.055, 21.49.057, 21.49.058, 21.49.060, 21.49.065, 21.49.083, 21.49.086, 21.49.110, and 21.49.130 of the Seattle Municipal Code; adding a new Section 21.49.059 to the Seattle Municipal Code; and repealing Section 21.49.081 of the Seattle Municipal Code.

**Background:**

This ordinance codifies new 2027 and 2028 rates for all City Light retail customers and implements policies around maintaining affordability and rate stability.  Each section of the ordinance is outlined below.

**Section 1:** Adds definitions for new terms introduced in ordinance.

**Sections 2, 4-7 & 9: Updating existing retail rates**

Like many utilities in the Northwest and across the nation, Seattle City Light is facing increasing cost pressures. These are driven by aging infrastructure; the need for new generation, transmission, and technologies to manage growing demand; and broader economic factors such as inflation, tariffs, supply chain disruptions, and rising wages.

At the same time, energy sources, energy costs and customers' energy use are changing quickly. Regional energy demand is projected to grow 30% over the next decade because of rapid electrification, shifting climate conditions and expanding digital demand. Additional revenue is required in 2027 and 2028 to pay for wages and materials inflation, rising power costs, funding the capital plan and modest levels of highly prioritized new investments. This legislation increases average retail rates by 9.5% in both 2027 and 2028.

The rate schedules in this legislation are aligned with an updated cost of service study, resulting in different average rate increases by customer classes due to changes in the cost of service and consumption profiles. Below are the average rate increases by customer class.

**Average Annual Rate Increases**

| | Residential | General Service | | | | Downtown Network | | Street Lights | System Average |
|---|---|---|---|---|---|---|---|---|---|
| | | Small | Medium | Large | High Demand | Medium | Large | | |
| 2027 | 9.5% | 9.5% | 9.4% | 9.7% | 9.1% | 7.4% | 7.3% | 27.2% | **9.5%** |
| 2028 | 9.5% | 9.5% | 9.5% | 9.7% | 9.0% | 8.5% | 8.1% | 20.9% | **9.5%** |

Key highlights of the cost of service results:

1. Residential and Non-Network General Service customers have increases at or near the system average of 9.5%.
2. Network General Service customers have increases slightly below the system average due to proportionally lower increases in network maintenance and investments. (Network customers still have average rates roughly 20% higher than non-network customers.)

3. Street light rates will increase significantly more than the system average because:
    a. Street light rates recover maintenance and capital costs specific to streetlight infrastructure, in addition to energy and delivery costs.
    b. Both capital and operating costs for street lights have risen sharply in recent years.
    c. Vandalism and wire theft of streetlights have increased streetlight maintenance costs.

Rate Design

The only material rate design change is an increase in the customer charge for each rate class. By 2028 the customer charge will recover 100 percent of customer-related costs, including metering, billing and customer service. Full cost recovery of the customer charge has been an objective since 2019 when City Light and the Review panel jointly conducted a Rate Design Study. Because customer-related costs are being shifted out of the per-kilowatt-hour rate and into the fixed customer charge, customers with lower-than-average usage will experience a higher percentage bill increase than those who use more energy.

A typical residential customer should expect an increase to their monthly bill of about $10 in 2027 and another $10 in 2028. Customers participating in Seattle's Utility Discount Program will see monthly bill increases of approximately $4 in 2027 and another $4 in 2028.

**Section 3:** Expands eligibility for the City's Utility Discount Program. This change is a key strategy to reduce the energy burden, improve affordability, and ensure the transition to a clean-energy future does not exacerbate inequities for households least able to absorb higher utility costs. This legislation increases the income eligibility threshold from 70% of the State Median Income to 60% of the Area Median Income, therefore expanding eligibility by roughly 30,000 customers. The Utility Discount Program offers a 60% bill discount to income-eligible customers.

**Section 8:** Creates a new large load rate class that applies to new large data centers. Key elements include:

- Applies to data centers with new or expanded service of 10 megavolt-amperes (MVA) or greater, roughly the equivalent load of 2,000 homes.
- Rates will reflect the full cost of procuring and delivering the power needed to serve these loads.
- Customers must sign a service agreement that guarantees full responsibility for costs until the expiration of the contract term.
- Customers will be placed in a queue until the utility has the necessary infrastructure and power supply needed to serve them.

The central principle of this policy is affordability. As a publicly-owned, not-for-profit utility, City Light's goal is to make sure the cost of running the system is allocated equitably among the people and businesses who depend on it. Existing customers, large and small, have been investing in that system for decades through their rates, and those investments belong to the community. Some large loads, particularly data centers, are highly portable. They can and do relocate when economics shift, which would potentially leave existing customers responsible for costs incurred on their behalf. Serving a large new customer means securing new power supply and power purchased today costs significantly more than City Light's legacy resources. Creating a new rate class for new large data centers and charging them the marginal cost it takes to serve them protects existing customers' investments and helps avoid potentially large and unnecessary rate increases in the future.

**Section 10:** Increases Duct and Vault Rental Rates (CPI inflation) and Pole Attachment Rates (existing methodology based on average pole costs and operating costs).

**Section 11:** Rescinds the Bonneville Power Administration (BPA) passthrough mechanism because BPA-related costs will be incorporated into the expanded RSA.

**Section 12:** Updates the compensation for any energy exported by large renewable generators. Prices are based on forward market prices. In general, wholesale prices have come down significantly since the last rate case.

**Section 13:** Updates the size and operating rules of the Rate Stabilization Account (RSA) mechanism. The RSA is a cash reserve that buffers net power cost volatility from wholesale market purchases and sales. In 2023, events demonstrated the RSA's current size is not large enough to manage today's level of wholesale uncertainty and other power cost risks, including weather impacts to retail load. This legislation expands the RSA into a more comprehensive power cost adjustment, while preserving its core functionality.

Highlights of the changes include:

- Expanding the RSA to buffer all variable power costs, not just short-term wholesale activity
- Creating a retail sales adjustment so that when actual retail sales differ from planned retail sales, the difference is multiplied by the portion of the adopted retail rate that covers net variable power costs and transferred to/from the RSA
- Increasing the target size of RSA from $100M to $150M
- Increasing the maximum balance from $125M to $200M
- Updating Surcharge Rules
    - 1st surcharge trigger increases from $75M to $120M and remains at 2%
    - 2nd surcharge trigger increases from $50M to $80M and the surcharge increases from 4% to 5% (reflecting the larger amount needed to refill)
    - Surcharges are sized based on percentage of the system average rate, so all customers pay the same cents/kWh surcharge.

There is no direct impact to 2027 and 2028 retail rates from updating the size and operating rules of the RSA. The Utility plans to deposit approximately $20-$30 million in January 2027 to bring the RSA to, or close to, its $150 million target size.

**Section 14:** Amends electric service connection provisions to require customers with new or expanded services to pay for transformers and related equipment. This aligns with the utility's policy that customers pay for new infrastructure needed to serve their additional load.

**Section 15:** Provides authority for SCL to enter into service agreements with data centers that are new large load customers and sign contracts for new power and transmission for terms up to 20 years.

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## 2. Capital Improvement Program (CIP)

Does this legislation create, fund, or amend a CIP Project?

☐ Yes

☒ No

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## 3. Summary of Financial Implications

Does this legislation have financial impacts to the City?

☒ Yes

☐ No

a. Revenue Change to General Fund

| 2026 | 2027 est. | 2028 est. | 2029 est. | 2030 est. |
|---|---|---|---|---|
| | $6,860,000 | $14,467,000 | $14,506,000 | $14,726,000 |

b. Revenue Change to Other Funds

| 2026 | 2027 est. | 2028 est. | 2029 est. | 2030 est. |
|---|---|---|---|---|
| | $114,327,000 | $241,121,000 | $241,759,000 | $245,441,000 |

## 3b. Revenues/Reimbursements

This legislation adds, changes, or deletes revenues or reimbursements.

**Anticipated Revenue/Reimbursement Resulting from This Legislation**:

| Fund Name and Number | Dept. | Revenue Source | 2026 Revenue | 2027 Estimated Revenue |
|---|---|---|---|---|
| General Fund (00100) | N/A | Utility Tax | | $6,860,000 |
| Light Fund (41000) | Seattle City Light | Electricity Rates | | $114,327,000 |

| TOTAL 2026 Revenue | TOTAL 2027 Estimated Revenue |
|---|---|
| | $121,187,000 |

**Revenue/Reimbursement Notes**:

## 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.**

The General Fund Streetlight Bill will increase $4-$5 million per year.

**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?**

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

City Light would not have the funds it needs to provide current service levels to customers. Significant cuts to services and/or reliance on debt beyond City Light's financial policies would be required.

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

The legislation will impact electricity rates paid by City departments and also increase the utility tax paid to the General Fund (see above estimate).

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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.

   This legislation results in increases to all retail customers' electric rates and associated bills. Customers participating in the Utility Discount Program receive a 60% discount on their bills. This legislation also expands the income eligibility of participating in the Utility Discount Program from 70% of the State Median Income to 60% of the Area

Median Income, increasing access to the program for approximately 30,000 customers.

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

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

   SCL commits to budgeting the time and resources required for translation and interpretation services, consulting with the Office of Immigrant and Refugee Affairs to ensure outreach materials and strategies are inclusive and culturally appropriate, and seeking to implement customer suggestions for improvement whenever possible.

e. Climate change impacts:

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

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.

   Increased retail revenue resulting from this legislation will provide funding for many areas of climate change resiliency including wildfire mitigation, demand side programs like demand response and customer solar and support for electrification of vehicles and buildings. Appropriations for these items will be included in future proposed budgets as part of the annual budget process.

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? NA

g. Does this legislation create a non-utility CIP that involves shared funding with a non-City partner or organization? No