CB 121226 – 2026 Seattle Transit Measure Ordinance

Group A

Proposed Consent Amendment Package

Select Committee on Seattle Transportation Benefit District

Thursday, July 16, 2026

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Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 13, 2026
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Amendment 1 Version 1 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Cosponsor: Councilmember Kettle

Transit safety and security

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

Add recitals to CB 121226 as follows:

* * *

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

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.

* * *

Amend subsection 2.A of CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

A.

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

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

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

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

* * *

Amend Section 5 of CB 121126 as follows:

Section 5.

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

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

* * *

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

GORMAN
Select Committee on Seattle Transportation Benefit District
July 7, 2026
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Amendment 2 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Co-sponsor: Councilmember Kettle

Prioritizing electric transit usage in the Duwamish Valley and South Seattle

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

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

Add a new recital to CB 121226 as follows:

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

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

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

Amend Section 2 of CB 121226 as follows:

Section 2. Use of revenues.

* * *

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

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

* * *

Reletter all subsequent subsections.

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GORMAN
Select Committee on Seattle Transportation Benefit District
July 9, 2026
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Amendment 4 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Requesting annual reporting and stating oversight intent

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

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

Amend Section 6 of CB 121226 as follows:

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

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

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

B. The fare recovery ratio, or the percentage of King County Metro operating costs that was funded directly by passenger fares, including the fare recovery ratios of a

national group of at least 20 comparator or "peer" transit agencies and King County Metro's ranking within that group;

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

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

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

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

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

* * *

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

Calvin Chow
Select Committee on Seattle Transportation Benefit District
July 7, 2026
D2
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Amendment 6 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Foster

Co-sponsors: Councilmembers Rinck and Kettle

Midterm evaluation of programs

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

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

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

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.

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Calvin Chow
Select Committee on Seattle Transportation Benefit District
July 7, 2026
D2

GORMAN
Select Committee on Seattle Transportation Benefit District
July 7, 2026
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Amendment 11 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Lin

Co-sponsor: Councilmembers Rinck and Foster

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

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

Add a new recital to CB 121226 as follows:

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

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.

Amend Section 4 of CB 121226 as follows:

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

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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 10, 2026
D2
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Amendment 14 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

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

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

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

Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, is requested to provide a report on the current policies guiding the size of the buses in its fleet, the current use of small buses 40 feet in length or smaller, like shuttles, and opportunities to expand their use. Exploration of how smaller buses and shuttles may create opportunities to more efficiently serve riders during low- and off-peak hours and for potential cost savings generated from reduced fuel consumption and maintenance. The report should explore the possibility of serving routes on narrow streets and steeper terrain where smaller buses may allow for improved maneuverability and safety. Lastly, the report should address the impact that purchasing smaller buses and shuttles may have on King County Metro's ability to purchase electric or hybrid models that emit less carbon dioxide and make less noise than larger buses or shuttles. The report should be provided to the City Council by March 30, 2027.

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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 8, 2026
D2
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Amendment 16 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Co-sponsor: Councilmembers Kettle and Foster

Ensuring eligibility of transit funding on night service

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

Amends Section 2 of CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

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

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

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

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

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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.

GORMAN
Select Committee on Seattle Transportation Benefit District
July 7, 2026
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Amendment 17 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Co-sponsor: Councilmembers Lin and Foster

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

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

Amend a recital and add new recitals to CB 121226 as follows:

* * *

Because of the importance of the regional public transit network in promoting equitable transit access in communities throughout King County, the City supports future efforts to enact a countywide transit funding measure. The City intends to ((~~collaborate~~)) 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.

* * *

Amend Section 4 of CB 121226 as follows:

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

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments,

Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 8, 2026
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Amendment 20 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Juarez

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

Promoting and protecting accessibility

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

Amends Section 2 of CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

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

communities with limited access to accessible transportation options, which shall be revised periodically with input from the Transit Advisory Board.

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

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

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

E. Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities. Eligible investments include, but are not limited to, transit speed and reliability improvements, accessible pedestrian connections, Americans with Disabilities Act accessibility improvements, accessible transit stop infrastructure, wayfinding improvements, safety enhancements, and projects that improve access to transit for individuals with mobility, sensory (like those who are blind, low-vision, or deaf), cognitive, or developmental disabilities. This category may

receive up to $5 million in annual appropriations, excluding capital carryforward appropriations available under state law.

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

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GORMAN
Select Committee on Seattle Transportation Benefit District
July 10, 2026
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Amendment 22 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

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

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

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

Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, is requested to provide a report on the outcomes to date, and opportunities for improvement or expansion, of King County Metro's Waterfront Shuttle pilot program, which provides seasonal transit service largely at stops west of the Third Avenue bus corridor. The report should include the qualitative input of neighborhood councils and other local business and advocacy organizations. The report should analyze the feasibility of making permanent and year-round transit service along this route or a similar route. The report should take into account cost and operational considerations for King County Metro, and economic, public safety, and public order considerations, as well as considerations around year-round proximity to public transit, that pertain in the area currently served seasonally by the Waterfront Shuttle. The report should be provided to the City Council by March 30, 2027.

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments,

Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 10, 2026
D2
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Amendment 23 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

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

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

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

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

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.

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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 10, 2026
D2
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Amendment 25 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rivera

Fare Recovery and Performance Reporting

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

Amend Section 6 of CB 121226 as follows:

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

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

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

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

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

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

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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 8, 2026
D2
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 26 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Council President Hollingsworth

Co-sponsors: Councilmembers Rinck and Rivera

Expanding eligibility for the Transit Access Program

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

Amends Section 2 of CB 121226 as follows:

* * *

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

* * *

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments,

Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 8, 2026
D2
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Amendment 27 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Co-sponsors: Councilmembers Hollingsworth, Kettle and Rivera

Expand eligibility within the Transit Access Program to trade school students

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

Amends Section 2 of CB 121226 as follows:

* * *

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

* * *

Note: Multiple amendments may amend the same sections or subsections. Following Select Committee on Seattle Transportation Benefit District action on all amendments,

Central Staff will reconcile language and renumber and re-letter sections and subsections as needed in the amended bill.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
July 8, 2026
D2
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Amendment 28 Version 2 to CB 121226 – Seattle Transit Measure

Sponsor: Council President Hollingsworth

Co-sponsors: Councilmembers Kettle, Rinck, and Rivera

Requesting a report on expanding access to the Transit Access Program

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

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

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