

Amendment #2 to CB 119833
Councilmember Pedersen

Select Committee on Seattle Transportation Benefit District Funding
July 16, 2020 – V4

Add a new Whereas clauses at the end of the recitals as follows:

* * *

WHEREAS, in the meantime, King County Metro has agreed to continue partnering with The City of Seattle in providing expanded transit service to Seattle residents through renewal of service purchase agreements it entered with the City following passage of STBD Proposition 1 in 2014; ~~NOW, THEREFORE, and~~

WHEREAS, in 2019, SDOT invested approximately \$3.4 million for first-last mile pilot projects including \$1 million for Ride2 in West Seattle and \$2.4 million for VIA in South Seattle; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

* * *

Revise Section 2 (item E) as follows:

Section 2. Use of revenues. The funds raised by this proposition (“Proposition 1 revenues”) will be used solely for the transit and transportation purposes as described in this ordinance and associated administrative costs. Proposition 1 revenues will first be used to pay any required administrative costs to the state Department of Revenue and elections costs.

Remaining Proposition 1 revenues will be used to fund:

A. Service hours on King County Metro operated services with more than 65 percent of stops within Seattle, consistent with the Seattle Transit Master Plan and King County Metro Transit’s Service Guidelines; and

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); and

C. Up to 10 million dollars of the Proposition 1 revenues may be used annually to support the implementation, management, and administration of programs to support transit access by low income residents, seniors and youth, including the ORCA Opportunity program, which provides transit passes for Seattle Public Schools students in grades K-12, as well as students participating in the Seattle Promise scholarship or other similar programs at Seattle colleges and universities, along with programs targeted to seniors and public housing residents; and

D. Up to 9 million dollars of the Proposition 1 revenues may be used to support infrastructure maintenance and capital improvements to maximize the efficiency of transit operations, including enhancements to transit speed, passenger amenities, transit street pavement maintenance, and reliability of transit service operated by King County Metro within the City of Seattle; and

E. Up to 6 million dollars of the Proposition 1 revenues may be used annually to support emerging mobility needs related to COVID-19 response and recovery, and closure of the West Seattle High Bridge. Such investments could include transit service, speed and reliability improvements, first-last mile transit connections, and Transportation Demand Management strategies described in the community-driven Reconnect West Seattle plan. The City expects these needs to require designated funding for approximately the first four years of the measure. However, Council may continue to appropriate STBD funding for these programs in 2025 and 2026 as conditions warrant. These funds may also be used throughout the six-year term to support or pilot innovative partnerships with King County Metro.

###