

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 will 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;

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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

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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.

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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.