CB 121226 – 2026 Seattle Transit Measure Ordinance

Proposed Amendments Packet Table of Contents

Select Committee on Seattle Transportation Benefit District

Monday, July 6, 2026

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Calvin Chow
Select Committee on Seattle Transportation Benefit District
June 30, 2026
D1a
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Amendment 6 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Foster

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.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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Amendment 1 Version 1 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Co-sponsor: Councilmember Kettle

Transit safety and security

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

Add recitals to CB 121226 as follows:

* * *

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

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

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

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

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

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

* * *

Amend subsection 2.A of CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

A.

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

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

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

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

* * *

Amend Section 5 of CB 121126 as follows:

Section 5.

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

B. No supplanting of existing funding for safety and security services. Before funding any safety and security service associated with transit purchased through this measure, the City anticipates that there will be an interlocal agreement with King County Metro to provide that the Proposition revenues will not supplant other funding for existing safety and security services offered within Seattle that King County Metro would otherwise provide in accordance with the Seattle Transportation Plan, and King County Metro's Transit Service Guidelines and long-range plan (Metro CONNECTS).

* * *

GORMAN
Select Committee on Seattle Transportation Benefit District
June 25, 2026
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Amendment 2 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Prioritizing electric bus 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 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 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 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 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.

GORMAN
Select Committee on Seattle Transportation Benefit District
June 26, 2026
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Amendment 3 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Directing the use of unspent appropriations for transit service

Effect: This amendment addresses the use of certain funding allocated in the Replacement Seattle Transit Measure spending plan which, in a given year, was not expended. Specifically, it directs that the Seattle Department of Transportation annually report unspent appropriations for the purchase of King County Metro transit service hours to the Council, and it states the Council's intent to transfer these appropriations to the "Transit & Accessibility Infrastructure" category of the Replacement Seattle Transit Measure Spend Plan. The amendment further requires that any such funding is prioritized for infrastructure projects that support increased or enhanced accessibility.

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

<u>Section 4. Unspent transit service appropriations. By December 31 of each year, the Seattle Department of Transportation shall report to the Council the anticipated amount of unspent appropriations for transit service in that year. The Council intends to transfer unused appropriations for transit service to capital projects identified in subsection 2.E of this ordinance that support safe access to transit for pedestrians and increased or enhanced accessibility for transit riders in the public right-of-way. Such transfers would be excluded from the annual spending appropriations limit identified in subsection 2.E of this ordinance.</u>

GORMAN
Select Committee on Seattle Transportation Benefit District
June 26, 2026
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Amendment 4 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Requiring annual reporting and annual approval of all transit service purchases by service hours and routes

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

This amendment would also add a requirement related to the City's purchase of transit service hours with Seattle Transit Measure Replacement funding. Specifically, it would require the Council's annual approval, by ordinance, of such purchases by service hours and routes served. The Council currently approves annual appropriations for transit service as a total sum through the budget adoption ordinance.

Implementing the Seattle Transit Measure will require a new transit service purchase agreement that would be subject to both City Council and King County Council approval. Central Staff have not engaged with the Seattle Department of Transportation or King County regarding how this amendment would be implemented.

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 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;

C. Reliability, or the degree to which King County Metro transit service was delivered consistently and predictably; and

D. On-time performance across service hours and routes served.

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. Council approval of transit service purchases. The City Council shall approve all transit service purchases by service hours and routes served annually through future ordinance.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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Amendment 5 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Amend the term of the Seattle Transit Measure

Effect: This amendment would reduce the measure's 10-year duration to a 6-year 9-month term set out in Sections 1 and 7 and would adjust the end date of March 31, 2037 to December 31, 2033. The intent of this timing would allow for continued collection of sales tax in anticipation of a potential future ballot measure at a special election date or primary election date in 2033.

Amend Sections 1 and 7 to CB 121226 as follows:

Section 1. The City submits to the qualified electors of the City of Seattle a proposition to authorize up to a 0.3 percent sales and use tax that will be effective no earlier than April 1, 2027 and continuing for up to a ((~~ten~~))six-year and nine-month term, ending ((~~March 31, 2037~~)) December 31, 2033. This sales and use tax would replace the 0.15 percent sales and use tax authorized by Seattle voters in 2020 for a six-year term expiring March 31, 2027. If approved by voters, the revenues will be used as described below in Section 2 of this ordinance.

Section 7. Election – Ballot title. The City Council directs the City Clerk to file this ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of elections, requesting the Director of Elections to call and conduct a special election in conjunction with the state general election to be held on November 3, 2026, for the purpose of submitting to the qualified electors of the City the proposition set forth in this ordinance.

The City Clerk is directed to certify to the King County Director of Elections the ballot title approved by the City Attorney in accordance with the City Attorney's responsibilities under RCW 29A.36.071 and RCW 29A.72.050. The following ballot title containing a statement of subject and concise description are submitted to the City Attorney for consideration:

THE CITY OF SEATTLE

PROPOSITION NO. 1

The City of Seattle adopted Ordinance No. XXXXXX concerning funding for transit and related transportation needs in Seattle.

The City of Seattle's Proposition 1 would dedicate funding to transit services benefiting Seattle residents, including more frequent transit service; transit fare programs for qualifying low-income people, seniors, students and workers; transit reliability and access projects; enhanced transit service on RapidRide and routes serving high equity priority areas; and planning and permitting for Sound Transit expansion. It authorizes a 0.3% sales and use tax for up to ((~~ten years~~)) December 31, 2033 to replace the current voter-approved 0.15% sales tax expiring March 31, 2027.

Should this Proposition be approved?

Yes

No

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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Amendment 13 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Kettle

Amend sales and use tax rate to 0.2% and remove capital spending as an eligible use

Effect: This amendment would reduce the sales and use tax from 0.3% to 0.2% . A 0.2% sales and use tax would generate approximately $920.9 million over 10 years, $460.4 million less than the proposed legislation. This amendment would remove funding allocated for infrastructure maintenance and capital improvements and would change the language in the ballot. Funding for Transit Access Program participation, the City's Sound Transit staffing, and the Streetcar would remain as originally proposed. The ten-year term would remain unchanged.

This amendment would reduce the total transit service hours purchased from King County Metro by about 1.1 million hours relative to the transmitted proposal, which would provide 2.6 million hours over 10 years. A 0.2% measure may allow for approximately 1.6 million transit service hours to be delivered. By removing a category of spending for infrastructure maintenance and capital improvements, potential projects that might have supported the Seattle Transit Measure would need to be funded by the 2024 Transportation Levy (the Levy) or other revenues. The Levy funds transportation infrastructure improvements and is estimated to generate $1.55 billion over eight years (2025–2032).

Reducing the sales and use tax to 0.2% would preserves 0.1% sales and use tax authority that could be levied via a future Council ordinance and would be available to support any transportation related investment. The amount of revenue generated over 10 years by 0.1% sales and use tax is estimated at $460.4 million.

Add a recital to CB 121226 as follows:

* * *

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

In 2020–2022, King County Metro reduced and suspended service to meet rapidly changing ridership and their own workforce shortages, during which Seattle lost 100,000 hours of transit service. During Metro's upcoming Seattle Area Service Recovery (SASR) mobility project planned for 2027, how to add approximately 100,000 hours to Seattle's base transit service, beginning in 2028, will be decided.

In the meantime, the City will continue to work with King County Metro to provide expanded transit service to Seattle residents through renewal of service purchase agreements it entered with the City following passage of the original STBD Proposition 1 in 2014 and renewed in modified form following voter approval of the current Seattle Transit Measure in 2020. Therefore,

* * *

Amend Section 1 to CB 121226 as follows:

Section 1. The City submits to the qualified electors of the City of Seattle a proposition to authorize up to a ((~~0.3~~))0.2 percent sales and use tax that will be effective no earlier than April 1, 2027 and continuing for up to a ten-year term, ending March 31, 2037. This sales and use tax would replace the 0.15 percent sales and use tax authorized by Seattle voters in 2020 for a six-year term expiring March 31, 2027. If approved by voters, the revenues will be used as described below in Section 2 of this ordinance.

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

Remaining Proposition revenues will be used to fund:

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

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

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

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

E. ((~~Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities. This category may receive up to $5 million in annual appropriations, excluding capital carryforward appropriations available under state law.~~

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

Amend Section 7 to CB 121226 as follows:

Section 7. Election – Ballot title. The City Council directs the City Clerk to file this ordinance with the Director of Elections of King County, Washington, as ex officio supervisor of elections, requesting the Director of Elections to call and conduct a special election in conjunction with the state general election to be held on November 3, 2026, for the purpose of submitting to the qualified electors of the City the proposition set forth in this ordinance.

The City Clerk is directed to certify to the King County Director of Elections the ballot title approved by the City Attorney in accordance with the City Attorney's responsibilities under RCW 29A.36.071 and RCW 29A.72.050. The following ballot title containing a statement of subject and concise description are submitted to the City Attorney for consideration:

THE CITY OF SEATTLE

PROPOSITION NO. 1

The City of Seattle adopted Ordinance No. XXXXXX concerning funding for transit and related transportation needs in Seattle.

The City of Seattle's Proposition 1 would dedicate funding to transit services benefiting Seattle residents, including more frequent transit service; transit fare programs for qualifying low-income people, seniors, students and workers; transit reliability and access projects; enhanced transit service on RapidRide and routes serving high equity priority areas; and planning and permitting for Sound Transit expansion. It authorizes a ((~~0.3%~~)) 0.2% 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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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Amendment 16 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Ensuring eligibility of transit funding on night service

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

Amends Section 2 of CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

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

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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Amendment 11 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Lin

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

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

Add a new recital to CB 121226 as follows:

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

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

Amend Section 4 of CB 121226 as follows:

Section 4. If the King County Transportation Benefit District enacts a countywide transit funding measure, <u>or if the Washington State Legislature authorizes new progressive revenue sources available to transportation benefit districts,</u> 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.

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Amendment 17 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

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

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

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

* * *

Because of the importance of the regional public transit network in promoting equitable transit access in communities throughout King County, the City supports future efforts to enact a countywide transit funding measure. The City intends to ((~~collaborate~~)) <u>continue its close collaboration</u> with King County, and the King County Transportation District, or its successor, on a future transit measure that could be approved by countywide voters, thereby allowing the City to potentially adjust or phase-out this funding measure <u>while ensuring that transit availability meets the needs of all Seattle transit riders</u>.

<u>Regressive sales and use taxes, such as the tax that is required to fund the Seattle Transit Measure, are more burdensome to individuals and families with lower</u>

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.

Calvin Chow
Select Committee on Seattle Transportation Benefit District
June 30, 2026
D1a
Screen Reader Users: Make sure settings include reading strikethrough and underline font attributes.

Amendment 6 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Foster

Midterm evaluation of programs

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

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

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

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

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

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

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

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

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

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

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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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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.

Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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Amendment 21 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rivera

Requesting a report on the performance outcomes of bus routes #62 and #65

Effect: This amendment would request that the Seattle Department of Transportation, in partnership with King County Metro provide a report on the performance outcomes of King County Metro's route #62 and #65. This report should inform additional service delivery to these routes.

Add a new Section 7 to CB 121226 as follows:

Section 7. One-time reporting. The Seattle Department of Transportation, in partnership with King County Metro, shall provide a report on the performance outcomes for bus routes #62 and #65. The report should inform additional service delivery to these routes. The report should analyze the service levels throughout the day and how the service provided aligns with the commitments of the Frequent Transit Network, the efficiency of the route and ability of drivers to keep to an on-time schedule, the reliability of these routes, and the occurrences of overcrowding, particularly in the sections of the route that provide transit to students and staff attending Eckstein Middle School and Roosevelt High School. The report should be provided to the City Council by March 30, 2027.

GORMAN
Select Committee on Seattle Transportation Benefit District
June 25, 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:

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

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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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.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D1
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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.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 30, 2026
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Amendment 28 to CB 121226 – Seattle Transit Measure

Sponsor: Council President Hollingsworth

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.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
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Amendment 8 to CB 121226 – Seattle Transit Measure (STM)

Sponsor: Councilmember Strauss

Allow contracted transit spending outside of King County Metro

Effect: This amendment would add to the scope of allowable uses of revenue generated under the measure, allowing funding contracted passenger transportation services provided by transit agencies and private transportation service operators. The proposed measure only allows for transportation services provided via King County Metro. The amendment would expand possible uses to other transit vendors. This amendment could support additional pilot transportation service similar to the Waterfront Shuttle or Golden Gardens Pilot Shuttle if such services cannot be provided by King County Metro.

Amend Section 2 to CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

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

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

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

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

E. Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities. 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.

G. Passenger transportation services provided by transit agencies and private transportation service operators.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
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Amendment 10 to CB 121226 – Seattle Transit Measure (STM)

Sponsor: Councilmember Strauss

Add transit investments in Regional Centers as eligible expenditures

Effect: This amendment would add to the scope of prioritized and allowable uses of revenue generated under the measure to allow support of transit network connections to Regional Centers as identified in the City's Comprehensive Plan. Seattle's Comprehensive Plan identifies seven Regional Centers as key hubs for growth, jobs, and services and include Downtown, Northgate, Uptown, South Lake Union, Capitol Hill/First Hill, University District, and Ballard.

Amend Section 2 and Section 3 to CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

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

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

C. <u>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.</u>

((~~C~~))<u>D</u>. King County Metro transit service hours on routes serving the City's highest equity priority areas, as informed by ridership and census data.

* * *

Reletter all subsequent subsections.

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, ((~~and~~)) 2.C<u>, and 2.D</u> of this ordinance shall equal at least 60 percent of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 26, 2026
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Amendment 20 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Juarez

Co-Sponsor: Council President Hollingsworth

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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Calvin Chow
Select Committee on Seattle Transportation Benefit District
June 26, 2026
D2
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Amendment 24 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Reduce capital spending, allow capital spending on Sound Transit 3 projects, and increase minimum spending on transit service

Effect: This amendment would revise the allowable spending categories of Proposition revenues as follows:

- Reduce the maximum amount of infrastructure maintenance and capital improvements spending from $5 million per year to $2 million per year.
- Expand the category of allowable infrastructure maintenance and capital improvement spending to include contributions to Sound Transit 3 projects, including Graham St infill station, West Seattle Link Extension, and Ballard Link Extension.
- Revise the description of Sound Transit 3 staffing spending category to clarify it is for staffing costs separate from the revised capital spending allowance.
- Increase the minimum percentage of the proposition revenues for transit service from 60 percent to 65 percent to reflect increased revenues available for transit service (i.e., the $3 million per year decrease in capital spending).

Revise Section 2 to CB 121226 as follows:

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

Remaining Proposition revenues will be used to fund:

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

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

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

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

E. Infrastructure maintenance and capital improvements to maximize the efficiency, safety, accessibility, and availability of transit operations within Seattle, including enhancements to transit reliability and associated project-related transportation demand management activities, and contributions to Sound Transit 3 projects including the Graham Street infill station, the West Seattle Link Extension, and the Ballard Link extension as approved by regional voters in 2016. This category may receive up to ~~$5 million~~ $2 million in annual appropriations, excluding capital carryforward appropriations available under state law.

F. City of Seattle staffing of programs intended to facilitate planning, engineering, permitting, and project delivery of Sound Transit 3 projects ~~including the West Seattle~~

~~Link Extension, the Ballard Link Extension, and the Graham St infill station~~ as approved by regional voters in 2016. This category may receive up to $8 million of annual appropriations~~, excluding capital carryforward appropriations allowable under state law~~.

Revise Section 3 to CB 121226 as follows:

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, and 2.C of this ordinance shall equal at least ~~60 percent~~ <u>65 percent</u> of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.

Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 30, 2026
D1
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Amendment 26 to CB 121226 – Seattle Transit Measure

Sponsor: Council President Hollingsworth

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.

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Amanda Allen
Select Committee on Seattle Transportation Benefit District
June 30, 2026
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Amendment 27 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Rinck

Expand eligibility within the Transit Access Program to trade school students

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

Amends Section 2 of CB 121226 as follows:

* * *

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

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Calvin Chow
Select Committee on Seattle Transportation Benefit District
June 26, 2026
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Amendment 29 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Strauss

Raise minimum spending on transit service

Effect: This amendment would increase the percentage of the proposition revenues for transit service from 60 percent to 75 percent to reflect the anticipated spending plan as provided by the Executive.

Revise Section 3 to CB 121226 as follows:

Section 3. In addition to the restrictions on the use of revenues in Section 2 of this ordinance, the annual appropriations for subsections 2.A, 2.B, and 2.C of this ordinance shall equal at least ~~60 percent~~ <u>75 percent</u> of the annual Proposition revenues, in keeping with the intent of the measure, to increase the frequency and reliability of transit service.