

Amendment D Version 1 to CB 121226 – Seattle Transit Measure

Sponsor: Councilmember Saka

Adding annual reporting components

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

Amend Section 7 of CB 121226 as follows:

Section 7. Annual reporting and oversight. The City of Seattle shall issue an annual report to the public that provides an overview of transit service levels in Seattle and describes how the Seattle Transit Measure has invested in transit service, transportation access, other transit improvements, and Sound Transit expansion efforts in that year and the impacts these investments have had on the travelling public, including progress toward Frequent Transit Network and City mobility goals.

Additionally, the Seattle Department of Transportation, in partnership with King County Metro, shall provide a separate annual report, beginning March 31, 2028, to the City Council related to the following aspects of the Seattle Transit Measure's investments in transit service:

A. Fare recovery effectiveness, including the percentage of people paying fares, the farebox recovery ratio, including the farebox recovery ratios of a national group of at least 20 comparator or "peer" transit agencies and King County Metro's ranking within that group or the percentage of King County Metro operating costs that was funded directly by passenger fares, total fare revenues collected, the actions taken by King

County Metro to support the goal that all adult transit passengers have paid fares or possess a valid transit pass, and any service, operational, or policy changes that affected revenue performance;

B. On-time performance across service hours and routes served, including the percentage of trips arriving within Metro's defined on-time window and early/late distributions, describing how far ahead of schedule ("early") or behind schedule ("late") buses arrive, disaggregated by route including, beginning in year two of the report's preparation, a comparison of on-time performance to the previous three year's metrics in this subject area; and

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

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

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