

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact:	CBO Contact:
Legislative	Chow/x4-4652	n/a

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to Proposition 1 as approved by Seattle voters in the 2020 general election; authorizing material scope changes to increase the share of Proposition 1 dollars that can be spent on transit capital projects intended to maximize operating efficiency of transit service purchased with Proposition 1 revenues.

Summary and Background of the Legislation:

In November 2020, Seattle voters approved a 0.15 percent sales tax to fund additional transit service, transit infrastructure, access to transit, and emerging mobility needs. The allowable uses of the sales tax revenue include:

- A. Service hours on King County Metro operated services;
- B. King County Metro transit service hours on RapidRide lines;
- C. Up to \$10 million annually to support access to transit;
- D. Up to \$3 million annually 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 Seattle; and
- E. Up to \$9 million annually to support emerging mobility needs related to COVID-19 response and recovery, and closure of the West Seattle High Bridge.

In November 2022, the Council passed Ordinance 126718, increasing the annual maximum that can be spent on infrastructure maintenance and capital improvements (item D) from \$3 million to \$15 million.

This legislation increases the annual maximum that can be spent on infrastructure maintenance and capital improvements (item D) from \$15 million to \$16.4 million.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? ☐ Yes ☒ No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

The legislation allows the City to increase the amount of spending on transit capital infrastructure. Actual spending will be governed by the approved budget.

Are there financial costs or other impacts of *not* implementing the legislation?

No impacts identified.

4. OTHER IMPLICATIONS

- a. **Does this legislation affect any departments besides the originating department?**
SDOT is responsible for implementing Proposition 1.
- b. **Is a public hearing required for this legislation?**
Yes. A public hearing is scheduled for November 13, 2023 as part of the City Council's budget process.
- c. **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**
No.
- d. **Does this legislation affect a piece of property?**
No.
- e. **Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**
No specific impacts identified.
- f. **Climate Change Implications**
1. **Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**
No specific impacts identified.
 2. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**
No specific impacts identified.
- g. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?**
SDOT reports annual progress on Proposition 1 implementation. As King County Metro has experienced limitations on the amount of additional service that Seattle could purchase, additional revenue is available to fund transit capital projects.

Summary Attachments (if any):
None.