

SEATTLE TRANSPORTATION BENEFIT DISTRICT

Fall 2020

In 2014, Seattle voters approved Proposition 1 to fund the purchase of increased King County Metro service and additional transit programs for Seattle residents. This voter-approved funding measure includes a \$60 vehicle license fee and 0.1% sales tax increase to generate about \$50 million annually to improve transit availability and access for 6 years (2014-2020).

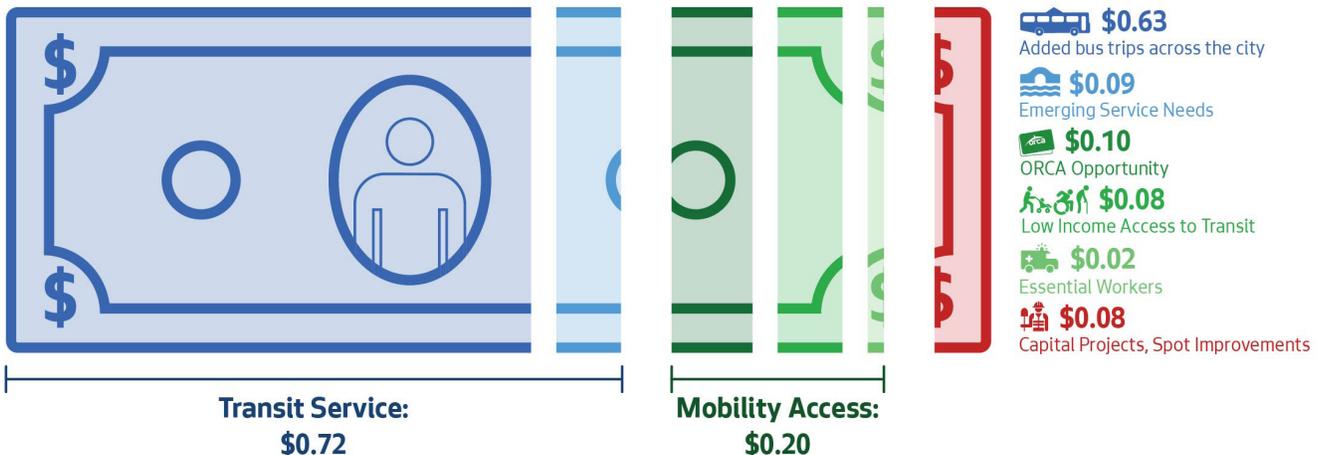
On July 31, 2020 Mayor Jenny Durkan signed Council Bill 119833, creating a replacement Seattle Transportation Benefit District (STBD) proposal that would increase the current 0.1% sales tax to 0.15% (i.e. the equivalent of 15 cents on a \$100 purchase), but would not contain a vehicle license fee. The proposal is anticipated to generate roughly \$39 million annually over the next six years to fund essential transit service, capital projects, and transit access programs like ORCA Opportunity.

The new measure would fund critical elements of the citywide transit network to maintain access for people reliant on transit, prioritize equitable access for low-income households and communities of color, and allow the City and King County Metro to scale up service as Seattle's transit ridership recovers from the COVID-19 pandemic.

The STBD 2020 proposal has five key goals:

1. Provide frequent and efficient transit for all Seattleites, particularly our essential workers, communities of color, and low-income households.
2. Preserve an interconnected transit system in Seattle that ensures access no matter the time of day or where you live
3. Make transit investments in underserved areas and address acute mobility needs in areas like West Seattle
4. Invest in ORCA Opportunity for students and Low Income Access programs for our vulnerable neighbors
5. Ensure continuity of transit services and transportation investments despite financial restrictions caused by I-976 and COVID-19

STBD Proposed Spending Breakdown in a Typical Year, per Dollar 2021 - 2026

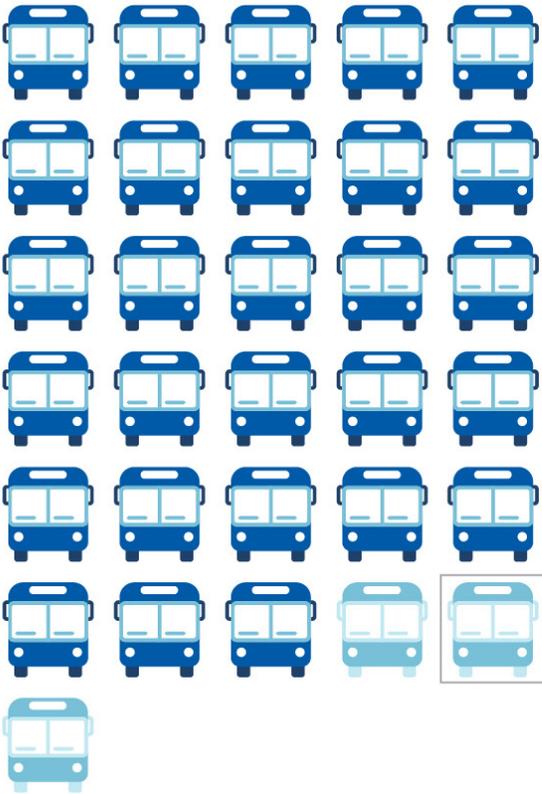


PROJECT INFORMATION & CONTACT

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www.seattle.gov/transit/about-seattle-transportation-benefit-district



Seattle
Department of
Transportation



The proposed Seattle Transportation Benefit District will fund an estimated

2,800 Weekly Trips

to

3,100 Weekly Trips

on King County Metro Routes serving Seattle when fully ramped up

= 100 Weekly Trips

The City of Seattle, through the next iteration of the Seattle Transportation Benefit District, will invest transit service hours towards two specific priorities:

CENTERING EQUITY: As with the current voter approved STBD measure, SDOT will complete an equity analysis to evaluate our prior and future investments to help inform where the City invests in transit service. This analysis will take into consideration new information about ridership during the COVID-19 pandemic and consider how people of color, low-income households, persons with disabilities, and households with zero car ownership are served by transit today and how they could be better served in the future.

ENSURING TRANSIT WORKS FOR THOSE WHO NEED IT MOST: Even as ridership declines in the ongoing COVID-19 crisis, transit remains a lifeline for many Seattle residents. King County Metro and Sound Transit continue to provide transportation for an average of 140,000 weekday daily trips in the month of July. Ten Seattle -based Metro routes saw some of the highest daily ridership during the COVID-19 pandemic and all serve higher percentages of communities of color. As we look forward to the future of the program, our priority is to maintain a level and span of service necessary to connect our transit-dependent communities to their daily needs.