



Emily Paine, Co-Chair
Patrick Taylor, Co-Chair
Selina Urena, Secretary

Gunnar Colleen
Andrew Dannenberg
Benjamin Estes
Kashina Groves
Meredith Hall
Andrea Lai
Alexander Lew

October, 9, 2019

To: Mayor Durkan
Seattle City Council

Re: **Tax on Transportation Network Companies (TNC)**

The Seattle Bicycle Advisory Board (SBAB) would like to express its support in passing a proposed tax on transportation network companies (TNC), such as Uber and Lyft. We are pleased that the Mayor's Office and City Council is considering such a proposal. While TNCs can give an additional transportation option when trips by non-automotive alternatives are either too far or not convenient, it is increasingly clear that TNCs are not paying the full economic cost of their impacts on the City, such as increased traffic congestion, decreased safety due to unsafe pick-ups and drop-offs, increased carbon emissions, and questionable labor practices.

We believe that the current proposal is a major step in the right direction. However, we also hope that the City would use this opportunity to change behavior. While a 50 cent increase on top of the existing TNC per trip tax will generate needed revenue for non-automotive transportation projects, we believe that this opportunity should also be used to influence behavior. As such, we believe that a blanket 50 cent surcharge may not be the most effective solution in reducing unnecessary TNC trips, especially on trips where good walking, biking, and transit options are available. For example, most TNC trips should be discouraged between Capitol Hill and Westlake when high frequency light rail service is nearby. A variable tax based on time or origin-destination pair could be one of several options to have a transportation demand management approach, giving users of TNCs a nudge to choose viable non-automotive transportation option.

We also hope that the City would craft the language in such a way that even if the current tax proposal is approved according to the current plan, a transportation demand management approach to the TNC tax could be implemented at a later time.

Finally, we request that funding for bicycle programs come as soon as possible. With current Move Seattle Levy funding, the bicycle program is disproportionately farther behind than other modes and is in most need of additional funding sources. We hope that the TNC tax can provide additional revenue to bicycle projects as soon as possible, as well as structured so that bicycle projects have priority for this revenue source.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534



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We would like to reiterate our support for the tax on TNCs, and hope that the Mayor's Office and City Council continues to engage with SBAB both as this proposal moves forward and as revenue from the tax becomes available for safe bicycling infrastructure projects.

Sincerely,

Patrick Taylor
Co-Chair

Emily Paine
Co-Chair

Cc: Serena Lehman

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