

Seattle Transportation Benefit District: 2021 Planning

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Agenda

- STBD 2.0 Priorities and Proposed Spend Plan
- \$60 VLF Fund Update and Priorities Discussion
- Next Steps



STBD 2.0 Overview and Spending Categories

- Program span: April 2021- April 2027; funded by 0.15% sales tax
- Transit Service on Seattle Routes and Seattle RapidRide Lines
 - Routes with more than 65% of stops in Seattle
 - In 2022 and beyond, service must represent >50% of annual program expenditures
 - Program will begin with sustainable levels of transit service, with room to grow
- ORCA Opportunity and Low-Income Access to Transit – up to \$10M annually
 - Youth, Promise, and SHA programs
 - Programs like Senior RRFP Pilot and Youth Ambassadors Program
 - Includes **new** Essential Workers Program
- Transit Capital Projects – up to \$3M from 2022
 - Spot improvements to support transit service investments
- ***NEW*** Emerging Needs – up to \$9M annually



Emerging Needs & Essential Workers Program

- Emerging Needs (2021 – 2024)
 - Focus on responding to emerging transportation needs
 - West Seattle Bridge closure and COVID-19 recovery are identified in the ordinance, including transit service, capital improvements and transportation demand management programs
- Essential Worker Pilot Program
 - Transit passes or other access improvements for workers deemed essential during the COVID-19 pandemic (low-income medical workers, healthcare workers, first responders, pharmacy workers, grocery store workers, etc.)



2021 - 2027 Spend Plan

- Revenue collection begins April 1, 2021 (spend plan start)
- Directs majority of funds to improved transit service and includes delivery of non-transit service commitments
- Does not include \$60 VLF revenues

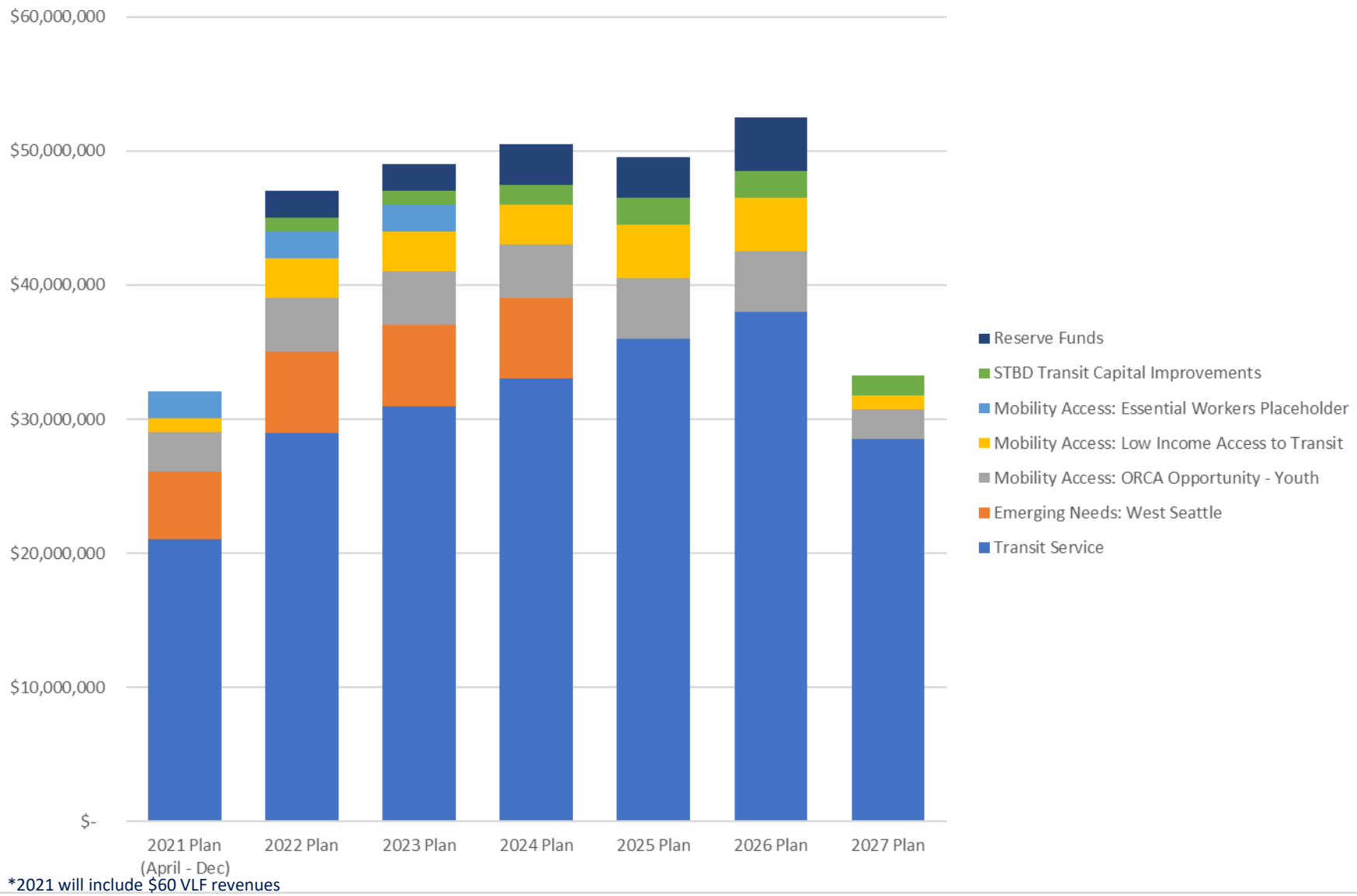


Reading the STBD Spend Plan

- Represents “point-in-time”: Update as revenue projections (November 2020) change, program costs or priorities shift
- Prioritizes additional service over life of the measure; capital investment grows over program and supported by other resources (Levy, \$20 VLF)
- Continued opportunities for TAB feedback for future STBD programming
- STBD spend plan finalized as a part of City Council’s normal budget process



STBD Draft Spend Plan (2021 - 2027)



2021 STBD Goals

- Preserve Frequent Transit Network investments to build toward sustainable and equitable transit investment
- Preserve ORCA Opportunity for students and Seattle Housing Authority residents
- Maintain low-income access programs for our vulnerable neighbors
- Address acute mobility needs for COVID recovery and in areas like West Seattle.



VLF \$60 Funds



Background

- November 2019: Voter initiative I-976 – “Bring back our \$30 car tabs” passed by statewide voters
 - SDOT acted to reduce spending on service and capital program elements to preserve VLF funds for potential refund
 - Reduced 175,000 service hours in September 2020
 - Reduce capital spending by \$6M in 2020
 - With reserves, funding for STBD programming planned end in March 2021
 - Constitutionality of the initiative challenged by a coalition of parties, including City of Seattle
- October 15, 2020: The WA Supreme Court overturned I-976, freeing up collected VLF funds to be spent



\$60 Vehicle License Fee Revenues

- In a typical year, generates ~\$24M in revenue
 - Accounted for about half of prior STBD revenues
- 2020 had lower than typical VLF revenue (est. \$21.7M)
- ~\$2.1M was generated in December 2019
- **~\$23.7M in revenue restored with WA Supreme Court decision**



SDOT Priorities for \$60 VLF Spending

Restore Key Projects, including Transit Enhancement Projects and Safety Projects

- Restore projects reduced or postponed as a result of COVID19 budget shortfalls
- Emphasis on transit spot improvements, Transit Plus Multimodal Corridor projects, bike and walk access to transit, and projects that improve safety

Increased Connectivity through Additional Transit Service

- Ramp up transit service levels in 2021

Strategic STBD Reserves

- Buffer for cost variability for unanticipated events
- Supplemented with additional set-aside over life of program



Project Restoration

Transit Enhancements	Safety and Multimodal Projects	Misc. Voter-approved Commitments
<ul style="list-style-type: none">• Transit lane improvements and transit stop improvements citywide including rear-door bus pads and shelter improvements• Transit-Plus multimodal corridor (TPMC) projects• Pedestrian and bike access improvements at bus stops for the TPMC program	<ul style="list-style-type: none">• Vision Zero safety projects signal, signage, and channelization treatments• Safe Routes to School Projects• Bicycle network connections across the city	<ul style="list-style-type: none">• Levy to Move Seattle Reassessment priorities• Bridge planning studies• Roadway maintenance along the Frequent Transit Network (FTN)



Principles and Priority Alignment

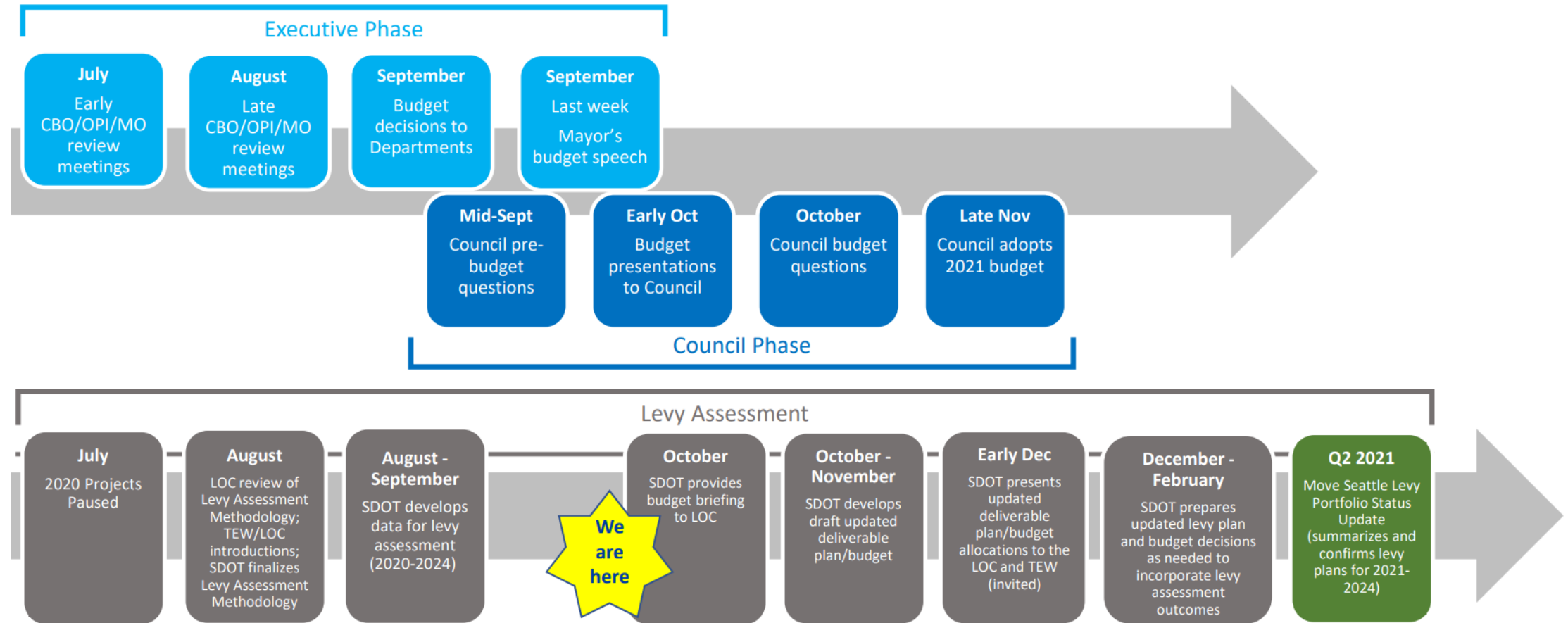
SDOT Priorities

- Strategic STBD Reserves
- Transit Service
- Project Restoration

- How do these priorities align with those of the Board?
- Are there other investment areas the Board would suggest?



Levy Assessment Timeline



Next Steps

- December 1: Move Seattle Levy Oversight Committee
- December TAB Meeting
- Early 2021:
 - Potential joint TAB/MSLOC meeting
 - Programming Emerging Needs funds
 - Engagement on forthcoming Racial Equity Analysis



Questions?

Thanks!

