



Seattle
Department of
Transportation

City of Seattle Seattle Transit Advisory Board

TAB Members:

Keiko Budech
Enjoleah Daye
Lynn Hubbard
Bryce Kolton
Jennifer Malley-Crawford
Andrew Martin
Alexandra Wakeman Rouse
Carla Saulter
Bryan Stromer
Erin Tighe
Barbara Wright
Michelle Zeidman

The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.

The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...

The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.

The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

**City Council Resolution
31572**

Date: November 22, 2019

To: Mayor Durkan and City Council

Subject: Fare Share Proposal Response

Mayor Durkan and The Seattle City Council,

Thank you for including the Seattle Transit Advisory Board in your policy-crafting process for the Fare Share plan. After deliberation, we'd like to share our thoughts.

It's no secret that TNCs have had predatory labor practices, especially with regards to their drivers. We applaud and support the efforts to make sure drivers get paid fairly for their work. Ideally, we would like to see a living wage, but a minimum wage in today's climate of gig economy jobs is already a great step in the right direction. We're excited to see what policy directions the city takes.

As we all know, I-976 has thrown a giant question-mark into our transportation funding systems. If legal challenges fail to stop I-976's implementation, we ask that all proceeds from the program be used to reduce the drastic transit service cuts that I-976 would require the city undertake. Cuts to basic bus service would worsen congestion as folks go back to using cars or TNC rides to get where they need to go. We do not want to see the city, county, nor region put into the lose-lose situation of deciding who gets mobility and who does not. Sustaining existing service must be the top priority.

Our members recognized the importance of the Center City Connector (CCC) and its pending completion. We're glad to see the promise to ID/Chinatown residents and small business owners to complete the CCC finally be realized. Once CCC funding is complete, we would like to see future revenue spread throughout the city, so that the benefits of additional transit funding can be felt across the taxation area.

An idea that that we haven't yet seen considered is more granular taxation based on the profile of the trip. From the data that TNCs already provide, we know that many trips start and end in transit-rich areas. A pricing scheme that would target areas with greatest congestion and encourage alternative transportation methods would be a welcome development. Some ideas for your consideration:

- A fee pricing scheme that targets trips in or between transit rich areas with the highest fees (e.g. SLU to Downtown), and trips which have poor alternatives with lower fees (e.g. Rainier Beach to Fautleroy).
- A reduced or waived fee for those who ride in a shared ride (e.g. Uber Pool or Lyft Line) where another trip's rider uses the same vehicle.
- A lower fee for last-mile trips to transit hubs, such as trips starting or ending at a Link station.
- Taxes that increase and decrease directly with congestion (at least until other decongestion policies can be enacted).

A positive aspect of the arrival of TNCs has been the vastly increased freedom for people living with mobility challenges, such as persons with disabilities or folks who do not own a car. TNC rides are also able to fill in gaps in the transit network by providing mobility between poorly connected neighborhoods and on nights and weekends. We would like to see equity as a key consideration of the plan. Some board members spoke to their own experience of the stark difference in service between para-transit options and TNCs; We would love to see targeted policies that would protect, secure, and expand the advances in mobility at-risk groups have enjoyed with TNCs. Outreach would be key, but policy could help as well, such as expanding the taxi voucher program to TNCs.

What little information TNCs already provide the city has illuminated transportation trends and allowed agencies to better prioritize investments. We would like to see the city go further and require more reporting from TNCs. Specific ride information, such as pickup and drop off locations, and especially the route taken, would be invaluable to transportation planners. TNCs are outsized users of public infrastructure, which we believe justifies a larger "cost" of more detailed, properly anonymized data.

We're excited to watch the Fare Share plan unfold. We think with some of the recommendations we've given, the plan can be more equitable, targeted, and ultimately better performing.

Thank you,

Seattle Transit Advisory Board