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*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: January 29, 2020

To: Sound Transit Board

Subject: King County Metro LIFT Subsidy Proposal

Dear Sound Transit Board,

We, the members of the Seattle Transit Advisory Board, are writing to strongly urge you to join King County Metro in subsidizing ORCA LIFT fares for extremely low-income transit riders. In order for this program to provide a truly useful benefit to riders who struggle to afford transit fares, it is imperative that all transit providers in King County participate.

Metro's program will subsidize transit fares for riders who earn 80% of the federal poverty level (\$9,000 annually for an individual and \$19,000 for a family of four), riders for whom any travel costs constitute an extreme financial burden. Participants will have access to unlimited, free travel on services that are designated as "King County Metro Operated" in the ORCA system.

But without Sound Transit's participation, the program will not be as effective as it could be. It is extremely common for riders in King County to use both Metro and Sound Transit services in a single trip. In fact, as Link light rail expands, our regional transportation system is being rebuilt to encourage transfers between these two service providers. Without a Sound Transit subsidy, program participants will be denied access to critical destinations served only by Link Light Rail and ST Express Buses.

The subsidy is projected to serve roughly 50,000 King County residents in the first three years. Because King County Metro is doing most of the administration, the only costs to Sound Transit would be lost fare revenue from those riders, most of whom do not have the means to pay fares in the first place. The benefits to our community, however, would be immeasurable, providing county residents with access to employment, education, medical appointments, and social connections.

Sound Transit has committed to reducing negative interactions with fare enforcement, and partnering with Metro to subsidize fares for low-income riders in a big step in this direction.

While we work to identify a permanent, stable funding source for the program, please consider subsidizing fares for our neighbors who need and deserve basic mobility,

Thank you in advance for your consideration.

Sincerely,

The Seattle Transit Advisory Board