

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).

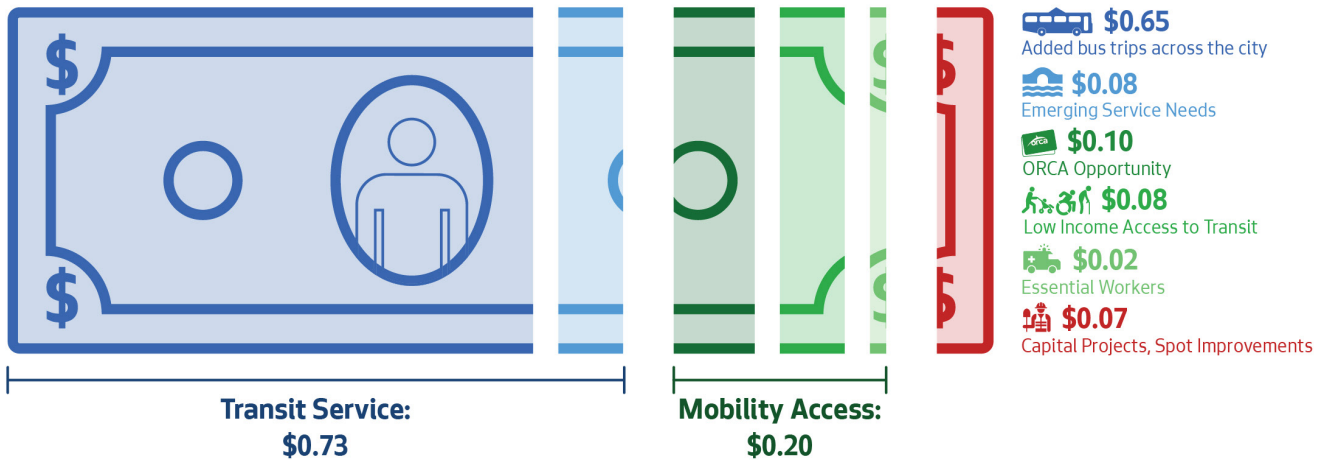
On July 31, 2020 Mayor Jenny Durkan signed Council Bill 119833, creating a replacement Seattle Transportation Benefit District (STBD) proposal that would increase the current 0.1% sales tax to 0.15% (i.e. the equivalent of 15 cents on a \$100 purchase), but would not contain a vehicle license fee. The 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 renewal 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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Seattle
Department of
Transportation

The current voter-approved STBD that expires at the end of 2020 has contributed to an expansion of access to frequent transit service for Seattle residents, including:

- Adding over 8,000 weekly transit trips on [King County Metro](#) routes and investing in 350,000 service hours across weekdays, nights and weekends
- [Expanded access to frequent, reliable transit by growing](#) the portion of households within a 10-minute walk of transit service arriving every 10 minutes or less from 25 percent in 2015 to 70 percent in 2019
- Launched the ORCA Opportunity program, providing free access to transit for students and low-income Seattle residents
- Revised the [Night Owl](#) service network to improve 24/7 service, supporting those who work late or rise early
- Improved transit connections and reliability to meet emerging needs, ensuring that there is a bus every 15 minutes or better during peak times on routes throughout the city
- Piloted a program and partnership with [Seattle Housing Authority](#) (SHA) to distribute approximately 1,600 free 12-month ORCA cards to low-income SHA residents

Today's STBD proposal ensures access to our transit network is maintained, equity continues to be a top priority, and we are poised to scale up service as our pace of economic recovery continues to grow.

