

Seattle Transportation Benefit District (STBD)

Allocation of Reserves Due to I-976



Presentation overview

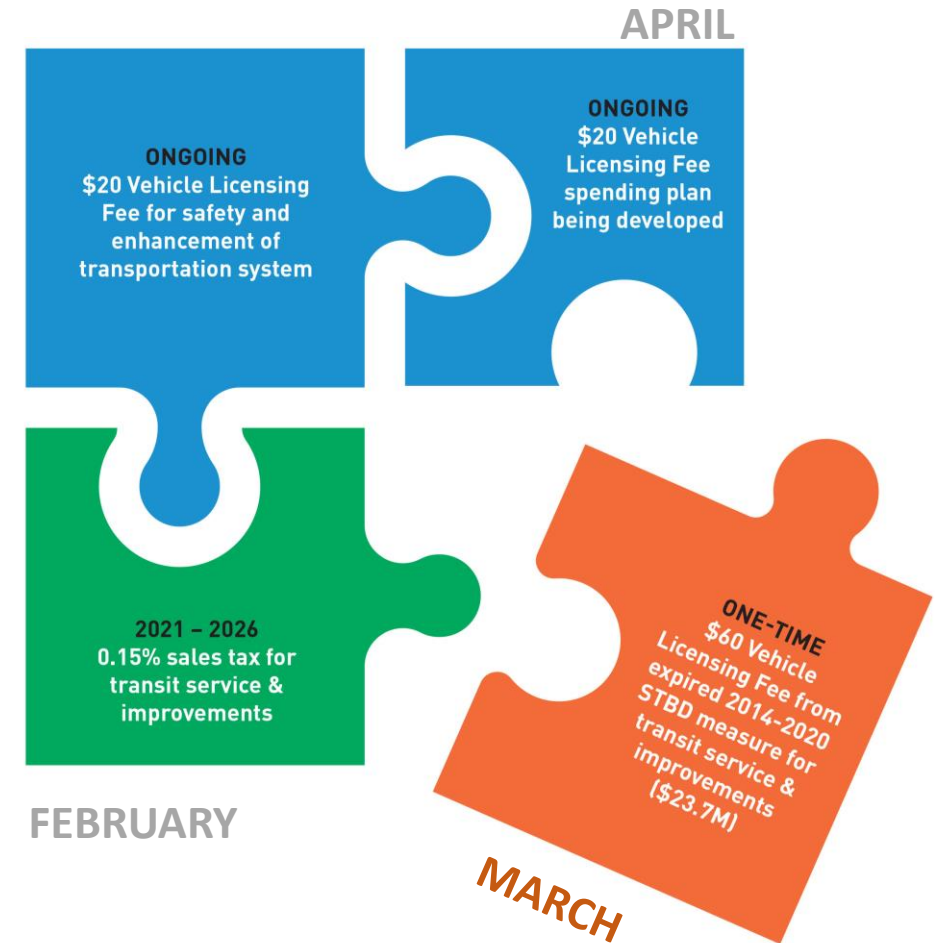
Reserves from 2014 Measure due to I-976 – Spend Plan Proposal

- Implementation timeline
- Background – Revenues and \$60 Vehicle License Fee
- Transit Advisory Board principles and priorities
- Proposed spend plan and project list



STBD Timeline

DATE	ACTION
February	Council and Mayor approve ordinance authorizing Metro/SDOT Transit Service Funding Agreement
Today	Standalone supplemental budget legislation for reserves due to I-976 at TUC
March 20	Metro service change; Transit Service Funding Agreement in effect
April 1	New \$20 VLF proposed spending plan due to Council



Overview: Seattle Transportation Benefit District (STBD) Revenue Sources

- 2010 Councilmanic \$20 VLF
 - Generated \$8.6M in 2019; funds various capital & maintenance programs
 - Continues indefinitely
- 2014 Proposition 1 (expired end of 2020)
 - 0.1% sales tax (\$30.4M in 2019) and \$60 VLF (\$25.8M in 2019); funded transit service and access improvements
- 2020 Proposition 1 (expires in 2027)
 - 0.15% sales tax (estimated \$45.6M in 2022*); programmatic extension of 2014 Prop 1
- 2020 Additional Councilmanic \$20 VLF
 - Estimated \$7.4M in 2022*; funding priorities TBD
 - Continues indefinitely

*First full year of revenue collection



\$60 Vehicle License Fee (VLF) Background



[Local News](#) | [Local Politics](#) | [Northwest](#) | [Traffic Lab](#)

Washington Supreme Court strikes down I-976, which cut car-tab taxes

Oct. 15, 2020 at 8:53 am | Updated Oct. 16, 2020 at 11:52 am



From Seattle Times

- ~\$23.7M in \$60 VLF revenue was put in jeopardy due to I-976 uncertainty; programmatic spending was reduced to reflect this
 - In the event of an unsuccessful legal challenge, these fees would need to be refunded
- With WA Supreme Court decision on October 15, these funds became available for programming



Reserves due to I-976 Programming - Engagement



- Engaged Transit Advisory Board (TAB) and Move Seattle Levy Oversight Committee
- Coincided with COVID-19 Levy Reassessment and 2021-22 budget process
- TAB priorities:
 - Focus on restoring transit projects and those with clear transit nexus
 - Maintain intent of voter-approved measure
- TAB supportive of proposed plan

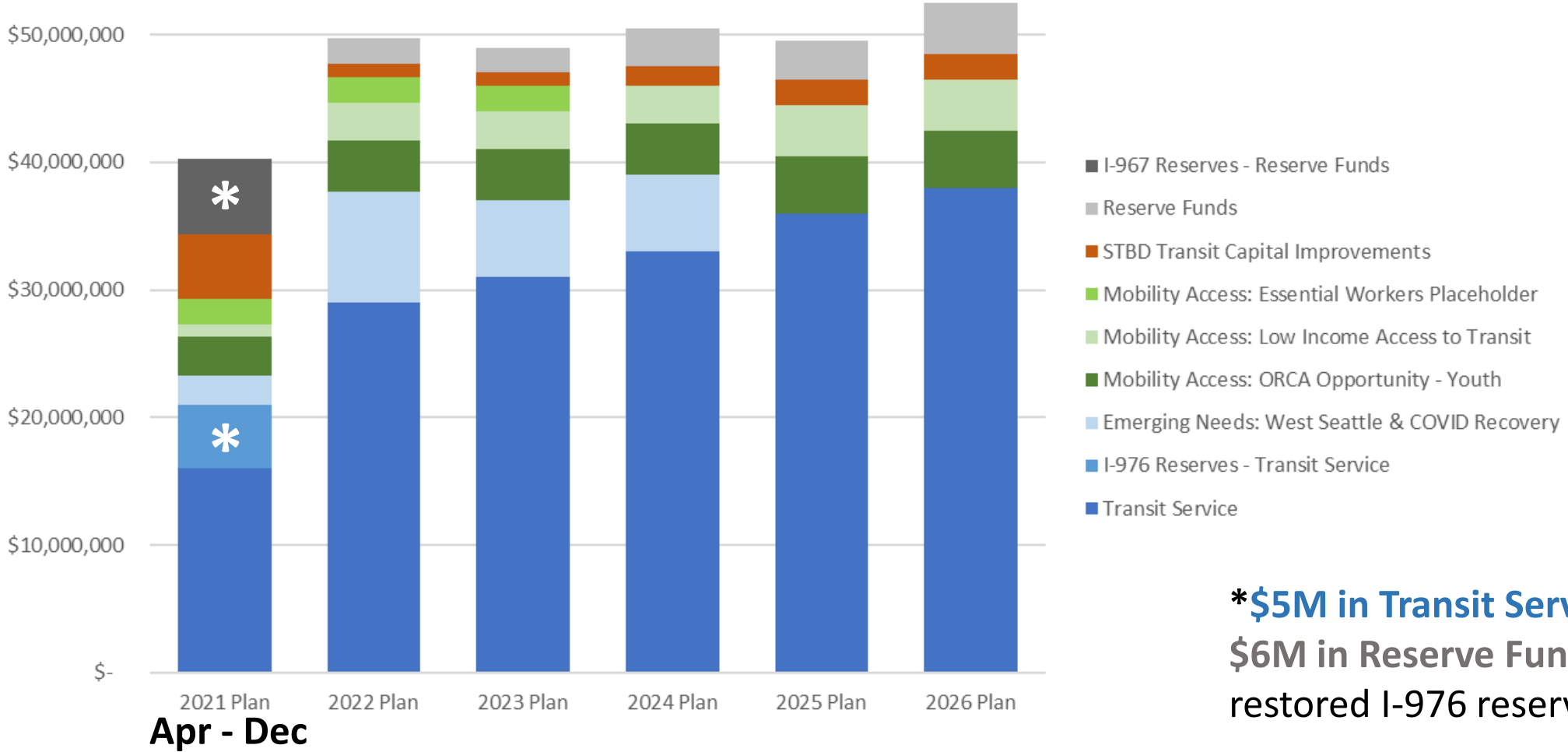


Overview: Proposed Spending of Reserves Related to I-976



Category	Amount (M)	Description
Project Restoration	\$12.7	Funds various transit and transit-related projects/programs, including bus stop improvements, Transit-Plus Multimodal Corridor delivery, crosswalk improvements, and more
Transit Service	\$5.0	Allows for sustainable transit service funding and delivery in 2021 and beyond; helps fill gap in Q1 revenue collection
Strategic Reserves	\$6.0	Provides contingency during uncertain times, and allows capacity for purchasing additional service in out years of the program
TOTAL: \$23.7		

STBD Prop 1 Draft Spend Plan (2021 - 2026)



***\$5M in Transit Service and \$6M in Reserve Funds from restored I-976 reserves**

Key Project Restoration (1 of 2)



Project/Program	Amount (M)	Description	Transit Nexus?
Gilman Ave Bus Safety Improvements; Lake City Way & NE 125 th St Bus Stop Improvements	\$1.75	Current projects that improve bus safety and operations along Gilman Ave (multimodal improvements) and Lake City Way & NE 125 th St (bus bulb and stop expansion)	Yes
Transit Spot Improvement Program	\$2.6	Restoration of programmatic budget reduction in 2021 budget as described in Move Seattle Levy Assessment Report; funds to install concrete bus zone improvements, red bus lanes, and rear-door bus pads	Yes
Route 40 Transit-Plus Multimodal Corridor Project	\$0.3 (+\$2.7 in 2022)	Allocation to fill expected gap in grant funding	Yes



Key Project Restoration (2 of 2)



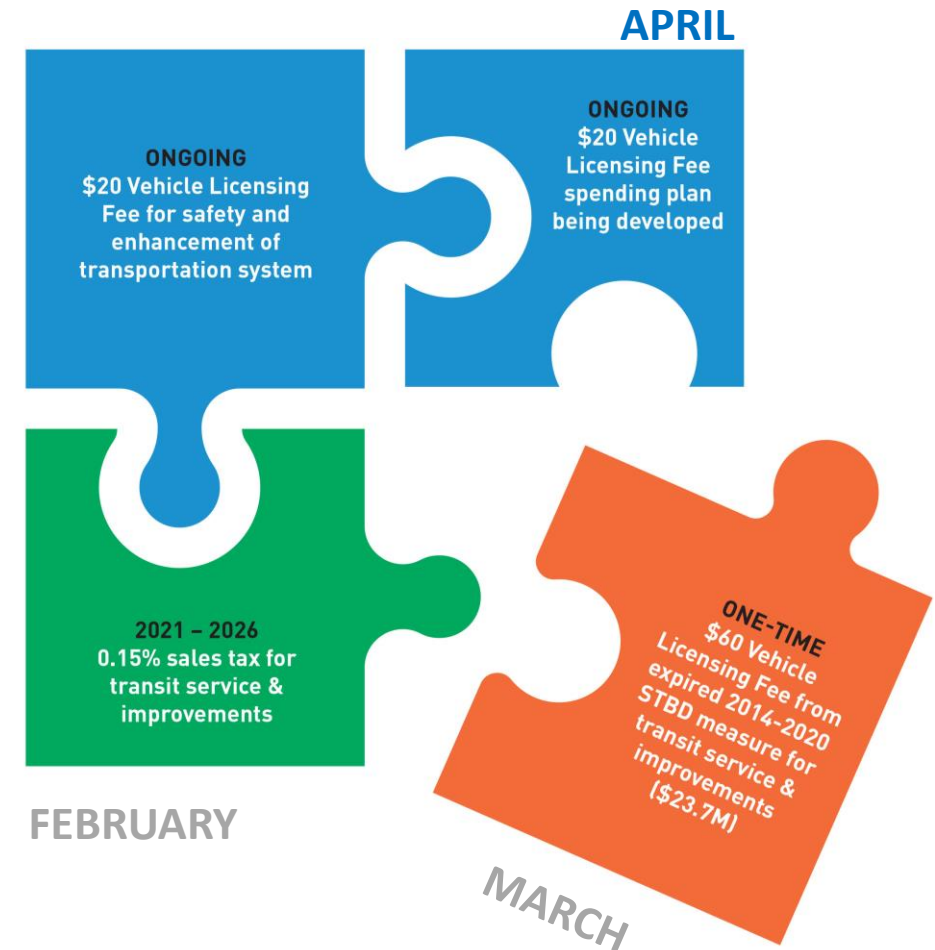
Project/Program	Amount (M)	Description	Transit Nexus?
TPMC Program Support	\$0.40	Restoration of fund gap created by budget reduction to BRT Concept Design CIP, which funds staff and technical resources to support Transit-Plus Multimodal Corridor Program	Yes
15 th Ave NW & NW Market St Signal Improvements	\$0.65	Restores funding removed due to 2021 budget reductions and supports transit signal priority enhancements (benefitting Route 44 and RapidRide D Line)	Yes
23 rd Ave Phase 3	\$4.3	Funds 12 bus zone improvements, signal upgrade at 23 rd & John (transit improvement), and Vision Zero safety elements	Yes

TOTAL: \$10.0M in 2021 spending /\$2.7M in 2022



STBD Next Steps

DATE	ACTION
Today	Committee considers legislation for standalone supplemental budget legislation for one-time reserves related to I-976 at TUC
March 20	Metro service change; Transit Service Funding Agreement in effect
April 1	New \$20 VLF proposed spending plan due to Council



Questions?

www.seattle.gov/transit/about-seattle-transportation-benefit-district

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