

**Move Seattle Levy
Oversight Committee**

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Committee Staff

Rachel McCaffrey

rachel.mccaffrey@seattle.gov

(206) 771 - 0480

October 8, 2019

RE: SDOT 2020 Proposed Budget

On October 1, the Levy Oversight Committee received a briefing on the proposed 2020 Transportation budget, which included discussion of the proposed Transportation Network Company (TNC) fee increase. Additionally, board/commission co-chairs were briefed on the TNC fee increase by the Mayor's Office on September 25. Based on our preliminary understanding of these proposals, we offer the following comments:

1. Guiding Principles- We understand the budget and TNC increase are premised largely on the need to honor past commitments to voters made under the Move Seattle Levy and to improve safety. This is entirely consistent with recommendations our committee made during the 2018 reset review of the Levy Program. We urge the Council to use these yardsticks during their budget and fee increase considerations.
2. Increased Revenue for Levy Projects- In 2018, we also recommended the City find additional revenue to complete more projects from the Levy's original scope. We're pleased to see the Mayor's proposals take initial steps in this direction. We urge the Council to continue Real Estate Excise Tax support for arterial preservation, to use Mercer property sale proceeds to fund Vision Zero bike and pedestrian safety projects to the maximum extent feasible, and to use a portion of Transit Benefit District revenues to fund Rainier Avenue and other transit speed and reliability capital improvements.
3. Transportation Network Company Fee Increase- We understand the Mayor's proposed TNC fee increase would be used in part to fund completion of the First Avenue Streetcar Project initially and for broader transportation uses over time. The Streetcar Project and two of the largest projects in the Levy Program (Madison and Roosevelt Multimodal) are all dependent on Federal Transit Administration Small Start grants that have not yet been awarded. While it may be optimistic to assume receipt of all three of these grants in a single year, we agree the budget should authorize these expenditures. And to help ensure all three of these projects are completed as quickly and completely as possible, we recommend the Council authorize broad flexibility in the use of TNC fees for transportation purposes.
4. We agree that it makes sense to add the Streetcar Project and other TNC-funded transportation projects to the Levy Committee's scope consistent with its other Levy oversight responsibilities.

Sincerely and on behalf of the Move Seattle Levy Oversight Committee,

Ron Posthuma
Co-Chair (2019/20)

Betty Spieth-Croll
Co-Chair (2016-19)

Cc: Sam Zimbabwe, Director, SDOT