



# STA Proposition 1

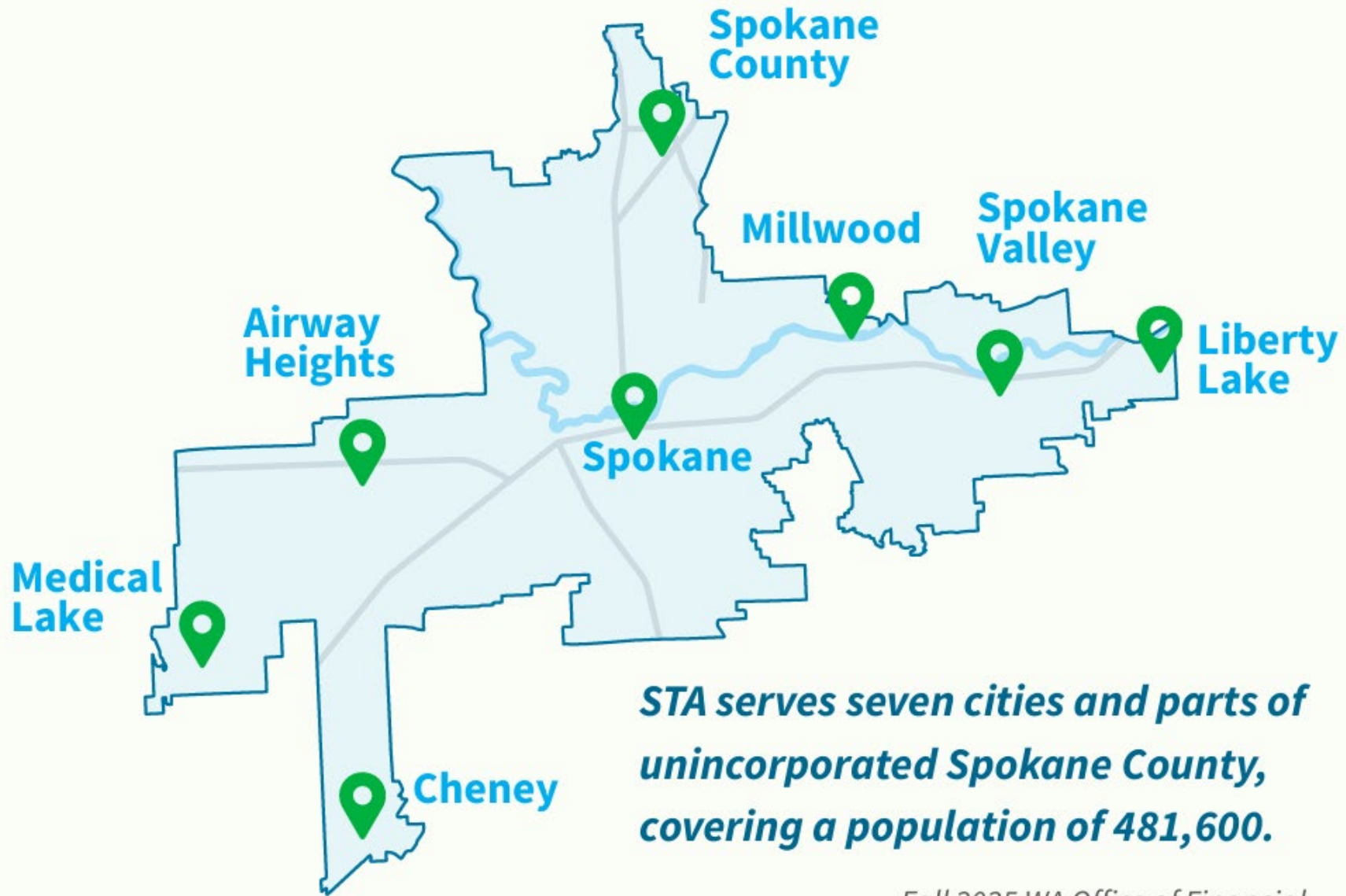
Maintenance and Enhancement of  
Public Transportation Services Transit

Primary Election | August 4, 2026



# About Spokane Transit Authority

- STA is a public transportation benefit area (PTBA) authority, established under state law by local jurisdictions to provide public transportation throughout central Spokane County
- Mission Statement
  - We provide safe, inclusive, convenient, and efficient public transportation services to Spokane area communities.*
  - We are leaders in transportation and a valued partner in the region's social fabric, economic infrastructure, and quality of life.*
- Vision Statement
  - Connecting everyone to opportunity*



*Fall 2025 WA Office of Financial Management estimate*

# Spokane Transit Proposition 1

- On August 4, 2026, voters in Spokane County's transit service area will be asked whether to renew the existing local sales tax that funds public transit
- This 0.2% sales tax was approved by voters in 2016 and is set to expire on December 31, 2028

**STA PROPOSITION 1**  
August 4, 2026

**MAINTAIN TODAY'S TRANSIT**  
**SUPPORT TOMORROW'S GROWTH**

# This is not a new tax—it is a renewal

- The 0.2% (two-tenths of one percent) is already part of the current Spokane sales tax rate
- This measure does not increase the rate above the amount voters previously approved
- If renewed, the existing rate would continue supporting public transit through December 31, 2048, unless renewed again by voters

*For every \$10 retail purchase, 2¢ would go toward supporting public transit*



Most money would go toward maintaining current service

Part would be invested in improvements under the Connect 2035 plan

# STA Moving Forward (2017-2026)



Projects completed:  
of the 27 projects,  
STA is delivering on  
26 of them



Service grew by over  
35% (passing the  
original goal)



City Line was  
completed \$14  
million under budget



New transit centers  
were built that  
increased capacity  
and improved access



Over \$138 million in  
grants were secured  
by STA



Zero debt

# How the money would be used

- Most funding from the renewed sales tax would **maintain** the improved service levels achieved over the last 10 years during STA Moving Forward
- The remaining funding would **enhance** that service over the next 10 years as outlined in the Connect 2035 plan



# Connect 2035: STA's New 10-year Strategic Plan

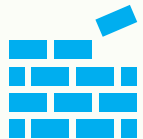
*STA Proposition 1 would fund more than 40 projects to:*



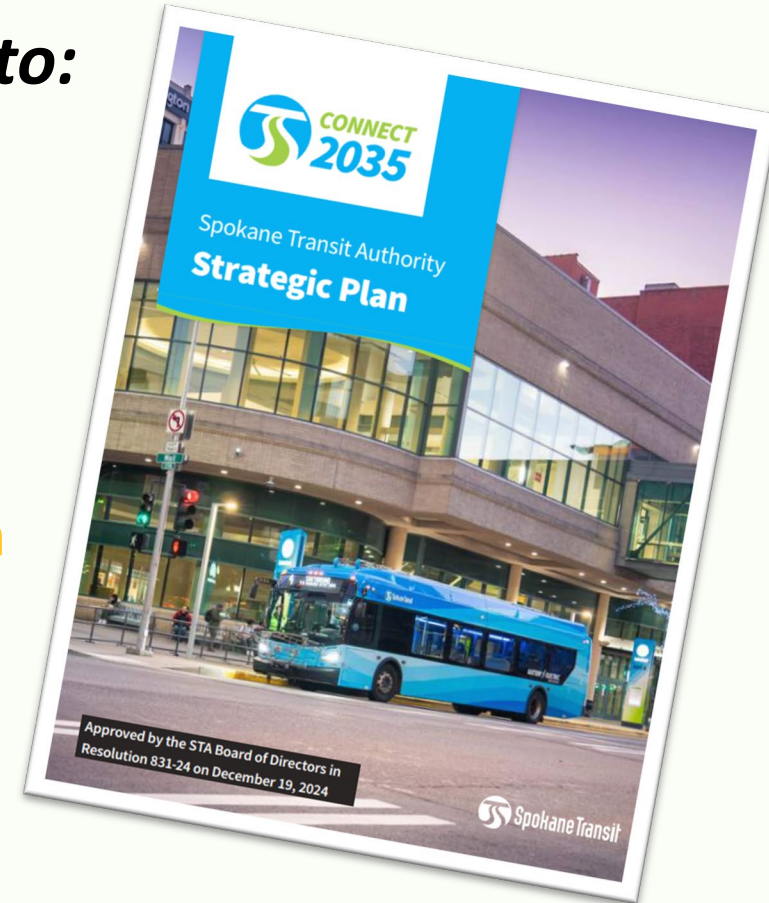
**Goal 1 – Elevate the customer experience**



**Goal 2 – Lead and collaborate with community partners to enhance the quality of life in our region**



**Goal 3 – Strengthen our capacity to anticipate and respond to the demands of the region**





## ELEVATE THE CUSTOMER EXPERIENCE

*Expand and improve transit options so more people can access fast, reliable service and a safe, comfortable ride from start to finish.*

- Launch **Division Street Bus Rapid Transit (BRT)** and other High Performance Transit corridors, including Route 33 Wellesley
- Implement **bus stop upgrades**, such as shelters, lighting, and ADA access
- Design **mobility-on-demand** pilot services in areas such as West Plains, Latah Valley, Northeast Spokane, North Spokane Valley, and Liberty Lake
- Sustain new **Transit Ambassador** program to support riders



## LEAD AND COLLABORATE WITH COMMUNITY PARTNERS

*Work with partners to expand transit access, strengthen community benefits, and encourage development and services near high-frequency transit.*

- **Expand access** for low-income riders
- Partner with cities to support **more housing near transit**
- **Include transit passes** with sporting and cultural event tickets
- Work with local businesses to improve transit access and **support the regional economy**
- **Expand EV charging** at park-and-ride locations



## STRENGTHEN OUR CAPACITY

*Invest in staff, plan strategically for the future, and manage resources responsibly to sustain and strengthen the organization.*

- **Invest in bus drivers and mechanics** with better facilities and support for reliable service
- **Improve real-time information** through technology upgrades, including Transit App
- Enhance vehicles and use data to **improve safety**
- Build clear, user-friendly dashboards to **increase transparency and accountability**

## The Goals Driving Connect 2035

Over the next decade, Spokane Transit will pursue three ambitious goals to create a more accessible, reliable, and connected transportation network. Explore the projects and core investments that will bring this vision to life.

### Goal 1:

Elevate the Customer Experience

### Goal 2:

Lead and Collaborate with Community Partners

### Goal 3:

Strengthen Our Organizational Capacity

### Core Investments:

Advance all three strategic goals and guide our next decade

Division Street BRT

Operations Base

Zero Emission Buses

In-Progress

### Division Street BRT



Division Street Bus Rapid Transit (BRT) is a transit improvement project that will expand existing bus service between downtown Spokane and north Spokane and Spokane County.

***Learn more about the plan and its projects, including Division Street BRT, at [staconnect2035.com](http://staconnect2035.com)***

# Proposition 1: If Passed vs. Not Passed

Topic	If Renewed (YES)	If Not Renewed (NO)
<b>Local Sales Tax</b>	Continues at the current voter-approved rate of 0.2%	0.2% authorization expires December 31, 2028
<b>Transit Funding</b>	Continues through 2048 from this tax funding source	Approximately \$30 million per year in transit funding ends after 2028
<b>Current Service</b>	Existing service can be maintained	STA would need to reduce service to match lower funding in the future
<b>Projects and Plans</b>	Major improvements, such as Division St. BRT, mobility on demand, corridor planning, and bus stop improvements, can move forward	Projects would be delayed, scaled back, or not delivered
<b>State and Federal Funding</b>	STA remains a strong candidate for competitive grants that leverage local dollars	STA would lose approximately \$12.6 million per year in Washington State transit support and special needs grants, and the \$82 million federal funds for Division Street BRT would be at risk

# What About STA's Reserves?

- STA's reserves:
  - Fund one-time projects outlined in Connect 2035
  - Protect taxpayers from unexpected costs
  - Are not a funding source designed to be used for ongoing daily service
- The 0.2% sales tax:
  - Funds continued service and projects
  - Helps qualify STA for additional state and federal grants, increasing overall value of taxpayer dollars

# Questions

# Register to Vote

Visit [sos.wa.gov/elections](https://sos.wa.gov/elections)  
to register to vote in the  
primary election by  
August 4, 2026

