



A Decade of Delivery: STA Moving Forward

In November 2016, voters authorized a 0.2% local sales and use tax to maintain, improve, and expand public transit in Spokane County's transit service area. That measure funded the *STA Moving Forward* plan, which consisted of 27 transit projects across the region.

STA PROPOSITION 1 WOULD FUND MORE THAN 40 TRANSIT PROJECTS TO:



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.

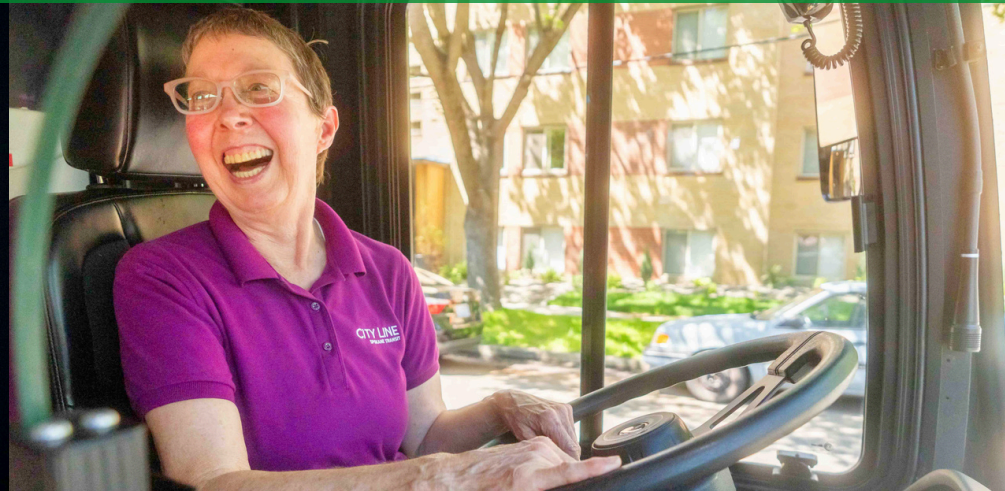
- Launch **Division Street Bus Rapid Transit (BRT)** and other High Performance Transit corridors, including Route 33 Wellesley
- Implement **bus stop upgrades**, such as shelters, lighting, and ADA access
- Design **mobility-on-demand** pilot services in areas such as West Plains, Latah Valley, Northeast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

STA delivered what voters approved

- **Projects completed:** Of the 27 projects, STA is delivering on 26 of them (the last project depended on an agreement with Kootenai County that was not reached).
- **Service grew by over 35% and weekend service hours grew by 62%**, passing the original goal in *STA Moving Forward*.
- **City Line was completed \$14 million under budget**, bringing the region's first Bus Rapid Transit service and providing more than 700,000 rides in its first year.
- **New transit centers were built.** West Plains Transit Center, SCC Transit Center, and Mirabeau Transit Center increased capacity and improved access.
- **Over \$138 million** in grants (outside dollars beyond local taxpayer funding) were secured by STA, including \$53 million in federal funds for City Line.
- **Zero debt.** STA has always operated without debt, ensuring more public dollars go directly to transit projects and service.

Your Questions Answered

What does this measure ask voters to decide?

Whether to renew the existing 0.2% local sales tax that funds public transit. This is not a new tax—it is a renewal. The current authorization was approved by voters in 2016 and is set to expire on December 31, 2028. If renewed, the existing tax would continue through December 31, 2048.

Will this affect my property taxes, gas costs, or my groceries?

No. This is a local sales and use tax that applies to most retail purchases. It does not affect property taxes, and gasoline and most grocery purchases are exempt from local sales tax. The 2 cents on every \$10 spent is already

part of the current sales tax rate collected across STA's service area.

Is this a tax increase?

No. This measure is a renewal of the existing tax at the same rate voters previously approved. It does not increase the rate.

How will the funding be used?

Most of the funding would maintain the improved service levels achieved over the last 10 years, keeping today's routes, frequencies, hours, and Paratransit services in place. The remaining funding would enhance that service over the next 10 years, including the projects and initiatives listed in this brochure.

How does STA use reserve funds?

STA's reserves fund one-time projects outlined in *Connect 2035*. They also protect taxpayers from unexpected costs, providing a short-term safeguard. They are not a funding source designed to be used for ongoing daily service.

The 0.2% sales tax generates approximately \$30 million each year and helps fund a substantial portion of STA's services and projects. This local funding also helps the agency qualify for additional state and federal grants, increasing the overall value of taxpayer dollars.

Without this funding source, STA would likely need to reduce service levels and rely more heavily on reserves. The agency could also face challenges securing future state and federal funding opportunities. For example, STA estimates it could lose about \$12.6 million annually in state grants, which fund the youth-ride-free program and Paratransit services, and approximately \$82 million in federal funding identified for the Division Street BRT project could be at risk.

Comparison: If Passed vs. Not Passed

Topic	If Renewed (YES)	If Not Renewed (NO)
Local Sales Tax	Continues at the current voter-approved rate of 0.2%**	0.2% authorization expires December 31, 2028
Transit Funding	Continues through 2048 from this tax funding source	Approximately \$30 million per year in transit funding ends after 2028
Current Service	Existing service can be maintained	STA would need to reduce service to match lower funding in the future
Projects and Plans	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
State and Federal Funding	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

Looking Ahead

Connect 2035, STA's new 10-year strategic plan for bus service, is organized around three goals. The projects and initiatives are examples of the work *Connect 2035* will support if the existing sales tax is renewed.



Connect 2035 Goals

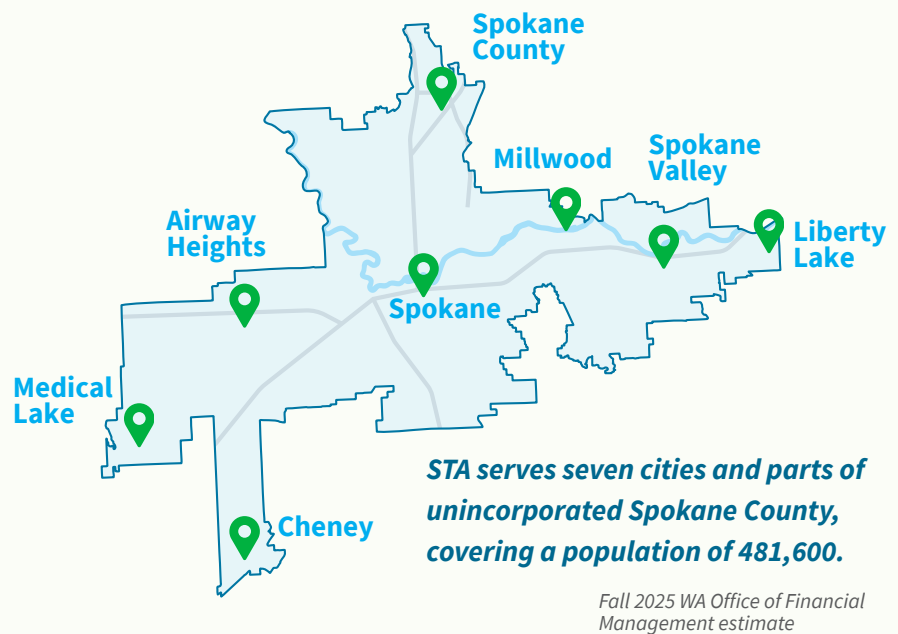
- Elevate the customer experience
- Lead and collaborate with community partners
- Strengthen our capacity



STA provided over 30,000 rides on the day of Bloomsday's 50th annual run.



Approximately 56% of new housing units built over the past decade are within a 10-minute walk of transit.*



To learn more about STA Proposition 1 and view the full list of improvement projects, please visit spokanetransit.com/connect2035

Election Date: August 4, 2026



To register to vote, check your registration status, or learn more about voting: www.sos.wa.gov/elections

Remember to deposit your ballot in an official drop box by August 4, 2026.

Planning for Our Region's Growth

Spokane Transit's service area covers approximately 248 square miles, nearly 85% of Spokane County's population. The region's population is projected to grow by another 100,000 over the next two decades. As the need from older adults, veterans, students, and people with disabilities continues to rise, STA's role as a vital partner in regional mobility, economic development, and quality of life becomes even more important.

Division Street Bus Rapid Transit

Division Street Bus Rapid Transit (BRT) is the region's largest upcoming transit investment. The 10-mile route will connect downtown Spokane, North Spokane, and the Mead area along one of the region's busiest corridors. The sales tax renewal will help secure **\$82 million in federal funding** for this project, keeping STA a competitive candidate for outside grants and easing the burden on local taxpayers.

- **Faster, more reliable service:** Buses every 15 minutes or better, bringing fast, frequent, all-day service and reducing congestion with an attractive transit alternative.
- **A thriving, accessible corridor:** Zero-emission buses, distinct stations, and improvements for pedestrian and bike access will support revitalized and walkable communities.
- **Economic growth:** Building on the \$175 million projected economic impact of City Line,[†] Division Street BRT will improve business access and development for a vibrant corridor.

How This Proposition Works

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.**

This is not a new tax—it is a renewal

- The 0.2% (two-tenths of one percent) is already part of the current sales tax rate collected across STA's service area.
- 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.

What the rate looks like for you

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**

How the funding would be used

Most funding from the renewed sales tax would maintain the improved service levels achieved over the last 10 years, keeping today's routes, frequencies, hours, and Paratransit services in place. The remaining funding would enhance that service over the next 10 years, including the projects and initiatives listed in this brochure.

For more information about STA's long-term transit planning and investments, visit:

Connect 2035: staconnect2035.com

STA Moving Forward: spokanetransit.com/stamf

Spokane Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act. For more information, see www.spokanetransit.com.

If alternative formats of this information are needed for individuals with disabilities or if information is required in another language, please call (509) 325-6094 or email ombudsman@spokanetransit.com

Notes:

* Regional permit data from Spokane Regional Transportation Council.

** In addition to the 0.2% that is subject to renewal, STA also collects 0.6% sales tax, approved by voters before 2016 and which is not subject to renewal.

† *Economic and Land Use Impacts of the Central City Line* (2014).

‡ Longitudinal Employer-Household Dynamics *Origin-Destination Employment Statistics* (LODES) 2014-2023.

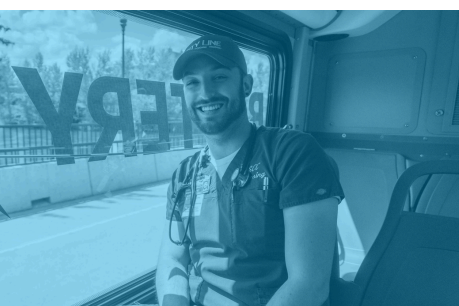
SPOKANE TRANSIT AUTHORITY PROPOSITION 1 August 4, 2026

MAINTAIN TODAY'S TRANSIT SUPPORT TOMORROW'S GROWTH

Voters in Spokane County's transit service area will decide whether to renew the existing 0.2% local sales tax that supports public transit, continuing the current voter-approved rate through 2048 without increasing it.



In 2025, STA provided more than **10.9 million rides.**



Around **160,000 jobs** in the region are located within a quarter mile of an STA bus stop.‡

