

## DRAFT CTAC III Recommendation – Allocation of \$80 VLF Revenues

Transportation Projects and Programs	Funding Recommendation for \$80 VLF	Funding Recommendation for \$20 VLF
<b>System Preservation and Safety</b>		
<b>Pavement Preservation</b> with an emphasis on enhancing safety, including: 1) timely and cost-effective investments that prevent further deterioration of the roadway to the point where repair becomes prohibitively expensive; 2) complete street improvements that serve all users; and 3) paving heavily-used transit and freight corridors. Improvements such as pothole repair, more extensive spot repair, and major paving projects will be funded in locations around the city.	\$ 4,600,000 (17%)	\$3,000,000 (44%)
<b>Traffic Safety</b> will keep critical components of safe travel along the roadway in a state of good repair. This category funds items such as traffic signals, lane markings, crosswalk signals and safety lighting, maintaining real-time transit and driver information, and signs.	\$2,900,000 (10.5%)	
<b>Total Preservation and Safety</b>	<b>\$7,500,000 (27.5%)</b>	<b>\$3,000,000 (44%)</b>
<b>Transit Improvements*</b>		
All improvements should be consistent with the priorities identified in the Transit Master Plan. These investments should be leveraged with grant funding and partnerships with transit providers, non-profit organizations, private companies or other public agencies. Adequate on-going maintenance and operations should be provided for in the allocation of these funds for improvements.		
<b>Neighborhood Transit Connections</b> will improve the linkages from where people live, work, learn, shop and play to transit. It will fund programs such as demand management programs that increase transit mode share; partnerships that expand the range of neighborhood transit options for those with limited mobility or those who live outside convenient walking distance to transit stations; improved pedestrian and bicycle access to transit; and transforming the 3 <sup>rd</sup> Avenue Busway and underused urban spaces near transit into vibrant, people-oriented places.	\$4,000,000 (14.5%)	
<b>High Capacity Transit Corridors</b> will fund alternatives analysis, design, environmental, and provide local match for construction of future alignments for high capacity transit (rail/BRT), improving connections between Seattle's neighborhoods.	\$5,000,000 (18.5%)	
<b>Frequent Transit Network Corridors</b> such as enhancement and expansion of the electric trolley bus network and completion of speed and reliability improvements along priority transit corridors, with a focus on cost-effective projects that increase mode share and make the system work better.	\$5,000,000 (18.5%)	\$900,000 (13%)
<b>Total Transit Improvements</b>	<b>\$14,000,000 (51.5%)</b>	<b>\$900,000 (13%)</b>
<b>Bicycle and Pedestrian Improvements</b>		
All improvements should be consistent with the priorities identified in the Bicycle and Pedestrian Master Plans. These investments should be leveraged with grant funding and partnerships with private companies, neighborhoods or other public agencies. Adequate on-going maintenance and operations should be provided for in the allocation of these funds for improvements.		
<b>Pedestrian Safety and Access</b> improvements such as sidewalks, curb ramps, crossing treatments, and other improvements along and across the roadway, as well as educational programs, with an emphasis on improving connections to transit and neighborhood destinations such as community centers, libraries, parks, schools and business districts.	\$2,850,000 (10.5%)	1,700,000 (25%)
<b>Bicycle Safety and Access</b> improvements such as completion of critical connections in the existing bicycle network and improvements to rider safety along other routes through the addition of cycle tracks, neighborhood greenways, and bike lanes and educational programs. Make improvements that serve cyclists of varying ability and propensity to ride, and continue to implement the Bicycle Master Plan.	\$1,850,000 (7%)	\$1,200,000 (18%)
<b>Neighborhood Street Fund Large Projects</b> , increase funding for neighborhood improvements such as sidewalks, neighborhood greenways, and other improvements to enhance safety and mobility. Projects will be nominated by neighborhoods using the existing NSF Large Project process.	\$ 1,000,000 (3.5%)	
<b>Total Bicycle and Pedestrian Improvements</b>	<b>\$5,700,000 (21%)</b>	<b>\$2,900,000 (43%)</b>
<b>Total Funding</b>	<b>\$27.2M</b>	<b>\$6.8 M</b>

\* Note: The proposal places a priority on the completing a Freight Master Plan by 2013, by using a modest amount of for the transit funding that would not needed until planning and design is complete.