

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

Transportation Projects and Programs	Funding Recommendation for \$80 VLF	Funding Recommendation for \$20 VLF	Total \$100 VLF
System Preservation and Safety			
Pavement Preservation , including pothole repair, more extensive spot repair, and major paving projects in locations around the city. The emphasis of this funding is 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 vehicles, pedestrians and cyclists; and 3) paving heavily-used transit and freight corridors.	\$ 5,500,000 (20%)	\$3,000,000 (44%)	\$8,500,000 (25%)
Traffic Safety , including keeping critical components of safe travel along the roadway in a state of good repair. Traffic signals, lane markings, crosswalk signals and safety lighting, maintaining real-time transit and driver information, and signs are included in this funding category.	\$3,500,000 (13%)		\$3,500,000 (10%)
Total Preservation and Safety	\$9,000,000 (33%)	\$3,000,000 (44%)	\$12,000,000 (35%)
Transit Improvements (note: It is anticipated that these investments will be leveraged with grant funding and partnerships with transit providers)			
Neighborhood Transit Connections , including 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 rd Avenue Busway and underused urban spaces near transit into vibrant, people-oriented places.	\$3,800,000 (14%)		\$3,800,000 (11%)
High Capacity Transit Corridors , including connecting the South Lake Union and First Hill streetcar lines, operations, and alternatives analysis and preliminary design for future alignments for high capacity transit (rail/BRT). Make high capacity improvements consistent with the priorities identified in the Transit Master Plan.	\$4,700,000 (17%)		\$4,700,000 (14%)
Frequent Transit Network Corridors , including 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. Make corridor improvements consistent with the priorities identified in the Transit Master Plan.	\$5,000,000 (19%)	\$900,000 (13%)	\$5,900,000 (17%)
Total Transit Improvements	\$13,500,000 (50%)	\$900,000 (13%)	\$14,400,000 (42%)
Bicycle and Pedestrian Improvements (note: It is anticipated that these funds will be leveraged with grant funding.)			
Pedestrian Safety and Access , including sidewalks, curb ramps, crossing treatments, and other improvements along and across the roadway, with an emphasis on improving connections to transit and neighborhood business districts, consistent with the recommendations of the Pedestrian Master Plan.	\$1,850,000 (6.7%)	1,700,000 (25%)	\$3,550,000 (10%)
Bicycle Safety and Access , including 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. Make improvements that serve cyclists of varying ability and propensity to ride, and continue to implement the Bicycle Master Plan.	\$1,850,000 (6.7%)	\$1,200,000 (18%)	\$3,050,000 (9%)
Neighborhood Opportunity Fund , for neighborhood improvements such as sidewalks, neighborhood greenways, and other improvements to bicycle and pedestrian safety and mobility. Projects would be nominated by neighborhoods.	\$ 1,000,000 (3.6%)		\$1,000,000 (3%)
Total Bicycle and Pedestrian Improvements	\$4,700,000 (17%)	\$2,900,000 (43%)	\$7,600,000 (22%)
Total Funding	\$27.2M	\$6.8 M	\$34 M

This proposal is intended to prioritize improvements that address accessibility, equity and freight mobility:

Accessibility – The proposed funding allocation includes pedestrian improvements such as curb ramps, sidewalks and crossing enhancements that connect destinations within neighborhoods and remove barriers to mobility. In addition, the “Neighborhood Transit Connections” category is focused on connecting seniors and others with limited mobility to their destinations, providing the critical link from home to accessible transit and/or to social service agencies. It also funds projects that make it easier to access transit, including pedestrian improvements that improve access for people with disabilities.

Equity – This proposal addresses the need for improved access to services in underserved communities by providing funding to expand the range of transit options for those with limited mobility or those who live outside convenient walking distance to light rail stations. The “Neighborhood Transit Connections” establishes an ongoing funding stream to support innovative partnerships with social services and other agencies to provide improved transit connections to and from key destinations. The proposal also funds an Alternative Service Delivery Study that will identify the most efficient and effective means of making neighborhood connections in underserved areas. This alternative service could be implemented in partnership with Metro and/or local service agencies. In addition, equity is a core value of the Transit Master Plan. In implementing the plan, the system expansion and speed and reliability improvements should be fairly distributed, with particular emphasis on serving those that depend on transit for access and mobility.

Freight - The funding proposal places a priority on the completion of a Freight Master Plan. In their recommendation to CTAC III, the Freight Advisory Board emphasized the need for a comprehensive freight plan that would identify the critical freight network and the projects that would most effectively preserve and strengthen that network. This plan will guide freight investments that are critical to maintaining economic vitality at the city, state, and national level. In addition to the freight plan, the proposal funds pavement preservation, with a priority on improving conditions on the busiest arterial routes that serve all modes, including transit and freight.

Proceeds from the Rubble Yard Sale

CTAC III understands that the proceeds from the Rubble Yard sale must be allocated for transportation purposes. In the context of CTAC’s overall recommendation for the potential funding from an \$80 VLF, the committee recommends that a significant portion of the \$19.6 million from the Rubble Yard sale be allocated to the completion of a major transportation project.