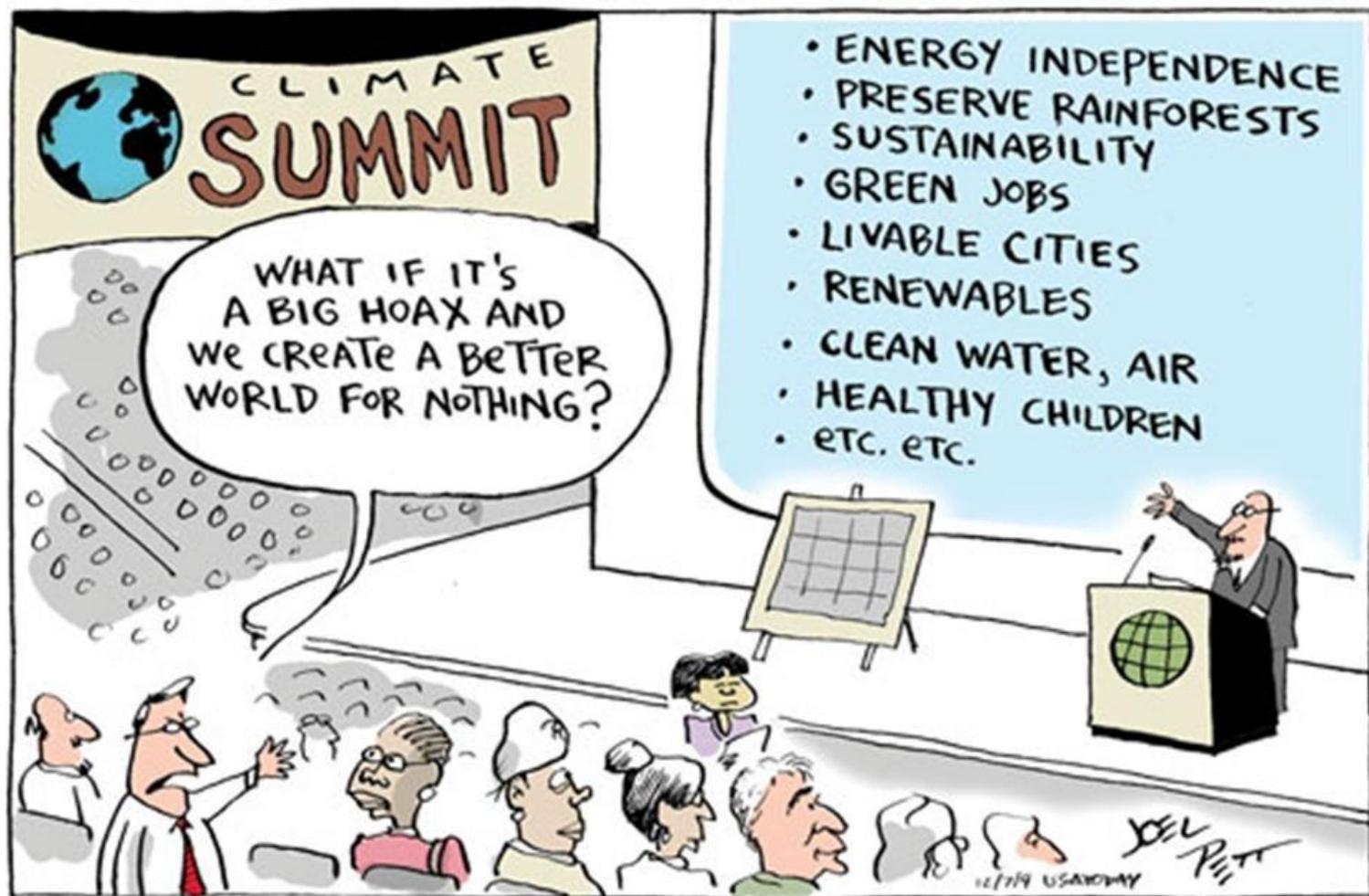


Prioritization of Transportation Investments

To reduce GHG; and create more livable communities

Draft June 16 2011



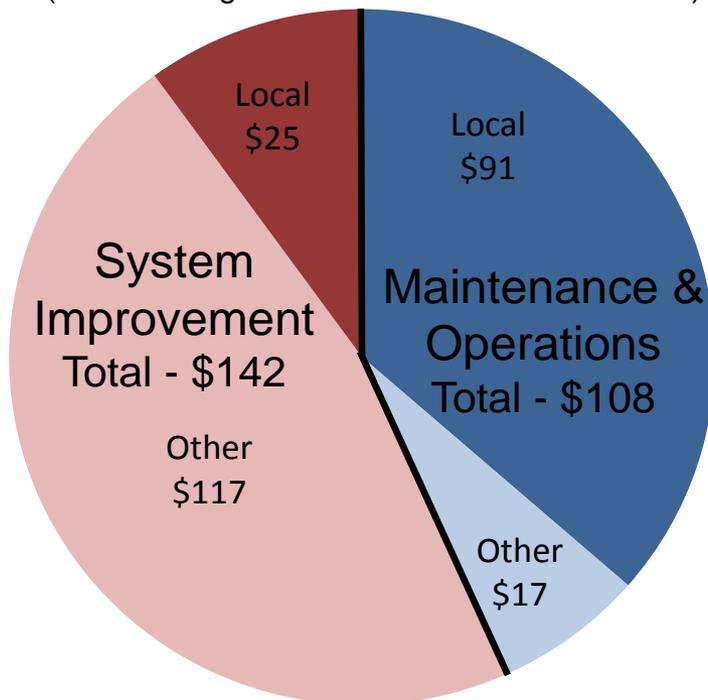




Maintenance and Operations vs. System Improvement

2011 Budget = \$250 M

(not including debt service and reimbursables)



All Funding - \$250 million*

- Maintenance and Operations – 43%
- System Improvement – 57%

Local Funding - \$116 million

- Maintenance and Operations – 78%
- System Improvement – 22%

BTG Levy - \$40 million

- Maintenance and Operations – 67%
- System Improvement – 33%

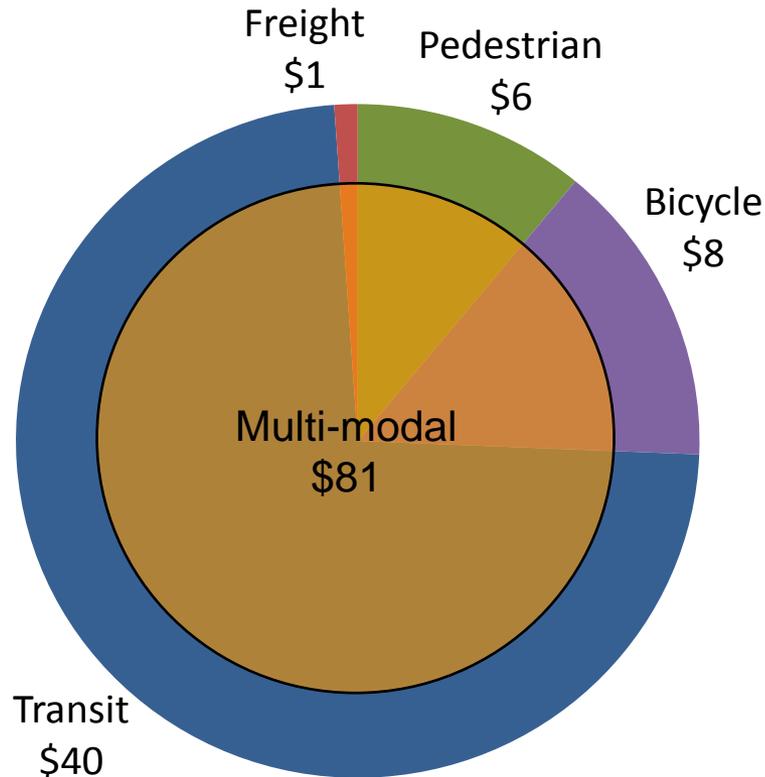
* Does not include debt service or reimbursables



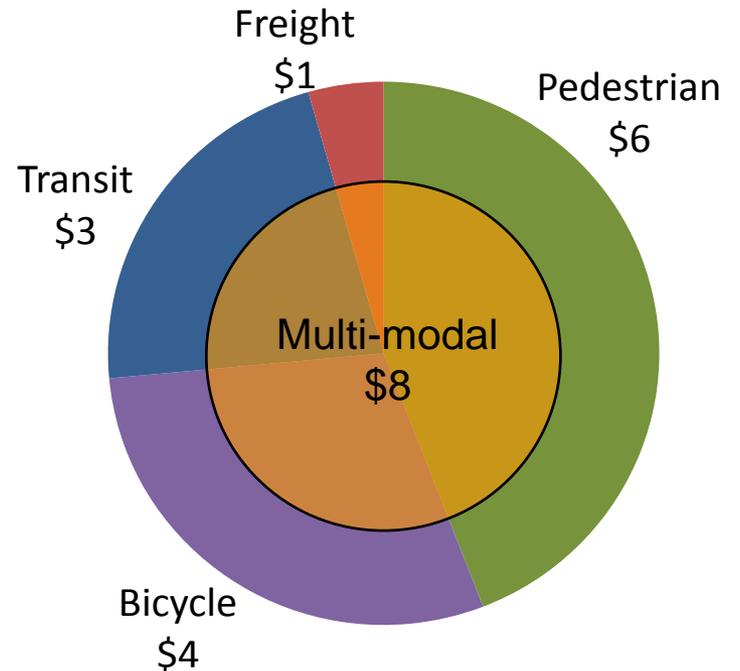
2011 Investments By Mode

Split of funding by mode

Total Funding - \$136 M
(Large Capital & System Improvements)



Local Funding - \$22 M
(Large Capital & System Improvements)



Prioritization of Investments

How SDOT's Large CIP criteria align with our Values



Sustainable City - 35 pts+

- Promote Environmental Stewardship (Reduce GHG, Improve Water Quality, Reduce VMT 10-15pts)
- Invest in Modal Network Priorities (15 pts)
- Advance Complete Streets Implementation (10-15pts)
- Support Areas designated for future growth

- Other funding Availability
- Community Support

Equitable City – 15 pts +

- Reduce collisions for all users (5 pts-20 pts)
- Support Community Equity and Health (10 pts)
- Promote Environmental Stewardship
- Advance Complete Streets Implementation

- Geographic Equity

Productive City - 15 pts+

- Reduce Risk from Infrastructure Failure (10 pts)
- Support Areas designated for future growth (5-15pts)
- Invest in Modal Network Priorities
- Advance Complete Streets Implementation
- Leverage public and private transportation investments

- Other funding Availability
- Existing Commitments

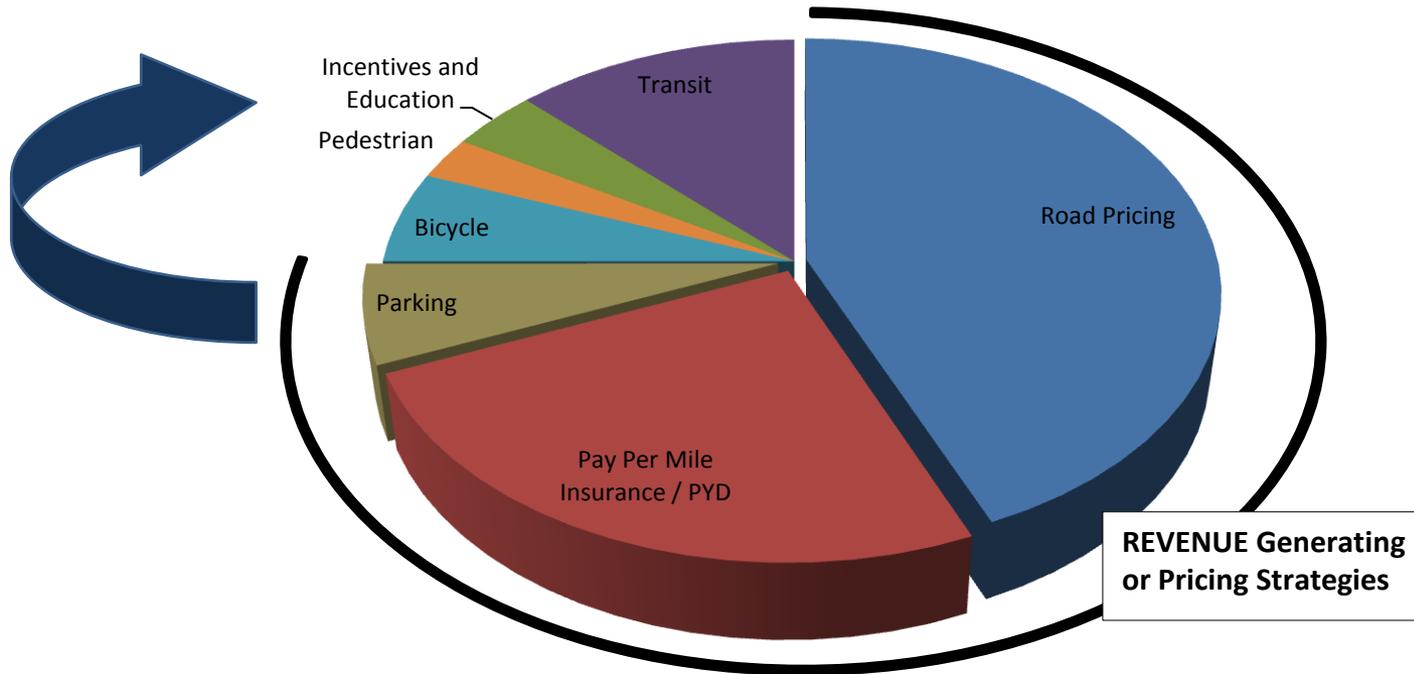
The Livable City – 35 pts+

- Support Areas designated for future growth (15pts)
- Reduce collisions for all users (15-20 pts)
- Promote Environmental Stewardship
- Support Community Equity and Health
- Advance Complete Streets Implementation (5-15pts)

- Leveraging Opportunities-timing with other projects
- Other funding Availability
- Community Support

Strategies for GHG Reduction

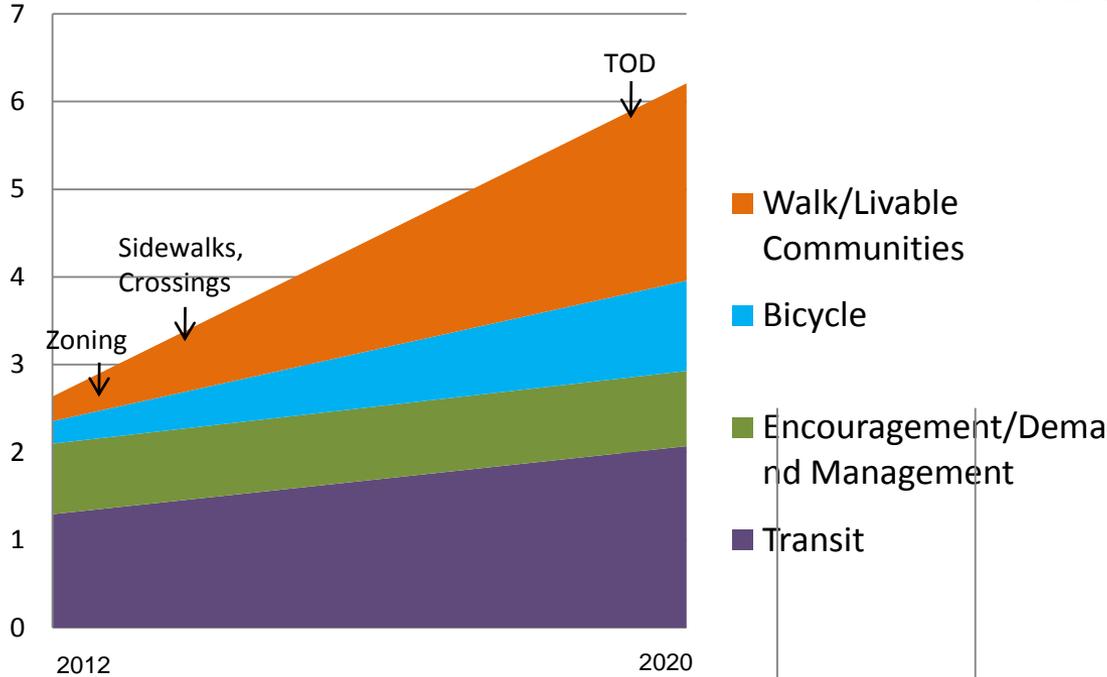
% of VMT/GHG reduction value



2020 VMT Reduction by 20% +/-
Technical potential for Carbon
Neutral Scenario, by SEI

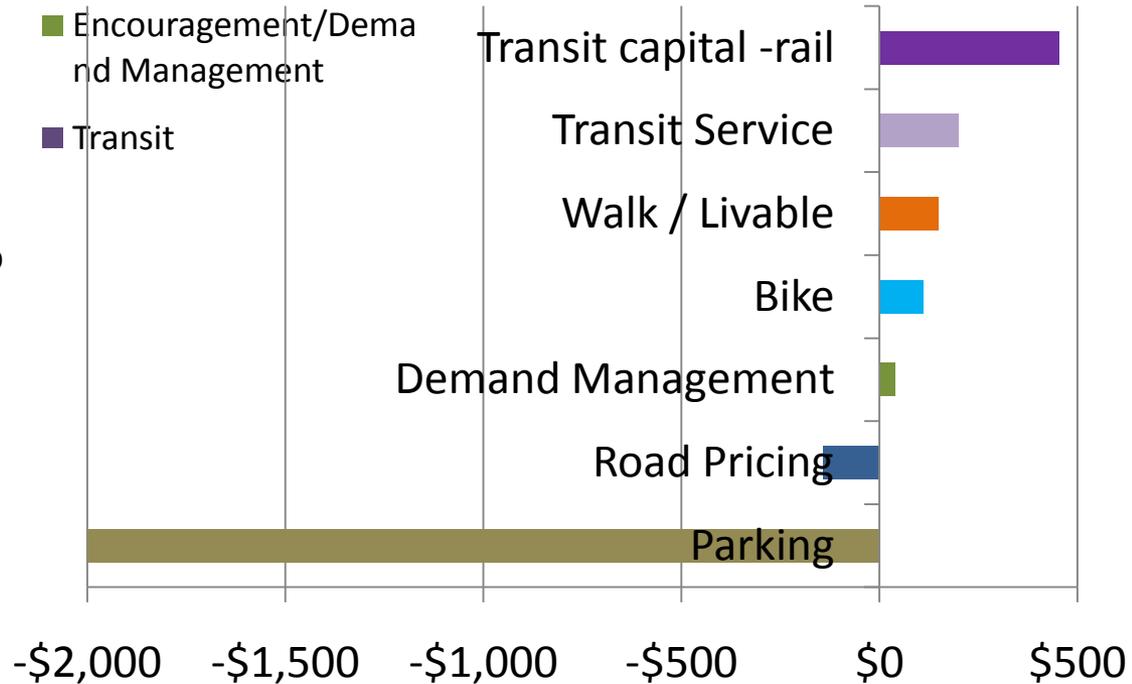
Capital and Program Investments for GHG Reduction

% GHG Reduction Potential



Based on Carbon Neutral Scenario

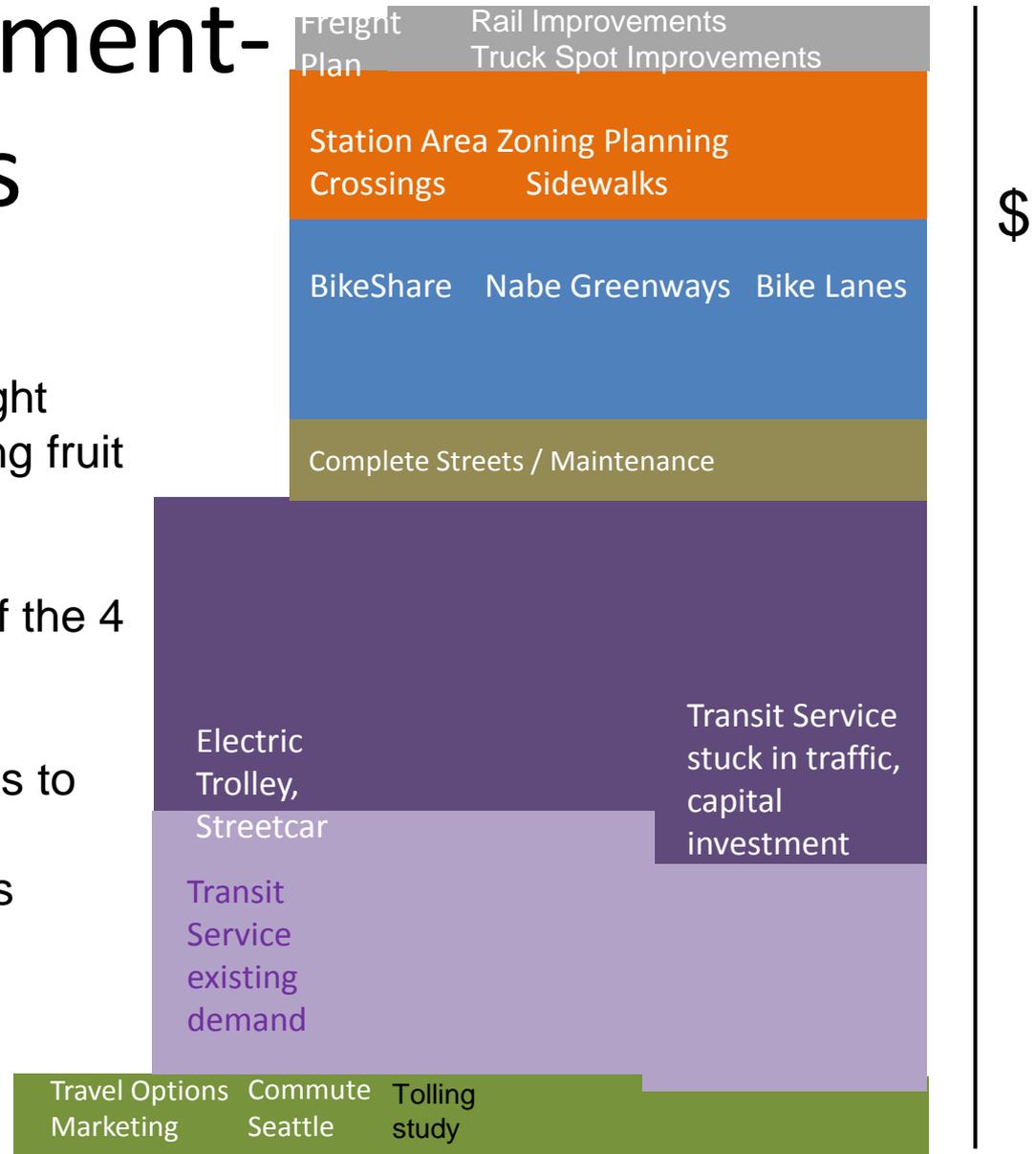
Cost Effectiveness



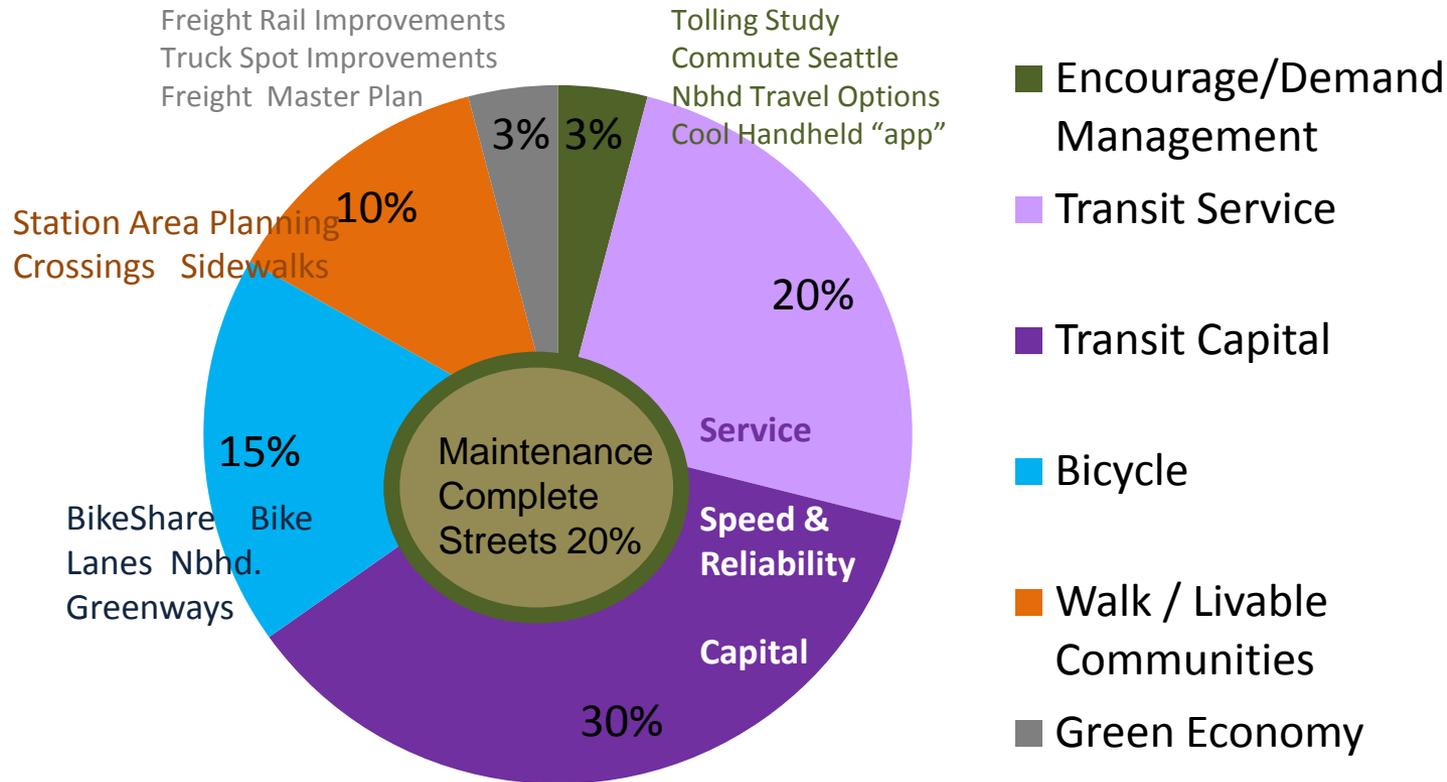
Based on Avg Cost per Ton of Co2

Steps to Investment-Decision Points

- 1) Cost Effectiveness
- 2) Investment to reduce GHG right away. Invest in the low hanging fruit first; until point of max return
- 3) Consider the relative needs of the 4 investment categories
- 4) Need to invest in all categories to
 - Leverage investments;
 - Provide equitable choices
 - Livable Communities



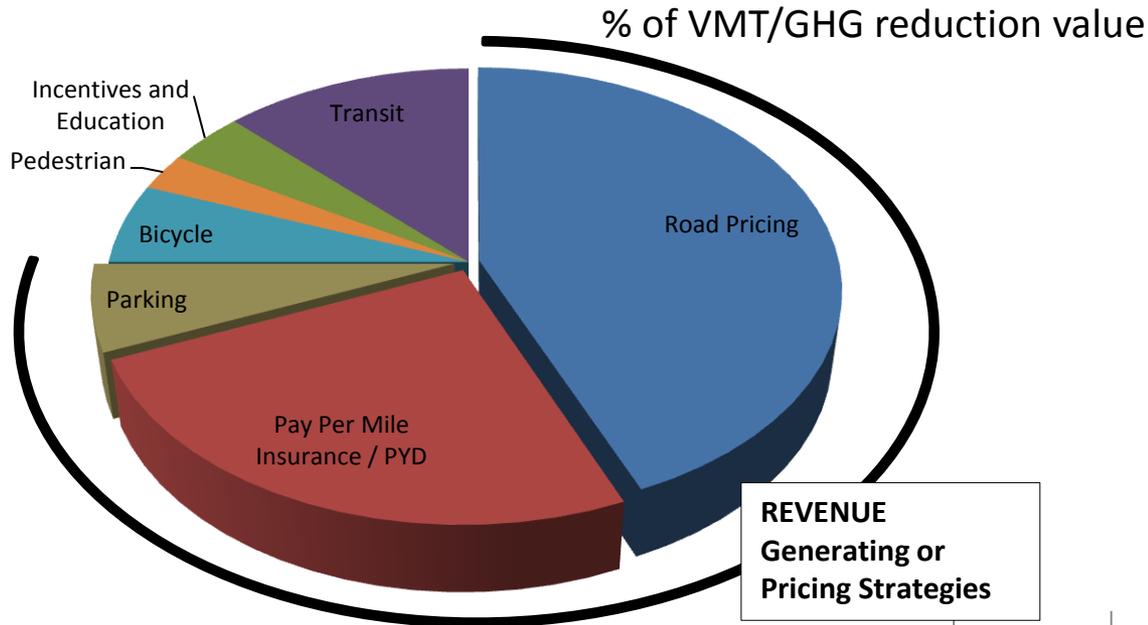
Recommended Investment Mix to reduce GHG*



Percent of Total Investment (\$27M)

* And improve the economy; build healthier and more equitable communities

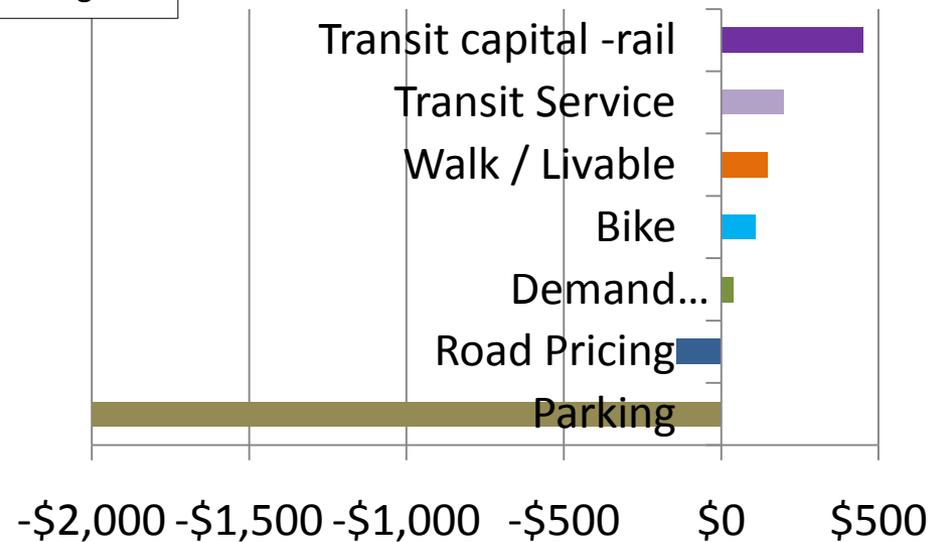
Strategies for GHG Reduction



REVENUE
Generating or
Pricing Strategies

2020 VMT Reduction by 20% +/-
Technical potential for Carbon
Neutral Scenario, by SEI

Cost Effectiveness



Tax shift: tax what we don't want to get what we do want

Potential CTAC III Committee Recommendations

Revenues within Transportation Benefit District:

- Recommend Parking charges as a revenue source
 - Parking charges and Road Pricing have the potential to raise 1-2 x the revenue for investments; while reducing GHG emissions, reducing congestion and improving access to business

- Fund a Road Pricing or Tolling Study

- Impact Fees / Leverage Private Investment

New Revenues – support new State Legislative Authority for:

- \$40 Million / yr *Vehicle Pollution Fee* based on GHG potential from EPA rating
- *Transportation Benefit District Law Modification (ex. D.C.)* – Seek legislative changes to TBD authority to let us charge more for more polluting vehicles; and/or more for ownership of the 2nd and 3rd car per driver.

