

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

<b>Transportation Projects and Programs</b>	<b>Annual Funding Levels for \$80 VLF</b>	<b>Funding Recommendation for \$20 VLF</b>
<b>System Preservation and Safety</b>		
<b>Pavement Preservation</b> with an emphasis on enhancing safety and implementing Seattle’s Complete Street policy, 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.	\$ 5,000,000	\$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.	\$3,000,000	
<b>Total Preservation and Safety</b>	<b>\$8,000,000 (about 30%)</b>	<b>\$3,000,000 (44%)</b>
<b>Transit Master Plan Implementation*</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>Transit Access</b> Improve the linkages from where people live, work, learn, shop and play to transit. Funds educational programs to encourage ridership and help shift mode shares and develops underused urban spaces near transit into vibrant, people-oriented places.	\$1,300,000	
<b>Neighborhood Transit Opportunity Fund</b> Funds innovative partnerships with social services and other agencies that expand the range of neighborhood transit options for those with limited mobility or those who live outside convenient walking distance to transit. Provides funds for development and implementation of an Alternative Transit Delivery study, in partnership with King County Metro, to identify the most efficient and effective means of making neighborhood connections for areas that are underserved by traditional service or where traditional service does not work as well.	\$2,700,000	
<b>Transit Corridor Improvements</b> Make improvements along 15 corridors prioritized by Seattle’s Transit Master Plan. These improvements can include speed and reliability improvements along each corridor; enhancement and expansion of the electric trolley bus network; alternatives analysis, planning, design and construction of high capacity transit systems (e.g. bus rapid transit or streetcar/rail systems); and updates to the transit master plan. Projects should be cost-effective, make Seattle’s transit system work better and encourage an increased share of all trips in Seattle are by transit.	\$9,800,000	\$900,000 (13%)
<b>Total Transit Improvements</b>	<b>\$13,800,000 (about 50%)</b>	<b>\$900,000 (13%)</b>
<b>Bicycle and Pedestrian Master Plan Implementation</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 pedestrian master plan updates and educational programs, with an emphasis on encouraging healthy living and improving connections to transit and neighborhood destinations such as community centers, libraries, parks, schools and business districts.	\$2,850,000	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; updates to the bicycle master plan, and educational programs. Make improvements that encourage healthy living, serve cyclists of varying ability and propensity to ride, and continue to implement the Bicycle Master Plan.	\$1,850,000	\$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 healthy communities, safety and mobility. Projects will be nominated by neighborhoods using the existing NSF Large Project process.	\$ 700,000	
<b>Total Bicycle and Pedestrian Improvements</b>	<b>\$5,400,000 (about 20%)</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. Transit funding not needed until planning and design of projects is complete would be used to fund the plan.