

Summary of Options



Annual Vehicle License Fee Amount	\$80 VLF	\$40 VLF	\$60 VLF	\$80 VLF
Total Estimated Annual Revenue	\$27,200,000	\$13,600,000	\$20,400,000	\$27,200,000
Annual Funding for Preservation and Safety	\$8,000,000 29%	\$10,200,000 75%	\$5,970,000 29%	\$8,000,000 29%
Annual Funding for Pedestrian and Bicycle Improvements	\$5,400,000 20%	\$1,360,000 10%	\$4,430,000 22%	\$5,400,000 20%
Annual Funding for Transit Improvements	\$13,800,000 51%	\$2,040,000 15%	\$10,000,000 49%	\$13,800,000 51%
Term in Years	No Recommendation	8	8	12
Total Revenues for Term (nominal)	N/A	\$108,800,000	\$163,200,000	\$326,400,000
Equity and Social Justice Component	Acknowledged importance of equity and social justice factors. Identified Neighborhood Transit Opportunity Fund as a means of addressing needs of low-income, seniors and people with disabilities. Emphasized race and social justice lens utilized as part of modal plans development and project prioritization.	City Council Resolution – Commitment to develop vulnerable communities transportation access program or program to mitigate disproportionate impact of VLF on low-income residents; and Inclusion of race and social justice project criteria for annual TBD project selection	City Council Resolution – Commitment to develop vulnerable communities transportation access program or program to mitigate disproportionate impact of VLF on low-income residents; and Inclusion of race and social justice project criteria for annual TBD project selection	City Council Resolution – Commitment to develop vulnerable communities transportation access program or program to mitigate disproportionate impact of VLF on low-income residents; and Inclusion of race and social justice project criteria for annual TBD project selection

Vehicle License Fee Ballot Measure Proposed Options – PRESERVATION & SAFETY AND BICYCLE & PEDESTRIAN IMPROVEMENTS DETAIL

Preservation & Safety	CTAC III	\$40 VLF	\$60 VLF	\$80 VLF	Comments
Pavement – Address arterial paving backlog and maintenance needs.	\$5,000,000	\$6,375,000	\$4,000,000	\$5,000,000	No difference in projects, just different funding levels for each proposal. Two categories of projects: 1) arterial paving; and 2) spot repair and potholes. See “TBD Deliverables” spreadsheet for details.
Traffic Safety – Address multiple traffic safety maintenance program needs.	\$3,000,000	\$3,825,000	\$1,970,000	\$3,000,000	No difference in projects, just different funding levels for each proposal. Eleven different maintenance program areas. See “TBD Deliverables” spreadsheet for details.
Total Annual Funding	\$8,000,000	\$10,200,000	\$5,970,000	\$8,000,000	
Bicycle & Pedestrian Improvements	CTAC III	40 VLF	\$60 VLF	\$80 VLF	Comments
Pedestrian Safety and Access – Sidewalks, Crossing Improvements, Countdown Signals and Accessible Pedestrian Signals.	\$2,850,000	\$718,000	\$2,340,000	\$2,850,000	No difference in projects, just different funding levels for each proposal. Four program areas intended to advance implementation of the Pedestrian Master Plan. See “TBD Deliverables” spreadsheet for details.
Bike Safety and Access – Bike lanes, Signage, Parking Stalls and Greenways.	\$1,850,000	\$466,000	\$1,390,000	\$1,850,000	No difference in projects, just different funding levels for each proposal. Four program areas intended to advance implementation of the Bicycle Master Plan. See “TBD Deliverables” spreadsheet for details.
Neighborhood Street Fund – Additional funding for existing program with emphasis on large neighborhood projects.	\$700,000	\$176,000	\$700,000	\$700,000	The Neighborhood Street Fund (NSF) implements projects identified by the District Councils. Bridging the Gap provides \$4.5M every three years to support NSF Large Projects. See “NSF Projects” attachment for details.
Total Annual Funding	\$5,400,000	\$1,360,000	\$4,430,000	\$5,400,000	

Vehicle License Fee Ballot Measure Proposed Options – TRANSIT DETAIL (VERSION 2)

Transit Improvements	CTAC III	\$40 VLF	\$60 VLF	\$80 VLF	Comments
Bus Corridors – Speed and reliability improvements to increase ridership and faster travel times along priority corridors identified in Transit Master Plan.		\$1,450,000	\$4,500,000	\$5,550,000	It is estimated that each corridor would cost \$4-\$5M to complete. There are 15 priority corridors identified in the Transit Master Plan. See “Transit Corridors” attachment for more information. \$40 VLF option could complete 2-3 corridors over 8-years. \$60 VLF option could complete 8 corridors over 8-years. \$80 VLF option could complete all 15 corridors over 12-years.
Electric Trolley Bus Enhancements and Expansion – Opportunities to partner with Metro to extend trolley wire in strategic locations and/or expand the network.	↑ \$9,800,000 for Transit Corridors (Did not specify projects or funding levels)	\$0	\$2,500,000	\$2,500,000	Metro has provided a list of potential projects (See “ETB Projects” attachment) ranging from \$2-\$20M. The \$60 VLF option would generate \$20M over 8-years and the \$80 VLF option would generate \$30M over 12-years to implement a yet to be specified subset of these projects.
High Capacity Transit – Planning, alternatives analysis, environmental review and preliminary engineering. Potential matching dollars for design and construction of HCT project(s).	↓	\$0	\$750,000	\$1,750,000	The \$60 VLF option would generate \$6M over the 8-year term specifically to complete planning, alternatives analysis, environmental review, preliminary engineering and design for 1) a “Downtown Connector” of the First Hill and SLU Streetcars (\$5M) and 2) First Hill Streetcar extension to Aloha Street (\$1M). The \$80 VLF option does not specify the HCT corridors for analysis, but would provide sufficient funding for multiple corridors pending completion of the Transit Master Plan and further Council/TBD direction. No construction funding would be available through either proposal.
Transit Access – Bus stop and station improvements and amenities.	\$1,300,000	\$190,000	\$1,000,000	\$1,300,000	SDOT has provided a working estimate of \$300,000 per “transit access” project. The \$40 VLF option could complete 5 projects over 8-years. The \$60 VLF option could complete 26-27 projects over 8-years. The \$80 VLF option could complete 50 projects over 12-years.
Neighborhood Transit Opportunity Fund – Transit alternatives for underserved populations. Forming partnerships with public and private sector agencies for transit service.	\$2,700,000	\$400,000	\$1,250,000	\$2,700,000	The \$60 and \$80 VLF options specifically intend that a portion of these funds could be used in partnership with Metro on retaining the benefits of the Metro Downtown Ride-Free Zone. This would be in addition to identifying opportunities to provide transit support for underserved populations.
Total Annual Funding	\$13,800,000	\$2,040,000	\$10,000,000	\$13,800,000	