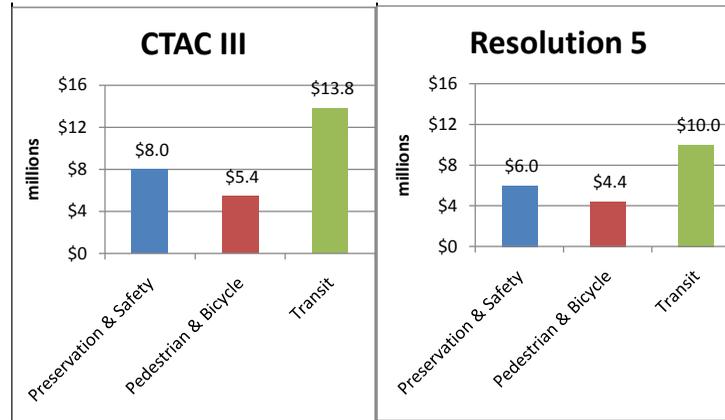


Summary of Options



Annual Vehicle License Fee Amount	\$80 VLF	\$60 VLF
Total Estimated Annual Revenue	\$27,200,000	\$20,400,000
Annual Funding for Transportation System Repair, Maintenance and Safety	\$8,000,000 29%	\$5,970,000 29%
Annual Funding for Pedestrian, Bicycle and Freight Mobility	\$5,400,000 20%	\$4,430,000 22%
Annual Funding for Transit Speed, Reliability and Access	\$13,800,000 51%	\$10,000,000 49%
Term in Years	No Recommendation	10
Total Revenues for Term (nominal)	N/A	\$204,000,000
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

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

Transportation System Repair, Maintenance and Safety

	CTAC III	Resolution 5	Comments
Pavement – Address arterial paving backlog and maintenance needs.	\$5,000,000	\$4,000,000	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	\$1,970,000	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	\$5,970,000	

Pedestrian, Bicycle and Freight Mobility

	CTAC III	Resolution 5	Comments
Pedestrian Safety and Access – Sidewalks, Crossing Improvements, Countdown Signals and Accessible Pedestrian Signals.	\$2,850,000	\$2,340,000	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	\$1,390,000	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	\$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	\$4,430,000	
Freight Mobility Plan – Funding to develop a project specific master plan for freight mobility.	\$500,000 (one time)	\$500,000 (one time)	One-time funding to develop a Freight Mobility Plan as recommended by CTAC III and the Seattle Freight Advisory Board.

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

Vehicle License Fee Ballot Measure Comparing CTAC III with Resolution 5 – TRANSIT DETAIL

Transit Speed, Reliability and Access Improvements

	CTAC III	Resolution 5	Comments
Bus Corridors – Speed and reliability improvements to increase ridership and faster travel times along priority corridors identified in Transit Master Plan.	↑	\$4,000,000	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. In Resolution 5, 8-10 corridors may be completed by the end of 10 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)	\$2,500,000	Metro has provided a list of potential projects (See “ETB Projects” attachment) ranging from \$2-\$20M. Resolution 5 would generate \$20M over 10 years.
High Capacity Transit – Planning, alternatives analysis, environmental review, design and possible matching funds for construction of HCT project(s).	↓	\$1,800,000	Funds planning, alternatives analysis, environmental review, design and possible matching funds for construction for (1) connecting the First Hill streetcar to the South Lake Union streetcar and (2) extending the First Hill streetcar to Aloha St.
Transit Access – Bus stop and station improvements and amenities.	\$1,300,000	\$1,000,000	SDOT has provided a working estimate of \$300,000 per “transit access” project. The level of funding in Resolution 5 could complete 33 projects over 10 years. These projects are intended to develop linkages to transit, encourage transit use through education programs and “place-making” for urban places near transit locations.
Neighborhood Transit Opportunity Fund – Transit alternatives for underserved populations. Forming partnerships with public and private sector agencies for transit service.	\$2,700,000	\$1,200,000	Board members have expressed the intent 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 through partnerships and other programming.
Total Annual Funding	\$13,800,000	\$10,000,000	