

**Attachment A: SEATTLE TMP 2015 AMENDMENT | REPEALS & REVISIONS**

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SECTION	REPEALS AND REVISION
<b>TABLE KEY</b>	<p><del>Strikethrough</del> text is repealed  <u>Underlined</u> text is revised or added</p>
Cover	Updated date, added <u>Amended 2015</u>
ToC	Added in Chapter 3: <u>Seattle RapidRide Corridor Sheets</u>
ToF	<p><del>Figure 3-5 Corridors Evaluated for High-capacity transit</del>            Figure 3-5 <u>RapidRide Bus Rapid Transit Network</u>  <del>Figure 3-6 HCT Corridor Mode Options and Preferred Mode</del>            Figure 3-6 <u>Seattle’s Sound Transit Investment Priorities</u>  <del>Figure 3-7 Corridor 6 Project sheet: Central Area-First Hill-Downtown</del>            Figure 3-7 <u>Existing and Proposed RapidRide Corridors</u>  <del>Figure 3-8 Corridor 8 Project sheet: Roosevelt-University District-South Lake Union-Downtown</del>            Figure 3-8 <u>RapidRide Criteria and Scoring Methodologies</u>  <del>Figure 3-9 Corridor 11 Project sheet: Loyal Heights-Ballard-Fremont-South Lake Union-Downtown</del>            Figure 3-9 <u>Priority Bus Corridor Summary</u>  <del>Figure 3-10 HCT Corridor Evaluation Results</del>            Figure 3-10 <u>Priority Bus Corridors</u>  <del>Figure 3-11 Priority Bus Corridor Summary</del>            Figure 3-11 <u>Center City Transit Capital Improvement Priorities</u>  <del>Figure 3-12 Priority Bus Corridors</del>            Figure 3-12 <u>Center City Key Service Improvements</u>  <del>Figure 3-13 Priority Bus Corridor Evaluation Results And Key Improvements/Actions</del>            Figure 3-13 <u>Seattle Streetcar System with Center City Connector</u>  <del>Figure 3-14 Center City Transit Corridors</del>            Figure 3-14 <u>Streetcar System Operating Plan</u>  <del>Figure 3-15 Center City Priority Bus Corridors</del>  <del>Figure 3-16 Proposed Center City Connector Alternatives and Corridor Alignment Options</del>            Figure 3-17 <u>Center City Connector Evaluation Results</u></p>

<p>p.ii</p>	<p><b>1. Continue Implementation of <u>Seattle BRT Network and Priority Bus Corridors</u></b></p> <p>The Seattle Department of Transportation's (SDOT) Transit Program builds capital projects and implements programs to improve transit speed and reliability in Seattle's busiest bus corridors. SDOT projects also help make transit stops and stations easier and safer to access. The TMP recommends <del>16 improvements in existing RapidRide BRT corridors, seven new Seattle RapidRide BRT corridors, and eight priority bus corridors, throughout the city that merit speed, reliability, and transit stop upgrades. However, funding for this important work may be diminished with the expiration of the Bridging the Gap levy in 2015.</del> To ensure continued implementation of transit priority projects, the City should:</p> <ul style="list-style-type: none"> <li>• <del>Renew and, increase, and diversify</del> <b>Renew and, increase, and diversify</b> funding so more priority bus corridor projects can be implemented <del>more</del> quickly. <del>This includes seeking Federal Transit Administration capital grant funding.</del></li> <li>• <b>Continue strong partnerships with Metro</b> to enhance speed and reliability <del>where and focus</del> service investments <del>are where the</del> greatest <del>and most</del> number of passengers benefit.</li> <li>• <b>Engage partnerships with neighboring cities</b> to ensure that transit quality improvements continue outside city limits.</li> </ul>
<p>p.iii</p>	<p><b>3. Plan, Fund, and Build Priority High Capacity Transit Projects</b></p> <p>The Transit Master Plan identifies <del>five</del> corridors where investment in higher capacity modes of transit—such as rapid streetcar, bus rapid transit, or light rail—are needed to support population and job growth while maintaining the quality and character of local neighborhoods. <del>In addition to the Center City Connector, two corridors through downtown that have immediate potential and deserve further study and investment are:</del> Key City priorities for development of the regional and surface (local) high capacity transit systems include:</p> <ul style="list-style-type: none"> <li>• <del>Capitol Hill—Downtown—Waterfront, Madison Street Corridor Bus Rapid Transit. via Madison Street Partner with King County Metro</del> to further evaluate operational and design alternatives to improve service quality and reliability on this busy route. <del>Advance locally preferred alternative through next phases of design and environmental clearances while working with the FTA and local partners to position the project for Small Starts grant funding.</del></li> <li>• <del>Create a Central Waterfront transit station</del> that provides an easy transit transfer to bus and rail transit for Washington State Ferry and West Seattle Water Taxi passengers.</li> <li>• <del>Center City Connector Streetcar.</del> Complete final design and work with FTA toward a Small Starts Full Funding Grant Agreement; complete project construction for opening in 2018.</li> <li>• <del>Ballard—Fremont—South Lake Union—Downtown Ballard to Downtown Light Rail. Partner with Sound Transit</del> to further evaluate mode, alignment, and design alternatives. This corridor is identified in Sound Transit's Long Range Plan as a potential future high capacity transit corridor. Establish this project as <del>one of the City's</del> highest priority light rail investment from the Sound Transit 3 funding measure. Work with Sound Transit to expedite implementation of this</li> </ul>

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	<p><u>project.</u></p> <ul style="list-style-type: none"> <li>• <del>Develop a coordinated transit land use strategy that allows for compact and vibrant growth in this corridor while maximizing the value of this future investment.</del> <b>Downtown Transit Tunnel.</b> Work with Sound Transit to study, design and build a new north-south transit tunnel under the east side of downtown.</li> <li>• <b>West Seattle to Downtown Light Rail.</b> Work with Sound Transit to implement light rail between the Alaska Junction and Downtown - one of the City's priority light rail investments. <del>Work with Sound Transit to implement light rail between the Alaska Junction and Downtown.</del></li> </ul>
<p>pg. 1-2 (row 2, 1 para)</p>	<p><b>MEETING CITY GOALS</b></p> <p>The Seattle Transit Master Plan (TMP) is a 20-year plan designed to help meet Seattle's goals, including the development of a transit system that supports the mobility needs of Seattle residents and businesses and that serves as a backbone of sustainable urban growth. The TMP defines the critical role that transit plays in meeting eCity goals related to sustainability, equity, economic productivity, and livability. The plan recommends projects, strategies, and funding options to improve transit quality and delivery; as it is implemented, it will help to knit together the city's urban <u>centers and</u> villages into an accessible network of great neighborhoods. Since all transit trips begin with walking or biking, the TMP considers important pedestrian and bicycle linkages to local and regional transit services and identifies ways to improve accessibility. The TMP recommends a heightened level of coordination for multimodal investments in Seattle under which pedestrian, bicycle, and transit investments are made simultaneously to optimize benefits in the City's most important mobility corridors.</p>
<p>pg. 1-2 (row 2, 1 para)</p>	<p><b>FOCUS ON IMPLEMENTATION</b></p> <p>The Seattle Transit Master Plan (TMP) updates and expands upon the 2005 Seattle Transit Plan. It identifies near-term and long-term strategies to improve the quality of transit options and increase transit mode share throughout the city. Serving as a blueprint for transit, the plan provides a vision for Seattle's transit network through 2030 and beyond and identifies transit capital, operational, and programmatic investments. The TMP establishes a strong policy framework for transit, in many cases confirming policy language already established in the SDOT 2005 Seattle Transit Plan, <del>the Move Seattle, the Comprehensive Plan</del> <u>Transportation Strategic Plan</u>, and other approved plans. Building upon the 2005 plan, the TMP details specific capital projects that will improve transit speed and reliability in high ridership bus corridors citywide and develop rapid streetcar <u>and BRT</u> lines in several of Seattle's most promising transit corridors.</p>
<p>pg. 1-2 (column 2, 2 para)</p>	<p><b>FOCUS ON IMPLEMENTATION</b></p> <p><del>The City completed construction of the</del> <u>The City is in the final design stages for the</u> First Hill Streetcar <u>in 2015, which will</u> <del>connect</del> <u>connecting</u> First Hill to Capitol Hill and transit connections in the International District.</p>

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<p>pgs. 1-4 to 1-5</p>	<p><b>Transit Priority Corridor Improvement Program</b>                  Bridging the Gap and a vehicle licensing fee provide funding for street, signal, bus stop facility, and ITS improvements that will increase bus speeds and improve passenger comfort in key corridors. SDOT is currently improving four corridors, <del>two of which are planned Metro RapidRide lines including one current RapidRide line and two corridors that are proposed BRT network expansion corridors.</del> All four are part of the backbone of the Metro system, <del>are identified as TMP Priority Bus Corridors,</del> and are critical elements of the Seattle Frequent Transit Network. Routes that serve these corridors carry high numbers of transit trips, connect Seattle’s most populous neighborhoods, and are key routes to support sustainable growth. These corridor projects include <del>West Seattle, Ballard-Uptown, Rainier/Jackson, and NW Market/45th Street.</del> <del>Aurora Avenue North, NW Market and 45th Streets,</del> Rainier and Jackson Avenues, and a series of improvements to the 3<sup>rd</sup> Avenue Transit Mall between Denny and Jackson. Additionally, SDOT is making transit spot improvements on Lake City Way, 15<sup>th</sup> Avenue NW, and Western Avenue W.</p>
<p>pg. 1-4 (column 2, 2 para)</p>	<p><b>Seattle Streetcar</b>                  The First Hill Streetcar <del>will</del> connects the diverse and vibrant neighborhoods of Capitol Hill, First Hill, and the Chinatown/International District, while serving medical centers (Harborview, Swedish, and Virginia Mason) and universities (Seattle Central Community College and Seattle University).</p>
<p>pg. 1-4 (image caption)</p>	<p>UPDATED CAPTION                  In 2008, SDOT released the Seattle Streetcar Network Development Report, which proposed four new streetcar lines. <del>Funded as part of the Sound Transit ST2 package, construction of the First Hill line was completed in 2015. The First Hill line, included in the Sound Transit ST2 plan, is now in the final design stages.</del></p>
<p>pg. 1-7 (graphic)</p>	<p>UPDATED GRAPHIC WITH THE PLANNED TRANSIT NETWORK ON TOP OF THE URBAN VILLAGES AND CENTERS</p>
<p>pg. 1-17 (graphic)</p>	<p>UNDER “CORRIDORS”</p> <ul style="list-style-type: none"> <li>• Long Range Transit Vision</li> <li>• <u>High Capacity Transit</u></li> <li>• <u>Bus Rapid Transit Network</u></li> <li>• Priority Bus <u>Corridors</u></li> <li>• Center City <u>Transit</u></li> </ul>
<p>Chapter 3, Full</p>	<p>The following describes key revisions to Chapter 3: Corridors.</p>

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Chapter	<ul style="list-style-type: none"> <li>• Upgraded bus priority corridors to Rapid Ride BRT corridors with higher level of transit priority features</li> <li>• Defined Roosevelt – Downtown and Ballard – Fremont - Downtown high capacity corridors as Rapid Ride BRT rather than rapid streetcar (Ballard to Downtown Light Rail via Interbay is also reflected as a City priority)</li> <li>• Updated capital and operating costs, performance measures and operating characteristics for all Rapid Ride BRT corridors</li> <li>• Revised all maps and figures to reflect Rapid Ride BRT street alignments and other proposed transit investments</li> <li>• Included new graphics to convey benefits of Rapid Ride BRT network</li> <li>• Added section to reflect Seattle Sound Transit investment priorities and network development</li> <li>• Made consistent all terms and titles within the document</li> </ul>
p.g 4-1 (Figure 4-1)	UPDATED FREQUENT TRANSIT NETWORK WITH THE MARCH 2016 FTN AND PRIORITY UPGRADES TO VERY FREQUENT SERVICE
pg. 4-5 (map)	<p>MAP CHANGES:</p> <ul style="list-style-type: none"> <li>• Change 48N to 45 on map</li> <li>• Change legend item for 48N</li> </ul> <p><b>KING COUNTY METRO ROUTE 48</b></p> <p>King County Metro’s Route 48 is an example of a successful crosstown bus route. Route 48 effectively operates as two crosstown routes (48N and 48S) that seamlessly interline in the U-District, running from Mount Baker to Loyal Heights via the U-District. <u>In March 2016 the 48N will become a new KCM Route number 45. The route will still run between Loyal Heights and the U- District with a terminus at Husky Stadium Station.</u></p> <p>As the highest ridership route in the county, Route 48 illustrates that demand for non-CBD services can be strong when service is direct and operates at high frequency. The fact that Route 48 allows riders to travel through the U-District without transferring is likely a limited part of its success. The route could operate as successfully and more reliably as two separate lines or as longer east-west and north-south crosstown services.</p> <p>The TMP recommends a Frequent Transit Network priority corridor that connects the southern segment of Route 48 between the U-District and Mount Baker with the southern segment of Route 7 between Mount Baker and the Rainier Valley light rail station. It recommends a second FTN priority corridor serving the northern portion of Route 48 and, further, recommends that both portions of the route be converted to electric trolley. <u>As noted above, King County Metro KCM’s Link Connections restructuring (March 2016) will implement this service configuration.</u></p>
pg. 5-8	ENHANCING TRANSIT THROUGH BIKE-SHARING

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(2 col)	Successful systems have been deployed in Minneapolis, Denver, <a href="#">New York City</a> , and Washington D.C., among many other U.S. cities. Cities like <a href="#">New York City</a> <a href="#">Los Angeles</a> and Portland are moving closer to implementation.
5-20 (Figure 5-5)	Improved map legend and larger graphics
pg. 5-29	<p><b>RAIL STATION</b></p> <p>Rail stations—including Link light rail, <del>BRT</del> <del>- or</del> rapid streetcar <del>or street circulator stations</del>—provide local intermodal connections. Due to high levels of passenger activity, rail stations merit very high investment in passenger amenities and placemaking. Stations should be equipped with enhanced transit shelters, real-time passenger displays, information, and payment technology. People can make bike-share connections or even connect to a local bus service from rail station locations.</p>
pg. 5-30	1 <sup>st</sup> COLUMN, 2 <sup>nd</sup> TO LAST ROW. CHANGE TEXT FROM “ <del>RAIL STATION</del> ” TO “ <u>HCT STATION</u> ”
pg. 5-31	1 <sup>st</sup> COLUMN, 2 <sup>nd</sup> TO LAST ROW. CHANGE TEXT FROM “ <del>RAIL STATION</del> ” TO “ <u>HCT STATION</u> ” 2 <sup>nd</sup> COLUMN, ALL ROWS. CHANGE TEXT FROM “ <del>BIKE BOULEVARD</del> ” TO “ <u>NEIGHBORHOOD GREENWAYS</u> ” AND CHANGE TEXT FROM “ <del>CYCLE TRACK</del> ” TO “ <u>PROTECTED BIKE LANE</u> ”
Pg. 6-3, Figure 6-1	GRAPHIC UPDATED
pg. 6-3	<p><b>CAPITAL FUNDING NEEDS AND OPTIONS</b></p> <p>Certain TMP projects, including <a href="#">the</a> proposed streetcar, rapid streetcar, and bus rapid transit (BRT) lines, require high levels of up-front capital investment. Capital costs are expenses associated with the design and construction of a new transit line, development of supportive facilities such as stations or maintenance facilities, and purchase of vehicles.</p> <p><del>The Transportation Levy to Move Seattle Levy passed by Seattle voters in November 2016 will provide capital funding for transit capital improvements in the seven BRT corridors identified in Chapter 3. In each corridor, it is expected that other local, regional, and federal funds will be needed to leverage local funding provided by the Transportation Levy to Move Seattle. Although rail modes have higher capital costs, they provide increased vehicle capacity and lower operating costs per passenger compared to bus operations. BRT invests in exclusive right of way and transit priority treatments in return for more reliable service. Rail modes require unique maintenance facilities, necessitating additional land acquisition and construction costs.</del></p>
pg. 6-4 (Figure 6-2)	CAPITAL COSTS UPDATED
pg. 6-6	<b>New Starts/Small Starts/Very Small Starts</b>

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The Federal Transit Administration’s New Starts program is the federal government’s primary financial resource for supporting locally planned, implemented, and operated major transit capital investments. The New Starts program funds fixed guideway transit projects including: commuter rail, light rail, heavy rail, bus rapid transit, streetcars, and ferries. New Starts projects have three phases: (1) evaluation of alternatives leading to the selection of a locally preferred alternative, (2) preliminary engineering during which design and environmental issues are addressed, and (3) final engineering during which final construction plans are developed. The process can be lengthy, taking seven to well over 10 years from initiation of an alternatives analysis (AA) to execution of a full funding agreement. Projects must have a total capital cost over \$250 million and local match requirements are 20% of that total cost; in recent years the FTA has been pushing recipients to pay closer to a 50% local match.

The Small Starts Program was established in the last federal transportation spending bill—the Safe, Accountable, Flexible, Efficient, Transportation Equity Act—A Legacy of Users (SAFETEA-LU)—for projects with smaller capital budgets. The intent of the program was to speed implementation of simpler, less capital-intensive projects. To qualify for Small Starts projects, requests must be less than \$75 million in federal funding and have a total project cost under \$250 million. The project must be a fixed guideway for at least 50% of the project length in the peak period, and/or be a corridor-based bus project with the following minimum elements:

- Substantial Transit Stations
- Signal Priority/Pre-emption (for Bus/LRT)
- Low Floor/Level Boarding Vehicles
- Special Branding of Service
- Frequent Service - 10 min peak/15 min off peak
- Service offered at least 14 hours per day

~~Very Small Starts provides further expedited review processes for projects that have capital budgets under \$50 million in total and less than \$3 million per mile. Projects must also meet criteria related to performances and design, such as:~~

- ~~• Include full transit stations~~
- ~~• Use signal priority/pre-emption~~
- ~~• Use low floor / level boarding vehicles~~
- ~~• Employ special branding of service~~
- ~~• Have frequent service levels of 10 min peak/15 min off peak~~
- ~~• Provide service at least 14 hours per day~~
- ~~• Have existing corridor ridership exceeding 3,000/day~~

~~This new category was established to foster the development of less capital intensive transit systems, such as BRT and streetcar systems. This program is an expansion of the FTA New Starts Program, which is the capital funding program for major transit corridor~~

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	<p><del>infrastructure.</del></p> <p>The New Starts and Small Starts/Very Small Starts programs should be viewed as opportunities for funding TMP HCT corridors including <del>all several</del> BRT Network corridors. <del>In September 2015<sup>56</sup>, SDOT submitted a Small Starts request to FTA for the Center City Connector Streetcar project. If approved, funds would be allocated in the President’s next budget. SDOT intends to submit a similar request for Small Starts funds for the Madison Corridor BRT project in 2016 (Corridor BRT1).<sup>57</sup></del></p> <ul style="list-style-type: none"> <li><del>Center City Connector Streetcar</del></li> <li><del>Loyal Heights — Ballard — Fremont — Downtown Rapid Streetcar</del></li> <li><del>Roosevelt — U District — Downtown Rapid Streetcar</del></li> <li><del>Madison BRT line</del></li> </ul>
<p>pg. 6-6</p>	<p><b>Vehicle License Fees (VLF)</b></p> <p>As a transportation benefit district, Seattle is authorized to impose up to a \$100 total annual vehicle license fee with voter approval, an additional <del>\$280</del> beyond the current <del>\$820</del> VLF (see the Transit Benefit District sidebar on page 6-8). In November 2014, voters approved a measure (Prop 1) to fund expanded Metro bus service and a 0.1% increase in sales tax supported by a \$60 vehicle license fee through the Seattle Transportation Benefit District. As such, only \$20 of additional authority remains.</p> <p><b>Proceeds of Surplus Property</b></p> <p><del>Recently, the City was able to sell a piece of surplus property known as “the rubble yard.”</del> While infrequent, the proceeds from <del>such opportunities</del> <u>selling surplus SDOT property</u> could be directed to project development, environmental analysis and documentation, project design, and right-of-way acquisition.</p>
<p>pg. 6-7</p>	<p><b>Bridging the Gap (BTG)</b></p> <p><del>Created to address an increasing unfunded backlog of transportation infrastructure maintenance projects, the Phase One BTG property tax levy was passed by Seattle voters in 2006. The levy stipulated that no more than \$365 million in additional property tax revenue be used over nine years (2006-2015) to:</del></p> <ul style="list-style-type: none"> <li><del>• Reduce the infrastructure maintenance backlog</del></li> <li><del>• Pave and repair Seattle streets</del></li> <li><del>• Repair seismically vulnerable bridges</del></li> <li><del>• Improve pedestrian and bicycle safety (by developing and implementing components of the Pedestrian and Bicycle Master Plans) and create safe routes to schools</del></li> <li><del>• Increase transit speed and reliability</del></li> </ul> <p><del>The property tax increase is complemented by a commercial parking tax.</del></p>



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	<p>The BTG levy set funding requirements by transportation improvement category: according to levy, no less than 67% of funding may be spent on maintenance, no less than 18% on pedestrian and bike safety projects, and no more than 15% on enhanced transit service. Over the first three years of the program (2007-2010), funding matched these targets: 73% of total revenues were spent on maintenance, 18% on pedestrian and bike safety projects, and 9% on transit projects. Transit improvements supported by the BTG levy include 43,600 annual transit service hours, and transit-related street improvements in six high volume transit corridors. Although the current economic downturn has caused a decline in actual revenues, BTG progress has remained on track, partly because funding has been augmented by revenues from the \$20 VLF authorized by the Seattle City Council in 2010 (for details, see sidebar for a discussion of the Seattle Transportation Benefit District). BTG will need to be renewed by voters in 2015 to maintain the current level of investment in transit service and infrastructure. Sources: Bridging the Gap: 2010 Annual Report</p> <p><u>TRANSPORTATION LEVY TO MOVE SEATTLE</u></p> <p><u>Move Seattle</u> The Transportation Levy to Move Seattle, passed by voters in November 2015, is a nine year, \$930 Mmillion transportation levy paid for through a property tax. In addition to the \$930 million generated over the life of the levy, the City of Seattle estimates these funds can be used to leverage additional federal, state, and private transportation investments. <del>Seattle voters passed the levy in November 2015.</del></p> <p><u>The Levy</u> <del>Move Seattle</del> provides funding for street operations and maintenance as well as investments in the multimodal transportation system. Key areas of investment identified in the levy legislation include:</p> <ul style="list-style-type: none"><li>• <u>Vision Zero investments in safe routes for pedestrians, bicyclists and motorists</u></li><li>• <u>Neighborhood transportation projects</u></li><li>• <u>Transit corridor investments to improve speed and reliability</u></li><li>• <u>Bridges and other key structures</u></li><li>• <u>Congestion relief including roadway investments and technology</u></li><li>• <u>Improvements to better access regional light rail</u></li><li>• <u>Bicycle system improvements</u></li><li>• <u>Pedestrian improvements</u></li></ul>
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	<ul style="list-style-type: none"> <li>• <u>Freight system improvements</u></li> </ul> <p><u>Transportation Levy to Move Seattle</u> <del>Move Seattle</del> funding will replace a previous \$365 million, 9-year funding measure called <u>Bridging the Gap</u> that expired at the end of 2015.</p>
<p>pg. 6-8</p>	<p><b>SEATTLE TRANSPORTATION BENEFIT DISTRICT: VEHICLE LICENSE FEES</b></p> <p>Transportation benefit districts were created through a 2005 Washington State Legislature statute as a way for local agencies and governments to fund transportation-related improvements. The legislation authorizes the use of various taxes and fees to fund transportation improvements within the district. It allows funding for operation of facilities and programs, including public transportation.</p> <p>Funding sources that may be used without voter approval include an up to a \$20 annual vehicle license fee (VLF) and a transportation impact fee on commercial and industrial buildings. Subject to voter approval, the following additional revenue sources are available:</p> <ul style="list-style-type: none"> <li>• Property taxes (one-year excess levy or an excess levy for capital purposes)</li> <li>• Sales and use tax (up to 0.2%)</li> <li>• Annual VLF of up to an additional \$80 (\$100 total) per vehicle registered in the district</li> <li>• Vehicle tolls</li> </ul> <p>The legislation also authorizes a district to form a local improvement district (LID) to help fund a specific transportation improvement. The district can impose a special assessment within the LID and issue bonds to help fund the improvement.</p> <p>In 2010, the Seattle City Council authorized the creation of a transportation benefit district in the city of Seattle <del>under this state authority. In</del> <u>The passage of Proposition for the STBD in November 2014</u> <del>May 2011, authorized a 0.1 percent sales tax increase and a \$60 annual VLF per registered vehicle.</del> <u>the City Council enacted a \$20 annual VLF (voter approval was not required). The new funding mechanism is expected to raise \$45 million per year to address overcrowding and reliability issues with Metro service and to add frequency to meet demand for more transit. Service improvements are slated for 85 percent of all Seattle's bus routes. VLF was expected to raise \$4.4 million in 2011 and \$6.8 million in 2012. These revenues have been budgeted to support SDOT for a variety of transportation related programs and projects, such as bridge maintenance, intersection improvements, street maintenance, and bicycle and pedestrian improvements.*</u></p> <p><del>In November 2011, Seattle voters rejected a \$60 VLF measure that was expected to raise \$204 million for transportation projects and programs in the City over 10 years.</del></p>

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	<p>Notes: * In June 2011, the Citizens Transportation Advisory Committee III (CTAC III), a semi-governmental advisory group appointed by the Mayor and City Council to recommend new approaches for transportation funding in Seattle, recommended that the \$20 VLF be maintained through at least 2013.</p> <p>Sources: <a href="http://apps.leg.wa.gov/rew/default.aspx?cite=36.73">http://apps.leg.wa.gov/rew/default.aspx?cite=36.73</a> and <a href="http://www.seattle.gov/stbd/">http://www.seattle.gov/stbd/</a></p>
pg. 6-7 to 6-8	<p><b>Vehicle License Fees (VLF)</b>                  As a transportation benefit district, Seattle is authorized to impose up to a \$100 total annual vehicle license fee with voter approval, an additional \$80 beyond the current \$20 VLF (see the Transit Benefit District sidebar on page 6-8). <del>In November 2011 Seattle voters rejected a \$60 annual VLF put on the ballot by the Seattle City Council. The measure would have provided approximately \$100 million for transit projects over 10 years (out of a total of over \$200 million).</del> In November 2014, voters approved a measure (Prop 1) to fund expanded Metro bus service, <del>along with and</del> a 0.1% increase in sales tax <del>the measure was</del> supported by a \$60 vehicle license fee through the Seattle Transportation Benefit District. As such, only \$20 of additional authority remains.</p>
pg. 6-11 (Figure 6-3)	<p>OPERATING COST TABLE UPDATED</p>
pg. 6-11	<p>Figure 6-3 shows the projected annual cost of operating the preferred mode for new and improved transit service in each corridor recommended for HCT service. <del>(For the Center City Connector, the table lists higher operating cost of the two alternatives).</del> Operating costs range from about \$74 million to \$924 million annually for each corridor. The projected total cost to operate new HCT service in all <del>five seven</del> corridors is <del>in the range of \$25 roughly \$35110</del> million per year. Note that these cost estimates do not include cost savings from changes to existing routes, which may represent up to 33% of the total annual operating cost for all HCT corridors. The ability to reinvest current bus operating dollars varies significantly from corridor to corridor. <del>For example, the Madison corridor could be operated with redeployment of existing bus service resulting in little to no new operating costs. The Loyal Heights—Ballard—Fremont—Downtown corridor, on the other hand, could require significant new operating resources.</del></p>
pg. 6-12	<p><b>Sound Transit Funding</b>                  Sound Transit's 2014<del>5</del> Adopted Budget <del>of approximately \$1.1 billion</del> is supported by roughly <del>\$1.26844 billion</del> million in revenues collected within the Sound Transit District: a 0.9% retail sales and use tax (about <del>5164</del> % of total revenue), a 0.3% motor vehicle excise tax (about <del>76</del> % of revenue), a 0.8% rental car tax (about <del>0.22</del> % of revenue), farebox revenues (about <del>55</del> % of revenue), interest earnings (about <del>11</del> % of revenue), and miscellaneous revenue (about <del>237</del> % of revenue). Remaining revenues come from federal grants <del>and bond proceeds</del>.</p>
pg. 6-12	<p><b>King County Metro Transit Operating Funding</b>                  King County Metro Transit operates bus service to, from, and within the City of Seattle. The agency's 2013<del>1-2014</del> operating budget of <del>\$833.1548.8 million</del> million is funded by the following sources: approximately <del>52.561</del> % comes from a share of the retail sales tax collected in the service area (about <del>\$437337.15</del> million) and <del>1823.06</del> % comes from ridership revenue (about <del>\$1429.59</del> million); remaining revenues are collected from other operations revenue (<del>23.12</del> %), property tax revenues originally dedicated to King County ferry services (<del>23.84</del> %), and other funds. <del>In 2012 and 2013 this funding source will be supplemented by a "Congestion Reduction Charge" of a \$20 vehicle license fee levied on each vehicle licensed in King County for each of the next two years. The fee is projected to</del></p>

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	<p><del>generate approximately \$25 million per year to supplement Metro's other revenue sources.</del></p>
<p>pg. 6-14</p>	<p><b>Tolling Local Streets and Roadways within the Transportation Benefit District</b>                  The Seattle City Council, acting as the Board of Directors of the Seattle Transportation Benefit District, has state authority to seek voter approval to levy tolls on any non-state highway in the City to support transit and other transportation improvements in the City. <del>In 2011, the Council opted to pursue voter approval of a \$60 Vehicle License Fee, reserving its tolling authority for future use</del> (for more on this package see "Seattle Transportation Benefit District" on page 6-8).</p>
<p>pg. 6-14 and pg. 6-15</p>	<p><b>Regional Funding Options</b>                  Sound Transit is proceeding with implementation of Link Light Rail, Sounder Commuter Rail extensions, and ST Express Bus facilities and service expansion as authorized by regional voter approval of ST2 in 2008. However, there are many high priority transit projects in the regional transportation plan (Transportation 2040) that do not, as yet, have full funding from federal, state, regional or local sources. To expedite completion of the highest priority regional access and mobility projects, <del>including some of the HCT and Priority Bus Corridor projects in this plan, the Washington State Legislature passed ESSB 5987, which authorizes Sound Transit to levy new taxes and other funding mechanisms to fund regional transit projects. regional leaders may seek new</del> Sound Transit is developing a \$15 billion ballot measure package called Sound Transit 3 (ST3) <del>being likely to be considered by voters in November 2016. The Sound Transit Board is considering ST3 candidate project studies as it develops a draft plan to release for public review and comment in spring 2016. To fund these projects, Sound Transit has the authority to employ three different tax mechanisms: a property tax (25 cent per \$1,000 dollars of assessed value of property), a 0.5% sales tax increase, and an annual motor vehicle excise tax (MVET) of 0.8% of the vehicle value.</del>  <del>Other legislative authority to put another regional transportation funding package before voters in the Central Puget Sound Region.</del>                  Potential sources of revenue for a regional transportation funding package include:</p> <ul style="list-style-type: none"> <li>• Tolls (corridor tolls, congestion pricing, or cordon tolls)</li> <li>• Off-street parking fees</li> <li>• Vehicle miles traveled fees or tolls</li> <li>• Local option sales tax on gas</li> <li>• Development fees based on the number of new vehicle trips generated by new projects</li> </ul> <p><del>All of these sources would require legislative approval to be levied at the local, regional, or state level as a source of funding for transit (see Funding Sources Requiring Legislative Approval).</del> As new funding sources, or by way of expansion of existing regional authority, these sources could fund and/or finance construction and operation of FTN services.</p>
<p>pg. 6-15</p>	<p>There are currently <del>two</del> four tolled facilities in Washington State (SR 520 Bridge, I-405 HOT Lane, SR-16 Tacoma Narrows Bridge, and the SR-167 HOT Lane), but <del>in in none of these neither</del> cases are toll revenues dedicated to fund transit service. Toll revenues have been used to fund transit operations in other states, including New York and California, where state law requires nearly 60% of toll revenue in the I-15 corridor in San Diego County to be used for transit service in the same corridor.  <del>In particular, Seattle could push for changes in state law to allow for some portion of revenue from upcoming toll collection on SR-99, SR-520, and possible future toll collection on I-5 and I-90 to be used to fund transit operations.</del> Strengthening affordable regional transit in conjunction with toll projects helps reduce impacts of tolling on low-income travelers.</p>
<p>pg. 6-17</p>	<p>NFS-2: Advocate to ensure new state revenue sources are not constrained to roadway development, operations, and maintenance. <del>The</del></p>

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		<p><del>state legislature will begin discussions in the 2012 session on Transportation Revenue Enhancement. A major focus will be on funding state initiatives, but local jurisdictions are advocating for new funding opportunities at the local level.</del></p>
<p>pg. 6-17</p>		<p><del>NFS-4: Use the SR-99 Tolling Committee process as a forum to consider broader uses of toll revenues and consider tolling as a transportation management as well as a capital finance tool.</del></p> <p>NFS-54: Push for changes in State law to allow a share of revenue from upcoming toll collection on SR 99, SR 520, and possible future toll collection on I-5 and I-90 to be used to fund transit operations.</p> <p>NFS-65: Look for opportunities to create public-private partnerships to support the development of the HCT corridors.</p> <p>NFS-76: Consider dedicating a share of meter revenues collected within each of the frequent transit corridors identified in the TMP to transit capital improvements and/or operations within the same corridor.</p> <p>NFS-87: Evaluate the revenue potential of Transit Impact Fees and Multimodal Transportation Impact Mitigation Fees on new development and conduct a nexus study to determine if warranted.</p> <p>NFS-98: Collaborate with other local and regional agency stakeholders to seek legislative approval to permit local governments and/or regional agencies to levy a sales tax on gas with eligibility to spend revenue on transit projects and services.</p>
<p>pg. 6-18</p>		<p><b>PM-7: Measure TMP Implementation Progress:</b></p> <ul style="list-style-type: none"> <li>- Three Priority Bus Corridors implemented every <del>two</del>2 years</li> <li>- Ballard/<del>Fremont HCT to Downtown or West Seattle to Downtown</del> corridor implemented <del>in 5 to 8 years as first</del>an ST3 funded light rail project</li> <li>- City Center Connector implemented <del>in 4 to 6 years</del>by 2018</li> <li>-<del>Eastlake University District HCT corridor implemented in 15 years or less</del></li> <li>- Madison HCT corridor opened in conjunction with the new Alaskan Way roadway (following Viaduct demolition)<del>BRT implemented by 2019</del></li> <li>-<del>All other BRT Network corridors implemented by 2025</del></li> </ul>