

ATTACHMENT 1: Amendments to the Transportation Element

Measuring Level of Service

Discussion

To accommodate the growth anticipated in this Plan and the increased demands on the transportation system that come with that growth, the Plan emphasizes strategies to increase travel options. Those travel options are particularly important for connecting urban centers and urban villages during the most congested times of day. Strategies for increasing travel options include concentrating development in urban villages well served by transit, completing the City's modal plan networks, and reducing drive-alone vehicle use during the most congested times of day. As discussed earlier in this Transportation element, using the current street right-of-way as effectively as possible means encouraging forms of travel other than driving alone.

In order to help advance this Plan's vision, the City will measure the level of service (LOS) on its transportation facilities based on the share of all trips that are made by people driving alone. That measure focuses on travel that is occurring via the least space-efficient mode. By shifting travel from drive-alone trips to more efficient modes, Seattle will allow more people and goods to travel in the same amount of right-of-way. Because buses are the primary form of transit ridership in the city and buses operate on the arterial system, the percentage of trips made that are not drive-alone also helps measure how well transit can move around the city. For the purposes of establishing a transportation impact fee program, the City will identify the demands placed on the system by new development by establishing the future cost per person trip of capacity-related improvements to the transportation system relative to the value of the existing system. This existing-system-value methodology complements the level of service by focusing on person trips, regardless of mode. A more detailed description of the City's transportation LOS system and existing-system-value methodology can be found in the Transportation Appendix.

Funding

GOAL

- TG 10** Ensure that transportation funding is sufficient to operate, maintain, and improve the transportation system that supports the City's transportation, land use, economic, environmental, equity, and other goals.

Funding

POLICIES

- T 10.1** Maintain and increase dedicated local transportation funding by renewing or replacing the transportation levy and by maintaining or replacing the existing commercial parking tax and Seattle Transportation Benefit District.
- T 10.2** Work with regional and state partners to encourage a shift to more reliance on user- based taxes and fees, and on revenues related to impacts on the transportation system and the environment.
- T 10.3** Leverage local funding resources by securing grants from regional, state, and federal sources, and through contributions from those who benefit from improvements.
- T 10.4** Partner with other City departments, as well as regional transportation and public works agencies, to coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.
- T 10.5** Make strategic investment decisions consistent with City plans and policies.
- T 10.6** Prioritize investment by considering life-cycle costs, safety, environmental benefits, reduction of greenhouse gas emissions, and public health benefits. Race and social equity should be a key factor in selecting transportation investments.
- T 10.7** Consider use of transportation impact fees to help fund transportation system improvements needed to serve growth.
- T 10.8** Base transportation impact fees on the difference between the value of the existing transportation system and the cost of identified capacity-related improvements needed to address the impacts of growth.

- T 10.9** Consider exemptions from transportation impact fees for low-income housing, early learning facilities, and other development activities with a public purpose, as authorized by RCW 82.02.060.
- T 10.10** Consistent with the transportation level of service, consider location adjustments to transportation impact fees in urban centers and villages based on the roadway space each mode uses per trip compared to a trip made driving alone.
- T 10.~~(8)~~11** Prepare a six-year Capital Improvement Program (CIP) with projects and programs that are fully or partially funded.
- T 10.~~(9)~~12** Develop prioritized lists of projects, consistent with City policies, and actively pursue funds to implement those projects.
- T 10.~~(10)~~13** Identify and evaluate possible additional funding resources and/or alternative land use and transportation scenarios if the level of transportation funding anticipated in the six-year financial analysis (shown in Transportation Figures 9 and 10) falls short of the estimated amount.
- T 10.~~(11)~~14** Explore innovative means of reducing maintenance costs such as converting right-of-way into other uses when appropriate.
