



City of Mukilteo
11930 Cyrus Way
Mukilteo, WA 98275

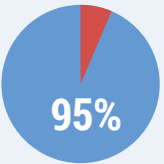
The enclosed information is being provided to all Mukilteo residents as an objective and fair presentation of the facts about Mukilteo Transportation Benefit District Proposition 1. The Mukilteo Transportation Benefit District is prohibited from using public resources to support or oppose any ballot measure.

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CITY OF
MUKILTEO

TRANSPORTATION SNAPSHOT



The City manages 61 miles of streets, 95% are in Good or Very Good condition, and our current pavement rating is 78/100.



The City formed a Transportation Benefit District (TBD) to consider different funding mechanisms for transportation improvements. The City Council serves as the TBD Board. *You can find out more about the TBD inside.*



Keeping city streets in operable condition requires regular repair and maintenance. If we do regular maintenance now, we avoid more expensive total rebuilds in the future.



The City formed a taskforce of residents and business owners to analyze the City's plans and they concluded that the City should be spending a minimum of \$900,000 per year on street repair and maintenance. *You can find out more about the taskforce report inside.*



Since 2010, the City has invested an average of \$459,000 per year, an amount less than the Taskforce recommendation. If this spending gap continues, there is a possibility that the condition of the City's streets will deteriorate without additional funding.



If the City invests a minimum of \$900,000 per year according to the pavement management plan, it is projected that every street in the City will be maintained over a 20-year span.



Cars aren't the only things on city streets. Statistics show that 1/3 of Mukilteo residents don't drive. The City adopted a Bike, Transit, Walking (BTW) Plan to make strategic investments in bicycle and pedestrian safety. *You can find out more about the plan inside.*

.1%

The TBD Board placed a measure on the ballot on November 7, 2017. If approved by voters, Proposition 1 will raise the sales tax by 0.1% (1 cent on a \$10 purchase) so that the overall sales tax rate in Mukilteo will be 10.4%. City staff project the measure will raise an additional \$294,000 per year.



The extra tax:

- Will expire after 10 years, at which point voters would have to vote again for it to be extended.
- Is dedicated to transportation and cannot be used for general City expenses
- Will be used for street maintenance, pedestrian and bicycle safety projects
- Requires an annual report to the public on how funds were spent
- Will be paid by residents and visitors alike
- City staff estimate the tax will cost the average taxpayer approximately \$10 per year

City of Mukilteo Proposition No. 1 Information Guide

WISE INVESTMENTS IN TRANSPORTATION TASKFORCE

The City Council recently created a Wise Investments in Transportation Taskforce comprised of local residents and business owners. The Taskforce comprehensively analyzed the City's street maintenance, bicycle, pedestrian, transit and transportation funding policies and plans and submitted a final report to the City Council in June 2016.

The Taskforce's final report concluded that the \$900,000 annual level of funding recommended in the City's Pavement Management Budget Options Report is the minimum that the City should invest.

The Taskforce also recommended the formation of a Transportation Benefit District (TBD) to ensure that new funding would be dedicated to transportation.

Finally, the Taskforce recommended that the City should invest in a complete transportation system accessible to all residents, with dedicated funding provided for bicycle, pedestrian and transit investments.

You can read the full Taskforce report at MukilteoProposition1.org

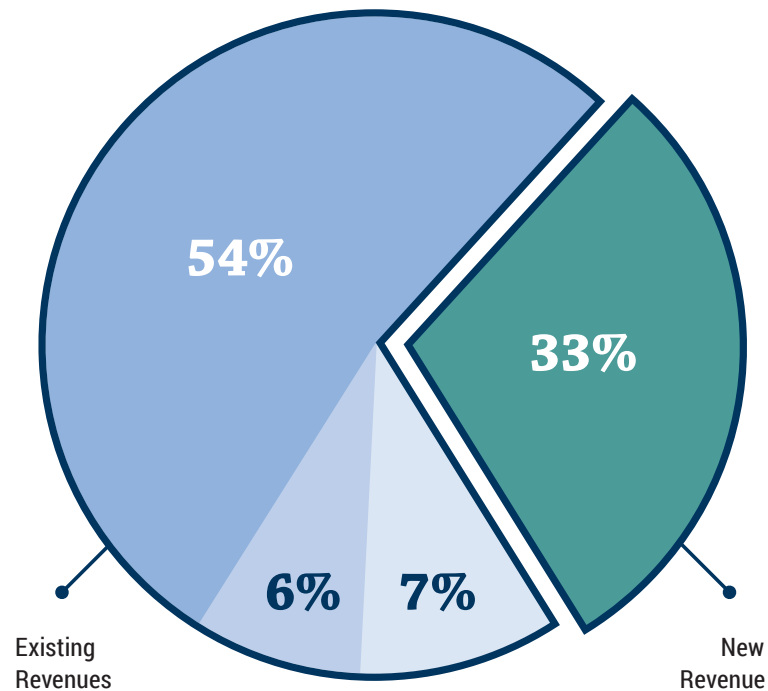
HOW THE CITY FUNDS TRANSPORTATION

MUKILTEO TRANSPORTATION BENEFIT DISTRICT

The State Legislature created Transportation Benefit Districts (TBDs) as an option for local governments to fund transportation improvements. A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of funding and constructing transportation improvements within the district. The City Council formed the Mukilteo Transportation Benefit District in 2017, with the members of the City Council serving as the Governing Board of the TBD. In July, the TBD Board referred Proposition 1 to Mukilteo voters to authorize an additional 0.1% sales and use tax to fund street maintenance, pedestrian and bicycle safety improvements.

TRANSPORTATION SPENDING

To meet future transportation needs, the City Council has approved an annual transportation funding plan totaling \$879,000 that relies on a mix of new and existing revenues to fund street maintenance, including engineering and overhead costs to manage project delivery. This plan represents an increase over historic street maintenance funding levels, which have averaged \$459,000 per year since 2010.



- \$475,000 in existing real estate excise taxes
- \$60,000 in existing business license fees
- \$50,000 in existing general City taxes
- \$294,000 in new sales taxes, if Proposition 1 is approved by voters

MUKILTEO TRANSPORTATION BENEFIT DISTRICT PROPOSITION 1

The Governing Board of the Mukilteo Transportation Benefit District, Mukilteo, Washington, adopted Resolution No. TBD2017-03 concerning a sales and use tax to fund transportation improvements. This proposition would authorize a sales and use tax of up to one-tenth of one percent (0.001) to be collected from all taxable retail sales within the District in accordance with RCW 82.14.0455, which would expire after ten years, for the purpose of paying or financing costs of the following transportation improvement projects identified in the City of Mukilteo Transportation Improvement Program: preservation of City streets, the construction and maintenance of sidewalks, trails and other pedestrian facilities, and safety and mobility improvements for bicyclists. Should this proposition be approved?

0.1% SALES TAX INCREASE FOR TRANSPORTATION IMPROVEMENTS

If approved by voters, Proposition 1 would raise the sales tax by 0.1% (1 cent on a \$10 purchase) so that the overall sales tax rate in Mukilteo would be 10.4%.

The extra tax:

- Expires after 10 years, at which point voters would have to vote again for it to be extended.
- Dedicated to transportation, could not be used for general City expenses
- Would be used for street maintenance, pedestrian and bicycle safety projects
- Requires an annual report to the public on how funds were spent
- Would be paid by residents and visitors alike
- Estimated to cost the average taxpayer approximately \$10 per year

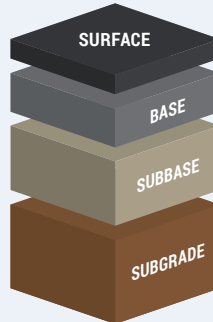
WHAT HAPPENS IF PROPOSITION 1 IS NOT APPROVED?

The City Council has not approved an alternate funding plan in the event Proposition 1 is not approved. It is anticipated that existing funding will continue to be utilized for street maintenance and bicycle and pedestrian safety improvements. Existing funding does not fund the pavement management plan at the levels recommended by the Wise Investments in Transportation Taskforce and the City's pavement rating is projected to decline, necessitating more repairs in the future. Existing funding would not fund the BTW Plan at the recommended investment level approved by the City Council, which may require delaying the construction of priority projects to future years as alternative funding is identified.

HOW WOULD THE EXTRA SALES TAX BE USED?

STREET MAINTENANCE

Just like the cars that drive on our streets, the streets themselves require regular maintenance to ensure they are in operable condition and to avoid more costly repairs in the future. The top layer of the street is the most prone to weather and wear from traffic. By keeping the top layer in working condition, the entire street stays in better condition for longer. The City has developed a 20 year plan to address streets based on their condition and need, if adequate funding is provided over the course of the plan every street will receive some type of surface treatment. To read the full pavement preservation plan, visit MukilteoProposition1.org



BIKE, TRANSIT, WALKING PLAN

The City Council has adopted a Bike, Transit, Walking (BTW) Plan to make strategic investments in bicycle and pedestrian safety. The plan has identified 29 barriers to safe walking and biking, 61 miles of sidewalk gaps, 18 miles of bicycle facility gaps, and two schools with hazardous barriers to walking and biking. The BTW Plan prioritizes short, medium and long term priorities to address these gaps and barriers and construct a coordinated transportation system. The Plan recommends annual funding of \$435,000 in order to construct 23 high-priority projects within seven years. To read the full BTW plan, visit MukilteoProposition1.org



FOR MORE INFORMATION VISIT MUKILTEOPROPOSITION1.ORG

Maps, Reports and Plans • Ask Questions, Get Answers