

**Let's  
Keep Seattle  
MOVING**



*At the Crossroads*



# Citizens' Transportation Advisory Committee



- In 2003 the Mayor and City Council formed the Citizens' Transportation Advisory Committee (CTAC-II). The 12-member committee was charged with evaluating and making recommendations for new funding sources for major transportation maintenance and neighborhood transportation needs.

## Summary of CTAC-II Findings

► **The backlog of deferred maintenance for Seattle's transportation system is about \$500 million.**

- At the current funding rate, this backlog is expected to double in 10-15 years.
- Eliminating this backlog would require about \$50 million per year over the next 20 years.
- Preventing the backlog from growing would require \$20-\$25 million per year.

► **Local funding sources for transportation have been declining.**

- In 1995, the City lost the Street Utility Fee (about \$14 million per year, in today's dollars).
- In 2004, the City lost the Vehicle License Fee (about \$5 million per year).
- Since the mid-1990s, fuel tax revenues have declined (in real purchasing power) by about 35%

► **The City has tripled General Fund and Cumulative Reserve Fund revenues for transportation since 1995.**

- This funding has largely compensated for declines in other transportation revenues, but may be difficult to maintain in the future due to I-747 and/or changes in real estate sales.

## Summary of CTAC-II Recommendations

► **A \$25 million annual Levy Lid Lift (property tax).**

- Direct \$20 million of this toward major maintenance/replacement
- Direct \$5 million toward neighborhood projects such as sidewalks, crosswalks, bike lanes and paths.
- This is a partial, temporary (7-10 year) solution to alleviate transportation funding.

► **A Commercial Parking Tax as a possible funding option.**

- This tax is one of only a few local sources authorized.
- The committee extensively debated the pros and cons of this tax. Many felt it is too narrowly focused, as it applies only to commercial parking and not to "free" parking offered by employers or retail establishments.

► **User fees as possible future funding options.**

- The committee recommended working with the State Legislature to authorize new funding sources for the City that would be based on the amount of usage of the transportation system. These could include mileage based fees, sales taxes on fuel and tolls.