



AWC 2013 Legislative Priority: Invest in infrastructure and economic development. Cities want to collaborate with the state to increase multi-modal transportation funding and expand sustainable revenue options.

The Need

- 64% of the state's population resides in cities; 27% of all traffic volumes occur on city streets.
- Cities depend heavily on their general fund dollars for transportation. There is competition for those dollars to provide other essential services such as fire and police.
- The city gas tax distribution funds only seven percent of city streets. These distributions do not keep up with inflation.
- Pavement condition ratings are declining. The number of lane miles that will require expensive reconstruction is increasing.
- Competitive grants and a major portion of cities' share of the 2.96 cents of gas tax is targeted to new construction which results in more deferred maintenance /preservation.

Addressing the Need

- State Transportation Funding and Local Options:
 - HB 1954 – Includes increase in gas tax distribution for cities and local transportation revenue option authorities.
 - SHB 1959 - Increases the vehicle fee limit under a transportation benefit district's councilmanic authority; Allows King county to establish an MVET, 60 percent of the funds are for transit and 40 percent is for local roads.
 - HB 1485 - Increases the vehicle fee limit under a transportation benefit district's councilmanic authority.
- Enhanced funding for grant programs with state partners: Transportation Improvement Board, Freight Mobility Strategic Investment Board, WSDOT Highways and Local Programs
- Stormwater funding