

City Transportation Priorities

Washington State Transportation Commission

January 14, 2025



2023-25 Transportation Budgets

- \$287 million for the Transportation Improvement Board (TIB)
- \$98 million for Safe Routes to Schools grants
- \$96 million for Pedestrian and Bicycle Safety
- \$49 million for Clean Alternative Fuel Vehicle Charging and Refueling Infrastructure Program

Continuing deficits:

- Local preservation and maintenance funding
- Mismatch between state and local culvert investments
 - \$1.1 billion for state culverts
 - \$60.4 million in Capital Budget for non-state barriers



City conditions

- Cities and towns own 740 bridges, over 25,000 lane miles
- Nearly 2/3 state population
- Infrastructure is cities' biggest funding need
- Impact of inflation on bids and cost of materials
- Maintenance and preservation funding for transpo.



50% of cities have annual transportation budgets under \$500,000.

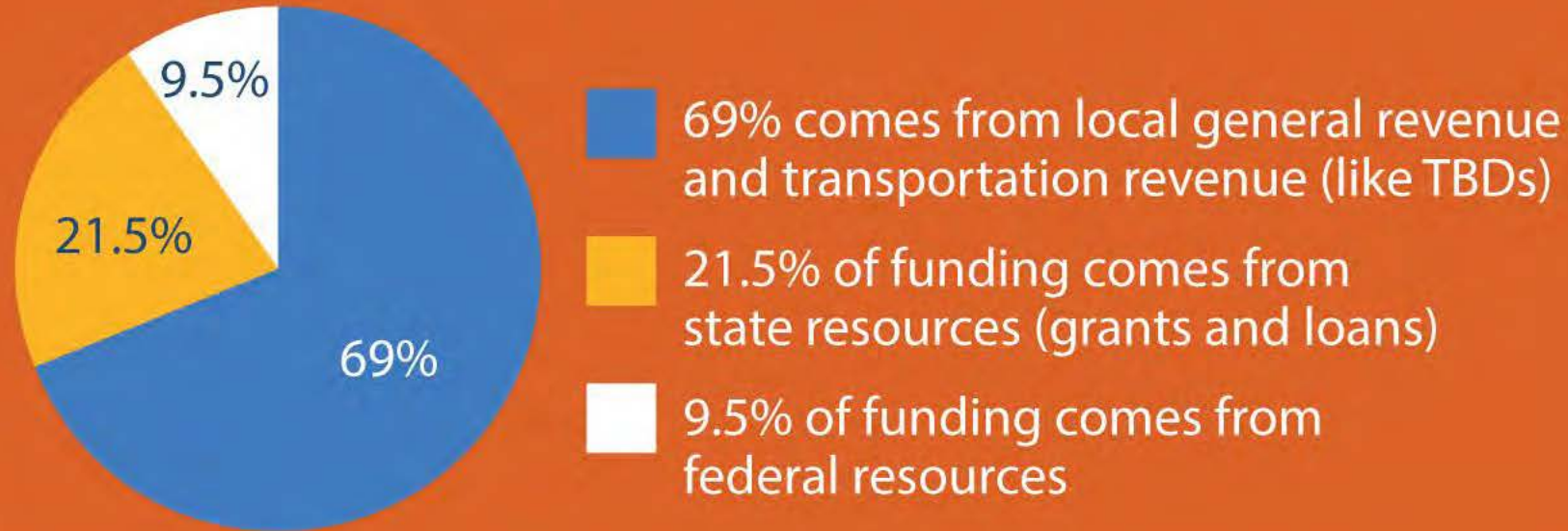
40% of cities have annual transportation budgets under \$250,000.

Even with the help of state and federal grants, these dollars do not stretch far enough.



Cities lack access to basic funding to maintain and preserve city streets.

Cities largely fund their transportation systems locally:



As costs rise and demands for other priorities increase, cities throughout the state face **structural budget deficits impacting their ability to fund transportation needs.**

Alternative and expanded funding options

- Reliable revenue source for city transportation funding
 - Road Usage Charge
 - Retail Delivery Fee
 - Tire Tax
- General fund transfer
- Facilitate adoption of transportation benefit districts



Procurement and project delivery

- Local project delivery streamlining workgroup
- Prompt payment
- Apprenticeship utilization
- Responsible bidder requirement
- Prevailing wage at the time work is performed



2025 City Legislative Priorities

- Fiscal sustainability
- Behavioral health treatment capacity
- Housing supply
- Public safety
- Infrastructure investment



2025 Agenda

Local infrastructure investment

- Protect and expand direct investments in traditional local infrastructure
- Expanded and reliable funding for the Public Works Assistance Account
- Sustainable state transportation revenue, including for local preservation, maintenance, and operations
- New fiscal tools to build infrastructure to support housing development and growth
- Increased funding for the Connecting Housing and Infrastructure Program (CHIP)
- Expanded ability and flexibility to use the real estate excise tax (REET) for additional capital needs, including maintenance and to support affordable housing



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