

JUST THE FACTS ON ROAD USAGE CHARGING

Overview

- A road usage charge is a proposed per mile charge that, if adopted, would be assessed for using public roads within Washington State.
- GPS and other location technology are not required to implement a road usage charge. Motorists will have choices about how they report and pay.
- The Commission has been studying road usage charging since 2012, at the direction of the Legislature because of concerns about the long-term viability of the motor fuel tax arising from improvements to vehicle fuel economy.
- The Commission believes it is time to learn how a road usage charge might work in the real world, and will propose that the Legislature authorize a demonstration project.
- The intent of a road usage charge is that it would co-exist with the gas tax and **tax payers would only pay one or the other – NOT BOTH**. The reason both would exist is so that out of state drivers and tax payers not paying the road usage charge would still pay for use of the roads via the gas tax.

Why is the state looking to move to a road usage charge to pay for road maintenance and improvements?

- As there are more cars on the road that consume less gas, or don't use gas at all, gas tax revenues are flat and expected to decline over time. This means less funding to pay for the maintenance and expansion of our roads and bridges, all while our state's population grows, congestion increases, and our roads crumble.
- Paying by the mile ensures every car on the road pays their fair share for supporting our road system.
- Under a road usage charge system, it doesn't matter what kind of car you drive (new, old, gas guzzler, hybrid, electric, etc.) nor what your fuel source is (gas, diesel, electricity, etc.) – everyone pays the same amount per mile.

What could a road usage charge mean for me in terms of my monthly costs as compared to the 49.4 cent per gallon gas tax?

- For people that drive about 1,000 miles per month, the differences in costs are shown in the table below. Cost changes range from: a reduction in costs for drivers of pickups/SUVs at 15 mpg; about the same costs for drivers of cars that get average mileage; to an increase in costs of about 6 to 11 dollars per month for drivers of cars that get higher mileage.

Type of car	Miles per gallon	Miles per month	Monthly fuel taxes (and EV flat fees)	Monthly road usage charge	Difference
Pickup/SUV	15.0	1000	\$32.93	\$25.00	- \$7.93
Average car	19.8	1000	\$25.00	\$25.00	\$0.00
Fuel efficient car	30.0	1000	\$16.47	\$25.00	+ \$8.53
Hybrid	45.0	1000	\$10.98	\$25.00	+ \$14.02
Electric (EV)	N/A	1000	\$8.33	\$25.00	+ \$16.67

Does a road usage charge mean my driving habits and location will always be tracked?

- **No.** You will have a choice of how to pay the road usage charge and some involve no technology or mileage reporting at all.
- But even with the use of technology, the only data collected is your **total mileage** according to:
 - 1) If you are traveling in the state of Washington
 - 2) If you are traveling on the public road network.
- **Specific location data or driving habits are not recorded nor collected** under a road usage charge.