



Keeping Washington ON THE MOVE



The Washington State Transportation Commission

An independent, seven-member body of citizens appointed by the Governor for six-year terms – three from east of the mountains and four from the west. The WSDOT Secretary and the Governor's Office serve as non-voting members.



Shiv Batra
King County



Debbie Young, Chair
San Juan County



Roy Jennings
Clark County



Nicole Grant
King County



Jim Restucci, Vice-Chair
Yakima County



Kelly Fukai
Spokane County



JC Baldwin
Chelan County

The Transportation Commission's Role

- **Provides independent and objective guidance** on transportation policy and finance to the Governor and the Legislature.
- **Provides an open public forum** for transportation policy development and discussion, holding 11 meetings per year.
- **Serves as the State Tolling Authority**, adopting state highway and bridge tolls and setting fares for Washington State Ferries.
- **Develops and issues the 20-year, statewide “Washington Transportation Plan,”** which is a comprehensive, balanced plan addressing local, regional, and state transportation needs.
- **Conducts a statewide outreach program:**
 - Holds public meetings in communities to gather information on transportation challenges and opportunities.
 - Conducts annual online surveys of 30,000 ferry riders.
 - Promotes transportation education through a variety of approaches and efforts.
- **Conducts special studies** on specific transportation policy and finance issues, as directed by the Legislature.



Washington State's Long-Range Transportation Plan - 2045

- **A statewide transportation policy plan** – the only state plan that connects the transportation dots at all jurisdictional levels and for all modes.
- **Meets Washington's planning requirements** – supports meeting federal planning requirements.



- **An avenue for public engagement** – extensive public outreach directly shapes the plan with active involvement from policy makers, operators, partners, and stakeholders.
- Plan published in **Summer/Fall 2025** – Public Survey This Month – **April 2025**
<https://wstc.wa.gov/wtp/washington-transportation-plan/>

West Coast Transportation Network Planning

The 2023 Legislature directed the Commission to conduct an initial assessment and scoping effort to determine the feasibility of a West Coast transportation network plan.

- **The plan would identify and coordinate improvements and investments** across the West Coast states to freight rail, passenger rail, highways, and air transportation.
- **The intent for the plan is to leverage and align West Coast efforts** to reduce our collective carbon footprint, improve freight and passenger mobility, and strengthen West Coast resiliency.
- **Scoping would be in partnership with the Oregon and California Transportation Commissions and state DOT's** and would consider:
 - Current state plans and projects for air, roads, and rail lines
 - Currently identified resiliency risks
 - Incorporation of the WTP update
- Produce a **Final Report** of findings and recommendations by **July 1, 2025**.



Statewide Route Jurisdiction Study

In 1989, the Legislature established the Route Jurisdiction Committee to determine what roads should be a state highway. Since then, many things have changed:

- Three million more people have moved to Washington State.
- The number of city incorporations is in the double digits, and once-rural highways are now operating like urban streets.

New policy directions necessitate a reassessment:

- Equity and environmental justice through the 2022 HEAL Act require decision-making that considers impacts to communities and addresses disparities.
- Climate resilience of facilities and networks requires increased consideration of potential impacts and mitigations.

The Route Jurisdiction Study will:

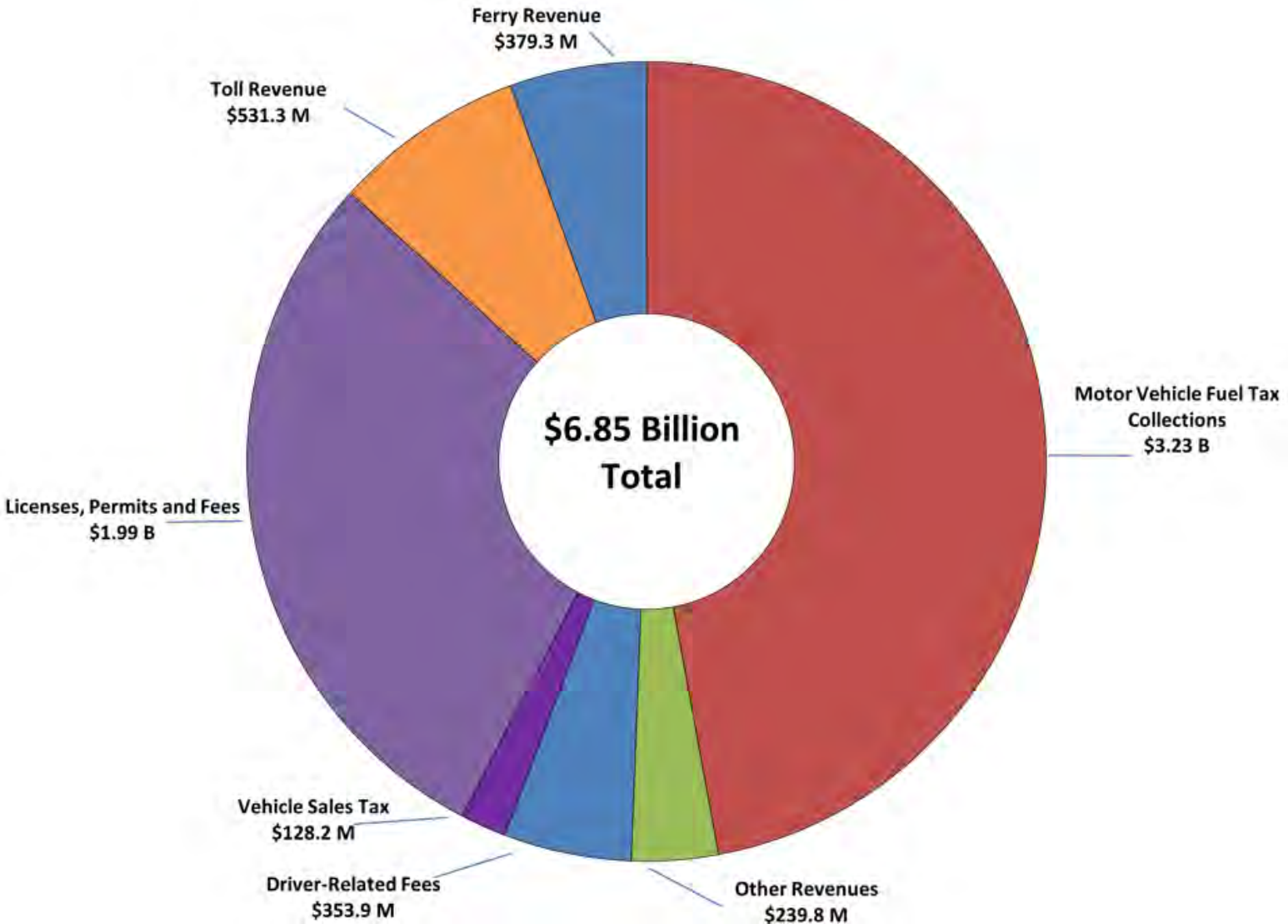
- Assess the state highway inventory and local roadway designations to determine if changes are needed in jurisdictional assignment.
- Review current criteria used to define a state highway and determine applicability today.
- Produce a final report of findings and recommendations by **July 1, 2025**.





Funding the Statewide Transportation System

2023-25 State Transportation Revenue Sources

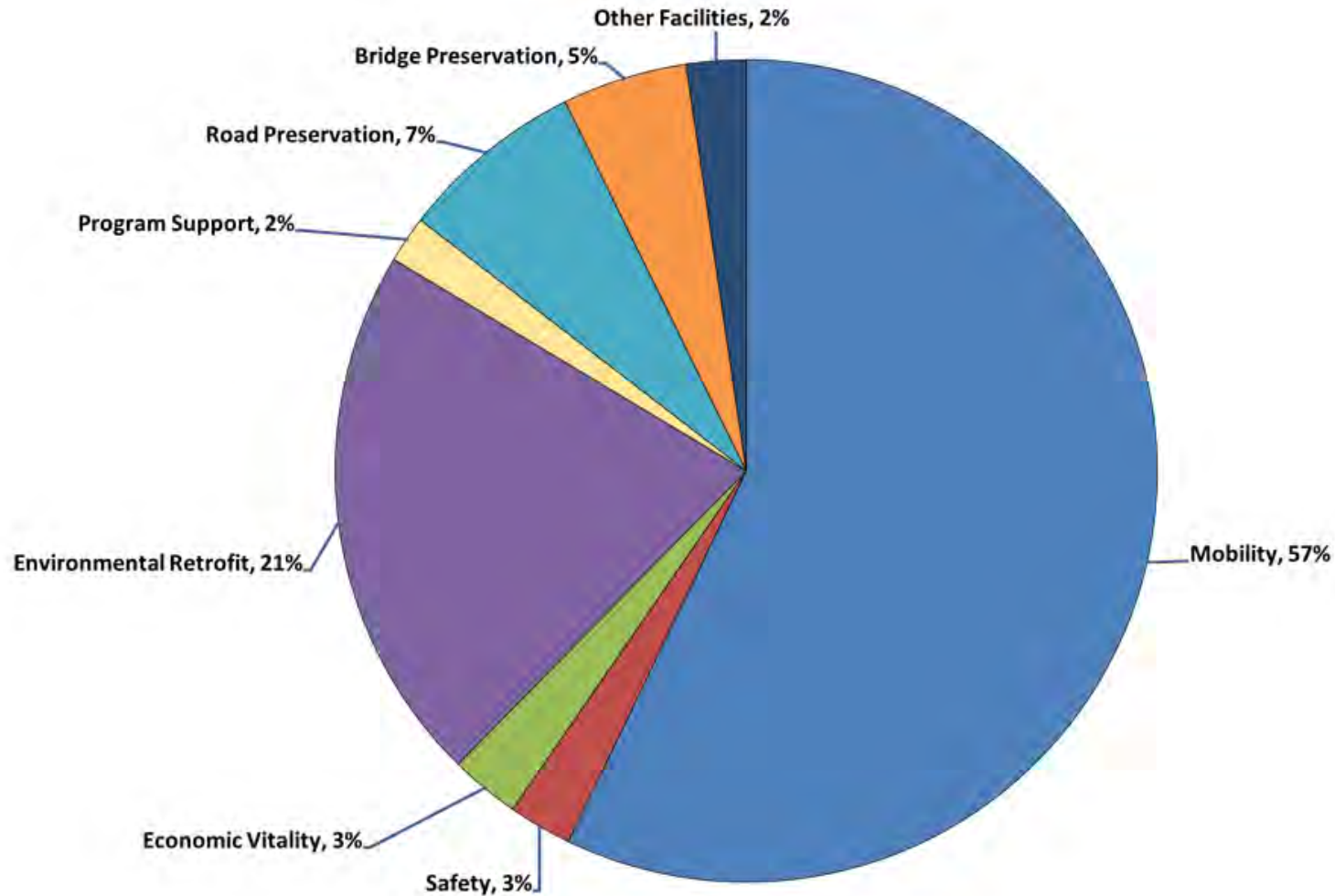


Additional funding sources include:

- General Fund transfers
- Federal funds
- Existing bond authority
- Climate Commitment Act

NOTE: Figures based on March 2025 transportation revenue forecast

2023-25 WSDOT Highway Funding

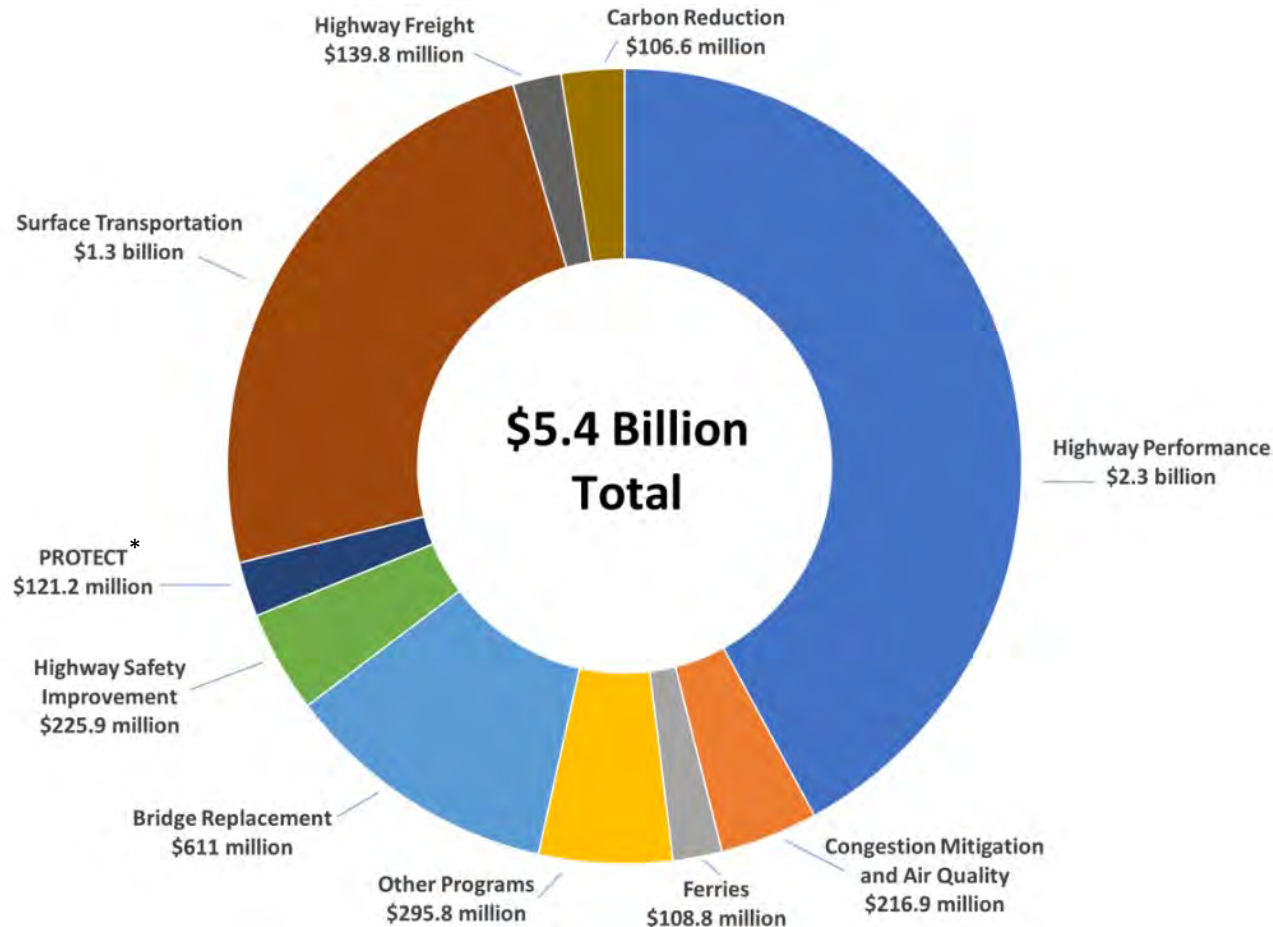


- The 2023-2025 Transportation Budget for WSDOT highways is approximately **\$6.3 billion**
- Of that, about 57% (\$3.6 billion) is dedicated for mobility — projects that reduce congestion on the highways

Source: WSDOT

Federal Transportation Funding – Washington State

The Infrastructure Investment & Jobs Act (IIJA) provided Washington State **\$5.4 billion** in **transportation formula funding** over 5 years (FY 22 – FY26), **\$1.7 billion** more than the prior funding package (FAST Act).



- In addition, so far more than **\$776 million in federal grant funding** has been awarded to WSDOT from IIJA funds for 27 projects, including over \$600 million for the Interstate Bridge Replacement (IBR) Project.
- In August 2024, an additional **\$1.49 billion** was awarded for the IBR Project to the Oregon Department of Transportation.

*PROTECT: Promoting Resilient Operation for Transformative, Efficient, and Cost Saving Transportation

Local Transportation Revenue Sources

- **69% of city and 65% of county transportation revenue** is locally generated, including sales and property taxes, and vehicle fees from transportation benefit districts
- **21.5% of city and 25% of county transportation revenue** comes from the state
- **Federal funds** contribute 9.5% to city and 10% to county transportation revenue
- **Transit revenue** typically comes from:
 - Locally approved sales tax
 - Fare box receipts
 - Federal and state grants
- **Port revenues** come from user fees, leases, property taxes, and grants





Establishing Sustainable Transportation Funding

*Transitioning from the gas tax to a
Road Usage Charge*

Two Cars and Two *Very* Different Fuel Taxes

2009 TOYOTA CAMRY



25 MPG

\$198 State fuel tax paid

2023 TOYOTA CAMRY HYBRID

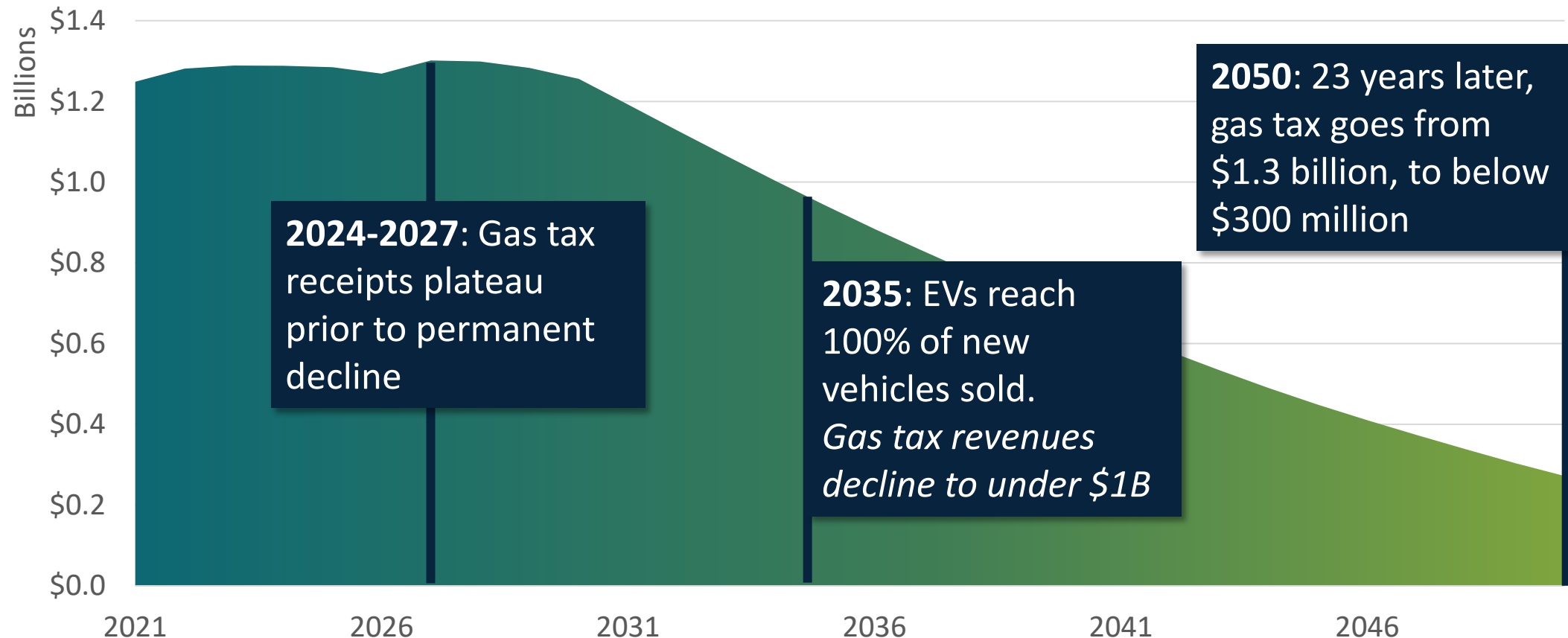


52 MPG

\$95 State fuel tax paid

(in addition to \$75 hybrid fee)

Gasoline Tax Revenues are Declining as Fuel Efficiency and EV Adoption Grows



We Pay to Drive Today

But We Don't Pay the Same Amount

Based on 10,000 miles driven per year

VEHICLE MPG
19

\$260

Gas tax paid at the pump annually



2.6¢

Gas tax paid per mile

VEHICLE MPG
30

\$165





Gas tax paid at the pump annually



1.7¢

Based on Washington's 49.4 cent/gallon state fuel tax

RUC Levels the Playing Field

		Gas Tax Paid annually	Gas Tax Rate per-mile	RUC Rate per-mile
	100 MPGe 10,000 miles/year	\$0*	0¢	2.6¢
	30 MPG 10,000 miles/year	\$165	1.7¢	2.6¢
	19 MPG 10,000 miles/year	\$260	2.6¢	2.6¢
	13 MPG 10,000 miles/year	\$380	3.8¢	2.6¢

**electric vehicles pay a \$225 annual registration surcharge*

Based on Washington's 49.4 cent/gallon state fuel tax

RUC Charges Will Not Be on Top of The Gas Tax

Gas taxes paid will be treated as a pre-payment or credit towards RUC charges:



The amount of fuel tax a driver pays can be directly measured or estimated using miles driven and EPA fuel economy ratings.



Other benefits of leaving the gas tax in place:



Supports seamless interstate travel.
NOTE: Only 5-8% of total VMT is attributable to out-of-state drivers.



Enables small, incremental payments (gas tax paid at the pump) toward RUC for gas cars.



Serves as a natural backstop against tax evasion.



Ensures Washington state can meet its legal requirements for outstanding bonds.

Applying Fuel Tax Credit Towards RUC Charges

Example 25 MPG Vehicle



25 MPG

1,000
miles driven
(40 gallons purchased)

RUC Owed
@2.6¢ per mile

\$26

Fuel Tax Paid
@49.4¢ per gallon

- \$20

TOTAL OWED

\$6

RUC Does Not Require GPS Technology – Privacy Can be Protected

1 2 3 4 5



The only **new piece of information needed** for RUC that the state Department of Licensing does not already collect is **total miles driven**.

Drivers would **decide how to report their miles**, including **whether to use location services**.



RUC **enabling law can include provisions to protect privacy**, drawing on the Commission's model policy.



Any mileage reporting method that **uses location services is strictly for the convenience of the driver** (e.g., to automatically deduct out-of-state and off-road miles).



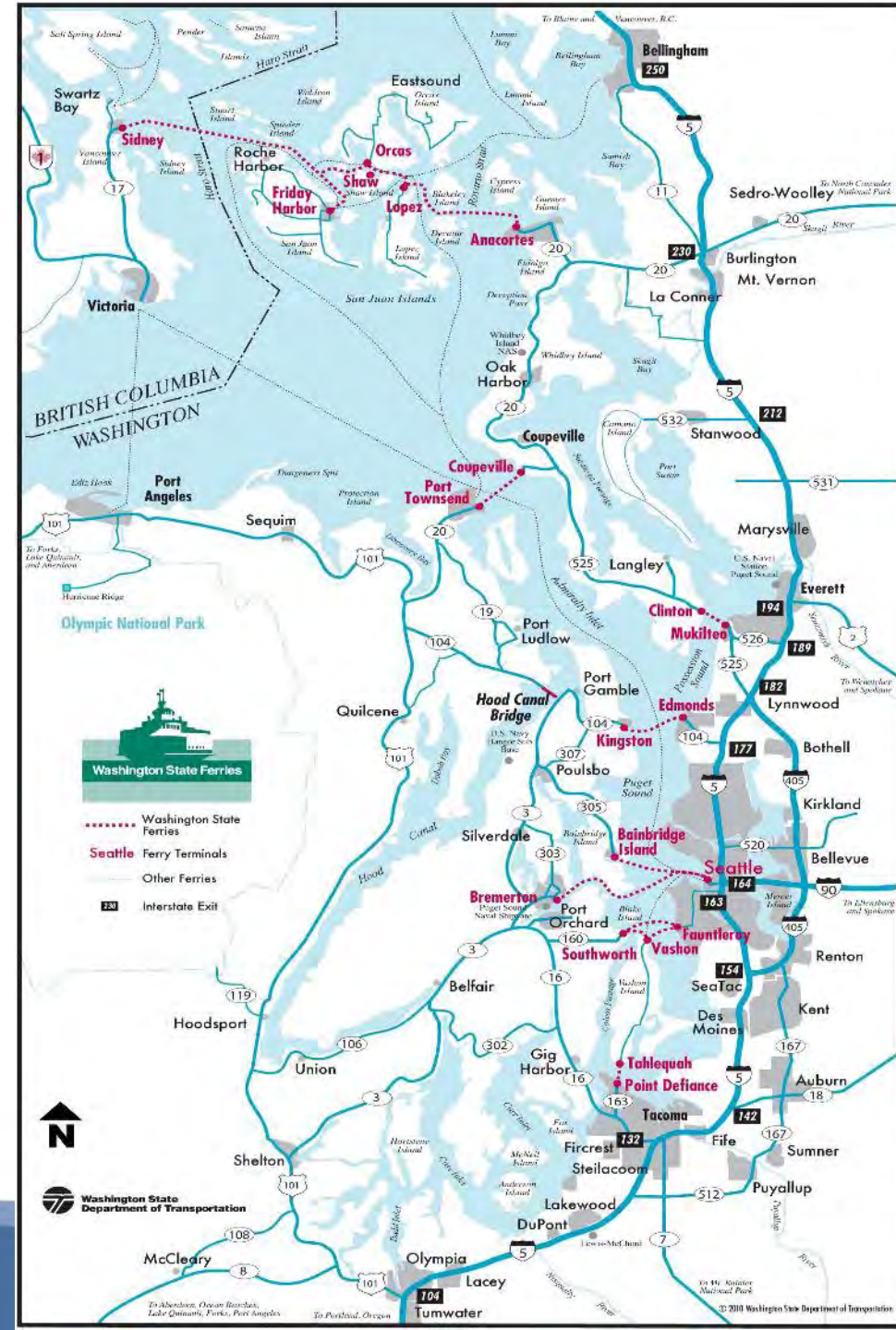
Washington State
Transportation Commission



Washington State Ferry System

Washington State Ferry System

- Washington State Ferries (WSF) operates the largest ferry system in the nation, serving an average of 23 million people each year on 21 vessels throughout 20 terminals.
- As the State Tolling Authority, the Commission sets ferry fares to support the cost of operating the WSF system.
- Ferry fares are expected to raise about \$370.6 million in the 2023-25 biennium, covering about 48% of WSF operating costs.





Tolling in Washington State

Washington State Tolling

- Washington uses tolling to manage traffic as well as raise revenue.
- Toll revenue pays for debt, maintenance, and operations for each tolled facility.

TOLLING STRUCTURE IN WASHINGTON STATE



Current Toll Facilities in Washington

SR 16 Tacoma Narrows Bridge

- State's first electronic tolling facility; opened in July 2007



Flat toll rates:
Repay
construction bonds

SR 167 HOT Lanes

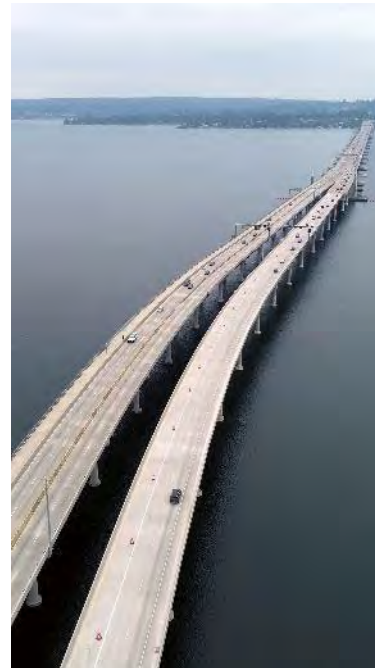
- State's first high-occupancy toll lanes; launched in May 2008



Dynamic toll rates:
Manage
traffic performance,
no debt issued

SR 520 Bridge

- Pre-construction tolls began in December 2011



Variable toll rates:
Repay bonds and
manage traffic

I-405 Express Toll Lanes

- The first phase between Bellevue and Lynwood began September 2015



Dynamic toll rates:
Manage traffic
performance,
no debt issued

SR 99 Tunnel

- Opened in February 2019, and tolling began in November 2019



Variable toll rates:
Repay bonds and
manage traffic

An Expanding Tolling System

Authorized Future Toll Facilities – Tolling Beginning in 2025

- SR 167 High Occupancy Toll System Upgrades
 - Expected by December 2025
- SR 509 Expressway (Puget Sound Gateway Program)
 - Tolling on the first segment will begin in October 2025, with the remaining segment the expressway scheduled to open to traffic in 2028.



Puget Sound Gateway Program

Authorized Future Toll Facilities – Tolling Beginning Mid-Late 2020s

- SR 167 Expressway (Puget Sound Gateway Program)
 - Tolling on the new SR 167 Expressway west of I-5 will begin in December 2026, with later segments east of I-5 opening between 2027-2030.
- I-405 Express Toll Lanes (Renton to Bellevue)
 - Expected as soon as December 2025
- I-5 Columbia River Bridge Replacement



I-5 Columbia River Bridge Replacement

Possible Toll Facilities Pending Ongoing Analysis and Legislative Approval

- US 2 Westbound Trestle Replacement

Thank you!

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