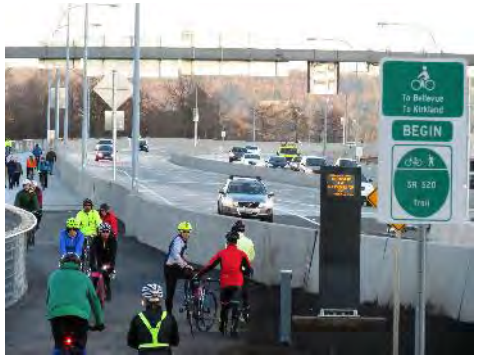
Keeping Washington
ON THE MOVE



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.

Jim Restucci, Chair
Yakima County

JC Baldwin, Vice-Chair
Chelan County

Debbie Young
San Juan County

Matt Ransom
Clark County

Gael Tarleton
King County

Vacant
Eastern Washington Seat

Vacant
Western Washington Seat

The Transportation Commission's Role

The Commission provides an open public forum for transportation policy development.

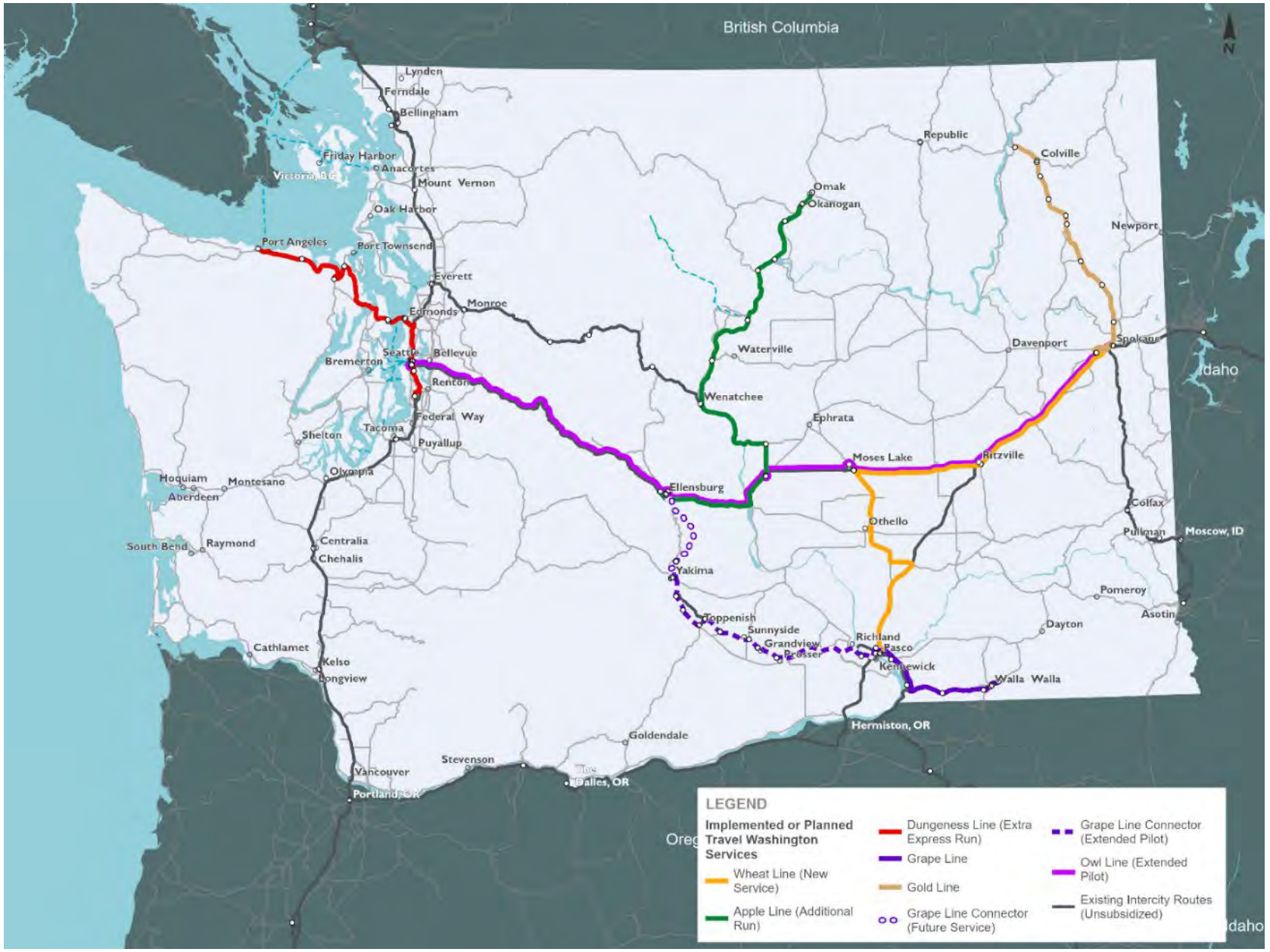
- **Serving as the State Tolling Authority,** adopting state highway and bridge tolls and setting fares for Washington State Ferries.
- **Developing and issuing the 20-year, statewide "Washington Transportation Plan"** which is a comprehensive, balanced plan addressing local, regional, and state transportation needs.
- **Administering the Route Jurisdiction Program,** where a local jurisdiction can petition to transfer a portion of roadway to the state, or the state can petition to transfer a portion of roadway to a local jurisdiction.
- **Naming transportation facilities** including roads, bridges, rest areas, ferries and ferry terminals.
- **Conducting a statewide outreach program:**
  - Holding public meetings in communities to gather information on transportation challenges and opportunities.
  - Conducting public surveys, including the annual survey of 30,000 ferry riders.
- **Conducting special studies and providing guidance to the Legislature** related to transportation policy and finance issues.

The Statewide Transportation System

Key Features of the Statewide Transportation System

- **18,000** miles of city streets
- **39,200** miles of county roads; seven county ferries
- **7,000** miles of state highways
- **3,412** state-owned bridges**; 4,346** bridges owned by cities, counties and other entities
- **132** Public Use Airports
- **75** port districts in 33 counties
- **31** individual transit systems
- **465** miles of the Columbia-Snake River barge system
- **3,000** miles of freight rail lines
- **The nation's largest ferry system** with 8 routes serving 20 terminals and moving over 23 million passengers per year
- **A non-motorized network** of sidewalks and bike paths
- **1 million passengers** served on Amtrak Cascades operating 18 routes through Washington

Statewide Intercity Bus System Service Map



Washington State's Long Range Transportation Plan – *WTP Vision 2050*

- **A statewide transportation policy plan –** the only state plan that connects the transportation dots at all jurisdictional levels and for all modes.
- **The plan sets forth a blueprint –** a foundation for state, regional, and local plans that reflects current trends, public opinion, and policy direction.
- **Opportunity for coordination –** brings together the state, regional, and local agency planning activities, garner support, and introduce strategies that are action-oriented.

Available online at: https://www.watransportationpolicyplan.com/

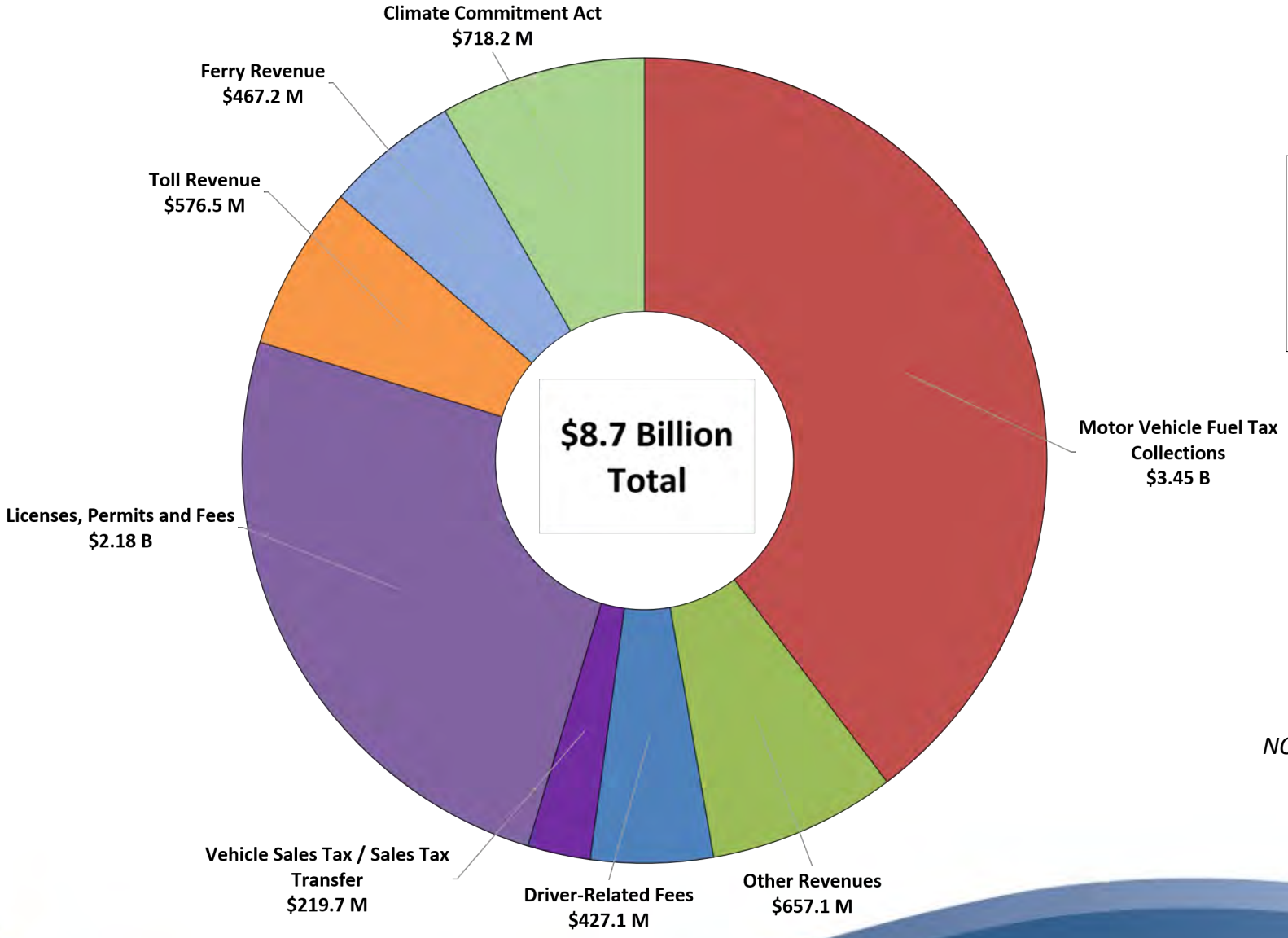
WTP Vision 2050 – Emerging Priorities

The Transportation Commission facilitates planning dialogue, engages the public and transportation providers, and develops long-range strategies that support and advance shared statewide priorities.

- **Maintain Critical Transportation Assets**
  - **State Policy Goals:** Preservation & Stewardship
    - "Fix It First"
    - Reduce barriers to implement preservation projects
    - Enhance collaboration and partnerships
- **Create Safe and Connected Communities**
  - **State Policy Goals:** Safety & Mobility
    - Implement and evaluate new technology for enhanced safety
    - Collaborate to enhance emergency response
    - Make multimodal travel easy, safe, and convenient
- **Establish Resilient and Reliable Systems**
  - **State Policy Goals:** Economic Vitality & Environment
    - Protect freight-critical infrastructure
    - Invest in a future-ready workforce
    - Support the transition to zero-emission and low-emission technologies

Funding the Statewide Transportation System

2025-27 State Transportation Revenue Sources

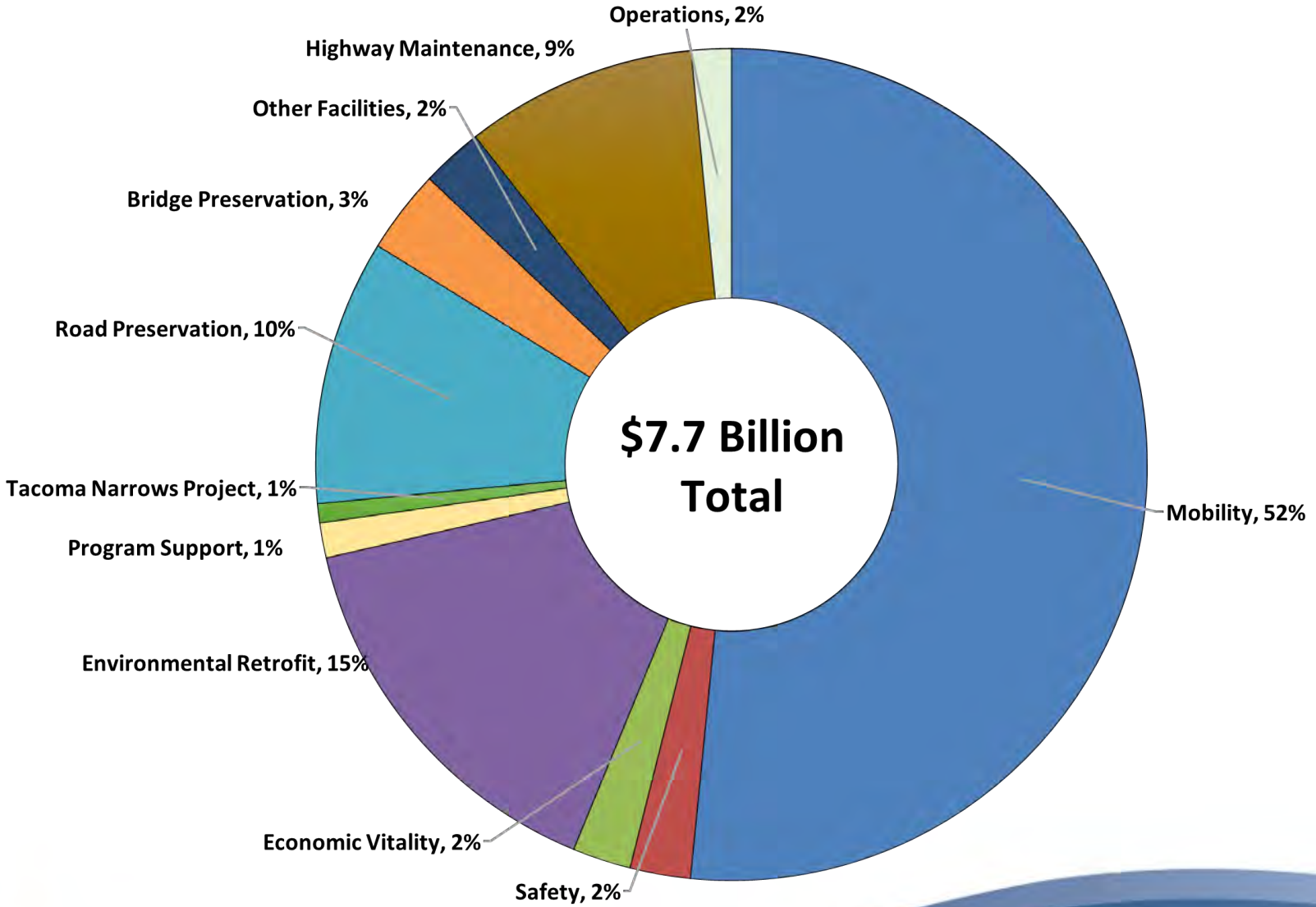


Additional funding sources include:

- Federal funds
- Existing bond authority

NOTE: Figures based on Sept 2026 transportation revenue forecast

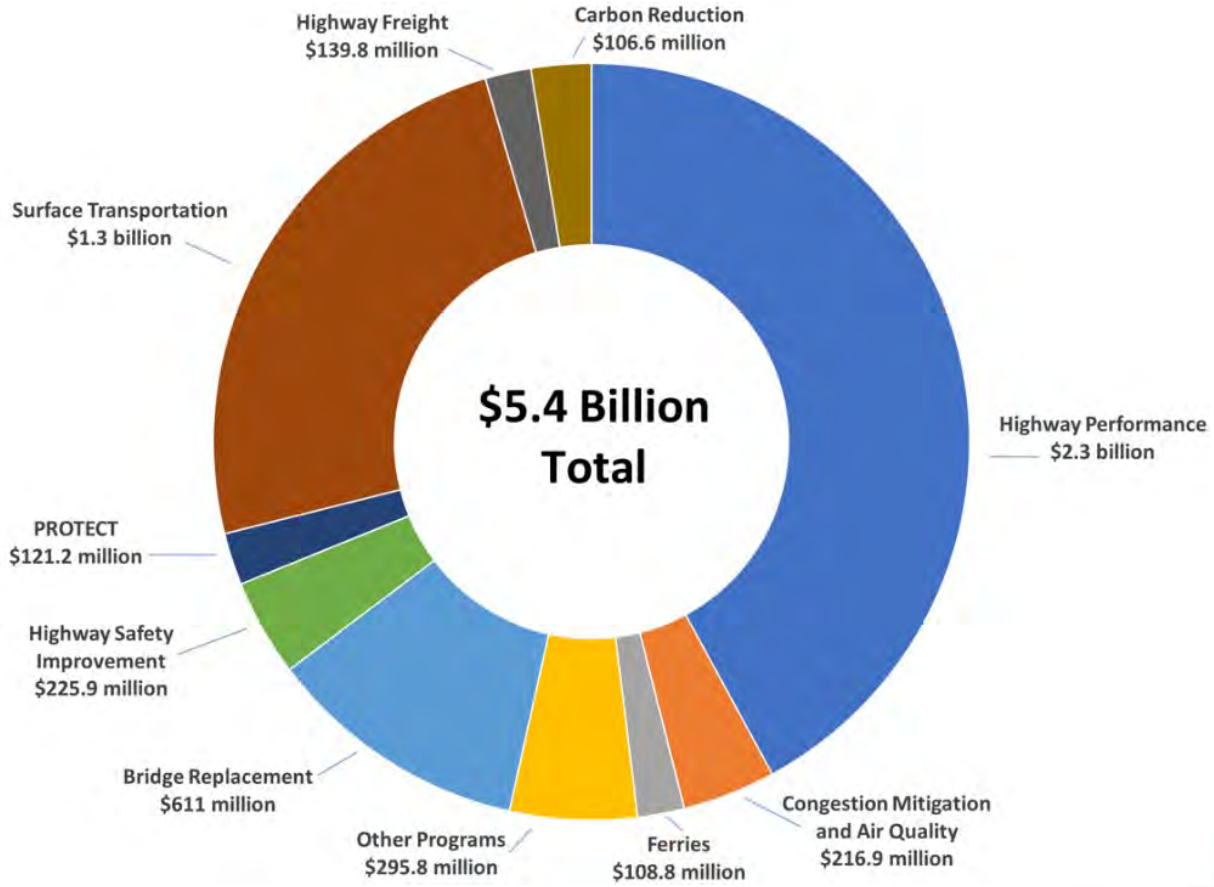
2025-27 WSDOT State Funding for Highways



- The 2025-2027 Transportation Budget for WSDOT highways is approximately **$7.7 billion.**
  - 51.6% ($3.9 billion) is dedicated for **mobility** — projects that reduce congestion on the highways.
  - 11.6% ($903.6 million) is dedicated for highway **preservation**.
  - 9.0% ($696.3 million) is dedicated for highway **maintenance**.

Federal Transportation Funding

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).



- More than **$1.01 billion in federal grant funding** has also been awarded to WSDOT from IIJA funds for 45 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.

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.
- **Public transit** accounts for just over 6% of the total state transportation budget.
  - Transit is primarily locally funded with 82% from sales tax and farebox revenue, with additional project specific federal and state grants making up the balance.
- **Ports** are almost self sufficient with 80% or more of their revenues coming from their own business activities including fees, leases and services.
  - Additional port funding comes from property tax levies and project specific state and federal grants

Achieving Sustainable Transportation Funding & Increasing Fairness

Two Cars and Two *Very* Different Fuel Taxes

2009 TOYOTA CAMRY

25 MPG

$222 State fuel tax paid

2023 TOYOTA CAMRY HYBRID

52 MPG

$107 State fuel tax paid

We Pay to Drive Today

But We Don't Pay the Same Amount

Based on **10,000 miles driven per year**

VEHICLE MPG
19

$292
Gas tax paid at the pump annually

2.9¢

Gas tax paid per mile

VEHICLE MPG
30

$185
Gas tax paid at the pump annually

1.8¢

Based on Washington's 55.4 cent/gallon state fuel tax

Road Usage Charging 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	**$185**	**1.8¢**	**2.6¢**
19 MPG 10,000 miles/year	**$292**	**2.9¢**	**2.6¢**
13 MPG 10,000 miles/year	**$426**	**4.3¢**	**2.6¢**

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

Based on Washington's 55.4 cent/gallon state fuel tax

WA RUC

RUC Does Not Require GPS Technology – Privacy Can be Protected

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).

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:

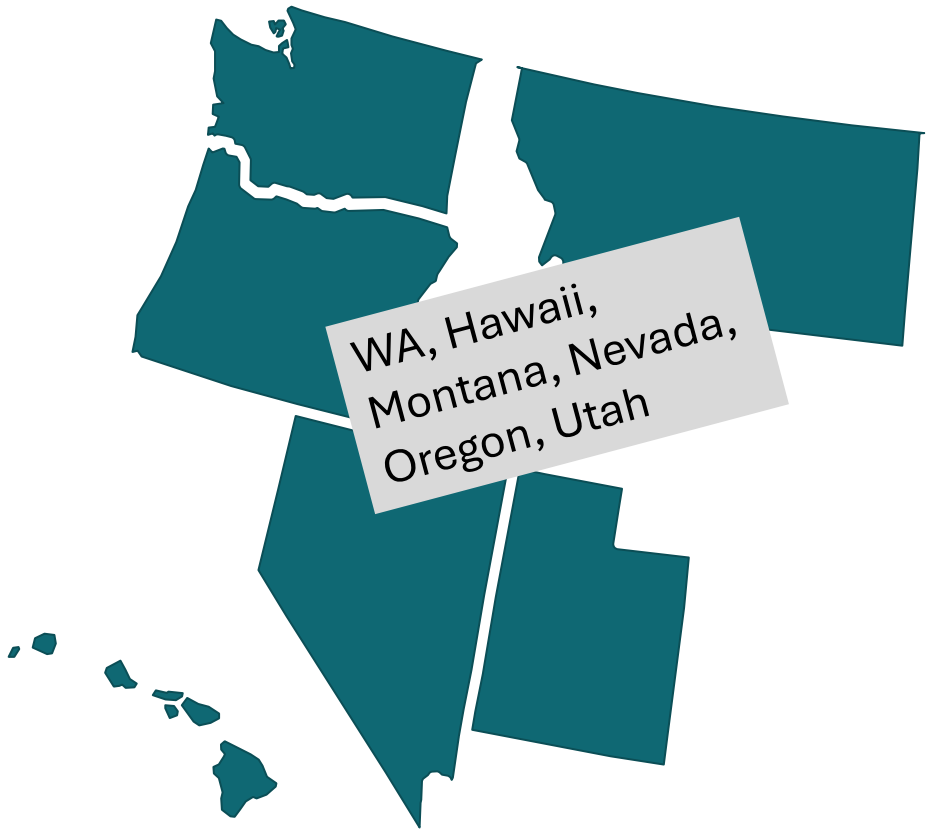
The amount of fuel tax a driver pays can be directly measured or estimated using miles driven and EPA fuel economy ratings.

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.

STREET 2025-2028

Sustainable Transportation Revenues: Equitable, Efficient, and Transparent



Pushing Sustainable Funding Solutions Forward

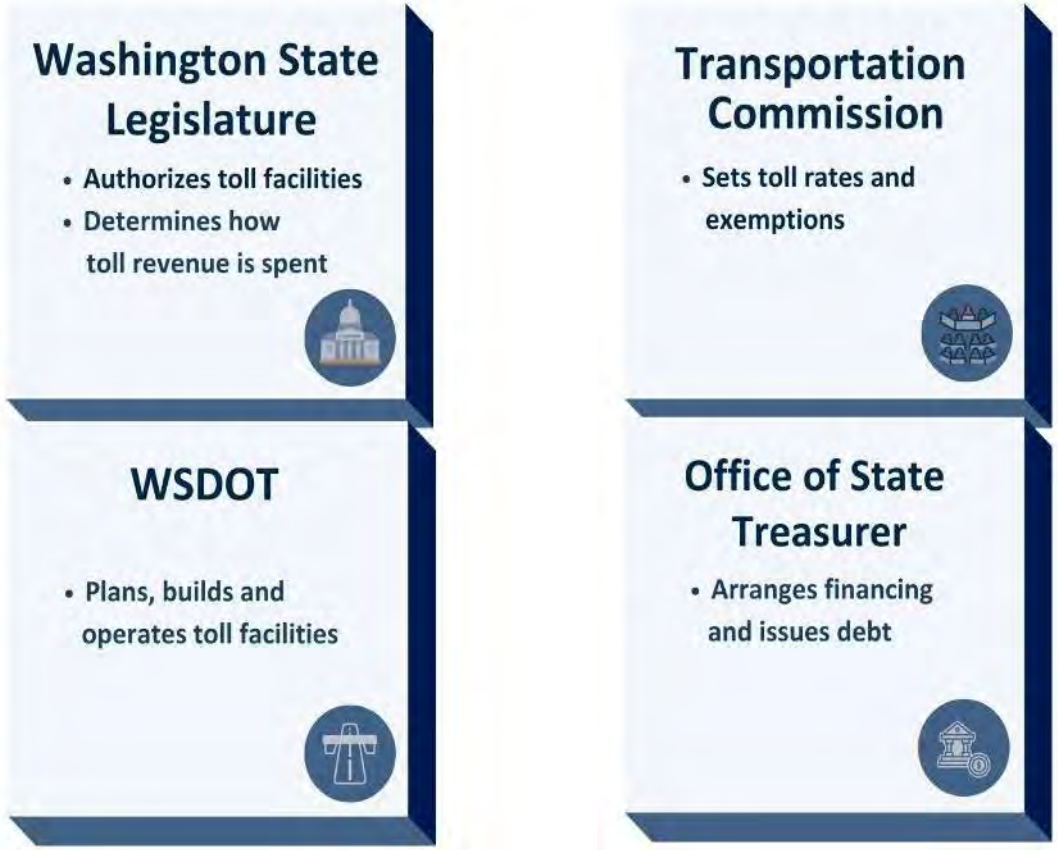
- **Advance exploration of multi-state user-based revenue concepts** like fuel taxes, alternative fuel/ efficient vehicle fees, RUC and kWh taxes
- **Enhance collaboration** through multi-state testing and policy research of alternative funding approaches and programs
- **Support federal efforts** via regional collaboration, research, and demonstrations

Tolling and Ferry Fare Setting 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

*Opened in **2007***
Flat toll rates

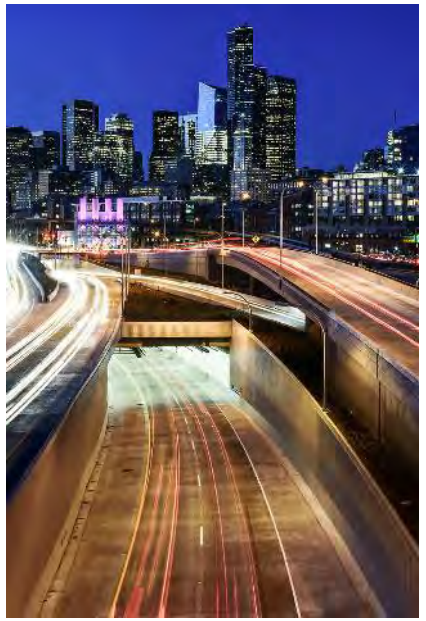
SR 167 & I-405 Express Toll Lanes

*Opened in **2008** (SR-167) and **2015** (I-405)*
Dynamic toll rates

SR 520 Bridge

*Opened in **2016***
Variable toll rates

SR 99 Tunnel



*Opened in **2019***
Variable toll rates

SR 509 Expressway

*Opened in **2025** (Phase 1)*
Variable toll rates

An Expanding Tolling System

Upgrades to Current Toll Facilities

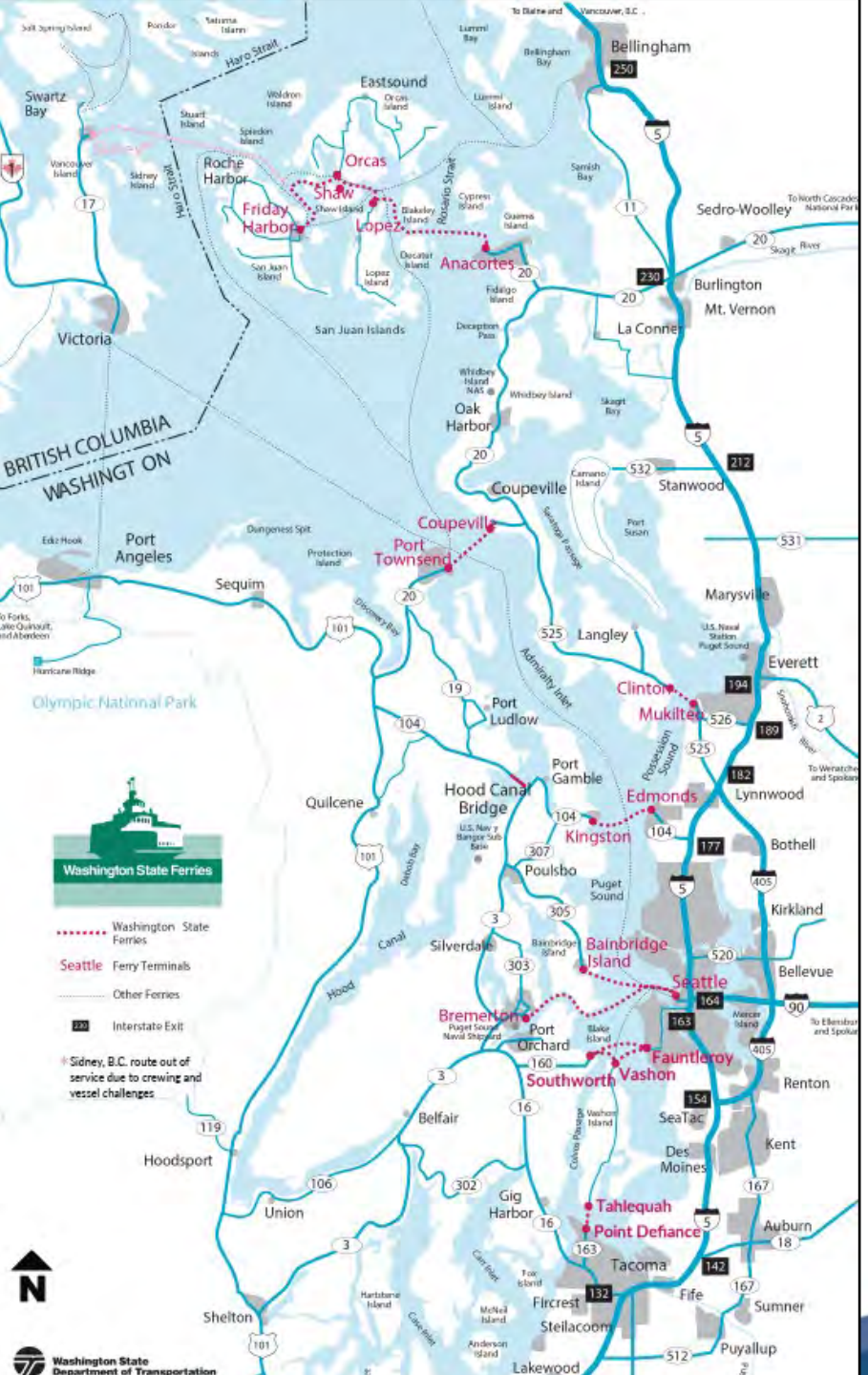
- **SR 167 Express Toll Lanes:** Roadside system upgrades that enable photo tolling and destination pricing completed Fall 2025.

Construction of Authorized Tolled Facilities:

- **SR 167 & SR 509 Expressways (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. Tolling on the final segment of the SR 509 Expressway will begin in 2028.
- **I-405 Express Toll Lanes - Renton to Bellevue:** Toll commencement expected in Summer 2027.
- **I-5 Columbia River Bridge Replacement:** Pre-completion tolling expected to begin in 2028.

Possible Future Tolled Facilities, Pending Ongoing Analysis and Legislative Approval:

- US 2 Westbound Trestle Replacement



Washington State Ferry System

- Washington State Ferries (WSF) operates the largest ferry system in the nation, serving over 20 million people last year on 21 vessels through 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 $422.8 million in the 2025-27 biennium, covering about 55% of WSF operating costs.

Thank you!

wstc.wa.gov

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