

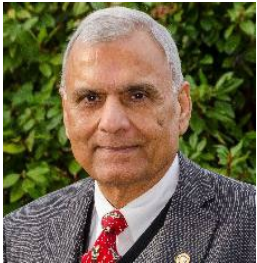


Keeping Washington ON THE MOVE



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.

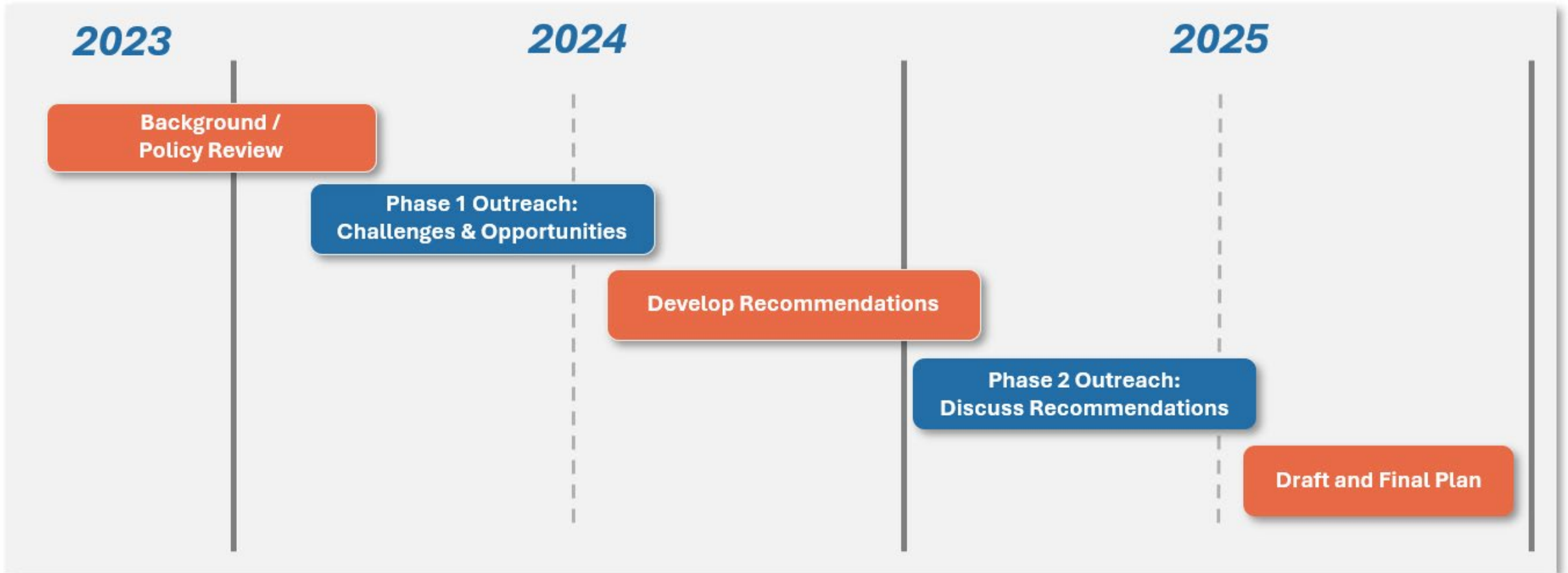


Washington State's Long-Range Transportation Plan - 2045

- **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.



WTP Schedule Overview



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



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:

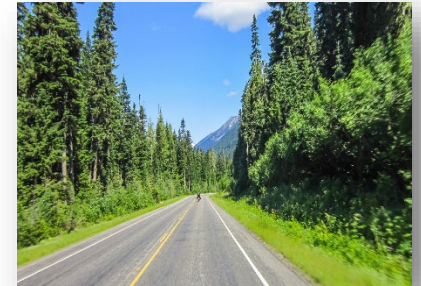
- Three million more people have moved to Washington State.
- The number of city incorporations is in the double digits, and once-rural highways are now operating like urban streets.

New policy directions necessitate a reassessment:

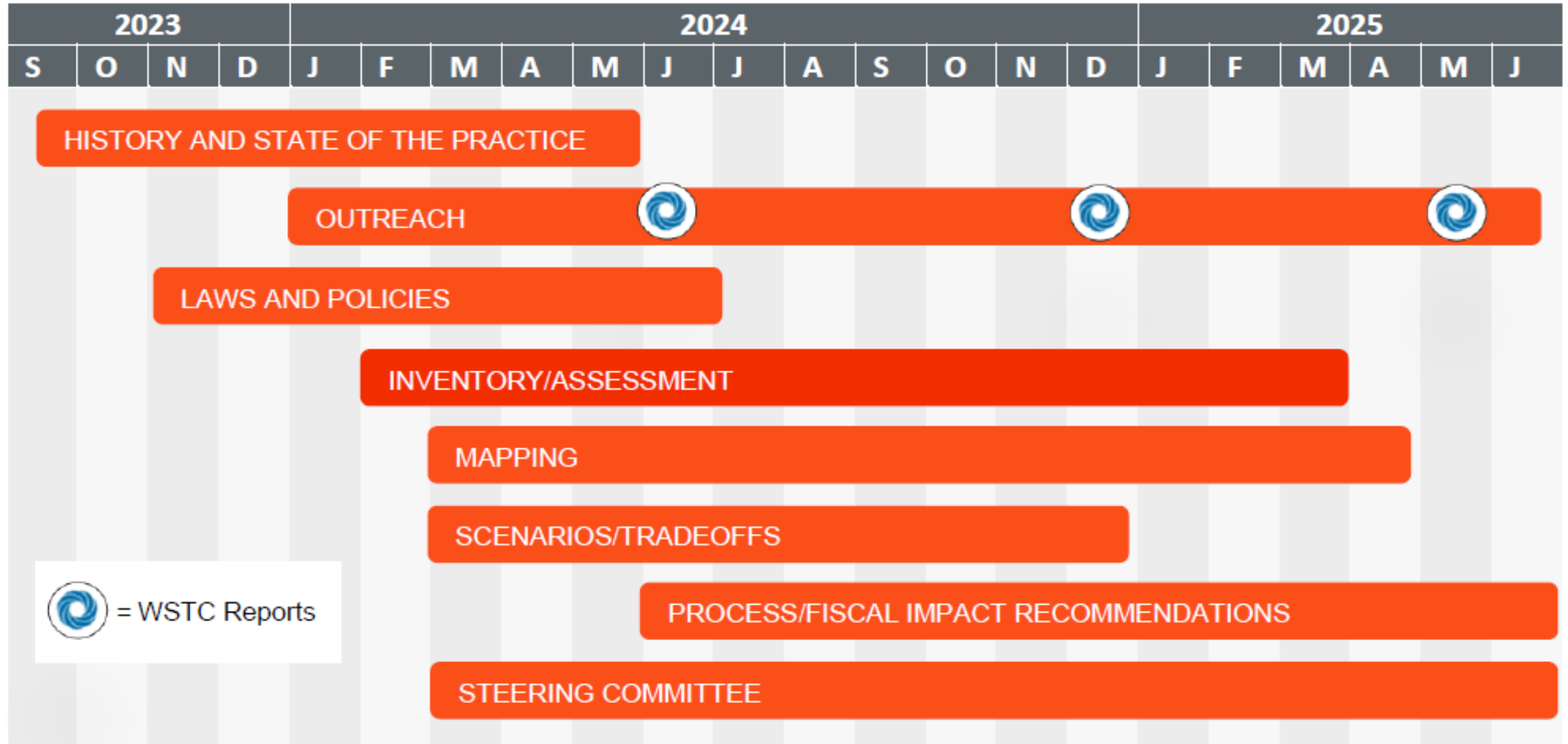
- Equity and environmental justice through the 2022 HEAL Act require decision-making that considers impacts to communities and addresses disparities.
- Climate resilience of facilities and networks requires increased consideration of potential impacts and mitigations.


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**.



Route Jurisdiction Study Schedule

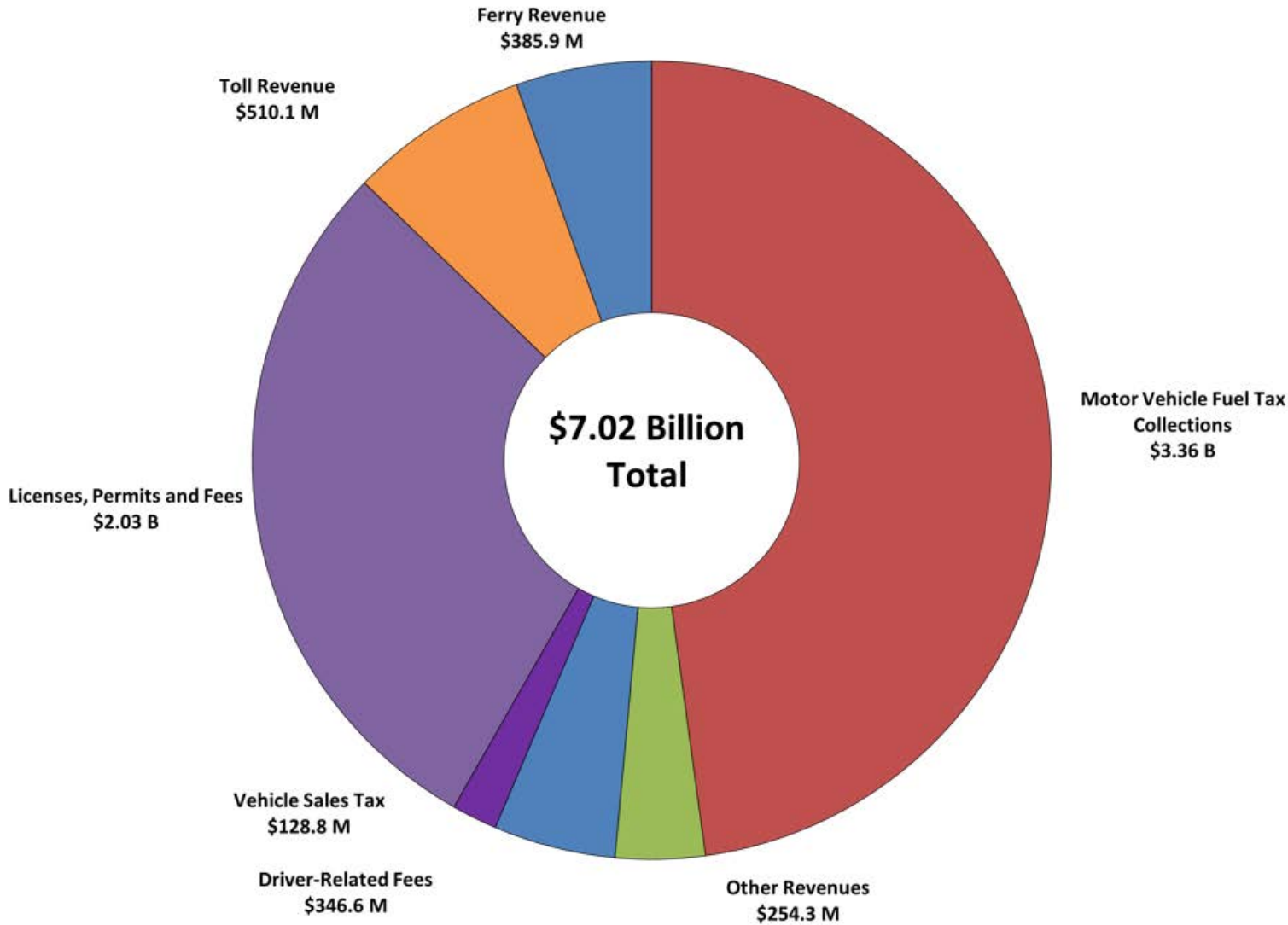


 = WSTC Reports



Funding the Statewide Transportation System

2023-25 State Transportation Revenue Sources

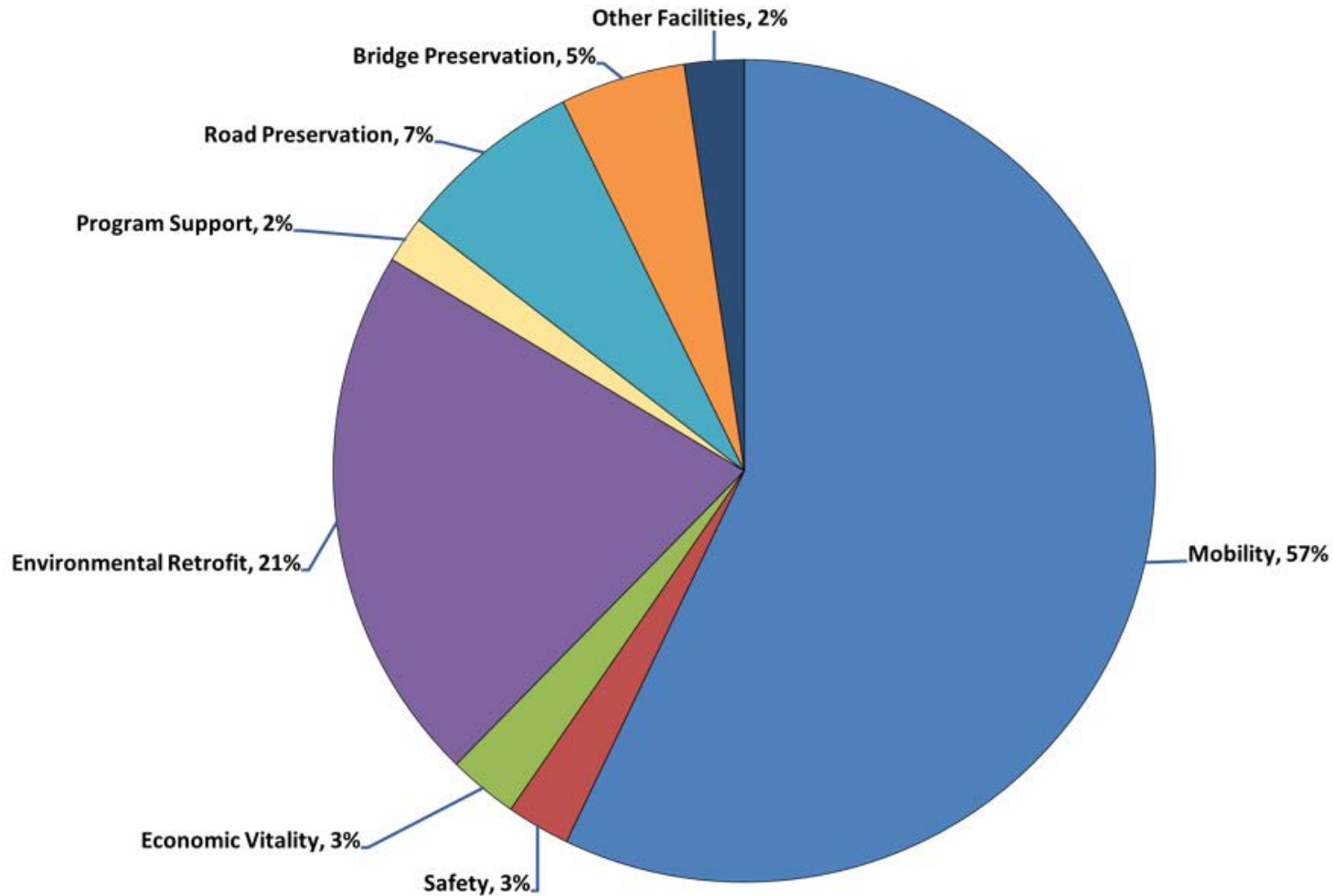


Additional funding sources include:

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

NOTE: Figures based on June 2024 transportation revenue forecast

2023-25 WSDOT Highway Funding

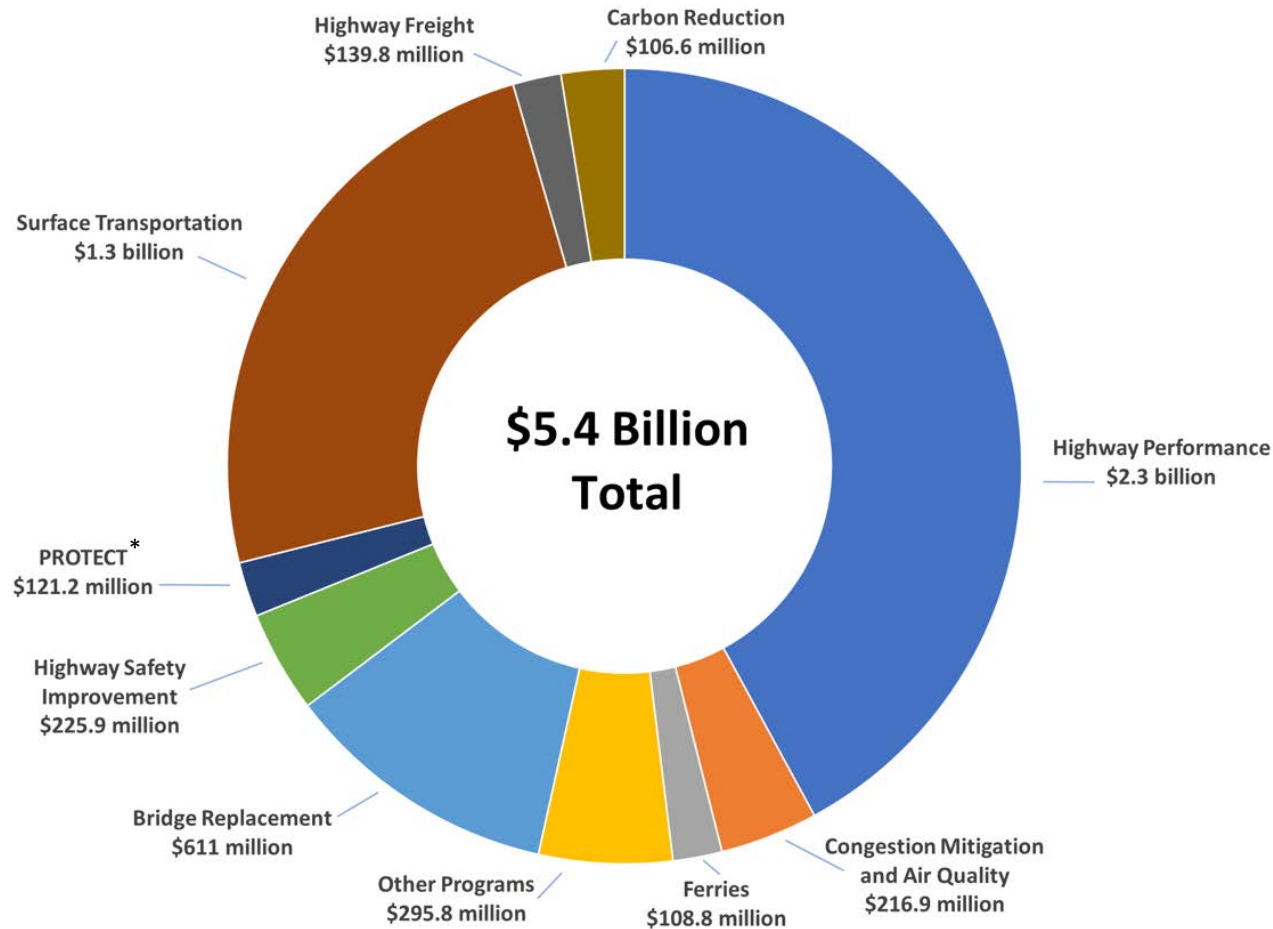


- The 2023-2025 Transportation Budget for WSDOT highways is approximately **\$6.3 billion**
- Of that, about 57% (\$3.6 billion) is dedicated for mobility — projects that reduce congestion on the highways

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 **\$750 million in federal grant funding** has been awarded to WSDOT from IIJA funds for 20 projects, including \$600 million for the Interstate Bridge Replacement Project.

*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***

Why Road Usage Charging?



Provides a **viable usage-based** funding source for transportation infrastructure.



Can generate **sustainable, long-term revenue**.



Implementation can be **simple, enforceable, and secure**.

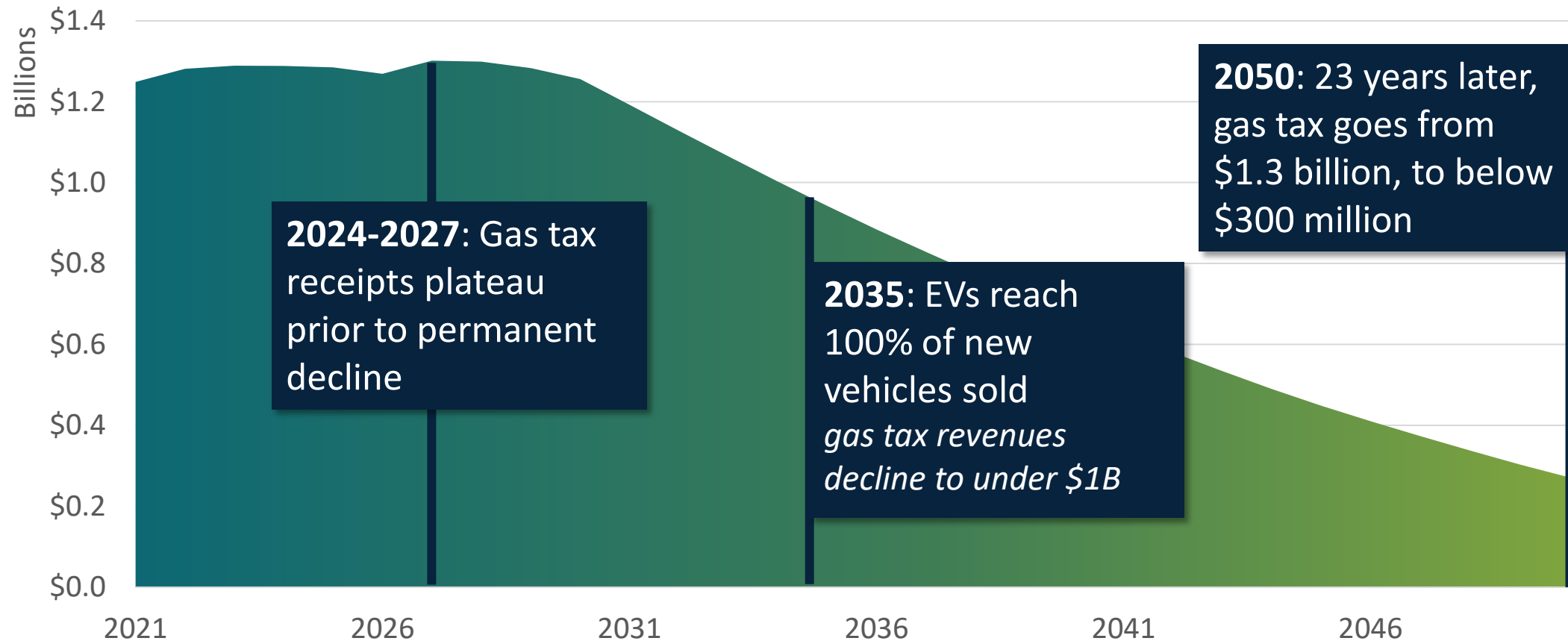


Enables a more **equitable** way to fund our transportation system.

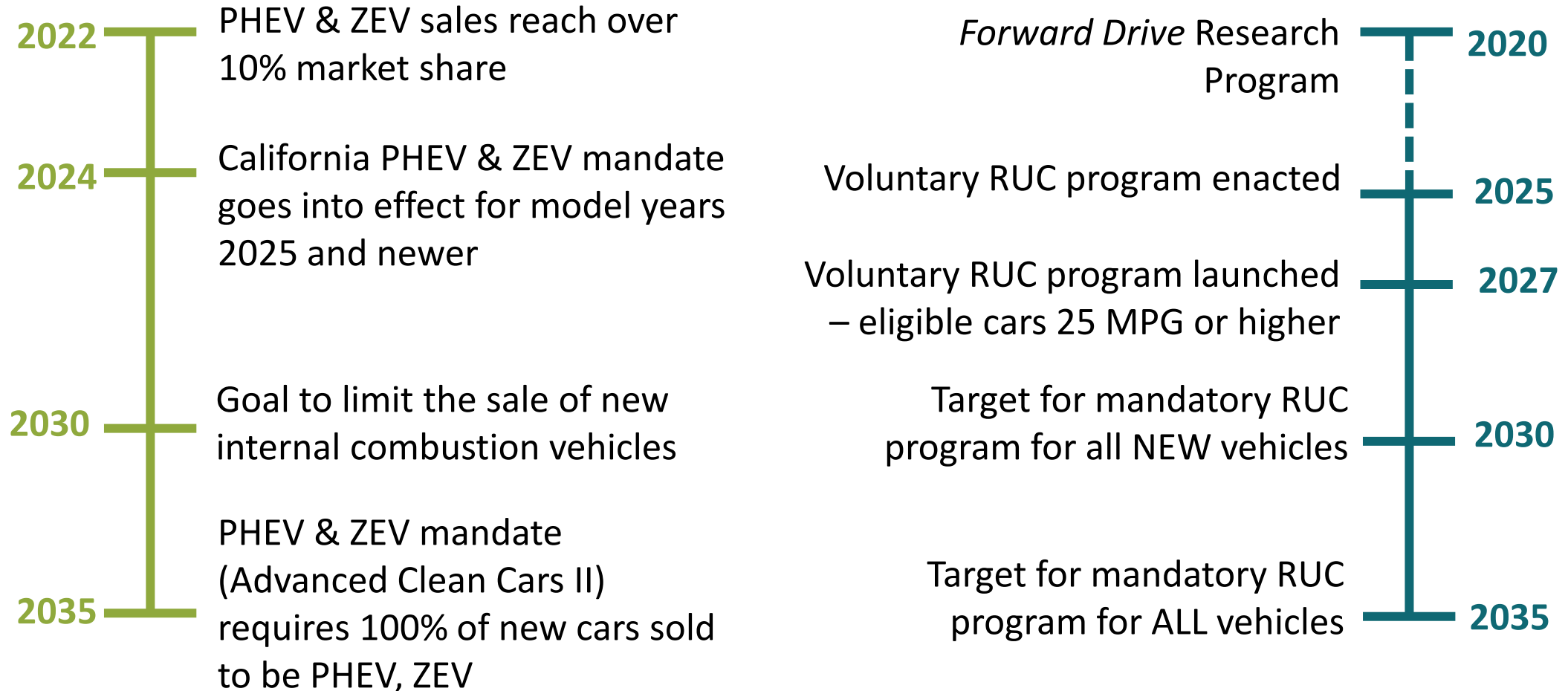


Repeatedly determined as the most viable approach **for funding the future of transportation**.

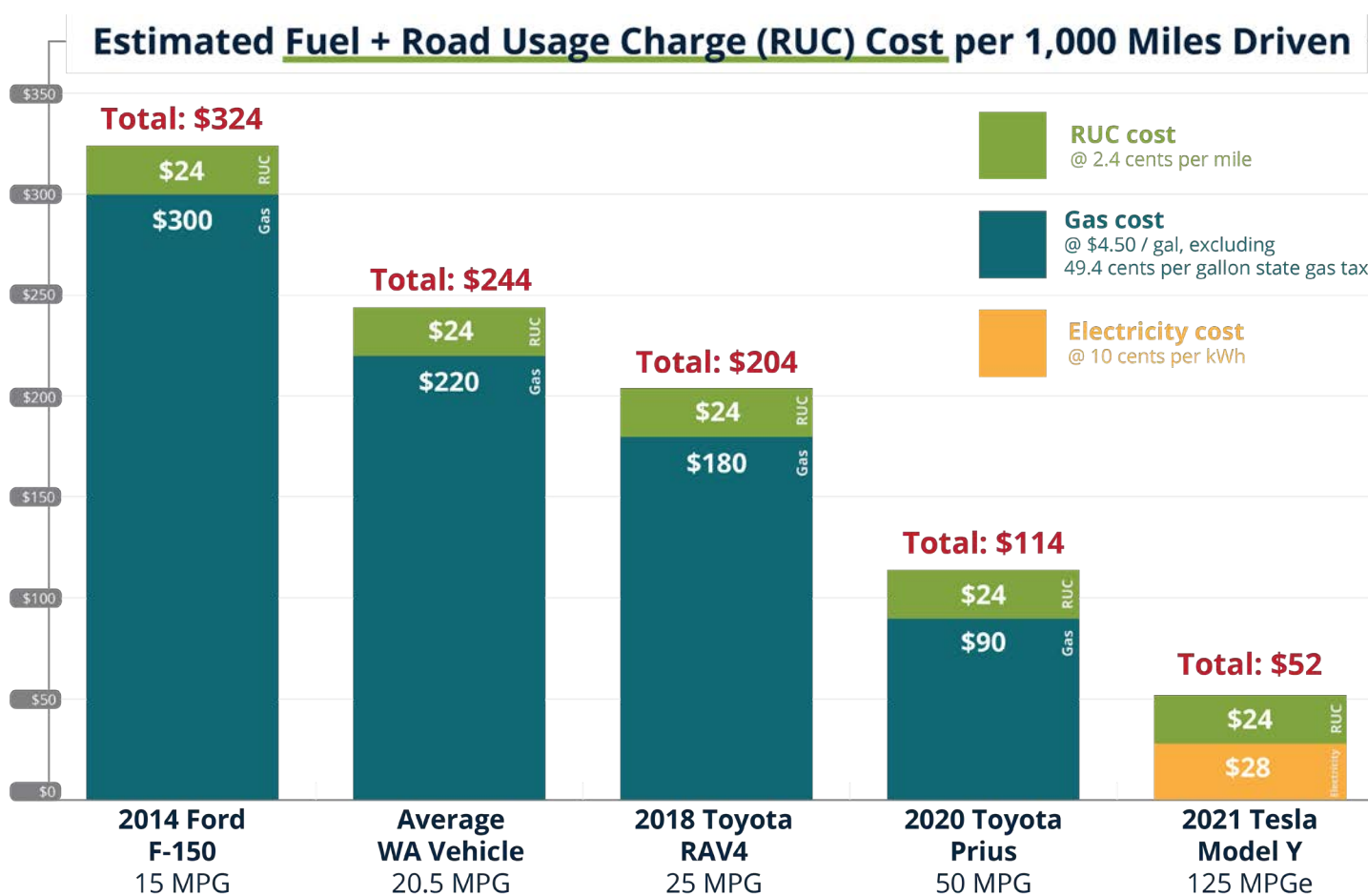
Gasoline Tax Revenues Will Decline as Fuel Efficiency and ZEV Adoption Grow



Current Fleet Electrification Mandates & Proposed RUC Transition Plan



EVs Maintain Overall Operating Cost Advantage in a RUC System

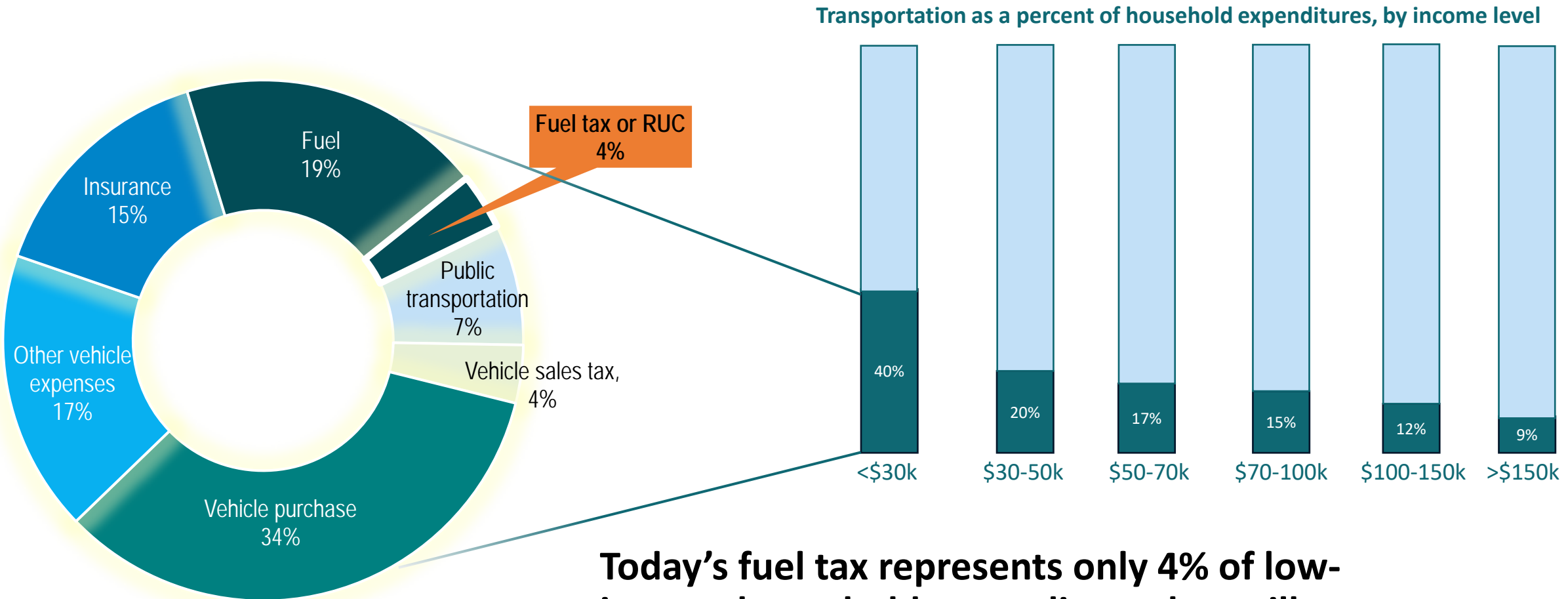


➤ EV drivers maintain a significant **operating cost advantage under RUC**, compared to gas-powered vehicles, given fuel costs remain a significant cost.

➤ Under a future RUC system, **participating EVs & hybrids would not pay the current flat annual registration fees.**
(EVs = \$225; hybrids = \$75)

While RUC does result in drivers of fuel efficient vehicles paying a little more in taxes for transportation as compared to the gas tax, the overall cost advantage of owning a fuel efficient, hybrid, or EV remains significant. For example, under RUC, owners of a Prius will pay \$210 per month less than the Ford pickup truck driver.

Road Usage Charging Maintains Minimal Impact to Low Income Households



Today's fuel tax represents only 4% of low-income household expenditures but will increase as fuel taxes increase

Drivers Pick How they Want to Report Miles



Odometer Reading *(28% in pilot)*

- Post-pay for miles reported quarterly
- Report miles either electronically or in person



MileMapper Smartphone App – GPS on/off *(14% in pilot)*

- Navigational GPS can be turned on/off
- Available only on iPhone iOS
- Records miles using a smartphone
- Works with all vehicles



Mileage Permit *(1% in pilot)*

- Pre-select a block of miles (1,000, 5,000, 10,000)
- Report odometer either electronically or in person every three months
- Obtain additional miles as needed to keep mileage permit valid



Plug-in Devices - With Or Without GPS *(56% in pilot – 19% w/o GPS/ 37% w/GPS)*

- Automated mileage meter with GPS and non-GPS options
- Plugs into OBD-II ports in vehicles 1996 or newer
- GPS-enabled devices automatically deduct out-of-state miles



Low-Tech

High-Tech

Next Steps for Road Usage Charging

- RUC Legislation has been introduced in 2021, 2022 and 2023 legislative sessions.
- Legislative deliberations continued in the 2024 legislative session with the goal of advancing a voluntary RUC program in 2025.
- Outreach and input gathering will take place in 2024 as work continues to identify issues and solutions in support of crafting legislation that can be supported by the public, state agencies, and lawmakers.





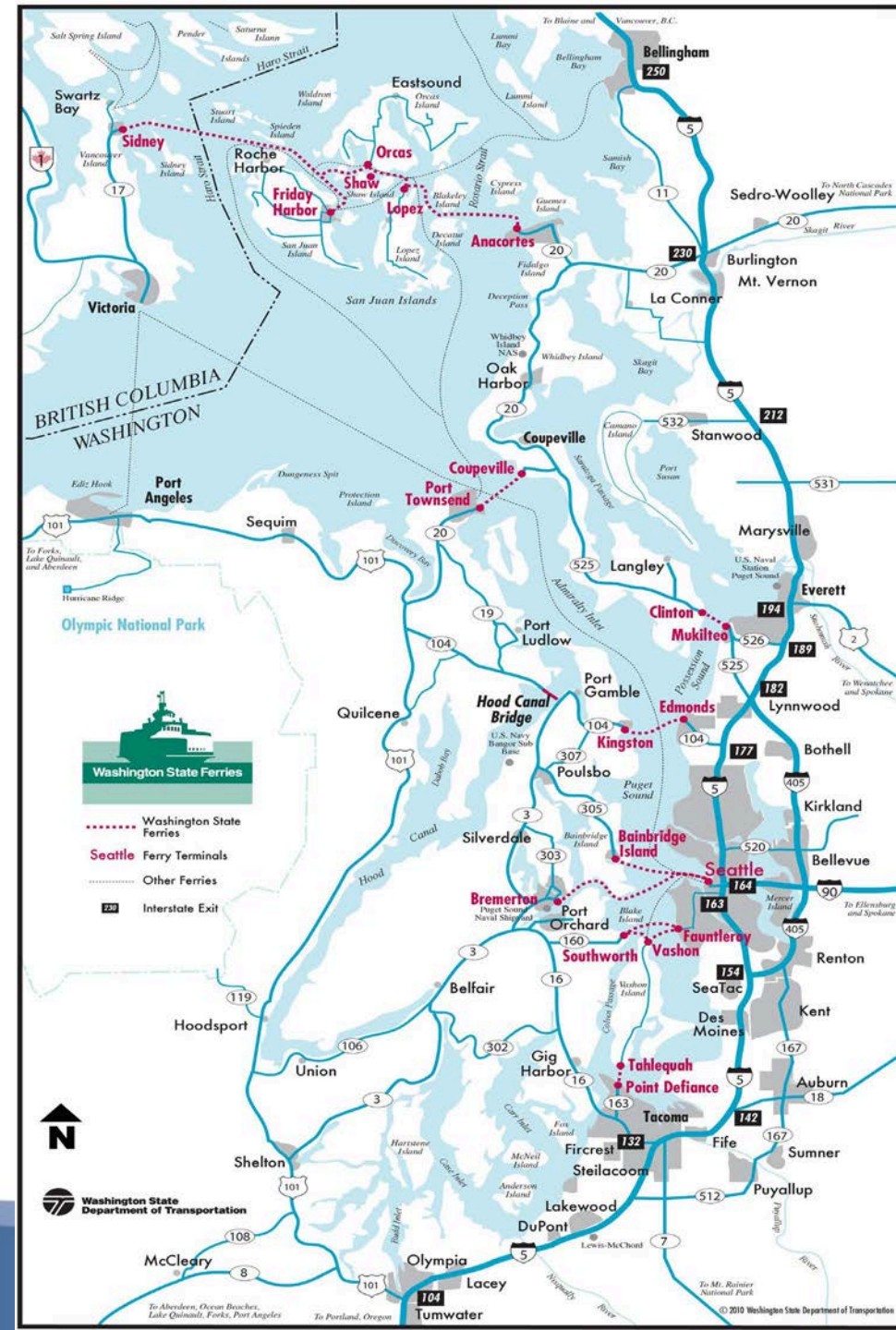
Washington State
Transportation Commission



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 \$375.1 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

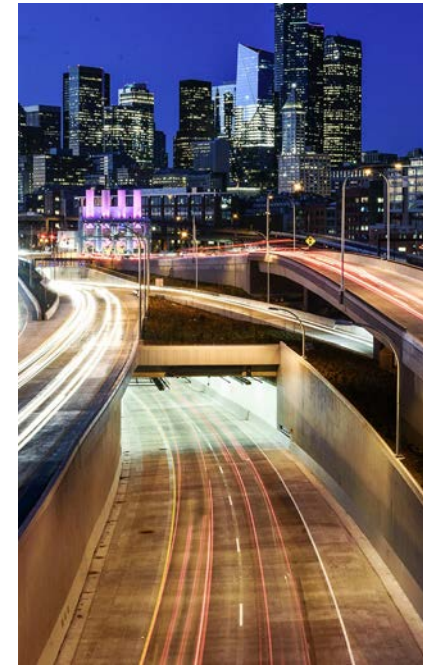
- The first phase between Bellevue and Lynwood began September 2015



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



Puget Sound Gateway Program

Authorized Future Toll Facilities – Mid-Late 2020s

- I-405 Express Toll Lanes (Renton to Bellevue)
- SR 167 High Occupancy Toll Lanes Extension
- Puget Sound Gateway Program
 - SR 167 Expressway
 - SR 509 Expressway
- 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!

 wstc.wa.gov

 transc@wstc.wa.gov

 www.facebook.com/WashingtonStateTransportationCommission

