



REGIONAL TRANSPORTATION PLAN

2026–2050

DRAFT

FINANCIAL STRATEGY

Final Draft – April 2026



Puget Sound Regional Council



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A Fiscally Constrained Transportation Plan

Under federal law, the regional transportation plan must make reasonable financing assumptions that account for existing or new revenue sources which can be reasonably expected to be available over the life of the plan (23 CFR 450.324). The 2026 Regional Transportation Plan (RTP) does this and outlines a set of conditions and assumptions that represent the financial strategy for implementing the plan.

The fiscal constraint requirement is intended to ensure that metropolitan long-range transportation plans reflect realistic assumptions about future revenues, rather than being lists that include more projects than could realistically be completed with available resources. Given this basic purpose, compliance with the fiscal constraint requirement requires an analysis of revenues and costs, which are defined as "...the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system." (23 CFR 450.324)

If the projected revenues are sufficient to cover the costs, and the estimates of both revenues and costs are reasonable, then the fiscal constraint requirement has been satisfied.

The financial strategy of the RTP provides a comparison of revenues and investment needs over the entire planning period. Financial planning for the RTP has been built upon previous efforts to design a framework for measuring the region's financial capacity, considering the unique circumstances of each sponsor type – cities, counties, local transit, Sound Transit, the Washington State Department of Transportation (WSDOT), and the Washington State Ferries (WSF).

[In addition, per the federal conformity rule, transportation plans must provide for the timely implementation of Transportation Control Measures \(TCMs\) from an applicable maintenance plan \(§93.113\). The financial strategy of the RTP must therefore include and address implementation of any required TCMs. There are no TCMs in the PM_{2.5} maintenance plan relating to on-road mobile sources; refer to the Air Quality Conformity document for more details.](#)

Overview of Financial Strategy Development

The RTP financial strategy provides a comprehensive picture of the financial requirements to maintain and improve the region's transportation system. Major steps in the development of the financial strategy included the following; each of these is described in greater detail later in this document:

1. Estimate Current Law Revenue

Current law revenues were defined as existing sources of transportation funds at current tax rates. They were forecast from existing revenue streams based on an array of data and assumptions. Projected revenues from recently passed local initiatives and state actions were also incorporated into the estimates.

2. Project Expenditures

Maintenance, Preservation, and Operations

The majority of transportation expenditures through the life of the plan are projected to be spent on maintaining, preserving, and operating the existing transportation system. A range of methodologies was used to develop expenditure estimates for various maintenance and preservation categories.

System Improvement – Regional Capacity Projects List

Cost estimates for projects on PSRC’s Regional Capacity Projects List were incorporated into the system improvement expenditure estimates. This list includes the larger scale roadway, transit, bicycle/pedestrian and ferry projects planned to be completed in the region during the life of the plan.

System Improvement – Programmatic, or “Other Improvements”

All other system improvements (i.e. everything not on the Regional Capacity Projects list) were programmatically estimated through the review of local comprehensive plans and direct engagement with various agencies and stakeholders. This includes an estimate of costs associated with the maintenance and preservation of future system improvement investments.

3. Calculate the Funding Gap

Once the current law revenues and expenditures were estimated through the life of the plan, the delta was calculated to identify whether there was enough projected revenues from existing sources to cover projected costs. The magnitude of the funding gap was calculated by the following sponsor types: cities, counties, local transit, Sound Transit, WSDOT and WSF.

4. Project Potential New Revenue Sources

New revenues (i.e. new sources not currently enacted that are “reasonably expected to become available” over the life of the plan) to help fill the funding gap were then projected. For each source, a range of estimates for how much they could generate through the life of the plan was developed.

Assumptions about the reasonableness of new revenue sources include both a political calculus and an analytical framework. Key considerations for identifying new revenue

sources include potential amount of revenue generated, nuances that may limit eligibility, and whether they can be allocated to sponsor types that have more substantial gaps.

5. Identify and Evaluate Investment Scenarios

Given the gap between the maximum level of proposed investments and needs through 2050 and the forecast availability of current law revenues, PSRC evaluated four different plan scenarios that would require different levels of new revenues through 2050. This included looking at various options for reducing total investment levels across the four investment building blocks: maintenance, preservation and operations; Regional Capacity Projects; other system improvements; and growth in local transit service hours. These scenarios then underwent additional analysis and modeling to determine how they would perform across a variety of metrics.

6. Identify Final Investment Scenario and New Revenue Needs

After review of performance results and public feedback, PSRC's Transportation Policy Board identified the preferred scenario to move into the draft plan, which included a focus on maintenance and transit. More detail on the investments included in this scenario is provided in the Expenditure Estimates section below. In addition, a detailed description of the four scenarios evaluated by the Board and what they entail can be found on the [RTP Engagement Hub](#). This scenario will require new revenues of approximately \$58 billion to be implemented by 2050 in order to fully fund the investments. More detail on the plan's financial strategy is detailed in this document.

Financial Strategy Summary

Figure 1 summarizes the financial information in \$2026 constant dollars, with investment needs based on the selected scenario, current law revenues, and the revenue gap identified for each of the sponsor types.

Figure 1: Financial Strategy Summary 2026 – 2050*

SPONSOR TYPE	NEEDS				CURRENT LAW REVENUE	REVENUE GAP
	Maintenance, Preservation and Operations	System Improvements		Total		
		Regional Capacity Projects	Other Improvements			
Counties	\$17,900	\$3,600	\$2,000	\$23,400	\$16,600	\$6,900
Cities	\$45,300	\$8,100	\$16,200	\$69,600	\$41,700	\$27,800
Local Transit	\$52,700	\$1,800	\$14,800	\$69,300	\$52,400	\$16,900
Sound Transit	\$49,500	\$41,600	\$24,200	\$115,300	\$115,300	\$0
WSF	\$11,300	\$0	\$4,200	\$15,500	\$11,400	\$4,100
WSDOT	\$23,400	\$13,900	\$4,700	\$42,000	\$39,400	\$2,600
Subtotal		\$69,000	\$66,100			
TOTAL	\$200,100	\$135,000		\$335,200	\$276,800	\$58,400

* Millions of \$2026 Constant Dollars

The same information shown in Figure 1 but adjusted for inflation (i.e. in nominal Year of Expenditure dollars), is provided in Attachment B.

Estimating Current Law Revenues

The starting point in the development of the RTP financial strategy is estimating future revenues that will be available under current authority (i.e., current law revenues or CLR), which are forecast and collected using a variety of approaches. This section details the sources and methodologies PSRC used to estimate CLR for the financial strategy.

Sources

REMI Insights Model

The REMI Insights Model is an economic model used to develop regional tax base forecasts including population and retail sales. Regional tax base forecasts are then allocated to various geographies, which in turn serve as the foundation for revenue forecasts by sponsor type. The REMI Insights Model also produces forecasts for the Consumer Price Index (CPI), which is the discount/compound factor PSRC utilizes to convert year-of-expenditure to constant dollars and vice versa.

Soundcast Travel Model/UrbanSim Land Use Model

The Soundcast Travel Model provides key information about people's travel choices and transportation network measures utilized in the CLR projections, such as the number of transit boardings.

Population and employment distribution is allocated within Soundcast based on PSRC's UrbanSim Parcel-Based Land Use Model. This dataset reflects the most recent city and county assumptions for how each jurisdiction will accommodate projected growth as documented in local comprehensive plans.

Budget, Accounting and Reporting System (BARS) Data

The Washington State Auditor's Office (SAO) manages the Budgeting, Accounting and Reporting System (BARS), a standardized accounting and reporting framework for local governments. Every local jurisdiction in Washington State is required to provide annual data regarding revenue sources and expenditures across a broad range of categories. This historical record serves as the baseline for a number of CLR projections for cities and counties.

National Transit Database

The Federal Transit Administration (FTA) manage the National Transit Database, a publicly available repository of data for the operating, financial, and asset conditions of transit systems across the country. Historic data on transit boardings, transit revenue service hours, and transit fare revenues is utilized for CLR projections for the local transit agencies in the region.

Regional Transportation Improvement Program (TIP) Database

PSRC manages the rolling four-year Regional Transportation Improvement Program (TIP), which provides a summary of current transportation projects underway within King, Pierce, Snohomish, and Kitsap counties. It includes detailed information on projects funded with federal, state and local funding sources, including federal grants awarded through PSRC. The TIP database contains historic data and serves as the basis for a variety of CLR projections across sponsor types.

WSDOT Highway Performance Monitoring System (HPMS)

The HPMS is a national level highway information system administered by the Federal Highway Administration (FHWA). It includes data collected at the state level on the extent, condition, performance, use and operating characteristics of the nation's roadways. WSDOT tracks approximately 100 separate HPMS data items for around 2,500 sample sections of roadway, representing Washington's 81,000 miles of public roads. HPMS estimates for vehicle miles traveled (VMT) are part of the formula for projecting fuel consumption along with SoundCast model output and vehicle licensing information.

Washington State Economic and Revenue Forecast Council (ERFC)

The Washington State ERFC provides a quarterly Transportation Economic and Revenue Forecast that serves as the baseline for CLR projections for gas tax and vehicle license and permit fees across the different sponsor types.

Other State Agency Data

Various datasets from WSDOT, the WA Department of Revenue, and the WA Department of Licensing are utilized for CLR projections across different sponsor types.

Regional Vehicle Fleet Data

Various data regarding the region's aggregate vehicle fleet are utilized for CLR projections. These include the ratios of various vehicle types such as trucks and electric vehicles, as well as the age distribution of the fleet and fuel consumption assumptions. Baseline fleet data is sourced from the WA Department of Licensing.

Methodologies

Cities and Counties

This section describes the methodologies used to project revenue streams through the life of the plan for cities and counties. For both sponsor types, revenue streams were first projected at the county level, then aggregated to the regional level and summed for the years 2026–2050. All sources apply to both cities and counties, unless indicated otherwise.

- **Cities.** Includes all 82 incorporated cities and towns within the region.
- **Counties.** Includes all 4 counties within the region.

For each revenue stream, a base number (i.e. starting point) for the projection is determined based on historic data and then forecast each year through 2050 based on the assumptions described below.

Local Taxes & Fees

All of the local tax and fee estimates detailed below utilized the 4-year average from the latest available (2020–2023) BARS data to calculate the 2023 base number for the forecast projections.¹ Due to data collection issues in the BARS data for cities, as reported to PSRC by WSDOT and SAO, a multiplier of 2.02 was applied to all cities BARS numbers. This figure was determined to best represent the magnitude of undercounting in the data, based on the

¹ Note: Because significant changes were made to how BARS data was collected in 2020, this analysis only utilizes data from 2020 and later to estimate starting points for projections. However, earlier years are incorporated into average annual growth rate calculations.

difference in revenues and expenditures being reported. The county data did not show an undercount so no multiplier was used for the county BARS numbers.

Unless indicated otherwise, the sources listed below were projected from 2024 through 2050 based on the historic average annual growth rate for cities' and counties' BARS data, respectively, for the years 2014–2019 and 2021–2023. (2020 was excluded due to the change in data collection methodology that occurred that year.)

Attachment A includes an array of additional details, demographic information and supporting materials regarding local and state taxes and fees.

- *Mitigation and Impact Fees*

Mitigation and Impact fees are one-time charges assessed by a local government against a new development project to help pay for new or expanded public capital facilities, including roads and bicycle/pedestrian facilities.

- *Local/Road Improvement Districts*

Local/Road Improvement Districts are formed by local jurisdictions to finance capital improvements (including for roadways and other transportation infrastructure) that primarily benefit property owners within a specific area.

- *Real Estate Excise Tax*

A real estate excise tax is a tax on property sales to fund capital projects and limited maintenance on an array of infrastructure including roads, bridges, sidewalks and other transportation assets.

- *Commercial Parking Tax (Cities only)*

A commercial parking tax is a local tax on paid parking in commercial facilities, such as a public parking lot or garage. The revenue is often used to fund transportation projects.

- *Vehicle License Fee (Cities only)*

There are currently 50 local jurisdictions in the region that have enacted Transportation Benefit Districts (TBDs), which are taxing districts utilized to collect vehicle license fees and/or sales tax for transportation purposes. A TBD vehicle license fee is currently collected by 32 of these jurisdictions

The forecast methodology for TBD vehicle license fee revenue was based on the projected growth rate for vehicle registrations, which was estimated through 2050 using the REMI Insights Model. This growth rate was then applied to the 2023 base number for Vehicle License Fee revenue to forecast the amount collected from 2024 through 2050.

- *County Road Levy (Counties only)*

A county road levy is a property tax levy implemented by counties, collected and limited for use on roadways within the unincorporated county area. All four counties in the central Puget Sound region currently have a county road levy.

The county road levy was projected based on the 1% annual levy limit on increases in property tax revenues imposed by Washington State. The 2023 base numbers were therefore grown by 1% annually from 2024 to 2050.

- *Other Local Funds*

This aggregated category includes an array of additional local sources that at least partially fund transportation investments including property tax, sales and use tax (including sales tax collected through TBDs), business and occupation tax, business license and permit fees, and others. It was projected based on the historic average annual growth rate, as described above.

State Distributions

State tax distributions to cities and counties were projected using the following methodologies:

- *Gas Tax Distribution*

The 4-year average from the latest available (2020–2023) BARS data was used to calculate the 2024 base year values. Gas tax revenues were then projected from 2024 through 2050 based on the forecast estimate of fuel consumption of the regional vehicle fleet. An initial increase of six cents and annual adjustments (2% increase per year) were also applied, based on Washington Senate Bill 5801, a transportation funding bill passed in 2025.

The projected fuel consumption of the regional vehicle fleet was forecast utilizing SoundCast VMT projections and future vehicle registration estimates from SoundCast and the Department of Ecology. This includes data on future vehicle classifications and fuel economy assumptions, including electric vehicle shares.

- *State Grants*

These funds include ~~all~~ state grants allocated to city and county projects (~~excluding Move Ahead Washington funds~~). The 2024 base numbers for these projections were established through the 10-year average of data from the Regional TIP database (up to the latest available data from the TIP database). These base numbers were then projected through 2050 with an annual average growth rate. This growth rate was determined through calculating state funding distributed by the Transportation Improvement Board (TIB) to cities and counties between 2015 through 2024 (with the 2020 anomaly excluded).

- *Move Ahead Washington*

Move Ahead Washington is a Washington State transportation package that was passed in 2022. In total, it allocates over \$16 billion towards various transportation investments across 16 years. This includes nearly \$1.5 billion to cities and counties for active transportation investments awarded through state-managed grant programs. Regional and county-level shares of these funds were estimated based on shares allocated through the 2023-2025 state-managed grant programs. Based on these shares, the projected amount was then distributed, for cities and counties respectively, across the 16-year package (2023-2038).

Federal Distributions

The 2024 base numbers for federal funding distributions were determined through the 10-year average of federal funds awarded to cities and counties as reported in the TIP database. The growth rates applied were as follows:

- *PSRC FHWA Funds*

An estimate of future PSRC FHWA funds to be awarded to cities and counties was projected from 2025-2050 based on the average annual growth rate for all PSRC FHWA federal fund allocations from 2013-2024.

- *PSRC FTA Funds (Cities only)*

An estimate of future PSRC FTA funds to be awarded to cities was projected from 2025-2050 based on the average annual growth rate for all FTA federal fund allocations from 2013-2024. It is worth noting The City of Seattle is the only local jurisdiction in the region to receive FTA funds over the last decade, averaging approximately \$2 million a year between 2014 and 2024.

- *All Other Federal Funds*

An estimate of all other future federal funds (not awarded by PSRC) for cities and counties was projected from 2025-2050 using an annual growth factor (2%) based on the growth rate between the last three federal transportation acts: the Moving Ahead for Progress in the 21st Century Act (2012), the Fixing America's Surface Transportation Act (2015), and the Infrastructure Investment and Jobs Act (2021).

Recent Voter Approved Initiatives and Implementation of New Funding Sources

PSRC also incorporated new current law revenue sources (including sales tax and property tax) into the financial strategy that were implemented in the region past the most recently available historic data. PSRC staff researched funding tools that were passed by voters and/or enacted after 2022, as this was the last available year for which historic revenues were available to be integrated into the transportation revenue model.

Local Transit

This section describes the methodologies used to project revenues through the life of the plan for the region's local transit agencies. This includes Community Transit, Everett Transit, King County Metro, Kitsap Transit and Pierce Transit. For this sponsor type, revenues were first projected at the transit-agency level, then aggregated to the regional level and summed for the years 2026-2050.

Local Taxes & Fares

- *Sales & Use Tax*

Per state law, local transit agencies can have sales and use tax rates of up to 0.9% within their taxing districts, although higher rates have been authorized by the state legislature for several agencies. Within the region, the five local transit agencies have sales and use tax rates that range from 0.6% to 1.2%, as shown in Attachment A .

Annual sales & use tax projections for local transit agencies were based on the county-level REMI Insights Model taxable retail sales (TRS) forecast through 2050². For each local transit agency, the annual TRS projection for the county was multiplied by the REMI projected share of the total county's population within the transit agency's taxing district, i.e. its Public Transportation Benefit Area (PTBA). This amount was then multiplied by the PTBA's sales tax rate to estimate the agency's annual sales & use tax revenue.

- *Fares*

Fare revenue was estimated for each transit agency by multiplying projected annual boardings by the projected average fare for each year through 2050. Historic data for boardings and total fare revenue were compiled for 2014-2023 from the National Transit Database and the average annual fare revenue was derived from this data. The average fare for each transit agency was then forecast through 2050 based on the agency's average annual fare growth rate from 2014-2019. The latest available data points (2023) served as the base numbers for the forecast. Pre-Covid years were used to generate the growth rate to avoid Covid-era data anomalies. Boardings were projected through 2050 based on the SoundCast Travel Model. The average annual fare growth rates and base numbers for each transit agency are provided in Attachment C.

State Distributions

- *State Grants*

This category includes state funds awarded to local transit agencies, excluding Move Ahead Washington. The 2025 starting point for these projections was based on the 10-year average of data from the Regional TIP database. Similar to the methodology for cities and counties,

² This forecast was grown by 5% based on Washington State Senate Bill 5814 passed in 2025, which increased the scope of goods and services eligible for sales & use tax.

this figure was then projected through 2050 based on the annual average growth rate for TIB funds awarded from 2015 through 2024 (with the 2020 anomaly excluded).

- *Move Ahead Washington*

Move Ahead Washington allocates nearly \$3.5 billion to local transit agencies through transit grant programs. The share of these funds for local transit agencies in the region was estimated based on shares allocated through the 2023–2025 state–managed grant programs. Based on these shares, the projected amount was then distributed across the 16–year package (2023–2038).

Federal Distributions

The 2024 base numbers for all of the federal funding distributions were based on the 10–year average of federal funds awarded to local transit agencies as reported in the TIP database. The growth rates applied were as follows:

- *PSRC FHWA Funds*

An estimate of future PSRC FHWA funds to be awarded to local transit agencies was projected from 2025–2050 based on the average annual growth rate for all PSRC FHWA federal fund allocations from 2013–2024.

- *PSRC FTA Funds*

An estimate of future FTA funds to be awarded to local transit agencies was projected from 2025–2050 based on the average annual growth rate for all PSRC FTA federal fund allocations from 2013–2024.

- *All Other Federal Funds*

An estimate of all other future federal funds (not awarded by PSRC) for local transit agencies was projected from 2025–2050 using an annual growth factor based on the growth rate between the last three federal transportation acts: the Moving Ahead for Progress in the 21st Century Act, the Fixing America’s Surface Transportation Act, and the Infrastructure Investment and Jobs Act.

Sound Transit

PSRC worked with Sound Transit staff to obtain their agency projections for revenue through 2050. These projections were based on Sound Transit’s Fall 2024 Financial Plan and include the sources listed below.

Tax Revenue

Per Sound Transit’s 2024 Financial Plan, the agency received tax base forecasts for Retail Sales and Use Tax (sales tax) and Motor Vehicle Excise Tax (MVET) from an independent third

party. The variables that were used to predict the taxable retail sales included county household income and unemployment levels, economic growth forecasts, and historic U.S. interest rates. The MVET tax base forecast was based on historical and forecasted U.S. vehicle sales and county household income. For the property tax forecast, an independent third-party projected the growth of assessed value for both existing property and new construction within the Sound Transit district. Tax revenue sources include:

- *Sales and Use Tax*
- *Motor Vehicle Excise Tax*
- *Property Tax*
- *Rental Car Tax*

Grant Revenue

Future grant funding is projected to be secured through FTA grants and other regional and national grant competitions. Approximately 25% of the \$15 billion in grant funding assumed in the Sound Transit Financial Plan has already been secured through executed grant agreements. Major sources include:

- *FTA New Starts Grant Program*
- *FTA Formula Funds*
- *Other Grants*

Other Revenue

Fare revenue forecasts are based on ridership forecasts and assumptions regarding fare levels and price elasticity. Interest earnings are credited to Sound Transit to offset expenditures for systemwide programs. Other revenues include advertising, real estate sales proceeds, rental income, parking revenues, and local contributions.

- *Fare Revenue*
- *Interest Earnings*
- *Other Revenue*

WSDOT

State Taxes and Fees

- *Gas Tax Distribution*

The baseline data for determining gas tax distribution to WSDOT was provided from the ERFC's quarterly Transportation Economic and Revenue Forecast. This forecast provides annual projections for gas tax revenue that can be broken apart by 1) WSDOT's base

highway program and 2) funding packages which include legislatively directed highway investments, projects, and bond repayments.

The regional share of statewide VMT was applied to the amounts to estimate what share of the statewide total gas tax revenue was generated within the region. A ratio was applied based on levels of state expenditures to estimate how much of that revenue was actually returned to the region.

Since the funding packages include a higher proportion of projects in the central Puget Sound region than the rest of the state, it was assumed that the rate of return for the region is 110% of the gas tax revenue generated for the funding packages. Likewise, since data indicates that a higher proportion of base program activities (including state highway and bridge maintenance, preservation, and programmatic improvements; seismic improvements; traffic control; and administrative costs) occur outside the region, it was assumed that the region receives 90% of the gas tax revenue generated for WSDOT's base program.

The gas tax revenue was then projected from 2024 through 2050 based on the forecast estimate of fuel consumption of the regional vehicle fleet, which was projected utilizing SoundCast and data from the Department of Ecology. This included data on future vehicle classifications and fuel economy assumptions, including electric vehicle shares. An initial increase of six cents and annual adjustments (2% increase per year) were also applied, based on Washington Senate Bill 5801, a transportation funding bill passed in 2025.

- *Motor Vehicle License, Registration and Weight Fees Distribution*

Similarly, the baseline data for determining the distribution of motor vehicle license, registration and weight fees to WSDOT was obtained from the ERFC's quarterly Transportation Economic and Revenue Forecast. These fees include:

- Registration Filing Fee
- License Tab Fee
- Registration Service Fee
- Additional Weight Fee (under 12,000lbs)
- Electric Vehicle/Motorcycle Fee
- Gross Weight Fee (based on vehicle weight)
- License Service Fee

Like the gas tax, revenues collected from these fees can also be broken apart by 1) WSDOT's base highway program and 2) funding packages which include legislatively directed highway investments, projects, and bond repayments.

Also similar to the gas tax, the regional share of statewide VMT was applied to estimate the share of the statewide revenue totals from these sources generated within the region. The same ratios as described above were then used to project how much of the amount generated was returned to the region.

These revenues were then projected from 2024 through 2050 based on the estimated vehicle registration growth rate generated by REMI. Since one of the fees is a \$150 Electric/Plug-in Vehicle Renewal fee, it was calculated separately based on the estimated growth in electric vehicles in the region.

- *Move Ahead Washington*

Move Ahead Washington allocates over \$10 billion to WSDOT for highway expansion, highway preservation, and correction of fish passage barriers. To calculate the region's share from the statewide total, the following calculations were performed: the portions allocated to highway preservation were estimated based on the region's share of statewide VMT; the portions allocated to highway expansion were based on the region's share of total Move Ahead Washington expansion projects; and the portions allocated to fish passage barrier corrections were based on the region's share of state-owned fish passage barriers. These regional totals were then summed and distributed across the 16-year package (2023-2038).

Federal Distributions

The 2024 base numbers for the following federal funding distributions were based on the 10-year average of federal funds awarded to WSDOT as reported in the TIP database. The growth rates applied were as follows:

- *PSRC FHWA Funds*

An estimate of future PSRC FHWA funds to be awarded to WSDOT was projected from 2025-2050 based on the average annual growth rate for all FHWA federal fund allocations from 2013-2024.

- *All Other Federal Funds*

An estimate of all other future federal funds (not awarded by PSRC) for WSDOT was projected from 2025-2050 using an annual growth factor (2%) based on the growth rate between the last three federal transportation acts: the Moving Ahead for Progress in the 21st Century Act (2012), the Fixing America's Surface Transportation Act (2015), and the Infrastructure Investment and Jobs Act (2021).

WSF

State Distributions

- *State Funds and Fare Revenues*

The WSF 2040 Long Range Plan (adopted in 2019) projects over a 20-year period what WSF will receive in capital program funding sources, which include gas tax revenue, Capital Vessel Replacement Funds, and the Connecting Washington and TPA funding programs. Capital Vessel Replacement Funds are generated from vehicle license fees and a vessel replacement surcharge. Operating funding sources include gas tax revenue, fare revenue, miscellaneous operating revenue, and license fees. WSF's Plan assumes that fares will increase at approximately the rate of inflation.

The projected amounts across the life of the plan were summed and divided by 20 to estimate WSF's annual revenues. The share of revenue allocated to the region was based on the share of total WSF ridership that occurred on routes that operate within the region.

- *Additional License, Registration and Weight Fees (via Senate Bill 5801)*

Washington Senate Bill 5801, a transportation funding bill passed in 2025, provides additional motor vehicle license, registration and weight fee revenues to WSF. These additional funds were annualized and projected through 2050. To estimate what share of the statewide totals were generated within the region, the regional share of vehicle registrations was applied to the amounts. A return ratio of 86% was used to project how much was received by the region based on the total share of WSF ridership that occurs within the region.

Federal Distributions

The 2024 base numbers for the following federal funding distributions were based on the 10-year average of federal funds awarded to WSF as reported in the TIP database. The growth rates applied were as follows:

- *PSRC FHWA Funds*

An estimate of future PSRC FHWA funds to be awarded to WSF was projected from 2025–2050 based on the average annual growth rate for all PSRC FHWA federal fund allocations from 2013–2024.

- *PSRC FTA Funds*

An estimate of future PSRC FTA funds to be awarded to WSF was projected from 2025–2050 based on the average annual growth rate for all PSRC FTA federal fund allocations from 2013–2024.

- *All Other Federal Funds*

An estimate of all other future federal funds (not awarded by PSRC) for WSF was projected from 2025–2050 using an annual growth factor based on the growth rate between the last three federal transportation acts: the Moving Ahead for Progress in the 21st Century Act (2012), the Fixing America’s Surface Transportation Act (2015), and the Infrastructure Investment and Jobs Act (2021).

Estimating Expenditures

Expenditure estimates are broken down into three main categories: Maintenance, Preservation & Operations, Regional Capacity Projects and Other System Improvements. As noted previously, PSRC’s Transportation Policy Board deliberated on four different RTP investment scenarios, weighing costs and benefits before deciding on the scenario focused on maintenance and transit. The methodologies for estimating expenditures within each category are described below. Cost figures for each category and sponsor type are provided in Figure 3 at the end of the section.

Methodologies

Maintenance, Preservation, and Operations

Maintenance, preservation, and operations (MP&O) costs make up the majority of expenditures in the RTP and are estimated by sponsor type using an array of methodologies. A summary is provided below; more detail on these methodologies can be found in the Maintenance and Preservation report. Per board direction, the draft RTP prioritizes full investment in meeting all MP&O needs through 2050.

Cities and Counties

Where possible, PSRC has aimed to capture city and county MP&O costs based on desired outcomes (i.e. the cost to achieve a specific result). For categories where this is not possible, historic trends were projected and extrapolated out to 2050.

- *Pavement Preservation*

The basis for pavement preservation cost estimates were surveys distributed to all cities and counties.

- *Local Traffic Operations/Intelligent Transportation Systems (ITS)*

Surveys were also utilized to estimate traffic operations/ITS costs.

- *Stormwater Drainage*

Stormwater cost projections were based on growth rates and projections of BARS data.

- *Bridges and Culverts*

Locally-owned bridge MP&O costs were estimated based on figures WSDOT has developed for their state-owned bridge needs assessment. Culvert replacement costs were projected based on culvert data provided by the Washington State Department of Fish and Wildlife (DFW).

- *Other Asset Classes*

There were several city and county asset classes where PSRC calculated historic investment growth rates via BARS data and used them to project out costs through the life of the plan: streetlighting, bicycle and pedestrian infrastructure, roadside development (the right-of-way beyond the outside edge of the shoulder), and several other miscellaneous asset and administrative expenses.

Local Transit

Local transit operators are responsible for large fleets of vehicles, with over 2,000 buses across the region. In addition, transit agencies maintain hundreds of stations and stops, park and rides, and maintenance facilities. Operating costs are by far the area of greatest cost for local transit agencies in the RTP, whose costs also include vehicle purchases and maintenance and preservation of maintenance bases and other equipment.

Costs to maintain existing local transit operations were calculated based on an array of data from the National Transit Database (NTD), as well as data collected from local transit agencies on growth assumptions and projected capital investments and administrative costs.

Sound Transit

Sound Transit operates over 300 buses and 160 light-rail vehicles alongside a number of other maintenance bases and facilities. Costs for maintaining and preserving existing Sound Transit service were provided by Sound Transit staff based on their Fall 2024 Financial Plan. The expenditure projections for each mode were based on a cost model for each function (such as vehicle operations, vehicle maintenance, and facilities maintenance). Each cost category was forecasted via different metrics (e.g. platform hours, number of vehicles, number of stations, etc.). The metrics were based on historical data, current year budget data, and other available information.

WSDOT

WSDOT maintains and preserves all Interstate and U.S. highways, as well as segments of state routes, some highways that function as arterials, and freeway ramp intersections within the central Puget Sound region. Regionwide there are about 1,100 miles ([almost 4,200 lane](#)

[miles](#)) of these state facilities managed by WSDOT. WSDOT also maintains and preserves nearly 650 state-owned bridges within the region.

PSRC worked with WSDOT staff to compile maintenance and preservation estimates for state highway facilities in the central Puget Sound region.

WSF

Washington State Ferries (WSF) manages 21 ferries, 11 passenger facilities, and 1 support facility in the PSRC region. WSF staff provided estimates for capital and operating costs associated with maintaining current levels of ferry service.

System Improvement – Regional Capacity Projects List

Regional Capacity Projects are larger scale projects across all modes of travel that change the capacity of the regionally designated transportation system. Details of what is considered a Regional Capacity Project may be found on [PSRC's website](#).

Project sponsors were required to submit an application for each project that included key information such as the scope of work, timeline and cost estimate. Sponsors also responded to questions related to nine priority policy areas to determine overall consistency with the plan.

Per the scenario advanced into the draft plan, the RTP includes those projects that will begin before 2040; details of the projects may be found on the Regional Capacity Projects List.

The financial strategy utilizes the estimated total project cost of each project and estimated year of project completion and normalizes costs to 2026 dollars.

System Improvement – Programmatic / Other Investments

The majority of system improvements across the region are below the threshold to be on the Regional Capacity Projects List and are captured programmatically in the plan. These represent investments such as local roadways, sidewalks, bicycle lanes, traffic management infrastructure, safety improvements and many other investments that do not change the capacity of the regional system. These costs were projected using various methodologies described below. The scenario moved forward into the draft plan assumes that 70% of these investments are able to be funded through 2050. One key exception to this is the assumption of growth in local transit service hours over the life of the plan. This expenditure is included in the programmatic category, and the plan scenario – with a focus on maintenance and transit – includes an average of two percent growth each year.

Cities and Counties

For both cities and counties, programmatic investments were estimated utilizing the most recent comprehensive plan updates. The cost of all projects and programs identified as

needs within each jurisdiction's comprehensive plan was tallied and the sum converted to 2026 dollars. The average annual costs were then projected through 2050. All cities and counties were then summed, respectively, to estimate the unconstrained investment amount for each sponsor type. These unconstrained amounts were then multiplied by 70% per the final draft plan scenario.

Local Transit

Local Transit programmatic costs include operating and capital costs associated with new service and system improvements not included on the Regional Capacity Projects list. Each of the region's five local transit agencies – Community Transit, Everett Transit, King County Metro, Kitsap Transit and Pierce Transit – provided information on various data points including operating costs per hour, vehicle costs and extent of useful life, and the estimate of planned system improvements. New service hours were projected based on an anticipated local transit service growth rate of two percent per year on average across the region. Operating costs were estimated by multiplying the projected new service hours by operating costs per hour. The number of vehicles required to accommodate new service hours through the life of the plan was calculated based on vehicle useful life data provided by the transit agencies. Vehicle cost data provided by the agencies was used to project the cost of purchasing the vehicles. The cost of programmatic system improvements – exclusive of the costs related to the annual growth in transit service – was multiplied by 70% per the final draft plan scenario.

Sound Transit

Sound Transit staff provided annualized system expansion cost projections through 2050 based on their Fall 2024 Financial Plan. Programmatic costs were calculated by subtracting the cost of Sound Transit's regional capacity projects from the system expansion totals. The programmatic costs include activities such as safety upgrades (e.g. lighting improvements), pedestrian and bicyclist access improvements, and fleet purchases that do not meet the threshold to be included in the Regional Capacity Projects List. The projected amount for the programmatic costs was then multiplied by 70% per the final draft plan scenario.

State Highways

WSDOT staff provided annualized programmatic cost projections through 2050, including safety and efficiency investments and debt service payments. These amounts were then multiplied by 70% per the final draft plan scenario.

State Ferries

PSRC worked with WSF staff to obtain annualized programmatic cost projections associated with terminal improvements and vessel improvements and electrification costs through 2050. These amounts were then multiplied by 70% per the final draft plan scenario.

Expenditure Estimate Summary

Figure 3 below provides a summary table of expenditure estimates by sponsor type:

Figure 3: Expenditure Estimates, 2026 – 2050

SPONSOR TYPE	NEEDS			Total
	Maintenance, Preservation and Operations	System Improvements		
		<i>Regional Capacity Projects</i>	<i>Other Improvements</i>	
Counties	\$17,900	\$3,600	\$2,000	\$23,400
Cities	\$45,300	\$8,100	\$16,200	\$69,600
Local Transit	\$52,700	\$1,800	\$14,800	\$69,300
Sound Transit	\$49,500	\$41,600	\$24,200	\$115,300
WSF	\$11,300	\$0	\$4,200	\$15,500
WSDOT	\$23,400	\$13,900	\$4,700	\$42,000
Subtotal		\$69,000	\$66,100	
TOTAL	\$200,100	\$135,000		\$335,200

* (Millions of \$2026 Constant Dollars)

Comparison of Investments to Current Law Revenue

Figure 4 below illustrates the revenue gap between current law revenue projections and expenditure estimates in the draft plan, as described in the previous sections.

Figure 4: Revenue Gap, 2026 – 2050

SPONSOR TYPE	CURRENT LAW REVENUE	TOTAL EXPENDITURES	REVENUE GAP
Counties	\$16,600	\$23,400	\$6,900
Cities	\$41,700	\$69,600	\$27,800
Local Transit	\$52,400	\$69,300	\$16,900
Sound Transit	\$115,300	\$115,300	\$0
WSF	\$11,400	\$15,500	\$4,100
WSDOT	\$39,400	\$42,000	\$2,600
TOTAL	\$276,800	\$335,200	\$58,400

** (Millions of \$2026 Constant Dollars)*

As seen in Figure 4, there are distinct differences across sponsor categories and across individual jurisdictions. Cities and local transit agencies will have the greatest reliance on new revenue sources, with cities collectively facing an almost \$28 billion gap through 2050 and local transit agencies approximately \$17 billion. Today, cities in particular are more heavily reliant on locally available revenue sources which have not been sufficient to meet the needs.

New Revenues

Estimating future yields from new sources is a more uncertain exercise than estimating future yields from existing sources of revenue. The sources of potential new funding range from increasing rates for existing taxes and fees to the implementation of new approaches such as a road usage charge (RUC).

New revenue expectations should be taken as a blueprint for action and not a prescription of exact details relating to granting and implementation of revenue authority. Assumptions about the reasonableness of new revenues include both a political calculus and an analytical framework for the estimation of yields. Several new sources would require new legislative authority.

The region and state have a strong history of implementing new revenues to fund transportation. Over the last twenty-five years examples include:

- **State packages**
 - *2003 Nickel Funding Package*

This \$4 billion statewide package funded over 150 transportation projects over a 10-year period. Examples include the SR 520 Bridge Replacement and HOV Program and the initial phase of the I-405/SR 167 Corridor Program. The package was funded through a combination of a gas tax increase, an increase in gross weight fees on heavy trucks, and a sales tax increase on motor vehicles.

- *2005 Transportation Partnership Act (TPA)*

This \$9 billion statewide package funded nearly 300 transportation projects over 16 years including bridge replacements, safety projects, congestion relief projects and others. The package was funded through a combination of a gas tax increase, an increase in vehicle and light truck weight fees, and an annual motor home fee.

- *2015 Connecting Washington Funding Package*

This \$16 billion, 16 year package has funded a broad array of projects including the SR 167/SR 509 Gateway project, several SR 520 “Rest of the West” projects, and various other bridge replacement, safety, and congestion relief projects. The package was funded through a combination of a gas tax increase and various other vehicle license and weight fees.

- *2022 Move Ahead Washington Funding Package*

As noted previously, Move Ahead Washington (MAW) is a Washington State transportation package that allocates over \$16 billion towards various transportation investments across 16 years. While it includes investments in state highway projects, unlike previous packages it also includes funding for public transit and active transportation infrastructure. MAW is funded through revenues generated by the 2021 Climate Commitment Act (a cap-and-invest program to reduce carbon emissions) and various other sources

- **Voter-Approved Sound Transit Plans**

Sound Move (1996), Sound Transit 2 (2008) and Sound Transit 3 (2016) are voter approved initiatives that cumulatively fund the development and operation of a regional transit network including Link Light Rail, Sounder Commuter Rail, and Sound Transit Express. The Sound Transit District includes portions of King, Pierce, and Snohomish counties.

- **Local Transportation Funding Mechanisms**

As discussed in more detail below and in Attachment A, there are approximately 50 local jurisdictions that have established a Transportation Benefit District (TBD) to collect a vehicle license fee, a sales tax increase or both to fund transportation investments. In addition, local jurisdictions and transit agencies have enacted additional levies and taxes to fund transportation investments.

Based on these successes and past collaborative efforts such as the Transportation Futures Task Force convened in 2015, as well as extensive research by state partners such as the Washington State Transportation Commission, the RTP financial strategy has built a solid foundation for projecting reasonable assumptions of new revenue sources to fully fund transportation investments into the future.

New Revenue Options

Based on analysis and projections detailed in this section, a combination of revenues generated from sources identified in this document have more than enough capacity to fill the \$58.4 billion revenue gap between the planned RTP investments and current law revenues through 2050. More details on potential sources are provided below, including four that were a primary focus of discussion due to their ability to be implemented consistently across the region and their likelihood of generating greater potential revenue. Key policy and implementation considerations are also described.

Please see Attachment A for an array of additional details, demographic information and other supporting materials regarding several of the revenue sources discussed in this section.

Road Usage Charge

Background

Due to overall improvements in vehicle fuel economy over the years as well as other factors, federal and state gas taxes will continue to be a declining revenue source. The transition to a zero emission vehicle fleet, which is more rapid in the region than in other parts of the state and country, will accelerate this decline and new revenue sources will be needed. Significant work has been done by the Washington State Transportation Commission (WSTC) over the past decade to prepare for the potential implementation of a per-mile road usage charge (RUC) as an additional transportation revenue source. In concept, a RUC would be charged based on the number of miles driven, not by the gallons of gas purchased. A RUC would not be an additional tax but would replace the traditional gas tax in place today.

WSTC conducted a pilot study in 2018 and in 2024 completed [Forward Drive](#), a federally-funded project aimed at identifying near-term approaches for implementation of an equitable, publicly-acceptable and cost-efficient RUC program. The project addressed several key outstanding issues with RUC implementation through research, analysis, public engagement, and a large-scale interactive online simulation. Specifically, Forward Drive focused on near-term policy and system implementation issues including addressing transportation tax equity, improving the user experience in a RUC program, and lowering the cost of administration for RUC.

Policy Considerations

Through PSRC board discussions and consistent with the work of the WSTC, several key policy issues have been identified that will need to be addressed prior to implementation of a RUC or other pay-per mile system. These include the distribution methodology, uses of the revenues, and addressing overburdened communities. Each of these is described further below.

Distribution methodology: Currently, 80% of gas tax revenue is distributed to the state, while 20% is distributed to cities and counties. Given the substantial revenue gap projected for cities and local transit agencies in particular, the enabling RUC legislation would need to be crafted such that a larger share of revenues could be distributed to local agencies, consistent with prior decades.

Revenue uses: Gas tax revenue is currently restricted to usage for road and bridge construction and maintenance by the 18th amendment to the state constitution. Prior discussions have suggested revenues from a RUC be open to all multimodal transportation investments. More recent discussions have suggested that revenues remain focused on

maintenance and preservation needs, but be available to all sponsor categories, including local transit agencies.

Overburdened communities: Concerns have been raised regarding the equity implications of a RUC and the potential impacts to overburdened communities, particularly people with low incomes. The WSTC has done significant work to address these issues and demonstrate how a RUC can shift the tax burden currently experienced by those driving older, less fuel-efficient vehicles. However, as the enabling legislation is crafted, additional safeguards and parameters can be put into place to further address equity concerns and ensure those most burdened do not face further hardship. An example of such an approach can be found in the region's [ORCA Lift](#) program that discounts transit passes for people with lower incomes.

Revenue Projections

Revenue projections for the RUC were calculated by multiplying annual estimates for VMT in the region by a set rate of cents per mile. The range of rates considered were between approximately \$.03/mile (based on current discussions in the legislature) and \$.06/mile, and a RUC was presumed not to begin until at least 2035 at full scale. Based on these inputs, a RUC is projected to raise between \$15–\$30 billion dollars through the life of the plan.

Transit Sales Tax Increase

Background

Per state law, local transit agencies can have sales and use tax rates of up to 0.9% within their taxing districts, although higher rates have been authorized by the state legislature for several agencies. Within the region, the five local transit agencies have sales and use tax rates that range from 0.6% to 1.2%, as shown in Attachment A. To increase these rates, each transit agency must formally pass a resolution or ordinance to place the proposed tax increase on the ballot for voter approval. If the ballot measure secures a simple majority approval of the voters residing within the transit agency's boundaries, the tax rate increase can be implemented. As noted above, however, if the rate being sought is higher than 0.9%, it must be authorized by the state legislature.

Policy Considerations

Each of the region's five local transit agencies has different needs and revenue gaps. For example, transit agencies differ in the boundaries of their districts, the size of their tax bases and populations within those districts, as well as their long-term expansion plans. An increase in the transit sales tax rate may address each agency's revenue gap to varying degrees, but additional sources would still be required. For example, King County Metro has a significantly higher investment portfolio than the other transit agencies, and also a significantly higher revenue gap to fill. In addition, concerns have been raised regarding the level of current sales tax rates around the region and the additional burden an increase may present in specific communities (refer to Attachment A for detailed sales tax rate

information). As such, different revenue tools may be implemented in different locations across the region, depending on the needs and feasibility within each area.

Revenue Projections

Revenue projections from an increase in sales tax rates were estimated by multiplying the projected annual taxable retail sales amount for each local transit agency district (per the REMI Insights Model) by a percentage increase above the existing rate not to exceed 0.3 percent. This was projected to raise approximately \$9–\$10 billion through the life of the plan.

Increased State Vehicle and License Fees

Background

In 2024, the average household in the central Puget Sound region paid approximately \$215 in state vehicle and license fees. This encompasses an array of different fees, including license tab, registration, weight, electric vehicle, and other fees. Currently, 68% of revenue from these fees is distributed to the state, 28% is distributed to cities and counties, and 4% is distributed to local transit.

The state legislature would need to authorize any increase in state vehicle and license fees.

Policy Considerations

Similar to other sources, given the substantial revenue gap projected for cities and local transit agencies in particular, the distribution methodology for any increase in state vehicle and license fees may need to be modified such that a larger share of revenues could be distributed to local agencies.

In addition, these types of vehicle and license fees can be considered regressive and have equity implications. Since they are not based on the value or age of a vehicle, all vehicle owners pay a similar amount (with weight fees causing some variation). For example, the owner of a newer, more expensive vehicle would pay a similar amount to the owner of a 10-year old vehicle.

Revenue Projections

Revenue projections from increased state vehicle and license fees were estimated by multiplying annual vehicle registration projections (per the SoundCast Model) by the increased fee amounts. The range of fee increases considered was between \$50 and \$100 dollars. Based on this range, an increase in state vehicle and license fees could raise between \$5–\$10 billion dollars through the life of the plan.

County Road Levy Increase

Background

A county road levy is a property tax levy implemented by counties, collected and limited for use on roadways within the unincorporated county area. State law currently states that the

total amount collected through the levy may only increase by one percent every year no matter how much the total assessed property value within the county increases.

Revenue Projections

Revenue projections for an increase in the county road levy rate were estimated by applying an alternate annual growth rate to each county's previous year's revenue total through 2050. Revenue generated in 2025, as reported by each county through BARS, served as the starting point. The annual growth rates assumed were between 2% and 3% per year. Based on this range, this revenue source would raise between \$2-\$3.5 billion over the life of the plan.

Additional New Revenue Sources

Other new transportation revenue sources that may be pursued are described below. The maximum revenue potential for each source based on the stated assumptions is also provided.

Retail Delivery Fee

A retail delivery fee (RDF) is a charge that is added to the cost of goods when they are delivered to a customer's home or business. As of 2025, both Colorado and Minnesota have passed RDFs as an additional revenue source for transportation infrastructure needs. In June 2024, the Washington State Joint Transportation Committee (JTC) commissioned a study that evaluated several aspects of a potential retail delivery fee in Washington State: revenue generation potential, startup and ongoing administrative costs, revenue distribution, and impacts to consumers and businesses.

State lawmakers would need to pass enabling legislation in order to implement an RDF. Key policy decisions would have to be made regarding the fee rate and potential exemptions. These include potential exemptions for smaller businesses (e.g. retailers with an annual gross revenue of \$1 million and less) and/or for delivery of orders under a certain cost threshold (e.g. orders under \$75). In addition, concerns have been raised regarding potential equity implications and a disproportionate impact on lower-income households that would need to be studied.

The total amount that could be generated by an RDF within the region, based on fee rates and parameters examined in the JTC study, ranged between \$0.6 billion to \$1.0 billion through the life of the plan.

Transportation Benefit District (TBD) – License Fee

A TBD license fee is currently implemented by 32 cities in the region, with license fees ranging from \$20-\$50. Authorizing legislation is already in place for this revenue source, so assuming every city and county in the region implemented a \$50 TBD license fee, this would generate an additional ~\$4.8 billion in revenue through the life of the plan.

TBD – Sales Tax

A TBD sales tax is currently implemented by 30 cities and, with sales tax rates ranging from 0.1%–0.3%. Authorizing legislation is already in place for this revenue source, so assuming every city and county in the region used a TBD to increase their sales tax rate by at least 0.1%, this would generate an additional ~\$2 billion in revenue through the life of the plan.

More detail on TBDs in the region can be found in Attachment A.

Street Utility Tax

This tax treats the transportation system as a utility and charges a fee to all property occupants, usually on a monthly basis. In order to implement this tax, cities and counties must adopt a local ordinance.

Assuming implementation across all local jurisdictions in the region, this source was projected to generate approximately \$1.5 billion in a 2022 analysis. The methodology assumed a monthly rate of \$2 per household (indexed to inflation), which was multiplied by annual forecasts of households in the region through 2050.

Local Transit and Ferry Fare Increases

Transit agencies can implement a fare increase if it is formally adopted by their governing board. A Title VI fare equity analysis is required to ensure changes do not disproportionately impact people of color and low-income riders.

An increase in transit and ferry fares was projected to generate approximately \$3 billion in a 2022 analysis. The methodology assumed that all local transit and ferry fares would increase by 10% in 2030. These increases were multiplied by annual forecasts for projected boardings through 2050.

New Transportation Impact Fees

Transportation Impact Fees are one-time fees assessed by local governments against new developments to address an increase in demand for transportation facilities created by the development. Usage of funds generated by these fees are restricted to capital facilities. (They cannot be used to fund operating and maintenance costs.) In order to implement this tax, cities and counties must adopt a local ordinance.

Based on the assumption that all jurisdictions that did not have a transportation impact fee in 2019 implemented one, this revenue source was projected to generate approximately \$4 billion in a 2022 analysis. The methodology assumed a rate of \$2,900 per housing unit for residential construction and \$2.50 per square foot for non-residential construction. These rates were multiplied by annual forecasts of new housing units and non-residential square footage in the region through 2050.

Paid Parking Surcharge

A paid parking surcharge program allows local jurisdictions to impose a fixed rate surcharge on each user entering a parking transaction at all parking facilities (public or private). In

order to implement this surcharge, cities and counties would need to adopt a local ordinance.

Assuming implementation across all jurisdictions in the region, this source was projected to generate approximately \$5.5 billion in a 2022 analysis. The methodology assumed a 5% surcharge rate, which was multiplied by annual parking projections through 2050 based on the regional travel demand model.

Percent of Income Spent on Transportation Taxes and Fees

To better understand the impact of the costs of the planned investments in the RTP, an analysis of the various taxes and fees spent on public transportation was conducted.

In 2024, the average household in the region spent approximately \$2,000 annually on public transportation taxes and fees. These include the gas tax, sales tax used for transportation, state vehicle and license fees, Transportation Benefit Districts (TBDs), the Sound Transit Motor Vehicle Excise Tax (MVET), and property tax used for transportation.

As shown in Figure 5, this translates to an average 2% of median household income spent on public transportation taxes and fees in the region. Based on the level of investments and costs of the draft RTP, this percentage is anticipated to remain at approximately two percent through the life of the plan. Additional details on median household income and current taxes and fees may be found in the attachment.

Figure 5: % of Median Household Income Spent on Transportation Taxes and Fees, 2024

% of Median Household Income	
Region	1.8%
King County	1.9%
Kitsap County	0.8%
Pierce County	2.0%
Snohomish County	1.6%
People of Color	1.9%
People with Limited Income	7.9%
People with Limited English	3.6%
Older Adults	2.3%
Youth	1.5%
People with a Disability	2.1%

Breakdown by County

This section includes a breakdown of the revenue gaps for counties and cities by the four counties, as well as each local transit agency.

Figure 6: Counties Revenue Gap, by County

	Expenditures		Current Law Revenue		% Covered by CLR	Gap (New Revenues)	
King	\$	12,500	\$	3,900	31%	\$	8,600
Kitsap	\$	1,900	\$	1,300	68%	\$	600
Pierce	\$	4,200	\$	5,900	140%	\$	(1,700)
Snohomish	\$	4,900	\$	5,500	112%	\$	(600)
Region	\$	23,500	\$	16,600	71%	\$	6,900

Figure 7: Cities Revenue Gap, by County

	Expenditures		Current Law Revenue		% Covered by CLR	Gap (New Revenues)	
King	\$	50,700	\$	27,600	54%	\$	23,100
Kitsap	\$	2,200	\$	1,700	77%	\$	500
Pierce	\$	8,500	\$	5,100	60%	\$	3,400
Snohomish	\$	8,200	\$	7,200	88%	\$	1,000
Region	\$	69,600	\$	41,600	60%	\$	28,000

* (Millions of \$2026 Constant Dollars)

Figure 8: Local Transit Revenue Gap, by Agency

	Expenditures		Current Law Revenue		% Covered by CLR	Gap (New Revenues)	
Community Transit	\$	8,800	\$	8,400	95%	\$	400
Everett Transit	\$	1,400	\$	1,000	71%	\$	400
King County Metro	\$	47,200	\$	35,200	75%	\$	12,000
Kitsap Transit	\$	5,700	\$	3,400	60%	\$	2,300
Pierce Transit	\$	6,300	\$	4,400	70%	\$	1,900
Region	\$	69,300	\$	52,400	76%	\$	16,900

* (Millions of \$2026 Constant Dollars)

Next Steps

Projected current law revenues can support approximately 83% of the investments contained in the draft RTP, leaving a 17% revenue gap to be filled by new revenue sources. As detailed in the New Revenues section of this document, there are various actions that the state legislature and local agencies would need to take to enact these sources and meet the region's future transportation needs. The State of Washington and local jurisdictions in the central Puget Sound region have a strong history of enabling new revenue sources to fund unmet transportation needs.

In addition, this document has described some of the key policy issues that will need to be addressed, including consideration of overburdened communities and distribution methodologies that adequately address the revenue needs of local agencies. Further recognizing that there are unique needs and contexts throughout the region, the financial strategy provides a flexible approach that identifies feasible options to meet these needs.

Action Items Moving Forward

PSRC leadership will continue to engage with state, regional and local elected officials on these issues, recognizing the challenging financial conditions facing all levels of government and communities around the region.

Implementing the full RTP will take leadership and collaboration across all of these stakeholders, and will not happen overnight. As such, PSRC and partners will continue these discussions and prepare a plan for the future. In particular, future convenings are envisioned to thoroughly discuss the challenges with today's transportation revenue sources, recognizing the unique needs and situations across the region. Building from this work, specific parameters and steps to implement new revenue sources would be developed, recognizing the same challenges and being sensitive to issues of equity and mitigating impacts to overburdened communities. Ultimately, the goal would be to develop specific recommendations and action steps on transportation revenues to meet the region's future investment needs – developed collaboratively with all levels of government and other stakeholders – and work with authorizing agencies on timely implementation.

Attachment A: Additional Details, Demographic Information, and Supporting Materials for Transportation Taxes and Fees

State Vehicle Fees

Fee Type	Fee
Registration Filing Fee	\$4.50
License Tab Fee	\$30
Registration Service Fee	\$8
Additional Weight Fee (under 12,000 lbs)	\$10
Electric Vehicle Fee	\$100
Electric Vehicle Fee	\$50
Electric Motorcycle Fee	\$30
Gross Weight Fee (based on vehicle weight)	\$53 to \$350
License Service Fee	\$0.75

County Road Levy Rates

County	Rate / \$1000
King County	\$1.31
Kitsap County	\$0.81
Pierce County	\$0.96
Snohomish County	\$0.78

Current Transit Agency Sales Tax Rates

Transit Agency	Sales Tax Rate
Community Transit	1.2%
Everett Transit	0.6%
King County Metro	0.9%
Kitsap Transit	1.1%
Pierce Transit	0.6%

Sales Tax Rates by Jurisdiction – 2025

Jurisdiction	County	Total Sales Tax %	State	RTA	Local Transit Districts	TBD - Sales Tax	Other
King County		10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Algona	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Auburn*	King	10.3%	6.5%	1.4%	0.9%	0.1%	1.4%
Beaux Arts	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Bellevue*	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Black Diamond	King	8.8%	6.5%	0.0%	0.9%	0.0%	1.4%
Bothell*	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Burien	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Carnation	King	8.8%	6.5%	0.0%	0.9%	0.0%	1.4%
Clyde Hill	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Covington	King	9.1%	6.5%	0.0%	0.9%	0.3%	1.4%
Des Moines	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Duvall	King	9.0%	6.5%	0.0%	0.9%	0.2%	1.4%
Enumclaw	King	8.9%	6.5%	0.0%	0.9%	0.1%	1.4%
Federal Way	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Hunts Point	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Issaquah*	King	10.3%	6.5%	1.4%	0.9%	0.1%	1.4%
Kenmore	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Kent*	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Kirkland	King	10.3%	6.5%	1.4%	0.9%	0.0%	1.5%
Lake Forest Park	King	10.3%	6.5%	1.4%	0.9%	0.1%	1.4%
Maple Valley	King	8.9%	6.5%	0.0%	0.9%	0.1%	1.4%
Medina	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Mercer Island	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Milton	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Newcastle*	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Normandy Park	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
North Bend	King	9.1%	6.5%	0.0%	0.9%	0.2%	1.5%
Pacific	King	10.3%	6.5%	1.4%	0.9%	0.1%	1.4%
Redmond*	King	10.3%	6.5%	1.4%	0.9%	0.1%	1.4%
Renton*	King	10.3%	6.5%	1.4%	0.9%	0.1%	1.4%
Sammamish	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Seatac	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Seattle	King	10.4%	6.5%	1.4%	0.9%	0.2%	1.4%
Shoreline	King	10.4%	6.5%	1.4%	0.9%	0.2%	1.4%
Skykomish	King	8.8%	6.5%	0.0%	0.9%	0.0%	1.4%
Snoqualmie	King	9.2%	6.5%	0.0%	0.9%	0.3%	1.5%
Tukwila	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Woodinville*	King	10.2%	6.5%	1.4%	0.9%	0.0%	1.4%
Yarrow Point	King	10.3%	6.5%	1.4%	0.9%	0.0%	1.5%
Jurisdiction	County	Total Sales Tax %	State	RTA	Local Transit Districts	TBD - Sales Tax	Other
Kitsap County		9.2%	6.5%	0.0%	1.1%	0.0%	1.6%
Bainbridge Island	Kitsap	9.2%	6.5%	0.0%	1.1%	0.0%	1.6%
Bremerton	Kitsap	9.2%	6.5%	0.0%	1.1%	0.0%	1.6%
Port Orchard	Kitsap	9.3%	6.5%	0.0%	1.1%	0.1%	1.6%
Poulsbo	Kitsap	9.3%	6.5%	0.0%	1.1%	0.1%	1.6%

Sales Tax Rates by Jurisdiction – 2025 (continued)

Jurisdiction	County	Total Sales Tax %	State	RTA	Local Transit Districts	TBD - Sales Tax	Other
Pierce County**		9.5%	6.5%	1.4%	0.6%	0.0%	1.0%
Auburn	Pierce	10.2%	6.5%	1.4%	0.6%	0.1%	1.6%
Bonney Lake*	Pierce	9.5%	6.5%	1.4%	0.0%	0.0%	1.6%
Buckley	Pierce	8.2%	6.5%	0.0%	0.0%	0.1%	1.6%
Carbonado	Pierce	8.1%	6.5%	0.0%	0.0%	0.0%	1.6%
DuPont	Pierce	9.6%	6.5%	1.4%	0.0%	0.1%	1.6%
Eatonville	Pierce	8.1%	6.5%	0.0%	0.0%	0.0%	1.6%
Edgewood	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Fife	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Fircrest	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Gig Harbor	Pierce	9.1%	6.5%	1.4%	0.6%	0.2%	0.4%
Lakewood	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Milton	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Orting	Pierce	9.5%	6.5%	1.4%	0.0%	0.0%	1.6%
Pacific	Pierce	10.2%	6.5%	1.4%	0.6%	0.1%	1.6%
Puyallup	Pierce	10.2%	6.5%	1.4%	0.6%	0.0%	1.7%
Roy	Pierce	8.2%	6.5%	0.0%	0.0%	0.0%	1.7%
Ruston	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
South Prairie	Pierce	8.1%	6.5%	0.0%	0.6%	0.0%	1.0%
Steilacoom	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Sumner	Pierce	9.5%	6.5%	1.4%	0.0%	0.0%	1.6%
Tacoma	Pierce	10.3%	6.5%	1.4%	0.6%	0.1%	1.7%
University Place	Pierce	10.1%	6.5%	1.4%	0.6%	0.0%	1.6%
Wilkeson	Pierce	8.1%	6.5%	0.0%	0.6%	0.0%	1.0%
Jurisdiction	County	Total Sales Tax %	State	RTA	Local Transit Districts	TBD - Sales Tax	Other
Snohomish County**		9.3%	6.5%	1.4%	1.2%	0.0%	0.2%
Arlington	Snohomish	9.3%	6.5%	0.0%	1.2%	0.2%	1.4%
Bothell	Snohomish	10.5%	6.5%	1.4%	1.2%	0.0%	1.4%
Brier	Snohomish	10.5%	6.5%	1.4%	1.2%	0.0%	1.4%
Darrington	Snohomish	9.1%	6.5%	0.0%	1.2%	0.0%	1.4%
Edmonds	Snohomish	10.5%	6.5%	1.4%	1.2%	0.0%	1.4%
Everett*	Snohomish	9.9%	6.5%	1.4%	0.6%	0.0%	1.4%
Gold Bar	Snohomish	9.1%	6.5%	0.0%	1.2%	0.0%	1.4%
Granite Falls	Snohomish	9.1%	6.5%	0.0%	1.2%	0.0%	1.4%
Index	Snohomish	9.1%	6.5%	0.0%	1.2%	0.0%	1.4%
Lake Stevens	Snohomish	9.3%	6.5%	0.0%	1.2%	0.2%	1.4%
Lynnwood	Snohomish	10.6%	6.5%	1.4%	1.2%	0.1%	1.4%
Marysville	Snohomish	9.4%	6.5%	0.0%	1.2%	0.2%	1.5%
Mill Creek	Snohomish	10.6%	6.5%	1.4%	1.2%	0.0%	1.5%
Monroe	Snohomish	9.4%	6.5%	0.0%	1.2%	0.2%	1.5%
Mountlake Terrace	Snohomish	10.5%	6.5%	1.4%	1.2%	0.0%	1.4%
Mukilteo	Snohomish	10.6%	6.5%	1.4%	1.2%	0.1%	1.4%
Snohomish	Snohomish	9.3%	6.5%	0.0%	1.2%	0.2%	1.4%
Stanwood	Snohomish	9.3%	6.5%	0.0%	1.2%	0.2%	1.4%
Sultan	Snohomish	9.1%	6.5%	0.0%	1.2%	0.0%	1.4%
Woodway	Snohomish	10.5%	6.5%	1.4%	1.2%	0.0%	1.4%

*At least some portion of these jurisdictions are outside of the Sound Transit Regional Transit Authority boundary. These areas have a sales tax rate that is 1.4% lower than the rest of the jurisdiction.

**At least some portion of these jurisdictions are outside of the Sound Transit Regional Transit Authority boundary and the Local Transit District boundary, respectively. The areas outside of the RTA have a sales tax rate that is 1.4% lower than the rest of the jurisdiction, while the areas outside of the Local Transit District boundary are lower by that transit district's rate.

Note: The City of Tukwila increased its tax rate from 10.2% to 10.3% effective April 1, 2026.

Authorized Transportation Benefit Districts and Rates

Jurisdiction	County	TBD?	TBD - Vehicle Licence Fee	TBD - Sales Tax %
King County		Yes (Unfunded)	6.5%	1.4%
Algona	King	No	\$0	0.0%
Auburn	King	Yes	\$0	0.1%
Beaux Arts	King	No	\$0	0.0%
Bellevue	King	No	\$0	0.0%
Black Diamond	King	Yes	\$20	0.0%
Bothell	King	Yes (Unfunded)	\$0	0.0%
Burien	King	Yes	\$20	0.0%
Carnation	King	No	\$0	0.0%
Clyde Hill	King	No	\$0	0.0%
Covington	King	Yes	\$20	0.3%
Des Moines	King	Yes	\$40	0.0%
Duvall	King	Yes	\$0	0.2%
Enumclaw	King	Yes	\$20	0.1%
Federal Way	King	No	\$0	0.0%
Hunts Point	King	No	\$0	0.0%
Issaquah	King	Yes	\$0	0.1%
Kenmore	King	Yes	\$20	0.0%
Kent	King	No	\$0	0.0%
Kirkland	King	Yes	\$20	0.0%
Lake Forest Park	King	Yes	\$50	0.1%
Maple Valley	King	Yes	\$20	0.1%
Medina	King	No	\$0	0.0%
Mercer Island	King	Yes	\$20	0.0%
Milton	King	No	\$0	0.0%
Newcastle	King	No	\$0	0.0%
Normandy Park	King	Yes	\$20	0.0%
North Bend	King	Yes	\$0	0.2%
Pacific	King	Yes	\$0	0.1%
Redmond	King	Yes	\$0	0.1%
Renton	King	Yes	\$0	0.1%
Sammamish	King	No	\$0	0.0%
Seatac	King	No	\$0	0.0%
Seattle	King	Yes	\$50	0.2%
Shoreline	King	Yes	\$40	0.2%
Skykomish	King	No	\$0	0.0%
Snoqualmie	King	Yes	\$0	0.3%
Tukwila	King	No	\$0	0.0%
Woodinville	King	No	\$0	0.0%
Yarrow Point	King	No	\$0	0.0%
Jurisdiction	County	TBD?	TBD - Vehicle Licence Fee	TBD - Sales Tax %
Kitsap County		No	6.5%	1.4%
Bainbridge Island	Kitsap	Yes	\$40	0.0%
Bremerton	Kitsap	Yes	\$20	0.0%
Port Orchard	Kitsap	Yes	\$20	0.1%
Poulsbo	Kitsap	Yes	\$20	0.1%

Authorized Transportation Benefit Districts and Rates (continued)

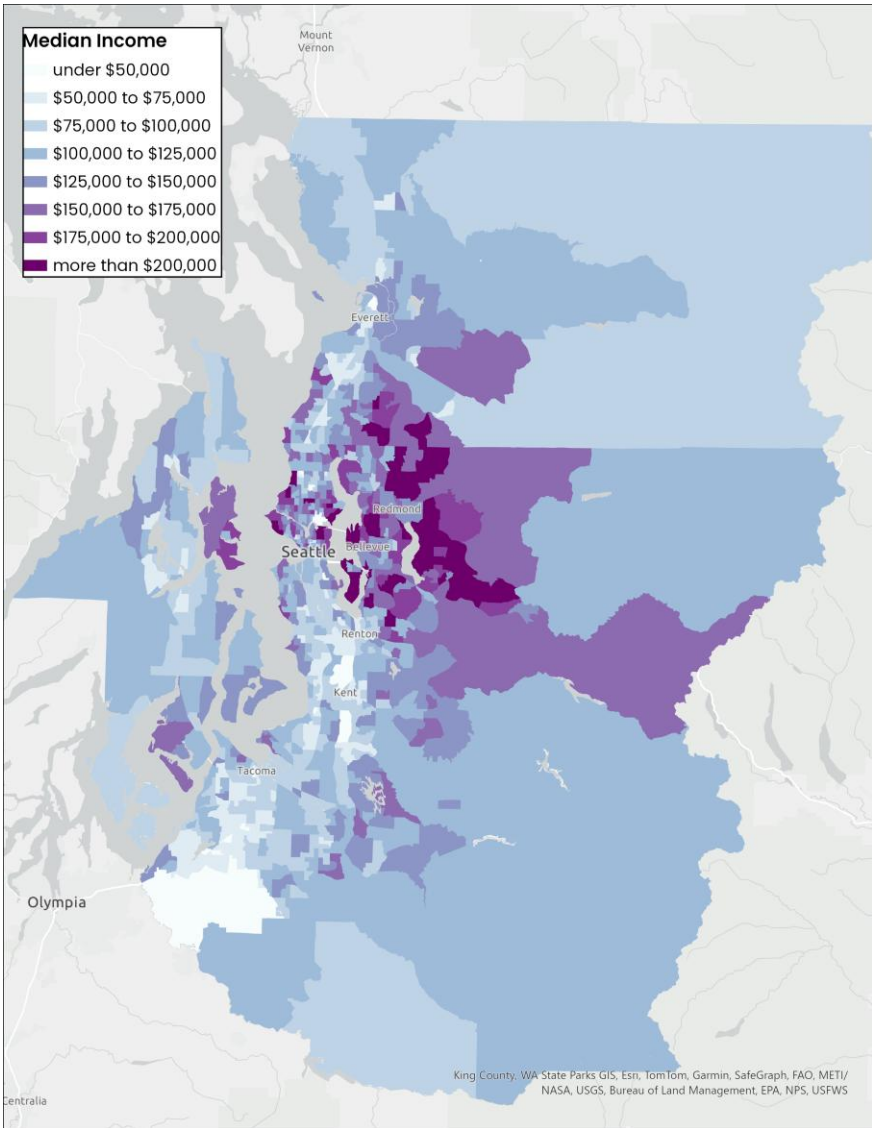
Jurisdiction	County	TBD?	TBD - Vehicle Licence Fee	TBD - Sales Tax %
Pierce County		Yes (Unfunded)	6.5%	1.4%
Auburn	Pierce	Yes	\$0	0.1%
Bonney Lake	Pierce	No	\$0	0.0%
Buckley	Pierce	Yes	\$20	0.1%
Carbonado	Pierce	Yes	\$20	0.0%
DuPont	Pierce	Yes	\$20	0.1%
Eatonville	Pierce	Yes	\$20	0.0%
Edgewood	Pierce	Yes (Unfunded)	\$0	0.0%
Fife	Pierce	Yes	\$20	0.0%
Fircrest	Pierce	No	\$0	0.0%
Gig Harbor	Pierce	Yes	\$0	0.2%
Lakewood	Pierce	Yes	\$20	0.0%
Milton	Pierce	No	\$0	0.0%
Orting	Pierce	Yes (Unfunded)	\$0	0.0%
Pacific	Pierce	Yes	\$0	0.1%
Puyallup	Pierce	No	\$0	0.0%
Roy	Pierce	Yes	\$20	0.0%
Ruston	Pierce	No	\$0	0.0%
South Prarie	Pierce	No	\$0	0.0%
Steilacoom	Pierce	Yes (Unfunded)	\$0	0.0%
Sumner	Pierce	No	\$0	0.0%
Tacoma	Pierce	Yes	\$20	0.1%
University Place	Pierce	Yes	\$10	0.0%
Wilkeson	Pierce	Yes	\$20	0.0%
Jurisdiction	County	TBD?	TBD - Vehicle Licence Fee	TBD - Sales Tax %
Snohomish County		Yes (Unfunded)	6.5%	1.4%
Arlington	Snohomish	Yes	\$0	0.2%
Bothell	Snohomish	Yes (Unfunded)	\$0	0.0%
Brier	Snohomish	No	\$0	0.0%
Darrington	Snohomish	No	\$0	0.0%
Edmonds	Snohomish	Yes	\$20	0.0%
Everett	Snohomish	Yes	\$20	0.0%
Gold Bar	Snohomish	No	\$0	0.0%
Granite Falls	Snohomish	Yes	\$20	0.0%
Index	Snohomish	No	\$0	0.0%
Lake Stevens	Snohomish	Yes	\$0	0.2%
Lynnwood	Snohomish	Yes	\$40	0.1%
Marysville	Snohomish	Yes	\$0	0.2%
Mill Creek	Snohomish	No	\$0	0.0%
Monroe	Snohomish	Yes	\$0	0.2%
Mountlake Terrace	Snohomish	Yes	\$20	0.0%
Mukilteo	Snohomish	Yes	\$0	0.1%
Snohomish	Snohomish	Yes	\$0	0.2%
Stanwood	Snohomish	Yes	\$0	0.2%
Sultan	Snohomish	No	\$0	0.0%
Woodway	Snohomish	No	\$0	0.0%

Note: The City of Edgewood will re-establish a \$20 car tab fee effective July 1, 2026.

The following tables provide data on households with various characteristics throughout the region. For example, “Youth” represents households with youth.

Median Household Income

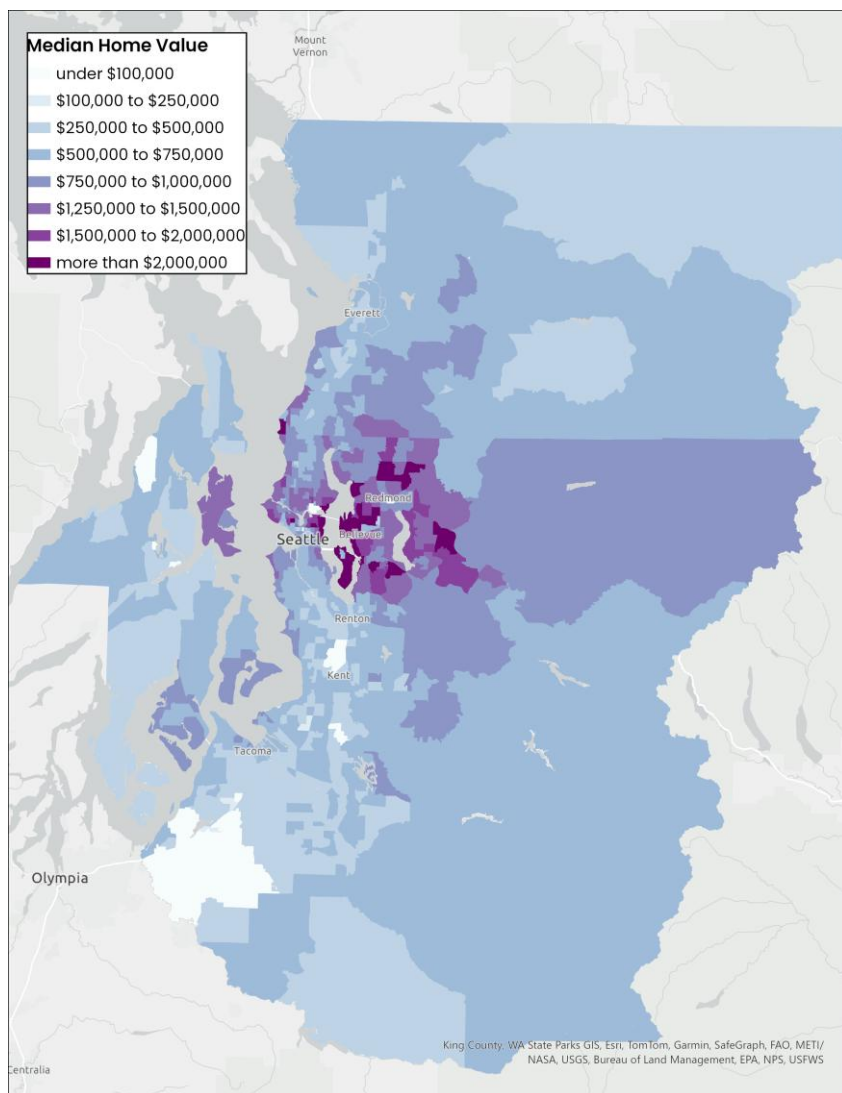
County / Equity Focus Area	Median Income
King	\$122,150
Kitsap	\$98,550
Pierce	\$96,630
Snohomish	\$107,980
People of Color	\$115,150
People with Limited Income	\$23,740
People with Limited English	\$62,600
Older Adults	\$82,370
Youth	\$141,660
People with a Disability	\$82,480
Region	\$111,860



Source: American Community Survey Table B19013, 2023 ACS 5yr

Median Home Value

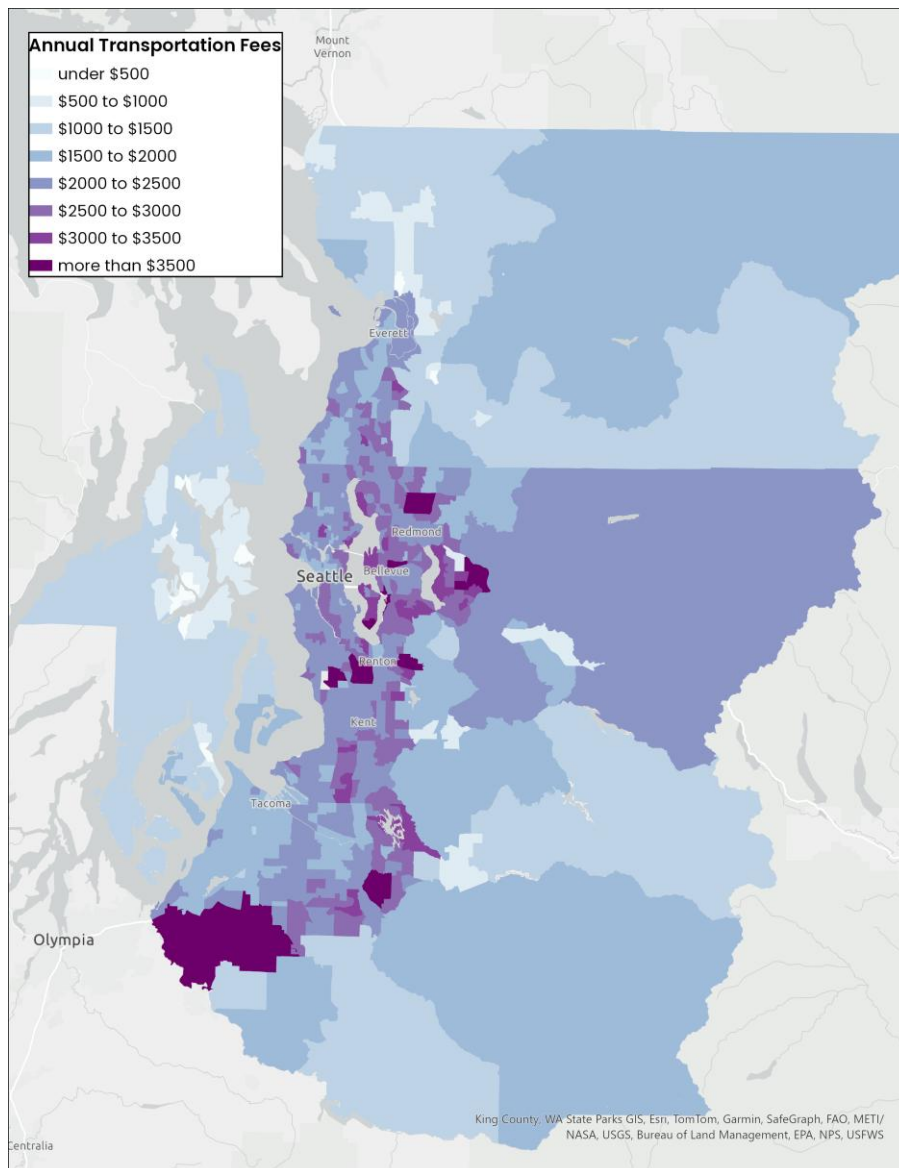
County / Equity Focus Area	Median Home Value
King	\$811,200
Kitsap	\$505,700
Pierce	\$484,400
Snohomish	\$644,600
People of Color	\$600,000
People with Limited Income	\$430,000
People with Limited English	\$530,000
Older Adults	\$537,000
Youth	\$650,000
People with a Disability	\$500,000
Region	\$575,000



Source: American Community Survey Table B25077, 2023 ACS 5yr Data

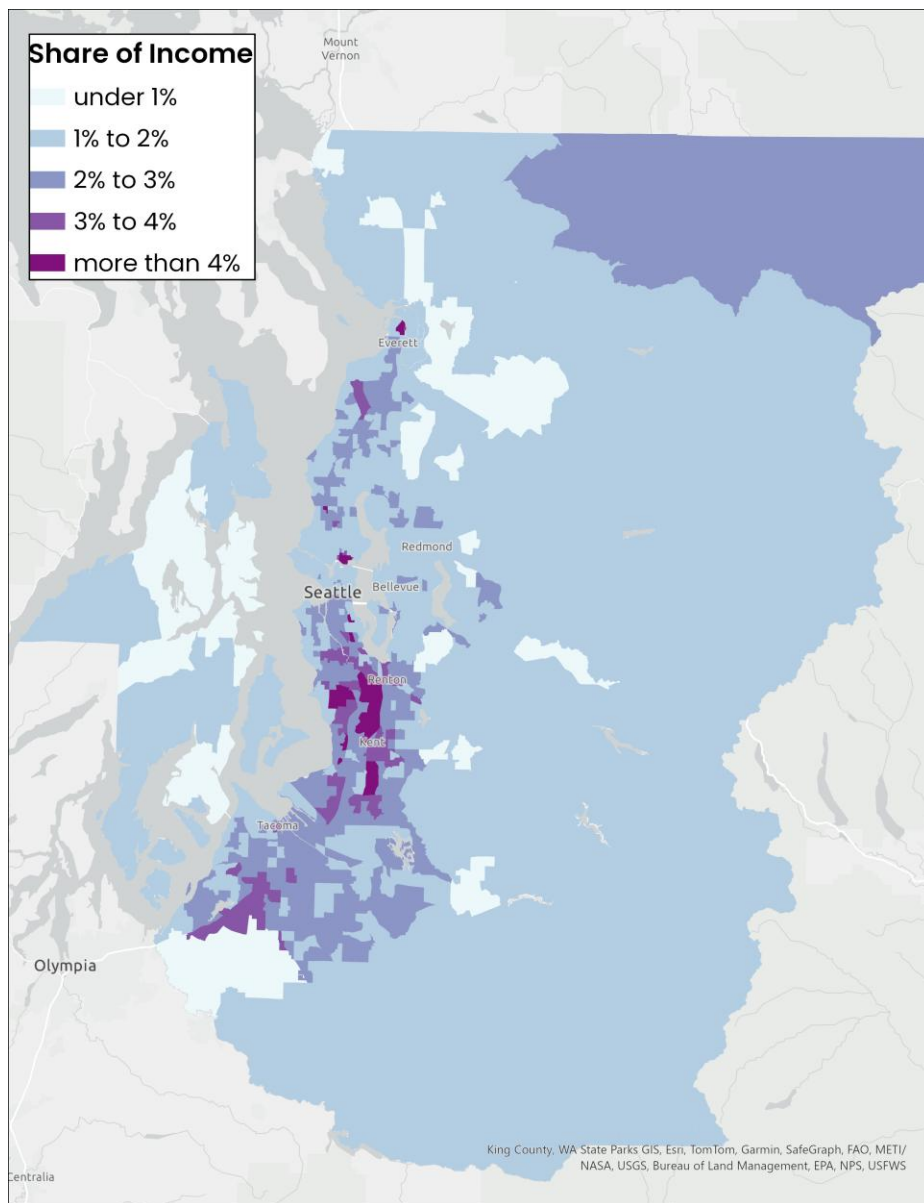
Annual Transportation Taxes / Fees per Household

County / Equity Focus Area	Annual Taxes / Fees
King	\$2,280
Kitsap	\$830
Pierce	\$1,900
Snohomish	\$1,720
People of Color	\$2,200
People with Limited Income	\$1,870
People with Limited English	\$2,270
Older Adults	\$1,900
Youth	\$2,070
People with a Disability	\$1,770
Region	\$2,010



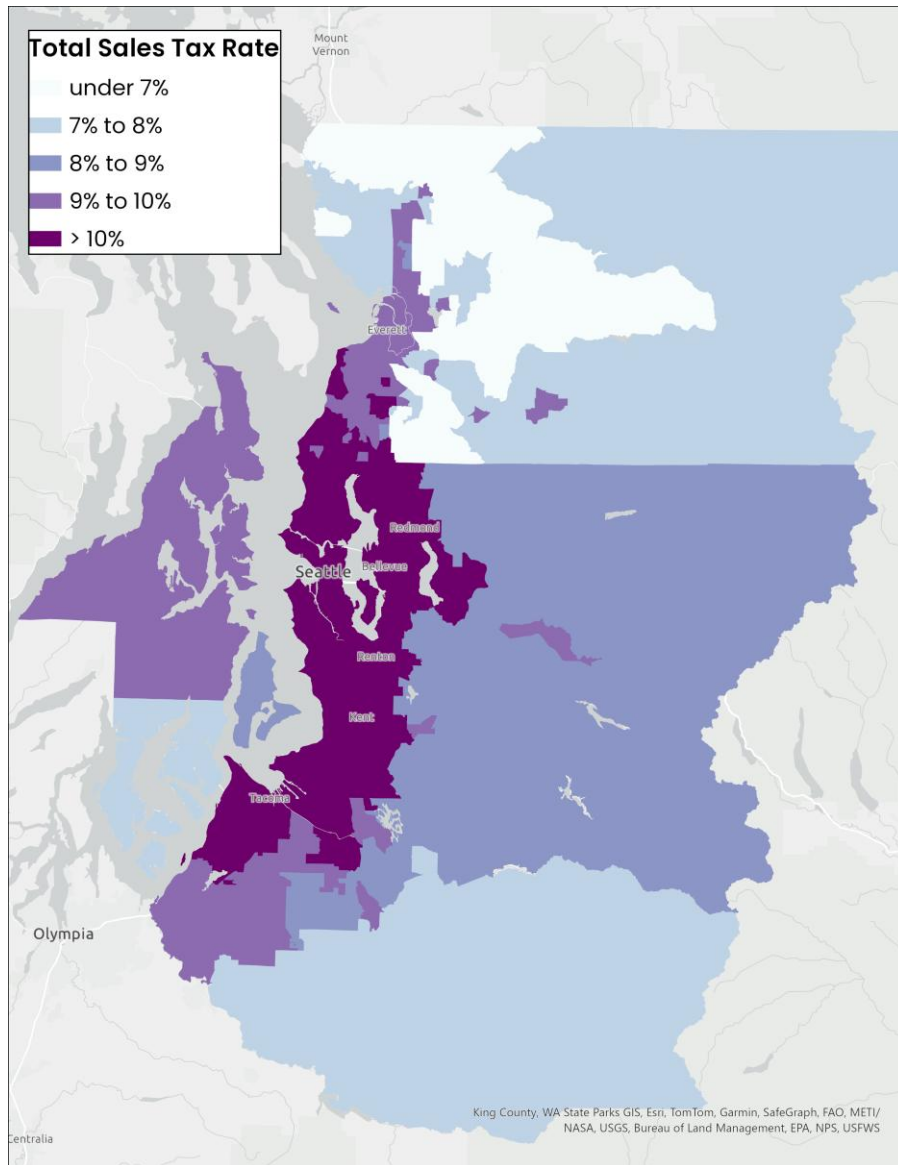
Percent of Income Spent on Transportation Taxes/Fees

County / Equity Focus Area	% of Median Income
King	1.9%
Kitsap	0.8%
Pierce	2.0%
Snohomish	1.6%
People of Color	1.9%
People with Limited Income	7.9%
People with Limited English	3.6%
Older Adults	2.3%
Youth	1.5%
People with a Disability	2.1%
Region	1.8%



Total Sales Tax Rate

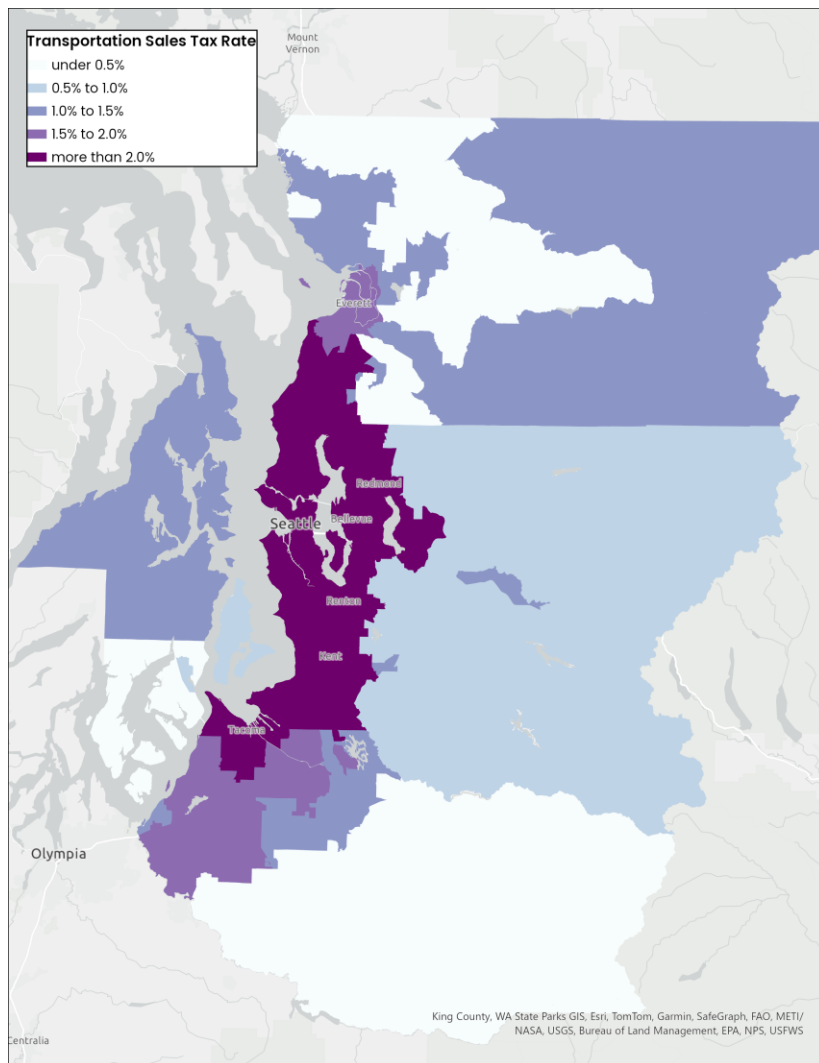
- The average Sales Tax in the region was 9.7% in 2024. The highest was 10.6%.
- Sales tax can include:
 - State: 6.5%
 - Local Transit District: 0.6% to 1.2%
 - Sound Transit: 1.4%
 - Transportation Benefit District: 0.1% to 0.3%
 - Other uses: 0.2% to 1.7%



Source: Washington State Department of Revenue

Sales Tax for Transportation

- The average Sales Tax for Transportation was 1.9% in 2024.
- Local Transit District:
 - Community Transit: 1.2%
 - Everett Transit: 0.6%
 - King County Metro: 0.9%
 - Kitsap Transit: 1.1% (0.3% for Ferries)
 - Pierce Transit: 0.6%
- Sound Transit: 1.4%
- 30 cities have a sales tax TBD: 0.1%–0.3%

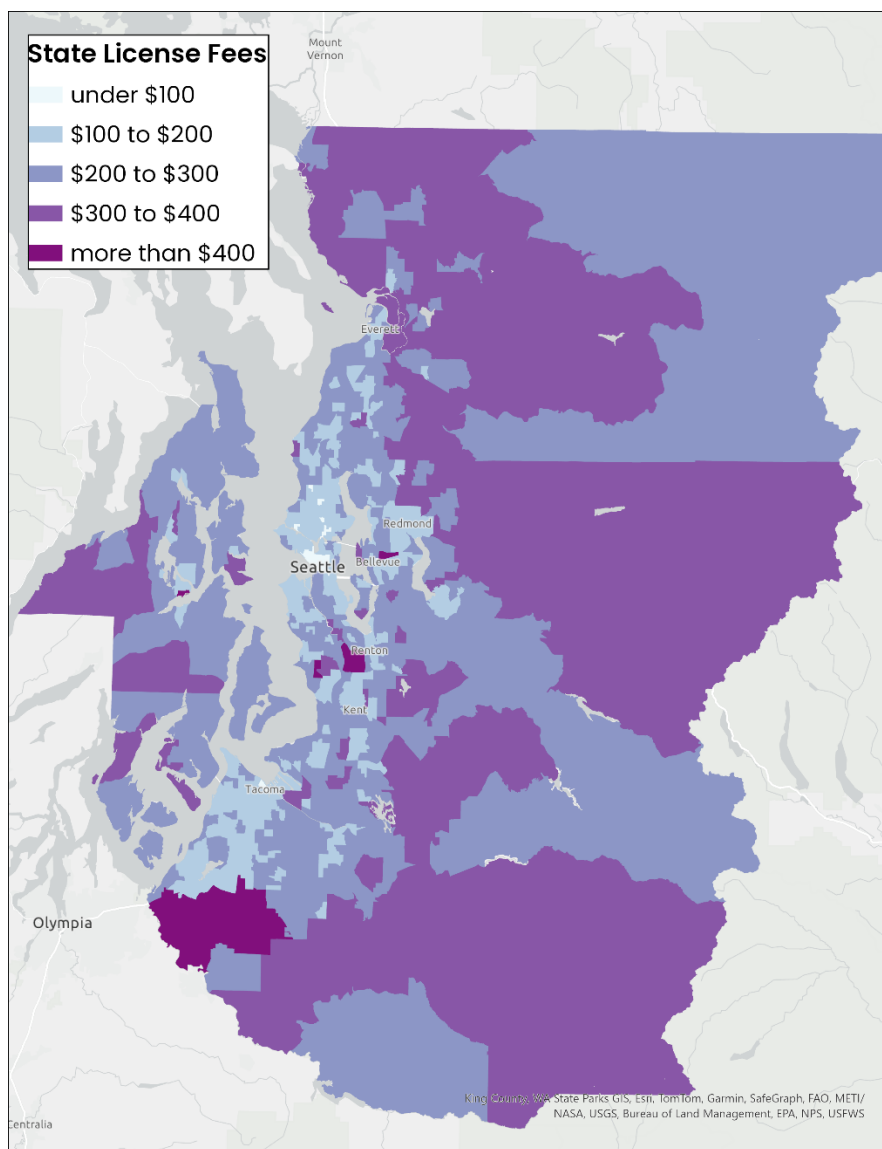


Source: Washington State Department of Revenue

State Vehicle Fees

- The average household paid \$215 in state license fees in 2024:

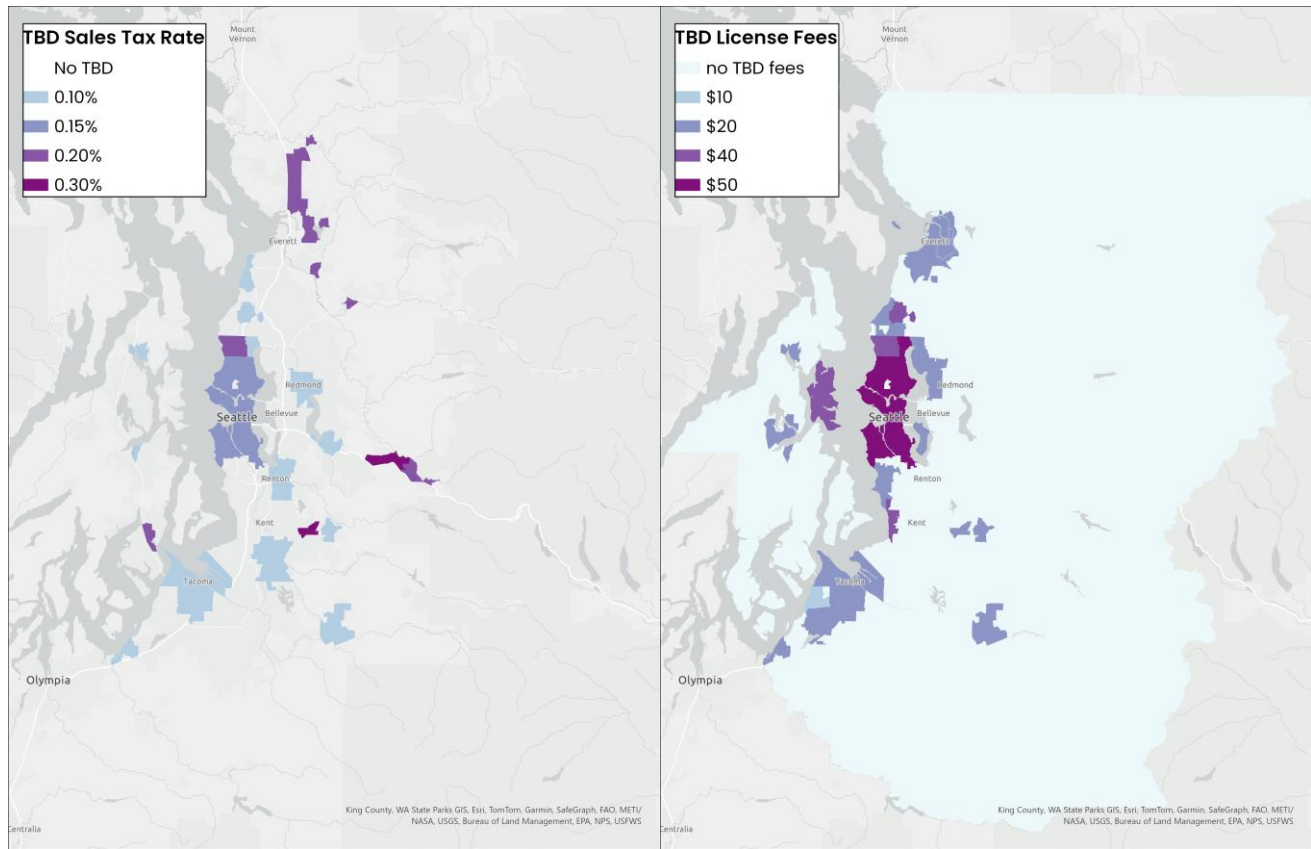
Fee Type	Fee
Registration Filing Fee	\$4.50
License Tab Fee	\$30
Registration Service Fee	\$8
Additional Weight Fee (under 12,000lbs)	\$10
Electric Vehicle Fee	\$100
Electric Vehicle Fee	\$50
Electric Motorcycle Fee	\$30
Gross Weight Fee (based on vehicle weight)	\$53 to \$350
License Service Fee	\$0.75



Source: Washington State Department of Licensing

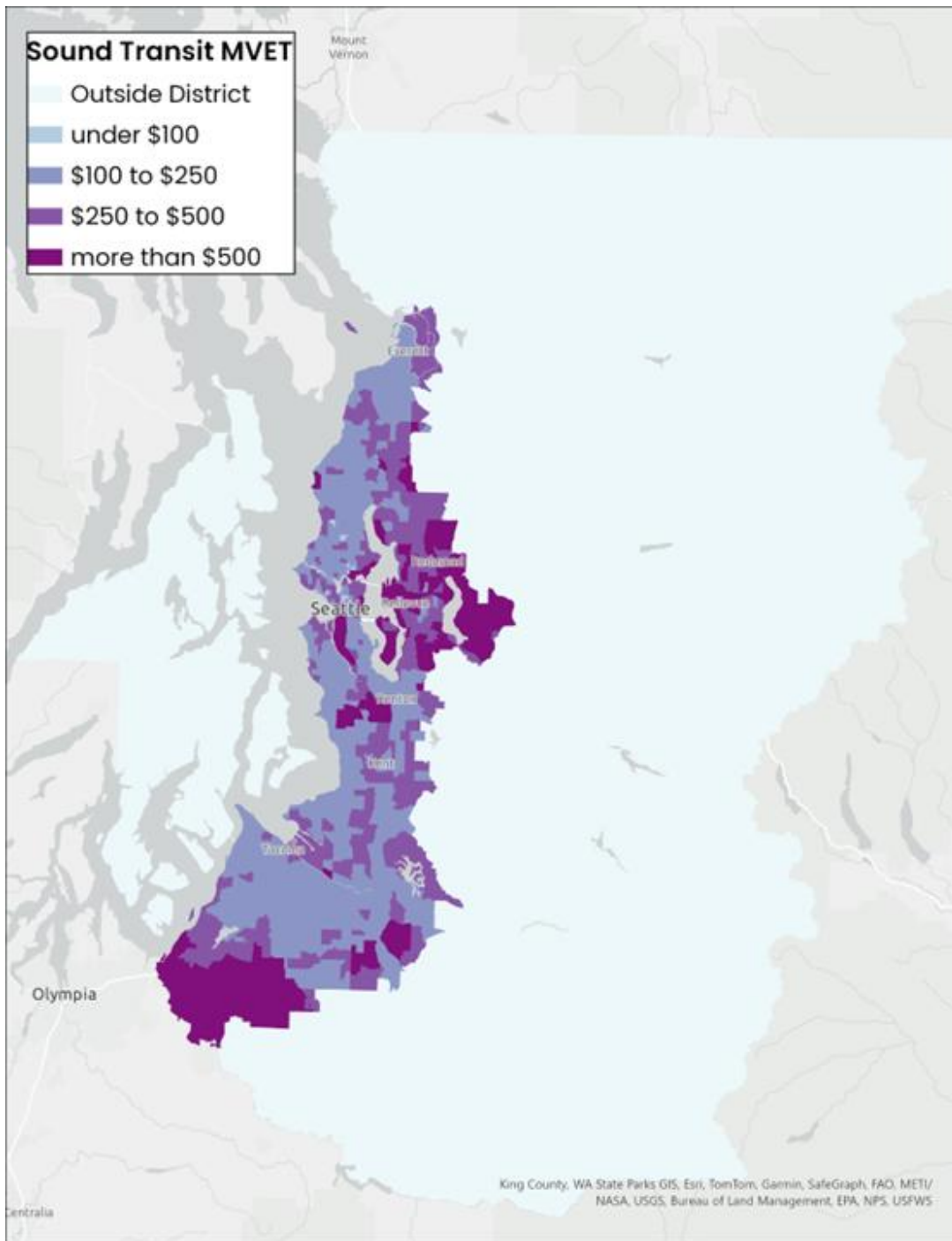
Cities with TBDs

- 32 cities have a TBD license fee: \$20-\$50
- The average household paid \$22 in TBD license fees in 2024:



Sound Transit MVET

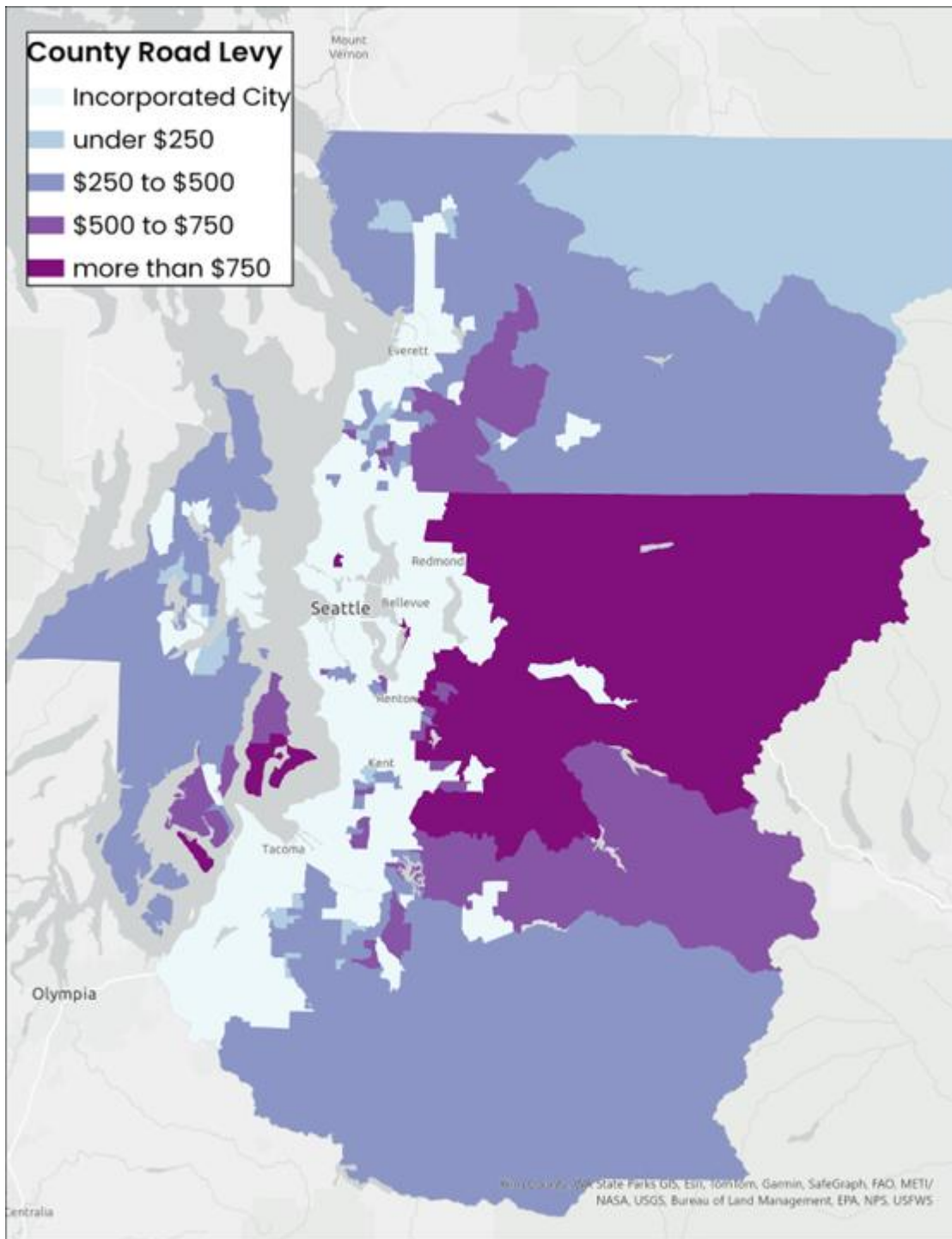
- The average household paid \$227 in ST MVET fees in 2024



Source: Washington State Department of Licensing

County Road Levy

- The average household paid \$141 for the county road levy in 2024

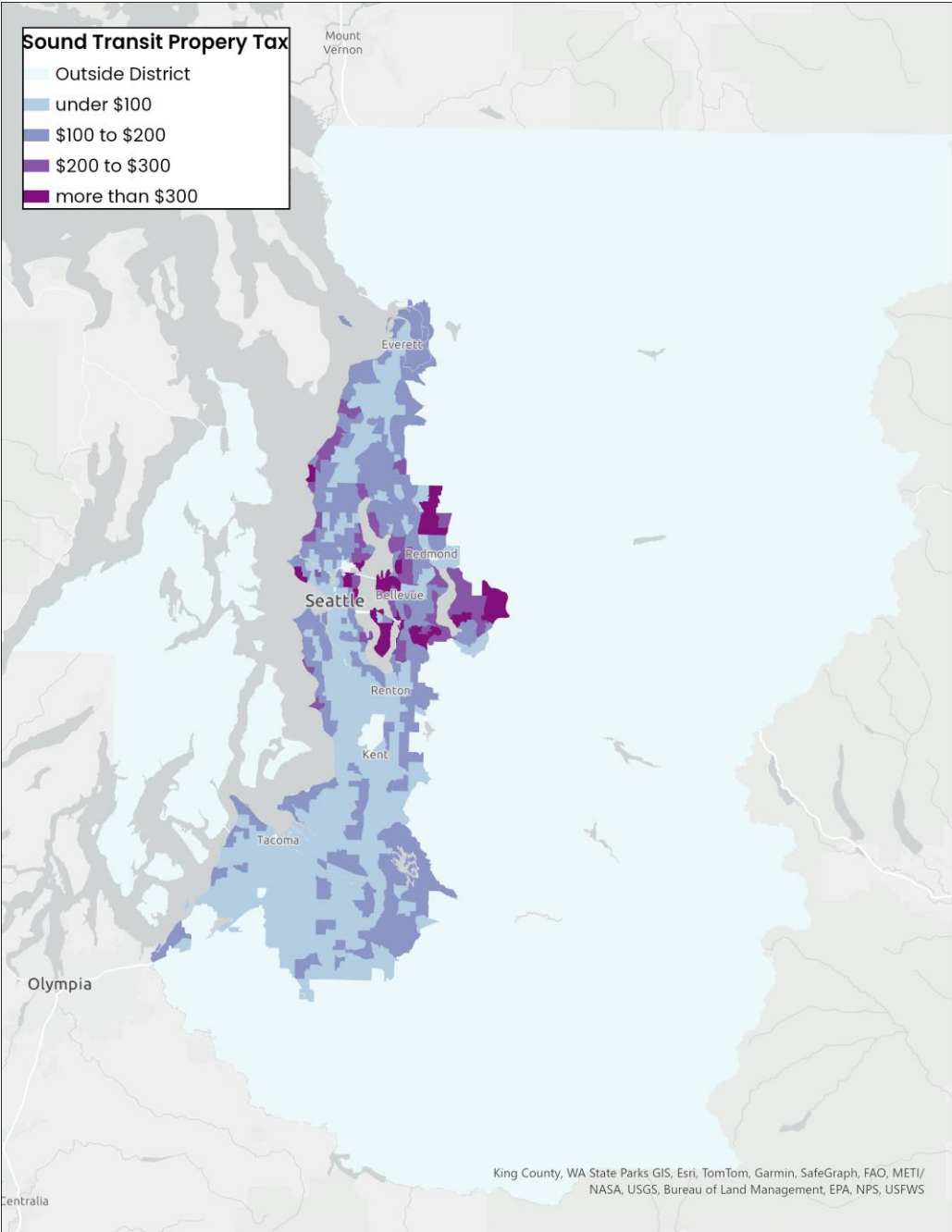


Source: Washington State Department of Licensing

Sound Transit Property Tax

- The average household paid \$83 in property taxes for Sound Transit in 2024

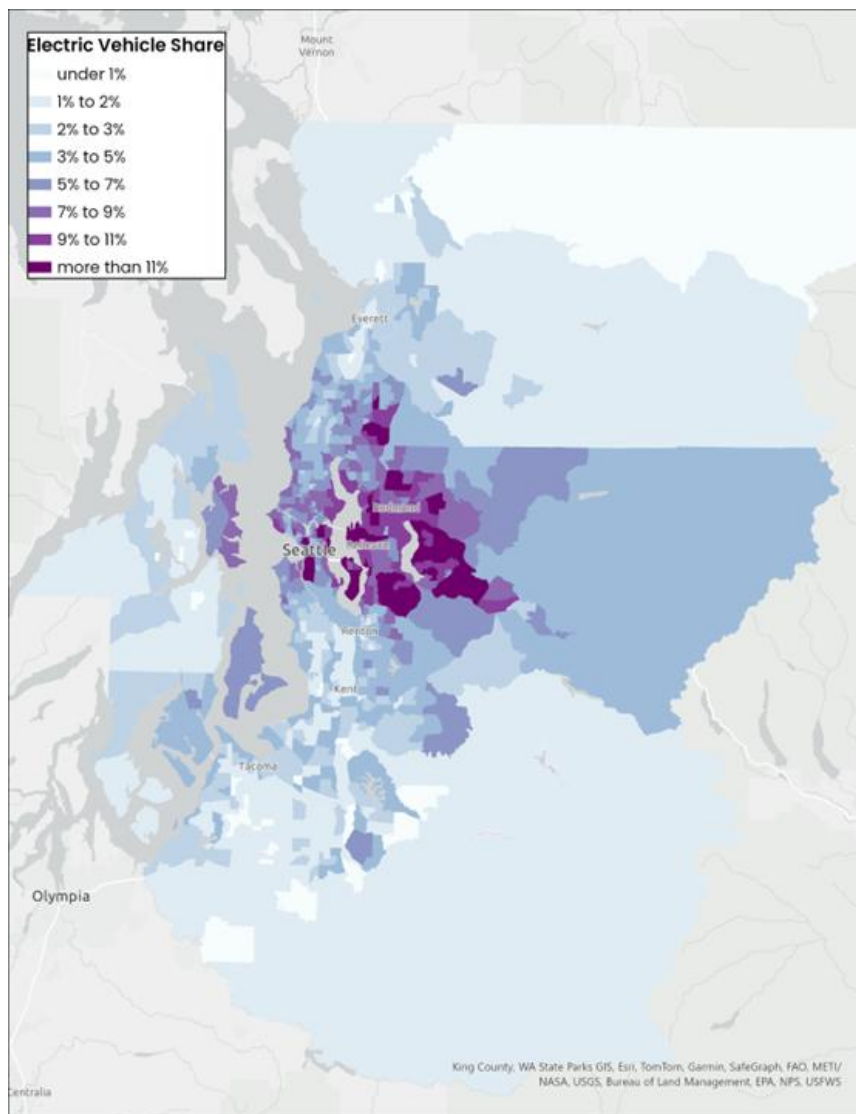
District	Rate / \$1000
ST District	\$0.25



Source: Washington State Department of Licensing

Electric Vehicle Share

County / Equity Focus Area	Electric Vehicle Share
King	5.9%
Kitsap	2.3%
Pierce	2.1%
Snohomish	3.4%
People of Color	4.5%
People with Limited Income	2.6%
People with Limited English	4.5%
Older Adults	4.1%
Youth	4.3%
People with a Disability	2.6%
Region	4.3%

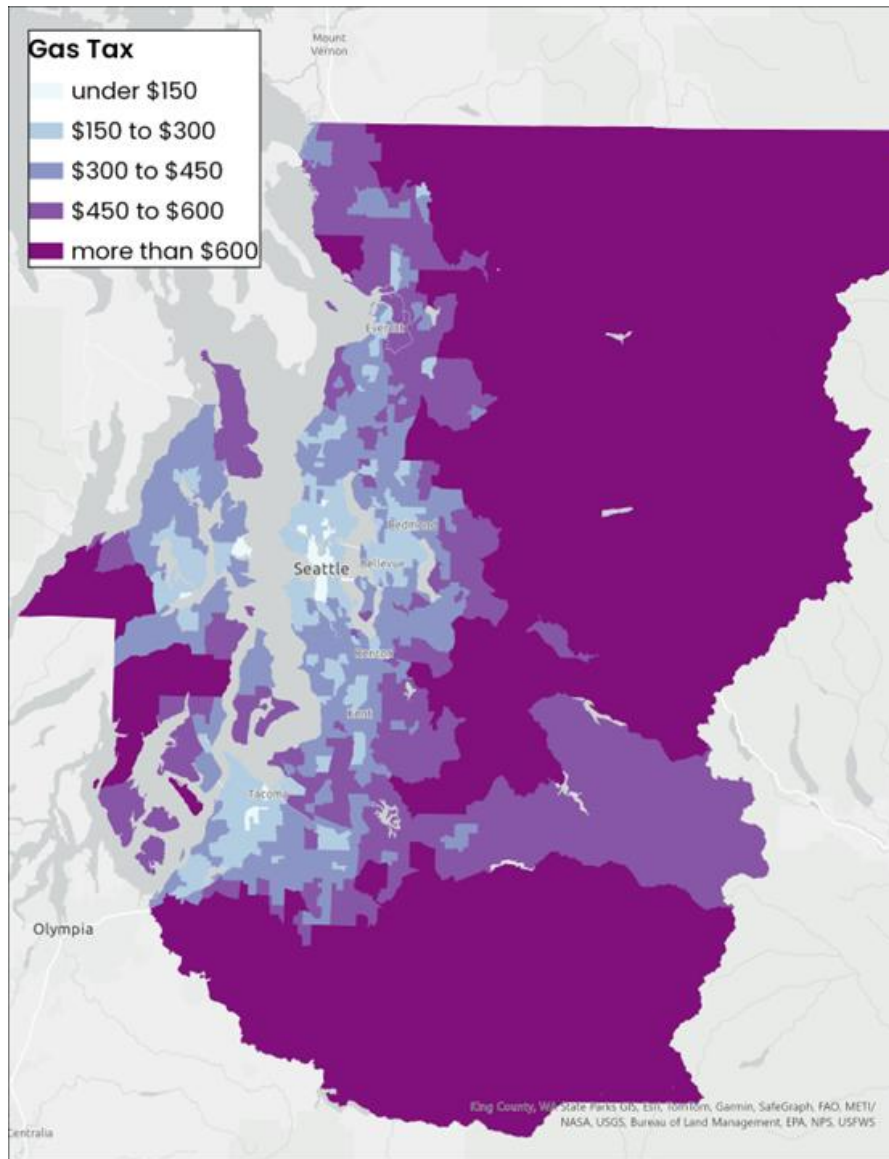


Source: Washington State Department of Licensing

Gas Tax

- The average household paid \$349 in gas taxes in 2024

Type	Rate per Gallon	Avg Cost per HH
State	\$0.554	\$250
Federal	\$0.184	\$99



Source: Washington State Department of Licensing

Attachment B: Financial Strategy Summary in Year of Expenditure (YOE) Dollars

SPONSOR TYPE	NEEDS			CURRENT LAW REVENUE	REVENUE GAP	
	Maintenance, Preservation and Operations	System Improvements				Total
		<i>Regional Capacity Projects</i>	<i>Other Improvements</i>			
Counties	\$22,300	\$4,400	\$2,500	\$29,200	\$21,600	\$7,600
Cities	\$56,900	\$9,700	\$20,500	\$87,000	\$52,800	\$34,300
Local Transit	\$67,200	\$2,100	\$19,200	\$88,500	\$66,800	\$21,700
Sound Transit	\$64,700	\$51,200	\$28,700	\$144,600	\$156,900	(\$12,300)
WSF	\$14,400	\$0	\$4,800	\$19,300	\$14,500	\$4,800
WSDOT	\$29,600	\$15,300	\$5,900	\$50,800	\$48,400	\$2,400
Subtotal		\$82,600	\$81,700			
TOTAL	\$255,100	\$164,300		\$419,400	\$361,000	\$58,400

* (Millions of YOE Dollars)

Attachment C: Transit Agency Average Fare Projection Growth Rates and Base Numbers

The average annual fare growth rates and base numbers used for each transit agency for fare projections through 2050 were:

- **Community Transit:**
 - 0.8% growth rate
 - \$1.75 average fare base number (2023)
- **Everett Transit:**
 - 1.9% growth rate
 - \$0.80 average fare base number (2023)
- **King County Metro:**
 - 2.3% growth rate
 - \$1.57 average fare base number (2023)
- **Kitsap Transit:**
 - 1.8% growth rate
 - \$2.46 average fare base number (2023)
- **Pierce Transit:**
 - 0.0% growth rate
 - \$1.64 average fare base number (2023)