

**Transportation Economic Revenue Forecast  
Council**

**November 2024 Transportation Economic  
and Revenue Forecast**

**Volume I: Summary**

# Washington Transportation

## Economic and Revenue Forecast

November 2024

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## **Preface**

Washington law mandates the preparation, and adoption of economic and revenue forecasts. The organizations primarily responsible for revenue forecasts are the Economic and Revenue Forecast Council and the Office of Financial Management. The Office of Financial Management has the statutory responsibility to prepare and adopt those forecasts not made by the Economic and Revenue Forecast Council (RCW 43.88.020). The Office of Financial Management has carried out its forecast responsibilities for transportation revenues through the Transportation Revenue Forecast Council. Each quarter, technical staff of the Department of Licensing, Department of Transportation, Washington State Patrol, and the Office of Forecast Council produce forecasts.

The revenue forecasts agreed upon by the Transportation Revenue Forecast Council members became the official estimated revenues under RCW 43.88.020 21.

The 2023 Legislature amended RCW 82.33.020 through the passage of ESHB 1838. As a result, WSDOT transferred the state's motor fuels, fuels price, vehicle registration and other revenue forecast activities to Washington's Economic Revenue Forecast Council (ERFC). The transition of forecasting activities from WSDOT to ERFC was completed in 2024 and September 2024 forecast was the first forecast ERFC produced.

## November 2024 Transportation Forecast Overview

### Forecast Overview

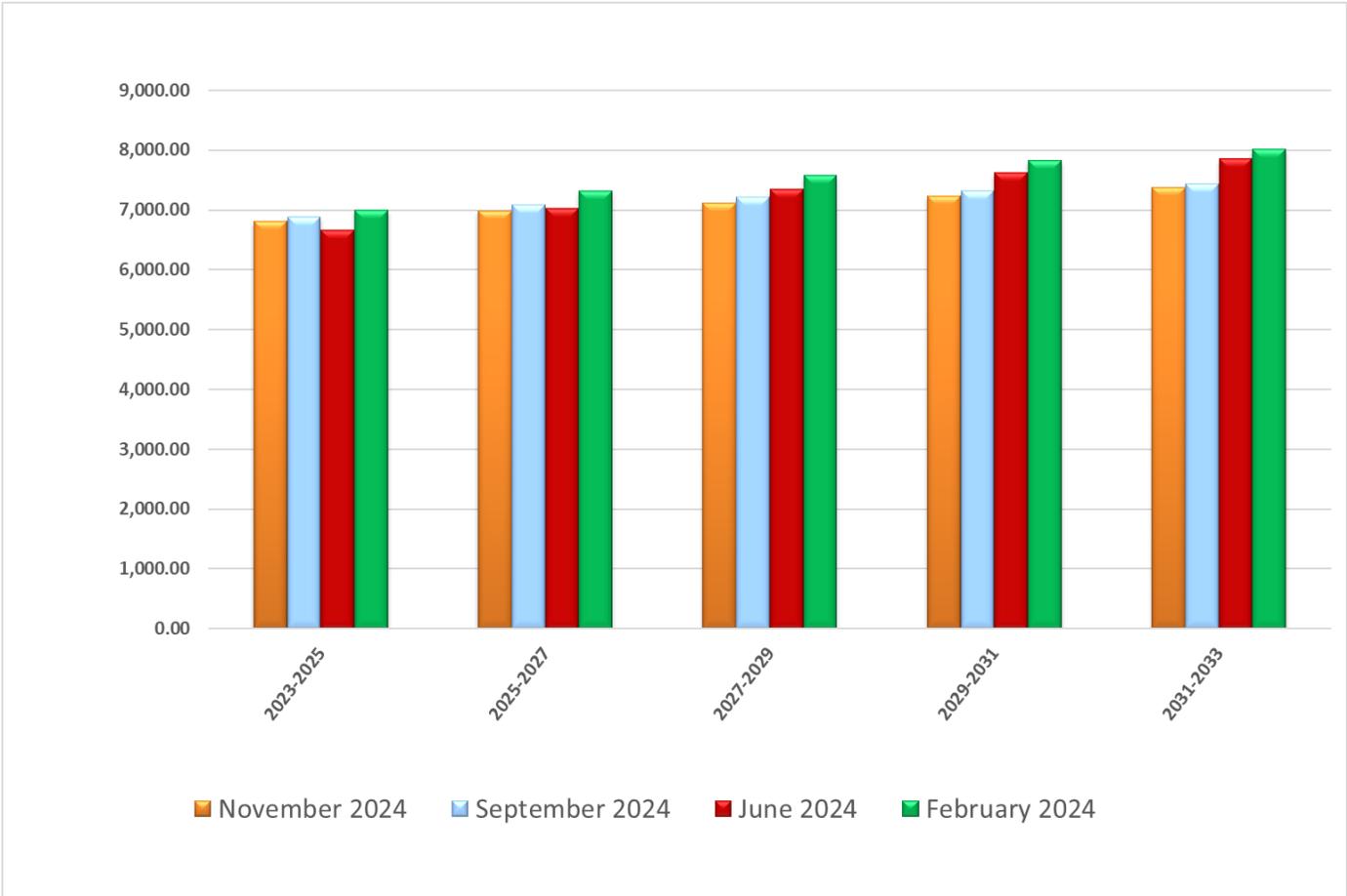
- For the November 2024 forecast, the 2023-25 biennium total transportation revenue estimate is 6.81 billion which is a 75 million decrease in comparison to the last September 2024 forecast. Other changes include a reduction in Motor Vehicles Fuel Tax collection of 51.1 million, and a decrease of 6.3 million on Business and Other Revenues (Figure 1).
- For the 2025-27 biennium, revenues are projected at 6.99 billion which is 94.3 million or –1.33 % below September’s forecast (Figure 1).
- For the 2027-29 biennium, revenues are projected at 7.12 billion which is 87 million or –1.21 % below the September forecast.
- For the 10-year forecast horizon, total baseline revenue in November 2024 is down from the last forecast (September 2024) by 380.2 million or –1 %, mainly driven by the reduction in the motor vehicle fuels tax (Figure 1).

**Figure 1: Current November 2024 vs. September 2024 Forecast: All Revenues**

Forecast to Forecast Comparison for Transportation Revenues and Distributions 10-Year Period												
November 2024 Forecast to September 2024 Forecast millions of dollars												
	Current Biennium 2023-2025				Biennium 2025-2027				10-Year Period (2024-2033)			
	Forecast November 2024	Forecast September 2024	Chg from September 2024	Percent Change	Forecast November 2024	Forecast September 2024	Chg from September 2024	Percent Change	Forecast November 2024	Forecast September 2024	Chg from September 2024	Percent Change
<b>Sources of Transportation Revenue</b>												
Motor Vehicle Fuel Tax Collections	3,179.9	3,231.0	(51.10)	-1.58%	3,074.5	3,179.6	(105.09)	-3.31%	15,212.8	15,693.3	(480.53)	-3.06%
Licenses, Permits and Fees	1,994.1	1,998.3	(4.26)	-0.21%	2,137.6	2,144.0	(6.38)	-0.30%	11,311.9	11,327.3	(15.45)	-0.14%
Ferry Revenue†	374.5	378.4	(3.93)	-1.04%	418.4	420.5	(2.12)	-0.50%	2,149.3	2,162.2	(12.90)	-0.60%
Toll Revenue	531.3	540.1	(8.77)	-1.62%	564.1	550.9	13.17	2.39%	2,980.7	2,863.3	117.44	4.10%
Aviation Revenues	14.9	14.9	0.00	0.00%	14.4	14.4	0.00	0.00%	72.2	72.2	0.00	0.00%
Rental Car Tax	94.0	93.3	0.74	0.79%	97.3	96.0	1.31	1.37%	509.5	503.0	6.47	1.29%
Vehicle Sales Tax	127.1	127.6	(0.45)	-0.35%	131.0	132.0	(0.96)	-0.73%	697.7	701.5	(3.81)	-0.54%
Driver-Related Fees	351.4	352.3	(0.85)	-0.24%	393.9	395.6	(1.63)	-0.41%	1,866.0	1,867.0	(1.02)	-0.05%
Business/Other Revenues	138.5	144.9	(6.32)	-4.36%	155.8	148.4	7.38	4.98%	735.0	725.4	9.57	1.32%
<b>Total Revenues</b>	<b>6,805.7</b>	<b>6,880.6</b>	<b>(74.94)</b>	<b>-1.09%</b>	<b>6,987.0</b>	<b>7,081.3</b>	<b>(94.31)</b>	<b>-1.33%</b>	<b>35,535.0</b>	<b>35,915.2</b>	<b>(380.2)</b>	<b>-1.06%</b>
<b>Distribution of Revenue</b>												
Motor Fuel Tax Refunds and Transfers	213.1	216.2	(3.17)	-1.47%	230.6	237.1	(6.57)	-2.77%	1,127.5	1,159.8	(32.27)	-2.78%
Motor Fuel Administrative Fee - DOL	18.7	18.7	0.00	0.00%	18.0	18.0	0.00	0.00%	89.8	89.8	0.00	0.00%
<b>State Uses</b>												
Motor Vehicle Account (108)	1,268.9	1,286.7	(17.79)	-1.38%	1,369.9	1,401.7	(31.80)	-2.27%	7,228.2	7,351.9	(123.69)	-1.68%
Transportation 2003 (Nickel) Account (550)	390.6	395.5	(4.88)	-1.23%	381.9	392.4	(10.49)	-2.67%	1,892.4	1,936.5	(44.16)	-2.28%
Transportation 2005 Partnership Account (09H)	579.9	586.8	(6.87)	-1.17%	559.3	573.5	(14.22)	-2.48%	2,781.3	2,851.6	(70.28)	-2.46%
Connecting Washington Account (20H)	713.3	722.9	(9.57)	-1.32%	681.2	701.1	(19.91)	-2.84%	3,376.5	3,474.8	(98.27)	-2.83%
Multimodal Account (218)	689.5	690.0	(0.45)	-0.07%	721.1	722.1	(0.98)	-0.14%	3,736.0	3,739.4	(3.45)	-0.09%
Special Category C Account (215)	45.0	45.6	(0.60)	-1.32%	42.9	44.2	(1.26)	-2.84%	212.8	219.0	(6.19)	-2.83%
Puget Sound Capital Construction Account (099)	32.7	33.1	(0.44)	-1.32%	31.2	32.1	(0.91)	-2.84%	154.8	159.3	(4.51)	-2.83%
Puget Sound Ferry Operations Account (109)	429.3	433.9	(4.58)	-1.06%	470.6	474.1	(3.54)	-0.75%	2,408.9	2,428.7	(19.84)	-0.82%
Capital Vessel Replacement Account (18J)	55.7	56.0	(0.27)	-0.49%	58.7	59.0	(0.24)	-0.40%	296.2	296.9	(0.61)	-0.21%
Tacoma Narrows Bridge Account (511)	163.9	165.3	(1.40)	-0.85%	162.2	159.0	3.21	2.02%	828.9	735.4	93.44	12.70%
High Occupancy Toll Lanes Account (09F)*	13.1	12.6	0.51	4.04%	24.8	24.7	0.10	0.40%	134.9	133.2	1.01	0.76%
SR 520 Corridor Account (16I)	172.6	167.5	5.12	3.05%	193.3	185.6	7.78	4.19%	1,029.9	1,005.1	24.85	2.47%
SR 520 Corridor Civil Penalties Account (17P)	7.2	13.6	(6.42)	-47.05%	7.8	7.6	0.15	1.90%	39.7	45.7	(5.93)	-13.00%
Interstate 405 Express Toll Lanes Operations (59S)	76.7	77.6	(0.84)	-1.08%	94.0	94.3	(0.30)	-0.32%	507.9	509.8	(1.89)	-0.37%
Alaskan Way Viaduct Replacement Acct. (53S)	97.7	103.5	(5.74)	-5.55%	82.0	79.7	2.24	2.81%	440.1	434.1	5.96	1.37%
Aeronautics Account (039)	14.8	14.8	(0.00)	0.00%	14.3	14.3	0.00	0.00%	71.8	71.8	0.00	0.00%
Washington State Aviation Account (21G)	0.1	0.1	(0.00)	0.00%	0.1	0.1	0.00	0.00%	0.4	0.4	(0.00)	0.00%
State Patrol Highway Account (081)	468.8	469.7	(0.94)	-0.20%	487.2	488.6	(1.40)	-0.29%	2,487.1	2,493.8	(6.68)	-0.27%
Highway/Motorcycle Safety Accts. (106 & 082)	298.6	303.9	(5.30)	-1.74%	356.9	350.1	6.83	1.95%	1,607.4	1,591.6	15.73	0.99%
School Zone Safety Account (780)	0.4	0.4	0.02	3.81%	0.4	0.4	0.00	0.00%	2.1	2.1	0.02	0.79%
Other accounts (201, 06T, 097, 09E, 216, 07C, 24-K)	43.8	44.1	(0.27)	-0.61%	44.4	45.5	(1.04)	-2.29%	223.5	231.0	(7.50)	-3.25%
Electric Vehicle Account (20J)	57.4	57.4	0.00	0.00%	0.0	0.0	0.00	0.00%	57.4	57.4	0.00	0.00%
Ignition Interlock Devices Revolving Acct 14V	7.7	7.8	(0.09)	-1.19%	7.9	7.9	(0.01)	-0.11%	40.1	40.3	(0.15)	-0.36%
Multilane Roadway Safety Account Collections-57I	0.6	0.6	0.00	0.00%	0.6	0.6	0.00	0.00%	3.3	3.3	0.00	0.00%
Move Ahead WA Accounts - 26P	210.3	211.4	(1.13)	-0.53%	227.5	229.2	(1.70)	-0.74%	1,120.7	1,119.9	0.74	0.07%
Move Ahead WA Accounts - 26Q	29.0	29.5	(0.53)	-1.79%	35.4	36.3	(0.94)	-2.60%	185.4	186.7	(1.27)	-0.68%
<b>Total for State Use</b>	<b>5,867.8</b>	<b>5,930.3</b>	<b>(62.48)</b>	<b>-1.05%</b>	<b>6,055.68</b>	<b>6,124.1</b>	<b>(68.44)</b>	<b>-1.12%</b>	<b>30,867.0</b>	<b>31,119.7</b>	<b>(252.67)</b>	<b>-0.81%</b>
<b>Local Use</b>												
Cities	172.4	174.7	(2.31)	-1.32%	164.6	169.5	(4.81)	-2.84%	816.1	839.9	(23.75)	-2.83%
Counties	279.3	282.9	(3.66)	-1.30%	267.8	275.4	(7.62)	-2.73%	1,329.1	1,366.7	(37.62)	-2.75%
Transportation Improvement Board (112 & 144)	188.3	190.8	(2.47)	-1.30%	183.6	188.7	(5.14)	-2.73%	942.1	967.5	(25.38)	-2.62%
County Road Administration Board (102 & 253)	66.1	66.9	(0.83)	-1.24%	66.8	66.5	(0.17)	-0.25%	363.3	371.8	(8.53)	-2.30%
<b>Total for Local Use</b>	<b>706.1</b>	<b>715.4</b>	<b>(9.28)</b>	<b>-1.30%</b>	<b>682.8</b>	<b>702.1</b>	<b>(19.31)</b>	<b>-2.75%</b>	<b>3,450.6</b>	<b>3,545.9</b>	<b>(95.29)</b>	<b>-2.69%</b>
<b>Total Distribution of Revenue</b>	<b>6,805.7</b>	<b>6,880.6</b>	<b>(74.94)</b>	<b>-1.09%</b>	<b>6,987.0</b>	<b>7,081.3</b>	<b>(94.31)</b>	<b>-1.33%</b>	<b>35,535.0</b>	<b>35,915.2</b>	<b>(380.23)</b>	<b>-1.06%</b>

**Figure 2** compares transportation revenues for the last four cycles: November 2024, September 2024, June 2024, and February 2024. The November 2024 Forecast 10-year total revenue estimates are decreased by \$2.174 billion (5.77%) compared with the February 2024 forecast.

**Figure 2: Total Transportation Revenues Estimates: November 2024 – February 2024**



Washington transportation revenue comes from numerous taxes, fees, permits, tools, and other revenues. Revenue forecasted each quarter include the sources contained in Figure 3. This graph displays the anticipated share of each revenue source for the 2023-25 biennium (\$6.805 billion). Gasoline fuel taxes comprise the largest share at 36.7%. Fuel taxes comprise roughly 46.7% of all revenues. Licenses, permits and fee revenues comprise the second largest share at 29.3%. The three largest revenue sources are projected to consist of 76% of revenues in the 2023-25 biennium. The remaining 24% consists of ferry fares, toll revenue, driver related revenue and other transportation related revenue.

**Figure 3: Revenue By Source 2023-25 Biennium (\$6.8 billion)**

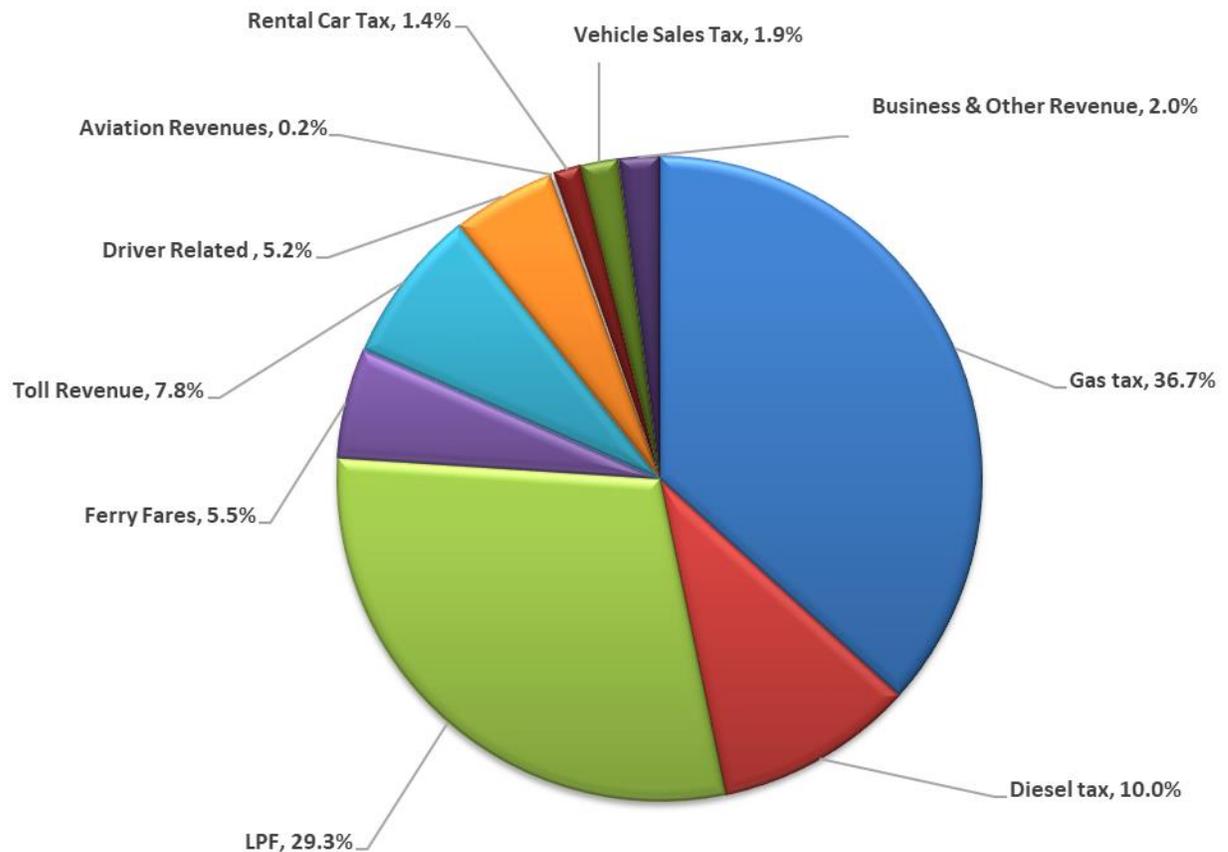


Figure 4 shows the November 2024 Forecast LESS the Move Ahead Washington Revenue Package compared to the June 2022 forecast.

**Figure 4: Current Forecast Revenue comparison to the November 2024 forecast less the impact of the Move Ahead Washington Revenue Package (Chapter 182, Laws of 2022)**

Forecast to Forecast Comparison for Transportation Revenues and Distributions 10-Year Period Less revenues generated from the Move Ahead Washington Package November 2024 Forecast to June 2022 Forecast millions of dollars												
	2023-2025				2025-2027				10-Year Period (2022-2033)			
	Forecast November 2024	Forecast June 2022	Chg from June 2022	Percent Change	Forecast November 2024	Forecast June 2022	Chg from June 2022	Percent Change	Forecast November 2024	Forecast June 2022	Chg from June 2022	Percent Change
Total Revenues	6,805.68	7,345.74	(540.07)	-7.4%	6,987.00	7,608.43	(621.43)	-8.2%	34,814.09	37,369.68	(2,555.58)	-6.8%
Move Ahead Washington Package	244.40	297.41	(53.01)	-17.8%	267.78	310.41	(42.63)	-13.7%	1,329.89	1,581.79	(251.90)	-15.9%
Total Revenue less Move Ahead Washington	6,561.28	7,048.33	(487.05)	-6.9%	6,719.22	7,298.01	(578.79)	-7.9%	33,484.21	35,787.89	(2,303.68)	-6.4%

## Economic Variables Forecast

In their revenue forecasts, analysts utilize a variety of economic and demographic variables to monitor trends. The Washington State Department of Transportation (WSDOT) and the Economic Revenue Forecast Council (ERFC) compile key economic variables, which include real personal income in Washington, inflation, sector-specific employment, housing starts, vehicles miles traveled, and sales of new light vehicles in the U.S.

The variables for November 2024 are based on forecasts provided by the Washington Economic and Revenue Forecast Council (ERFC), S&P Global, and the Office of Financial Management (OFM).

Below we present an analysis and key insights for fuel prices.

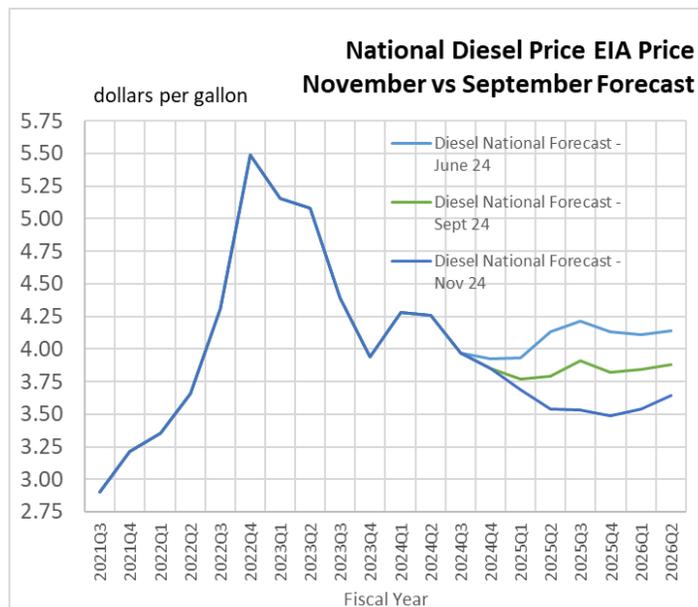
### Fuel Prices

The fuel price forecast has been updated using a similar methodology and the same price references described in June’s 2024, Volume I. Biodiesel prices are based on Washington State Ferries’ latest reported purchase price of biodiesel, including markup, delivery, and other tax costs (Adjusted Price Per Gallon, APPG).

The reference prices are derived from two primary sources:

- S&P Global: Gasoline Price. ERFC sends this file to partner forecasters prior to forecast.
- US Energy Information Administration (EIA): Diesel Price. This is from the EIA Short-Term Energy Outlook, November 2024.

**Figure 5: National Diesel Price**

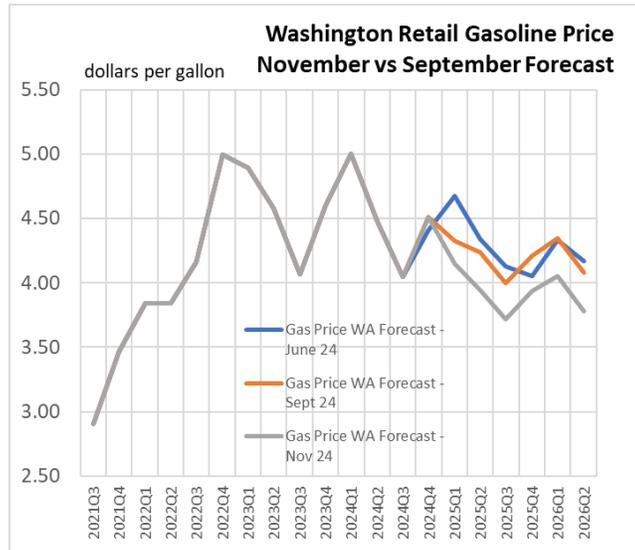


Source: EIA

Oil prices have declined this year, and the biodiesel forecast aligns with diesel price trends. The figure indicates a change in the diesel price forecast since June, with an expected decrease of 9.4% by the end of the 2025 fiscal year, bringing the forecast close to \$3.5 per gallon.

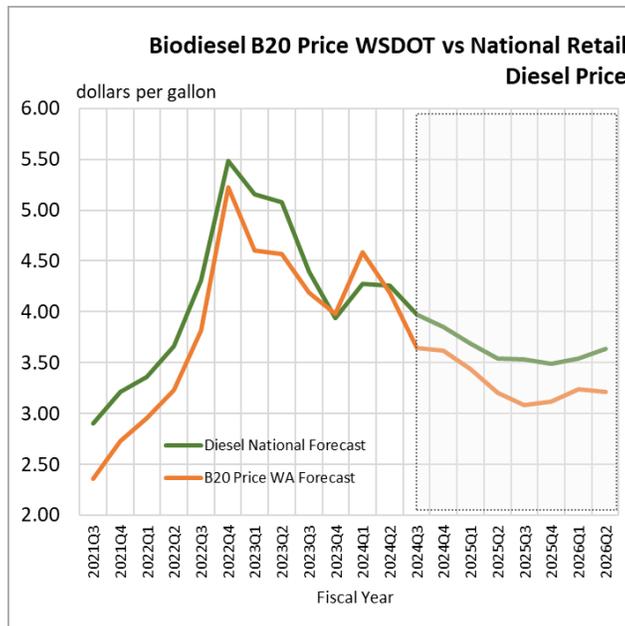
The fuel price forecasts for November 2024 are depicted below. The graphs show trends in various fuel prices from fiscal year 2022 to mid-2026, reflecting future markets for Brent oil as detailed in the [STEO](#) report on pages 21 and 22. Gasoline prices have been decreasing since their peak in the first quarter of fiscal year 2024, with the forecast suggesting a drop to around \$4.00 per gallon in FY 2025.

**Figure 6: Washington retail gasoline price**



Source: ERFC estimates and S&P global national price of reference

**Figure 7: Washington retail gasoline price**



Source: ERFC estimates and S&P global national price of reference

Biodiesel prices for B20 and B5 have seen a year-to-year decline of 25% and 30%, respectively, in the first quarter of FY 2025. This notable reduction indicates that prices may fall to around \$3.1 per gallon for B20 and between \$2.60 and \$2.71 for B5 in the third quarter of FY 2025.

**Figure 8: Fuel prices forecast**

Fiscal year - Quarter	Gas Price WA Forecast	Diesel Price Forecast	Diesel National Forecast	B20 Price WA Forecast	B5 Price WA Forecast
2023Q3	4.07	4.64	4.39	4.19	3.71
2023Q4	4.60	4.33	3.94	3.98	3.62
2024Q1	5.00	4.71	4.28	4.59	4.39
2024Q2	4.48	4.64	4.26	4.19	3.62
2024Q3	4.05	4.14	3.97	3.65	3.12
2024Q4	4.51	4.06	3.85	3.62	3.14
2025Q1	4.15	3.92	3.69	3.44	3.07
2025Q2	<b>3.94</b>	<b>3.85</b>	<b>3.54</b>	<b>3.21</b>	<b>2.71</b>
2025Q3	<b>3.72</b>	<b>3.78</b>	<b>3.53</b>	<b>3.08</b>	<b>2.61</b>
2025Q4	<b>3.94</b>	<b>3.78</b>	<b>3.49</b>	<b>3.12</b>	<b>2.60</b>
2026Q1	<b>4.05</b>	<b>3.86</b>	<b>3.54</b>	<b>3.24</b>	<b>2.76</b>
2026Q2	<b>3.78</b>	<b>3.96</b>	<b>3.64</b>	<b>3.21</b>	<b>2.69</b>

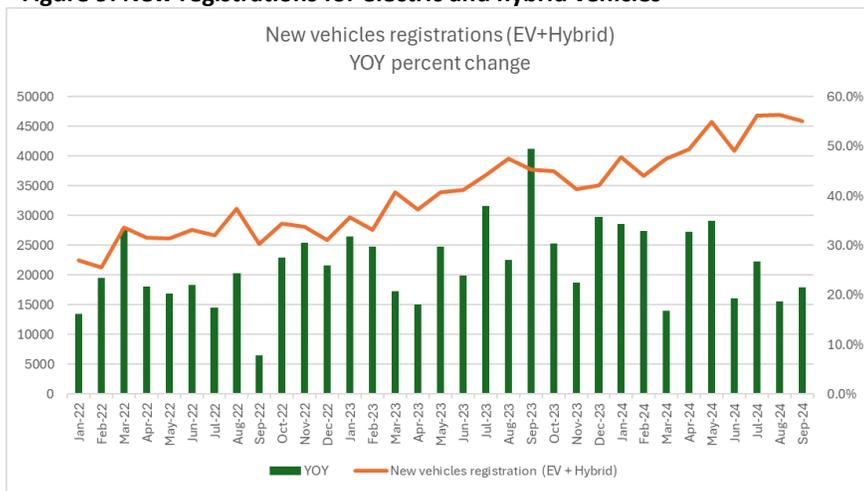
Source: ERFC estimates

**Motor Vehicle Fuel Tax Forecast**

The Motor Vehicle Fuel Tax (MVFT) forecast is divided into two primary categories: Gasoline (Gas) and Special Fuels (SF). The MVFT forecast, along with the corresponding revenue forecast and distributions, has been updated.

Fuel consumption (expressed in cash gallons: revenue divided by the tax rate) was forecasted using models that employed quarterly data. The two principal explanatory variables for gas gallonage are Washington state employment and electric vehicle registrations. For special fuels, the main variable is Washington taxable sales. Tribal refunds by fuel type were also forecasted, and the Department of Licensing (DOL) projected snowmobile refunds.

**Figure 9: New registrations for electric and hybrid vehicles**



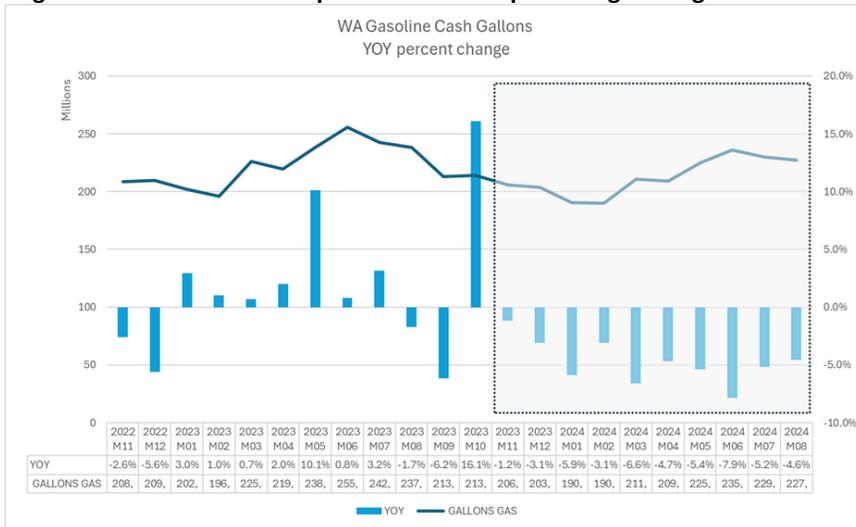
Source: ERFC estimates - DOL open data

The impact of electric vehicles (EV) is factored into the forecast, indicating a gradual long-term decrease in MVFT gasoline revenue collection, ranging from -0.72% to -1.71% over the next ten fiscal years. ERFC is monitoring the number of new registrations for electric and hybrid vehicles, which have been increasing at growing rates year-over-year, ranging from 7.8% to 49.5%.

The forecast for total motor fuel consumption is lower than the previous forecast by -1.7% for fiscal year 2025, and by -4.3% for gasoline. The gap between the previous forecast and the new forecast widens for later fiscal years, with the new forecast being -5.3% lower for gasoline and -0.6% lower for special fuels in 2025.

ERFC has been monitoring the gallonage through Treasury reports and calculating the annual percentage change. The accompanying graph shows that gasoline consumption has been declining over the past 10 months of recorded data. The September forecast anticipated a -2% change for FY 2025, but due to ongoing demand contraction, the November forecast now anticipates a decrease of -5.3%.

**Figure 10: Gasoline consumption and annual percentage change**



Source: ERFC estimates – Treasury reports

Washington State is expected to collect about \$3.18 billion from the Motor Vehicle Fuel Tax (MVFT) in the 2023-2025 biennium, a decrease of \$51 million or 1.6% from the earlier forecast. For the 2025-2027 biennium, the MVFT revenue is projected at \$3.07 billion, which is a reduction of \$105 million or 3.3% compared to the previous projection.

## Motor Vehicle Revenue (Licenses, Permits, and Fees)

### Overview

Vehicle-related forecasts fall into two main categories: motor vehicle registrations and license plate-related fees. These forecasts have a variety of small fees, but most of the revenue is from registration-based fees. There are five main economic drivers of vehicle licenses, permits, and fees (LPF) forecast: Washington population and net migration, Washington real personal income, Washington Non-ag Employment, Washington - U.S. real income share, and U.S. sales of light vehicles.

The vehicle registration forecasts, and corresponding revenue forecasts have been updated. The new forecasting models are similar to previous models but use quarterly data. The forecast for cars is slightly lower than the September forecast due largely to the fact that actual car registrations were slightly lower than expected and the forecast for non-farm employment is lower than in September. The forecast for trucks is also now based on a model using quarterly data. The truck registration forecast is also slightly lower than the previous forecast. Actual truck registrations for 2024 Q3 were just slightly higher than the forecasted amount but the forecast for non-farm employment is lower than September. The fees used to convert vehicle registrations to revenues are unchanged from the prior forecast except for the base fees. There are small changes to the forecast for motorhomes, travel trailers, and other vehicle types.

Washington State anticipates collecting about \$1.99 billion from vehicle licenses, permits, and fees (LPFs) in the 2023-2025 biennium, which is a decrease of \$4.3 million or 0.21% compared to the forecast for September 2024. The LPF forecast is anticipated to be \$2.14 billion by the 2025-2027 biennium, which is down about \$6.4 million or 0.30% from the previous forecast.

The November 2024 forecast of LPF revenue projected by the Department of Licensing includes the following revenue sources:

- Dealer temporary permit, registration, and plate fees.
- DOL services account.
- Electric vehicles and charging infrastructure fees.
- Plates: original, replacement, transfer, and reflectivity; multimodal account and license plate technology.
- Title fees: regular and quick title.
- Vehicle business licenses.
- Service and filing fees.
- Other fees: abandoned RV disposal, IFTA decals, intermittent-use trailers, multiuse roadway fees.

These LPF fees are deposited into 15 different accounts, including Motor Vehicle Account Capital Vessel Replacement Account, and Move Ahead WA.

DOL forecasted portion of LPF revenue for FY 2023-25 biennium at \$511 million, down \$3 million (-0.5%) from the prior forecast. Over the ten-year period, LPF revenues are projected to total \$3,893 million, an increase of \$4.4 million (virtually unchanged) from the prior forecast.

### *Primary reasons for the change in the November 2024 forecast*

- **Title Fee** forecast projection is lowered by \$0.7 million (-1.1%) for the current biennium and increased modestly by \$1.4 million (0.4%) for the ten-year horizon compared to previous forecast. Although S&P Global's sales of light vehicle for US was barely adjusted, Washington State seemed to have a delayed recovery for vehicle sales outlook.

- **Original Issue Plates** forecast is lowered by \$0.5 million (-0.4%) for the 23-25 biennium and increased by \$3.7 million (0.6%) for ten-year compared to previous forecast.
- **Plate Replacement Fee** forecast is lowered by \$0.5 million (-0.6%) for the 23-25 biennium and the ten-year outlook is lowered by \$2.3 million (-0.5%) compared to previous forecast incorporating actuals and changes to supporting forecasts.

## Driver Related Revenue Forecasts

### Overview

The *November 2024* forecast of driver related revenue projected by the Department of Licensing includes the following revenue sources:

- Driver license fees: commercial driver licenses, enhanced driver licenses, and temporary restricted licenses
- ID card fees
- Driver exam application fees
- Abstract driving records (ADR)
- Motorcycle operator fees
- Ignition interlock fees,
- Other miscellaneous fees: limousine licenses, fines and forfeitures, and driver school instructor license fees.

These driver-related fees are deposited into the Highway Safety Fund (HSF), Motorcycle Safety Education Account (MSEA), the State Patrol Highway Account (SPHA), and Ignition Interlock Revolving Account (IIRA).

In this forecast, we incorporated FY 2024 as well as two more months of actuals. Driver-related revenue for FY 2023-25 biennium is forecasted at \$351.3 million, \$0.9 million lower (-0.3%) from the prior forecast. FY 2025-27 is expected to have \$394 million, a decrease of \$1.6 million (-0.1%) from the prior forecast. Over the ten-year period driver-related revenues are projected to total \$1,926 million, a slight downward correction of \$0.3 million (virtually unchanged) from the prior forecast.

It is important to note that with SHB1207 passed in the 2021 legislative session, DOL offers eight-year licenses and ID cards, along with the existing six-year license and IDs. For the first four years of implementation, all first time Driver/ID issuances will have variable renewal terms while Driver and ID renewals will follow either a six- or eight-year renewal cycle depending on customer choice. Caution is advised in year-over-year comparisons.

### *Notable changes in the **November 2024** forecast:*

Total Driver Licenses Fees revenue actuals track very well compared to September 2024 forecast. Of note is the increase trend to abstract driver's record (ADR), offset by decrease in enhanced driver licenses (EDL) and enhanced identicards (EID).

- **EDL and EID** forecast is decreased by \$1.3 million (-3.4%) for FY2023-25 and the 10-year forecast decreases by \$5.1 million (-2.1%). Lower expected revenue per transaction and pending phased-in approach to full enforcement of REAL ID documents for domestic air travel affected this projection.
- **Abstract Driver's Record (ADR)** forecast is increased by \$0.3 million (0.4%) for FY 2023-25, and an increase of \$1.6 million (2.2%) for FY2025-27. The 10-year forecast increases by \$8.9 million (2.1%). Adjustment is based on recent trends for these transactions.

## Other Transportation Related Revenue Forecast

### *Overview*

This category of transportation related revenue forecasts consists of four primary components: vehicle sales and use taxes, rental car sales taxes, studded tire fees, business and other revenue and aeronautics revenue. The business and other revenue category includes the following revenue sources:

- Sales of property
- WSP and DOT services and publications and documents
- Filing fees and legal services
- Property management
- Access Permits (Highways)
- Outdoor Advertising
- Other revenues

In March of 2023, the Washington State Legislature unanimously passed ESSB 5272 (converted to RCW 46.63.200); a bill that authorizes use of automated Speed Safety Camera Systems in active work zones on state highways. The intention of the Speed Safety Camera Systems is to help reduce vehicle speeds in work zones while increasing overall safety for travelers and workers alike. Governor Inslee signed this bill into law at the WSDOT Worker Memorial Ceremony, April 4, 2023.

The Washington State Department of Transportation (WSDOT) and the Washington State Patrol (WSP) are directed to collaborate and have operational Speed Safety Camera Systems in place by July 1, 2024. These systems will be in place through September 30, 2030. Both agencies have been working diligently to lay the groundwork for successful implementation. We have been Integrating best practices for how these systems are deployed around the country; and are engaged in ongoing discussions about rulemaking refinements. We have recently concluded a Request for Proposal (RFP). We estimate the ten-year horizon, Speed Safety Cameras revenues of \$97.6 million.

State Patrol Highway Account miscellaneous revenue consists of ACCESS fees (fees charged for usage of our statewide law enforcement telecommunications system), Breathalyzer Test fines, DUI Cost Reimbursement, Commercial Vehicle Penalties and Communication Tower Site Leases and Terminal Safety Inspection fees.

### *Primary reasons for the change in the November 2024 Forecast*

- In the November 2024 forecast, the sales and use tax on motor vehicle purchases is slightly lower than in the previous forecast. Sales and Use tax collections came in lower than forecast.
- Rental car tax collections have been increased due to higher-than-forecasted collections in recent months.
- Forecasted heavy equipment tax collections have increased in the near term since the previous forecast due to higher-than-forecasted actuals.
- HOV penalties in November 2024 are unchanged from the last forecast.
- **WSDOT Business related revenue** for the 2023-25 biennium has been revised down by \$1.4 million, or 3.9%, from the June forecast. These changes reflect actuals coming in. **The School Zone Fines** forecast for the current biennium is up \$16 thousand, or 3.8%, from the June forecast. These changes reflect updated actuals coming in.
- **Speed Safety Cameras Systems** - The forecast hasn't been updated in the past quarters. The initial

assumptions served the program well until WSDOT could revise them with a vendor's assistance. With a contracted vendor, WSDOT has now recalculated these assumptions with more realistic figures. As the program becomes operational and actual trends are observed, WSDOT will update the forecast to ensure more accurate projections. Currently, WSDOT has not deployed a camera system in the field but anticipates doing so in early 2025. The original launch date was July 1, 2024, but an agreement with the first Apparent Successful Vendor could not be reached, leading to a reposting of the RFP and a restart of the selection process. This has delayed the program's launch and deployment schedule, affecting revenue projections. For the upcoming biennium, WSDOT, with the selected vendor, has refined the model to better predict the number of deployments and potential outcomes. In future biennia, WSDOT will incorporate additional variables to further enhance forecast accuracy. The forecast is down about \$5M in the current biennium and then goes up \$5-\$10M in the coming biennia.

- The 2023 - 25 biennium **WSP Business Related Revenues** for November 2024 have been revised up by \$82,667 or (.69%). The change reflects latest actuals.
- **Aviation Fuel Tax (039)** forecast is tracking well with actuals-to-date and is consistent with recently observed increases to taxable gallons. Overall, the forecast is slightly increased by \$66 thousand or 0.5% For current biennium. The 10-year forecast is unchanged.
- **Driver Licensing Technology Support Account (25W)** is collected by Administrative Office of the Courts (AOC) for supporting information technology systems used by the Department of Licensing to communicate with the judicial information system, manage driving records, and implement court orders. DOL forecasts this revenue on behalf of AOC starting November 2024. For the 23-25 biennium, September forecast tracks well to actuals. Current biennium forecast was updated to actuals, while long-term outlook is unchanged from September 2024 projection.

Total Other Transportation Related revenues in the 2023-25 biennium are currently projected at \$383 million. This represents a decrease of \$4.4 million, or -1.14% compared to February 2024 forecast. Ten-year (2023-2033) total revenue of \$2.0 billion is \$32.04 million decrease compared to February 2024 Forecast.

## Ferry Ridership and Revenue

### Summary

Ridership for the 2023-2025 biennium is projected to be *nearly* 38.2 million, approximately 0.5% less than previously forecasted, with the forecast *for the final eight months of* FY 2025 accounting for *all* of this change. Over the same period, total revenue is projected to equal \$374.5 million, comprising *about* \$365.6 million in farebox and surcharge revenues plus \$8.8 million in miscellaneous revenue, which overall is 1.0% less than the prior *September* forecast. Over the subsequent 10 years from FY 2026 through FY 2035, ridership is projected to be 0.5% to 1.0% lower than previously forecasted, while total fare and miscellaneous revenues are projected to range from 0.4% to 0.6% less than in the prior forecast.

A portion of the small downward revision to the projected ridership demand can be attributed to actual ridership levels in the first four months of FY 2025 lagging a bit behind forecasts. Ridership in this period was 1.7% higher than in the same three months in FY 2024, less than half of the expected growth between the September and November forecasts. While showing some signs of improvement, continued real and perceived service level uncertainty due to staff attrition and vessel availability issues are likely contributing to the relatively low growth in ridership. By FY 2035, projected ridership is expected to reach 94% of pre-pandemic levels.

Additionally, lower employment projections, higher real gasoline prices, and lower inflation projections — which result in higher real fares — collectively more than offset the upward push on ridership demand of higher projections for real personal income, thus contributing to the lower ferry ridership and revenue forecasts.

### Overview

The fare revenue and ridership projections for Washington State Ferries are prepared using (1) systemwide econometric models to estimate overall demand by fare category, (2) autoregressive-integrated-moving average time series models to allocate monthly ridership demand across the 10 routes and seven fare categories, and (3) a set of spreadsheet models to assess vessel capacity constraints on ridership and calculate revenue projections. Ridership and revenues are estimated for the following seven fare categories.

- Passenger full fares
- Passenger frequent user/commuter discounted multi-ride fares
- Passenger other discount fares (e.g., senior fare, youth fare)
- Auto / driver full fares
- Auto / driver frequent user/commuter discounted multi-ride fares
- Other vehicle / driver discounted (senior/disabled auto and all motorcycle) fares
- Oversize vehicle / driver (over 22 feet in length) fares

In August 2023, the Washington State Transportation Commission (WSTC) adopted two fare increases for FY 2024 and FY 2025. The first took place on October 1, 2023 and the second on October 1, 2024. Both increases raise the base passenger and vehicle/driver fares by 4.25% with nickel rounding. At the same time, a temporary 1% additional discount to multi-ride passes will be implemented to dampen the fare increases experienced by frequent users. The temporary additional discount will expire on September 30, 2025. With no further fare increases assumed in the September Forecast, fares are expected to slowly decline in real terms as a result of general price inflation after FY 2025.

Beginning in early March 2020, the COVID-19 pandemic negatively impacted ferry travel, with April 2020 ridership 73% lower than April 2019. Since then, the rebound in ridership has been somewhat variable and extended, reflecting post-

pandemic travel patterns, including less frequent use by many customers, combined with reduced and uncertain service levels. This forecast takes into consideration the WSF Service Contingency Plan released in January 2024, which acknowledges that vessel and crew shortages will make complete service restoration difficult until new ferries begin to be delivered in 2028. The September 2024 forecast includes the following assumptions regarding service resumption:

- The Fauntleroy-Vashon-Southworth triangle route is assumed to operate with two vessels until there is sufficient vessel availability to restore three-boat service. That is expected to be no later than mid-2028, but may be sooner as existing fleet availability allows.
- The Seattle-Bremerton route is assumed to maintain one boat service until there is sufficient vessel availability to restore two-boat service. That is expected to be no later than mid-2028, but may be sooner as existing fleet availability allows.
- On the Port Townsend-Coupeville route, resumption of the second vessel normally added for the late Spring and Summer seasons is assumed to be postponed until no later than mid-2028, but may be sooner as existing fleet availability allows.
- The Point Defiance-Tahlequah, Anacortes-San Juan Island, Seattle-Bainbridge, Mukilteo-Clinton, and Edmonds-Kingston routes will continue to operate the majority of the time with the normal number of vessels.
- Resumption of service on the Anacortes-Sidney, B.C. international route is assumed to be delayed until Summer 2030 (FY 2031), which will also add limited capacity to summer service in the San Juan Islands as a fifth vessel. Anacortes-Sidney, B.C. ridership demand is then expected to ramp up over a three-year period.
- Winter 2025 service on the Anacortes-San Juan Islands route is assumed to be upgraded with the inter-island boat operating every day of the week allowing service to match that of the Fall and Spring seasons for FY 2025 only.
- The Fauntleroy-Vashon-Southworth, Seattle-Bremerton, and Port Townsend-Coupeville routes, in that order, will be prioritized for adding unscheduled vessel when vessel and crew availability allows. The forecast does not account for this additional unscheduled service.

The November 2024 Forecast incorporates actual ridership through October and actual revenue through September.

In the first four months of FY 2025, actual ridership averaged 1.7% higher than the same period in FY 2024, with passenger fares 2.4% higher and vehicle/driver fares 0.9% higher. These rates of growth are about one half of the levels from the two most recent forecasts. Total ridership in the first four months of FY 2025 is at 80.6% of pre-pandemic levels.

FY 2025 ridership, inclusive of four months of actual data, is projected to be 1.0% lower than in the September forecast. For the entire 2023-25 biennium, this amounts to 0.5% lower than September. Over the rest of the forecast horizon (FYs 2026-35), the November fiscal year ridership projections range from 0.5% to 1.0% lower than the September forecast.

Total reported fare and surcharge revenues for the first four months of FY 2025 were 1.7% lower than expected in the prior two forecasts. Revenue for FY 2025 comprise approximately 92.3% of the pre-pandemic fare revenue levels. This share is higher than the corresponding pre-pandemic ridership share of 80.6% due to a series of general fare increases since the pandemic, a doubling of the fare surcharge for capital, and stronger growth in higher-fare vehicle traffic.

In the current 2023-25 biennium, fare and fare surcharge revenues are projected to be 1.0% lower, while miscellaneous revenues are forecast to be 4.2% lower, than in the September forecast. Total 2023-25 biennium fare and miscellaneous revenues are expected to be \$374.5 million, 1.0% lower than the September forecast of \$378.4 million.

Subsequent biennia fare and surcharge revenue projections are expected to range from 0.5% to 0.8% lower relative to the September forecast. Miscellaneous revenues for the subsequent four biennia are each projected to range from 4.5% to

4.9% above the previous forecast, with overall ferry revenues ranging from 0.4% to 0.6% lower than the prior projections. Over the 10 years from FY 2026 through FY 2035, fare and miscellaneous revenues are projected to total \$2.25 billion, about 0.5% below the prior forecast.

The elimination of youth fares starting October 1, 2022 is included in the current November forecast and amounts to a reduction in fare and surcharge revenues of \$4.2 million for FY 2025, and between \$4.3 million and \$4.9 million in subsequent fiscal years.

Since the COVID-19 pandemic, material changes to the previous normal ferry ridership patterns continue to persist and slowly evolve toward a “new normal”. Total passenger fares, while recently growing at higher rates than vehicle/driver ridership, continue to lag further behind pre-pandemic levels than do vehicle/driver fares. WSF continues to experience a higher level of both planned and unplanned service reductions resulting from staffing shortages, attrition, and vessel availability issues, compared to pre-pandemic conditions. The duration and magnitude of these combined effects and how they will continue to impact ferry ridership demand, while becoming more apparent with contingency planning, retain some degree of uncertainty. As such, the November 2024 Forecast projections, as well as the assumptions upon which they are based at the time of preparation, remain subject to change with an above average level of risk and uncertainty, which may cause actual results to vary from projections.

*Primary reasons for the changes in the November 2024 forecast:*

- Actual ridership for July through October 2024, while higher than the same period in 2023, is lagging behind prior forecasts, pulling down the current ridership and revenue forecasts for FY 2025.
- Lower employment projections, higher real gasoline prices, and lower inflation projections — which result in higher real fares — collectively more than offset the upward push on ridership demand of higher projections for real personal income, thus contributing to the lower ferry ridership and revenue forecasts.
- Total miscellaneous revenues forecasted for FY 2025 have been revised lower based on actual experience to-date. Thereafter, vessel non-fare revenues are slightly lower over the forecast horizon due to the lower underlying ridership projections. For other/terminal non-fare revenue, higher projections for terminal concessions and advertising revenues more than offset lower projections for terminal vending and parking revenues. Overall, miscellaneous revenues are projected to be higher than in the prior forecast starting with FY 2026.

## Toll Revenue

### *Overview*

The traffic and potential toll revenue forecasts for all five toll facilities for the November 2024 TERFC are provided by independent traffic and revenue consultant, Stantec. The adjusted toll revenue forecasts for the SR 520 Bridge, I-405 Express Toll Lanes (ETLs), and SR 99 Tunnel are prepared by WSP USA Inc., in close coordination with the WSDOT Toll Division and its consultants.

The Toll Traffic and Revenue forecasts for the November 2024 TERFC for the 2023-2025 Biennium forecasts have been updated to include preliminary actuals through September 2024 for all toll facilities. FY 2024 Toll Traffic and Revenues are based on final FY 2024 Financial Statements. There are five toll facilities; all five toll facilities have forecast updates throughout their forecast periods as compared to the September 2024 TERFC forecast.

The methodology for the November 2024 TERFC forecast update is similar to the ones applied in the previous forecasts.

### Of note:

- TNB FY 2033 Toll Traffic and Revenue is added to the forecast horizon based on the Washington State Transportation Commission (WSTC) recommendation.
- The overall forecasting methodology is similar to the ones applied since the June 2020 and subsequent forecasts, with usage of recent actual data, as applicable, and assuming a different forecast pattern for each facility based on the observed trends.
- Each toll facility has been analyzed on its own, with the actual total traffic, average toll rate, and total revenue by month used as the key inputs.
- The forecasts for FY 2025 and FY 2026 have been made on a month-by-month basis.
- FY 2025: monthly Toll Traffic and Revenue (T&R) forecasts have been based on a review of most recently available actual toll traffic and revenue data through and including September 2024.
- FY2026 and beyond: Toll traffic and toll revenue forecasts for all five facilities have been updated to reflect the most recent travel demand modeling per project, socio-economic data per project, and project scheduling per project.
- Adjustments for revenue leakage and rates of toll bill recovery in the civil penalty process have been reviewed and adjusted in comparison to the September 2024 forecast. Payment of toll bills and fees in the civil penalty process through the Customer Program for Resolution (CPR), referred to as recaptured toll revenue, has been reviewed using data through September.
  - Transponder revenue reflects updated actual values through September, traffic projections and resulting facility allocations.
  - With revisions to toll revenue potential projections, projected interest earnings for TNB, SR 520 and SR 99 have been updated accordingly.

### Other General Assumptions:

- The forecast assumes that Pay By Mail customers would continue to pay \$2 above the Good To Go! toll rates for 2-axle vehicles. A similar rate differential for trucks based on the number of axles is also assumed.
- Adjustments to potential gross toll revenue forecasts include the \$0.25 per transaction fee revenue for Good To Go! account-based Pay By Plate transactions, leakage allowances for toll revenue not recognized (unbillable), unpaid toll bills, and toll revenue recovered through Civil Penalty adjudication for customers using the Customer Program for Resolution (CPR) at the Good To Go! toll rate.
- An adjustment is made for CPR toll revenue, which is recorded at the Good To Go! toll rate in the reported values. In addition to toll revenue captured through CPR at the Good To Go! toll rate instead of the Pay By Mail toll rate, there is toll revenue collected associated to toll revenue recovered at the Pay By Mail toll rate included in the revenue category for civil penalties and recovered toll revenue.

- Forecasts for second toll bill \$5 rebilling fees and \$40 Notice of Civil Penalty (NOCP) fees are based on actual collection rates with the vendor transition, adjusted to reflect delays in toll bill escalation that commenced in March 2023. Collection of rebilling fees commenced in March 2023, and with NOCP fee revenue starting to be collected in FY2024.
  - Revenue estimates for Civil Penalties in FY 2025 are based on actuals through September 2024. Revenue was revised down due to accounting adjustments for allowance of doubtful accounts.
- Transponder revenue forecasts are estimated based on a systemwide approach; the adjustments include actual data through September used to inform overall sales trends, weightings between direct retail and wholesale sales and revenue per transponder sold.

**Recent Actuals: FY 2025 Q1 (July through September 2024) in comparison to September 2024 TRFC Forecast**

September 2024 is a first month to be compared to September 2024 TERFC Forecast.

July and August T&R actuals are incorporated in the forecast for FY 2025 Q1 (July through September) T&R update.

All facilities combined September Toll Traffic is above the September 2024 Forecast by 2.4%, Toll Revenue is above monthly forecast by 6.6%, or \$1.2 million. As a note, some I-405 August related Toll Revenues are processed in September, as a result, monthly toll revenue has exceeded the forecast by 43%, or \$1.0 million. (Figure 11).

**Figure 11: FY 2025 Q1 (July through September 2024) - Toll Transactions and Revenue Performance vs September 2024 Forecast (millions)**

Toll Facility	Toll Transactions					Adjusted Toll Revenue				
		July-24	Aug-24	Sept-24 <sup>1</sup>	July thru Sept 2024		July-24	Aug-24	Sept-24 <sup>2</sup>	July thru Sept 2024
TNB	Forecasted Transactions	1.49	1.49	1.38	4.36	Forecasted Toll Revenue	\$6.82	\$7.20	\$6.43	\$20.46
	<b>Reported Transactions</b>	<b>1.49</b>	<b>1.49</b>	<b>1.35</b>	<b>4.32</b>	<b>Reported Toll Revenue</b>	<b>\$6.82</b>	<b>\$7.20</b>	<b>\$6.33</b>	<b>\$20.36</b>
	Variance From Forecast	0.00	0.00	-0.03	-0.03	Variance From Forecast	\$0.00	\$0.00	-\$0.10	-\$0.10
	Variance - % Change	0.0%	0.0%	-2.5%	-0.8%	Variance - % Change	0.0%	0.0%	-1.5%	-0.5%
SR 520	Forecasted Transactions	1.83	1.67	1.60	5.10	Forecasted Toll Revenue	\$5.87	\$6.94	\$6.43	\$19.23
	<b>Reported Transactions</b>	<b>1.83</b>	<b>1.67</b>	<b>1.75</b>	<b>5.25</b>	<b>Reported Toll Revenue</b>	<b>\$5.87</b>	<b>\$6.94</b>	<b>\$6.71</b>	<b>\$19.51</b>
	Variance From Forecast	0.00	0.00	0.15	0.15	Variance From Forecast	\$0.00	\$0.00	\$0.28	\$0.28
	Variance - % Change	0.0%	0.0%	9.3%	2.9%	Variance - % Change	0.0%	0.0%	4.4%	1.5%
I-405	Forecasted Transactions	0.90	0.87	0.79	2.56	Forecasted Toll Revenue	\$1.95	\$1.62	\$2.44	\$6.01
	<b>Reported Transactions</b>	<b>0.90</b>	<b>0.87</b>	<b>0.77</b>	<b>2.54</b>	<b>Reported Toll Revenue</b>	<b>\$1.95</b>	<b>\$1.62</b>	<b>\$3.49</b>	<b>\$7.06</b>
	Variance From Forecast	0.00	0.00	-0.02	-0.02	Variance From Forecast	\$0.00	\$0.00	\$1.05	\$1.05
	Variance - % Change	0.0%	0.0%	-2.5%	-0.8%	Variance - % Change	0.0%	0.0%	43.0%	17.4%
SR 167	Forecasted Transactions	0.16	0.16	0.16	0.48	Forecasted Toll Revenue	\$0.64	\$0.70	\$0.52	\$1.86
	<b>Reported Transactions</b>	<b>0.16</b>	<b>0.16</b>	<b>0.15</b>	<b>0.47</b>	<b>Reported Toll Revenue</b>	<b>\$0.64</b>	<b>\$0.70</b>	<b>\$0.59</b>	<b>\$1.93</b>
	Variance From Forecast	0.00	0.00	-0.01	-0.01	Variance From Forecast	\$0.00	\$0.00	\$0.07	\$0.07
	Variance - % Change	0.0%	0.0%	-7.6%	-2.5%	Variance - % Change	0.0%	0.0%	12.9%	3.6%
SR 99	Forecasted Transactions	1.68	1.70	1.56	4.94	Forecasted Toll Revenue	\$2.76	\$3.25	\$2.89	\$8.90
	<b>Reported Transactions</b>	<b>1.68</b>	<b>1.70</b>	<b>1.61</b>	<b>4.99</b>	<b>Reported Toll Revenue</b>	<b>\$2.76</b>	<b>\$3.25</b>	<b>\$2.84</b>	<b>\$8.85</b>
	Variance From Forecast	0.00	0.00	0.05	0.05	Variance From Forecast	\$0.00	\$0.00	-\$0.05	-\$0.05
	Variance - % Change	0.0%	0.0%	3.1%	1.0%	Variance - % Change	0.0%	0.0%	-1.9%	-0.6%
Total	Forecasted Transactions	6.07	5.89	5.49	17.44	Forecasted Toll Revenue	\$18.04	\$19.72	\$18.71	\$56.47
	<b>Reported Transactions</b>	<b>6.07</b>	<b>5.89</b>	<b>5.62</b>	<b>17.57</b>	<b>Reported Toll Revenue</b>	<b>\$18.04</b>	<b>\$19.72</b>	<b>\$19.96</b>	<b>\$57.71</b>
	Variance From Forecast	0.00	0.00	0.13	0.13	Variance From Forecast	\$0.00	\$0.00	\$1.24	\$1.24
	Variance - % Change	0.0%	0.0%	2.4%	0.7%	Variance - % Change	0.0%	0.0%	6.6%	2.2%

**Summary of November 2024 Forecast Results**

Figure 12 provides summary comparison between November 2024 and September 2024 forecast results.

Some highlights of November 2024 forecasts include:

- Based on recent actuals FY 2025 Total Toll Revenue and Fees of \$240.0 million is -\$12.9 million, or (-3.5 percent) below the previous forecast estimate, \$4.2 million increase in Toll Revenue is offset by reduction in Civil Penalty revenues.
- Next Biennium (FY2026 and FY2027) total toll revenue and fees of \$564.1 million are above the September 2024 Forecast by \$13.2 million (or 2.4 percent).
- Ten-year (2024-2033) Toll Revenue and Fees of 2,980.7 million are \$17.4 million (or 4.1 percent) increase to the September 2024 Forecast.

**Figure 12: Revenue Comparison – November 2024 vs. September 2024 Forecast (\$ millions)**

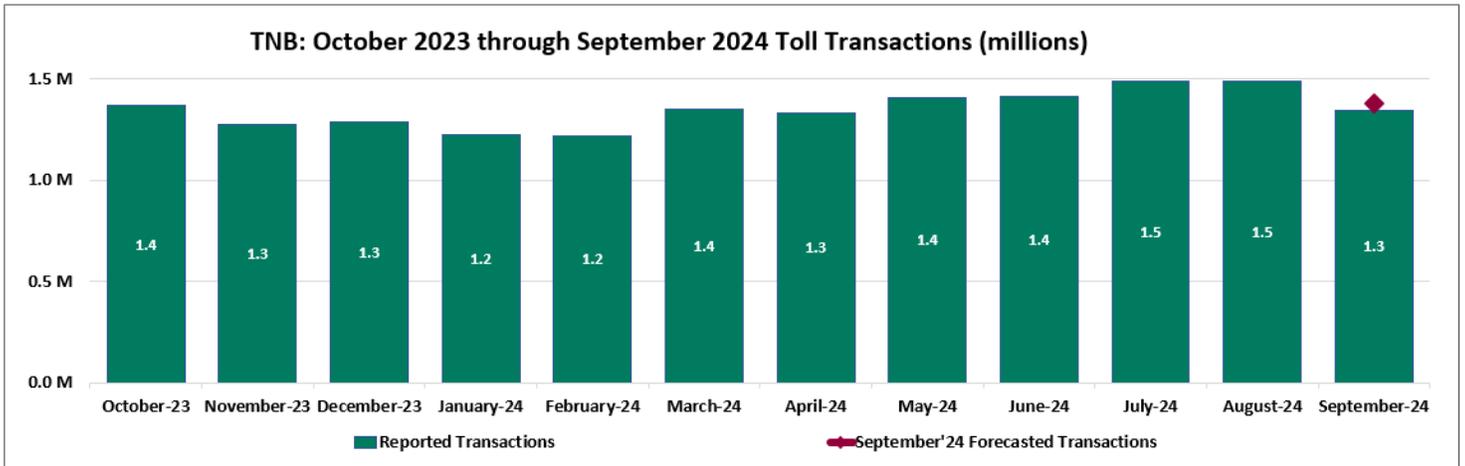
	Toll Facility	FY 2024	FY 2025	2023-25 Biennium	2025-27 Biennium	2027-29 Biennium	2029-31 Biennium	2031-33 Biennium	2024-33 Ten-Year
November 2024	<b>TNB</b>								
	Adjusted Gross Toll Revenue	\$75.44	\$76.25	\$151.69	\$154.56	\$157.55	\$160.71	\$163.94	\$788.46
	Other Revenue	\$10.77	\$1.40	\$12.17	\$7.67	\$7.76	\$7.63	\$5.20	\$40.43
	Total TNB Revenue & Fees	\$86.21	\$77.65	\$163.86	\$162.23	\$165.30	\$168.34	\$169.15	\$828.88
	<b>SR 520</b>								
	Adjusted Gross Toll Revenue	\$72.19	\$84.14	\$156.33	\$180.66	\$193.00	\$204.36	\$235.04	\$969.39
	Other Revenue	\$18.47	\$5.01	\$23.48	\$20.44	\$17.06	\$18.50	\$20.75	\$100.23
	Total SR 520 Revenue & Fees	\$90.67	\$89.15	\$179.81	\$201.10	\$210.06	\$222.86	\$255.79	\$1069.63
	<b>I-405 ETLs</b>								
	Adjusted Gross Toll Revenue	\$24.75	\$28.33	\$53.08	\$87.59	\$98.83	\$105.76	\$108.38	\$453.64
	Other Revenue	\$20.59	\$3.06	\$23.65	\$6.42	\$7.31	\$8.32	\$8.57	\$54.26
	Total I-405 ETLs Revenue & Fees	\$45.34	\$31.38	\$76.72	\$94.01	\$106.14	\$114.07	\$116.95	\$507.90
	<b>SR 167 ETLs</b>								
	Adjusted Gross Toll Revenue	\$5.67	\$6.92	\$12.59	\$24.02	\$29.42	\$31.17	\$33.20	\$130.39
Other Revenue	\$5.27	\$2.28	\$5.56	\$5.73	\$8.83	\$8.84	\$8.89	\$3.84	
Total SR 167 ETLs Revenue & Fees	\$5.94	\$7.20	\$13.14	\$24.75	\$30.25	\$32.00	\$34.09	\$134.24	
<b>SR 99</b>									
Adjusted Gross Toll Revenue	\$31.38	\$33.60	\$64.98	\$70.09	\$72.33	\$74.43	\$76.95	\$358.78	
Other Revenue	\$31.70	\$1.06	\$32.76	\$11.87	\$12.06	\$12.24	\$12.39	\$81.31	
Total SR 99 Revenue & Fees	\$63.08	\$34.66	\$97.74	\$81.96	\$84.39	\$86.67	\$89.34	\$440.09	
<b>All Toll Facilities</b>									
Adjusted Gross Toll Revenue	\$209.43	\$229.24	\$438.67	\$516.93	\$551.12	\$576.43	\$617.52	\$2700.66	
Other Revenue	\$81.81	\$10.80	\$92.62	\$47.13	\$45.02	\$47.52	\$47.80	\$280.08	
Total Revenue & Fees	\$291.24	\$240.04	\$531.28	\$564.06	\$596.14	\$623.94	\$665.32	\$2980.74	
September 2024 TERFC	<b>TNB</b>								
	Adjusted Gross Toll Revenue	\$75.44	\$75.13	\$150.57	\$151.73	\$154.59	\$157.70	\$80.03	\$694.61
	Other Revenue	\$10.77	\$3.92	\$14.69	\$7.30	\$7.53	\$7.50	\$3.81	\$40.83
	Total TNB Revenue & Fees	\$86.21	\$79.05	\$165.26	\$159.03	\$162.12	\$165.19	\$83.85	\$735.45
	<b>SR 520</b>								
	Adjusted Gross Toll Revenue	\$72.19	\$81.67	\$153.86	\$179.07	\$191.37	\$204.00	\$236.31	\$964.61
	Other Revenue	\$18.48	\$8.78	\$27.25	\$14.11	\$14.32	\$14.59	\$15.83	\$86.10
	Total SR 520 Revenue & Fees	\$90.67	\$90.45	\$181.11	\$193.18	\$205.69	\$218.59	\$252.14	\$1050.71
	<b>I-405 ETLs</b>								
	Adjusted Gross Toll Revenue	\$24.75	\$28.80	\$53.55	\$87.13	\$98.19	\$105.10	\$107.67	\$451.64
	Other Revenue	\$20.59	\$3.42	\$24.01	\$7.18	\$8.20	\$9.26	\$9.50	\$58.15
	Total I-405 ETLs Revenue & Fees	\$45.34	\$32.22	\$77.56	\$94.31	\$106.39	\$114.36	\$117.17	\$509.79
	<b>SR 167 ETLs</b>								
	Adjusted Gross Toll Revenue	\$5.67	\$6.43	\$12.11	\$24.02	\$29.42	\$31.17	\$33.20	\$129.91
Other Revenue	\$0.27	\$0.26	\$0.53	\$0.63	\$0.68	\$0.72	\$0.75	\$3.31	
Total SR 167 ETLs Revenue & Fees	\$5.94	\$6.69	\$12.63	\$24.65	\$30.10	\$31.89	\$33.95	\$133.22	
<b>SR 99</b>									
Adjusted Gross Toll Revenue	\$31.38	\$33.05	\$64.43	\$67.35	\$68.78	\$70.18	\$72.04	\$342.78	
Other Revenue	\$31.70	\$7.35	\$39.05	\$12.37	\$12.92	\$13.43	\$13.58	\$91.35	
Total SR 99 Revenue & Fees	\$63.08	\$40.40	\$103.48	\$79.72	\$81.70	\$83.61	\$85.62	\$434.13	
<b>All Toll Facilities</b>									
Adjusted Gross Toll Revenue	\$209.43	\$225.09	\$434.52	\$509.30	\$542.34	\$568.15	\$529.25	\$2583.55	
Other Revenue	\$81.81	\$23.72	\$105.53	\$41.59	\$43.66	\$45.49	\$43.47	\$279.75	
Total Revenue & Fees	\$291.25	\$248.81	\$540.06	\$550.89	\$586.00	\$613.64	\$572.72	\$2863.30	
Changes from September 2024 TRFC	<b>TNB</b>								
	Adjusted Gross Toll Revenue	\$0.00	\$1.12	\$1.12	\$2.84	\$2.96	\$3.02	\$83.91	\$93.85
	Other Revenue	\$0.00	-\$2.52	-\$2.52	-\$3.37	-\$2.22	-\$1.39	-\$1.39	-\$4.11
	Total TNB Revenue & Fees	\$0.00	-\$1.40	-\$1.40	\$3.21	\$3.18	\$3.15	\$85.30	\$93.44
	Total % Change	0.0%	-1.8%	-0.8%	2.0%	2.0%	1.9%	101.7%	12.7%
	<b>SR 520</b>								
	Adjusted Gross Toll Revenue	\$0.00	\$2.47	\$2.47	\$1.60	\$1.63	\$3.36	-\$1.27	\$4.78
	Other Revenue	\$0.00	-\$3.77	-\$3.77	\$6.33	\$2.74	\$3.91	\$4.92	\$14.14
	Total SR 520 Revenue & Fees	\$0.00	-\$1.30	-\$1.30	\$7.93	\$4.38	\$4.26	\$3.66	\$18.92
	Total % Change	0.0%	-1.4%	-0.7%	4.1%	2.1%	2.0%	1.4%	1.8%
	<b>I-405 ETLs</b>								
	Adjusted Gross Toll Revenue	\$0.00	-\$4.47	-\$4.47	\$4.46	\$6.64	\$6.66	\$7.72	\$2.00
	Other Revenue	\$0.00	-\$3.36	-\$3.36	-\$5.76	-\$8.89	-\$9.94	-\$9.93	-\$3.89
	Total I-405 ETLs Revenue & Fees	\$0.00	-\$8.84	-\$8.84	-\$3.30	-\$5.25	-\$5.28	-\$5.22	-\$1.89
Total % Change	0.0%	-2.6%	-1.1%	-0.3%	-0.2%	-0.2%	-0.2%	-0.4%	
<b>SR 167 ETLs</b>									
Adjusted Gross Toll Revenue	\$0.00	\$4.48	\$4.48	\$0.00	\$0.00	\$0.00	\$0.00	\$4.48	
Other Revenue	\$0.00	\$0.03	\$0.03	\$0.10	\$0.15	\$0.12	\$0.14	\$0.53	
Total SR 167 ETLs Revenue & Fees	\$0.00	\$5.51	\$5.51	\$0.10	\$0.15	\$0.12	\$0.14	\$1.01	
Total % Change	0.0%	7.6%	4.0%	0.4%	0.5%	0.4%	0.4%	0.8%	
<b>SR 99</b>									
Adjusted Gross Toll Revenue	\$0.00	\$5.55	\$5.55	\$2.74	\$3.55	\$4.25	\$4.92	\$16.00	
Other Revenue	\$0.00	-\$6.29	-\$6.29	-\$5.50	-\$8.86	-\$1.19	-\$1.20	-\$10.04	
Total SR 99 Revenue & Fees	\$0.00	-\$5.74	-\$5.74	\$2.24	\$2.69	\$3.06	\$3.72	\$5.96	
Total % Change	0.0%	-14.2%	-5.6%	2.8%	3.3%	3.7%	4.3%	1.4%	
<b>All Toll Facilities</b>									
Adjusted Gross Toll Revenue	\$0.00	\$4.15	\$4.15	\$7.63	\$8.78	\$8.28	\$88.28	\$117.11	
Adjusted Gross Toll Revenue % Change	0.0%	1.8%	1.0%	1.5%	1.6%	1.5%	16.7%	4.5%	
Other Revenue	\$0.00	-\$12.92	-\$12.92	\$5.54	\$1.36	\$2.03	\$4.32	\$5.33	
Total Revenue & Fees	\$0.00	-\$8.77	-\$8.77	\$13.17	\$10.14	\$10.31	\$92.60	\$117.44	
Total % Change	0.0%	-3.5%	-1.6%	2.4%	1.7%	1.7%	16.2%	4.1%	

**Updates to Tacoma Narrows Bridge (TNB) toll traffic and revenues**

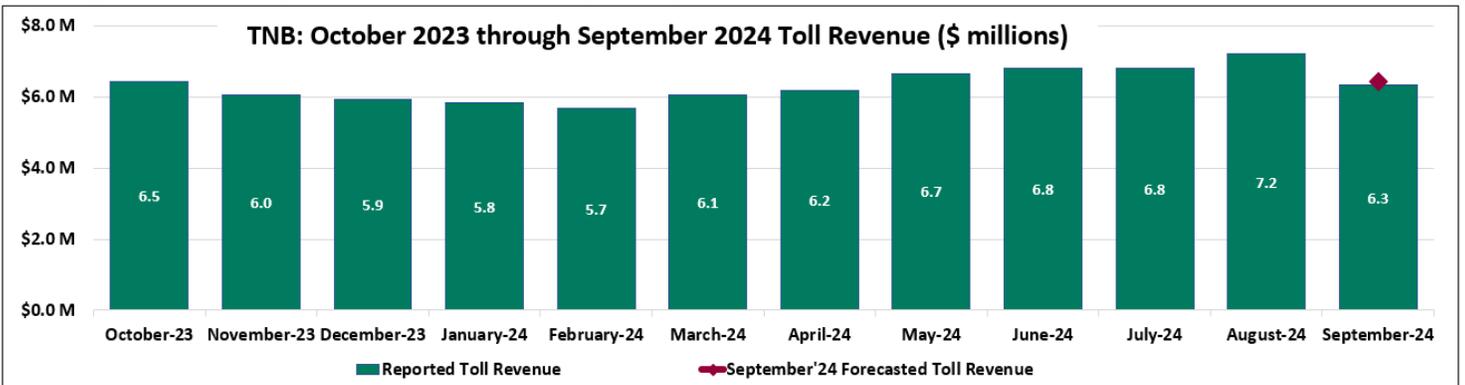
The November 2024 Tacoma Narrows Bridge’s (TNB) toll traffic and revenue annual forecasts incl. FY 2033 have been updated to reflect the most recent actual data through September 2024 and socio-economic data.

TNB September 2024 toll transactions were -2.5 percent below the September 2024 Forecast, toll revenues were -1.5 percent or \$0.1 million below the September 2024 Forecast. Figure 11 below provides 12-month Toll Transactions and Reported Toll Revenue performance in comparison to the September 2024 forecast. Previous months’ actuals are included in the September 2024 forecast.

**Figure 11: TNB 13-month Toll Traffic and Revenue actuals in comparison to September 2024 forecasts**



Note: September 2024 monthly transactions are stated based on preliminary estimates



Revenue estimates for Civil Penalties in FY 2025 are based on actuals through September 2024. Revenue was revised down due to accounting adjustments for allowance of doubtful accounts.

FY 2025 TNB Total revenue and fees of \$77.7 million is a reduction of \$1.4 million (or -1.8 percent) to the September 2024 Forecast projections. Next Biennium (FY 2026 and FY2027) total toll revenue and fees of \$162.2 million are above the September 2024 Forecast by \$3.2 million (or 2.0 percent).

Repayment of the deferred sales tax and loans would complete existing financial obligations, therefore requiring the end of TNB tolling, per [RCW 47.46.110](#). The forecast assumes that the TNB toll collection will cease by the end of FY 2033. 2031-2033 Biennium total toll revenue and fees are above the September 2024 Forecast by \$85.3 million (or 101.7 percent).

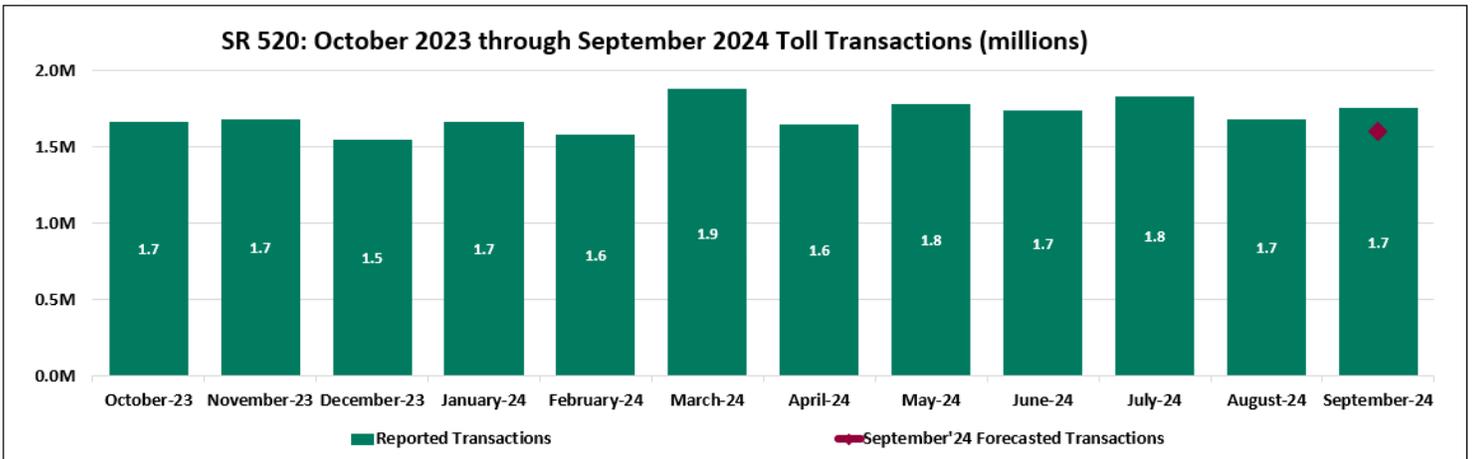
Ten-year period (FY2024 to FY2033) total revenue and fees of \$828.9 million are \$93.4 million (or 12.7 percent) increase to the September 2024 Forecast, (Figure 10).

**Updates to SR 520 Toll Bridge toll traffic and revenues**

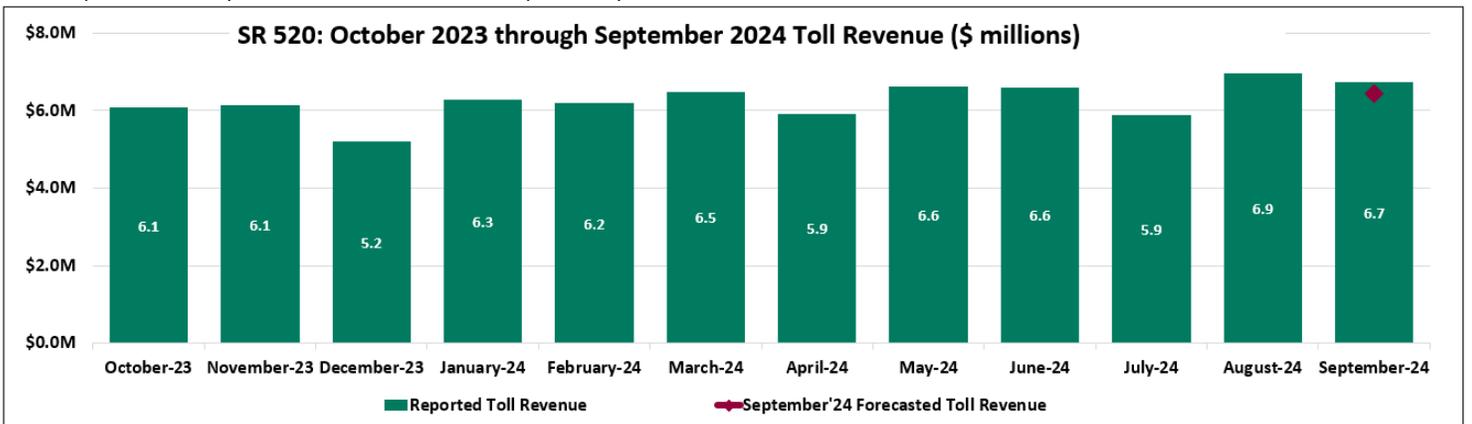
The November 2024 SR 520 Bridge’s toll traffic and revenue forecasts through FY 2035 have been updated to reflect the most recent actual data through September 2024; and updated travel demand modeling, socio-economic data, and project scheduling including construction and closure schedules.

September 2024 toll transactions were 9.3 above the September 2024 Forecast, toll revenues were 4.4 percent or \$6.7 million above the September 2024 Forecast. Figure 12 below provides 12-month Toll Transactions and Reported Toll Revenue performances in comparison to the September 2024 Forecast. Previous months’ actuals are included in the September 2024 forecast.

**Figure 14: SR 520 12-month Toll Traffic and Revenue actuals in comparison to September 2024 forecasts**



*Note:* September monthly transactions are stated based on preliminary estimates



*Note:* December 2023 Toll Revenue attributed to 70K toll transactions were processed late, and incl. in January 2024.

Revenue estimates for Civil Penalties in FY 2025 are based on actuals through September 2024. Revenue was revised down due to accounting adjustments for allowance of doubtful accounts.

FY 2025 SR 520 Total revenue and fees of \$89.1 million is a reduction of \$1.3 million (or -1.4 percent) to the September 2024 Forecast projections.

Forecasted miscellaneous revenues increased by \$27 million through FY 2035 over the September 2024 Forecast projections due to a combination of higher assumed interest rates on underlying account balances and higher anticipated account balances driven by a significant reduction in projected costs attributed to insurance premiums.

Ten-year period (FY 2024 to FY 2033) total revenue and fees of \$1,069.6 million are \$18.9 million (or 1.8 percent) increase

to the September 2024 Forecast, (Figure 10).

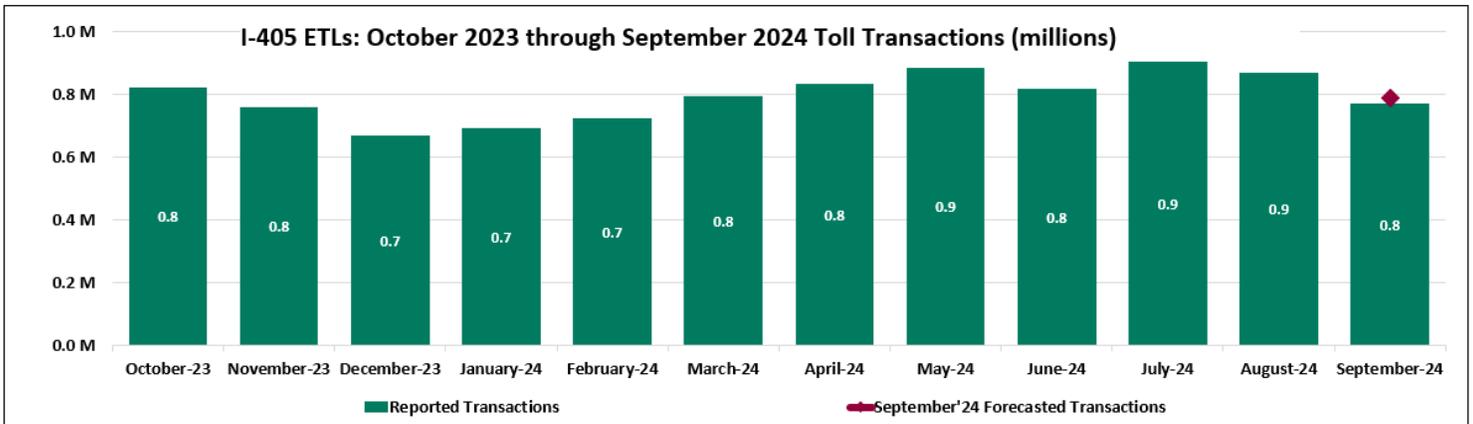
**Updates to I-405 Express Toll Lanes (ETLs) toll traffic and revenues**

The November 2024 I-405 ETLs’ toll traffic and revenue forecasts through FY 2035 have been updated to reflect the most recent actual data through September 2024; and updated travel demand modeling, socio-economic data, and project scheduling.

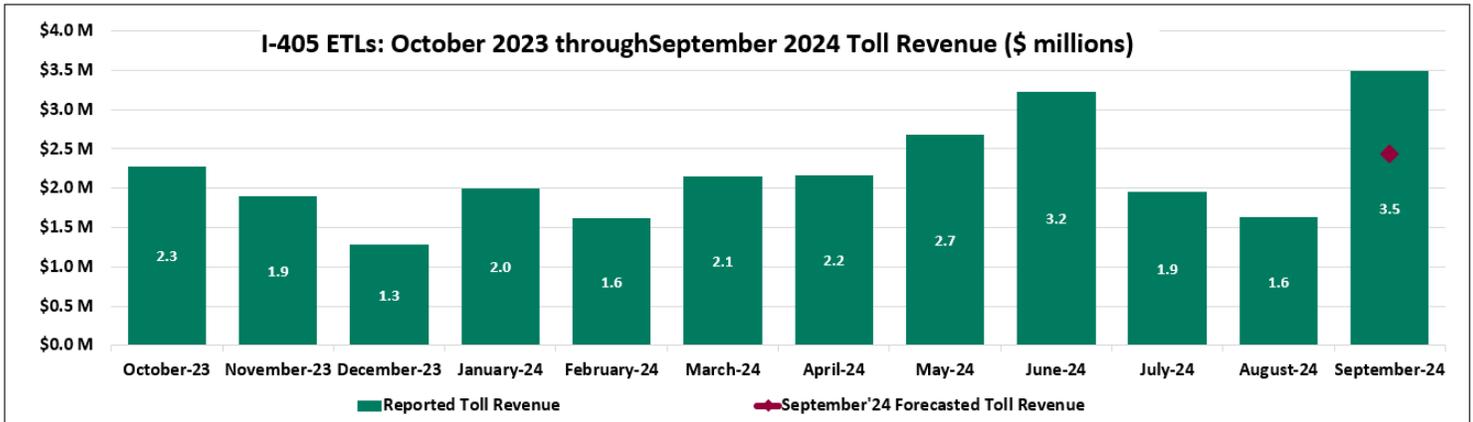
September 2024 toll transactions were -2.5 below the September 2024 Forecast. Some August related Toll Revenues are processed in September, September toll revenues were 43.0 percent or \$1.0 million above the September 2024 Forecast.

Figure 15 below provides 12-month Toll Transactions and Reported Toll Revenue performances in comparison to the September 2024 forecast. Previous months’ actuals are included in the September 2024 forecast.

**Figure 15: I-405 ETLs 12-month Toll Traffic and Revenue actuals in comparison to September 2024 forecasts**



**Note:** September 2024 monthly transactions are stated based on preliminary estimates



**Note:** Max toll rates and hours of operations policy update effective March 1, 2024. High August toll revenue is attributed to August related Toll Revenues that were processed in September.

Revenue estimates for Civil Penalties in FY 2025 are based on actuals through September 2024. Revenue was revised down due to accounting adjustments for allowance of doubtful accounts.

Miscellaneous revenues are not forecasted beyond the current fiscal year for I-405 due to variability in facility account balances used to estimate future interest earnings.

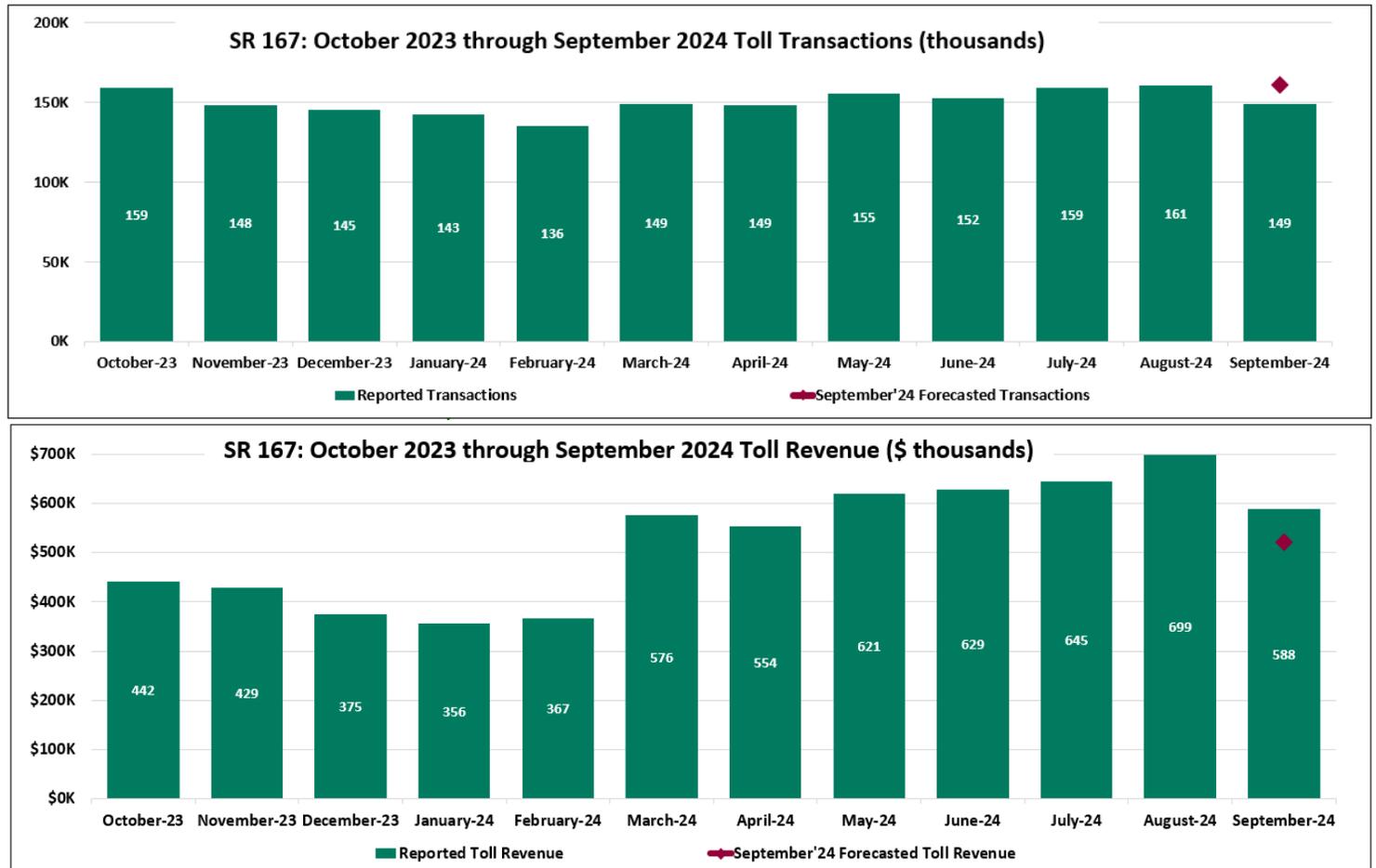
FY 2025 I-405 Total revenue and fees of \$31.4 million is a reduction of \$0.8 million (or -2.6 percent) to the September 2024 Forecast projections. Ten-year period (FY 2024 to FY 2033) total revenue and fees of \$507.9 million are \$1.9 million (or -0.4 percent) to the September 2024 Forecast, (Figure 10).

**Updates to SR 167 Express Toll Lanes (ETLs) toll traffic and revenues**

The November 2024 SR 167 ETLs’ toll traffic and revenue forecasts through FY2035 have been updated to reflect the most recent actual data through September 2024; and updated travel demand modeling, socio-economic data, and project scheduling.

September 2024 toll transactions were -7.6 percent below the September 2024 Forecast. September toll revenues were 12.9 percent or \$0.7 million above the September 2024 Forecast. Average toll rates have exceeded the forecast expectations. Figure 16 below provides 12-month Toll Transactions and Reported Toll Revenue performances in comparison to the September 2024 forecast. Previous months’ actuals are included in the September 2024 forecast.

**Figure 16: SR 167 ETLs 12-month Toll Traffic and Revenue actuals in comparison to September 2024 forecasts**



**Note:** Min and Max toll rates and hours of operations policy update effective March 1, 2024.

Based on recent actuals, FY 2025 SR 167 Total revenue and fees of \$7.2 million is an increase of \$0.5 million (or 7.6 percent) to the September 2024 Forecast projections. Ten-year period (FY2024 to FY2033) total revenue and fees of \$134.2 million are 0.8 percent increase to the September 2024 Forecast, (Figure 10).

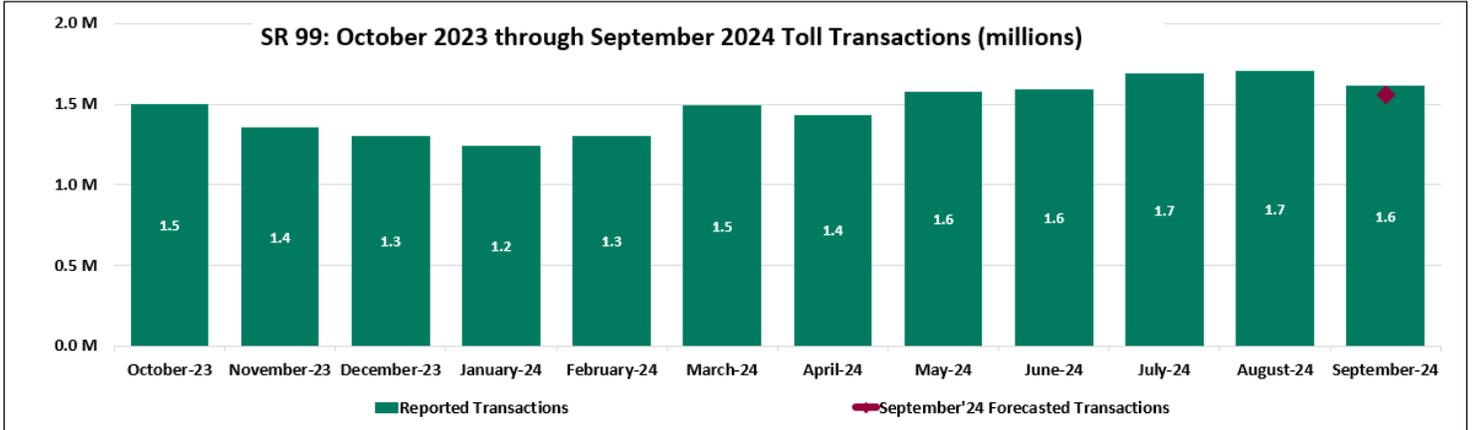
**Updates to SR 99 Tunnel toll traffic and revenues**

The November 2024 SR 99’s toll traffic and revenue forecasts through FY 2035 have been updated to reflect the most recent actual data through September 2024; and updated travel demand modeling, socio-economic data, and project

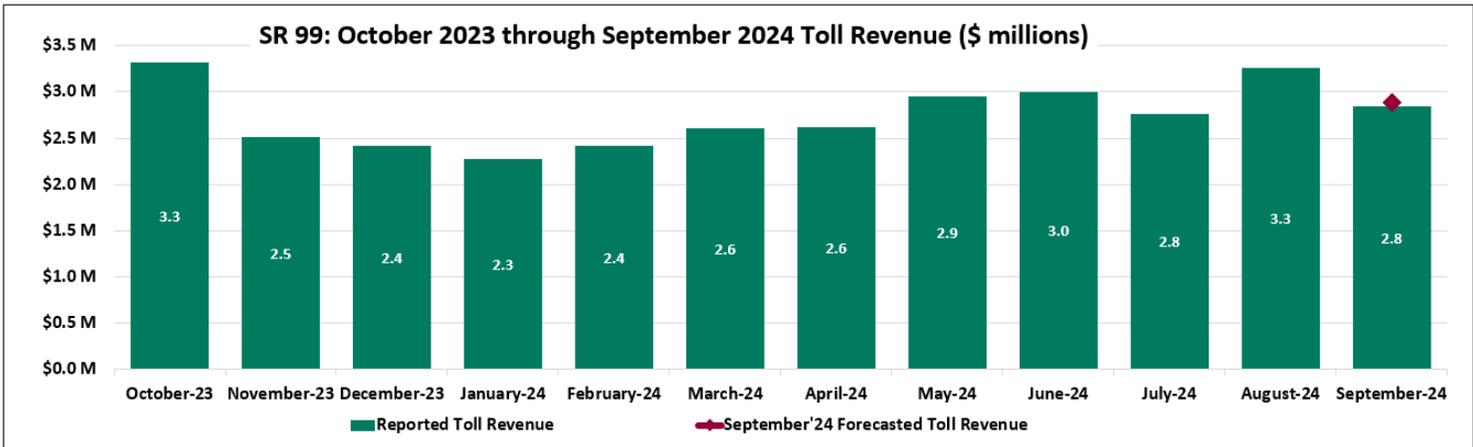
scheduling. September 2024 toll transactions were 3.1 above the September 2024 Forecast, September toll revenues were -1.9 percent below the September 2024 Forecast.

Figure 17 below provides 12-month Toll Transactions and Reported Toll Revenue performances in comparison to the September 2024 forecast. Previous months' actuals are included in the September 2024 forecast.

**Figure 17: SR 99 12-month Toll Traffic and Revenue actuals in comparison to September 2024 forecasts**



*Note:* September 2024 monthly transactions are stated based on preliminary estimates



Revenue estimates for Civil Penalties in FY 2025 are based on actuals through September 2024. Revenue was revised down due to accounting adjustments for allowance of doubtful accounts.

FY 2025 SR 99 Total revenue and fees of \$34.7 million is a reduction of -14.2 percent to the September 2024 Forecast.

The higher toll account balance results in an increase of interest earnings of \$1.1 million over the forecast horizon.

Ten-year period (FY 2024 to FY2033) total revenue and fees of \$440.1 million are \$6.0 million (or 1.4 percent) increase to the September 2024 Forecast, which is due to a combination of higher projected gross toll revenue and deposits into the SR 99 toll account related to higher projected net revenue and prior financial settlements, (Figure 10).

## **Federal Funds Revenue**

### ***Overview***

After state funds, the largest source of transportation revenue is federal funds. The Federal Funds forecast contains the formula funds distributed by the Federal Highway Administration (FHWA) to Washington State Department of Transportation for highway purposes. Federal funds reported in this forecast are based on the federal fiscal year (FFY) which begins on October 1.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), a \$1.2 trillion investment in transportation and other types of infrastructure (including energy, water, and broadband). Nationwide, this represents a \$550 billion increase in federal government spending above baseline funding levels. The foundation of the IIJA is a new five-year authorization of the federal Surface Transportation Program to replace the expired Fixing America's Surface Transportation (FAST) Act. The IIJA authorizes \$567 billion in spending authority for all transportation programs over five years, an increase of \$274 billion (more than 48%) above FAST Act baseline spending levels. In addition, the bill broadens eligibility criteria for many existing programs and establishes within the U.S. Department of Transportation (USDOT) alone at least two dozen new formula and discretionary (competitive) grant programs targeting key priorities, including but not limited to, resiliency, sustainability, equity, and safety.

### ***FHWA – Highways Forecast***

- The total highway apportionment for Washington state for FFY 2024 was \$1,368.3 million. This reflects actual apportionment distributions for FFY 2024.
- The November 2024 total apportionment forecast for FFY 2025 will be based on FHWA Notices NN4510.892, N4510.893, N4510.894 and N4510.895. FFY 2026 will assume an annual growth rate of 2% which is consistent with the US funding levels set forth in the Infrastructure Investment and Jobs Act (IIJA). FFY 2027 thru FFY 2035 forecast of federal highway apportionment will assume a revenue growth of 1%. The current total apportionment estimate for FFY 2025 is \$1,137.3 million.
- The baseline forecast for FFY 2027 thru FFY 2035 will assume a revenue growth of 1%.

### ***Obligation Authority (OA) Forecast***

- Obligation authority (OA) (a.k.a. obligation limitation) is the ceiling or total amount of commitments of federal apportionment that can be made within a year. Congress sets this ceiling or limit as part of the federal appropriation bills to control federal expenditures annually.
- The November 2024 CORE OA for FFY 2024 has been reconciled to actual OA distributions and is \$1,336,4 million which includes distributions for Discretionary items, Other Allocated programs as well as Ferry Boat/Terminals distributions.
- Total OA forecast for FFY 2025 and throughout the forecast horizon will be set at 98% of apportionment, which is consistent with historical Washington State OA distributions.
- The methodology used to split the formula OA distributions between the State Programs and the Local Programs was modified in the September 2018 forecast.

### ***Allocations of IIJA Funds Forecast:***

When new federal transportation authorization laws are enacted, Washington state has a tradition of convening a work group to make recommendations on future distributions of federal-aid highway formula program funding to state and local governments. The Work Group met three times in September and July 2022.

### **Summary of funding split decisions for the five-year IIJA authorization**

#### **National Highway Performance Program -**

- Retain similar splits as FAST Act which was also assumed in the Move Ahead Washington allocation— 87% state/13%, local.
- The local share is to be administered through the NHS Asset Management Program administered through the WSDOT Local Programs Office

#### **Surface Transportation Block Grant program –**

- Maintain FFY 2022 and FFY 2023 at the Move Ahead Washington identified split (28 state/72% local)
- For FFY 2024 – FFY 2026, the split is revised to 16% state/84% local to effectively provide the historic split of 21% state/79% local, over the course of the five years.

#### **Highway Safety Improvement Program –**

- No change from FAST Act distribution – continue to allocate funds based on updated crash data to support the Target Zero statewide safety plan – FFY 2022 data reflects split 30% state/70% local.

#### **Congestion Mitigation & Air Quality (CMAQ) Program –**

- No change from FAST Act – continue to allocate funds to the five eligible Metropolitan Planning Organizations to help meet the requirements of the federal Clean Air Act– 100% local.

#### **Bridge Replacement Program (NEW)**

- Maintain FFY 2022 and FFY 2023 at the Move Ahead Washington identified splits (85% state/15% local).
- For FFY 2024 – FFY 2026, the split is revised to 46% state/54% local to effectively provide an average split of 61% state/39% local, over the course of the five years.
- The local share is to be administered through the Local Bridge grant program administered by the WSDOT Local Programs Office
- The maximum funding cap for local bridges is raised to \$25M.
- Non-federal match for local off-system bridges will not be required by the state.

### **National Highway Freight Program –**

- Retain current splits (50% state/50% local) as identified in Move Ahead Washington to ensure that Washington’s Freight System Plan can be submitted to the Federal Highway Administration for approval by the federal October 2022 deadline.

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT) –**

- For FFY 2022 no change to Move Ahead Washington allocation (100% state).
- For FFY 2023-2026, \$25m set aside for tribal resiliency projects.  
Remaining \$75m shall be directed to local fish passage projects (over 4 years).  
The Brian Abbot Fish Barrier Removal Board shall facilitate the project selection process. The Board shall work with WSDOT Local Programs to ensure that project selection criteria are consistent with federal requirements.
- WSDOT Local Programs shall administer funding for all projects awarded PROTECT funds.

### **National Electric Vehicle Program –**

- New IIJA program – funds are provided 100% to the state.

### **Carbon Reduction Program -**

- New IIJA program funds are split 35% state/65% local.

### ***FHWA Penalties:***

The November 2024 federal forecast incorporates four FHWA penalties for current and prior years, which Washington State was subject to.

- The Section 164 Penalty – FHWA has determined that Washington State is not in compliance with section 164 of title 23, United States Code, the Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence. This penalty amounts to 2.5% of the National Highway Performance Program and Surface Transportation Block Grant Program apportionments annually and WSDOT elects to withhold the entire amount from the National Highway Performance Program. These funds are reserved for release for use on eligible Highway Safety Improvement Program (HSIP) activities or transfer to the States’ 402 Safety Programs pending the outcome of the administrative and “general practice” certification review processes. Section 164 penalty funds are included as part of the Highway Safety Improvement Program totals.
- Safety Performance Penalty – FHWA has determined that Washington State has failed to meet or make significant progress towards meeting the safety performance targets established in Target Zero. This penalty requires the state to obligate an amount equal to a prior year’s apportionment of HSIP funds on HSIP projects.
- Vulnerable Road Users (VRU) - Applies when the total annual fatalities of a non-motorist as defined in 23 U.S.C.148(a)(15) represents not less than 15% of the annual crash fatalities. The penalty requires that in the following fiscal year, the state obligate not less than 15% of the funds apportioned for the Highway Safety

Improvement Program for Highway Safety projects to address the safety of vulnerable users as defined above.

- High Risk Rural Roads (HRRR) – This penalty applies to all states where the fatality rate on rural roads increases over the most recent 2-year period for which data is available. This penalty requires the State to obligate an amount equal to at least 200 percent of its FY 2009 high risk rural roads set-aside for high-risk rural roads, as defined in their State Strategic Highway Safety Plan.

#### **COVID 19 Stimulus Funds:**

**The Coronavirus Aid, Relief, and Economic Security (CARES) Act** (P.L. 116-136) created a Coronavirus Relief Fund (CRF) which provides \$150 billion to state, local, territorial, and tribal governments. The CRF provides \$150 billion for expenditures incurred due to the COVID-19 public health emergency. The November, November and September 2021 federal apportionment forecasts include an estimated CRF distribution to Washington State for ferries and public transportation. This CRF estimate does not include fund distributions made directly to King, Pierce, Snohomish, and Spokane counties.

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed by President Trump on December 27, 2020, making consolidated appropriations for the fiscal year ending November 30, 2021, providing coronavirus emergency response and relief. This act made modifications to existing COVID-19 relief legislation and provided additional appropriations for the expenditure of federal COVID-19 pandemic relief funds. The November, November and September 2021 Forecasts include funds made available to WSDOT through this CRRSAA Act of \$168 million.

**The America Rescue Plan Act of 2021 (ARPA) was signed into law by President Biden on March 11, 2021.** The ARPA provides an estimated \$1.9 trillion in stimulus to aid in the COVID-19 pandemic. This February 2022 Federal Highway forecast includes \$400 Million in ARPA funds intended for Fish Barrier projects. The February 2022 federal highway forecast will include \$400 million of ARPA funds that is for Fish Barrier projects.

## **FTA - Public Transportation Federal Funds**

### *Overview*

In addition to the FHWA formula and non-formula programs governed by the Infrastructure Investment and Jobs Act (IIJA), the Federal Transit Administration also provides program allocations to Washington for a variety of transit projects. The IIJA authorize \$91.2 billion for FFY 2022-2026 for public transportation programs nationwide.

WSDOT each quarter forecasts the federal funds for public transportation programs. The November 2024 Public Transportation federal funds forecast reflects actual apportionments for FY 2022 through FY 2024. The numbers do not include CARES, CRRSAA, and ARPA funds that were received in FY 2020, and FY2021. The updated apportionment totals reflect increased funding levels provided under the IIJA for those years. An annual growth rate of 2% is assumed for FY 2025 through FY 2035. For the 2023-25 Biennium, WSDOT received \$30.1 million in FY 2024 FTA apportionments with \$30.7 million anticipated for FY 2025. For the next 2025-27 Biennium, \$63.2 million is anticipated in new apportionments.

**FTA – Washington State Ferries (WSF) Federal Funds**

WSF receives significant federal assistance through the public transportation program administered by the Department of Transportation’s Federal Transit Administration (FTA). The federal public transportation program is authorized from FFY 2022 through FFY 2026 as part of the IIJA which was signed into law on November 15, 2021.

**WSF Federal Apportionment Funds Forecast**

Washington State’s level of FTA apportionment for FFY 2024 is distributed based on the most recent Puget Sound Regional Council (PSRC) split letter. This letter shows the amount of formula funding received by all eligible recipients, including WSF. The November 2024 WSF federal forecast reflects the current split letter released by PSRC for FFY 2024. This now includes a formula allocation of the new PSRC Equity Set-aside. PSRC has prepared its forecast for FFYs 2025 – 2028. The forecasts for FFYs 2029-35 are based on the PSRC forecast for FFY 2028 and an annual growth rate of 1 percent which is consistent with the assumption of funding level increases used by WSDOT.

The IIJA has significantly changed WSF’s apportionment of FTA formula funds. The distribution to WSF increased from \$13.2 million in FFY 2021 to \$22.1 million in FFY 2024. The forecast continues to increase through FFY 2026. Beginning in FFY 2027 the PSRC forecast reduces down to pre-IIJA levels and holds steady for 2027 and 2028 forecasts. Beyond FFY 2028 WSF has assumed a growth rate of 1% per year. WSF’s annual funding from this source is projected to increase each year beyond 2028 reaching \$19.9 million in FFY 2035.

While the FTA federal formula funds distributed to or forecasted for WSF have increased significantly under the IIJA, the prior September 2024 forecast was revised downward from June 2024 due to a conservative PSRC forecast. The November 2024 forecast has been revised down further beginning in 2029 due to a change in the growth rate from 2% to 1%. Over the period FFYs 2023-35, the November 2024 forecast is down almost \$5.5 million from the September 2024 forecast.

FTA Federal Formula Funds Forecast  
NOV vs.SEP 2024 Forecasts, Dollars in Millions

FFY	Nov-24	Sep-24	Change	Basis for NOV 24 Forecast
FFY 23	22.2	22.2	-	Actuals
FFY 24	21.1	21.1	-	
FFY 25	22.7	22.7	-	PSRC Forecast
FFY 26	23.2	23.2	-	
FFY 27	18.6	18.6	-	
FFY 28	18.6	18.6	-	
FFY 29	18.8	18.9	(0.2)	SEP 2024 escalator changes from
FFY 30	18.9	19.3	(0.4)	2% per FFY to 1% FFY in the
FFY 31	19.1	19.7	(0.6)	NOV 2024 forecast.
FFY 32	19.3	20.1	(0.8)	
FFY 33	19.5	20.5	(1.0)	
FFY 34	19.7	20.9	(1.2)	
FFY 35	19.9	21.3	(1.4)	
Total	261.8	267.3	(5.5)	

## APPENDIX

**2022 Transportation Packet (ESSB 5974)  
New/Incremental Revenues by Fee Type  
November 2024 vs. September 2022 forecast**

**ESSB 5974 Transportation Resources Bill (2022) Revenue Impact Summary**

Move Ahead WA (26P) by Fee	2023-2025			2025-2027			10-Year-Period (23-33)		
	November 2024	June 2022	Change	November 2024	June 2022	Change	November 2024	June 2022	Change
Plate original from \$10 to \$50 *Includes Motorcycle Plates	94.93	117.56	-19.3%	3.38	115.40	-97.1%	492.49	573.43	-14.1%
Plate replacement from \$10 to \$30 *Includes Motorcycle Plates	55.78	66.32	-15.9%	56.84	65.98	-13.8%	281.08	328.09	-14.3%
Dealer Temp from \$15 to \$40	31.71	41.13	-22.9%	38.77	39.99	-3.1%	184.59	197.99	-6.8%
License fee for trucks from \$0.00 to \$0.50*	1.53	1.88	-18.4%	1.77	1.94	-8.4%	8.89	9.83	-9.5%
License Plate Tech fee for trucks from \$0.00 to \$0.25*	0.77	0.94	-18.4%	0.89	0.97	-8.4%	4.45	4.91	-9.5%
Vehicle Fee from \$15 to \$35**	25.59	32.59	-21.5%	28.93	46.00	-37.1%	149.16	259.57	-42.5%
<b>Move Ahead WA (26P)</b>	<b>210.30</b>	<b>260.42</b>	<b>-19.2%</b>	<b>227.52</b>	<b>270.28</b>	<b>-15.8%</b>	<b>1,120.65</b>	<b>1,373.81</b>	<b>-18.4%</b>
Move Ahead WA Flexible (26Q) by Fee	2023-2025			2025-2027			10 Year Total		
	November 2024	June 2022	Change	November 2024	June 2022	Change	November 2024	June 2022	Change
EDL/EID from \$4 to \$7 per year	15.65	20.26	-22.8%	21.67	23.07	-6.1%	96.72	102.07	-5.2%
ADR from \$13 to \$17 and \$19 in FY30	9.16	9.40	-2.6%	9.43	9.64	-2.2%	67.16	68.54	-2.0%
DL/ID replacement from \$10 to \$20	4.19	3.98	5.2%	4.27	4.04	5.7%	21.55	20.45	5.3%
<b>Move Ahead WA Flexible (26Q)</b>	<b>29.00</b>	<b>33.65</b>	<b>-13.8%</b>	<b>35.37</b>	<b>36.76</b>	<b>-3.8%</b>	<b>184.79</b>	<b>190.92</b>	<b>-3.2%</b>
Aviation Fuel Tax (Fund 039)	2023-2025			2025-2027			10 Year Total		
	November 2024	June 2022	Change	November 2024	June 2022	Change	November 2024	June 2022	Change
Aviation fuel tax from \$.11 to \$.18 per gallon	5.10	3.34	52.7%	4.88	3.38	44.7%	24.44	17.05	43.3%
<b>Net Revenue from ESSB 5974</b>	<b>244.40</b>	<b>297.41</b>	<b>-17.8%</b>	<b>267.78</b>	<b>310.41</b>	<b>-13.7%</b>	<b>1,329.89</b>	<b>1,581.79</b>	<b>-15.9%</b>

\* Included technical cleanup bill ESHB 1853 (2023) resulted in all trucks being a subject to DOL service fee (\$0.50) and Licence plate technology fee (\$0.25)

\*\*Stolen Vehicle Check Fee from \$15 to \$50 and from \$50 to \$75 in FY2027 (26P fund, forecasted by WADOT)

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