

**Transportation Economic Revenue Forecast
Council**

**September 2024 Transportation Economic
and Revenue Forecast**

Volume I: Summary

Washington Transportation**Economic and Revenue Forecast****September 2024 Forecast**

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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 this September 2024 forecast is the first forecast ERFC is producing

September 2024 Transportation Forecast Overview

Forecast Overview

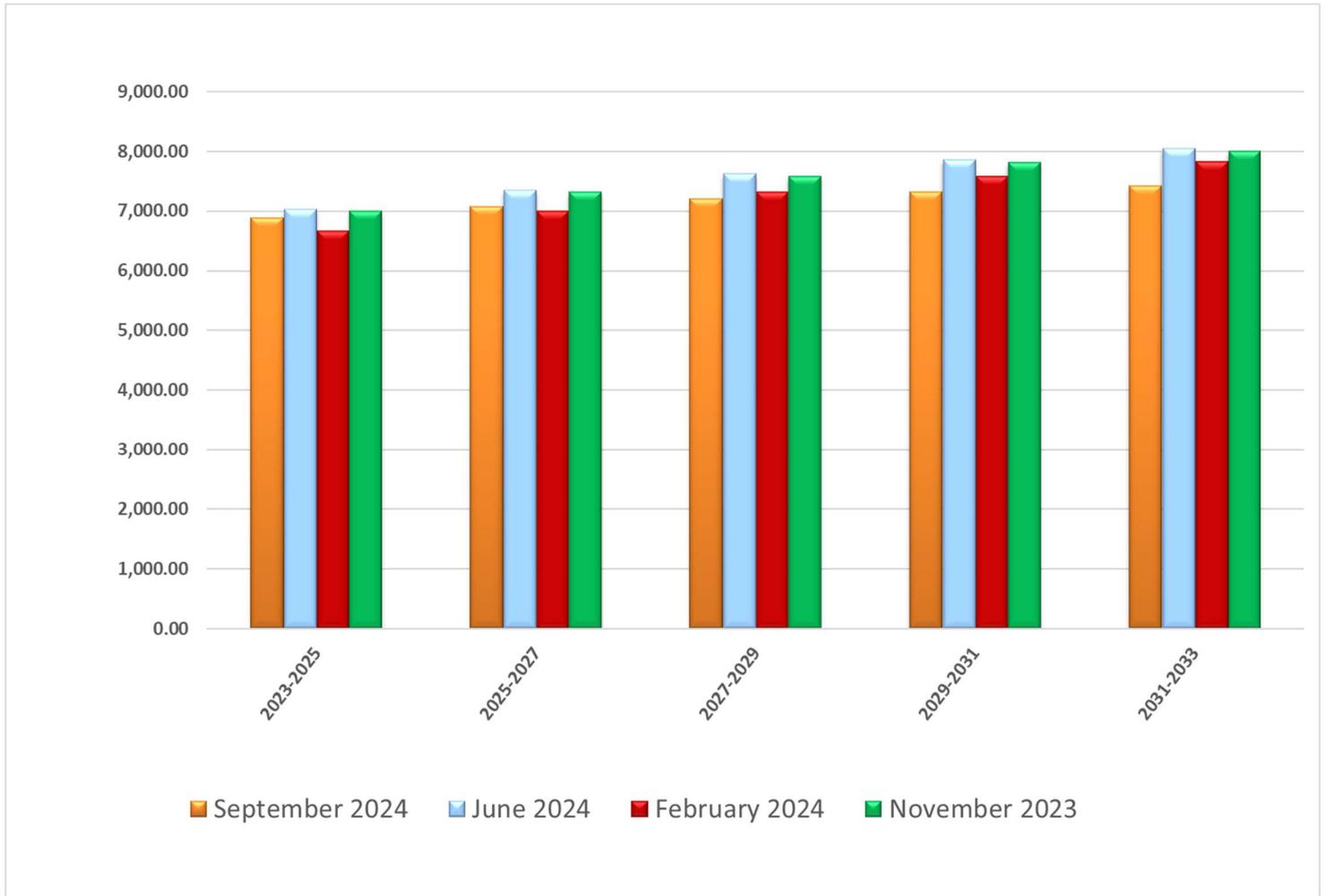
- For the September 2024 forecast, the 2023-25 biennium total transportation revenue estimate is \$6.88 billion which is a \$137 million decrease in comparison to the last June 2024 forecast. This was driven by the update of the Motor Vehicle Fuel Tax forecast that hasn't been updated since September 2023. Other changes include a reduction in license, permits and fees of \$36 million, and an increase in toll revenue of \$30.0 million (Figure 1).
- For the 2025-27 biennium, revenues are projected at \$7.08 billion which is \$264 million or 3.6% below the June forecast (Figure 1).
- For the 2027-29 biennium, revenues are projected at \$7.2 billion which is \$410 million or 5.4% below the June forecast.
- For the 10-year forecast horizon, total baseline revenue in September 2024 is down from the last forecast (June 2024) by \$1,952 million or 5.15%, mainly driven by the reduction in the motor vehicle fuels tax (Figure 1).

Figure 1: Current September 2024 vs. June 2024 Forecast: All Revenues

Forecast to Forecast Comparison for Transportation Revenues and Distributions 10-Year Period												
September 2024 Forecast to June 2024 Forecast millions of dollars												
	Current Biennium 2023-2025				Biennium 2025-2027				10-Year Period (2024-2033)			
	Forecast September 2024	Forecast June 2024	Chg from June 2024	Percent Change	Forecast September 2024	Forecast June 2024	Chg from June 2024	Percent Change	Forecast September 2024	Forecast June 2024	Chg from June 2024	Percent Change
	Sources of Transportation Revenue											
Motor Vehicle Fuel Tax Collections	3,231.0	3,357.5	(126.51)	-3.77%	3,179.6	3,436.4	(256.73)	-7.47%	15,693.3	17,458.0	(1,764.68)	-10.11%
Licenses, Permits and Fees	1,998.3	2,034.5	(36.16)	-1.78%	2,144.0	2,184.0	(40.01)	-1.83%	11,327.3	11,561.0	(233.71)	-2.02%
Ferry Revenue†	378.4	385.9	(7.47)	-1.94%	420.5	427.0	(6.56)	-1.54%	2,162.2	2,196.1	(33.92)	-1.54%
Toll Revenue	540.1	510.1	30.00	5.88%	550.9	538.7	12.20	2.26%	2,863.3	2,775.1	88.24	3.18%
Aviation Revenues	14.9	15.1	(0.14)	-0.93%	14.4	14.4	0.01	0.07%	72.2	72.7	(0.49)	-0.67%
Rental Car Tax	93.3	94.1	(0.89)	-0.94%	96.0	96.8	(0.85)	-0.87%	503.0	507.2	(4.23)	-0.83%
Vehicle Sales Tax	127.6	128.8	(1.22)	-0.95%	132.0	133.6	(1.60)	-1.20%	701.5	708.3	(6.80)	-0.96%
Driver-Related Fees	352.3	346.6	5.61	1.62%	395.6	396.1	(0.55)	-0.14%	1,867.0	1,862.0	4.98	0.27%
Business/Other Revenues	144.9	145.1	(0.20)	-0.14%	148.4	148.5	(0.09)	-0.06%	725.4	726.6	(1.24)	-0.17%
Total Revenues	6,880.6	7,017.6	(136.97)	-1.95%	7,081.3	7,375.5	(294.19)	-3.99%	35,915.2	37,867.0	(1,951.8)	-5.15%
Distribution of Revenue												
Motor Fuel Tax Refunds and Transfers	216.2	253.2	(36.94)	-14.59%	237.1	263.5	(26.31)	-9.98%	1,159.8	1,330.9	(171.17)	-12.86%
Motor Fuel Administrative Fee - DOL	18.7	19.0	(0.25)	-1.34%	18.0	19.1	(1.16)	-6.06%	89.8	97.4	(7.61)	-7.81%
State Uses												
Motor Vehicle Account (108)	1,286.7	1,339.9	(53.27)	-3.98%	1,401.7	1,445.4	(43.69)	-3.02%	7,351.9	7,829.8	(477.98)	-6.10%
Transportation 2003 (Nickel) Account (550)	395.5	404.9	(9.44)	-2.33%	392.4	416.5	(24.19)	-5.81%	1,936.5	2,104.4	(167.84)	-7.98%
Transportation 2005 Partnership Account (09H)	586.8	600.9	(14.17)	-2.36%	573.5	614.6	(41.14)	-6.69%	2,851.6	3,129.9	(278.33)	-8.89%
Connecting Washington Account (20H)	722.9	742.4	(19.50)	-2.63%	701.1	759.0	(57.93)	-7.63%	3,474.8	3,865.0	(390.22)	-10.10%
Multimodal Account (218)	690.0	691.8	(1.87)	-0.27%	722.1	716.7	5.41	0.75%	3,739.4	3,715.0	24.38	0.66%
Special Category C Account (215)	45.6	46.8	(1.23)	-2.63%	44.2	47.8	(3.65)	-7.63%	219.0	243.6	(24.59)	-10.10%
Puget Sound Capital Construction Account (099)	33.1	34.0	(0.89)	-2.63%	32.1	34.8	(2.66)	-7.63%	159.3	177.2	(17.89)	-10.10%
Puget Sound Ferry Operations Account (109)	433.9	444.4	(10.45)	-2.35%	474.1	486.1	(12.03)	-2.48%	2,428.7	2,497.2	(68.44)	-2.74%
Capital Vessel Replacement Account (18J)	56.0	57.6	(1.60)	-2.79%	59.0	60.9	(1.91)	-3.14%	296.9	306.1	(9.26)	-3.03%
Tacoma Narrows Bridge Account (511)	165.3	164.7	0.59	0.36%	159.0	159.0	0.00	0.00%	735.4	734.9	0.59	0.08%
High Occupancy Toll Lanes Account (09F)^	12.6	12.1	0.49	4.00%	24.7	24.7	0.00	0.00%	133.2	132.7	0.48	0.36%
SR 520 Corridor Account (16J)	167.5	162.0	5.43	3.35%	185.6	173.3	12.22	7.05%	1,005.1	941.7	63.31	6.72%
SR 520 Corridor Civil Penalties Account (17P)	13.6	12.8	0.82	6.37%	7.6	7.7	(0.09)	-1.21%	45.7	44.9	0.76	1.70%
Interstate 405 Express Toll Lanes Operations (59S)	77.6	72.6	5.01	6.91%	94.3	94.3	(0.02)	-0.02%	509.8	504.8	4.99	0.99%
Alaskan Way Viaduct Replacement Acct. (535)	103.5	85.8	17.66	20.58%	79.7	79.6	0.08	0.11%	434.1	416.0	18.10	4.35%
Aeronautics Account (039)	14.8	15.0	(0.14)	-0.96%	14.3	14.3	0.01	0.06%	71.8	72.3	(0.49)	-0.68%
Washington State Aviation Account (21G)	0.1	0.1	0.00	3.61%	0.1	0.1	0.00	1.75%	0.4	0.4	0.00	0.63%
State Patrol Highway Account (081)	469.7	465.6	4.14	0.89%	488.6	482.2	6.42	1.33%	2,493.8	2,463.9	29.86	1.21%
Highway/Motorcycle Safety Accts. (106 & 082)	303.9	300.1	3.76	1.25%	350.1	350.8	(0.72)	-0.20%	1,591.6	1,589.3	2.35	0.15%
School Zone Safety Account (780)	0.4	0.4	0.00	0.00%	0.4	0.4	0.00	0.00%	2.1	2.1	0.00	0.00%
Other accounts (201, 06T, 09T, 09E, 216, 07C, 24-K)	44.1	43.9	0.24	0.54%	45.5	44.9	0.61	1.36%	231.0	228.3	2.77	1.21%
Electric Vehicle Account (20J)	57.4	56.6	0.85	1.50%	0.0	0.0	0.00	0.00%	57.4	56.6	0.85	1.50%
Ignition Interlock Devices Revolving Acct 14V	7.8	7.9	(0.11)	-1.41%	7.9	7.9	(0.01)	-0.18%	40.3	40.4	(0.17)	-0.43%
Multituse Roadway Safety Account Collections-571	0.6	0.6	0.00	0.14%	0.6	0.6	0.01	1.10%	3.3	3.2	0.06	1.80%
Move Ahead WA Accounts - 26P	211.4	220.0	(8.56)	-3.89%	229.2	246.3	(17.11)	-6.95%	1,119.9	1,229.0	(109.10)	-8.88%
Move Ahead WA Accounts - 26Q	29.5	28.2	1.37	4.85%	36.3	36.4	(0.05)	-0.12%	186.7	185.4	1.32	0.71%
Total for State Use	5,930.3	6,011.2	(80.87)	-1.35%	6,124.12	6,304.6	(180.43)	-2.86%	31,119.7	32,514.2	(1,394.48)	-4.29%
Total for Local Use												
Cities	174.7	179.4	(4.71)	-2.63%	169.5	183.5	(14.00)	-7.63%	839.9	934.2	(94.32)	-10.10%
Counties	282.9	290.4	(7.46)	-2.57%	275.4	297.6	(22.18)	-7.45%	1,366.7	1,516.1	(149.38)	-9.85%
Transportation Improvement Board (112 & 144)	190.8	195.9	(5.04)	-2.57%	188.7	203.7	(14.99)	-7.36%	967.5	1,068.4	(100.89)	-9.44%
County Road Administration Board (102 & 253)	66.9	68.6	(1.70)	-2.47%	68.5	73.6	(5.06)	-6.88%	371.8	405.8	(33.99)	-8.38%
Total for Local Use	715.4	734.3	(18.91)	-2.58%	702.1	758.3	(56.23)	-7.42%	3,545.9	3,924.5	(378.58)	-9.65%
Total Distribution of Revenue	6,880.6	7,017.6	(136.97)	-1.95%	7,081.3	7,345.4	(264.13)	-3.60%	35,915.2	37,867.0	(1,951.8)	-5.15%

Figure 2 compares transportation revenues for the last four cycles: September 2024, June 2024, February 2024 and November 2023. The September 2024 Forecast 10-year total revenue estimates are decreased by \$1.951 billion (5.15%) compared with the February 2024 forecast.

Figure 2: Total Transportation Revenues Estimates: September 2024 – November 2023



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 (\$6.88 billion). Gasoline fuel taxes comprise the largest share at 37.0%. Fuel taxes comprise roughly 47% of all revenues. Licenses, permits and fee revenues comprise the second largest share at 29%. 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 (\$6.88 billion)

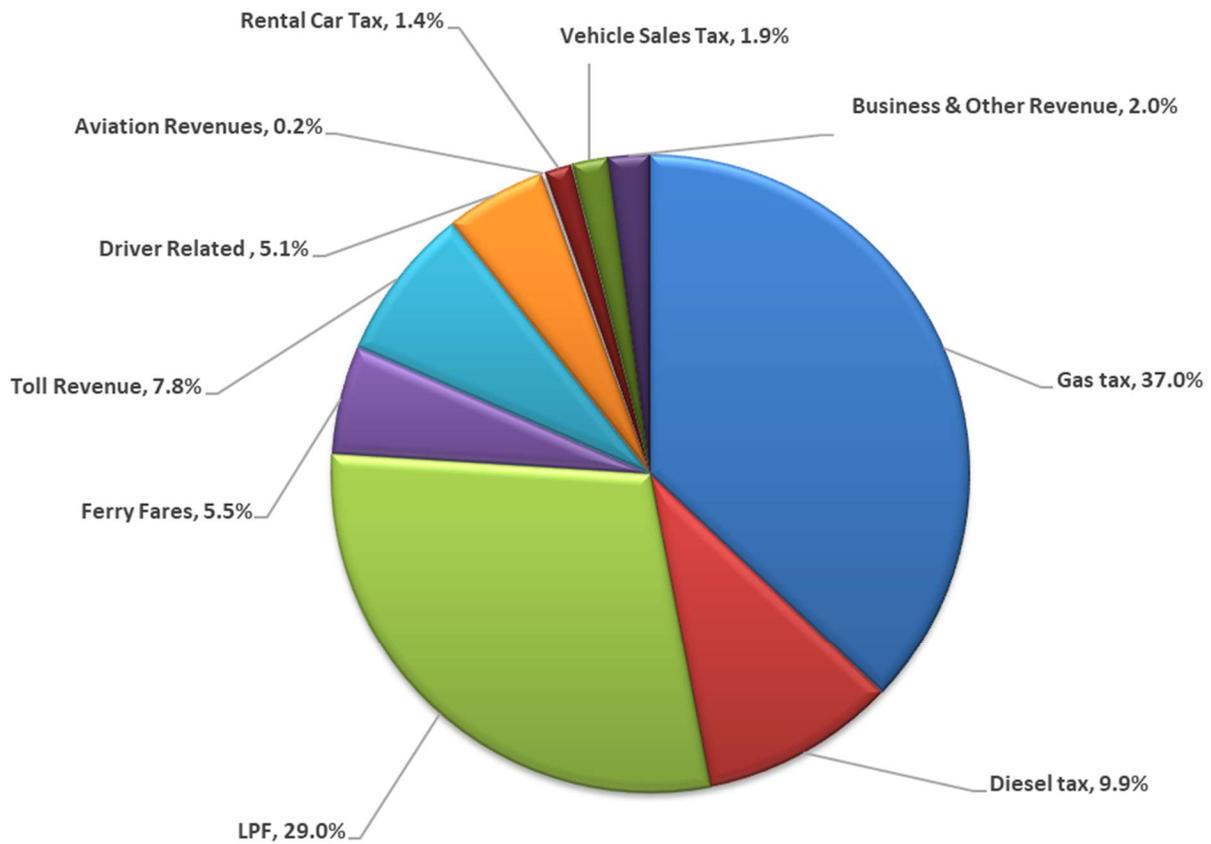


Figure 4 shows the September 2024 Forecast LESS the Move Ahead Washington Revenue Package compared to the June 2022 forecast.

Figure 4: Current Forecast Revenue comparison to the September 2022 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 September 2024 Forecast to June 2022 Forecast millions of dollars												
	2023-2025				2025-2027				10-Year Period (2022-2031)			
	Forecast September 2024	Forecast June 2022	Chg from June 2022	Percent Change	Forecast September 2024	Forecast June 2022	Chg from June 2022	Percent Change	Forecast September 2024	Forecast June 2022	Chg from June 2022	Percent Change
Total Revenues	6,880.61	7,345.74	(465.13)	-6.3%	7,081.31	7,608.43	(527.11)	-6.9%	35,151.02	37,369.68	(2,218.65)	-5.9%
Move Ahead Washington Package	253.28	297.41	(44.13)	-14.8%	287.56	310.41	(22.85)	-7.4%	1,242.05	1,390.88	(148.84)	-10.7%
Total Revenue less Move Ahead Washington	6,627.33	7,048.33	(421.00)	-6.0%	6,793.75	7,298.01	(504.26)	-6.9%	33,908.98	35,978.79	(2,069.82)	-5.8%

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, and sales of new light vehicles in the U.S.

The variables for September 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:

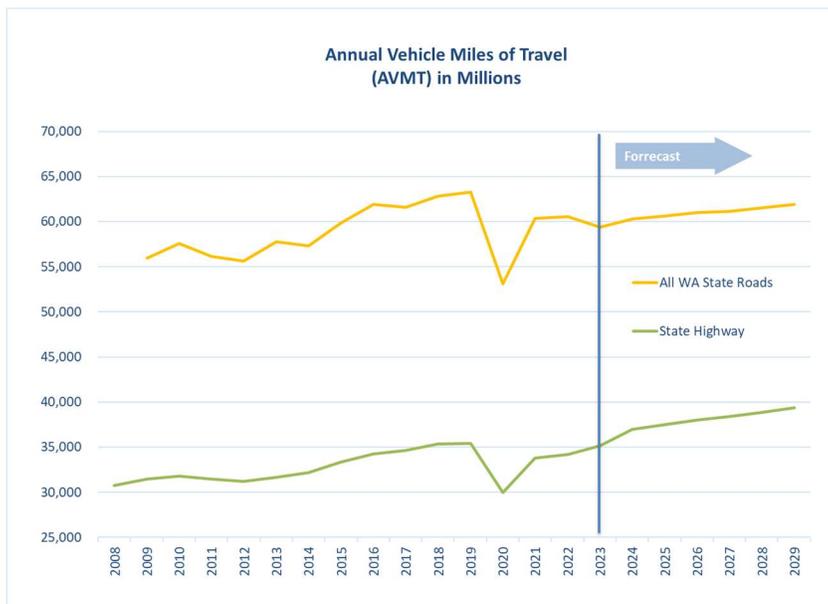
1. Washington State Annual Vehicles Miles Traveled with a new forecasting methodology
2. Fuel prices.

Annual Vehicles Miles Traveled

Two sources provide monthly data on Vehicle Miles Traveled: the WSDOT State Highway Annual Vehicle Miles of Travel (AVMT) for Interstate, State Route, and U.S. Route, and the Federal Highway Administration's Traffic Volume Trends reports, which offer comprehensive data for all state roads. Updated data is accessible from 2008 to 2023.

The Economic and Revenue Forecast Council (ERFC) is developing a new methodology to forecast Vehicle Miles Traveled (VMT). We have employed both monthly and quarterly time series analyses for State Highways, as well as for Cities, Counties, and Other Roads (CCOR).

Figure 5: Annual Vehicle Miles Traveled (AVMT) in Washington



Source: WSDOT and FHWA

For the State Highway (SH) VMT model, we have included variables such as Washington employment and electric vehicle registrations. Similarly, the CCOR model incorporates employment data. We will need to test whether incorporating additional variables, such as population and other vehicle registrations, would enhance the accuracy of the VMT modeling.

The SH VMT model predicts an increase in the use of these roads. In 2023, VMT recovered to levels similar to those before the pandemic, reaching approximately 35.2-35.4 billion miles driven. However, for all roads combined, the total state VMT in 2023 has not fully recovered to pre-pandemic levels, achieving only 93.8% of the mileage logged in 2019.

For 2024, a 5.3% growth rate is predicted for SH VMT, followed by an average annual growth rate of 1.2% over the next five years. For all roads, total VMT is projected to grow by an estimated 1.6% in 2024, with an average annual growth rate of 0.5% over the next five years.

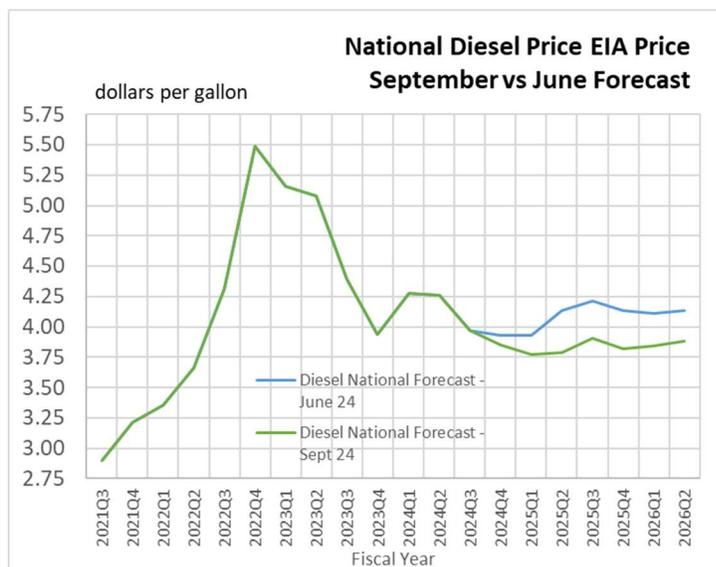
Fuel Prices

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, September 2024.

Figure 6: National Diesel Price

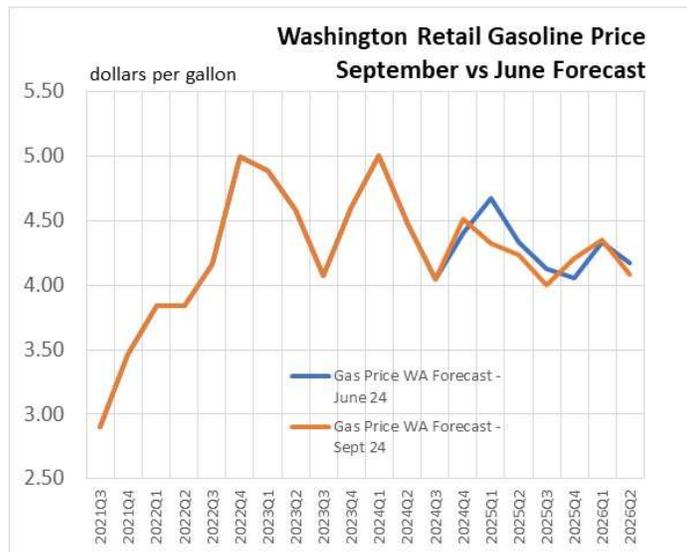


Source: EIA

Oil prices have been declining this year, and the biodiesel forecast follows the trends of diesel prices. The figure shows how the diesel price forecast has changed since June’s forecast. A difference of 8.3% between forecasts is expected by the end of the year, reducing the diesel price forecast by 34 cents, and it is expected to remain 31 cents lower than June’s forecast until mid-2025.

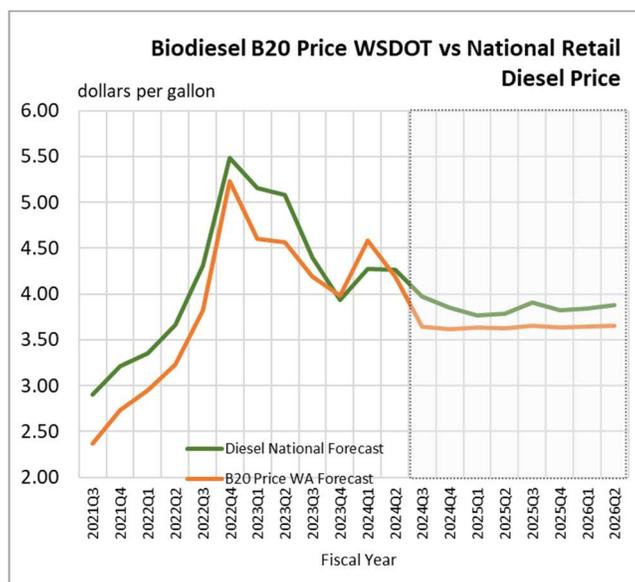
The fuel prices forecasted for September 2024 are shown below. The graphs illustrate the trends in various fuel prices from fiscal year 2022 to mid-2026. They reflect the future markets for Brent oil as presented in the report [STEO](#) (pages 20 and 21). Gasoline prices have been on a downward trajectory since peaking in the second quarter of 2022. The forecast indicates a leveling off between \$4.00 and \$4.30 per gallon in FY 2025.

Figure 7: Washington retail gasoline price



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

Figure 8: Washington retail gasoline price



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

The prices of biodiesel (B20 and B5) have declined by 9.2% and 13.2% a year, respectively. This significant decrease suggests that prices will stabilize around \$3.64 per gallon for B20 and between \$3.06 and \$3.10 for B5.

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	4.32	4.08	3.77	3.64	3.19
2025Q2	4.23	4.09	3.79	3.63	3.06
2025Q3	4.00	4.14	3.91	3.65	3.10
2025Q4	4.21	4.10	3.82	3.63	3.00
2026Q1	4.35	4.15	3.84	3.65	3.09
2026Q2	4.08	4.19	3.88	3.65	3.08

Source: ERFC estimates

Motor Vehicle Fuel Tax Forecast

The Motor Vehicle Fuel Tax (MVFT) forecast falls into two main categories: Gasoline (Gas) and Special Fuels (SF). The MVFT forecast, along with the corresponding revenue forecast and distributions, has been updated after a year of no change.

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

The effect of electric vehicles (EV) is now included in the forecast, which shows a slow long-term decline in MVFT gasoline revenue collection, varying from -0.4% to -0.9% over the next ten fiscal years. We will monitor monthly electric vehicle indicators and metrics to measure changes in long-term gasoline consumption.

The forecast for total motor fuel consumption is lower than the previous forecast by -2.2% for fiscal year 2024, and by -1.4% for gasoline. The difference between the previous forecast and the new forecast increases for later fiscal years, with the new forecast being -4.3% lower for gasoline and -8.1% lower for special fuels in 2025.

Washington State anticipates collecting approximately \$3.23 billion from MVFT in the 2023-2025 biennium, which is a decrease of \$126.5 million or 3.8% compared to the previous forecast. The MVFT forecast is projected to be \$3.18 billion for the 2025-2027 biennium, representing a decrease of \$256.7 million or 7.5% from the previous forecast.

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 June forecast due largely to the fact that actual car registrations were lower than expected and the forecast for non-farm employment is slightly lower than in June. The forecast for trucks is also now based on a model using quarterly data. The truck registration forecast is also lower than the previous forecast. Actual truck registrations for Fiscal Year 2024 were lower than the forecasted amount. 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 \$1.98 billion from vehicle licenses, permits, and fees (LPFs) in the 2023-2025 biennium, which is a decrease of \$36.2 million or 1.8% compared to the forecast for June 2024. The LPF forecast is anticipated to be \$2.12 billion by the 2025-2027 biennium, which is down about \$40.0 million or 1.8% from the previous forecast.

The September 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 \$513 million, down \$7 million (-1%) from the prior forecast. Over the ten-year period, LPF revenues are projected to total \$3,415.8 million, a decrease of \$32.4 million (-1%) from the prior forecast.

Primary reasons for the change in the September 2024 forecast

- **Electric Vehicle and charging infrastructure account revenue hybrid vehicles** section revised higher by \$0.8 million (2.2%) for a current biennium and higher by \$7.2 million (3.6%) for a ten-year outlook due to strong performance.

- **Title Fee** forecast projection is lowered by \$0.9 million (-1.3%) for the current biennium, and \$5.3 million lower (-1.5%) 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.
- **Dealer Temporary License Plates** revised downwards \$2.2 million (-4.7%) for a current biennium and lower \$4.0 million (-1.5%) for a ten-year outlook. Current fiscal year has been adjusted due to a continuous observation of lower transaction activity related to bulk buying inventory from June 2022, the outer years are mostly following titles downward revision.
- **Ferry Services Fees** forecast is revised lower \$1.4 million (-3.1%) for the current biennium, and \$8.3 million lower (-3.5%) for the ten-year horizon compared to previous forecast due to an observed subagents/DOL paying share revision.
- **Original Issue Plates** forecast is lowered by \$2.2 million (-1.8%) for the 23-25 biennium and \$9.6 million (-1.5%) lower for ten-year compared to previous forecast.
- **Plate Replacement Fee** forecast is lowered by \$0.8 million (-0.9%) for the 23-25 biennium and the ten-year outlook is lowered by \$6.1 million (-1.4%) compared to previous forecast incorporating actuals and changes to supporting forecasts.

Driver Related Revenue Forecasts

Overview

The *September 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 \$352.2 million, an increase of \$5.6 million (1.6%) from the prior forecast. FY 2025-27 is expected to have \$395.6 million, a decrease of \$0.6 million (-0.1%) from the prior forecast. Over the ten-year period driver-related revenues are projected to total \$1,867 million an increase of \$4.9 million (0.3%) 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 **September 2024** forecast:*

Total Driver Licenses Fees revenue actuals track higher than forecasted following positive outlook of WA non-agricultural employment forecast. Of note is the increase trends to Reissues, enhanced driver licenses (EDL) and enhanced identicards (EID), and abstract driver's record (ADR).

- **Reissue fee** revenue forecast is higher for FY 2023-25 by \$150.5 thousand or 2.3% continuing higher on average by \$147.4 thousand or 2.2% per biennia throughout the rest of the forecast horizon, NonDUI reissue transactions are much higher than the previous forecast representing around 60% of the historical level up from the previously estimated of 43%.
- **EDL and EID** forecast is increased by \$2.9 million (8.3%) for FY2023-25 due to increased recent demand, however unfunded EDL budget step may impact future processing capacity.
- **Abstract Driver's Record (ADR)** forecast is increased by \$0.8 million (1.1%) for FY 2023-25, but slightly decreasing by \$0.2 million (-0.2%) for FY2025-27. The 10-year forecast decreases slightly by \$0.5 million (-0.1%). Adjustment is based on recent trends for these transactions.

- **Motorcycle Endorsement** Revenue forecast decreased by \$20 thousand (-0.4%) for FY2023-25. The forecast continues to decrease by \$0.46 million (-7.4%) for FY 2025-27. Over the 10-year forecast there is a decrease by \$1.5 million (-7.5%). The motorcycle endorsement forecast has been updated with estimated survival rates as there are now sufficient actuals following SHB1207 implementation to incorporate the 6-or-8 year cycle choice into this forecast.

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 September 2024 Forecast

- In the September 2024 forecast, the sales and use tax on motor vehicle purchases is slightly lower than in the previous forecast. Though recent sales tax collections were higher than forecast, the use tax collections were lower than forecast.
- Rental car tax collections have been decreased due to lower-than-forecasted collections in recent months.
- Forecasted heavy equipment tax collections have decreased since the previous forecast due to lower-than-forecasted actuals.
- HOV penalties in September 2024 are unchanged from the last forecast.
- **WSDOT Business related revenue** for the 2023-25 biennium has been revised down by \$815 thousand, or 2.3%, from the June forecast. These changes reflect actuals coming in. **The School Zone Fines** forecast for the current biennium is up \$33 thousand, or 7.6%, from the June forecast. These changes reflect updated actuals coming in. Implicit Price Deflator (IPD) used is from the June forecast.

- The 2023 - 25 biennium **WSP Business Related Revenues** for September 2024 have been revised down by \$84,139 or (.70%). The change reflects latest actuals and changes in future biennia have been revised down by \$34,000 or (.28%) per year.
- **Aviation Fuel Tax (039)** forecast is tracking well with actuals-to-date and is consistent with recently observed increases to taxable gallons. However, in April-May 2024 a series of refunds were processed totaling -\$389.1 thousand. Of note is that refunds may be processed up to 5-yrs after the transaction. The September forecast is lower for FY 2023-25 by -\$131.7 thousand or -1% and slightly higher for FY 2025-27 by \$61.5 or 0.5%. Overall, the forecast is slightly lower by -\$9.6 thousand or -0.1% on average per biennium FY 2025-35.
- **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 September 2024. For the 23-25 biennium, forecast is increased by \$0.3 million (8.9%) from the June forecast estimate of \$3.7 million.

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 38.4 million, approximately 1.0% less than previously forecast, with the forecast FY 2025 accounting for most of this change. Over the same period, total revenue is projected to be \$378.4 million, comprising \$369.2 million in farebox and surcharge revenues plus \$9.2 million in miscellaneous revenue, which overall is 1.9% less than the prior June forecast. Over the subsequent 10-years from FY 2026 through FY 2035, ridership is projected to be 0.5% to 2.1% lower than previously forecast, while total fare and miscellaneous revenue is projected to range from 0.9% to 2.2% less than in the prior forecast.

This dampening of demand can be attributed in part to lower actual ridership during the summer of 2024 through August than previously forecasted. Ridership in this period was only 0.8% higher than in the same three months in 2023, and vehicle ridership was actually down 2.1% during this period relative to the prior year. Continued service level uncertainty due to staff attrition and vessel availability issues are likely contributing to the slow-down in post-pandemic ridership recovery. Higher gasoline prices and slightly lower projections for real personal income are also contributing to the lower ferry ridership and revenue forecasts, particularly for vehicle fares, more the offsetting other factors that support higher demand.

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 will occur 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 inconsistent and extended, reflecting post-pandemic travel patterns, including less frequent use by many customers, combined with reduced and more 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 full 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.
- 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 September Forecast incorporates actual ridership and revenue through August 2024.

FY 2024 ridership was 3.4% higher than FY 2023, placing it at about 78.3% of pre-pandemic levels. Actual June ridership was 5.1% lower than forecast, resulting in overall FY 2024 ridership that was 0.5% lower than forecast in June.

In the first two months of FY 2025, actual ridership averaged only 0.2% higher than the same period in FY 2024, with passenger fares 1.7% higher and vehicle/driver fares 1.9% lower. This is 3.2% lower than previously forecasted, with passenger fares 4.0% below forecast and vehicle/driver fares 2.2% below forecast. Total ridership in the first two months of FY 2025 is at 79.4% of pre-pandemic levels.

FY 2025 ridership, inclusive of two months of actual data, is forecast to be 1.6% lower than in the June forecast. For the entire 2023-25 biennium, this amounts to 1.1% lower than June. Over the rest of the forecast horizon (FYs 2026-35), the September fiscal year ridership projections range from 0.5% to 2.1% lower than the June forecast.

Total reported fare and surcharge revenues for June through August 2024 were 3.5% lower than expected in the prior forecast. Revenue for FY 2024 comprise approximately 90.6% of the pre-pandemic fare revenue levels. This share is higher than the corresponding pre-pandemic ridership share of 78.3% due to several general fare increases since the pandemic, combined with a stronger growth in higher-fare vehicle traffic.

In the current 2023-25 biennium, fare and surcharge revenues are projected to be 1.6% lower, while miscellaneous revenues are forecast to be 14.9% lower, compared to the June forecast. Total 2023-25 biennium revenues are expected to be 1.9% lower than the June forecast.

Subsequent biennia fare and surcharge revenue projections are expected to range from 0.9% to 1.4% lower relative to the June forecast. Miscellaneous revenues for the subsequent four biennia are each projected to range from 10.5% to 11.8% below the previous forecast, with overall ferry revenues ranging from 1.2% to 1.7% lower.

The elimination of youth fares starting October 1, 2022 is included in the current September 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.

Total fare and miscellaneous revenues forecasted for the 2023-25 biennium amount to \$378.4 million, 1.9% lower than the previous forecast of \$385.9 million for the same period. Over the subsequent 10 years (FYs 2064-35), ferry fare and miscellaneous revenues total \$2.26 billion.

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, continuing 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 September 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 September 2024 forecast:

- Actual ridership for June through August 2024 was relatively weak, only slightly above the same months in 2023, pulling down the ridership and revenue forecast for FY 2025.
- Substantial upward revisions to gasoline prices and slight downward revisions to employment projections combine to dampen ridership demand. Marginal upward revisions to real personal income and projected inflation, the latter of which results in lower real fares, provide a partially offsetting boost to ridership demand; however, their effects are insufficient to overcome factors decreasing forecasted ridership.
- The miscellaneous revenue forecasts have been revised materially lower over the forecast horizon. The primary driver is recent performance, where actual summer vendor revenues are coming in lower than anticipated, largely a result of continued WSF service challenges. Future year projections are directly tied to the most recent performance and near-term expectations, and reflect a conservative approach given the continuation of service impacts.

- Additionally, the actual reported actual miscellaneous revenues for fiscal years 2022 and 2023 (shown in Tables E.2 and E.3 in Volume II) were updated; they previously showed prior forecast values rather than actual miscellaneous revenue collections.

Toll Revenue

Overview

The traffic and toll revenue potential forecasts for all five toll facilities for the September 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 September 2024 TERFC for the FY2024 and FY2025 annual forecasts have been updated to include preliminary actuals through August 2024 for all toll facilities. There are five toll facilities; four of the five toll facilities are a no-change forecast from the June 2024 TRFC forecast for FY2026 and beyond. Those four toll facilities are the Tacoma Narrows Bridge, the SR 99 Tunnel, the I-405 Express Lanes and the SR 167 HOT Lanes. The SR 520 Bridge forecast has been updated such that the previous June 2024 TRFC Alternate forecast is now the new Base forecast, along with including the most recent construction and closure schedules for that facility.

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

Of note:

- Biennium 2033-2035 (FY2034 and FY2035) has been added to September 2024 forecast horizon.
- 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.
- The forecasts for FY2025 and FY2026 have been made on a month-by-month basis.
- 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.
- FY2024 and FY2025: 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 August 2024.
 - FY2026 and beyond: Toll traffic and toll revenues for the Tacoma Narrows Bridge, SR 99 Tunnel, the I-405 Express Lanes and the SR 167 HOT Lanes have not been changed
 - For the SR 520 Bridge, toll traffic and revenues have been updated to include the most recent construction and closure schedules, and are based on the previous June 2024 TRFC Alternate forecast.
- Adjustments for revenue leakage and rates of toll bill recovery in the civil penalty process are consistent with the prior June 2024 TRFC forecasts
- Transponder revenue reflects updated actual values through August, traffic projections and resulting facility allocations.
- With revisions to account balances using reported financial data through the end of FY 2024, and updates to the forecast values in the case of SR 520, projected interest earnings for SR 520 and SR 99 has 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.
- Transponder revenue forecasts are estimated based on a systemwide approach; the adjustments include actual data through August used to inform overall sales trends, weightings between direct retail and wholesale sales and revenue per transponder sold.

Recent Actuals: May through August 2024 in comparison to June 2024 TRFC Forecast

Combined four-month period, May through August 2024 toll transactions were slightly below of 0.1 percent the June 2024 Forecast. Combined May through August 2024 Toll Revenue Adjusted was 2.7 percent above the forecast. (Figure 9).

Figure 9: May through August 2024 - Toll Transactions and Revenue Performance vs June 2024 Forecast (millions)

Toll Facility	Toll Transactions						Adjusted Toll Revenue					
		May-24	June-24	July-24 ¹	Aug-24 ¹	Apr thru Aug 2024		May-24	June-24	July-24	Aug-24	Apr thru Aug 2024
TNB	Forecasted Transactions	1.41	1.43	1.48	1.49	5.81	Forecasted Toll Revenue	\$6.63	\$6.75	\$6.90	\$7.01	\$27.29
	Reported Transactions	1.41	1.41	1.49	1.49	5.80	Reported Toll Revenue	\$6.67	\$6.81	\$6.82	\$7.20	\$27.50
	Variance From Forecast	-0.01	-0.02	0.02	0.00	-0.02	Variance From Forecast	\$0.04	\$0.06	-\$0.08	\$0.20	\$0.22
	Variance - % Change	-0.4%	-1.6%	1.0%	-0.3%	-0.3%	Variance - % Change	0.6%	0.9%	-1.2%	2.8%	0.8%
SR 520	Forecasted Transactions	1.76	1.73	1.83	1.84	7.16	Forecasted Toll Revenue	\$6.23	\$6.09	\$6.19	\$7.03	\$25.54
	Reported Transactions	1.78	1.73	1.83	1.67	7.01	Reported Toll Revenue	\$6.61	\$6.59	\$5.87	\$6.94	\$26.00
	Variance From Forecast	0.02	0.00	0.00	-0.17	-0.15	Variance From Forecast	\$0.38	\$0.49	-\$0.32	-\$0.09	\$0.46
	Variance - % Change	1.1%	0.3%	-0.2%	-9.3%	-2.1%	Variance - % Change	6.1%	8.1%	-5.2%	-1.3%	1.8%
I-405	Forecasted Transactions	0.88	0.85	0.88	0.88	3.49	Forecasted Toll Revenue	\$2.33	\$2.25	\$1.91	\$2.54	\$9.04
	Reported Transactions	0.88	0.82	0.90	0.87	3.47	Reported Toll Revenue	\$2.67	\$3.22	\$1.95	\$1.62	\$9.47
	Variance From Forecast	0.00	-0.04	0.03	-0.02	-0.02	Variance From Forecast	\$0.35	\$0.97	\$0.04	-\$0.92	\$0.43
	Variance - % Change	0.0%	-4.2%	3.2%	-1.7%	-0.7%	Variance - % Change	15.0%	43.0%	1.9%	-36.2%	4.8%
SR 167	Forecasted Transactions	0.16	0.16	0.15	0.17	0.63	Forecasted Toll Revenue	\$0.56	\$0.59	\$0.48	\$0.55	\$2.18
	Reported Transactions	0.16	0.15	0.16	0.16	0.63	Reported Toll Revenue	\$0.62	\$0.63	\$0.64	\$0.70	\$2.59
	Variance From Forecast	0.00	-0.01	0.01	-0.01	0.00	Variance From Forecast	\$0.06	\$0.04	\$0.16	\$0.15	\$0.41
	Variance - % Change	-0.4%	-7.0%	9.9%	-3.1%	-0.5%	Variance - % Change	11.4%	6.8%	33.2%	27.3%	19.0%
SR 99	Forecasted Transactions	1.51	1.52	1.69	1.66	6.38	Forecasted Toll Revenue	\$2.66	\$2.66	\$3.05	\$3.08	\$11.45
	Reported Transactions	1.58	1.59	1.68	1.70	6.55	Reported Toll Revenue	\$2.95	\$3.00	\$2.76	\$3.25	\$11.96
	Variance From Forecast	0.07	0.07	0.00	0.04	0.17	Variance From Forecast	\$0.29	\$0.34	-\$0.30	\$0.18	\$0.51
	Variance - % Change	4.6%	4.5%	-0.2%	2.2%	2.7%	Variance - % Change	10.8%	12.8%	-9.7%	5.7%	4.4%
Total	Forecasted Transactions	5.71	5.70	6.01	6.05	23.47	Forecasted Toll Revenue	\$18.40	\$18.34	\$18.54	\$20.21	\$75.49
	Reported Transactions	5.80	5.70	6.07	5.89	23.45	Reported Toll Revenue	\$19.52	\$20.25	\$18.04	\$19.72	\$77.52
	Variance From Forecast	0.08	0.00	0.05	-0.16	-0.02	Variance From Forecast	\$1.12	\$1.90	-\$0.51	-\$0.49	\$2.03
	Variance - % Change	1.4%	0.0%	0.9%	-2.7%	-0.1%	Variance - % Change	6.1%	10.4%	-2.7%	-2.4%	2.7%

Notes:

¹ July and August Toll Transactions are reported based on preliminary estimate.

Summary of September 2024 Forecast Results

Figure 10 provides summary comparison between September 2024 and June 2024 forecast results.

Some highlights of September 2024 forecasts include:

- Based on recent actuals FY2024 Total Toll Revenue and Fees of \$265.1 million was \$26.1 million, or (9.9 percent) above the previous forecast estimate mostly due to Miscellaneous and Civil Penalties revenues.

- FY 2025 total toll revenue and fees are estimated to be \$248.8 million, which is higher than the June 2024 baseline Forecast by \$3.9 million (or 1.6 percent) driven by SR 520 toll rates increase effective August 15, 2024.
- Next Biennium (FY2026 and FY2027) total toll revenue and fees of \$550.9 million are above the June 2024 Forecast by \$12.2 million (or 2.3 percent).
- Ten-year (2024-2033) Toll Revenue and Fees of 2,863.30 million are \$88.24 million (or 3.2 percent) increase to the June 2024 Forecast.

Figure 10: Revenue Comparison – September 2024 vs. June 2024 Forecast (\$ millions)

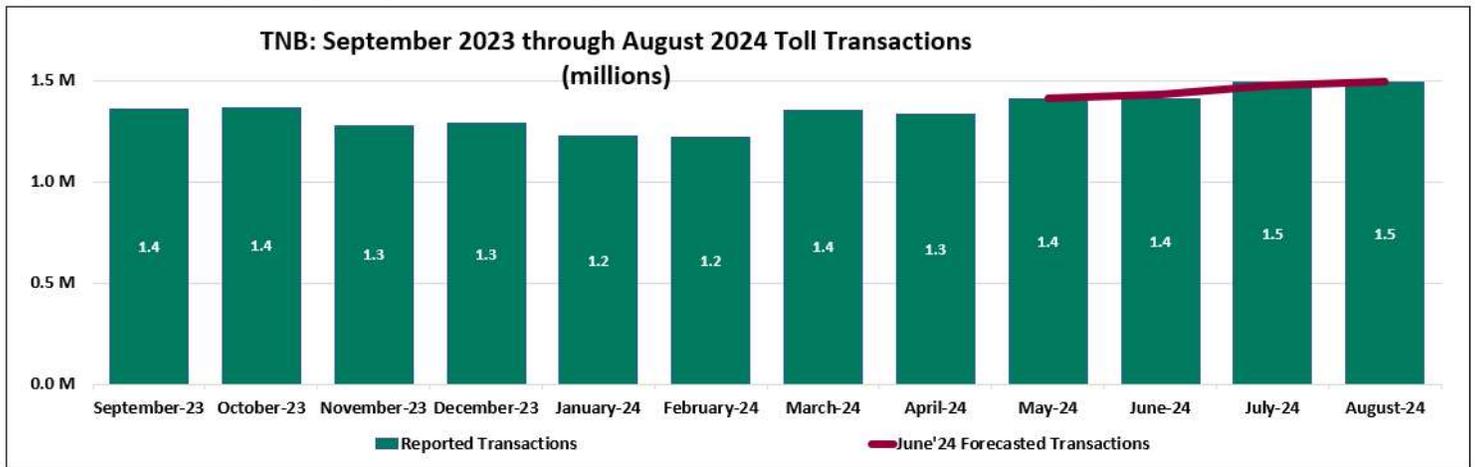
	Toll Facility	FY 2024	FY 2025	2023-25 Biennium	2025-27 Biennium	2027-29 Biennium	2024-33 Ten-Year
September 2024 TRFC	TNB						
	Adjusted Gross Toll Revenue	\$75.44	\$75.13	\$150.57	\$151.73	\$154.59	\$694.61
	Other Revenue	\$10.77	\$3.92	\$14.69	\$7.30	\$7.53	\$40.83
	Total TNB Revenue & Fees	\$86.21	\$79.05	\$165.26	\$159.03	\$162.12	\$735.45
	SR 520						
	Adjusted Gross Toll Revenue	\$72.19	\$81.67	\$153.86	\$179.07	\$191.37	\$964.61
	Other Revenue	\$18.48	\$8.78	\$27.25	\$14.11	\$14.32	\$86.10
	Total SR 520 Revenue & Fees	\$90.67	\$90.45	\$181.11	\$193.18	\$205.69	\$1050.71
	I-405 ETLs						
	Adjusted Gross Toll Revenue	\$24.75	\$28.80	\$53.55	\$87.13	\$98.19	\$451.64
	Other Revenue	\$20.59	\$3.42	\$24.01	\$7.18	\$8.20	\$58.15
	Total I-405 ETLs Revenue & Fees	\$45.34	\$32.22	\$77.56	\$94.31	\$106.39	\$509.79
	SR 167 ETLs						
	Adjusted Gross Toll Revenue	\$5.67	\$6.43	\$12.11	\$24.02	\$29.42	\$129.91
	Other Revenue	\$0.27	\$0.26	\$0.53	\$0.63	\$0.68	\$3.31
	Total SR 167 ETLs Revenue & Fees	\$5.94	\$6.69	\$12.63	\$24.65	\$30.10	\$133.22
	SR 99						
	Adjusted Gross Toll Revenue	\$31.38	\$33.05	\$64.43	\$67.35	\$68.78	\$342.78
Other Revenue	\$31.70	\$7.35	\$39.05	\$12.37	\$12.92	\$91.35	
Total SR 99 Revenue & Fees	\$63.08	\$40.40	\$103.48	\$79.72	\$81.70	\$434.13	
All Toll Facilities							
Adjusted Gross Toll Revenue	\$209.43	\$225.09	\$434.52	\$509.30	\$542.34	\$2583.55	
Other Revenue	\$81.81	\$23.72	\$105.53	\$41.59	\$43.66	\$279.75	
Total Revenue & Fees	\$291.25	\$248.81	\$540.06	\$550.89	\$586.00	\$2863.30	
Changes from June 2024 TRFC	TNB						
	Adjusted Gross Toll Revenue	\$0.10	\$0.12	\$0.22	\$0.00	\$0.00	\$0.22
	Other Revenue	\$0.37	\$0.00	\$0.37	\$0.00	\$0.00	\$0.37
	Total TNB Revenue & Fees	\$0.47	\$0.12	\$0.59	\$0.00	\$0.00	\$0.59
	Total % Change	0.6%	0.1%	0.4%	0.0%	0.0%	0.1%
	SR 520						
	Adjusted Gross Toll Revenue	\$0.88	\$3.35	\$4.22	\$12.20	\$13.09	\$61.54
	Other Revenue	\$2.16	-\$0.13	\$2.03	-\$0.07	\$0.16	\$2.54
	Total SR 520 Revenue & Fees	\$3.04	\$3.21	\$6.25	\$12.13	\$13.25	\$64.07
	Total % Change	3.5%	3.7%	3.6%	6.7%	6.9%	6.5%
	I-405 ETLs						
	Adjusted Gross Toll Revenue	\$1.32	\$0.14	\$1.46	-\$0.02	\$0.00	\$1.43
	Other Revenue	\$3.55	\$0.01	\$3.55	\$0.01	\$0.00	\$3.55
	Total I-405 ETLs Revenue & Fees	\$4.86	\$0.15	\$5.01	-\$0.02	\$0.00	\$4.99
	Total % Change	12.0%	0.5%	6.9%	0.0%	0.0%	1.0%
	SR 167 ETLs						
	Adjusted Gross Toll Revenue	\$0.10	\$0.36	\$0.47	\$0.00	\$0.00	\$0.47
	Other Revenue	\$0.02	\$0.00	\$0.02	\$0.00	\$0.00	\$0.02
	Total SR 167 ETLs Revenue & Fees	\$0.12	\$0.36	\$0.49	\$0.00	\$0.00	\$0.48
	Total % Change	2.1%	5.7%	4.0%	0.0%	0.0%	0.4%
	SR 99						
Adjusted Gross Toll Revenue	\$0.63	\$0.06	\$0.69	-\$0.02	\$0.00	\$0.67	
Other Revenue	\$17.01	-\$0.03	\$16.98	\$0.10	\$0.20	\$17.44	
Total SR 99 Revenue & Fees	\$17.63	\$0.03	\$17.66	\$0.08	\$0.20	\$18.10	
Total % Change	38.8%	0.1%	20.6%	0.1%	0.3%	4.4%	
All Toll Facilities							
Adjusted Gross Toll Revenue	\$3.02	\$4.02	\$7.05	\$12.15	\$13.09	\$64.32	
Adjusted Gross Toll Revenue % Change	1.5%	1.8%	1.6%	2.4%	2.5%	2.6%	
Other Revenue	\$23.11	-\$0.16	\$22.95	\$0.04	\$0.36	\$23.92	
Total Revenue & Fees	\$26.13	\$3.87	\$30.00	\$12.20	\$13.45	\$88.24	
Total % Change	9.9%	1.6%	5.9%	2.3%	2.3%	3.2%	

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

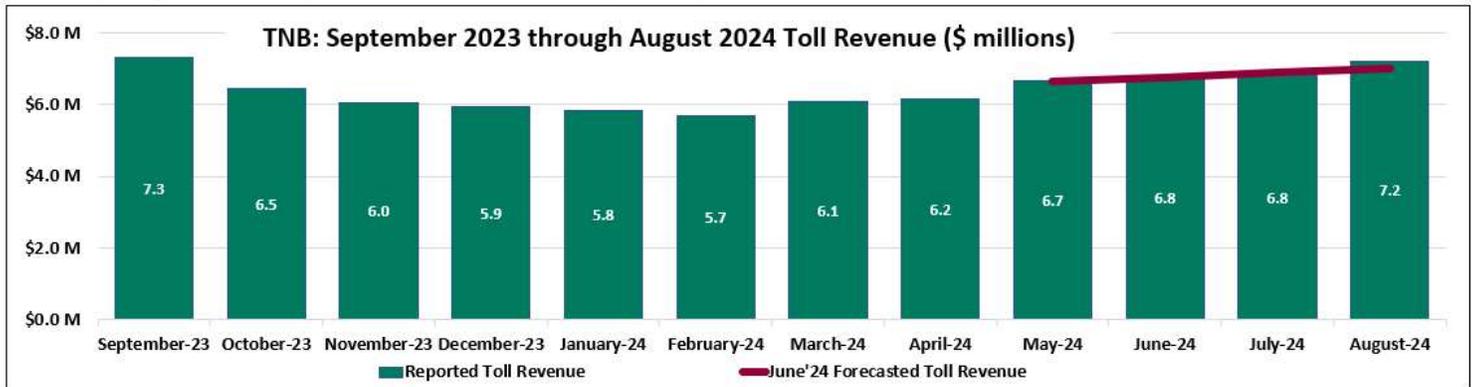
The September 2024 Tacoma Narrows Bridge’s (TNB) toll traffic and revenue FY 2026 through FY 2032 forecasts is a no-change forecast from June 2024. FY 2024 & FY 2025 Forecasts are updated based on recent actuals.

TNB four-month period, May through August 2024 toll transactions were 0.3 percent below the June 2024 Forecast. Four-month period toll revenues were 0.8 percent or \$0.2 million above the June 2024 Forecast. Figure 11 below provides May through August 2024 monthly Toll Transactions and Reported Toll Revenue performance in comparison to the June 2024 forecast. Previous months’ actuals are included in the June 2024 forecast.

Figure 11: TNB May through August 2024 monthly Toll Traffic and Revenue actuals in comparison to June 2024 forecasts



Note: July & August 2024 monthly transactions are stated based on preliminary estimates



Note: Reductions in July toll revenue are mainly due to the resumption of issuing fees and penalties, upon the escalation unpaid backlogged toll bills were reprocessed as CP revenue.

Based on recent actuals, FY 2024 TNB Total revenue and fees of \$86.2 million is an increase of \$0.5 million (or 0.6 percent) to the June 2024 Forecast projections. FY 2025 Total revenue and fees is an increase of \$0.1 million (or 0.1 percent).

The forecast assumes that the TNB toll collection will cease by the end of FY 2032.

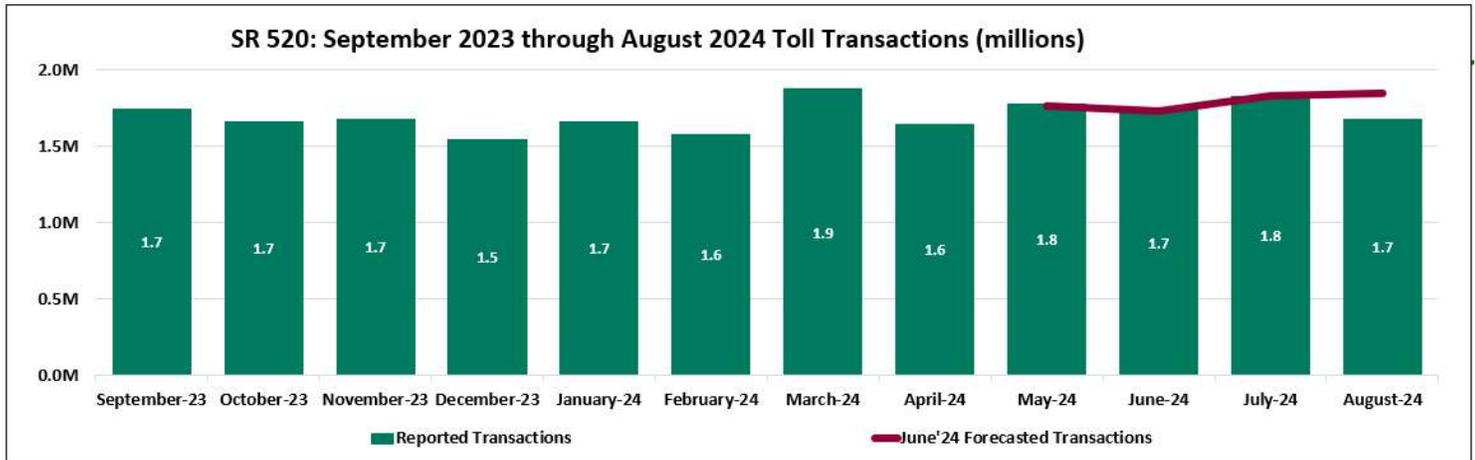
Updates to SR 520 Toll Bridge toll traffic and revenues

The September 2024 SR 520 Bridge’s toll traffic and revenue forecasts have been updated to include the most recent construction and closure schedules and are based on the previous June 2024 TRFC Alternate forecast that reflects a

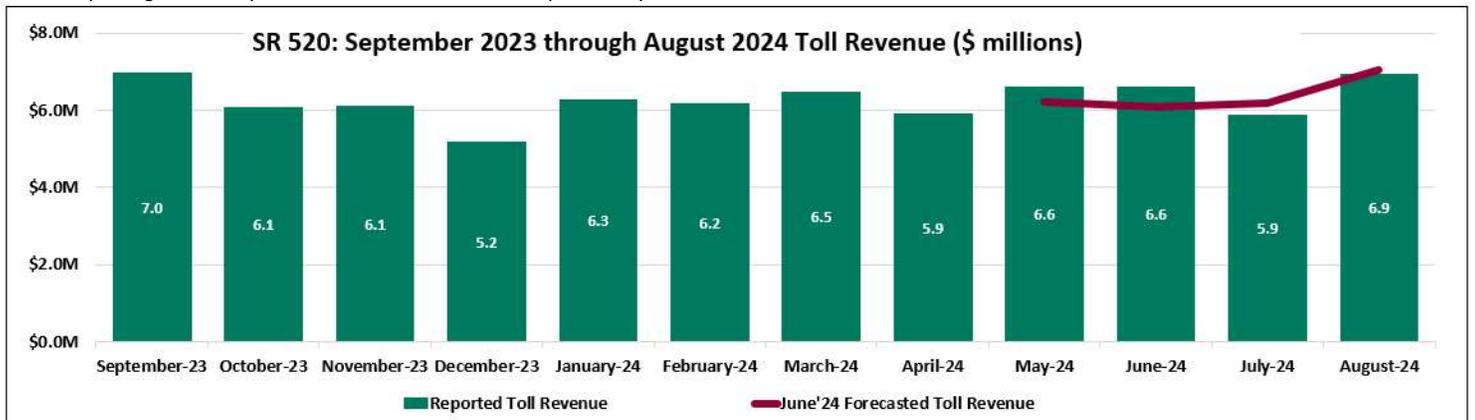
“tailored” 10 percent toll rate increase effective August 15, 2024. FY 2024 & FY 2025 Forecasts are updated based on recent actuals.

SR 520 four-month period, May through August 2024 toll transactions were 2.1 percent below the June 2024 Forecast. Four-month period toll revenues were 1.8 percent or \$0.5 million above the June 2024. Figure 12 below provides May through August 2024 monthly Toll Transactions and Reported Toll Revenue performances in comparison to the June 2024 Forecast. Previous months’ actuals are included in the June 2024 forecast.

Figure 12: SR 520 May through August 2024 monthly Toll Traffic and Revenue actuals in comparison to June 2024 forecasts



Note: July & August monthly transactions are stated based on preliminary estimates



Note: Reductions in July toll revenue are mainly due to the resumption of issuing fees and penalties, upon the escalation unpaid backlogged toll bills were reprocessed as CP revenue. December 2023 Toll Revenue attributed to 70K toll transactions were processed late, and incl. in January 2024.

Based on recent actuals FY2024 SR 520 Total revenue and fees of \$90.7 million is an increase of \$3.0 million (or 3.5 percent) to the June 2024 Forecast projections. Due to Toll rates increase effective August 15, 2024, 2023-2025 Biennium total revenue and fees of \$181.0 million is \$6.3 million (or 3.6 percent) increase to June 2024 baseline forecast. 2027-2029 Biennium total revenue and fees of \$193.2 million is \$12.1 million (or 6.7 percent) increase to June 2024 forecast Ten-year period (FY2024 to FY2033) total revenue and fees of \$1,050.7 million are \$64.1 million (or 6.5 percent) increase to the June 2024 Forecast, (Figure 12).

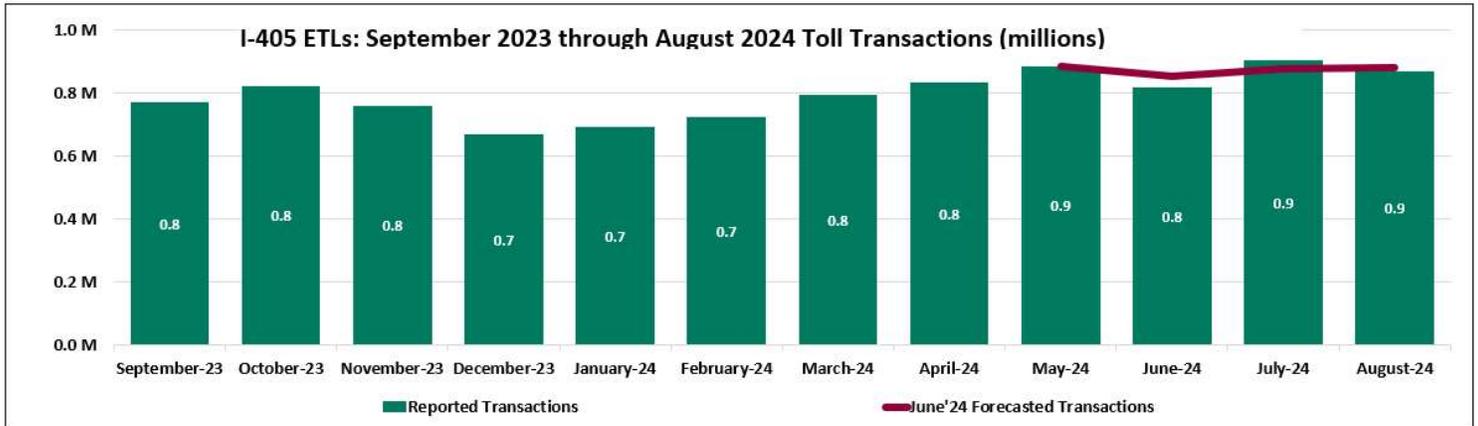
Updates to I-405 Express Toll Lanes (ETLs) toll traffic and revenues

Starting FY 2026 Toll Traffic and Revenue forecasts for I-405 ETLs is zero percent change forecast to the June 2024 TRFC

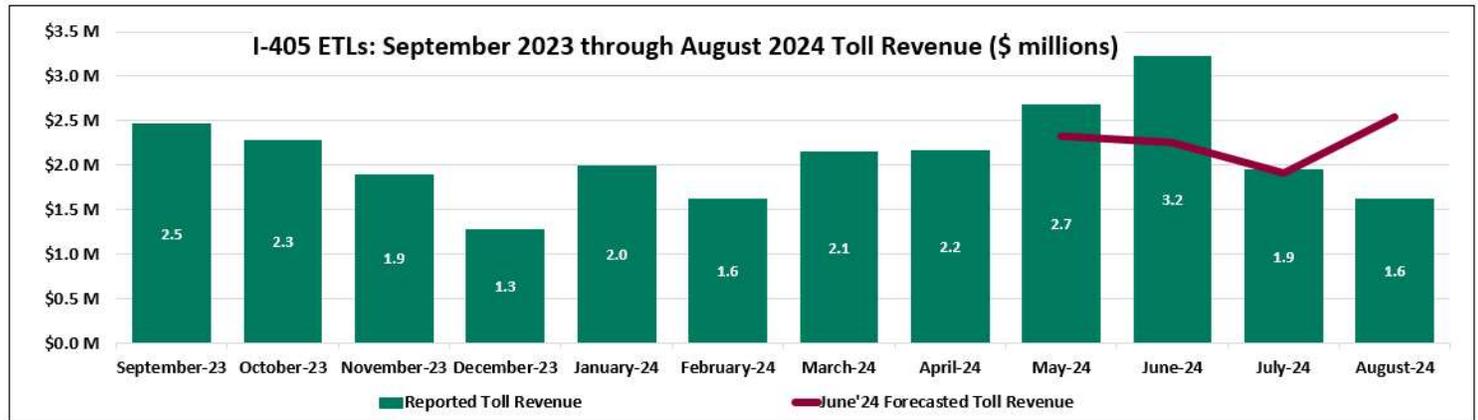
forecast FY 2024 & FY 2025 Forecasts are updated based on recent actuals.

Four-month period, May through August 2024 toll transactions were -0.7 percent below the June 2024 Forecast. Four-month period toll revenues were 4.8 percent or \$0.4 million above the June 2024. Average toll rates were higher than forecast anticipated. Figure 13 below provides May through August 2024 monthly Toll Transactions and Reported Toll Revenue performances in comparison to the June 2024 forecast. Previous months' actuals are included in the June 2024 forecast.

Figure 13: I-405 ETLs May through August 2024 monthly Toll Traffic and Revenue actuals in comparison to June 2024 forecasts



Note: July & August 2024 monthly transactions are stated based on preliminary estimates



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

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.

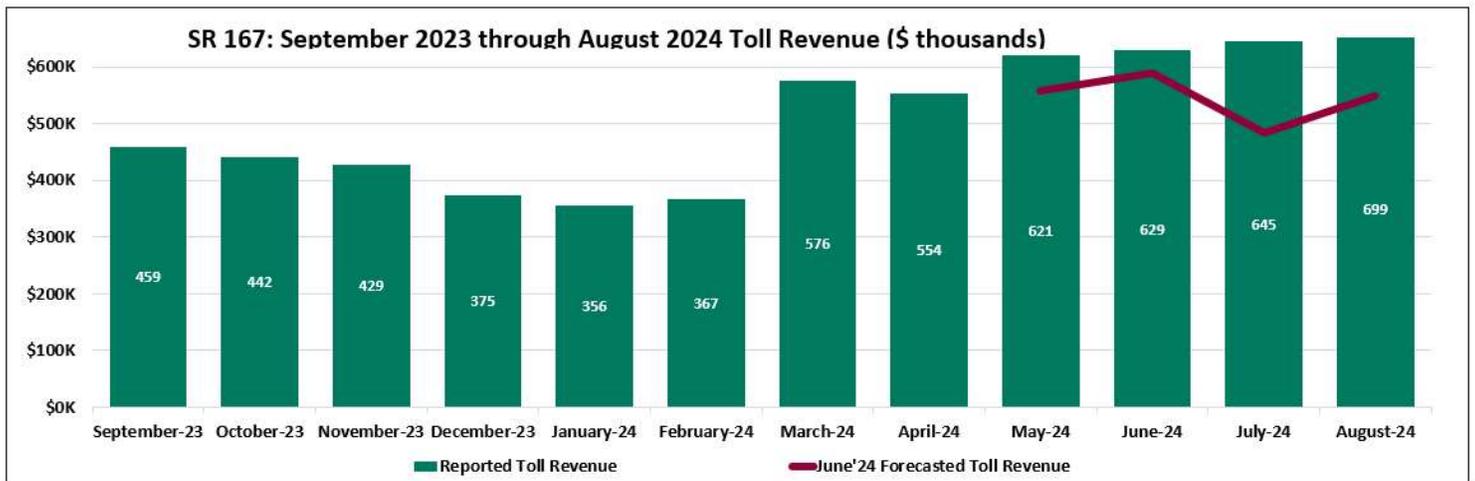
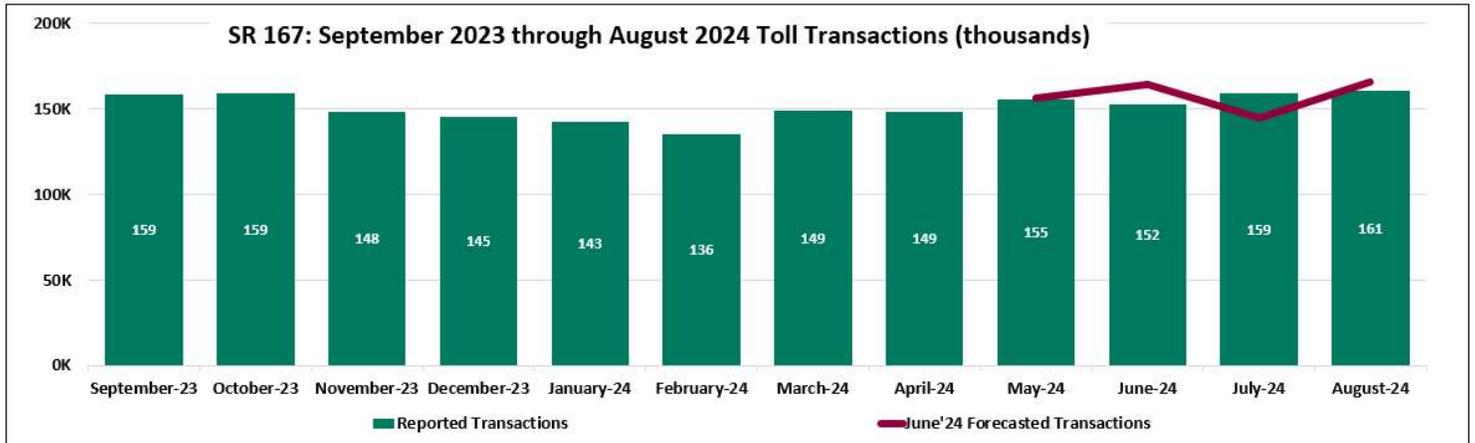
Based on recent actuals, FY 2024 I-405 Total revenue and fees of \$45.3 million is an increase of \$4.9 million (or 12.0 percent) to the June 2024 Forecast projections. FY 2025 Total revenue and fees is an increase of \$0.1 million (or 0.5 percent). (Figure 13)

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

Starting FY 2026 Toll Traffic and Revenue forecasts for the SR 167 HOT lanes are a no-change forecast from the June 2024 TRFC forecast. FY 2024 & FY 2025 Forecasts are updated based on recent actuals.

Four-month period, May through August 2024 toll transactions were -0.5 percent below the June 2024 Forecast. Four-month period toll revenues were 19.0 percent, or \$414 thousand above the June 2024. Average toll rates have exceeded the forecast expectations. Figure 14 below provides May through August 2024 monthly Toll Transactions and Reported Toll Revenue performances in comparison to the June 2024 forecast. Previous months' actuals are included in the June 2024 forecast.

Figure 14: SR 167 ETLs May through August 2024 monthly Toll Traffic and Revenue actuals in comparison to June 2024 forecasts



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

Based on recent actuals, FY 2024 SR 167 Total revenue and fees of \$5.9 million is an increase of \$124 thousand (or 2.1 percent) to the June 2024 Forecast projections. FY 2025 Total revenue and fees is an increase of \$362 thousand (or 5.7 percent). (Figure 14).

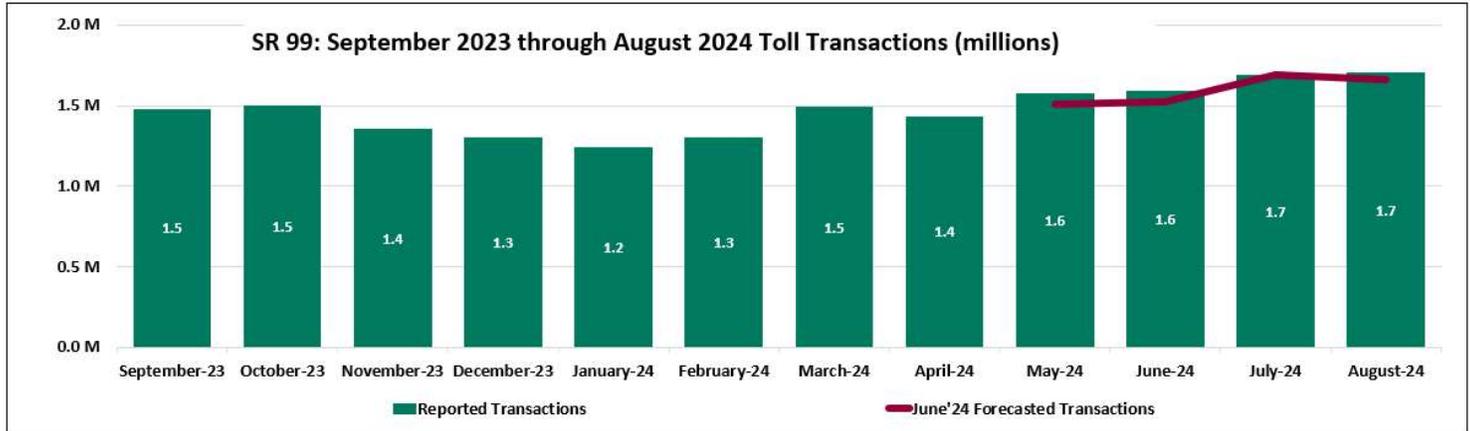
Updates to SR 99 Tunnel toll traffic and revenues

Starting FY 2026 Toll Traffic and Revenue forecasts for the SR 99 Tunnel is a no-change or lesser than a half percent change forecast from the June 2024 TRFC forecast. FY 2024 & FY 2025 Forecasts are updated based on recent actuals.

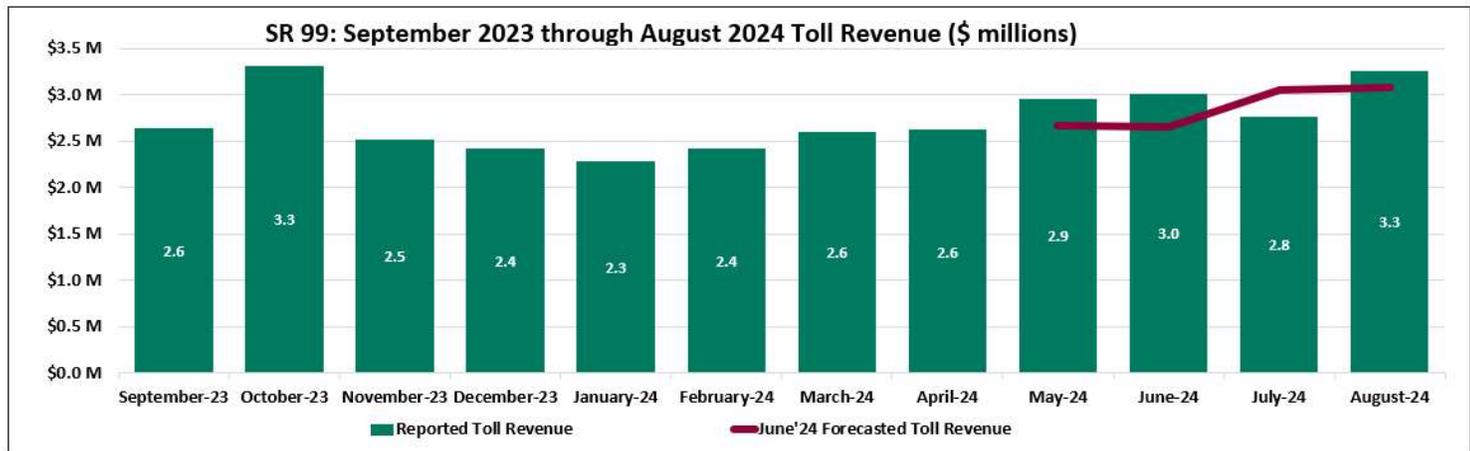
SR 99 four-month period, May through August 2024 toll transactions were 2.7 percent above the June 2024 Forecast. Four-

month period toll revenues were 4.4 percent or \$0.5 million above the June 2024. Figure 15 below provides May through August 2024 monthly Toll Transactions and Reported Toll Revenue performances in comparison to the June 2024 forecast. Previous months' actuals are included in the June 2024 forecast.

Figure 15: SR 99 May through August 2024 monthly Toll Traffic and Revenue actuals in comparison to June 2024 forecasts



Note: July & August 2024 monthly transactions are stated based on preliminary estimates



Based on recent actuals, FY 2024 SR 99 Total revenue and fees of \$63.1 million is an increase of \$17.6 million (or 38.6 percent) to the June 2024 Forecast projections mainly due to posted in June 2024 settlement payment of 16 million. Ten-year period (FY2024 to FY2033) total revenue and fees of \$434.1 million are \$18.1 million (or 4.4 percent) increase to the June 2024 Forecast, which is a combination of higher reported revenue values through August and deposits into the SR 99 toll account related to prior settlements. The higher toll account balance results in an increase of interest earnings, (Figure 15).

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 2023 was \$1,260.5 million. This reflects actual apportionment distributions for FFY 2023.
- The September 2024 core apportionment forecast will be based on FHWA Notices N4510.880, N4510.881, N4510.882 and N4510.883. Total apportionment forecast will assume annual growth rate of 2%.
- FFY 2025 and 2026 will assume an annual growth rate of 2% which is consistent with the US funding levels set forth in the IIJA. The current total apportionment estimate for FFY 2024 is \$1,135.0 million.
- The baseline forecast for FFY 2027 through FFY 2031 will assume an annual growth of federal revenues matching the annual Washington State fuel consumption growth rates.

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 September 2024 CORE OA for FFY 2023 has been reconciled to actual OA distributions and is \$1,112.3 million which includes distributions for Discretionary items, Other Allocated programs as well as Ferry Boat/Terminals distributions.
- Total OA forecast for FFY 2024 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 IJJA 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 IJJA 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 September 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 September 2024 Public Transportation federal funds forecast reflects actual apportionments for FY 2022 and FY 2023 including CARES, CRRSAA, and ARPA funds. It also reflects increased funding levels provided under the IIJA for those years. An annual growth rate of 2% is assumed for FY 2024 through FY 2026. For the 2021-23 Biennium, WSDOT received \$58.6 million in FTA apportionments. For the next 2023-25 Biennium, \$61.0 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 September 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 2 percent which is consistent with the funding levels set forth in the IIJA.

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 \$21.2 million in FFY 2022 to \$22.2 million in FFY 2023. 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 2% per year. WSF's annual funding from this source is projected to increase each year beyond 2028 reaching \$21.3 million in FFY 2035.

While the FTA federal formula funds distributed to or forecasted for WSF have increased significantly under the IIJA, the September 2024 forecast has been revised downward from June 2024 due to a conservative PSRC forecast. Over the period 2023-33, the September 2024 forecast is down almost \$36 million from the June 2024 forecast.

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

FFY	Sep-24	Jun-24	Change	Basis for SEP 24 Forecast
FFY 23	22.2	21.5	0.7	Actuals
FFY 24	21.1	21.9	(0.7)	
FFY 25	22.7	22.3	0.4	PSRC Forecast
FFY 26	23.2	22.7	0.5	
FFY 27	18.6	23.2	(4.6)	
FFY 28	18.6	23.7	(5.1)	
FFY 29	18.9	24.1	(5.2)	Increase by 2% after
FFY 30	19.3	24.6	(5.3)	FFY 28
FFY 31	19.7	25.1	(5.4)	
FFY 32	20.1	25.6	(5.5)	
FFY 33	20.5	26.1	(5.6)	
Total	225.1	260.9	(35.8)	

APPENDIX

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

ESSB 5974 Transportation Resources Bill (2022) Revenue Impact Summary

	2021-2023			2023-2025			2025-2027			10-Year-Period (24-33)		
	June 2024	June 2022	Change	June 2024	June 2022	Change	June 2024	June 2022	Change	June 2024	June 2022	Change
Move Ahead WA (26P) by Fee												
Plate original from \$10 to \$50 *Includes Motorcycle Plates	43.87	55.45	-20.9%	97.11	117.56	-17.4%	102.36	115.40	-11.3%	499.06	573.43	-13.0%
Plate replacement from \$10 to \$30 *Includes Motorcycle Plates	28.05	33.08	-15.2%	56.63	66.32	-14.6%	58.94	65.98	-10.7%	287.02	328.09	-12.5%
Dealer Temp from \$15 to \$40	7.66	20.30	-62.3%	33.58	41.13	-18.3%	39.70	39.99	-0.7%	188.08	197.99	-5.0%
DOL service fee for trucks from \$0.00 to \$0.50*	0.09	0.34	-75.0%	1.54	1.88	-18.2%	1.76	1.94	-9.1%	8.83	9.83	-10.1%
License Plate Tech fee for trucks from \$0.00 to \$0.25*	0.04	0.17	-75.0%	0.77	0.94	-18.2%	0.88	0.97	-9.1%	4.42	4.91	-10.1%
Stolen Vehicle Fee from \$15 to \$35**	12.67	15.70	-19.3%	30.37	32.59	-6.8%	42.70	46.00	-7.2%	241.60	259.57	-6.9%
Subtotal Move Ahead WA (26P)	92.38	125.05	-26.1%	219.99	260.42	-15.5%	246.34	270.28	-8.9%	1,229.01	1,373.81	-10.5%
Move Ahead WA Flexible (26Q) by Fee												
EDL/EID from \$4 to \$7 per year	5.12	6.21	-17.6%	14.97	20.26	-26.1%	22.86	23.07	-0.9%	98.05	102.07	-3.9%
ADR from \$13 to \$17 and \$19 in FY30	3.14	3.22	-2.7%	8.99	9.40	-4.4%	9.22	9.64	-4.4%	65.68	68.54	-4.2%
DL/ID replacement from \$10 to \$20	1.45	1.47	-1.5%	4.21	3.98	5.6%	4.29	4.04	6.1%	21.63	20.45	5.8%
Subtotal Move Ahead WA Flexible (26Q)	9.70	10.90	-11.0%	28.16	33.65	-16.3%	36.36	36.76	-1.1%	184.66	190.92	-3.3%
Aviation Fuel Tax (Fund 039)												
Aviation fuel tax from \$.11 to \$.18 per gallon	2.67	1.49	78.5%	5.13	3.34	53.4%	4.86	3.38	44.0%	24.47	17.05	43.5%
Total New Revenue from ESSB 5974	104.75	137.45	-23.8%	253.28	297.41	-14.8%	287.56	310.41	-7.4%	1,438.13	1,581.79	-9.1%

* 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)

Forecast Contacts**Economic Variables and Fuel Price Forecast**

Luis Hillon, Economic & Revenue Forecast Council - 360-534-1560 luish@dor.wa.gov

Motor Fuel Tax Revenue Forecast

Luis Hillon, Economic & Revenue Forecast Council - 360-534-1560 luish@dor.wa.gov

Motor Vehicle Licenses, Permits & Fees Revenue Forecast

Tyler Humphries, Economic & Revenue Forecast Council - 360-534-1560 tylerh3@dor.wa.gov

Alice Vogel, Washington State Department of Licensing, 360-902-3986 avogel@dol.wa.gov

Olga Novikova, Washington State Department of Licensing, 360-902-0121, onovikova@dol.wa.gov

Driver Related Revenue Forecasts

Alice Vogel, Washington State Department of Licensing, 360-902-3986 avogel@dol.wa.gov

Rina Wikandari, Washington State Department of Licensing, 360-634-5379 rina.wikandari@dol.wa.gov

Wenjun Wu, Ph.D., Washington State Department of Licensing, 360-634-5108, wenjun.wu@dol.wa.gov

Other Transportation Related Revenue Forecast*Vehicle Sales, Rental Car Tax and Heavy Equipment Rental Tax*

Tyler Humphries, Economic & Revenue Forecast Council - 360-534-1560 tylerh3@dor.wa.gov

Studded Tire Fee

Luis Hillon, Economic & Revenue Forecast Council - 360-534-1560 luish@dor.wa.gov

HOV Penalties and Hazardous Substance Tax

Luis Hillon, Economic & Revenue Forecast Council - 360-534-1560 luish@dor.wa.gov

Business and Other Revenue

Ruslan Makhlouf, WSDOT-HQ 360-705-7944 olsonr@wsdot.wa.gov

WSP Business Related Revenue

Mario Buono, WSP (360) 596-4046 x11046, mario.buono@wsp.wa.gov

Speed Safety Camera Systems

Kyle Miller, WSDOT, 360-705-7946, milleky@wsdot.wa.gov

Leingang, Tony, WSDOT 360-709-8002, leingaa@wsdot.wa.gov

Aeronautics Revenue

Alice Vogel, Washington State Department of Licensing, 360-902-3986 avogel@dol.wa.gov

Washington State Ferries Ridership and Revenue Forecast

John Bernhard, WSDOT – Ferry Division 206-515-3762 bernhadj@wsdot.wa.gov

Toll Operations Traffic and Revenue

Jen Khozikov, WSDOT-Toll Division, 206-716-1153, khozikj@wsdot.wa.gov

Joe Patterson, WSDOT-Toll Division, 206-464-1220 patterj@wsdot.wa.gov

Federal Funds Forecast*FHWA*

Anissa Allen, WSDOT,

Federal Public Transportation

Michelle Cowan, WSDOT, cowanmi@wsdot.wa.gov, 360-705-6956

Firas Makhlof, WSDOT, makhlof@wsdot.wa.gov, 360-705-7875

FTA Ferries

John Bernhard, Washington State Department of Transportation, 206.251.2083, BernhadJ@wsdot.wa.gov

Brent Baker, WSP, brent.baker@wsp.com