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Transportation Revenue Review

September 26, 2025



WASHINGTON STATE  
ECONOMIC AND REVENUE FORECAST COUNCIL

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WASHINGTON STATE

## TRANSPORTATION ECONOMIC AND REVENUE FORECAST COUNCIL

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### AGENDA

## TRANSPORTATION FORECAST

September 26, 2025  
10:00 a.m.

- Call to order
- Approval of meeting minutes from June 25, 2025
  - *Motion expected*
- Transportation Forecast
  - *Adoption of official state transportation economic and revenue forecast and unofficial optimistic and pessimistic alternative forecasts*
  - *Motion expected*
- Adjournment

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STATE OF WASHINGTON  
ECONOMIC AND REVENUE FORECAST COUNCIL  
PO Box 40912 • Olympia, Washington 98504-0912 • (360) 534-1560

## **Meeting Minutes Transportation Revenue Review**

June 25, 2025

John A. Cherberg Bldg., Room A/B/C and Zoom

### **Transportation Economic and Revenue Forecast Council**

#### *Staff*

Marko Liias, Senate - Chair  
Jake Fey, House of Representatives  
Curtis King, Senate  
Marcus Glasper, Department of Licensing  
Mike Pellicciotti, Treasurer  
Katherine Chapman-See, Office of Financial  
Management

Dave Reich, Executive Director

### **Call to Order**

Senator Liias called the meeting to order at 11:03 a.m.

### **Approval of the Minutes**

Representative Fey moved, seconded by Senator Liias, to adopt the meeting minutes from March 18, 2025. Motion passed at 11:05 a.m.

### **Revenue Forecast Presentation**

Dr. Reich presented information on the economic and revenue forecast. Dr. Reich summarized the forecast changes.

### **Motion**

Representative Fey moved, seconded by Director Chapman-See to approve the forecast as presented. Motion passed at 11:34 a.m.

### **Adjournment**

With no further business, the meeting adjourned at 11:36 a.m.

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# **Transportation Economic & Revenue Forecast Council State of Washington**



## **Transportation Revenue Review: September 26, 2025**

### **Executive Summary**

#### **United States**

- The economic forecast that underlies the transportation revenue forecast is the preliminary September 2025 forecast which is based on a modified version of S&P Global Market Intelligence's August 2025 control forecast for the U.S. economy. We have adjusted real gross domestic product (GDP) to be consistent with the Blue Chip "Consensus" GDP forecast for 2025 and 2026. We expect real GDP to increase 1.6% in 2025 and 1.5% in 2026. The June forecast assumed 1.4% growth in 2025 and 2026. Our forecast for real GDP growth in 2027-29 is based on the most recent long-term forecast from Blue Chip which was released in March 2025. We expect growth rates of 2.0%, 2.0%, and 1.9% in 2027 through 2029, unchanged from the previous forecast.
- Our oil price forecast reflects the futures markets for the Brent (North Sea) oil price and West Texas Intermediate (WTI) benchmarks. This forecast was based on the Thursday, August 14, 2025 closing prices for Brent and WTI futures. Oil prices are slightly higher this year compared to the June forecast, but largely unchanged thereafter. The latest futures prices indicate that the refiner acquisition price of crude oil will average \$65 per barrel in the third quarter of 2025, up from \$63 per barrel in the previous forecast. Oil prices are expected to decline slightly throughout the forecast after reaching a trough of \$61 in the first quarter of 2027. By the fourth quarter of 2029 the refiner acquisition price of crude is expected to average \$62 per barrel, unchanged from the June forecast.
- National employment in August increased by 22,000 net jobs and employment levels for June and July were revised down due to additional data and updated seasonal factors by a combined 21,000 jobs. Sectors with the largest job gains in August included healthcare (+30,600), social assistance (+16,200), and leisure and hospitality (+28,000). Sectors with declining employment in August included federal employment (-15,000), administrative and support services (-13,700), professional and business services (-17,000) and manufacturing (-12,000).
- Two key measures of consumer confidence decreased in August. The University of Michigan (UM) consumer sentiment survey decreased by 3.5 points to 58.2 after increasing by 1.0 point in July. The Conference Board index of consumer confidence decreased by 1.3 points in August to 97.4. Survey results indicated less optimistic views of the current situation and increased pessimism about future employment prospects and income. This was partially offset by stronger expectations of future business conditions.
- Initial claims for unemployment insurance decreased by 33,000 to 231,000 (SA) in the week ending September 13th. The four-week moving average of initial claims was 240,000, down 750 from the prior week.

- Consumer prices increased 0.4% (SA) in August following a 0.2% increase in July. Compared to August 2024, prices are up 2.9%. Core prices, which exclude food and energy, rose by 3.1% compared to August 2024.
- Industrial production increased by 0.1% in August following a 0.4% decrease in July. Industrial production was up 0.9% compared with its August 2024 level. New orders for core capital goods (i.e., durables excluding aircraft and military), which is a proxy for business investment, increased by 1.1% (SA) in July following a 0.6% decrease in June according to U.S. Census Bureau data. New orders for core capital goods were 2.3% above their July 2024 level.
- Residential construction activity was down in August compared with July, and new and existing home sales were mixed in July compared with June. August housing starts decreased by 8.5% (SA) compared to July and were 6.0% below their August 2024 level. Housing units authorized by building permits in August were 3.7% (SA) below their July level and 11.1% below their year-ago level. New home sales in July decreased by 0.6% (SA) compared to June and were 8.2% below their year-ago level. Existing home sales in July increased by 2.0% (SA) compared to June and increased 0.8% compared to July 2024. The seasonally adjusted Case-Shiller national home price index for June was 0.3% below its May level but was 1.9% above its year-ago level.
- The major risks to the U.S. and Washington economies continue to be the impacts of trade policy and changes to federal government spending, employment and services, along with high interest rates and geopolitical conflict.

## Washington

- Washington job growth has been stronger than expected in the two months since the June forecast, although historical revisions have lowered the level of employment. Total seasonally adjusted nonfarm payroll employment increased 4,800 in June and July, which was 2,900 more than the increase of 1,900 expected in the forecast. The manufacturing sector added 1,600 jobs while construction employment declined by 800 jobs. Private services-providing sectors added 2,700 jobs over the two-month period. Employment in the transportation and warehousing sector led the increase in services, gaining 3,200 jobs. Administrative and support services had the largest decline with a loss of 2,200 jobs in June and July. Government employment increased by 1,400 jobs. Native American government employment declined 1,200 while federal, state, and other local government employment was positive. Large downward revisions to historical data, combined with stronger than expected job growth, have resulted in the level of employment being 7,300 (0.2%) lower than expected in the June forecast.
- Washington's aerospace employment increased 17,100 jobs since reaching a trough of 66,700 in August 2021, bringing the level to 83,900 in September 2024. Since reaching the peak, aerospace employment has declined as Boeing incorporated layoffs, reaching a trough of 78,800 in June 2025. The forecast calls for aerospace employment to increase through the forecast period and reach 85,700 jobs by the fourth quarter of 2029.



- We expect a 0.3% increase in Washington employment this year, down from 0.5% in the June forecast. We expect slow growth during the remainder of the forecast as the U.S economy slows. The forecast calls for Washington employment growth to average 0.7% per year in 2025 through 2029, unchanged from the previous forecast.
- Washington's unemployment rate has been slowly trending up since the beginning of the year. The unemployment rate remained at 4.5% in July from the month before and is up from a recent trough of 4.3% in January. July labor force participation was 62.2%, down slightly from 62.3% in June. Labor force participation is down from the recent peak of 64.2% in May 2023.
- The preliminary September forecast expects the Washington unemployment rate to increase from 4.5% this year to 4.9% in 2026 and 2027. The forecast then calls for the unemployment rate to trend down and reach 4.5% in 2029. The previous forecast assumed a rate of 4.5% this year, peaking at 4.9% in 2026 and 2027, before trending down to 4.4% in 2029.
- In June, after the forecast was complete, the U.S. Department of Commerce, Bureau of Economic Analysis (BEA) released state personal income estimates for the first quarter of 2025. Washington personal income increased from \$681.7 billion (SAAR) in the fourth quarter of 2024 to \$687.2 (SAAR) billion in the first quarter of 2025. The 3.2% increase (SAAR) in Washington personal income was the lowest among the states and trailed the 6.7% (SAAR) rate of increase for the U.S. as a whole. Growth in Washington net earnings trailed the U.S. in the first quarter, with Washington net earnings increasing 0.1% (SAAR) compared to 5.0% (SAAR) for the nation. Growth in dividends, interest, and rent was the same in both Washington and the nation, increasing 5.6% (SAAR). Growth in transfer payments in Washington exceeded the U.S. Washington transfer payments grew 14.0% (SAAR) compared to 13.6% (SAAR) for the U.S. The increase in transfer receipts in the first quarter of 2025 reflected a 2.5% cost-of-living adjustment for social security recipients along with an increase in Affordable Care Act premium tax credits.
- Our forecast for nominal personal income growth this year is 5.2%, unchanged from the June forecast. The forecast for nominal personal income growth in 2025 through 2029 averages 5.3% per year, also unchanged from the previous forecast.
- Seattle-area home prices declined for the fifth consecutive month in June. Home prices fell 0.2% in June after a 0.8% decline the month before. In comparison, the composite-20 index fell 0.2% in June after a 0.3% decline in May. Seattle home prices in June remain up 0.9% over the year, while composite-20 index was up 2.1%.
- Seattle-area consumer price inflation picked up in June. From June 2024 to June 2025, the Seattle CPI rose 2.7% after increasing 1.7% in April. The U.S. city average year over year increase in the CPI was also 2.7% in June. Seattle inflation has come down substantially since reaching a peak of 10.1% in June 2022 and reached lowest level since 2021 in April. Shelter costs in both Washington and the U.S. continue to outpace topline inflation, increasing

3.1% and 3.7% respectively in June. Core inflation (excluding food and energy), has also increased in recent months. Seattle core CPI rose 2.4% in June compared to 3.1% for the U.S. City average.

- Washington exports increased 5.1% from the second quarter of 2024 to the second quarter of 2025. The increase was due to a 25.5% increase in transportation equipment exports. Excluding transportation equipment, Washington exports declined 6.9% year over year in the second quarter of 2025. Exports to the rest of North America were down 12.7% year over year, while exports to the rest of the world were up 10.1%.
- Washington car and truck sales increased in July. The seasonally adjusted number of new vehicle registrations was 276,400 (SAAR), up 2.7% from the previous month. Passenger car registrations increased 0.1% while light truck registrations increased 21.8%. The number of total registrations were up 6.6% over the year in July.
- Washington housing construction picked up in the second quarter of 2025. The number of housing units authorized by building permits increased to 35,200 (SAAR) in the second quarter from 32,500 in the first quarter. Single family permits in the second quarter declined slightly to 17,900 (SAAR) from 18,000 (SAAR) in the first quarter. Multi-family permits increased to 17,300 (SAAR) in the second quarter from 14,500 (SAAR) the prior quarter. The June forecast expected 34,700 units (SAAR) in the second quarter, consisting of 19,000 single-family units and 15,700 multi-family units.
- The preliminary September forecast calls for housing permits to decrease to 35,500 units this year from 37,800 units in 2024. We expect housing permits to grow through 2029 reaching 41,500 units. The previous forecast called for total housing permits of 34,800 units this year, reaching 40,900 units in 2029.

## Revenue

- For the September 2025 forecast, the 2023-25 biennium total transportation revenue estimate is \$8.11 billion which is a \$22 million (0.3%) increase in comparison to the June 2025 forecast. This is driven by increases in toll revenues and license permits and fees, partially offset by a decrease in fuel taxes. For the 2025-27 biennium, revenues are projected at \$8.91 billion which is \$41 million (0.5%) below the June 2025 forecast. For the 2027-29 biennium, revenues are projected at \$10.9 billion which is \$125 million (1.1%) below the June 2025 forecast.
- For the 10-year forecast horizon (2024-2033), total baseline revenue in September 2025 is down from the June forecast by \$508 million (1.0%), mainly driven by a reduction in forecasted fuel taxes.
- Fuel prices have been on a downward trajectory since peaking in the fourth quarter of 2022 and again in the first quarter of 2024. The forecast indicates a general reduction in retail gasoline prices reaching \$3.73 by the third quarter of FY2026 before increasing to \$4.13 in the second quarter of FY

2027. Diesel prices are expected to bottom in the first quarter of FY 2026 before increasing to \$3.77 by the second quarter of FY2027.

- Biodiesel prices for B20 and B5 have also been generally declining since 2022 but the forecast calls for both to increase reaching \$3.73 for B20 and \$3.16 for B5 by the end of FY 2027.
- The September 2025 motor fuel tax forecast has been updated to reflect updated input forecasts and actuals. Actuals for fiscal year 2024 indicate that gasoline consumption fell by 0.4% and diesel (special fuels) by 8.7%. In 2025, data on consumption has been impacted by a computer system upgrade that has yet to stabilize. Alternative data was used for the gasoline forecast and for the first three months for special fuels data. Washington State now anticipates collecting about \$3.24 billion from fuel taxes in the 2023-2025 biennium, which is a decrease of \$8 million or 0.2% compared to the June 2025 forecast. MVFT revenues are anticipated to be \$3.60 billion in the 2025-2027 biennium, which is decreased about \$60 million or 1.6% from the previous forecast. MVFT revenues are anticipated to be \$3.73 billion in the 2027-2029 biennium, which is decreased about \$115 million or 3.0% from the previous forecast.
- Washington State anticipates slightly increased license, permit and fee revenue compared with the June 2025 forecast for the 2023-2025 biennium, collecting about \$2.00 billion from vehicle licenses, permits, and fees (LPFs), an increase of \$7.0 million or 0.4% compared to the forecast for June 2025. The LPF forecast is \$2.23 billion for the 2025-2027 biennium, which is up about \$2.5 million or 0.1% from the previous forecast. The LPF forecast is anticipated to be \$2.43 billion for the 2027-2029 biennium, which is up about \$1.8 million or 0.1% from the previous forecast.
- Washington state ferries expect slightly lower ridership but generally similar revenues due to changes since the June forecast with total fare and miscellaneous revenues forecasted for the 2023-25 biennium amounting to \$377.4 million, virtually unchanged compared with the previous forecast. For the 2025-27 biennium, total fare and miscellaneous revenues are forecasted to be \$453.3 million, 1.2% higher than the previous forecast of \$448.0 million. For the 2027-29 biennium, total fare and miscellaneous revenues are forecasted to be \$476.1 million, virtually unchanged from the previous forecast.
- The forecast for toll revenue is revised from the June forecast to account for revenue changes and revised construction schedules. The September forecast calls for revenue for the 2023-25 biennium to be \$554.0 million, for the 2025-27 biennium, total toll revenues are forecasted to be \$561.7 million, and for the 2027-29 biennium, total toll revenues are forecasted to be \$602.4 million.
- Driver-related revenues have been updated in this forecast to accommodate demand changes and to include updated actuals and input variables. Driver-related revenue for the FY 2023-25 biennium is forecasted at \$359.0 million, a decrease of \$0.7 million (0.2%) from the prior forecast. FY 2025-27 is expected to yield \$418.3 million in revenues, a decrease of \$1.0 million (0.2%) from the prior forecast. For the 2027-29 biennium, total driver-

related revenues are forecasted to be \$413.1 million, 0.6% lower than the previous forecast of \$415.6 million.

- Other transportation revenues were increased substantially in June due to legislative changes made during the 2025 session. Total other transportation related revenues in the 2023-25 biennium are currently projected at \$372.3 million. This represents an increase of \$5.4 million, or 1.5% compared to the June 2025 forecast. For the 2025-27 biennium, total other revenues are forecasted to be \$662.9 million, 0.9% higher than the previous forecast of \$657.4 million. For the 2027-29 biennium, total other revenues are forecasted to be \$1,385.1 million, 0.8% lower than the previous forecast of \$1,396.8 million. CERA revenues and transfers were unchanged from the prior forecast.
- The total highway apportionment for Washington state for FFY 2024 was \$1,368.3 million. This reflected actual apportionment distributions for FFY 2024. The total apportionment forecast for FFY 2025 and 2026 assumes an annual growth rate of 2% which is consistent with the US funding levels set forth in the IIJA. The current total annual apportionment estimates for FFYs 2025-2026 are \$1,137.3 million and \$1,160.0 million respectively, unchanged each year compared to the June 2025 forecast. The baseline forecast for FFY 2027 through FFY 2035 assumes annual growth of federal revenues of 1% annually.

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# Transportation Revenue Review

Presented to the  
Washington Transportation Economic and  
Revenue Forecast Council

Dave Reich  
ERFC Executive Director

September 26, 2025



**WASHINGTON STATE  
ECONOMIC AND REVENUE FORECAST COUNCIL**



## Overview

### Economic View

- The U.S. and Washington economic forecasts are similar to June with slightly faster economic growth, slightly lower employment and slightly higher inflation
- There is an elevated level of risk to the forecast due to recent changes in trade policy, federal spending and geopolitical conflicts

### Revenue

- The transportation forecast is decreased by \$19 million (0.1%) for 2023-27 period compared with June
- The transportation forecast is decreased by \$125 million (1.1%) for 2027-29 period compared with June

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## Economic forecast risks

### Upside

- Tariffs are ended or lower or just more certain
- Stronger consumer spending and employment markets, or faster interest rate cuts
- Quicker resolution of Russia – Ukraine, Middle East conflicts leads to more certainty

### Downside

- Trade policy (higher U.S. tariffs and retaliation)
- Larger federal employment/spending reductions, shutdown
- Higher than expected inflation due to tariffs and/or Federal Reserve pressure
- Russia – Ukraine, Middle East conflicts intensify, leading to higher prices for energy

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## Most Washington economic indicators growing slowly after normalizing post-pandemic

2025

WA employment is up 0.4% (YTD) through August

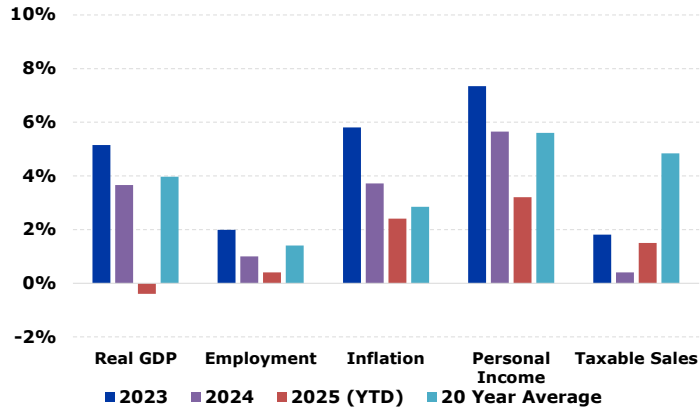
Seattle CPI up 2.8% (yoy) in August

WA taxable sales growth has picked up likely tied to tariff policy

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Slide 3

Washington State Economic Indicators  
2023-2025 (YTD) Actual Growth, & 20 Year Average



Source: BEA, ERFC, U.S. Bureau of Labor Statistics, WA Employment Security, WA DOR. 2025 GDP, PI and taxable sales through 1Q, Employment through August, inflation through August

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## WA employment forecast is lower over the forecast period

Average annual employment growth, 2025 to 2029:

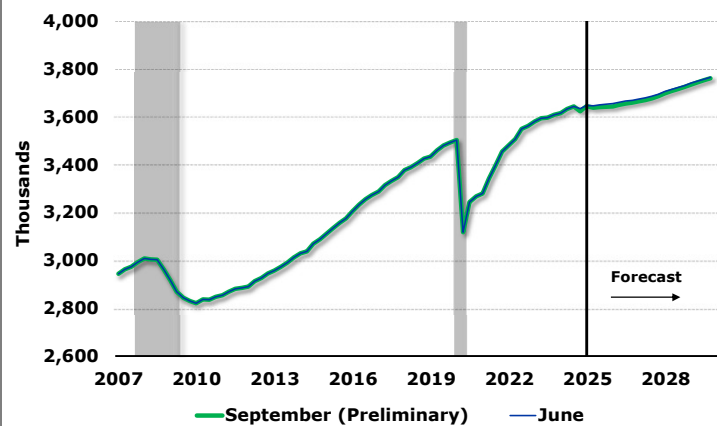
U.S. = 0.4%

WA = 0.7%

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Slide 4

Washington Nonfarm Payroll Employment



Source: ERFC preliminary September 2025 forecast; historical data through 2025 Q2

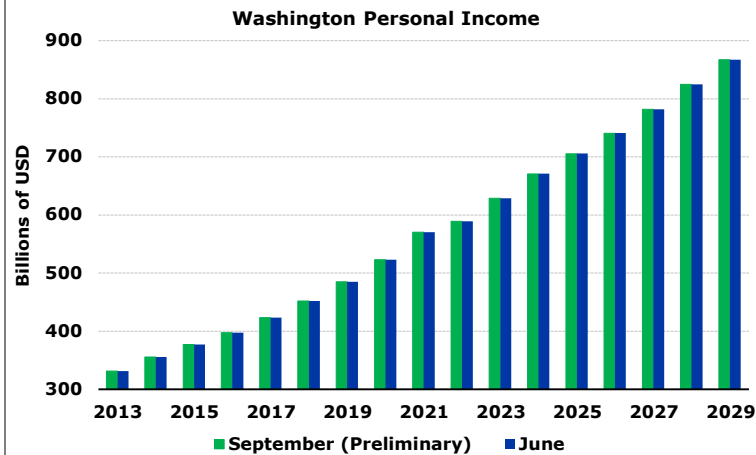
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## WA personal income levels nearly unchanged from June

In June, BEA released 2025:1Q personal income and WA was up 3.2% (SAAR)



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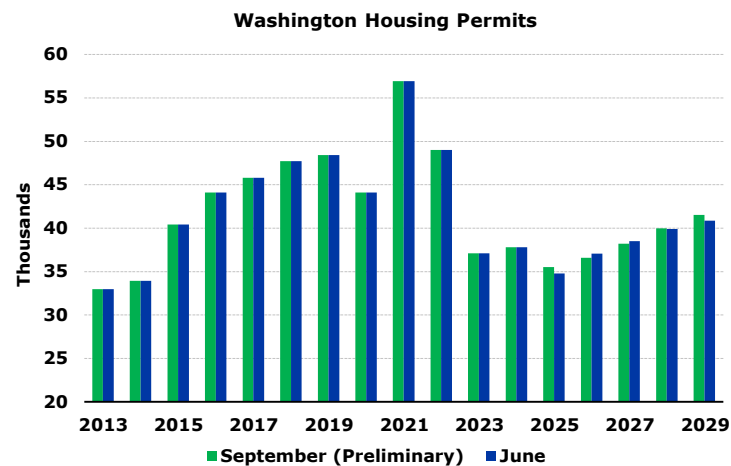
Source: ERFC preliminary September 2025 forecast; historical data through 2025 1Q

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## WA housing permit forecast revised up in 2025, small changes for other years



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Source: ERFC preliminary September 2025 forecast; historical data through 2025:2Q

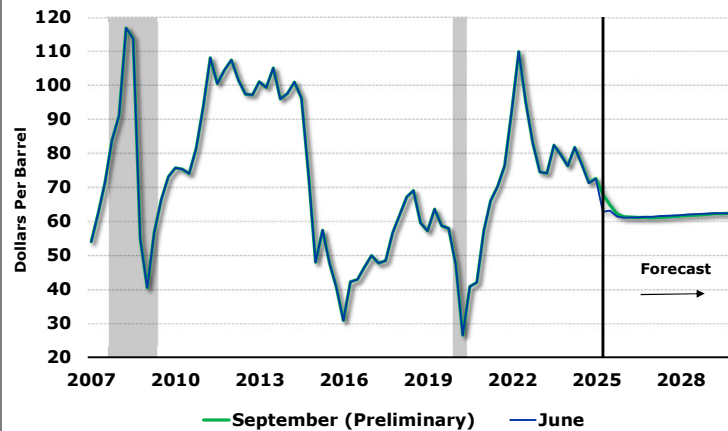
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## Oil prices are a little higher in the near term than in the June forecast

Oil prices in the second quarter of 2025 were higher than expected in the June forecast



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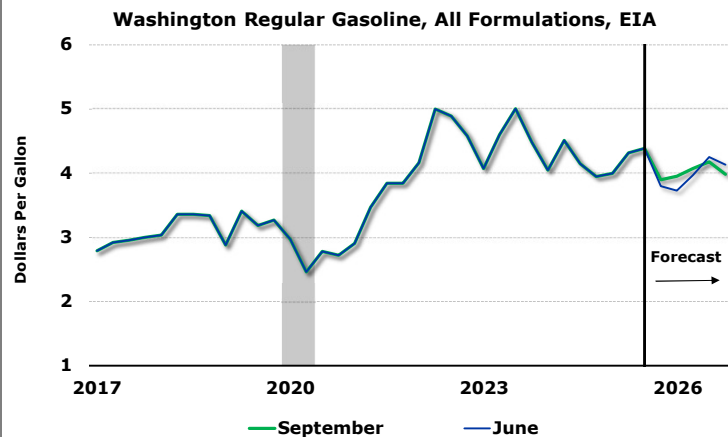
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## Gas price forecast is similar to the June forecast

Nationally, about half the price of gas is determined by the price of oil (EIA)



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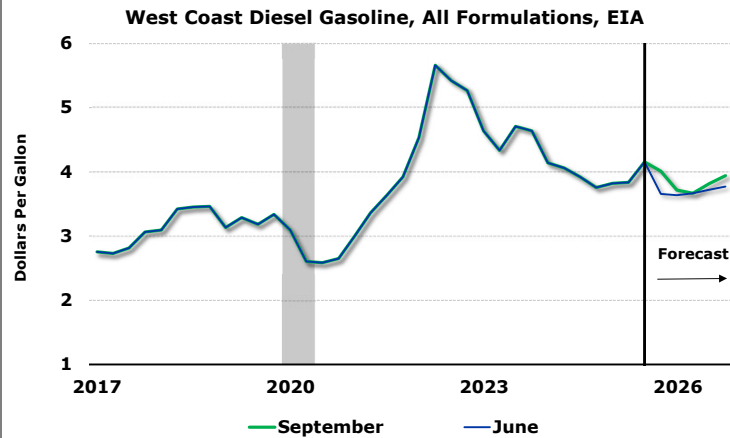
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## Diesel price forecast also similar to the June forecast

Nationally, about half the price of diesel is determined by the price of oil (EIA)



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Source: Energy Information Administration, IHS Markit, ERF September 2025 forecast; data through fiscal year 2025 Q3  
Note: Vertical black line indicates last actual

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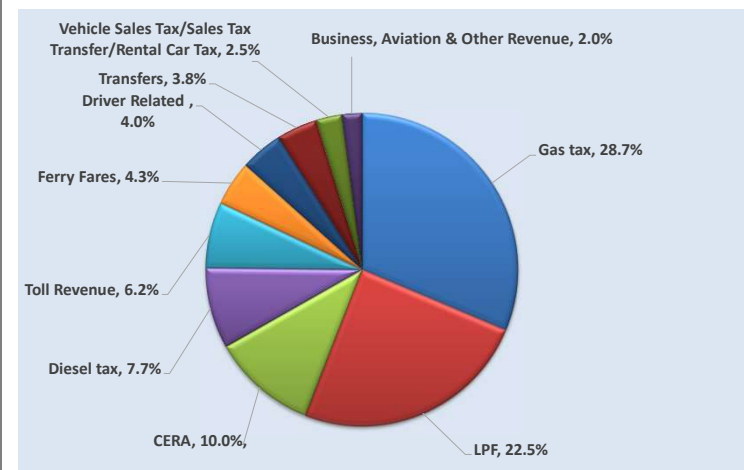
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## Washington state transportation revenues (2023-2025 biennium)

Fuel taxes are 36% of all state transportation revenues

Chart does not include federal revenues



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Source: TERFC Vol. 2, September 2025, TERFC WA forecasted revenues only-excludes bond proceeds, federal and misc. revenues

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## Motor vehicle fuel tax revenue- September forecast

### Overview

- Largest single transportation revenue (\$1.6B in FY 2024)
- Gasoline consumption peaked in 2018 and has been falling over 2%/yr (2018-2025), down 1.7% in FY25

### Changes since June

- Legislative changes raised rates July 1 (6 cents for gas, 9 cents for special fuels) and require 2% adjustment going forward
- Software upgrade (Core 21) in February has not stabilized-inaccurate data for multiple months
- Forecast updates economic variables and actuals where possible

### Revenue Forecast

- Gas consumption lower, special fuels consumption increased
- Revenues are decreased due to lower overall consumption

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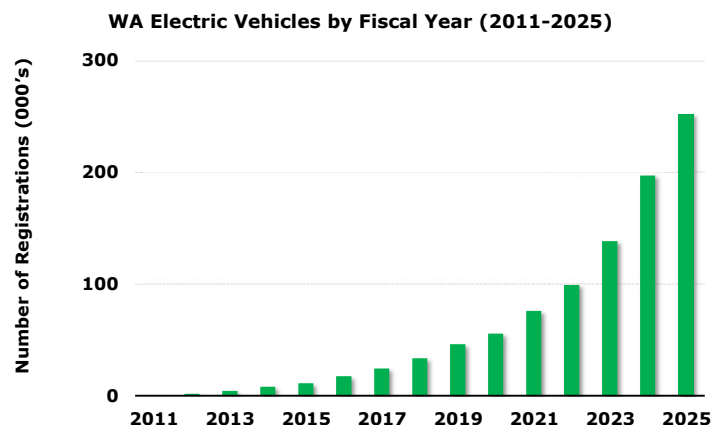
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## WA electric vehicle registrations have been increasing rapidly

EV  
registrations in  
2025  
increased to  
252K (up 28%  
yoy)



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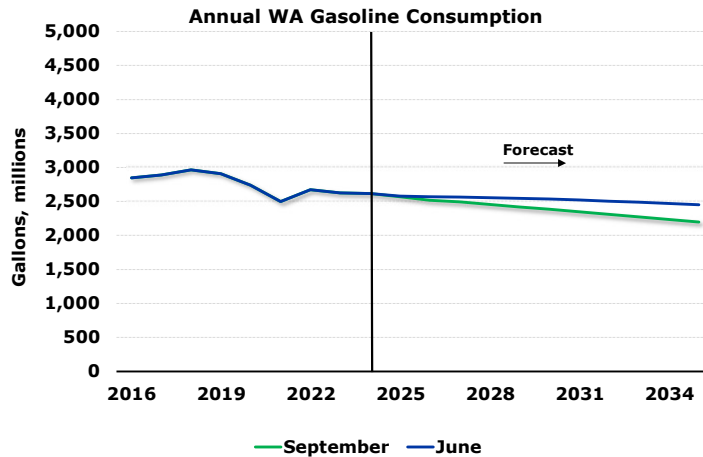
Source: TERFC September 2025 forecast; sum of battery EV's and plug-in hybrids, historical data from DOL

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## Gas consumption is falling at a faster rate than in the June forecast

Gas tax revenues were about \$1.3B in FY 2024



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Source: TERFC September 2025 forecast; historical data through FY 2025

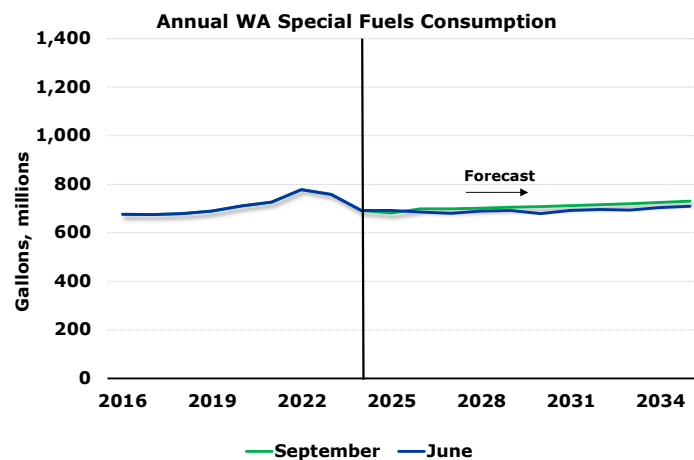
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## Special fuels consumption is expected to be slightly higher in the September forecast

Special fuel tax revenues were about \$340M in FY 2024



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Source: TERFC September 2025 forecast; historical data through FY 2025

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## MVFT Revenue Summary

### 2023-2025 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Gasoline (Gross)	\$2,550.8M	\$2,547.6M	(\$3.2M)
Special Fuels (Gross)	\$684.6M	\$680.2M	(\$4.4M)
<b>Total (Gross)</b>	<b>\$3,235.4M</b>	<b>\$3,227.7M</b>	<b>(\$7.6M)</b>

### 2025-2027 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Gasoline (Gross)	\$2,857.1M	\$2,780.3M	(\$76.8M)
Special Fuels (Gross)	\$799.7M	\$816.6M	\$16.9M
<b>Total (Gross)</b>	<b>\$3,656.8M</b>	<b>\$3,596.9M</b>	<b>(\$59.8M)</b>

\* Detail may not add to total due to rounding

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September, 2025

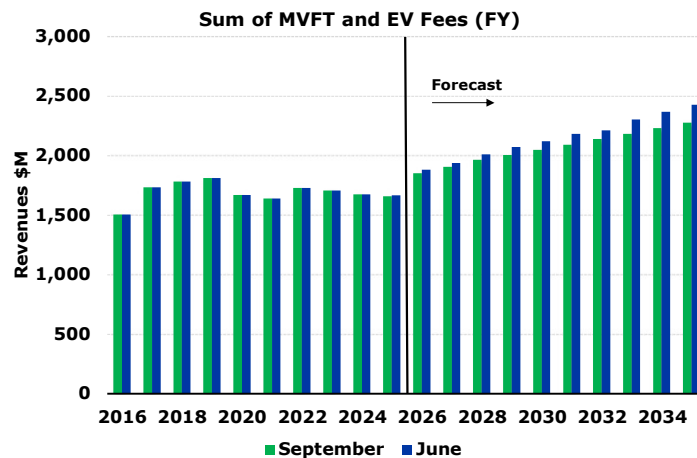
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## The combination of MVFT and EV fees are expected to grow

Increases in gas tax rates and annual 2% increment requirements have substantially increased the rate of revenue growth

Combination growth rate is 4.9%/year from 2025-2029



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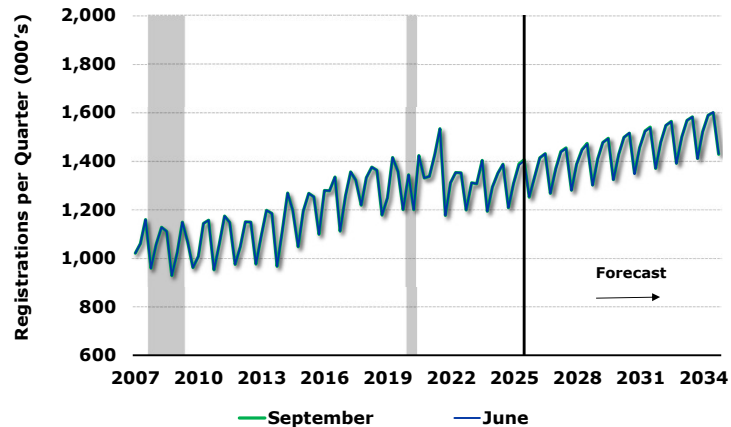
Source: TERFC September 2025 forecast; historical data through FY 2025

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## Car registration forecast revised up slightly from June

There were 5.3 million car registrations in FY25



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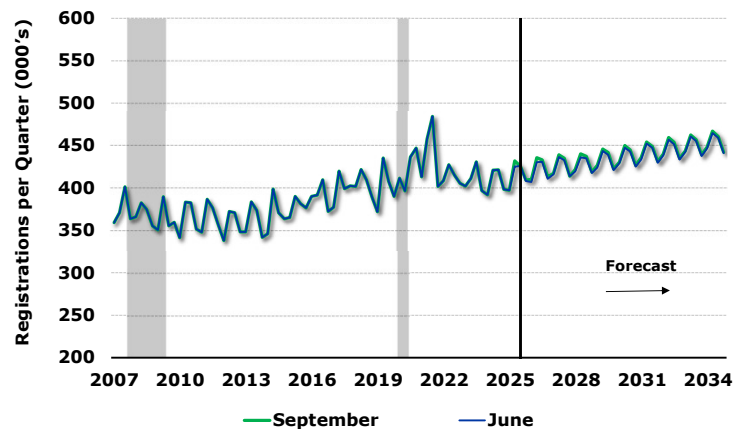
Source: TERFC September 2025; data through 2025 Q2  
Note: Vertical black line indicates last actual

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## Truck registrations also revised up slightly compared with June

There were 1.7 million truck registrations in FY25



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Source: TERFC September 2025; data through 2025 Q2  
Note: Vertical black line indicates last actual

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## License, Permit and Fee Revenues- September forecast

### Registrations

- Car and truck registration forecasts are revised up slightly on actuals/forecast inputs
- Legislative changes raised fees and added new sources in June

### Changes since June

- Mostly minor variations in consumer demand

### Revenue Forecast

- Weight-based fee revenues for trucks up on higher registration forecast
- Plate and service fee revenue lowered
- Small changes to other revenues

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## LPF Revenue Summary

### 2023-2025 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Basic Fee (\$30)	\$345.3M	\$345.2M	(\$0.1M)
Weight - Cars	\$441.9M	\$442.3M	\$0.5M
Weight - Trucks	\$543.5M	\$545.5M	\$2.0M
Plate Fees	\$217.8M	\$217.8M	\$0.0M
Other	\$441.9M	\$446.5M	\$4.6M
	<b>\$1,990.4M</b>	<b>\$1,997.4M</b>	<b>\$7.0M</b>

### 2025-2027 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Basic Fee (\$30)	\$354.8M	\$354.8M	(\$0.0M)
Weight - Cars	\$483.6M	\$483.8M	\$0.2M
Weight - Trucks	\$620.5M	\$624.0M	\$3.5M
Plate Fees	\$230.4M	\$226.1M	(\$4.3M)
Other	\$538.7M	\$541.7M	\$3.1M
<b>Total</b>	<b>\$2,228.0M</b>	<b>\$2,230.5M</b>	<b>\$2.5M</b>

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\* Detail may not add to total due to rounding

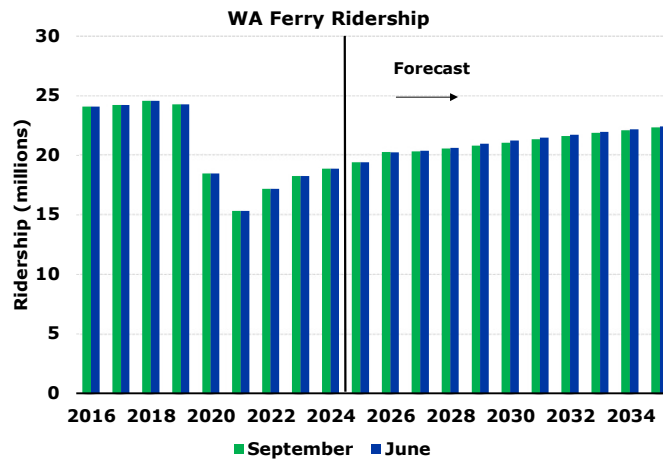
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## Ferry Ridership-down from the June forecast

Ferry service and ridership decreased significantly during the pandemic and have not fully recovered



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## Ferry Revenue-September forecast

The WSTC adopted fare increases on August 6, 2025

### Ridership

- Total ridership forecast decreased for all years due to fare change effects on ridership

### Changes since June

- WSTC increased fares (3% on 10/1/25 and another 3% on 5/1/26)
- Peak season surcharge raised to 35% (5/1/26)
- Multi-ride pass expiration date extended

### Revenue Forecast

- Generally small changes
- '25-'27 biennia forecast up \$5.3M
- Revenues increase 20.1% in '25-'27 compared with '23-'25

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## WSF Revenue Summary

### 2023-2025 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Farebox	\$369.1M	\$369.0M	(\$0.1M)
Miscellaneous	\$8.3M	\$8.3M	\$0.0M
<b>Total</b>	<b>\$377.4M</b>	<b>\$377.4M</b>	<b>(\$0.1M)</b>

### 2025-2027 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Farebox	\$430.1M	\$434.7M	\$4.6M
Miscellaneous	\$17.9M	\$18.6M	\$0.7M
<b>Total (Gross)</b>	<b>\$448.0M</b>	<b>\$453.3M</b>	<b>\$5.3M</b>

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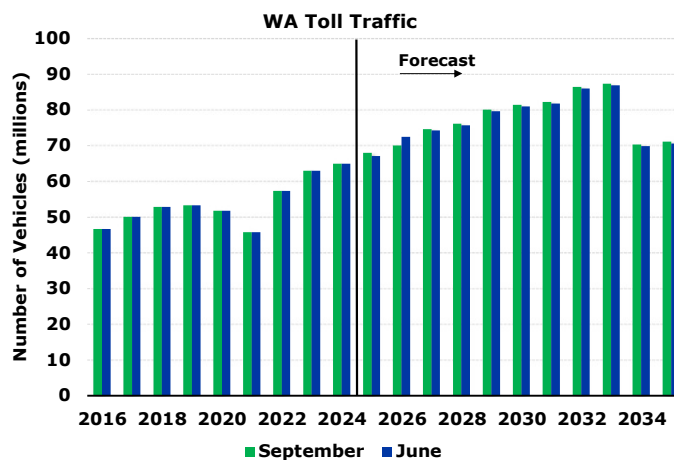
\* Detail may not add to total due to rounding

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## Toll facility traffic forecast-small changes from June

Tacoma  
Narrows  
Bridge tolls  
end in 2033



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Source: TERFC September 2025 forecast; historical data through FY 2024

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## Toll revenue-September forecast

### Toll actuals since June forecast (May/June, 2025)

- Transactions: 4.0% above forecast
- Revenues: 1.7% (\$0.7M) above forecast

### Changes since June

- Updated penalties and non-collectible assumptions
- Updated interest assumptions

### Revenue Forecast

- FY 25 forecast up \$17.9M on updated transaction and penalty revenues
- '25-'27 up \$6.4M on improved toll revenues and updated penalty forecast

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## Toll Revenue Summary

### 2023-2025 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Tacoma Narrows	\$163.9M	\$168.3M	\$4.4M
SR 520	\$179.8M	\$187.9M	\$8.1M
I-405 (ETLs)	\$81.5M	\$81.5M	\$0.0M
SR 167 (ETLs)	\$13.1M	\$13.1M	\$0.0M
SR 99	\$97.7M	\$103.1M	\$5.4M
<b>Total</b>	<b>\$536.0M</b>	<b>\$554.0M</b>	<b>\$17.9M</b>

### 2025-2027 Biennium

Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Tacoma Narrows	\$162.7M	\$164.5M	\$1.8M
SR 520	\$204.2M	\$208.9M	\$4.7M
I-405 (ETLs)	\$85.7M	\$85.7M	\$0.0M
SR 167 (ETLs)	\$20.7M	\$20.7M	\$0.0M
SR 99	\$82.0M	\$81.9M	(\$0.1M)
<b>Total</b>	<b>\$555.3M</b>	<b>\$561.7M</b>	<b>\$6.4M</b>

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\* Detail may not add to total due to rounding

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## Driver, CERA and other revenues- September forecast

### Revenues

- Includes driver license fees, CERA revenues, vehicle sales tax, rental car tax, others
- Revenue forecasts include changes from 2025 legislative session

### Changes since June

- New revenues (Pilotage, WSP) add \$5M/biennium

### Revenue Forecast

- Forecast changes relatively small
- Driver license forecast lower, EDL up
- Vehicle sales/use tax and rental taxes revised up
- 0.1% sales tax transfer revised down (starts in FY28)
- CERA revenues and transfers unchanged

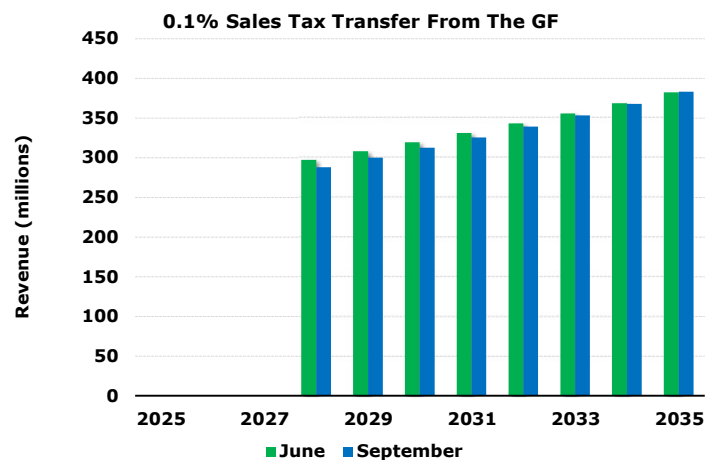
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## Legislative changes made during the 2025 session significantly impacted other revenues category

Changes included:  
-Increased vehicle sales tax (0.5%)  
-Car rental tax increase  
-new luxury vehicle tax  
-recreational vessel tax  
-others



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Source: TERFC September 2025 forecast

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## Other Revenues Summary

2023-2025 Biennium			
Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Driver fees	\$359.7M	\$359.0M	(\$0.7M)
CERA Revenues	\$886.9M	\$886.9M	\$0.0M
DOR Revenues	\$281.6M	\$282.3M	\$0.8M
Other/Transfers	\$425.3M	\$429.9M	\$4.7M
<b>Total</b>	<b>\$1,953.4M</b>	<b>\$1,958.2M</b>	<b>\$4.8M</b>
2025-2027 Biennium			
Item	Forecast (June 2025)	Forecast (Sept. 2025)	Change
Driver fees	\$419.3M	\$418.3M	(\$1.0M)
CERA Revenues	\$1,056.2M	\$1,056.2M	\$0.0M
DOR Revenues	\$340.6M	\$341.0M	\$0.4M
Other/Transfers	\$246.2M	\$251.3M	\$5.1M
<b>Total</b>	<b>\$2,062.2M</b>	<b>\$2,066.8M</b>	<b>\$4.6M</b>

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\* Detail may not add to total due to rounding.

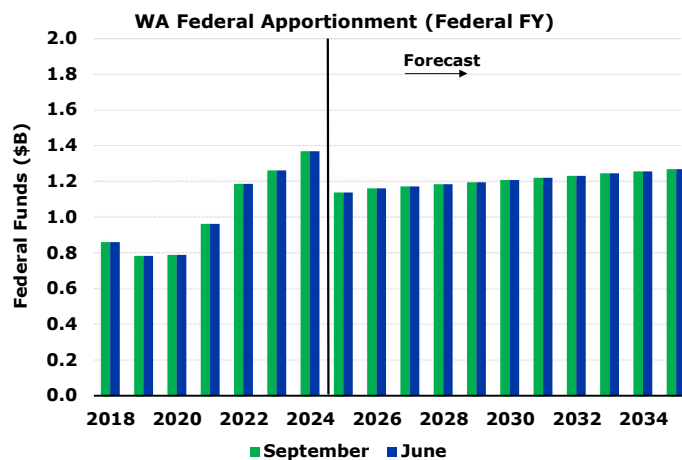
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## Federal funding forecast is unchanged from June

The Infrastructure Investment and Jobs Act (IIJA) provides funding through 2026

Forecast assumes funding is provided that allows for 1% revenue growth for 2027-2035



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Source: TERFC September 2025 forecast; historical data through 2024, fiscal year

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## Forecast changes by revenue source: 2023-25 biennium

The forecast increase represents 0.2% of biennial revenue

Revenue Summary (\$Million)	June 2025 Forecast	Sept. 2025 Forecast	Total Change <sup>#</sup>
<b>State Revenues</b>			
MV Fuel Tax	\$3,235	\$3,228	(\$8)
Licenses, Permits, Fees	\$1,990	\$1,997	\$7
Ferry Revenues	\$377	\$377	(\$0)
Toll Revenues	\$536	\$554	\$18
Other	\$1,953	\$1,958	\$5
<b>Total (State)</b>	<b>\$8,093</b>	<b>\$8,115</b>	<b>\$22</b>
<b>Federal</b>	<b>\$2,610</b>	<b>\$2,610</b>	<b>\$0</b>
<b>Total TERFC Revenues*</b>	<b>\$10,703</b>	<b>\$10,725</b>	<b>\$22</b>

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All values in millions, # Detail may not add to total due to rounding  
\*-Excludes reserves, treasury earnings, bond proceeds, and selected other revenues

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## Forecast changes by revenue source: 2025-27 biennium

The forecast decrease represents 0.4% of biennial revenue

Revenue Summary (\$Million)	June 2025 Forecast	Sept. 2025 Forecast	Total Change <sup>#</sup>
<b>State Revenues</b>			
MV Fuel Tax	\$3,657	\$3,597	(\$60)
Licenses, Permits, Fees	\$2,228	\$2,231	\$3
Ferry Revenues	\$448	\$453	\$5
Toll Revenues	\$555	\$562	\$6
Other	\$2,062	\$2,067	\$5
<b>Total (State)</b>	<b>\$8,950</b>	<b>\$8,909</b>	<b>(\$41)</b>
<b>Federal</b>	<b>\$2,436</b>	<b>\$2,436</b>	<b>\$0</b>
<b>Total TERFC Revenues*</b>	<b>\$11,386</b>	<b>\$11,345</b>	<b>(\$41)</b>

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All values in millions, # Detail may not add to total due to rounding  
\*-Excludes reserves, treasury earnings, bond proceeds, and selected other revenues

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## Forecast changes by revenue source: 2027-29 biennium

The forecast decrease represents 0.9% of biennial revenue

Revenue Summary (\$Million)	June 2025 Forecast	Sept. 2025 Forecast	Total Change <sup>#</sup>
<b>State Revenues</b>			
MV Fuel Tax	\$3,844	\$3,729	(\$115)
Licenses, Permits, Fees	\$2,426	\$2,428	\$2
Ferry Revenues	\$476	\$476	\$0
Toll Revenues	\$600	\$602	\$2
Other	\$3,633	\$3,618	(\$14)
<b>Total (State)</b>	<b>\$10,978</b>	<b>\$10,853</b>	<b>(\$125)</b>
<b>Federal</b>	<b>\$2,480</b>	<b>\$2,480</b>	<b>\$0</b>
<b>Total TERFC Revenues*</b>	<b>\$13,458</b>	<b>\$13,333</b>	<b>(\$125)</b>

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All values in millions, # Detail may not add to total due to rounding  
\*-Excludes reserves, treasury earnings, bond proceeds, and selected other revenues

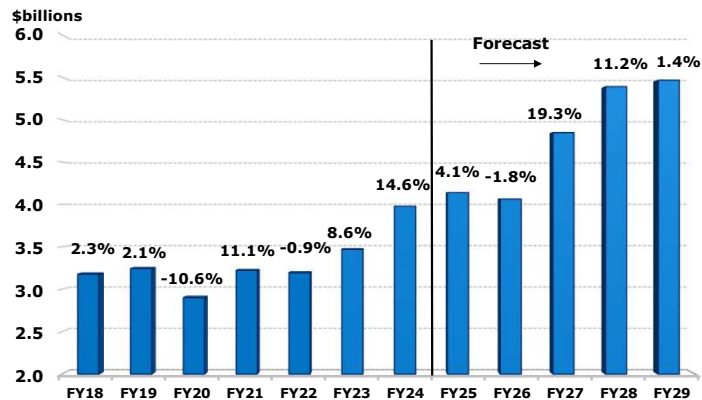
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## Transportation revenues are expected to grow over the 2025-2029 period

FY24 increase driven by the addition of CERA and transfers unreported in prior years.

Average annual growth of revenues for 2025-2029 is 7.2%.



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Source: TERFC forecast, September 2025

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## TERFC Forecasts and the State Transportation Budget for FY25-FY27

Item	\$ Millions
ERFC State Revenues (June 2025)	\$8,950
ERFC Federal Revenues (June 2025)	\$2,436
<b>ERFC Total (June 2025)</b>	<b>\$11,387</b>
Non-ERFC forecasted revenues (from LEAP)	\$126
One-Off Revenues (from LEAP)	\$14
Bond Proceeds (from LEAP)	\$3,063
Treasury Earnings (from LEAP)	\$62
Fund Balance, selected Revenues	\$850
<b>Total Transportation Appropriation ('25-'27)</b>	<b>\$15,501</b>

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All values in millions, # Detail may not add to total due to rounding

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## Summary

- The U.S. & WA economic forecasts are little changed in the near-term but there is a significant amount of uncertainty
- The September revenue change is driven by a reduction in the forecast for gasoline consumption-other changes are relatively modest
- Impacts of tariffs/geopolitical conflicts on commodity prices/auto sales, lower spending/less travel and reduced federal funding pose risks to the forecast
- State transportation revenues in this forecast are expected to grow 9.8% between the 2023-25 and 2025-27 biennia and 21.8% between the 2025-27 and 2027-29 biennia

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## Questions?



Economic & Revenue Forecast Council  
PO BOX 40912  
Olympia WA 98504-0912

[www.erfc.wa.gov](http://www.erfc.wa.gov)  
360-534-1560

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**Forecast to Forecast Comparison for Transportation Revenues**

*September 2025 Forecast to June 2025 Forecast millions of dollars*

	Biennium 2023-2025				Current Biennium 2025-2027				Biennium 2027-2029			
	Forecast September 2025	Forecast June 2025	Chg from June 2025	Percent Change	Forecast September 2025	Forecast June 2025	Chg from June 2025	Percent Change	Forecast September 2025	Forecast June 2025	Chg from June 2025	Percent Change
<b>Sources of Transportation Revenue</b>												
Motor Vehicle Fuel Tax Collections	3,227.7	3,235.4	(7.6)	-0.2%	3,596.9	3,656.8	(59.8)	-1.6%	3,729.2	3,843.8	(114.6)	-3.0%
Licenses, Permits and Fees	1,997.4	1,990.4	7.0	0.4%	2,230.5	2,228.0	2.5	0.1%	2,427.5	2,425.7	1.8	0.1%
Ferry Revenue†	377.4	377.4	(0.1)	0.0%	453.3	448.0	5.3	1.2%	476.1	476.1	(0.0)	0.0%
Toll Revenue	554.0	536.0	17.9	3.3%	561.7	555.3	6.4	1.2%	602.4	600.2	2.2	0.4%
Aviation Revenues	15.8	15.2	0.6	3.7%	15.5	14.5	1.0	6.9%	14.8	14.1	0.7	5.0%
Rental Car Tax	90.1	90.1	0.0	0.0%	149.6	149.4	0.2	0.1%	161.7	161.6	0.2	0.1%
Vehicle Sales Tax/Sales Tax Transfer	128.5	127.7	0.8	0.6%	253.0	252.9	0.2	0.1%	903.9	920.8	(16.8)	-1.8%
Driver-Related Fees	359.0	359.7	(0.7)	-0.2%	418.3	419.3	(1.0)	-0.2%	413.1	415.6	(2.5)	-0.6%
Business/Other Revenues	137.9	133.9	4.1	3.0%	244.8	240.6	4.2	1.7%	304.6	300.4	4.2	1.4%
Climate Commitment Act	886.9	886.9	0.0	0.0%	1,056.2	1,056.2	0.0	0.0%	860.2	860.2	0.0	0.0%
Transfers	339.9	339.9	0.0	0.0%	(70.6)	(70.6)	0.0	0.0%	959.9	959.9	0.0	0.0%
<b>Total Revenues</b>	<b>8,114.6</b>	<b>8,092.6</b>	<b>22.0</b>	<b>0.3%</b>	<b>8,909.2</b>	<b>8,950.2</b>	<b>(41.0)</b>	<b>-0.5%</b>	<b>10,853.4</b>	<b>10,978.3</b>	<b>(124.9)</b>	<b>-1.1%</b>
<b>Distribution of Revenue</b>												
Motor Fuel Tax Refunds and Transfers	206.5	205.3	1.2	0.6%	231.5	231.4	0.1	0.1%	241.4	245.0	(3.6)	-1.5%
Motor Fuel Administrative Fee - DOL	19.2	19.2	0.0	0.0%	20.1	19.1	1.0	5.1%	20.9	18.9	2.0	10.5%
<b>State Uses</b>												
Motor Vehicle Account (108)	1,293.0	1,290.9	2.0	0.2%	1,866.0	1,892.7	(26.7)	-1.4%	2,146.9	2,183.6	(36.8)	-1.7%
Transportation 2003 (Nickel) Account (550)	394.8	395.5	(0.7)	-0.2%	391.0	395.0	(4.0)	-1.0%	388.3	397.8	(9.5)	-2.4%
Transportation 2005 Partnership Account (09H)	579.8	586.3	(6.5)	-1.1%	573.5	586.8	(13.3)	-2.3%	569.8	591.7	(21.9)	-3.7%
Connecting Washington Account (20H)	828.6	839.5	(10.8)	-1.3%	793.2	812.9	(19.7)	-2.4%	746.9	778.7	(31.7)	-4.1%
Multimodal Account (218)	687.5	686.0	1.4	0.2%	682.4	682.3	0.1	0.0%	2,208.6	2,225.8	(17.2)	-0.8%
Special Category C Account (215)	45.7	45.9	(0.1)	-0.3%	44.6	45.4	(0.7)	-1.6%	43.8	45.3	(1.5)	-3.3%
Puget Sound Capital Construction Account (099)	33.3	33.4	(0.1)	-0.3%	32.5	33.0	(0.5)	-1.6%	31.9	32.9	(1.1)	-3.3%
Puget Sound Ferry Operations Account (109)	437.2	434.9	2.3	0.5%	502.4	499.4	3.0	0.6%	520.5	525.8	(5.2)	-1.0%
Capital Vessel Replacement Account (18J)	54.7	55.3	(0.5)	-1.0%	77.8	78.3	(0.4)	-0.6%	86.9	87.6	(0.7)	-0.8%
Tacoma Narrows Bridge Account (511)	168.3	163.9	4.4	2.7%	164.5	162.7	1.8	1.1%	166.9	165.8	1.1	0.7%
High Occupancy Toll Lanes Account (09F)*	13.1	13.1	0.0	0.0%	20.7	20.7	0.0	0.0%	30.2	30.2	0.0	0.0%
SR 520 Corridor Account (16J)	175.1	172.6	2.5	1.5%	200.4	196.5	3.9	2.0%	206.3	205.8	0.5	0.2%
SR 520 Corridor Civil Penalties Account (17P)	12.8	7.2	5.6	77.5%	8.6	7.8	0.8	10.1%	8.9	7.8	1.1	13.9%
Interstate 405 Express Toll Lanes Operations (595)	81.5	81.5	0.0	0.0%	85.7	85.7	0.0	0.0%	106.1	106.1	0.0	0.0%
Alaskan Way Viaduct Replacement Acct. (535)	103.1	97.7	5.4	5.5%	81.9	82.0	(0.1)	-0.1%	83.9	84.4	(0.4)	-0.5%
Aeronautics Account (039)	15.7	15.1	0.6	3.7%	19.9	18.9	1.0	5.3%	22.9	22.2	0.7	3.2%
Washington State Aviation Account (21G)	0.1	0.1	0.0	1.2%	0.1	0.1	(0.0)	-1.3%	0.1	0.1	(0.0)	-5.1%
State Patrol Highway Account (081)	462.9	462.5	0.5	0.1%	491.6	489.9	1.7	0.4%	512.4	511.1	1.3	0.3%
Highway/Motorcycle Safety Accts. (106 & 082)	299.1	299.6	(0.5)	-0.2%	436.5	438.8	(2.2)	-0.5%	476.3	479.1	(2.8)	-0.6%
School Zone Safety Account (780)	0.5	0.5	0.0	4.1%	0.4	0.4	0.0	0.0%	0.4	0.4	0.0	0.0%
Other accounts (201, 06T, 09T, 09E, 216, 07C, 24-K)	43.9	43.6	0.3	0.6%	45.1	44.9	0.1	0.3%	45.7	45.7	0.0	0.1%
Electric Vehicle Account (20J)	57.8	57.8	(0.0)	0.0%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0%
Ignition Interlock Devices Revolving Acct 14V	7.7	7.9	(0.2)	-2.5%	7.8	7.9	(0.1)	-1.5%	8.1	8.1	0.0	0.0%
Multituse Roadway Safety Account Collections-571	0.6	0.6	(0.0)	-1.9%	0.6	0.6	(0.0)	-2.4%	0.7	0.7	(0.0)	-2.1%
Move Ahead WA Accounts - 26P	209.8	209.5	0.2	0.1%	275.6	277.9	(2.2)	-0.8%	284.7	286.4	(1.7)	-0.6%
Move Ahead WA Accounts - 26Q	260.4	260.5	(0.1)	-0.1%	35.7	34.8	0.8	2.4%	260.7	260.9	(0.2)	-0.1%
Driver Education Safety Improvement Account (29F)	0.0	0.0	0.0	0.0%	12.2	12.3	(0.1)	-0.7%	16.5	16.7	(0.2)	-1.4%
ISA Revolving Account (29V)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0%
Carbon Emissions Reductions Account (CERA) - 26A	886.9	886.9	0.0	0.0%	1,056.2	1,056.2	0.0	0.0%	860.2	860.2	0.0	0.0%
Pilotage Account - 025	3.6		3.6		3.5		3.5		3.5		3.5	
State Patrol Nonappropriated Airplane Revolving Account - 471	1.2		1.2		1.0		1.0		1.0		1.0	
<b>Total for State Use</b>	<b>7,158.6</b>	<b>7,148.2</b>	<b>10.4</b>	<b>0.1%</b>	<b>7,911.5</b>	<b>7,963.7</b>	<b>(52.2)</b>	<b>-0.7%</b>	<b>9,839.2</b>	<b>9,960.9</b>	<b>(121.7)</b>	<b>-1.2%</b>
Cities	175.2	175.9	(0.7)	-0.4%	180.3	183.8	(3.4)	-1.9%	182.0	188.4	(6.4)	-3.4%
Counties	296.4	284.7	11.8	4.1%	305.9	288.6	17.3	6.0%	304.6	291.7	12.9	4.4%
Transportation Improvement Board (112 & 144)	191.4	192.0	(0.6)	-0.3%	190.7	193.5	(2.8)	-1.4%	192.3	198.3	(6.0)	-3.0%
County Road Administration Board (102 & 253)	67.2	67.3	(0.1)	-0.1%	69.2	70.2	(1.0)	-1.4%	73.1	75.1	(2.0)	-2.7%
<b>Total for Local Use</b>	<b>730.3</b>	<b>719.9</b>	<b>10.4</b>	<b>1.4%</b>	<b>746.1</b>	<b>736.0</b>	<b>10.1</b>	<b>1.4%</b>	<b>751.9</b>	<b>753.5</b>	<b>(1.5)</b>	<b>-0.2%</b>
<b>Total Distribution of Revenue</b>	<b>8,114.6</b>	<b>8,092.6</b>	<b>22.0</b>	<b>0.3%</b>	<b>8,909.2</b>	<b>8,950.2</b>	<b>(41.0)</b>	<b>-0.5%</b>	<b>10,853.4</b>	<b>10,978.3</b>	<b>(124.9)</b>	<b>-1.1%</b>

† Ferry Fares plus non-farebox revenue

Forecast to Forecast Comparison for Transportation Revenues and Distributions 10-Year Period September 2025 Forecast to June 2025 Forecast millions of dollars				
	10-Year Period (2024-2033)			
	Forecast September 2025	Forecast June 2025	Chg from June 2025	Percent Change
<b>Sources of Transportation Revenue</b>				
Motor Vehicle Fuel Tax Collections	18,228.6	18,766.1	(537.5)	-2.9%
Licenses, Permits and Fees	12,063.3	12,048.5	14.8	0.1%
Ferry Revenue†	2,302.3	2,297.1	5.2	0.2%
Toll Revenue	3,018.0	2,989.5	28.5	1.0%
Aviation Revenues	77.1	72.6	4.4	6.1%
Rental Car Tax	753.2	752.6	0.6	0.1%
Vehicle Sales Tax/Sales Tax Transfer	3,267.2	3,301.5	(34.2)	-1.0%
Driver-Related Fees	2,013.3	2,023.7	(10.5)	-0.5%
Business/Other Revenues	1,116.8	1,095.9	20.8	1.9%
Climate Commitment Act	4,500.6	4,500.6	0.0	0.0%
Transfers	1,841.6	1,841.6	0.0	0.0%
<b>Total Revenues</b>	<b>49,181.9</b>	<b>49,689.7</b>	<b>(507.8)</b>	<b>-1.0%</b>
<b>Distribution of Revenue</b>				
Motor Fuel Tax Refunds and Transfers	<b>1,203.9</b>	<b>1,221.8</b>	<b>(17.8)</b>	<b>-1.5%</b>
Motor Fuel Administrative Fee - DOL	<b>103.3</b>	<b>94.4</b>	<b>8.9</b>	<b>9.5%</b>
<b>State Uses</b>				
Motor Vehicle Account (108)	10,248.9	10,415.6	(166.7)	-1.6%
Transportation 2003 (Nickel) Account (550)	1,936.1	1,980.7	(44.6)	-2.3%
Transportation 2005 Partnership Account (09H)	2,838.8	2,943.5	(104.7)	-3.6%
Connecting Washington Account (20H)	3,725.4	3,877.8	(152.4)	-3.9%
Multimodal Account (218)	7,078.4	7,114.1	(35.7)	-0.5%
Special Category C Account (215)	218.6	225.6	(7.0)	-3.1%
Puget Sound Capital Construction Account (099)	159.1	164.2	(5.1)	-3.1%
Puget Sound Ferry Operations Account (109)	2,536.4	2,552.2	(15.8)	-0.6%
Capital Vessel Replacement Account (18J)	404.4	407.6	(3.2)	-0.8%
Tacoma Narrows Bridge Account (511)	842.9	830.8	12.1	1.5%
High Occupancy Toll Lanes Account (09F)^	130.2	130.2	0.0	0.0%
SR 520 Corridor Account (16J)	1,046.9	1,044.3	2.6	0.2%
SR 520 Corridor Civil Penalties Account (17P)	49.9	39.7	10.2	25.7%
Interstate 405 Express Toll Lanes Operations (595)	504.3	504.3	0.0	0.0%
Alaskan Way Viaduct Replacement Acct. (535)	443.7	440.1	3.6	0.8%
Aeronautics Account (039)	107.6	103.2	4.5	4.3%
Washington State Aviation Account (21G)	0.4	0.4	(0.0)	-6.7%
State Patrol Highway Account (081)	2,541.8	2,536.0	5.7	0.2%
Highway/Motorcycle Safety Accts. (106 & 082)	1,959.9	1,971.8	(11.9)	-0.6%
School Zone Safety Account (780)	2.2	2.2	0.0	1.0%
Other accounts (201, 06T, 097, 09E, 216, 07C, 24-K)	228.2	228.1	0.0	0.0%
Electric Vehicle Account (20J)	57.8	57.8	(0.0)	0.0%
Ignition Interlock Devices Revolving Acct 14V	40.0	40.3	(0.3)	-0.8%
Multiuse Roadway Safety Account Collections-571	3.2	3.3	(0.1)	-2.1%
Move Ahead WA Accounts - 26P	1,344.7	1,350.9	(6.2)	-0.5%
Move Ahead WA Accounts - 26Q	1,094.4	1,094.5	(0.1)	0.0%
Driver Education Safety Improvement Account (29F)	61.9	62.8	(0.9)	-1.5%
ISA Revolving Account (29V)	0.0	0.0	0.0	0.0%
Carbon Emissions Reductions Account (CERA) - 26A	4,500.6	4,500.6	0.0	0.0%
Pilotage Account - 025	17.9	17.9	0.0	0.0%
State Patrol Nonappropriated Airplane Revolving Account - 471	5.4	5.4	0.0	0.0%
<b>Total for State Use</b>	<b>44,130.0</b>	<b>44,622.6</b>	<b>(492.6)</b>	<b>-1.1%</b>
<b>Local Use</b>				
Cities	899.8	929.1	(29.3)	-3.2%
Counties	1,507.4	1,446.5	61.0	4.2%
Transportation Improvement Board (112 & 144)	966.1	994.6	(28.5)	-2.9%
County Road Administration Board (102 & 253)	371.4	380.9	(9.5)	-2.5%
<b>Total for Local Use</b>	<b>3,744.7</b>	<b>3,751.1</b>	<b>(6.3)</b>	<b>-0.2%</b>
<b>Total Distribution of Revenue</b>	<b>49,181.9</b>	<b>49,689.7</b>	<b>(507.8)</b>	<b>-1.0%</b>

† Ferry Fares plus non-farebox revenue

September 2025 Baseline Forecast millions of dollars												
Sources of Transportation Revenue	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Motor Vehicle Fuel Tax Collections	1,628.8	1,598.9	1,780.1	1,816.9	1,856.3	1,872.8	1,891.2	1,908.5	1,930.9	1,944.1	1,963.0	1,980.9
Licenses, Permits and Fees	982.5	1,014.9	1,076.8	1,153.7	1,189.0	1,238.5	1,287.9	1,329.9	1,372.9	1,417.3	1,462.9	1,505.6
Ferry Revenue†	182.1	195.2	220.3	233.0	236.6	239.4	242.7	247.4	251.5	254.1	256.4	258.6
Toll Revenue §	291.2	262.7	272.2	289.5	298.5	303.9	312.6	317.1	332.9	337.4	253.7	258.0
Aviation Revenues ‡	7.4	8.4	8.0	7.5	7.3	7.4	7.6	7.7	7.8	8.0	8.0	8.2
Rental Car Tax	46.3	43.8	59.6	90.0	79.5	82.2	84.6	86.9	89.0	91.1	93.3	95.3
Vehicle Sales Tax/Sales Tax Transfer	63.7	64.8	98.4	154.7	445.1	458.8	472.9	487.7	502.8	518.3	534.6	551.5
Driver-Related Fees	173.3	185.7	199.5	218.8	211.0	202.1	198.2	201.0	207.4	216.3	227.4	247.3
Business/Other Revenues‡	74.5	63.4	96.7	148.1	155.0	149.6	145.5	96.4	93.2	94.4	96.0	97.3
Climate Commitment Act	356.7	530.2	399.1	657.1	430.6	429.6	428.4	426.1	423.5	419.2	414.9	408.8
Transfers	169.9	169.9	(148.3)	77.6	479.9	479.9	161.2	161.2	145.0	145.0	145.0	145.0
<b>Total Revenues</b>	<b>3,976.6</b>	<b>4,138.0</b>	<b>4,062.4</b>	<b>4,846.8</b>	<b>5,389.0</b>	<b>5,464.4</b>	<b>5,232.9</b>	<b>5,269.9</b>	<b>5,356.8</b>	<b>5,445.2</b>	<b>5,455.2</b>	<b>5,556.6</b>
<b>Distribution of Revenue</b>												
Motor Fuel Tax Refunds and Transfers	96.8	109.6	114.3	117.3	119.9	121.5	123.0	124.5	136.3	140.7	142.6	144.7
Motor Fuel Administrative Fee - DOL	9.6	9.6	9.9	10.2	10.4	10.6	10.7	10.7	10.8	10.8	10.8	10.9
<b>State Uses</b>												
Motor Vehicle Account (108)	648.7	644.3	887.1	978.9	1,048.3	1,098.5	1,153.9	1,209.9	1,263.7	1,315.5	1,370.9	1,432.0
Transportation 2003 (Nickel) Account (550)	199.2	195.7	195.4	195.6	194.5	193.8	192.9	191.5	189.4	188.1	187.2	186.2
Transportation 2005 Partnership Account (09H)	294.2	285.7	285.9	287.6	285.8	284.0	282.3	280.5	277.4	275.5	273.9	272.3
Connecting Washington Account (20H)	419.0	409.7	397.9	395.3	375.3	371.6	353.9	350.1	328.3	324.2	324.7	317.2
Multimodal Account (218)	343.3	344.2	180.2	502.2	1,089.9	1,118.6	842.6	864.3	885.6	907.5	929.7	951.8
Special Category C Account (215)	23.2	22.6	22.4	22.2	22.0	21.8	21.5	21.3	20.9	20.7	20.5	20.1
Puget Sound Capital Construction Account (099)	16.8	16.4	16.3	16.2	16.0	15.8	15.7	15.5	15.2	15.1	14.9	14.7
Puget Sound Ferry Operations Account (109)	211.3	225.9	245.7	256.7	259.2	261.4	263.5	267.6	271.3	273.8	275.9	277.9
Capital Vessel Replacement Account (18J)	27.6	27.1	36.1	41.7	43.0	44.0	45.4	46.1	46.5	46.9	47.4	47.7
Tacoma Narrows Bridge Account (511)	86.2	82.1	82.2	82.2	83.0	83.9	84.6	85.3	86.2	87.1	0.0	0.0
High Occupancy Toll Lanes Account (09F)^	5.9	7.2	7.4	13.3	15.1	15.1	15.5	16.5	16.8	17.2	17.6	18.1
SR 520 Corridor Account (16J)	80.6	94.5	100.7	99.7	101.7	104.6	108.2	110.1	122.4	124.4	126.3	128.2
SR 520 Corridor Civil Penalties Account (17P)	10.0	2.8	4.3	4.3	4.4	4.5	4.6	4.7	5.0	5.3	5.5	5.5
Interstate 405 Express Toll Lanes Operations (595)	45.3	36.1	36.6	49.1	52.9	53.2	56.7	57.4	58.1	58.9	59.6	60.4
Alaskan Way Viaduct Replacement Acct. (535)	63.1	40.1	41.0	40.9	41.4	42.6	42.9	43.1	44.3	44.5	44.7	45.9
Aeronautics Account (039)	7.4	8.3	8.5	11.4	11.3	11.6	11.8	12.1	12.5	12.7	13.0	13.3
Washington State Aviation Account (21G)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State Patrol Highway Account (081)	231.9	231.0	240.8	250.8	254.1	258.3	262.4	266.7	270.8	274.9	279.0	282.5
Highway/Motorcycle Safety Accts. (106 & 082)	145.9	153.1	191.6	244.9	244.8	231.5	217.6	169.9	176.2	184.4	194.6	213.7
School Zone Safety Account (780)	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Other accounts (201, 06T, 097, 09E, 216, 07C, 24K)	21.8	22.1	22.4	22.7	22.8	22.9	23.0	23.3	23.5	23.7	24.0	24.1
Electric Vehicle Account (20J)	25.6	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ignition Interlock Devices Revolving Acct 14V	4.0	3.7	3.8	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.2	4.2
Multiuse Roadway Safety Account Collections-571	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Move Ahead WA Accounts - 26P	102.7	107.1	135.5	140.2	141.5	143.2	144.2	143.6	143.2	143.5	144.2	144.5
Move Ahead WA Accounts - 26Q	127.3	133.1	18.1	17.5	130.9	129.7	134.1	134.3	134.3	135.0	135.9	136.6
Driver Education Safety Improvement Account (29F)	0.0	0.0	4.0	8.2	8.2	8.3	8.3	8.3	8.3	8.3	8.3	8.3
ISA Revolving Account (29V)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carbon Emissions Reductions Account (CERA) - 26A	356.7	530.2	399.1	657.1	430.6	429.6	428.4	426.1	423.5	419.2	414.9	408.8
Pilotage Account - 025	1.8	1.8	1.7	1.7	1.8	1.8	1.8	1.8	1.8	1.8	1.9	1.9
State Patrol Nonappropriated Airplane Revolving Account - 471	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>Total for State Use</b>	<b>3,500.7</b>	<b>3,657.9</b>	<b>3,566.0</b>	<b>4,345.4</b>	<b>4,883.7</b>	<b>4,955.5</b>	<b>4,721.2</b>	<b>4,755.3</b>	<b>4,830.8</b>	<b>4,913.4</b>	<b>4,919.7</b>	<b>5,017.1</b>
<b>Local Use</b>												
Cities	88.8	86.4	89.7	90.6	90.8	91.2	91.1	90.9	90.3	90.1	90.0	89.9
Counties	150.5	146.0	153.2	152.7	152.4	152.2	151.5	150.9	149.4	148.6	148.0	147.5
Transportation Improvement Board (112 & 144)	96.6	94.9	95.1	95.6	95.9	96.3	97.0	97.7	98.1	98.9	99.8	100.8
County Road Administration Board (102 & 253)	33.6	33.6	34.2	35.0	36.0	37.1	38.4	39.8	41.1	42.6	44.2	45.8
<b>Total for Local Use</b>	<b>369.4</b>	<b>360.8</b>	<b>372.2</b>	<b>373.9</b>	<b>375.2</b>	<b>376.8</b>	<b>378.0</b>	<b>379.3</b>	<b>378.9</b>	<b>380.2</b>	<b>382.1</b>	<b>384.0</b>
<b>Total Distribution of Revenue</b>	<b>3,976.6</b>	<b>4,138.0</b>	<b>4,062.4</b>	<b>4,846.8</b>	<b>5,389.0</b>	<b>5,464.4</b>	<b>5,232.9</b>	<b>5,269.9</b>	<b>5,356.8</b>	<b>5,445.2</b>	<b>5,455.2</b>	<b>5,556.6</b>

† Ferry Fares pkus non-farebox revenue

‡ Aviation Revenues and Business/Other Revenues net of amounts transferred to General Fund in the September 2025 Forecast

**September 2025**  
**Transportation Revenue Forecast Council**  
**Alternative Revenue Forecasts by Biennium\***  
**Millions of Dollars**

<b>2023 - 2025 Biennium</b>		<b>Revenue</b>	<b>Difference from Baseline (%)</b>	<b>Difference from Baseline (\$)</b>
<b>September 2025 Baseline (50%)</b>	<b>\$</b>	<b>8,114.6</b>		
<b>Alternative Forecasts</b>				
<b>Optimistic (20%)</b>	<b>\$</b>	<b>8,114.6</b>	<b>0.0%</b>	<b>\$0.0</b>
<b>Pessimistic (30%)</b>	<b>\$</b>	<b>8,114.6</b>	<b>0.0%</b>	<b>\$0.0</b>
<b>Weighted Avg.</b>	<b>\$</b>	<b>8,114.6</b>	<b>0.0%</b>	<b>\$0.0</b>
<b>2025 - 2027 Biennium</b>		<b>Revenue</b>	<b>Difference from Baseline (%)</b>	<b>Difference from Baseline (\$)</b>
<b>September 2025 Baseline (50%)</b>	<b>\$</b>	<b>8,909.2</b>		
<b>Alternative Forecasts</b>				
<b>Optimistic (20%)</b>	<b>\$</b>	<b>9,169.7</b>	<b>2.9%</b>	<b>\$260.5</b>
<b>Pessimistic (30%)</b>	<b>\$</b>	<b>8,650.5</b>	<b>-2.9%</b>	<b>-\$258.8</b>
<b>Weighted Avg.</b>	<b>\$</b>	<b>8,883.7</b>	<b>-0.3%</b>	<b>-\$25.5</b>
<b>2027 - 2029 Biennium</b>		<b>Revenue</b>	<b>Difference from Baseline (%)</b>	<b>Difference from Baseline (\$)</b>
<b>September 2025 Baseline (50%)</b>	<b>\$</b>	<b>10,853.4</b>		
<b>Alternative Forecasts</b>				
<b>Optimistic (20%)</b>	<b>\$</b>	<b>11,378.4</b>	<b>4.8%</b>	<b>\$525.0</b>
<b>Pessimistic (30%)</b>	<b>\$</b>	<b>10,192.6</b>	<b>-6.1%</b>	<b>-\$660.9</b>
<b>Weighted Avg.</b>	<b>\$</b>	<b>10,760.2</b>	<b>-0.9%</b>	<b>-\$93.3</b>

\*Factors based on Washington State Personal Income: Percentage differences based on Optimistic vs. Baseline and Pessimistic vs. Baseline