Transportation Revenue Forecast Council

November 2025 Transportation Economic and Revenue Forecasts

Volume III: Alternative Detailed Forecast Tables

Transportation Revenue Forecast Council Alternative Forecasts November 2025

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Washington State Alternative Ferries Forecast

November 2025

Contact:

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Transportation Revenue Forecast Council Alternative 1 Ferry Ridership Forecasts * November 2025

| Ferry Ridership | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 ¹ |
|--|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------------|
| Passenger ridership (November 2025 Forecast) Annual Percentage Change | 13,856,444 | 13,699,985 | 10,358,348 | 6,903,479 | 8,556,417 | 9,298,259 | 9,904,202 | 10,243,258 | 10,710,000 |
| | +1.4% | -1.1% | -24.4% | -33.4% | +23.9% | +8.7% | +6.5% | +3.4% | +4.6% |
| Passenger ridership (September 2025 Forecast) Percentage Change, November 2025 vs. September 2025 | 13,856,444 - | 13,699,985 - | 10,358,348 - | 6,903,479 - | 8,556,417 - | 9,298,259 - | 9,904,202 | 10,243,258 | 10,748,000 -0.4% |
| Vehicle/Driver Ridership (November 2025 Forecast) Annual Percentage Change | 10,707,373 | 10,555,460 | 9,020,899 | 8,397,508 | 8,599,688 | 8,943,286 | 8,954,791 | 9,141,919 | 9,542,000 |
| | +1.5% | -1.4% | -14.5% | -6.9% | +2.4% | +4.0% | +0.1% | +2.1% | +4.4% |
| Vehicle/Driver Ridership (September 2025 Forecast) Percentage Change, November 2025 vs. September 2025 | 10,707,373 | 10,555,460 - | 9,020,899 - | 8,397,508 - | 8,599,688 - | 8,943,286 - | 8,954,791 - | 9,141,919 - | 9,498,000 +0.5% |
| Total ridership (November 2025 Forecast) Annual Percentage Change | 24,563,817 | 24,255,445 | 19,379,247 | 15,300,987 | 17,156,105 | 18,241,545 | 18,858,993 | 19,385,177 | 20,252,000 |
| | +1.4% | -1.3% | -20.1% | -21.0% | +12.1% | +6.3% | +3.4% | +2.8% | +4.5% |
| Total ridership (September 2025 Forecast) Percentage Change, November 2025 vs. September 2025 | 24,563,817 | 24,255,445 | 19,379,247 | 15,300,987 | 17,156,105 | 18,241,545 | 18,858,993 | 19,385,177 | 20,246,000 |
| | - | - | - | - | - | - | - | - | +0.0% |

| Ferry Ridership | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | FY 2032 | FY 2033 | FY 2034 | FY 2035 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Passenger ridership (November 2025 Forecast) Annual Percentage Change | 10,735,000 | 10,833,000 | 10,919,000 | 11,004,000 | 11,071,000 | 11,167,000 | 11,238,000 | 11,306,000 | 11,372,000 |
| | +0.2% | +0.9% | +0.8% | +0.8% | +0.6% | +0.9% | +0.6% | +0.6% | +0.6% |
| Passenger ridership (September 2025 Forecast) Percentage Change, November 2025 vs. September 2025 | 10,749,000 | 10,861,000 | 10,923,000 | 11,001,000 | 11,061,000 | 11,153,000 | 11,218,000 | 11,282,000 | 11,342,000 |
| | -0.1% | -0.3% | -0.0% | +0.0% | +0.1% | +0.1% | +0.2% | +0.2% | +0.3% |
| Vehicle/Driver Ridership (November 2025 Forecast) | 9,615,000 | 9,696,000 | 9,750,000 | 9,781,000 | 9,896,000 | 9,930,000 | 9,974,000 | 10,007,000 | 10,040,000 |
| Annual Percentage Change | +0.8% | +0.8% | +0.6% | +0.3% | +1.2% | +0.3% | +0.4% | +0.3% | +0.3% |
| Vehicle/Driver Ridership (September 2025 Forecast) | 9,554,000 | 9,617,000 | 9,649,000 | 9,681,000 | 9,793,000 | 9,815,000 | 9,858,000 | 9,901,000 | 9,946,000 |
| Percentage Change, November 2025 vs. September 2025 | +0.6% | +0.8% | +1.0% | +1.0% | +1.1% | +1.2% | +1.2% | +1.1% | +0.9% |
| Total ridership (November 2025 Forecast) Annual Percentage Change | 20,350,000 | 20,529,000 | 20,669,000 | 20,785,000 | 20,967,000 | 21,097,000 | 21,212,000 | 21,313,000 | 21,412,000 |
| | +0.5% | +0.9% | +0.7% | +0.6% | +0.9% | +0.6% | +0.5% | +0.5% | +0.5% |
| Total ridership (September 2025 Forecast) | 20,303,000 | 20,478,000 | 20,572,000 | 20,682,000 | 20,854,000 | 20,968,000 | 21,076,000 | 21,183,000 | 21,288,000 |
| Percentage Change, November 2025 vs. September 2025 | +0.2% | +0.2% | +0.5% | +0.5% | +0.5% | +0.6% | +0.6% | +0.6% | +0.6% |

¹ FY 2025 includes actual ridership through September 2025.

Note: Forecasted ridership totals may differ from the sum of fare categories due to rounding to the nearest thousand. Actual values are not rounded.

| Farebox Revenue Fares Vessel Replacment Surcharge (2011 & 2025 Leg.) Hybrid Vessel Surcharge (2019 Leg.) Total | \$ - \$ | 188,743,370 4,084,581 192,827,951 | \$ - \$ | 191,280,866 3,987,656 195,268,522 | 163,142,643 3,304,324 378,136 166,825,103 | · | 150,204,495 2,737,730 2,726,447 155,668,672 | 161,292,823 2,966,726 2,952,832 167,212,381 | \$ 167,323,729 3,028,637 3,016,864 173,369,230 |
|--|---------------|--|---------------|---|--|----|---|---|---|
| Miscellaneous Revenue Credit Card Recovery Fees (2025 Leg.) | | - | | - | - | | - | - | - |
| | | FY 2024 | | FY 2025 | FY 2026 ¹ | | FY 2027 | FY 2028 | FY 2029 |
| Farebox Revenue | | | | | | | | | |
| Fares Vessel Replacment Surcharge (2011 & 2025 Leg.) Hybrid Vessel Surcharge (2019 Leg.) Total | | \$172,650,928 3,003,088 2,996,051 \$178,650,067 | \$ | 184,212,527 3,083,951 3,083,951 190,380,429 | \$ 203,323,000 7,321,000 3,558,000 214,202,000 | \$ | 210,130,000 9,670,000 3,224,000 223,024,000 | \$ 215,617,000 10,655,000 3,260,000 229,532,000 | \$222,337,000 11,132,000 3,274,000 \$236,743,000 |
| Miscellaneous Revenue | | | | | | | | | |
| Credit Card Recovery Fees (2025 Leg.) | | - | | - | \$1,901,000 | | \$5,527,000 | \$5,616,000 | \$5,693,000 |
| | | FY 2030 | | FY 2031 | FY 2032 | | FY 2033 | FY 2034 | FY 2035 |
| Farebox Revenue | | | | | | | | | |
| Fares Vessel Replacment Surcharge (2011 & 2025 Leg.) Hybrid Vessel Surcharge (2019 Leg.) Total | \$ | 228,552,000 12,094,000 3,295,000 243,941,000 | • | 237,257,000 12,623,000 3,322,000 253,202,000 | 246,125,000 12,708,000 3,344,000 262,177,000 | · | 253,846,000 12,776,000 3,362,000 269,984,000 | \$ 261,214,000 12,834,000 3,378,000 277,426,000 | \$ 268,493,000 12,891,000 3,392,000 284,776,000 |
| Miscellaneous Revenue Credit Card Recovery Fees (2025 Leg.) | \$ | 5,766,000 | \$ | 5,883,000 | \$ 5,977,000 | \$ | 6,039,000 | \$ 6,093,000 | \$ 6,143,000 |

FY 2019

FY 2020

FY 2021

FY 2022

FY 2023

FY 2018

¹ FY 2026 includes actual farebox revenue through September 2025.

^{*} Values for the Alternative Forecast include 3.0% fare increases on October 1, 2025 and May 1, 2026, with an increase in the vehicle/driver single fare peak season surcharge to 35% on all routes and an increase in the Wave2Go multi-ride fare media useful life to 120 days, also on May 1, 2026. These policies are combined with the Legislature-directed \$0.50 increase to the Vessel Replacement Surcharge on October 1, 2025, bringing the capital surcharges total to \$1.00. The Alternative September Forecast also includes 2.5% annual fare increases each October 1, beginning in 2027, along with two additional \$0.10 surcharge increases on October 1, 2027 (FY 2028) and 2029 (FY 2030). The forecast also includes the "credit card recovery fee" of 3% added to the fares for customers paying with a credit or debit card to recover fees paid, assumed to go into effect on March 1, 2026, and reflected as part of Miscellaneous Revenue.

Alternative Revenue Forecast

Optimistic and Pessimistic Scenarios **November 2025**

Contact:

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November 2025
Transportation Revenue Forecast Council
Alternative Revenue Forecasts*

| Alternative Revenue Forecasts | | | | - |
|--|----------------------------|---------------------------|---------------|---------------|
| | Fiscal Year | Fiscal Year | Fiscal Year | Fiscal Year |
| | 2024 | 2025 | 2026 | 2027 |
| Sources of Transportation Revenue | | | | |
| Motor Vehicle Fuel Tax Collections - Baseline | 1,628,816,569 | 1,612,524,800 | 1,756,474,400 | 1,793,052,200 |
| Motor Vehicle Fuel Tax Collections - Optimistic | 1,628,816,569 | 1,612,524,800 | 1,792,062,390 | 1,867,452,929 |
| Motor Vehicle Fuel Tax Collections - Pessimistic | 1,628,816,569 | 1,612,524,800 | 1,726,676,447 | 1,711,062,810 |
| Licenses, Permits and Fees - Baseline | 982,484,152 | 1,011,055,892 | 1,069,555,000 | 1,144,411,900 |
| Licenses, Permits and Fees - Optimistic | 982,484,152 | 1,011,055,892 | 1,091,225,292 | 1,191,898,013 |
| Licenses, Permits and Fees - Pessimistic | 982,484,152 | 1,011,055,892 | 1,051,410,386 | 1,092,082,340 |
| Ferry Revenue - Baseline | 182,133,761 | 195,228,428 | 221,603,000 | 234,232,000 |
| Ferry Revenue - Optimistic | 182,133,761 | 195,228,428 | 226,092,906 | 243,951,199 |
| Ferry Revenue - Pessimistic | 182,133,761 | 195,228,428 | 217,843,585 | 223,521,470 |
| Toll Revenue - Baseline | 291,245,958 | 272,181,086 | 285,473,000 | 294,302,000 |
| Toll Revenue - Optimistic | 291,245,958 | 272,181,086 | 291,256,979 | 306,513,738 |
| Toll Revenue - Pessimistic | 291,245,958 | 272,181,086 | 280,630,054 | 280,844,700 |
| Aviation Revenues - Baseline | 7,420,545 | 8,355,974 | 7,980,450 | 7,519,175 |
| Aviation Revenues - Optimistic | 7,420,545 | 8,355,974 | 8,142,142 | 7,831,175 |
| Aviation Revenues - Pessimistic | 7,420,545 | 8,355,974 | 7,845,065 | 7,175,352 |
| Rental Car Tax - Baseline | 46,296,191 | 43,826,640 | 59,773,416 | 90,523,589 |
| Rental Car Tax - Optimistic | 46,296,191 | 43,826,640 | 60,984,487 | 94,279,766 |
| Rental Car Tax - Pessimistic | 46,296,191 | 43,826,640 | 58,759,382 | 86,384,293 |
| Vehicle Sales Tax - Baseline | 63,695,485 | 64,813,723 | 98,109,229 | 154,256,138 |
| Vehicle Sales Tax - Optimistic | 63,695,485 | 64,813,723 | 100,097,024 | 160,656,827 |
| Vehicle Sales Tax - Pessimistic | 63,695,485 | 64,813,723 | 96,444,841 | 147,202,597 |
| Driver-Related Fees - Baseline | 173,323,113 | 186,985,571 | 198,229,300 | 218,228,200 |
| Driver-Related Fees - Optimistic | 173,323,113 | 186,985,571 | 202,245,631 | 227,283,339 |
| Driver-Related Fees - Pessimistic | 173,323,113 | 186,985,571 | 194,866,412 | 208,249,463 |
| Business/Other Revenues - Baseline | 74,498,225 | 63,504,414 | 88,277,993 | 134,464,171 |
| Business/Other Revenues - Optimistic | 74,498,225 | 63,504,414 | 90,066,597 | 140,043,614 |
| Business/Other Revenues - Pessimistic | 74,498,225 | 63,504,414 | 86,780,389 | 128,315,641 |
| Climate Commitment Act - Baseline | 356,697,000 | 530,205,000 | 399,117,000 | 657,070,000 |
| Climate Commitment Act - Optimistic | 356,697,000 | 530,205,000 | 399,117,000 | 657,070,000 |
| Climate Commitment Act - Pessimistic | 356,697,000 | 530,205,000 | 399,117,000 | 657,070,000 |
| Transfer - Baseline | 169,948,000 | 169,948,000 | -148,264,000 | 77,632,000 |
| Transfers - Optimistic | 169,948,000 | 169,948,000 | -148,264,000 | 77,632,000 |
| Transfers - Pessimistic | 169,948,000 | 169,948,000 | -148,264,000 | 77,632,000 |
| Total - Baseline | 3,976,558,999 | 4,158,629,528 | 4,036,328,788 | 4,805,691,373 |
| Total - Optimistic | 3,976,558,999 | 4,158,629,528 | 4,113,026,448 | 4,974,612,600 |
| Total - Pessimistic | 3,976,558,999 | 4,158,629,528 | 3,972,109,559 | 4,619,540,666 |
| *Footors boood on Wookington Ctate Dougland Income. Dougland | difference bear described. | stinus Dennikas and Denni | 1 11 B II | • |

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

November 2025
Transportation Revenue Forecast Council
Alternative Revenue Forecasts*

| | Fiscal Year 2028 | Fiscal Year 2029 | Fiscal Year 2030 | Fiscal Year 2031 |
|---|---------------------|---------------------|---------------------|---------------------|
| Sources of Transportation Revenue | 2020 | 2020 | 2000 | 2001 |
| Motor Vehicle Fuel Tax Collections - Baseline | 1,826,811,500 | 1,854,655,600 | 1,880,770,300 | 1,895,871,800 |
| Motor Vehicle Fuel Tax Collections - Optimistic | 1,924,474,988 | 1,964,088,129 | 1,999,936,451 | 2,014,037,144 |
| Motor Vehicle Fuel Tax Collections - Pessimistic | 1,703,771,525 | 1,700,218,021 | 1,704,137,827 | 1,719,691,509 |
| Licenses, Permits and Fees - Baseline | 1,179,002,300 | 1,227,487,000 | 1,277,542,400 | 1,320,421,600 |
| Licenses, Permits and Fees - Optimistic | 1,242,033,148 | 1,299,913,928 | 1,358,487,856 | 1,402,720,452 |
| Licenses, Permits and Fees - Pessimistic | 1,099,593,771 | 1,125,273,888 | 1,157,562,053 | 1,197,716,963 |
| Ferry Revenue - Baseline | 238,121,000 | 241,495,000 | 244,738,000 | 249,782,000 |
| Ferry Revenue - Optimistic | 250,851,228 | 255,744,227 | 260,244,671 | 265,350,340 |
| Ferry Revenue - Pessimistic | 222,083,001 | 221,385,658 | 221,753,440 | 226,570,164 |
| Toll Revenue - Baseline | 314,448,000 | 335,445,000 | 348,522,000 | 358,357,000 |
| Toll Revenue - Optimistic | 331,258,759 | 355,237,675 | 370,604,455 | 380,692,570 |
| Toll Revenue - Pessimistic | 293,269,201 | 307,512,421 | 315,790,569 | 325,055,465 |
| Aviation Revenues - Baseline | 7,325,891 | 7,442,315 | 7,563,143 | 7,688,432 |
| Aviation Revenues - Optimistic | 7,717,542 | 7,881,443 | 8,042,346 | 8,167,634 |
| Aviation Revenues - Pessimistic | 6,832,475 | 6,822,592 | 6,852,851 | 6,973,958 |
| Rental Car Tax - Baseline | 79,862,571 | 82,576,075 | 84,937,043 | 87,221,725 |
| Rental Car Tax - Optimistic | 84,132,118 | 87,448,413 | 90,318,679 | 92,658,055 |
| Rental Car Tax - Pessimistic | 74,483,642 | 75,699,947 | 76,960,184 | 79,116,352 |
| Vehicle Sales Tax - Baseline | 442,587,524 | 456,524,943 | 470,772,067 | 485,646,330 |
| Vehicle Sales Tax - Optimistic | 466,248,773 | 483,461,847 | 500,600,321 | 515,915,553 |
| Vehicle Sales Tax - Pessimistic | 412,778,232 | 418,510,011 | 426,559,526 | 440,516,004 |
| Driver-Related Fees - Baseline | 212,568,700 | 202,365,100 | 199,458,400 | 202,086,000 |
| Driver-Related Fees - Optimistic | 223,932,872 | 214,305,497 | 212,096,142 | 214,681,557 |
| Driver-Related Fees - Pessimistic | 198,251,707 | 185,514,114 | 180,726,272 | 183,306,476 |
| Business/Other Revenues - Baseline | 154,822,664 | 149,371,207 | 145,348,065 | 96,197,375 |
| Business/Other Revenues - Optimistic | 163,099,665 | 158,184,740 | 154,557,360 | 102,193,137 |
| Business/Other Revenues - Pessimistic | 144,395,000 | 136,933,034 | 131,697,707 | 87,257,909 |
| Climate Commitment Act - Baseline | 430,617,000 | 429,617,000 | 386,793,000 | 367,000,000 |
| Climate Commitment Act - Optimistic | 430,617,000 | 429,617,000 | 386,793,000 | 367,000,000 |
| Climate Commitment Act - Pessimistic | 430,617,000 | 429,617,000 | 386,793,000 | 367,000,000 |
| Transfer - Baseline | 479,947,000 | 479,947,000 | 161,224,000 | 161,224,000 |
| Transfers - Optimistic | 479,947,000 | 479,947,000 | 161,224,000 | 161,224,000 |
| Transfers - Pessimistic | 479,947,000 | 479,947,000 | 161,224,000 | 161,224,000 |
| Total - Baseline | 5,366,114,150 | 5,466,926,240 | 5,207,668,418 | 5,231,496,262 |
| Total - Optimistic | 5,604,313,093 | 5,735,829,899 | 5,502,905,281 | 5,524,640,442 |
| Total - Pessimistic *Factors based on Washington State Personal Income: Percentage | 5,066,022,554 | 5,087,433,685 | 4,770,057,427 | 4,794,428,800 |

^{*}Factors based on Washington State Personal Income: Percentage

November 2025
Transportation Revenue Forecast Council
Alternative Revenue Forecasts*

| | Fiscal Year 2032 | Fiscal Year 2033 | Fiscal Year 2034 | Fiscal Year 2035 |
|---|---------------------|---------------------|---------------------|---------------------|
| Sources of Transportation Revenue | 2002 | 2000 | 2004 | 2000 |
| Motor Vehicle Fuel Tax Collections - Baseline | 1,915,403,600 | 1,938,437,600 | 1,955,284,500 | 1,969,720,400 |
| Motor Vehicle Fuel Tax Collections - Optimistic | 2,030,837,020 | 2,051,904,889 | 2,066,864,809 | 2,078,613,009 |
| Motor Vehicle Fuel Tax Collections - Pessimistic | 1,742,461,341 | 1,767,647,349 | 1,784,525,084 | 1,798,306,255 |
| Licenses, Permits and Fees - Baseline | 1,364,476,200 | 1,409,957,900 | 1,456,244,100 | 1,500,088,900 |
| Licenses, Permits and Fees - Optimistic | 1,446,707,513 | 1,492,490,400 | 1,539,346,158 | 1,583,018,738 |
| Licenses, Permits and Fees - Pessimistic | 1,241,277,310 | 1,285,730,500 | 1,329,067,010 | 1,369,544,252 |
| Ferry Revenue - Baseline | 253,898,000 | 256,703,000 | 259,146,000 | 261,448,000 |
| Ferry Revenue - Optimistic | 269,199,378 | 271,729,222 | 273,934,431 | 275,901,704 |
| Ferry Revenue - Pessimistic | 230,973,488 | 234,085,625 | 236,514,194 | 238,695,590 |
| Toll Revenue - Baseline | 375,233,000 | 380,635,000 | 297,941,000 | 303,199,000 |
| Toll Revenue - Optimistic | 397,846,734 | 402,915,636 | 314,943,308 | 319,960,836 |
| Toll Revenue - Pessimistic | 341,353,121 | 347,098,327 | 271,921,139 | 276,813,226 |
| Aviation Revenues - Baseline | 7,817,782 | 7,954,392 | 8,041,401 | 8,185,411 |
| Aviation Revenues - Optimistic | 8,288,927 | 8,420,006 | 8,500,292 | 8,637,927 |
| Aviation Revenues - Pessimistic | 7,111,913 | 7,253,553 | 7,339,127 | 7,473,079 |
| Rental Car Tax - Baseline | 89,312,772 | 91,458,947 | 93,571,104 | 95,596,563 |
| Rental Car Tax - Optimistic | 94,695,282 | 96,812,536 | 98,910,835 | 100,881,455 |
| Rental Car Tax - Pessimistic | 81,248,700 | 83,400,758 | 85,399,328 | 87,277,310 |
| Vehicle Sales Tax - Baseline | 500,998,713 | 516,712,308 | 533,147,982 | 550,320,987 |
| Vehicle Sales Tax - Optimistic | 531,191,825 | 546,958,288 | 563,572,617 | 580,744,538 |
| Vehicle Sales Tax - Pessimistic | 455,763,417 | 471,186,249 | 486,586,963 | 502,429,519 |
| Driver-Related Fees - Baseline | 207,837,900 | 217,178,700 | 227,670,500 | 247,887,400 |
| Driver-Related Fees - Optimistic | 220,363,427 | 229,891,350 | 240,662,750 | 261,591,429 |
| Driver-Related Fees - Pessimistic | 189,072,165 | 198,043,699 | 207,787,520 | 226,315,096 |
| Business/Other Revenues - Baseline | 93,008,910 | 94,256,751 | 95,856,059 | 97,157,181 |
| Business/Other Revenues - Optimistic | 98,614,171 | 99,774,111 | 101,326,183 | 102,528,349 |
| Business/Other Revenues - Pessimistic | 84,611,113 | 85,952,055 | 87,484,733 | 88,702,115 |
| Climate Commitment Act - Baseline | 364,400,000 | 360,100,000 | 355,800,000 | 349,700,000 |
| Climate Commitment Act - Optimistic | 364,400,000 | 360,100,000 | 355,800,000 | 349,700,000 |
| Climate Commitment Act - Pessimistic | 364,400,000 | 360,100,000 | 355,800,000 | 349,700,000 |
| Transfer - Baseline | 145,000,000 | 145,000,000 | 145,000,000 | 145,000,000 |
| Transfers - Optimistic | 145,000,000 | 145,000,000 | 145,000,000 | 145,000,000 |
| Transfers - Pessimistic | 145,000,000 | 145,000,000 | 145,000,000 | 145,000,000 |
| Total - Baseline | 5,317,386,877 | 5,418,394,598 | 5,427,702,646 | 5,528,303,842 |
| Total - Optimistic | 5,607,144,277 | 5,705,996,437 | 5,708,861,382 | 5,806,577,985 |
| Total - Pessimistic *Factors based on Washington State Personal Income: Personales | 4,883,272,567 | 4,985,498,117 | 4,997,425,098 | 5,090,256,443 |

^{*}Factors based on Washington State Personal Income: Percentage

November 2025
Transportation Revenue Forecast Council
Alternative Revenue Forecasts*

| Atternative nevertice Forecasts | Fiscal Year | Fiscal Year | Fiscal Year | Fiscal Year |
|--|---------------|---------------|----------------|----------------|
| | 2023-2025 | 2025-2027 | 2027-2029 | 2029-2031 |
| Sources of Transportation Revenue | | | | |
| Motor Vehicle Fuel Tax Collections - Baseline | 3,241,341,369 | 3,549,526,600 | 3,681,467,100 | 3,776,642,100 |
| Motor Vehicle Fuel Tax Collections - Optimistic | 3,241,341,369 | 3,659,515,320 | 3,888,563,118 | 4,013,973,594 |
| Motor Vehicle Fuel Tax Collections - Pessimistic | 3,241,341,369 | 3,437,739,257 | 3,403,989,546 | 3,423,829,336 |
| Licenses, Permits and Fees - Baseline | 1,993,540,044 | 2,213,966,900 | 2,406,489,300 | 2,597,964,000 |
| Licenses, Permits and Fees - Optimistic | 1,993,540,044 | 2,283,123,305 | 2,541,947,075 | 2,761,208,308 |
| Licenses, Permits and Fees - Pessimistic | 1,993,540,044 | 2,143,492,726 | 2,224,867,659 | 2,355,279,015 |
| Ferry Revenue - Baseline | 377,362,189 | 455,835,000 | 479,616,000 | 494,520,000 |
| Ferry Revenue - Optimistic | 377,362,189 | 470,044,106 | 506,595,455 | 525,595,010 |
| Ferry Revenue - Pessimistic | 377,362,189 | 441,365,056 | 443,468,659 | 448,323,604 |
| Toll Revenue - Baseline | 563,427,044 | 579,775,000 | 649,893,000 | 706,879,000 |
| Toll Revenue - Optimistic | 563,427,044 | 597,770,716 | 686,496,434 | 751,297,025 |
| Toll Revenue - Pessimistic | 563,427,044 | 561,474,754 | 600,781,622 | 640,846,035 |
| Aviation Revenues - Baseline | 15,776,519 | 15,499,625 | 14,768,206 | 15,251,575 |
| Aviation Revenues - Optimistic | 15,776,519 | 15,973,317 | 15,598,985 | 16,209,980 |
| Aviation Revenues - Pessimistic | 15,776,519 | 15,020,417 | 13,655,067 | 13,826,809 |
| Rental Car Tax - Baseline | 90,122,831 | 150,297,005 | 162,438,646 | 172,158,768 |
| Rental Car Tax - Optimistic | 90,122,831 | 155,264,253 | 171,580,531 | 182,976,734 |
| Rental Car Tax - Pessimistic | 90,122,831 | 145,143,675 | 150,183,589 | 156,076,535 |
| Vehicle Sales Tax - Baseline | 128,509,208 | 252,365,367 | 899,112,467 | 956,418,397 |
| Vehicle Sales Tax - Optimistic | 128,509,208 | 260,753,850 | 949,710,619 | 1,016,515,874 |
| Vehicle Sales Tax - Pessimistic | 128,509,208 | 243,647,439 | 831,288,242 | 867,075,530 |
| Driver-Related Fees - Baseline | 360,308,684 | 416,457,500 | 414,933,800 | 401,544,400 |
| Driver-Related Fees - Optimistic | 360,308,684 | 429,528,970 | 438,238,370 | 426,777,699 |
| Driver-Related Fees - Pessimistic | 360,308,684 | 403,115,874 | 383,765,821 | 364,032,748 |
| Business/Other Revenues - Baseline | 138,002,639 | 222,742,164 | 304,193,871 | 241,545,440 |
| Business/Other Revenues - Optimistic | 138,002,639 | 230,110,210 | 321,284,406 | 256,750,497 |
| Business/Other Revenues - Pessimistic | 138,002,639 | 215,096,030 | 281,328,034 | 218,955,616 |
| Climate Commitment Act - Baseline | 886,902,000 | 1,056,187,000 | 860,234,000 | 753,793,000 |
| Climate Commitment Act - Optimistic | 886,902,000 | 1,056,187,000 | 860,234,000 | 753,793,000 |
| Climate Commitment Act - Pessimistic | 886,902,000 | 1,056,187,000 | 860,234,000 | 753,793,000 |
| Transfer - Baseline | 339,896,000 | -70,632,000 | 959,894,000 | 322,448,000 |
| Transfers - Optimistic | 339,896,000 | -70,632,000 | 959,894,000 | 322,448,000 |
| Transfers - Pessimistic | 339,896,000 | -70,632,000 | 959,894,000 | 322,448,000 |
| Total - Baseline | 8,135,188,527 | 8,842,020,161 | 10,833,040,390 | 10,439,164,680 |
| Total - Optimistic | 8,135,188,527 | 9,087,639,048 | 11,340,142,993 | 11,027,545,722 |
| Total - Pessimistic | 8,135,188,527 | 8,591,650,225 | 10,153,456,239 | 9,564,486,227 |

^{*}Factors based on Washington State Personal Income: Percentage

November 2025
Transportation Revenue Forecast Council
Alternative Revenue Forecasts*

| | Fiscal Year 2031-2033 | Fiscal Year 2033-2035 |
|---|--------------------------|--------------------------|
| Sources of Transportation Revenue | | |
| Motor Vehicle Fuel Tax Collections - Baseline | 3,853,841,200 | 3,925,004,900 |
| Motor Vehicle Fuel Tax Collections - Optimistic | 4,082,741,909 | 4,145,477,818 |
| Motor Vehicle Fuel Tax Collections - Pessimistic | 3,510,108,690 | 3,582,831,339 |
| Licenses, Permits and Fees - Baseline | 2,774,434,100 | 2,956,333,000 |
| Licenses, Permits and Fees - Optimistic | 2,939,197,913 | 3,122,364,897 |
| Licenses, Permits and Fees - Pessimistic | 2,527,007,810 | 2,698,611,262 |
| Ferry Revenue - Baseline | 510,601,000 | 520,594,000 |
| Ferry Revenue - Optimistic | 540,928,600 | 549,836,135 |
| Ferry Revenue - Pessimistic | 465,059,113 | 475,209,784 |
| Toll Revenue - Baseline | 755,868,000 | 601,140,000 |
| Toll Revenue - Optimistic | 800,762,370 | 634,904,144 |
| Toll Revenue - Pessimistic | 688,451,448 | 548,734,365 |
| Aviation Revenues - Baseline | 15,772,174 | 16,226,812 |
| Aviation Revenues - Optimistic | 16,708,933 | 17,138,219 |
| Aviation Revenues - Pessimistic | 14,365,466 | 14,812,206 |
| Rental Car Tax - Baseline | 180,771,719 | 189,167,667 |
| Rental Car Tax - Optimistic | 191,507,818 | 199,792,289 |
| Rental Car Tax - Pessimistic | 164,649,458 | 172,676,638 |
| Vehicle Sales Tax - Baseline | 1,017,711,021 | 1,083,468,969 |
| Vehicle Sales Tax - Optimistic | 1,078,150,113 | 1,144,317,154 |
| Vehicle Sales Tax - Pessimistic | 926,949,666 | 989,016,482 |
| Driver-Related Fees - Baseline | 425,016,600 | 475,557,900 |
| Driver-Related Fees - Optimistic | 450,254,777 | 502,254,179 |
| Driver-Related Fees - Pessimistic | 387,115,865 | 434,102,617 |
| Business/Other Revenues - Baseline | 187,265,661 | 193,013,240 |
| Business/Other Revenues - Optimistic | 198,388,282 | 203,854,532 |
| Business/Other Revenues - Pessimistic | 170,563,168 | 176,186,848 |
| Climate Commitment Act - Baseline | 724,500,000 | 705,500,000 |
| Climate Commitment Act - Optimistic | 724,500,000 | 705,500,000 |
| Climate Commitment Act - Pessimistic | 724,500,000 | 705,500,000 |
| Transfer - Baseline | 290,000,000 | 290,000,000 |
| Transfers - Optimistic | 290,000,000 | 290,000,000 |
| Transfers - Pessimistic | 290,000,000 | 290,000,000 |
| Total - Baseline | 10,735,781,475 | 10,956,006,488 |
| Total - Optimistic | 11,313,140,714 | 11,515,439,367 |
| Total - Pessimistic *Factors based on Washington State Personal Income: Personates | 9,868,770,684 | 10,087,681,541 |

^{*}Factors based on Washington State Personal Income: Percentage

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

| 2025 - 2027 Biennium | Revenue | Difference from Baseline (%) | Difference from Baseline (\$) |
|------------------------------|----------------|------------------------------|-------------------------------|
| November 2025 Baseline (50%) | \$ 8,842.0 | | |
| Alternative Forecasts | | | |
| Optimistic (20%) | \$ 9,087.6 | 2.8% | \$245.6 |
| Pessimistic (30%) | \$ 8,591.7 | -2.8 % | -\$250.4 |
| Weighted Avg. | \$ 8,816.0 | -0.3% | -\$26.0 |
| 2027 - 2029 Biennium | Revenue | Difference from Baseline (%) | Difference from Baseline (\$) |
| November 2025 Baseline (50%) | \$ 10,833.0 | | |
| Alternative Forecasts | | | |
| Optimistic (20%) | \$ 11,340.1 | 4.7% | \$507.1 |
| Pessimistic (30%) | \$ 10,153.5 | -6.3% | -\$679.6 |
| Weighted Avg. | \$ 10,730.6 | -0.9% | -\$102.5 |
| 2029 - 2031 Biennium | Revenue | Difference from Baseline (%) | Difference from Baseline (\$) |
| November 2025 Baseline (50%) | \$ 10,439.2 | | |
| Alternative Forecasts | | | |
| Optimistic (20%) | \$ 11,027.5 | 5.6% | \$588.4 |
| Pessimistic (30%) | \$ 9,564.5 | -8.4% | -\$874.7 |
| Weighted Avg. | \$ 10,294.4 | -1.4% | -\$144.7 |

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