

Transportation Revenue Forecast Council

June 2024 Transportation Economic and Revenue Forecasts

Volume III: Alternative Detailed Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

June 2024

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- **Alternative Ferries Forecast.....III-8**

Transportation Revenue Forecast Council June 2024 SR 520 Toll Alternative Forecast: Toll Rate Increases

SR 520 Current Toll Rates

Tolls are collected in both directions of the SR 520 floating bridge with *Good To Go!* transponder rates for a two axle vehicles ranging from \$4.50 during the morning (7:00-9:00AM) and afternoon (3:00-7:00PM) peak periods, to \$1.25 for nights (11:00PM-5:00AM). Between peak, off-peak and evening rates there are gradual step changes as indicated in Figure 1. Weekend rates are also variable by time of day ranging from \$1.25 overnight to \$3.05 during the peak midday period (11:00AM-6:00PM).

Incremental fees of \$0.25 per trip are administered to *Good to Go!* Pay By Plate transactions. Non-account Pay By Mail trips pay toll rates \$2.00 higher than the *Good to Go!* base rates. Axle multipliers are applied to rates for vehicles with three or more axles.

SR 520 toll rates are evaluated on an annual basis to ensure sufficiency to meet financial obligations.

Figure 1: Current Toll Rate Schedule for Weekdays

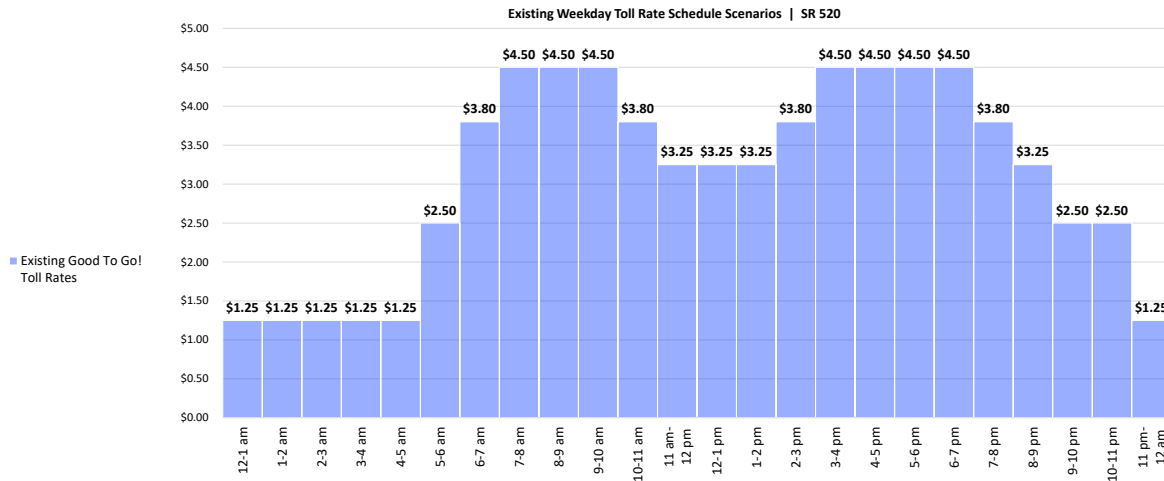
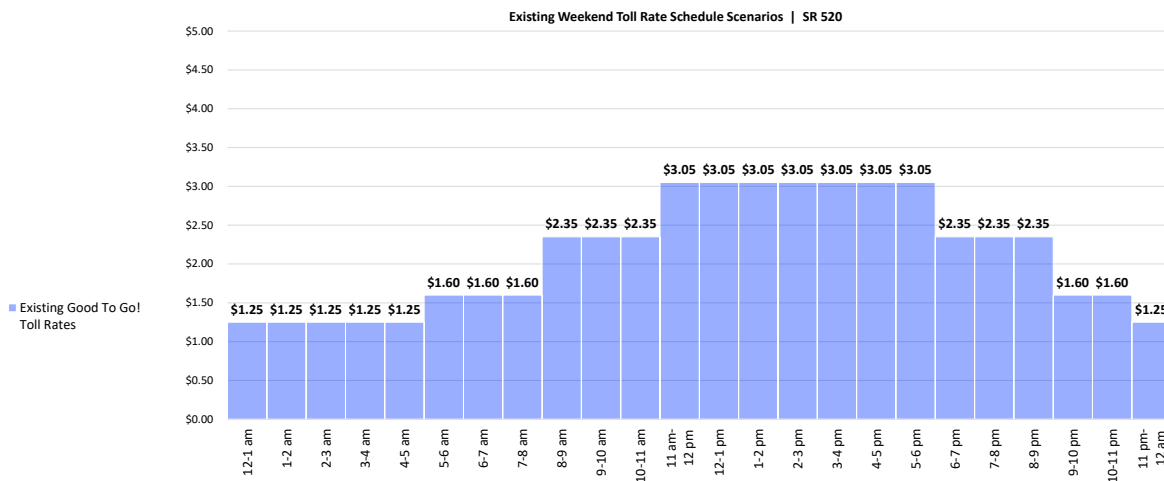


Figure 2: Current Toll Rate Schedule for Weekends



In December, OST determined that the November 2023 forecast of SR 520 net toll revenues is not sufficient to meet forecast period financial obligations.

Primary factors resulting in lower net toll revenue projections:

- Construction effects west of the bridge are suppressing demand, lowering forecasts thru FY 2030.
- Projected bridge insurance premiums are \$83 M higher through FY 2031 and alternative solutions cannot be evaluated and implemented before the FY 2025 premium is due.

Remaining ARPA funds help cover costs in FY 2024, shoring up net toll revenues for this year only. The SR 520 Master Resolution's bond covenants require the Commission to take rate setting action this year for FY 2025.

Projected net toll revenues under new rates must be certified as meeting all financial obligations in each year of the forecast horizon.

SR 520 Toll Rate Evaluation

In regard to the toll rate setting process, state law (RCW 47.56.830) requires considerations of fairness and equity in the context of the statewide transportation system; avoiding increased traffic diversion to other routes; social equity, environmental, and economic issues; and supporting progress towards the state's greenhouse gas reduction goals.

Furthermore, State law RCW 47.56.850 and RCW 47.56.870 requires variable schedule of toll rates with intent to maintain travel time, speed, and reliability on the facility and generate the necessary revenue to meet funding obligations.

The Transportation Commission, Department of Transportation, and Office of the State Treasurer have collaborated to assess solutions to address revenue shortfalls.

In May 2024, alternative toll rates were discussed with the Washington State Transportation Commission for consideration and resulted in two alternative proposals with one option being taken forward for implementation August 15, 2024. The June 2024 SR 520 alternative forecasts are based on the Washington State Transportation Commission (WSTC) proposals presented to the public for comment in June 2024. Initial results prepared prior to the June TRFC revenue adoption meeting were slightly lower than the current TRFC values in the near term, the latter of which are informed by additional actual operational experience through April 2024.

Toll Rate Increases

The determined toll rate to meet financial requirements is a tailored increase averaging 10% overall (alternatively referred to as Option B).

The following two figures present the current toll rates and incremental toll rates assumed with the agreed upon rate increases.

Figure 3: Tailored 10% Increase (weekday)

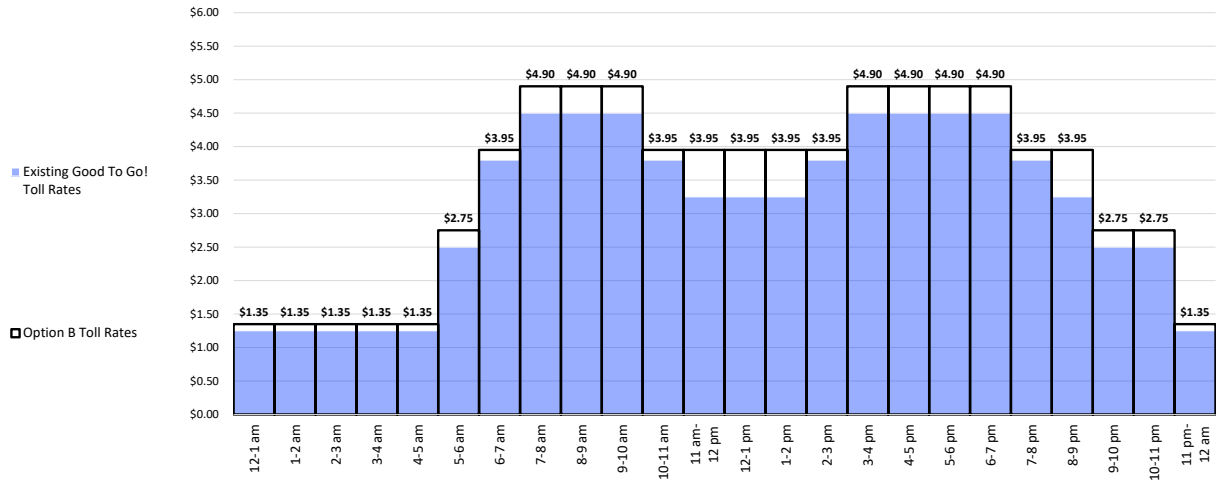
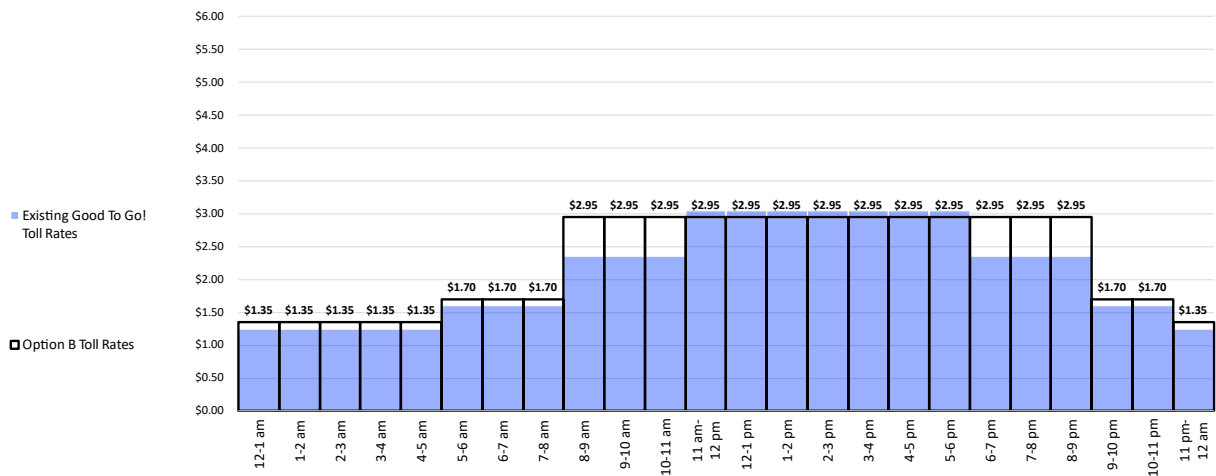


Figure 4: Tailored 10% Increase (weekend)



Results of Proposed Toll Rate Increases

Between FY 2025-2033 the tailored 10% toll rate increase has the following impacts to toll traffic and revenue:

- Toll transactions decreased by 3.97 million or 1.7 percent
- Gross toll revenues increased by \$66.4 million or 7.5 percent
- Adjusted gross toll revenues increased by \$62.6 million or 7.5 percent

Transportation Revenue Forecast Council
 SR 520 Alternative Forecast - Toll Transaction and Revenue by Fiscal Year
 June 2024

| | Current Biennium | | Fiscal Year 2026 | Fiscal Year 2027 | Fiscal Year 2028 | Fiscal Year 2029 | Fiscal Year 2030 | Fiscal Year 2031 | Fiscal Year 2032 | Fiscal Year 2033 |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | Fiscal Year 2024 | Fiscal Year 2025 | | | | | | | | |
| Toll Transactions | | | | | | | | | | |
| June 2024 Alternative Forecast | 20,046,000 | 21,592,000 | 22,510,000 | 23,310,000 | 23,940,000 | 25,090,000 | 25,790,000 | 26,380,000 | 30,200,000 | 30,680,000 |
| Annual Percent Change | | 7.7% | 4.3% | 3.6% | 2.7% | 4.8% | 2.8% | 2.3% | 14.5% | 1.6% |
| June 2024 Baseline Forecast | 20,046,000 | 21,967,000 | 22,952,000 | 23,765,000 | 24,412,000 | 25,589,000 | 26,302,000 | 26,560,000 | 30,710,000 | 31,203,000 |
| Percent Change, Baseline vs Alternative | 0.0% | -1.7% | -1.9% | -1.9% | -1.9% | -2.0% | -1.9% | -0.7% | -1.7% | -1.7% |
| June 2024 Alternative Forecast Revenue | | | | | | | | | | |
| | Fiscal Year 2024 | Fiscal Year 2025 | Fiscal Year 2026 | Fiscal Year 2027 | Fiscal Year 2028 | Fiscal Year 2029 | Fiscal Year 2030 | Fiscal Year 2031 | Fiscal Year 2032 | Fiscal Year 2033 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass | 41,976,000 | 49,227,000 | 51,710,000 | 53,240,000 | 54,530,000 | 56,720,000 | 58,370,000 | 60,000,000 | 67,690,000 | 68,760,000 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate | 19,420,000 | 21,712,000 | 23,400,000 | 24,700,000 | 25,930,000 | 27,630,000 | 28,430,000 | 29,220,000 | 33,900,000 | 34,510,000 |
| Gross Toll Revenue: Pay By Mail | 17,755,000 | 17,935,000 | 18,430,000 | 18,620,000 | 18,690,000 | 19,050,000 | 19,610,000 | 20,150,000 | 22,200,000 | 22,500,000 |
| Total Gross Toll Adjusted Gross Toll Revenue | 79,151,000 | 88,874,000 | 93,540,000 | 96,560,000 | 99,150,000 | 103,400,000 | 106,410,000 | 109,370,000 | 123,790,000 | 125,770,000 |
| Good To Go! Pay by Plate Fees and STA Discounts | 1,365,000 | 1,507,000 | 1,612,000 | 1,701,000 | 1,782,000 | 1,901,000 | 1,954,000 | 1,999,000 | 2,338,000 | 2,378,000 |
| Toll Revenue Not Recognized & Unpaid Toll Revenue | (9,199,000) | (6,774,000) | (7,096,000) | (7,232,000) | (7,315,000) | (7,551,000) | (7,763,000) | (7,977,000) | (8,945,000) | (9,021,000) |
| SR 520 Bridge Adjusted Gross Toll Revenue | 73,932,000 | 83,607,000 | 88,056,000 | 91,029,000 | 93,617,000 | 97,750,000 | 100,601,000 | 103,392,000 | 117,183,000 | 119,127,000 |
| June 2024 Alternative Forecast Revenue Variance to Baseline Forecast (Value) | | | | | | | | | | |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass | - | 3,167,000 | 3,772,000 | 3,888,000 | 3,985,000 | 4,150,000 | 4,274,000 | 5,121,000 | 5,137,000 | 5,217,000 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate | - | 1,397,000 | 1,708,000 | 1,803,000 | 1,897,000 | 2,027,000 | 2,083,000 | 2,492,000 | 2,572,000 | 2,617,000 |
| Gross Toll Revenue: Pay By Mail | - | 791,000 | 917,000 | 932,000 | 925,000 | 939,000 | 973,000 | 1,244,000 | 1,159,000 | 1,168,000 |
| Total Gross Toll Adjusted Gross Toll Revenue | - | 5,355,000 | 6,397,000 | 6,623,000 | 6,807,000 | 7,116,000 | 7,330,000 | 8,857,000 | 8,868,000 | 9,002,000 |
| Good To Go! Pay by Plate Fees and STA Discounts | - | (29,000) | (33,000) | (36,000) | (36,000) | (40,000) | (41,000) | (16,000) | (42,000) | (44,000) |
| Toll Revenue Not Recognized & Unpaid Toll Revenue | - | (42,000) | (364,000) | (372,000) | (370,000) | (389,000) | (401,000) | (521,000) | (484,000) | (491,000) |
| SR 520 Bridge Adjusted Gross Toll Revenue | - | 5,284,000 | 6,000,000 | 6,215,000 | 6,401,000 | 6,687,000 | 6,888,000 | 8,320,000 | 8,342,000 | 8,467,000 |
| June 2024 Alternative Forecast Revenue Variance to Baseline Forecast (Percent) | | | | | | | | | | |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass | 0.00% | 6.88% | 7.87% | 7.88% | 7.88% | 7.89% | 7.90% | 9.33% | 8.21% | 8.21% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate | 0.00% | 6.88% | 7.87% | 7.87% | 7.89% | 7.92% | 7.91% | 9.32% | 8.21% | 8.21% |
| Gross Toll Revenue: Pay By Mail | 0.00% | 4.61% | 5.24% | 5.27% | 5.21% | 5.18% | 5.22% | 6.58% | 5.51% | 5.48% |
| Total Gross Toll Adjusted Gross Toll Revenue | 0.00% | 6.41% | 7.34% | 7.36% | 7.37% | 7.39% | 7.40% | 8.81% | 7.72% | 7.71% |
| Good To Go! Pay by Plate Fees and STA Discounts | 0.00% | -1.89% | -2.01% | -2.07% | -1.98% | -2.06% | -2.06% | -0.79% | -1.76% | -1.82% |
| Toll Revenue Not Recognized & Unpaid Toll Revenue | 0.00% | 0.62% | 5.41% | 5.42% | 5.33% | 5.43% | 5.45% | 6.99% | 5.72% | 5.76% |
| SR 520 Bridge Adjusted Gross Toll Revenue | 0.00% | 6.75% | 7.31% | 7.33% | 7.34% | 7.34% | 7.35% | 8.75% | 7.66% | 7.65% |

Calendar Year 2024 Rate Increase schedule

| Date | Milestone |
|------------------------|--|
| March 13, 2024 | Select two rate scenarios for public input and financial sufficiency verification |
| April 17 – May 1, 2024 | Hold online public input survey to inform rate-setting decisions |
| May 2024 WSTC Meeting | Receive financial analysis and select toll rate proposal for public comment period |
| May 22, 2024 | Propose permanent rates (File CR-102) |
| June 30, 2024 | Public input to inform final toll rate proposal |
| July 10, 2024 | Public hearing for permanent toll rate proposal (File SR-103P) |
| August 15, 2024 | Final toll rates take effect |

REVENUE AND RIDERSHIP PROJECTIONS

JUNE 2024 FORECAST

FISCAL YEARS 2024-2033

Prepared for
Washington State Ferries
for Presentation to the
**Transportation Revenue
Forecast Council**

Prepared by
WSP USA

June 17, 2024

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Washington State Ferries

June 2024 Revenue and Ridership Forecasts — Fiscal Years 2024-2033

JUNE 2024 FORECAST NOTES

The fare revenue and ridership projections for Washington State Ferries (WSF) are prepared using a combination of systemwide econometric, time series, and spreadsheet models to forecast monthly ridership and revenue across 10 routes and seven fare categories through fiscal year (FY) 2033.

The seven fare categories include: (1) passenger full fares, (2) passenger multi-ride discount fares, (3) passenger other discount fares, (4) auto/driver full fares, (5) auto multi-ride discount fares, (6) other discount vehicles, and (7) oversize vehicle fares.

In March 2020, the COVID-19 pandemic materially decreased ferry travel, and the rebound in ridership has been variable and extended, reflecting post-pandemic travel patterns, including less frequent use by many customers, combined with reduced and/or uncertain service levels due to ongoing staff attrition and vessel availability.

Since 2000, ridership using multi-ride fare (commuter) discounted fare media designed to benefit frequent users has been declining in absolute volumes and in shares of total passengers and vehicles. Contributing factors include an aging population in ferry-served communities, increased telecommuting (accelerated by the pandemic), and changes that reduced the severability of multi-ride fare media. In recognition of enduring telecommuting trends and reduced frequency of use, the forecast models for multi-ride (commuter) fare categories are continuously refined to capture how the pandemic has resulted in sustained changes to travel patterns.

The June 2024 Forecast incorporates assumptions from the WSF Service Contingency Plan released in January 2024, which acknowledges that vessel and crew shortages will make full service restoration difficult until mid-2028 when new ferries begin to be delivered. Until then, scheduled operations of the Fauntleroy-Vashon-Southworth, Seattle-Bremerton, and Port Townsend-Coupeville routes are expected to continue at reduced service levels. The Anacortes-Sidney, B.C. route is not expected to restart operation until Summer 2030.

The June 2024 Forecast incorporates the latest fares adopted by the Washington State Transportation Commission (WSTC), including fare changes effective on October 1 of 2023 and 2024, with the following assumptions.

- **June (Base) Forecast** – Pairs two 4.25% annual increases plus nickel rounding on October 1, 2023 (FY 2024) and October 1, 2024 (FY2025) along with a temporary 1% additional discount to multi-ride passes that expires on September 30, 2025, after which no further fare changes are assumed.
- **Alternative Forecast** – Combines the base June Forecast assumptions above with 2.5% annual increases each October 1, from 2025 through 2032.

FY 2024 forecast values include actual revenue and ridership through May 2024.

Ridership Impacts

- The June 2024 Forecast incorporates the latest demographic and economic variable projections as well as the most recent actual ridership trends. Overall, the June ridership projections are within 0.5% of the February levels.
- The projections for real personal income were revised slightly downward for the forecast horizon, dampening ridership demand.
- The inflation projections through the forecast horizon are marginally higher, which results in slightly lower real fares, boosting ridership demand.
- The employment projections have been revised slightly upward from FY 2026 onward, resulting in marginally higher ridership demand.
- Real gasoline prices have been revised upward through FY 2026 before trending slightly downward from FY 2027 through the forecast horizon. This decreases vehicle/driver ridership demand in the near-term and increases it longer term.
- Although January was a bit below projections, actual ridership for the most recent four months (February - May 2024) averaged 0.1% above the previous forecast.

Fare and Surcharge Revenue Impacts

- After a slow January, actual revenue collections for February through May 2024 are tracking right on the previous forecast.
- 2023-25 biennium revenues for the June and Alternative Forecasts are expected to be \$375.1 M, \$0.9 M (0.2%) less than in the prior forecast, with \$362.7 M in base fare revenues and in excess of \$12.3 M in surcharges.
- For the 2025-27 biennium, June Forecast revenues of \$413.7 M are \$0.6 M (0.1%) higher than in the February Forecast.
- Alternative Forecast revenues for the same 2025-27 biennium are \$424.3 M, \$0.5 M (0.1%) higher than in February.
- For the remainder of the forecast horizon (FYs 2028-33), projected revenues for the June Forecast have been revised upward between 0.5% and 0.6%, while the Alternative Forecast revenues have been revised upward between 0.4% and 0.5%, compared to February.
- The elimination of youth fares on 10/1/2022 is expected to lower 2023-25 biennium revenue by nearly \$8.3 M under both the June and Alternative Forecasts. For the 2025-27 biennium, the expected youth fare revenue loss is \$8.7 M under the June Forecast and \$8.9 M under the Alternative Forecast.

Washington State Ferries

REVENUE PROJECTIONS | JUNE 2024 FORECAST

4.25% Fare Increases & 1% Multi-Ride Temporary Discounts, October 1, 2023 & 2024 | No Further Fare Increases¹
Fiscal Years 2024-2033

| Fiscal Year | June 2024 Capacity-Constrained Revenue Forecast | Fiscal Year Annual Rate of Change | June Biennium Total | June vs. February Forecast | | | February 2024 Forecast | |
|-------------------|---|-----------------------------------|---------------------|----------------------------|------------------------------------|--------|---------------------------------------|----------------|
| | | | | % Change by Fiscal Year | \$ Change and % Change by Biennium | | Capacity-Constrained Revenue Forecast | Biennium Total |
| 2014 | \$167,441,867 | 3.3% | | | | | | |
| 2015 | \$175,965,750 | 5.1% | \$343,407,617 | | | | | |
| 2016 | \$181,444,863 | 3.1% | | | | | | |
| 2017 | \$186,973,746 | 3.0% | \$368,418,609 | | | | | |
| 2018 | \$192,827,951 | 3.1% | | | | | | |
| 2019 | \$195,268,522 | 1.3% | \$388,096,473 | | | | | |
| 2020 | \$166,825,103 | (14.6%) | | | | | | |
| 2021 | \$155,668,672 | (6.7%) | \$322,493,775 | | | | | |
| 2022 | \$167,212,380 | 7.4% | | | | | | |
| 2023 | \$173,369,230 | 3.7% | \$340,581,610 | | | | | |
| 2024 ² | \$179,956,000 | 3.8% | | (0.1%) | | | \$180,159,000 | |
| 2025 | \$195,109,000 | 8.4% | \$375,065,000 | (0.3%) | (\$859,000) | (0.2%) | \$195,765,000 | \$375,924,000 |
| 2026 | \$202,484,000 | 3.8% | | (0.0%) | | | \$202,536,000 | |
| 2027 | \$211,260,000 | 4.3% | \$413,744,000 | 0.3% | \$600,000 | 0.1% | \$210,608,000 | \$413,144,000 |
| 2028 | \$213,665,000 | 1.1% | | 0.5% | | | \$212,631,000 | |
| 2029 | \$219,208,000 | 2.6% | \$432,873,000 | 0.5% | \$2,043,000 | 0.5% | \$218,199,000 | \$430,830,000 |
| 2030 | \$221,848,000 | 1.2% | | 0.6% | | | \$220,534,000 | |
| 2031 | \$225,239,000 | 1.5% | \$447,087,000 | 0.5% | \$2,522,000 | 0.6% | \$224,031,000 | \$444,565,000 |
| 2032 | \$227,617,000 | 1.1% | | 0.6% | | | \$226,215,000 | |
| 2033 | \$229,413,000 | 0.8% | \$457,030,000 | 0.5% | \$2,556,000 | 0.6% | \$228,259,000 | \$454,474,000 |

¹ The base June 2024 Forecast has 4.25% fare increases on October 1, 2023 (FY 2024) and 2024 (FY 2025), combined with a temporary 1% additional discount in multi-ride fare media ending September 30, 2024, and excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2025.

This June 2024 Forecast also reflects the current and future service levels as outlined in the January 2024 Washington State Ferries Service Contingency Plan.

² FY 2024 includes actual revenue data through May 2024. Light green shaded values denote historical annual data.



Washington State Ferries

REVENUE PROJECTIONS | JUNE 2024 FORECAST

4.25% Fare Increases & 1% Multi-Ride Temporary Discounts, October 1, 2023 & 2024 | No Further Fare Increases¹
Fiscal Years 2024-2033

| Fiscal Year | June 2024 Capacity-Constrained Revenue Forecast | June Biennium Total | Distribution of Revenue to Operating and Capital Programs | | | | | |
|-------------------|---|---------------------|---|------------------------------|-------------------------|-----------------------------|----------------------------------|--------------------------------|
| | | | 25¢ Capital Surcharge Revenue | 25¢ Vessel Surcharge Revenue | Total Surcharge Revenue | Biennium Totals for Capital | Base Fare Revenue for Operations | Biennium Totals for Operations |
| 2014 | \$167,441,867 | | \$3,662,690 | | \$3,662,690 | | \$163,779,177 | |
| 2015 | \$175,965,750 | \$343,407,617 | \$3,894,088 | | \$3,894,088 | \$7,556,778 | \$172,071,662 | \$335,850,839 |
| 2016 | \$181,444,863 | | \$4,007,848 | | \$4,007,848 | | \$177,437,015 | |
| 2017 | \$186,973,746 | \$368,418,609 | \$4,022,681 | | \$4,022,681 | \$8,030,529 | \$182,951,065 | \$360,388,080 |
| 2018 | \$192,827,951 | | \$4,084,581 | | \$4,084,581 | | \$188,743,370 | |
| 2019 | \$195,268,522 | \$388,096,473 | \$3,987,656 | | \$3,987,656 | \$8,072,237 | \$191,280,866 | \$380,024,236 |
| 2020 | \$166,825,103 | | \$3,304,324 | \$378,136 | \$3,682,460 | | \$163,142,643 | |
| 2021 | \$155,668,672 | \$322,493,775 | \$2,737,730 | \$2,726,447 | \$5,464,177 | \$9,146,637 | \$150,204,495 | \$313,347,138 |
| 2022 | \$167,212,380 | | \$2,966,726 | \$2,952,832 | \$5,919,557 | | \$161,292,823 | |
| 2023 | \$173,369,230 | \$340,581,610 | \$3,028,637 | \$3,016,864 | \$6,045,501 | \$11,965,058 | \$167,323,729 | \$328,616,552 |
| 2024 ² | \$179,956,000 | | \$3,021,000 | \$3,021,000 | \$6,042,000 | | \$173,914,000 | |
| 2025 | \$195,109,000 | \$375,065,000 | \$3,153,000 | \$3,153,000 | \$6,306,000 | \$12,348,000 | \$188,803,000 | \$362,717,000 |
| 2026 | \$202,484,000 | | \$3,245,000 | \$3,245,000 | \$6,490,000 | | \$195,994,000 | |
| 2027 | \$211,260,000 | \$413,744,000 | \$3,378,000 | \$3,378,000 | \$6,756,000 | \$13,246,000 | \$204,504,000 | \$400,498,000 |
| 2028 | \$213,665,000 | | \$3,416,000 | \$3,415,000 | \$6,831,000 | | \$206,834,000 | |
| 2029 | \$219,208,000 | \$432,873,000 | \$3,503,000 | \$3,503,000 | \$7,006,000 | \$13,837,000 | \$212,202,000 | \$419,036,000 |
| 2030 | \$221,848,000 | | \$3,541,000 | \$3,540,000 | \$7,081,000 | | \$214,767,000 | |
| 2031 | \$225,239,000 | \$447,087,000 | \$3,574,000 | \$3,573,000 | \$7,147,000 | \$14,228,000 | \$218,092,000 | \$432,859,000 |
| 2032 | \$227,617,000 | | \$3,611,000 | \$3,610,000 | \$7,221,000 | | \$220,396,000 | |
| 2033 | \$229,413,000 | \$457,030,000 | \$3,638,000 | \$3,638,000 | \$7,276,000 | \$14,497,000 | \$222,137,000 | \$442,533,000 |

¹ The base June 2024 Forecast has 4.25% fare increases on October 1, 2023 (FY 2024) and 2024 (FY 2025), combined with a temporary 1% additional discount in multi-ride fare media ending September 30, 2024, and excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2025.

This June 2024 Forecast also reflects the current and future service levels as outlined in the January 2024 Washington State Ferries Service Contingency Plan.

² FY 2024 includes actual revenue data through May 2024. Light green shaded values denote historical annual data.



Washington State Ferries

REVENUE PROJECTIONS | JUNE 2024 ALTERNATIVE FORECAST

4.25% Fare Increases & 1% Multi-Ride Discounts, October 1, 2023 & 2024 | 2.5% Increases each October thereafter (FYs 2026+)¹
Fiscal Years 2024-2033

| Fiscal Year | June 2024 Capacity-Constrained Revenue Forecast | Fiscal Year Annual Rate of Change | June Biennium Total | June vs. February Forecast | | | February 2024 Alternative Forecast | |
|-------------------|---|-----------------------------------|---------------------|----------------------------|------------------------------------|--------|---------------------------------------|----------------|
| | | | | % Change by Fiscal Year | \$ Change and % Change by Biennium | | Capacity-Constrained Revenue Forecast | Biennium Total |
| 2014 | \$167,441,867 | 3.3% | | | | | | |
| 2015 | \$175,965,750 | 5.1% | \$343,407,617 | | | | | |
| 2016 | \$181,444,863 | 3.1% | | | | | | |
| 2017 | \$186,973,746 | 3.0% | \$368,418,609 | | | | | |
| 2018 | \$192,827,951 | 3.1% | | | | | | |
| 2019 | \$195,268,522 | 1.3% | \$388,096,473 | | | | | |
| 2020 | \$166,825,103 | (14.6%) | | | | | | |
| 2021 | \$155,668,672 | (6.7%) | \$322,493,775 | | | | | |
| 2022 | \$167,212,380 | 7.4% | | | | | | |
| 2023 | \$173,369,230 | 3.7% | \$340,581,610 | | | | | |
| 2024 ² | \$179,956,000 | 3.8% | | (0.1%) | | | \$180,159,000 | |
| 2025 | \$195,109,000 | 8.4% | \$375,065,000 | (0.3%) | (\$859,000) | (0.2%) | \$195,765,000 | \$375,924,000 |
| 2026 | \$205,653,000 | 5.4% | | (0.0%) | | | \$205,698,000 | |
| 2027 | \$218,680,000 | 6.3% | \$424,333,000 | 0.3% | \$513,000 | 0.1% | \$218,122,000 | \$423,820,000 |
| 2028 | \$225,573,000 | 3.2% | | 0.4% | | | \$224,635,000 | |
| 2029 | \$235,877,000 | 4.6% | \$461,450,000 | 0.4% | \$1,907,000 | 0.4% | \$234,908,000 | \$459,543,000 |
| 2030 | \$243,334,000 | 3.2% | | 0.5% | | | \$242,142,000 | |
| 2031 | \$251,889,000 | 3.5% | \$495,223,000 | 0.4% | \$2,280,000 | 0.5% | \$250,801,000 | \$492,943,000 |
| 2032 | \$259,738,000 | 3.1% | | 0.5% | | | \$258,482,000 | |
| 2033 | \$267,461,000 | 3.0% | \$527,199,000 | 0.4% | \$2,412,000 | 0.5% | \$266,305,000 | \$524,787,000 |

¹ The June 2024 Alternative Forecast has 4.25% fare increases on October 1, 2023 (FY 2024) and 2024 (FY 2025), combined with a temporary 1% additional discount in multi-ride fare media ending September 30, 2024, followed by annual 2.5% fare increases thereafter, starting on October 1, 2025 (FY 2026) and continuing through October 1, 2032 (FY 2033). This June 2024 Forecast also reflects the current and future service levels as outlined in the January 2024 Washington State Ferries Service Contingency Plan.

² FY 2024 includes actual revenue data through May 2024. Light green shaded values denote historical annual data.



Washington State Ferries

REVENUE PROJECTIONS | JUNE 2024 ALTERNATIVE FORECAST

4.25% Fare Increases & 1% Multi-Ride Discounts, October 1, 2023 & 2024 | 2.5% Increases each October thereafter (FYs 2026+)¹
Fiscal Years 2024-2033

| Fiscal Year | June 2024 Capacity-Constrained Revenue Forecast | June Biennium Total | Distribution of Revenue to Operating and Capital Programs | | | | | |
|-------------------|---|---------------------|---|------------------------------|-------------------------|-----------------------------|----------------------------------|--------------------------------|
| | | | 25¢ Capital Surcharge Revenue | 25¢ Vessel Surcharge Revenue | Total Surcharge Revenue | Biennium Totals for Capital | Base Fare Revenue for Operations | Biennium Totals for Operations |
| 2014 | \$167,441,867 | | \$3,662,690 | | \$3,662,690 | | \$163,779,177 | |
| 2015 | \$175,965,750 | \$343,407,617 | \$3,894,088 | | \$3,894,088 | \$7,556,778 | \$172,071,662 | \$335,850,839 |
| 2016 | \$181,444,863 | | \$4,007,848 | | \$4,007,848 | | \$177,437,015 | |
| 2017 | \$186,973,746 | \$368,418,609 | \$4,022,681 | | \$4,022,681 | \$8,030,529 | \$182,951,065 | \$360,388,080 |
| 2018 | \$192,827,951 | | \$4,084,581 | | \$4,084,581 | | \$188,743,370 | |
| 2019 | \$195,268,522 | \$388,096,473 | \$3,987,656 | | \$3,987,656 | \$8,072,237 | \$191,280,866 | \$380,024,236 |
| 2020 | \$166,825,103 | | \$3,304,324 | \$378,136 | \$3,682,460 | | \$163,142,643 | |
| 2021 | \$155,668,672 | \$322,493,775 | \$2,737,730 | \$2,726,447 | \$5,464,177 | \$9,146,637 | \$150,204,495 | \$313,347,138 |
| 2022 | \$167,212,380 | | \$2,966,726 | \$2,952,832 | \$5,919,557 | | \$161,292,823 | |
| 2023 | \$173,369,230 | \$340,581,610 | \$3,028,637 | \$3,016,864 | \$6,045,501 | \$11,965,058 | \$167,323,729 | \$328,616,552 |
| 2024 ² | \$179,956,000 | | \$3,021,000 | \$3,021,000 | \$6,042,000 | | \$173,914,000 | |
| 2025 | \$195,109,000 | \$375,065,000 | \$3,153,000 | \$3,153,000 | \$6,306,000 | \$12,348,000 | \$188,803,000 | \$362,717,000 |
| 2026 | \$205,653,000 | | \$3,235,000 | \$3,235,000 | \$6,470,000 | | \$199,183,000 | |
| 2027 | \$218,680,000 | \$424,333,000 | \$3,350,000 | \$3,349,000 | \$6,699,000 | \$13,169,000 | \$211,981,000 | \$411,164,000 |
| 2028 | \$225,573,000 | | \$3,369,000 | \$3,368,000 | \$6,737,000 | | \$218,836,000 | |
| 2029 | \$235,877,000 | \$461,450,000 | \$3,437,000 | \$3,436,000 | \$6,873,000 | \$13,610,000 | \$229,004,000 | \$447,840,000 |
| 2030 | \$243,334,000 | | \$3,457,000 | \$3,456,000 | \$6,913,000 | | \$236,421,000 | |
| 2031 | \$251,889,000 | \$495,223,000 | \$3,474,000 | \$3,473,000 | \$6,947,000 | \$13,860,000 | \$244,942,000 | \$481,363,000 |
| 2032 | \$259,738,000 | | \$3,494,000 | \$3,493,000 | \$6,987,000 | | \$252,751,000 | |
| 2033 | \$267,461,000 | \$527,199,000 | \$3,506,000 | \$3,505,000 | \$7,011,000 | \$13,998,000 | \$260,450,000 | \$513,201,000 |

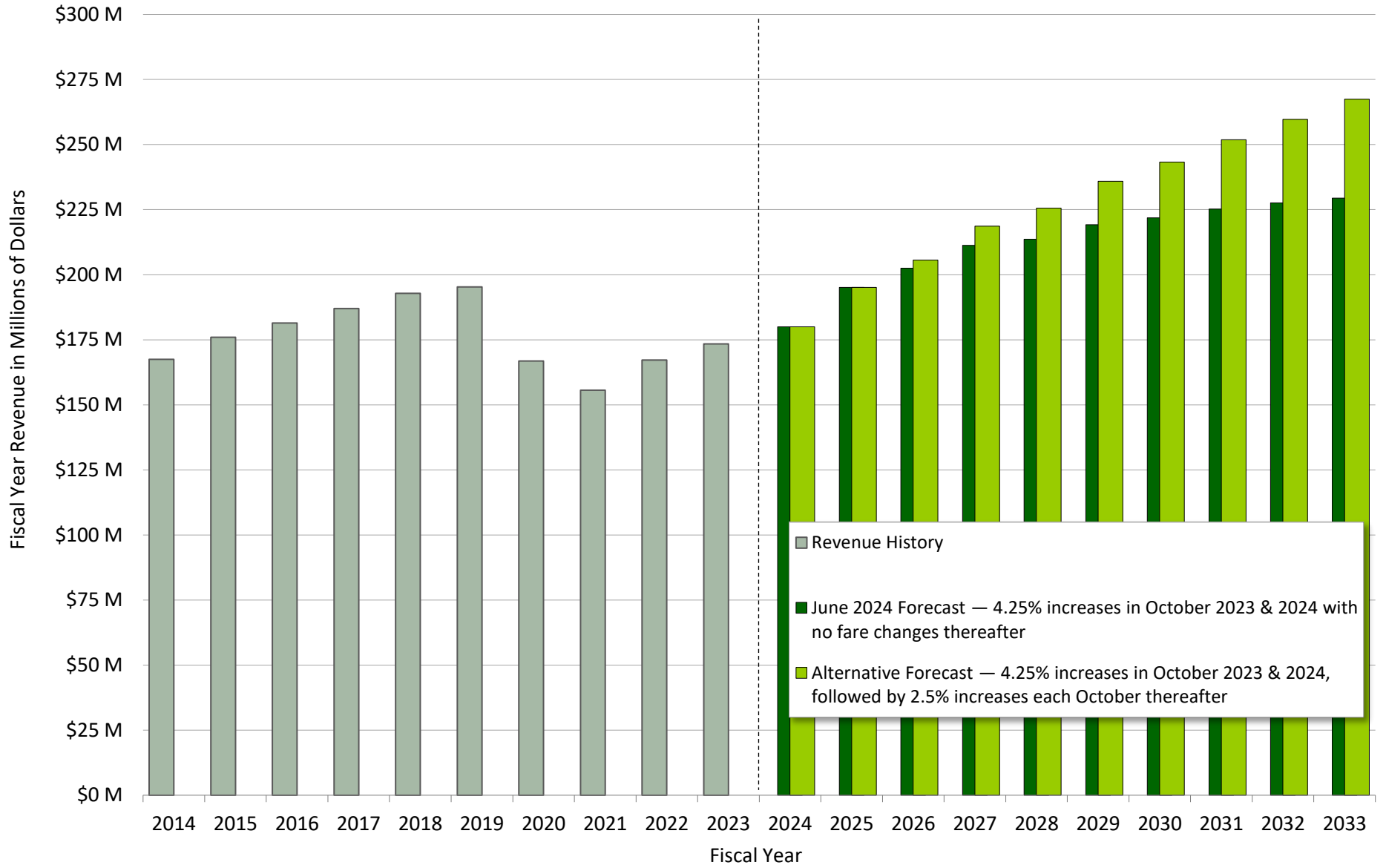
¹ The June 2024 Alternative Forecast has 4.25% fare increases on October 1, 2023 (FY 2024) and 2024 (FY 2025), combined with a temporary 1% additional discount in multi-ride fare media ending September 30, 2024, followed by annual 2.5% fare increases thereafter, starting on October 1, 2025 (FY 2026) and continuing through October 1, 2032 (FY 2033). This June 2024 Forecast also reflects the current and future service levels as outlined in the January 2024 Washington State Ferries Service Contingency Plan.

² FY 2024 includes actual revenue data through May 2024. Light green shaded values denote historical annual data.



Washington State Ferries — Revenue History and Forecast Trends

June 2024 Forecast – Fiscal Years 2014-2033



Washington State Ferries

RIDERSHIP PROJECTIONS | JUNE 2024 FORECAST

4.25% Fare Increases & 1% Multi-Ride Temporary Discounts, October 1, 2023 & 2024 | No Further Fare Increases¹
Fiscal Years 2024-2033

| Fiscal Year | June 2024 Unconstrained Demand Forecast* | June 2024 Forecast — Capacity-Constrained Ridership | | | | February 2024 Forecast | |
|-------------------|--|---|--------------------------|-----------------|-----------------------|------------------------|-----------------------|
| | | Passenger Ridership | Vehicle/Driver Ridership | Total Ridership | Annual Rate of Change | Total Ridership | June 2024 vs February |
| 2014 | | 12,696,936 | 10,154,905 | 22,851,841 | 2.0% | | |
| 2015 | | 13,270,874 | 10,387,368 | 23,658,242 | 3.5% | | |
| 2016 | | 13,523,385 | 10,559,240 | 24,082,625 | 1.8% | | |
| 2017 | | 13,669,834 | 10,544,735 | 24,214,569 | 0.5% | | |
| 2018 | | 13,856,444 | 10,707,373 | 24,563,817 | 1.4% | | |
| 2019 | | 13,699,985 | 10,555,460 | 24,255,445 | (1.3%) | | |
| 2020 | | 10,358,348 | 8,096,896 | 18,455,244 | (23.9%) | | |
| 2021 | | 6,903,479 | 8,397,508 | 15,300,987 | (17.1%) | | |
| 2022 | | 8,556,417 | 8,599,688 | 17,156,105 | 12.1% | | |
| 2023 | | 9,298,259 | 8,943,286 | 18,241,545 | 6.3% | 18,241,545 | 0.0% |
| 2024 ² | 19,077,000 | 9,938,000 | 9,019,000 | 18,957,000 | 3.9% | 19,005,000 | (0.3%) |
| 2025 | 20,160,000 | 10,485,000 | 9,322,000 | 19,807,000 | 4.5% | 19,852,000 | (0.2%) |
| 2026 | 20,980,000 | 10,926,000 | 9,513,000 | 20,439,000 | 3.2% | 20,440,000 | (0.0%) |
| 2027 | 21,569,000 | 11,334,000 | 9,884,000 | 21,218,000 | 3.8% | 21,171,000 | 0.2% |
| 2028 | 21,864,000 | 11,486,000 | 9,981,000 | 21,467,000 | 1.2% | 21,407,000 | 0.3% |
| 2029 | 22,232,000 | 11,745,000 | 10,232,000 | 21,977,000 | 2.4% | 21,886,000 | 0.4% |
| 2030 | 22,503,000 | 11,883,000 | 10,332,000 | 22,215,000 | 1.1% | 22,104,000 | 0.5% |
| 2031 | 22,712,000 | 11,989,000 | 10,411,000 | 22,400,000 | 0.8% | 22,323,000 | 0.3% |
| 2032 | 22,997,000 | 12,163,000 | 10,488,000 | 22,651,000 | 1.1% | 22,535,000 | 0.5% |
| 2033 | 23,230,000 | 12,272,000 | 10,556,000 | 22,828,000 | 0.8% | 22,743,000 | 0.4% |

¹ The base June 2024 Forecast has 4.25% fare increases on October 1, 2023 (FY 2024) and 2024 (FY 2025), combined with a temporary 1% additional discount in multi-ride fare media ending September 30, 2024, and excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2025.

This June 2024 Forecast also reflects the current and future service levels as outlined in the January 2024 Washington State Ferries Service Contingency Plan.

² FY 2024 includes actual ridership data through May 2024. Light green shaded values denote historical annual data.

* Demand projections before adjustments for vehicle space vessel capacity constraints.



Washington State Ferries

RIDERSHIP PROJECTIONS | JUNE 2024 ALTERNATIVE FORECAST

4.25% Fare Increases & 1% Multi-Ride Discounts, October 1, 2023 & 2024 | 2.5% Increases each October thereafter (FYs 2026+)¹
Fiscal Years 2024-2033

| Fiscal Year | June 2024 Unconstrained Demand Forecast* | June 2024 Alternative Forecast — Capacity-Constrained Ridership | | | | February 2024 Alternative Forecast | |
|-------------------|--|---|--------------------------|-----------------|-----------------------|------------------------------------|-----------------------|
| | | Passenger Ridership | Vehicle/Driver Ridership | Total Ridership | Annual Rate of Change | Total Ridership | June 2024 vs February |
| 2014 | | 12,696,936 | 10,154,905 | 22,851,841 | 2.0% | | |
| 2015 | | 13,270,874 | 10,387,368 | 23,658,242 | 3.5% | | |
| 2016 | | 13,523,385 | 10,559,240 | 24,082,625 | 1.8% | | |
| 2017 | | 13,669,834 | 10,544,735 | 24,214,569 | 0.5% | | |
| 2018 | | 13,856,444 | 10,707,373 | 24,563,817 | 1.4% | | |
| 2019 | | 13,699,985 | 10,555,460 | 24,255,445 | (1.3%) | | |
| 2020 | | 10,358,348 | 9,020,899 | 19,379,247 | (20.1%) | | |
| 2021 | | 6,903,479 | 8,397,508 | 15,300,987 | (21.0%) | | |
| 2022 | | 8,556,417 | 8,599,688 | 17,156,105 | 12.1% | | |
| 2023 | | 9,298,259 | 8,943,286 | 18,241,545 | 6.3% | 18,241,545 | 0.0% |
| 2024 ² | 19,077,000 | 9,938,000 | 9,019,000 | 18,957,000 | 3.9% | 19,005,000 | (0.3%) |
| 2025 | 20,160,000 | 10,485,000 | 9,322,000 | 19,807,000 | 4.5% | 19,852,000 | (0.2%) |
| 2026 | 20,903,000 | 10,877,000 | 9,492,000 | 20,369,000 | 2.8% | 20,369,000 | 0.0% |
| 2027 | 21,356,000 | 11,203,000 | 9,816,000 | 21,019,000 | 3.2% | 20,977,000 | 0.2% |
| 2028 | 21,513,000 | 11,273,000 | 9,870,000 | 21,143,000 | 0.6% | 21,090,000 | 0.3% |
| 2029 | 21,743,000 | 11,444,000 | 10,073,000 | 21,517,000 | 1.8% | 21,430,000 | 0.4% |
| 2030 | 21,884,000 | 11,501,000 | 10,134,000 | 21,635,000 | 0.5% | 21,537,000 | 0.5% |
| 2031 | 21,971,000 | 11,530,000 | 10,181,000 | 21,711,000 | 0.4% | 21,644,000 | 0.3% |
| 2032 | 22,115,000 | 11,618,000 | 10,221,000 | 21,839,000 | 0.6% | 21,740,000 | 0.5% |
| 2033 | 22,200,000 | 11,640,000 | 10,262,000 | 21,902,000 | 0.3% | 21,827,000 | 0.3% |

¹ The June 2024 Alternative Forecast has 4.25% fare increases on October 1, 2023 (FY 2024) and 2024 (FY 2025), combined with a temporary 1% additional discount in multi-ride fare media ending September 30, 2024, and excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2025.

This June 2024 Forecast also reflects the current and future service levels as outlined in the January 2024 Washington State Ferries Service Contingency Plan.

² FY 2024 includes actual ridership data through May 2024. Light green shaded values denote historical annual data.

* Demand projections before adjustments for vehicle space vessel capacity constraints.



Washington State Ferries — Ridership History and Forecast Trends

June 2024 Forecast – Fiscal Years 2014-2033

