# Transportation Revenue Forecast Council 

# March 2023 Transportation Economic and Revenue Forecasts 

Volume II: Detailed Forecast Tables

## Transportation Revenue Forecast Council March 2023

- Motor Fuel Tax Revenue Forecast ..................................................................II-3
- Motor Vehicle Related Revenue Forecast (Licenses, Permits, \& Fees) .................II-24
- Driver Related Revenue Forecast .....................................................................II-44
- Other Transportation Related Revenue Forecast .................................................II-53
- Washington State Ferries Ridership and Revenue Forecast ..................................It-62
- Toll Operations and Revenue Forecast ................................................................It68
- Federal Funds Forecast ....................................................................................II-82


## Motor Vehicle Fuel Tax Revenue Forecast March 2023

Contact: Scott Smith, Washington State Department of Transportation, 360-705-7991, smithsc@wsdot.wa.gov

## Transportation Revenue Forecast Council

Table A. 1. Washington Motor Fuel Consumption Fiscal Year Forecast
March 2023

|  |  |  |  |  |  |  | Current Biennia |  | 2024 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |  |
| Million Gallons |  |  |  |  |  |  |  |  |  |
| Gasoline (March 2023 Forecast) | 2,844 | 2,887 | 2,966 | 2,905 | 2,734 | 2,494 | 2,668 | 2,649 | 2,654 |
| Annual Percentage Change | 3.1\% | 1.5\% | 2.8\% | -2.1\% | -5.9\% | -8.8\% | 7.0\% | -0.7\% | 0.2\% |
| Gasoline (Nov. 2022 Forecast) | 2,844 | 2,887 | 2,966 | 2,905 | 2,734 | 2,494 | 2,668 | 2,697 | 2,744 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | -1.8\% | -3.3\% |
| Diesel (March 2023 Forecast) | 676.2 | 675 | 678 | 689 | 710 | 726 | 778 | 765 | 740 |
| Annual Percentage Change | 2.0\% | -0.2\% | 0.5\% | 1.5\% | 3.1\% | 2.2\% | 7.1\% | -1.6\% | -3.3\% |
| Diesel (Nov. 2022 Forecast) | 676.2 | 675 | 678 | 689 | 710 | 726 | 778 | 807 | 783 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | -5.2\% | -5.4\% |
| Total Motor Fuel (March 2023 Forecast) | 3,520 | 3,562 | 3,645 | 3,593 | 3,444 | 3,220 | 3,445 | 3,414 | 3,394 |
| Annual Percentage Change | 2.9\% | 1.2\% | 2.3\% | -1.4\% | -4.2\% | -6.5\% | 7.0\% | -0.9\% | -0.6\% |
| Total Motor Fuel (Nov. 2022 Forecast) | 3,520 | 3,562 | 3,645 | 3,593 | 3,444 | 3,220 | 3,445 | 3,504 | 3,527 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | -2.6\% | -3.8\% |
|  |  |  |  |  |  |  |  |  |  |


|  | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Million Gallons |  |  |  |  |  |  |  |  |  |
| Gasoline (March 2023 Forecast) | 2,672 | 2,694 | 2,713 | 2,736 | 2,757 | 2,777 | 2,798 | 2,818 | 2,838 |
| Annual Percentage Change | 0.7\% | 0.8\% | 0.7\% | 0.8\% | 0.8\% | 0.7\% | 0.7\% | 0.7\% | 0.7\% |
| Gasoline (Nov. 2022 Forecast) | 2,766 | 2,789 | 2,809 | 2,832 | 2,854 | 2,875 | 2,896 | 2,917 | 2,938 |
| Percentage Change, March 2023 vs Nov. 2022 | -3.4\% | -3.4\% | -3.4\% | -3.4\% | -3.4\% | -3.4\% | -3.4\% | -3.4\% | -3.4\% |
| Diesel (March 2023 Forecast) | 752 | 764 | 776 | 787 | 799 | 811 | 823 | 835 | 847 |
| Annual Percentage Change | 1.6\% | 1.6\% | 1.5\% | 1.5\% | 1.5\% | 1.5\% | 1.4\% | 1.5\% | 1.4\% |
| Diesel (Nov. 2022 Forecast) | 795 | 808 | 820 | 833 | 845 | 858 | 870 | 883 | 895 |
| Percentage Change, March 2023 vs Nov. 2022 | -5.4\% | -5.4\% | -5.4\% | -5.4\% | -5.4\% | -5.4\% | -5.4\% | -5.4\% | -5.4\% |
| Total Motor Fuel (March 2023 Forecast) | 3,424 | 3,458 | 3,489 | 3,523 | 3,556 | 3,588 | 3,620 | 3,653 | 3,685 |
| Annual Percentage Change | 0.9\% | 1.0\% | 0.9\% | 1.0\% | 0.9\% | 0.9\% | 0.9\% | 0.9\% | 0.9\% |
| Total Motor Fuel (Nov. 2022 Forecast) | 3,562 | 3,596 | 3,629 | 3,665 | 3,699 | 3,733 | 3,766 | 3,800 | 3,833 |
| Percentage Change, March 2023 vs Nov. 2022 | -3.9\% | -3.9\% | -3.9\% | -3.9\% | -3.9\% | -3.9\% | -3.9\% | -3.9\% | -3.9\% |

Transportation Revenue Forecast Council
Table A. 2. Motor Vehicle Fuel Tax Forecast to Forecast Biennial Comparison
Based on Month of Collection
March 2023
These will not match biennial totals in Table A.4. because these totals are by month of collection while the Table A. 4 biennial comparison tables are by month of distribution.

| COLLECTIONS | 2015-2017 <br> Biennium <br> March 2023 | 2015-2017 |  |  | 2017-2019 2017-2019 |  |  | Difference | Percent |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Biennium November 2022 |  | Difference Value | Percent | Biennium <br> March 2023 | Biennium November 2022 |  |  |
| Gross Fuel Tax | \$3,276,978,445 | \$3,276,978,445 |  | \$0 | 0.00\% | \$3,584,228,315 | \$3,584,228,315 | \$0 | 0.00\% |
| Gross Gasoline Tax | \$2,650,208,450 | 2,650,208,450 |  | 0 | 0.00\% | \$2,904,224,038 | 2,904,224,038 | 0 | 0.00\% |
| Gross Special Fuel Tax | \$626,769,994 | 626,769,994 |  | 0 | 0.00\% | \$680,004,277 | 680,004,277 | 0 | 0.00\% |
| Less: Refunds and Transfers | \$186,475,810 | 186,475,810 |  | 0 | 0.00\% | \$228,867,785 | 228,867,785 | 0 | 0.00\% |
| Less: Distributions for Local Uses | \$272,229,174 | 272,229,174 |  | 0 | 0.00\% | \$276,758,831 | 276,758,831 | 0 | 0.00\% |
| Less: Distributions for State Uses | \$137,427,204 | 137,427,204 |  | 0 | 0.00\% | \$141,446,939 | 141,446,939 | 0 | 0.00\% |
| Less: MVFT Distributions to Cities \& Counties | \$494,272,481 | 494,272,481 |  | 0 | 0.00\% | \$500,775,425 | 500,775,425 | 0 | 0.00\% |
| Net to Nickel Account | \$331,447,345 | 331,447,345 |  | 0 | 0.00\% | \$339,023,154 | 339,023,154 | 0 | 0.00\% |
| Net to Transportation Partnership Account | \$563,460,752 | 563,460,752 |  | 0 | 0.00\% | \$572,836,252 | 572,836,252 | 0 | 0.00\% |
| Net to Connecting Washington Account | \$539,140,290 | 539,140,290 |  | 0 | 0.00\% | \$801,970,375 | 801,970,375 | 0 | 0.00\% |
| Net to Motor Vehicle Fund | \$752,525,389 | \$752,525,389 |  | \$0 | 0.00\% | \$722,549,553 | \$722,549,553 | \$0 | 0.00\% |
|  | 2019-2021 <br> Biennium <br> March 2023 | 2019-2021 <br> Biennium November 2022 | Difference Value |  | Percent | 2021-2023 <br> Biennium March 2023 | $\begin{gathered} 2021-2023 \\ \text { Biennium } \\ \text { November } 2022 \end{gathered}$ | $\begin{gathered} \text { Difference } \\ \text { Value } \\ \hline \end{gathered}$ | Percent |
| Gross Fuel Tax | \$3,268,363,733 | \$3,268,363,733 |  | \$0 | 0.00\% | \$3,394,030,300 | \$3,442,827,900 | (\$48,797,600) | -1.42\% |
| Gross Gasoline Tax | \$2,559,471,112 | 2,559,471,112 |  | 0 | 0.00\% | \$2,631,869,900 | 2,657,988,600 | $(26,118,700)$ | -0.98\% |
| Gross Special Fuel Tax | \$708,892,620 | 708,892,620 |  | 0 | 0.00\% | \$762,160,500 | 784,839,300 | $(22,678,800)$ | -2.89\% |
| Less: Refunds and Transfers | \$239,088,017 | 239,088,017 |  | 0 | 0.00\% | \$264,160,100 | 265,456,600 | $(1,296,500)$ | -0.49\% |
| Less: Distributions for Local Uses | \$252,290,540 | 252,290,540 |  | 0 | 0.00\% | \$258,245,700 | 261,808,500 | $(3,562,800)$ | -1.36\% |
| Less: Distributions for State Uses | \$127,539,617 | 127,539,617 |  | 0 | 0.00\% | \$131,053,000 | 133,119,600 | $(2,066,600)$ | -1.55\% |
| Less: MVFT Distributions to Cities \& Counties | \$457,466,369 | 457,466,369 |  | 0 | 0.00\% | \$467,037,300 | 473,247,200 | $(6,209,900)$ | -1.31\% |
| Net to Nickel Account | \$307,171,450 | 307,171,450 |  | 0 | 0.00\% | \$314,422,100 | 318,759,900 | $(4,337,800)$ | -1.36\% |
| Net to Transportation Partnership Account | \$522,191,710 | 522,191,710 |  | 0 | 0.00\% | \$534,517,800 | 541,892,000 | $(7,374,200)$ | -1.36\% |
| Net to Connecting Washington Account | \$731,068,050 | 731,068,050 |  | 0 | 0.00\% | \$748,324,500 | 758,648,400 | $(10,323,900)$ | -1.36\% |
| Net to Motor Vehicle Fund | \$631,547,979 | \$631,547,979 |  | \$0 | 0.00\% | \$676,269,800 | \$689,895,700 | (\$13,625,900) | -1.98\% |
|  | 2023-2025 <br> Biennium <br> March 2023 | $\begin{gathered} \text { 2023-2025 } \\ \text { Biennium } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference Value |  | Percent | 2025-2027 <br> Biennium <br> March 2023 | 2025-2027 Biennium November 2022 | Difference Value Value | Percent |
| Gross Fuel Tax | \$3,369,625,300 | \$3,504,733,600 |  | (\$135,108,300) | -3.86\% | \$3,435,262,400 | \$3,573,176,200 | (\$137,913,800) | -3.86\% |
| Gross Gasoline Tax | \$2,631,271,600 | 2,723,989,000 |  | $(92,717,400)$ | -3.40\% | \$2,673,556,700 | 2,767,741,300 | $(94,184,600)$ | -3.40\% |
| Gross Special Fuel Tax | \$738,353,800 | 780,744,600 |  | $(42,390,800)$ | -5.43\% | \$761,705,700 | 805,435,000 | $(43,729,300)$ | -5.43\% |
| Less: Refunds and Transfers | \$246,479,500 | 251,441,000 |  | $(4,961,500)$ | -1.97\% | \$250,242,100 | 255,358,700 | $(5,116,600)$ | -2.00\% |
| Less: Distributions for Local Uses | \$257,954,300 | 268,634,500 |  | $(10,680,200)$ | -3.98\% | \$262,942,700 | 273,971,500 | $(11,028,800)$ | -4.03\% |
| Less: Distributions for State Uses | \$132,434,100 | 137,917,300 |  | $(5,483,200)$ | -3.98\% | \$134,995,200 | 140,657,400 | $(5,662,200)$ | -4.03\% |
| Less: MVFT Distributions to Cities \& Counties | \$465,354,200 | 484,681,700 |  | $(19,327,500)$ | -3.99\% | \$474,734,500 | 494,692,900 | $(19,958,400)$ | -4.03\% |
| Net to Nickel Account | \$314,067,200 | 327,070,700 |  | $(13,003,500)$ | -3.98\% | \$320,140,900 | 333,568,700 | $(13,427,800)$ | -4.03\% |
| Net to Transportation Partnership Account | \$533,914,600 | 556,020,400 |  | $(22,105,800)$ | -3.98\% | \$544,239,800 | 567,067,200 | $(22,827,400)$ | -4.03\% |
| Net to Connecting Washington Account | \$747,480,100 | 778,428,200 |  | $(30,948,100)$ | -3.98\% | \$761,935,300 | 793,893,700 | $(31,958,400)$ | -4.03\% |
| Net to Motor Vehicle Fund | \$671,941,400 | \$700,539,900 | \$ | $(28,598,500)$ | -4.08\% | \$686,032,000 | \$713,966,000 | (\$27,934,000) | -3.91\% |

## Transportation Revenue Forecast Council

Table A. 2. Motor Vehicle Fuel Tax Forecast to Forecast Biennial Comparison
Based on Month of Collection
March 2023
These will not match biennial totals in Table A.4. because these totals are by month of collection while the Table A. 4 biennial comparison tables are by month of distribution.

|  | 2027-2029 <br> Biennium <br> March 2023 | $\begin{gathered} \text { 2027-2029 } \\ \text { Biennium } \\ \text { November } 2022 \end{gathered}$ | Difference Value | Percent | 2029-2031 <br> Biennium <br> March 2023 | $\begin{gathered} \text { 2029-2031 } \\ \text { Biennium } \\ \text { November } 2022 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Difference } \\ \text { Value } \\ \hline \end{gathered}$ | Percent |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross Fuel Tax | \$3,499,944,800 | \$3,640,626,400 | (\$140,681,600) | -3.86\% | \$3,563,872,900 | \$3,707,318,900 | (\$143,446,000) | -3.87\% |
| Gross Gasoline Tax | \$2,714,971,300 | 2,810,594,900 | $(95,623,600)$ | -3.40\% | \$2,755,634,000 | 2,852,682,500 | $(97,048,500)$ | -3.40\% |
| Gross Special Fuel Tax | \$784,973,500 | 830,031,400 | $(45,057,900)$ | -5.43\% | \$808,238,800 | 854,636,400 | $(46,397,600)$ | -5.43\% |
| Less: Refunds and Transfers | \$254,036,500 | 259,267,100 | $(5,230,600)$ | -2.02\% | \$257,988,400 | 263,337,600 | $(5,349,200)$ | -2.03\% |
| Less: Distributions for Local Uses | \$267,976,200 | 279,226,000 | $(11,249,800)$ | -4.03\% | \$273,172,600 | 284,652,300 | $(11,479,700)$ | -4.03\% |
| Less: Distributions for State Uses | \$137,579,400 | 143,355,000 | $(5,775,600)$ | -4.03\% | \$140,247,200 | 146,140,900 | $(5,893,700)$ | -4.03\% |
| Less: MVFT Distributions to Cities \& Counties | \$484,196,200 | 504,554,500 | $(20,358,300)$ | -4.03\% | \$493,599,900 | 514,374,300 | (20,774,400) | -4.04\% |
| Net to Nickel Account | \$326,269,200 | 339,966,200 | $(13,697,000)$ | -4.03\% | \$332,595,900 | 346,572,900 | $(13,977,000)$ | -4.03\% |
| Net to Transportation Partnership Account | \$554,657,900 | 577,942,800 | $(23,284,900)$ | -4.03\% | \$565,413,400 | 589,174,100 | $(23,760,700)$ | -4.03\% |
| Net to Connecting Washington Account | \$776,520,800 | 809,119,500 | $(32,598,700)$ | -4.03\% | \$791,578,400 | 824,843,400 | $(33,265,000)$ | -4.03\% |
| Net to Motor Vehicle Fund | \$698,708,500 | \$727,195,100 | (\$28,486,600) | -3.92\% | \$709,277,000 | \$738,223,100 | (\$28,946,100) | -3.92\% |
|  | 2031-2033 <br> Biennium <br> March 2023 | 2031-2033 <br> Biennium November 2022 | $\begin{gathered} \text { Difference } \\ \text { Value } \\ \hline \end{gathered}$ | Percent |  |  |  |  |
| Gross Fuel Tax | \$3,595,675,200 | \$3,740,515,200 | (\$144,840,000) | -3.87\% |  |  |  |  |
| Gross Gasoline Tax | \$2,775,744,500 | 2,873,489,400 | $(97,744,900)$ | -3.40\% |  |  |  |  |
| Gross Special Fuel Tax | \$819,930,600 | 867,025,800 | $(47,095,200)$ | -5.43\% |  |  |  |  |
| Less: Refunds and Transfers | \$259,874,500 | 265,281,700 | $(5,407,200)$ | -2.04\% |  |  |  |  |
| Less: Distributions for Local Uses | \$275,652,200 | 287,243,200 | $(11,591,000)$ | -4.04\% |  |  |  |  |
| Less: Distributions for State Uses | \$141,520,200 | 147,471,100 | $(5,950,900)$ | -4.04\% |  |  |  |  |
| Less: MVFT Distributions to Cities \& Counties | \$498,087,200 | 519,062,900 | $(20,975,700)$ | -4.04\% |  |  |  |  |
| Net to Nickel Account | \$335,615,000 | 349,727,300 | $(14,112,300)$ | -4.04\% |  |  |  |  |
| Net to Transportation Partnership Account | \$570,545,800 | 594,536,800 | $(23,991,000)$ | -4.04\% |  |  |  |  |
| Net to Connecting Washington Account | \$798,763,700 | 832,351,100 | $(33,587,400)$ | -4.04\% |  |  |  |  |
| Net to Motor Vehicle Fund | \$715,616,300 | \$744,840,900 | (\$29,224,600) | -3.92\% |  |  |  |  |

Transportation Revenue Forecast Council
Table A. 3. Motor Vehicle Fuel Tax Forecast By Fiscal Year
Based on Month of Collection

## March 2023

These fiscal year totals will not match the fiscal year totals in Table A.5. because these totals are by month of collection while the totals in Table A. 5 are by month of distribution.

| COLLECTIONS | Fiscal Year 2016 | Fiscal Year 2017 | $\begin{gathered} \text { Fiscal Year } \\ 2018 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2019 \end{gathered}$ | Fiscal Year 2020 | Fiscal Year 2021 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross Fuel Tax | \$1,516,105,371 | \$1,760,873,074 | \$1,777,088,026 | \$1,807,140,289 | \$1,655,628,104 | \$1,612,735,629 |
| Gross Gasoline Tax | 1,229,760,030 | 1,420,448,421 | 1,446,709,688 | 1,457,514,350 | 1,313,694,377 | 1,245,776,735 |
| Gross Special Fuel Tax | 286,345,341 | 340,424,653 | 330,378,338 | 349,625,939 | 341,933,726 | 366,958,894 |
| Less: Refunds and Transfers | 83,974,003 | 102,501,807 | 107,579,132 | 121,288,654 | 117,854,069 | 121,233,948 |
| Less: Distributions for Local Uses | 135,398,336 | 136,830,838 | 139,994,701 | 136,764,131 | 130,812,313 | 121,478,227 |
| Less: Distributions for State Uses | 67,254,201 | 70,173,003 | 71,645,737 | 69,801,202 | 66,895,037 | 60,644,580 |
| Less: MVFT Distributions to Cities \& Counties | 246,931,745 | 247,340,736 | 253,217,854 | 247,557,571 | 236,990,190 | 220,476,179 |
| Net to Nickel Account | 164,851,615 | 166,595,730 | 170,447,830 | 168,575,324 | 159,267,993 | 147,903,457 |
| Net to Transportation Partnership Account | 280,247,878 | 283,212,874 | 289,761,447 | 283,074,804 | 270,755,715 | 251,435,995 |
| Net to Connecting Washington Account | 170,664,869 | 368,475,421 | 405,665,835 | 396,304,540 | 379,057,822 | 352,010,228 |
| Net to Motor Vehicle Fund | \$366,782,723 | \$385,742,665 | \$338,775,490 | \$383,774,063 | \$293,994,964 | \$337,553,015 |
| Gross Fuel Tax | Current Fiscal Year 2022 | ennium <br> Fiscal Year 2023 | $\begin{gathered} \text { Fiscal Year } \\ 2024 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2025 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2026 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2027 \\ \hline \end{gathered}$ |
|  | \$1,701,277,000 | \$1,692,753,300 | \$1,676,538,200 | \$1,693,087,100 | \$1,709,516,000 | \$1,725,746,400 |
| Gross Gasoline Tax | 1,318,746,300 | 1,313,123,600 | \$1,310,277,800 | \$1,320,993,800 | \$1,331,554,900 | \$1,342,001,800 |
| Gross Special Fuel Tax | 382,530,700 | 379,629,800 | \$366,260,400 | \$372,093,400 | \$377,961,100 | \$383,744,600 |
| Less: Refunds and Transfers | 121,643,800 | 142,516,300 | \$122,784,000 | \$123,695,500 | \$124,647,200 | \$125,594,900 |
| Less: Distributions for Local Uses | 130,639,100 | 127,606,600 | \$128,395,100 | \$129,559,200 | \$130,839,800 | \$132,102,900 |
| Less: Distributions for State Uses | 65,696,200 | 65,356,800 | \$65,918,200 | \$66,515,900 | \$67,173,400 | \$67,821,800 |
| Less: MVFT Distributions to Cities \& Counties | 237,058,800 | 229,978,500 | \$231,623,700 | \$233,730,500 | \$236,047,900 | \$238,686,600 |
| Net to Nickel Account | 159,057,100 | 155,365,000 | \$156,324,900 | \$157,742,300 | \$159,301,500 | \$160,839,400 |
| Net to Transportation Partnership Account | 270,397,200 | 264,120,600 | \$265,752,500 | \$268,162,100 | \$270,812,700 | \$273,427,100 |
| Net to Connecting Washington Account | 378,555,900 | 369,768,600 | \$372,053,300 | \$375,426,800 | \$379,137,600 | \$382,797,700 |
| Net to Motor Vehicle Fund | \$338,229,000 | \$338,040,800 | \$333,686,700 | \$338,254,700 | \$341,555,900 | \$344,476,100 |
|  | $\begin{gathered} \text { Fiscal Year } \\ 2028 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2029 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2030 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2031 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2032 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2033 \\ \hline \end{gathered}$ |
| Gross Fuel Tax | \$1,741,922,100 | \$1,758,022,700 | \$1,773,979,900 | \$1,789,893,000 | \$1,805,782,200 | \$1,820,205,700 |
| Gross Gasoline Tax | \$1,352,349,400 | \$1,362,621,900 | \$1,372,755,900 | \$1,382,878,100 | \$1,392,866,400 | \$1,401,841,200 |
| Gross Special Fuel Tax | \$389,572,700 | \$395,400,800 | \$401,224,000 | \$407,014,800 | \$412,915,800 | \$418,364,500 |
| Less: Refunds and Transfers | \$126,543,100 | \$127,493,400 | \$128,521,400 | \$129,467,000 | \$130,407,500 | \$131,232,700 |
| Less: Distributions for Local Uses | \$133,361,600 | \$134,614,600 | \$135,967,800 | \$137,204,800 | \$138,447,400 | \$139,586,600 |
| Less: Distributions for State Uses | \$68,468,100 | \$69,111,300 | \$69,806,100 | \$70,441,100 | \$71,079,100 | \$71,663,900 |
| Less: MVFT Distributions to Cities \& Counties | \$240,964,400 | \$243,231,800 | \$245,680,700 | \$247,919,200 | \$250,168,000 | \$252,229,400 |
| Net to Nickel Account | \$162,371,900 | \$163,897,300 | \$165,544,900 | \$167,051,000 | \$168,564,000 | \$169,950,900 |
| Net to Transportation Partnership Account | \$276,032,300 | \$278,625,600 | \$281,426,500 | \$283,986,900 | \$286,558,900 | \$288,916,700 |
| Net to Connecting Washington Account | \$386,445,100 | \$390,075,700 | \$393,997,000 | \$397,581,400 | \$401,182,300 | \$404,483,200 |
| Net to Motor Vehicle Fund | \$347,735,500 | \$350,973,000 | \$353,035,500 | \$356,241,500 | \$359,374,800 | \$362,142,300 |


| Transportation Revenue Forecast Council Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison By Month Of Distribution March 2023 | BIENNIUM <br> 2015-2017 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ 2015-2017 \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  | $\begin{aligned} & \text { BIENNIUM } \\ & 2017-2019 \\ & \text { March } 2023 \\ & \hline \end{aligned}$ | BIENNIUM 2017-2019 November 2022 | Value ${ }_{\text {Difference }}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  | Value | Percent |  |  |  |  |
| GROSS FUEL TAX | \$3,231,876,684 | \$3,231,876,684 | \$0 | 0.00\% | \$3,575,724,290 | \$3,575,724,290 | \$0 | 0.00\% |
| TOTAL REFUNDS AND TRANSFERS | 186,475,810 | 186,475,810 | 0 | 0.00\% | 228,867,785 | 228,867,785 | 0 | 0.00\% |
| GRoss gasoline tax | 2,615,533,026 | 2,615,533,026 | 0 | 0.00\% | 2,900,391,554 | 2,900,391,554 | 0 | 0.00\% |
| Less: Non-Highway Refunds | 42,831,580 | 42,831,580 | 0 | 0.00\% | 44,474,326 | 44,474,326 | 0 | 0.00\% |
| Less: Tribal Reservation Refunds | 68,700,411 | 68,700,411 | 0 | 0.00\% | 82,205,574 | 82,205,574 | 0 | 0.00\% |
| Less: Aeronautics Transfer \#039 | 732,349 | 732,349 | 0 | 0.00\% | 817,247 | 817,247 | 0 | 0.00\% |
| Less: General Fund Transfer \#001 | 1,273,981 | 1,273,981 | 0 | 0.00\% | 1,631,828 | 1,631,828 | 0 | 0.00\% |
| Less: Marine Transfer \#048 and \#267 | 17,907,744 | 17,907,744 | 0 | 0.00\% | 20,622,617 | 20,622,617 | 0 | 0.00\% |
| Less: Outdoor Recreation Vehicle Transfer \#268 and \#01B | 17,140,347 | 17,140,347 | 0 | 0.00\% | 19,666,270 | 19,666,270 | 0 | 0.00\% |
| Less: Snowmobile \#01M | 2,292,330 | 2,292,330 | 0 | 0.00\% | 2,130,874 | 2,130,874 | 0 | 0.00\% |
| NET GASOLINE TAX | 2,464,654,283 | 2,464,654,283 | 0 | 0.00\% | 2,728,842,818 | 2,728,842,818 | 0 | 0.00\% |
| GROSS SPECIAL FUEL TAX | 616,343,659 | 616,343,659 | 0 | 0.00\% | 675,332,736 | 675,332,736 | 0 | 0.00\% |
| Less: Non-Highway Refunds | 25,403,030 | 25,403,030 | 0 | 0.00\% | 43,662,847 | 43,662,847 | 0 | 0.00\% |
| Less: Tribal Reservation Refunds | 10,194,037 | 10,194,037 | 0 | 0.00\% | 13,656,203 | 13,656,203 | 0 | 0.00\% |
| NET SPECIAL FUEL TAX | 580,746,591 | 580,746,591 | 0 | 0.00\% | 618,013,687 | 618,013,687 | 0 | 0.00\% |
| TOTAL MOTOR FUEL TAX | 3,045,400,874 | 3,045,400,874 | 0 | 0.00\% | 3,346,856,505 | 3,346,856,505 | 0 | 0.00\% |
| LESS ADMINISTRATIVE EXPENSES: |  |  |  |  |  |  |  |  |
| Department of Licensing \#108 | 20,405,494 | 20,405,494 | 0 | 0.00\% | 17,668,562 | 17,668,562 | 0 | 0.00\% |
| TOTAL EXPENSES | 20,405,494 | 20,405,494 | 0 | 0.00\% | 17,668,562 | 17,668,562 | 0 | 0.00\% |
| NET FOR DISTRIBUTION | 3,024,995,380 | 3,024,995,380 | 0 | 0.00\% | 3,329,187,943 | 3,329,187,943 | 0 | 0.00\% |
| $1 ¢$ Net for Distribution | 66,289,469 | 66,289,469 | 0 | 0.00\% | 64,642,841 | 64,642,841 | 0 | 0.00\% |
| DISTRIBUTIONS |  |  |  |  |  |  |  |  |
| state |  |  |  |  |  |  |  |  |
| GENERAL WSDOT \& OTHER AGENCIES |  |  |  |  |  |  |  |  |
| $44.387 \%$ of 23ф, RCW 46.68.090(2)(a) \#108 SPECIAL CATEGORY C | 676,749,853 | 676,749,853 | 0 | 0.00\% | 688,010,385 | 688,010,385 | 0 | 0.00\% |
| 3.2609\% of $23 ¢$ RCW 46.68.090(2)(b) \#215 | 49,717,566 | 49,717,566 | 0 | 0.00\% | 50,544,823 | 50,544,823 | 0 | 0.00\% |
| TRANSPORTATION 2003 ACCOUNT |  |  |  |  |  |  |  |  |
| $100 \%$ of $5 \phi$, RCW 46.68 .090 (3) \#550 TRANSPORTATION PARTNERSHIP ACCOUNT | 331,447,345 | 331,447,345 | 0 | 0.00\% | 336,962,342 | 336,962,342 | 0 | 0.00\% |
| $83.3334 \%$ of $6 \$ \mathrm{RCW} 46.68 .090$ (4)(c)(5)(c) and |  |  |  |  |  |  |  |  |
| $100 \%$ of $2 \phi$ and $1.5 ¢$ RCW 46.68.090(6) \#09H | 563,460,752 | 563,460,752 | 0 | 0.00\% | 572,836,252 | 572,836,252 | 0 | 0.00\% |
| CONNECTING WASHINGTON ACCOUNT |  |  |  |  |  |  |  |  |
| $100 \%$ of $7 ¢$ and $4.9 ¢$ RCW 46.68.090(7) \#20H | 539,140,290 | 539,140,290 | 0 | 0.00\% | 801,970,375 | 801,970,375 | 0 | 0.00\% |
| total to state | 2,160,515,806 | 2,160,515,806 | 0 | 0.00\% | 2,450,324,177 | 2,450,324,177 | 0 | 0.00\% |
| Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108 | 7,838,100 | 7,838,100 | 0 | 0.00\% | 7,968,519 | 7,968,519 | 0 | 0.00\% |
| Plus: Studies, 0.33\% RCW 46.68.110(2) \#108 | 1,724,382 | 1,724,382 | 0 | 0.00\% | 1,753,074 | 1,753,074 | 0 | 0.00\% |
| Plus: Withholding CRAB RCW 46.68.090(2)(h) | 705,800 | 705,800 | 0 | 0.00\% | 705,800 | 705,800 | 0 | 0.00\% |
| NET TO STATE | 2,170,784,088 | 2,170,784,088 | 0 | 0.00\% | 2,460,751,570 | 2,460,751,570 | 0 | 0.00\% |

## Transportation Revenue Forecast Council Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison By Month Of Distribution <br> March 2023

|  | March 2023 | November 2022 | Value |  | Percent | March 2023 | November 2022 | Value |  | Percent |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | WASHINGTON STATE FERRIES |  |  |  |  |  |  |  |  |  |
| PUGET SOUND FERRY OPERATIONS ACCOUNT \#109 |  |  |  |  |  |  |  |  |  |  |
| 2.3283\% of 23¢, RCW 46.68.090(2)(c) | \$35,498,607 | \$35,498,607 |  | 0 | 0.00\% | \$36,089,273 | \$36,089,273 |  | 0 | 0.00\% |
| Plus: RCW 46.68.080(5), Capron Act Redistributions \#109 | 16,037,000 | 16,037,000 |  | 0 | 0.00\% | 18,036,907 | 18,036,907 |  | 0 | 0.00\% |
| TOTAL TO FERRY OPERATIONS | 51,535,607 | 51,535,607 |  | 0 | 0.00\% | 54,126,181 | 54,126,181 |  | 0 | 0.00\% |
| PUGET SOUND FERRY CONSTRUCTION ACCOUNT \#099 |  |  |  |  |  |  |  |  |  |  |
| 2.3726\% of 23¢, RCW 46.68.090(2)(d) \#099 | 36,174,031 | 36,174,031 |  | 0 | 0.00\% | 36,775,935 | 36,775,935 |  | 0 | 0.00\% |
| TOTAL TO WASHINGTON STATE FERRIES | 87,709,638 | 87,709,638 |  | 0 | 0.00\% | 90,902,116 | 90,902,116 |  | 0 | 0.00\% |
| TRANSPORTATION IMPROVEMENT BOARD |  |  |  |  |  |  |  |  |  |  |
| 7.5597\% of $23 ¢$ to TIA RCW 46.68.090(2)(e) \#144 | 115,259,555 | 115,259,555 |  | 0 | 0.00\% | 117,177,374 | 117,177,374 |  | 0 | 0.00\% |
| $5.6739 \%$ of $23 ¢$ to TIA RCW 46.68.090(2)(f) \#144 | 86,507,558 | 86,507,558 |  | 0 | 0.00\% | 87,946,969 | 87,946,969 |  | 0 | 0.00\% |
| Plus: Small City Pavement and Sidewalk Account \# 08M | 1,962,235 | 1,962,235 |  | 0 | 0.00\% | 1,994,885 | 1,994,885 |  | 0 | 0.00\% |
| TOTAL TO TRANSPORTATION IMPROVEMENT BOARD | 203,729,348 | 203,729,348 |  | 0 | 0.00\% | 207,119,228 | 207,119,228 |  | 0 | 0.00\% |
| CIties |  |  |  |  |  |  |  |  |  |  |
| REGULAR distribution |  |  |  |  |  |  |  |  |  |  |
| 10.6961\% of 234 to Cities RCW 46.68.090(2)(g) | 163,078,922 | 163,078,922 |  | 0 | 0.00\% | 165,792,414 | 165,792,414 |  | 0 | 0.00\% |
| 2005 DISTRIBUTION |  |  |  |  |  |  |  |  |  | 0.00\% |
| Less: State Supervision, 1.5\%, RCW 46.68.110(1) | $(2,943,353)$ | $(2,943,353)$ |  | 0 | 0.00\% | $(2,992,328)$ | $(2,992,328)$ |  | 0 | 0.00\% |
| Less: Studies, 0.33\% RCW 46.68.110(2) | $(647,538)$ | $(647,538)$ |  | 0 | 0.00\% | $(658,312)$ | $(658,312)$ |  | 0 | 0.00\% |
| Less: Small City Pavement and Sidewalk Account \#08M | $(1,962,235)$ | $(1,962,235)$ |  | 0 | 0.00\% | $(1,994,885)$ | $(1,994,885)$ |  | 0 | 0.00\% |
| RCW 46.68.110(3) |  |  |  |  |  |  |  |  |  |  |
| NET TO CITIES | 190,670,398 | 190,670,398 |  | 0 | 0.00\% | 193,842,988 | 193,842,988 |  | 0 | 0.00\% |
| counties |  |  |  |  |  |  |  |  |  |  |
| REGULAR DISTRIBUTION |  |  |  |  |  |  |  |  |  |  |
| 2005 DISTRIBUTION |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $8.3333 \%$ of $6 ¢$ RCW 46.68.090(4)(b) and (5)(b) | 33,144,602 | 33,144,602 |  | 0 | 0.00\% | 33,696,099 | 33,696,099 |  | 0 | 0.00 |
| Less: State Supervision, 1.5\%, RCW 46.68.120(1) | $(4,894,747)$ | $(4,894,747)$ |  | 0 | 0.00\% | $(4,976,191)$ | $(4,976,191)$ |  | 0 | 0.00\% |
| Less: Studies, 0.33\% RCW 46.68.120(3) | $(1,076,844)$ | $(1,076,844)$ |  | 0 | 0.00\% | $(1,094,762)$ | $(1,094,762)$ |  | 0 | 0.00\% |
| Less: Withholding CRAB RCW 46.68.090(2)(h) | $(705,800)$ | $(705,800)$ |  | 0 | 0.00\% | $(705,800)$ | $(705,800)$ |  | 0 | 0.00\% |
| total amount allocated to counties | 319,639,083 | 319,639,083 |  | 0 | 0.00\% | 324,969,344 | 324,969,344 |  | 0 | 0.00\% |
| Less: Amounts to Ferry Operations, RCW 46.68.080(5) | $(16,037,000)$ | $(16,037,000)$ |  | 0 | 0.00\% | $(18,036,907)$ | $(18,036,907)$ |  | 0 | 0.00\% |
| total net to counties | 303,602,083 | 303,602,083 |  | 0 | 0.00\% | 306,932,437 | 306,932,437 |  | 0 | 0.00\% |
| REFUNDS TO COUNTIES |  |  |  |  |  |  |  |  |  |  |
| To San Juan County RCW 46.68.080(1) Capron Act | $(4,126,945)$ | $(4,126,945)$ |  | 0 | 0.00\% | $(4,585,496)$ | $(4,585,496)$ |  | 0 | 0.00\% |
| To Island County RCW 46.68.080(2) Capron Act | $(8,611,835)$ | $(8,611,835)$ |  | 0 | 0.00\% | $(7,656,622)$ | $(7,656,622)$ |  | 0 | 0.00\% |
| To Pierce, Skagit, and Whatcom Counties RCW 47.56.725 | (1,800,000) | $(1,800,000)$ |  | 0 | 0.00\% | $(1,910,909)$ | $(1,910,909)$ |  | 0 | 0.00\% |
| NET DISTRIBUTION TO COUNTIES | 289,063,303 | 289,063,303 |  | 0 | 0.00\% | 292,779,409 | 292,779,409 |  | 0 | 0.00\% |
| COUNTY ARTERIAL PRESERVATION |  |  |  |  |  |  |  |  |  |  |
| $1.9565 \%$ of $23 ¢$ RCW 46.68.090(2)(i) \#186 | 29,829,930 | 29,829,930 |  | 0 | 0.00\% | 30,326,274 | 30,326,274 |  | 0 | 0.00\% |
| RURAL ARTERIAL PROGRAM |  |  |  |  |  |  |  |  |  |  |
| 2.5363\% of $23 ¢$ RCW 46.68.090(2)(j) \#102 | 38,669,896 | 38,669,896 |  | 0 | 0.00\% | 39,313,329 | 39,313,329 |  | 0 | 0.00\% |
| NET FOR DISTRIBUTION | 3,024,995,380 | 3,024,995,380 |  | 0 | 0.00\% | 3,329,187,943 | 3,329,187,943 |  | 0 | 0.00\% |

## Transportation Revenue Forecast Counci

Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison
By Month Of Distribution
March 2023

GRoSS FUEL TAX
TOTAL REFUNDS AND TRANSFER
GROSS GASOLINE TAX
Less: Non-Highway Refund
Less: Tribal Reservation Refunds
Less: Aeronautics Transfer \#039
Less: General Fund Transfer \#00
Less: Marine Transfer \#048 and \#267
Less. Marine Transfer \#048 and \#267
Less: Outdor Recreation Vehicle Transfer \#268 and \#01B
Less: Sowmobile \#01M

## NET GASOLINE TAX

GROSS SPECIAL FUEL TAX
Less: Non-Highway Refunds
NET SPECIAL FUEL TAX

## TOTAL MOTOR FUEL TAX

LESS ADMINISTRATIVE EXPENSES
Department of Licensing \#108

## TOTAL EXPENSES

NET FOR DISTRIBUTION
$\phi$ Net for Distribution

## DISTRIBUTIONS

STATE $44.387 \%$ of $23 \phi$, RCW 46.68 .090 (2)(a) \#108 $3.2609 \%$ of $23 \phi$ RCW 46.68 .090 (2)(b) \#215 RANSPORTATION 2003 ACCOUNT $100 \%$ of $5 ¢$, RCW $46.68 .090(3) \# 550$ RANSPORTATION PARTNERSHIP ACCOUNT 100\% of $2 \phi$ and $1.5 \phi$ RCW $46.68 .090(6) \# 09 H$ ONNECTING WASHINGTON ACCOUNT
$100 \%$ of $7 \phi$ and $4.9 ¢$ RCW $46.68 .090(7) \# 20 \mathrm{H}$

## TOTAL TO STATE

Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108 Plus: Studies, $0.33 \%$ RCW 46.68.110(2) \#108 Plus: Withholding CRAB RCW 46.68.090(2)(h)

NET TO STATE

| BIENNIUM <br> 2019-2021 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2019-2021 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Value ${ }^{\text {Difference }}$ Percent |  |  | $\begin{aligned} & \text { BIENNIUM } \\ & 2021-2023 \\ & \text { March } 2023 \\ & \hline \end{aligned}$ | Current BieBIENNIUM2021-2023November 2022 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Value |  | Percent |
| \$3,292,376,385 | \$3,292,376,385 |  | \$0 | 0.00\% |  | \$3,388,642,168 | \$3,433,048,968 | (\$44,406,800) | -1.29\% |
| 239,087,969 | 239,087,969 |  | 0 | 0.00\% | 264,160,057 | 265,456,557 | $(1,296,500)$ | -0.49\% |
| 2,582,797,109 | 2,582,797,109 |  | 0 | 0.00\% | 2,626,404,911 | 2,650,198,311 | $(23,793,400)$ | -0.90\% |
| 56,536,890 | 56,536,890 |  | 0 | 0.00\% | 36,725,205 | 37,058,305 | $(333,100)$ | -0.90\% |
| 89,909,119 | 89,909,119 |  | 0 | 0.00\% | 103,105,925 | 103,105,925 | 0 | 0.00\% |
| 723,198 | 723,198 |  | 0 | 0.00\% | 735,417 | 742,017 | $(6,600)$ | -0.89\% |
| 1,413,491 | 1,413,491 |  | 0 | 0.00\% | 1,808,682 | 1,932,882 | $(124,200)$ | -6.43\% |
| 18,246,845 | 18,246,845 |  | 0 | 0.00\% | 18,568,790 | 18,751,290 | $(182,500)$ | -0.97\% |
| 17,179,689 | 17,179,689 |  | 0 | 0.00\% | 17,817,207 | 17,700,607 | 116,600 | 0.66\% |
| 2,272,648 | 2,272,648 |  | 0 | 0.00\% | 2,372,145 | 2,023,845 | 348,300 | 17.21\% |
| 2,396,515,130 | 2,396,515,130 |  | 0 | 0.00\% | 2,445,271,340 | 2,468,883,340 | $(23,612,000)$ | -0.96\% |
| 709,579,376 | 709,579,376 |  | 0 | 0.00\% | 762,237,257 | 782,850,757 | $(20,613,500)$ | -2.63\% |
| 37,110,239 | 37,110,239 |  | 0 | 0.00\% | 59,289,215 | 60,404,315 | $(1,115,100)$ | -1.85\% |
| 15,695,851 | 15,695,851 |  | 0 | 0.00\% | 23,737,271 | 23,737,271 | - | 0.00\% |
| 656,773,286 | 656,773,286 |  | 0 | 0.00\% | 679,210,671 | 698,709,071 | $(19,498,400)$ | -2.79\% |
| 3,053,288,416 | 3,053,288,416 |  | 0 | 0.00\% | 3,124,482,111 | 3,167,592,411 | $(43,110,300)$ | -1.36\% |
| 18,434,449 | 18,434,449 |  | 0 | 0.00\% | 17,991,996 | 18,245,196 | $(253,200)$ | -1.39\% |
| 18,434,449 | 18,434,449 |  | 0 | 0.00\% | 17,991,996 | 18,245,196 | $(253,200)$ | -1.39\% |
| 3,034,853,967 | 3,034,853,967 |  | 0 | 0.00\% | 3,106,490,100 | 3,149,347,200 | $(42,857,100)$ | -1.36\% |
| 61,434,299 | 61,434,299 |  | 0 | 0.00\% | 62,884,400 | 63,751,900 | $(867,500)$ | -1.36\% |


| 627,183,306 | 627,183,306 | 0 | 0.00\% | 641,987,600 | 650,844,500 | $(8,856,900)$ | -1.36\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 46,076,122 | 46,076,122 | 0 | 0.00\% | 47,163,800 | 47,814,400 | $(650,600)$ | -1.36\% |
| 307,171,493 | 307,171,493 | 0 | 0.00\% | 314,422,100 | 318,759,900 | $(4,337,800)$ | -1.36\% |
| 522,191,715 | 522,191,715 | 0 | 0.00\% | 534,517,800 | 541,892,000 | $(7,374,200)$ | -1.36\% |
| 731,068,022 | 731,068,022 | 0 | 0.00\% | 748,324,500 | 758,648,400 | $(10,323,900)$ | -1.36\% |
| 2,233,690,658 | 2,233,690,658 | 0 | 0.00\% | 2,286,415,900 | 2,317,959,200 | $(31,543,300)$ | -1.36\% |
| 7,263,985 | 7,263,985 | 0 | 0.00\% | 7,435,500 | 7,538,100 | $(102,600)$ | -1.36\% |
| 1,598,105 | 1,598,105 | 0 | 0.00\% | 1,635,800 | 1,658,400 | $(22,600)$ | -1.36\% |
| 1,080,800 | 1,080,800 | 0 | 0.00\% | 1,830,800 | 1,830,800 | 0 | 0.00\% |
| 2,243,633,548 | 2,243,633,548 | 0 | 0.00\% | 2,297,317,900 | 2,328,986,400 | $(31,668,500)$ | -1.36\% |


| Transportation Revenue Forecast Council <br> Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ch 2023 | BIENNIUM <br> 2019-2021 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ 2019-2021 \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |  |  |  |  |  |
|  |  |  |  |  |  | $\begin{aligned} & \text { BIENNIUM } \\ & 2021-2023 \end{aligned}$ | $\begin{aligned} & \text { Current Bie } \\ & \text { BIENNIUM } \\ & \text { 2021-2023 } \end{aligned}$ | Differe |  |
|  |  |  | Value |  | Percent | March 2023 | November 2022 | Value | Percent |
| WASHINGTON STATE FERRIES |  |  |  |  |  |  |  |  |  |
| PUGET SOUND FERRY OPERATIONS ACCOUNT \#109 |  |  |  |  |  |  |  |  |  |
| $2.3283 \%$ of 23¢, RCW 46.68.090(2)(c) | 32,898,589 | \$32,898,589 |  | 0 | 0.00\% | 33,675,200 | \$34,139,800 | $(464,600)$ | -1.36\% |
| Plus: RCW 46.68.080(5), Capron Act Redistributions \#109 | 15,040,282 | 15,040,282 |  | 0 | 0.00\% | 15,898,200 | 16,376,100 | $(477,900)$ | -2.92\% |
| TOTAL TO FERRY OPERATIONS | 47,938,871 | 47,938,871 |  | 0 | 0.00\% | 49,573,400 | 50,515,900 | $(942,500)$ | -1.87\% |
| PUGET SOUND FERRY CONSTRUCTION ACCOUNT \#099 |  |  |  |  |  |  |  |  |  |
| 2.3726\% of 23¢, RCW 46.68.090(2)(d) \#099 | 33,524,545 | 33,524,545 |  | 0 | 0.00\% | 34,315,900 | 34,789,300 | $(473,400)$ | -1.36\% |
| TOTAL TO WASHINGTON STATE FERRIES | 81,463,516 | 81,463,516 |  | 0 | 0.00\% | 83,889,200 | 85,305,200 | $(1,416,000)$ | -1.66\% |
| TRANSPORTATION IMPROVEMENT BOARD |  |  |  |  |  |  |  |  |  |
| 7.5597\% of $23 ¢$ to TIA RCW 46.68.090(2)(e) \#144 | 106,817,739 | 106,817,739 |  | 0 | 0.00\% | 109,339,100 | 110,847,500 | $(1,508,400)$ | -1.36\% |
| $5.6739 \%$ of $23 ¢$ to TIA RCW 46.68.090(2)(f) \#144 | 80,171,551 | 80,171,551 |  | 0 | 0.00\% | 82,064,000 | 83,196,100 | $(1,132,100)$ | -1.36\% |
| Plus: Small City Pavement and Sidewalk Account \# 08M | 1,818,499 | 1,818,499 |  | 0 | 0.00\% | 1,861,500 | 1,887,200 | $(25,700)$ | -1.36\% |
| TOTAL TO TRANSPORTATION IMPROVEMENT BOARD | 188,807,788 | 188,807,788 |  | 0 | 0.00\% | 193,264,500 | 195,930,800 | $(2,666,300)$ | -1.36\% |
| CITIES |  |  |  |  |  |  |  |  |  |
| REGULAR DISTRIBUTION |  |  |  |  |  |  |  |  |  |
| 10.6961\% of 23¢ to Cities RCW 46.68.090(2)(g) | 151,134,633 | 151,134,633 |  | 0 | 0.00\% | 154,702,200 | 156,836,400 | $(2,134,200)$ | -1.36\% |
| 2005 DISTRIBUTION |  |  |  |  |  |  |  |  |  |
| $8.3333 \%$ of $6 ¢$ RCW 46.68.090(4)(a) and (5)(a) | 30,717,036 | 30,717,036 |  | 0 | 0.00\% | 31,442,000 | 31,875,800 | $(433,800)$ | -1.36\% |
| Less: State Supervision, 1.5\%, RCW 46.68.110(1) | (2,727,748) | $(2,727,748)$ |  | 0 | 0.00\% | (2,792,200) | (2,830,700) | 38,500 | -1.36\% |
| Less: Studies, 0.33\% RCW 46.68.110(2) | $(600,157)$ | $(600,157)$ |  | 0 | 0.00\% | $(614,200)$ | $(622,700)$ | 8,500 | -1.37\% |
| Less: Small City Pavement and Sidewalk Account \#08M | $(1,818,499)$ | $(1,818,499)$ |  | 0 | 0.00\% | $(1,861,500)$ | $(1,887,200)$ | 25,700 | -1.36\% |
| RCW 46.68.110(3) NET TO CITIES |  |  |  |  |  |  |  |  |  |
| NET TO CITIES | 176,705,266 | 176,705,266 |  | 0 | 0.00\% | 180,876,300 | 183,371,700 | $(2,495,400)$ | -1.36\% |
| COUNTIES |  |  |  |  |  |  |  |  |  |
| REGULAR distribution |  |  |  |  |  |  |  |  |  |
| 19.2287\% of $23 ¢$ to Counties RCW 46.68.090(2)(h) | 271,699,357 | 271,699,357 |  | 0 | 0.00\% | 278,112,700 | 281,949,500 | $(3,836,800)$ | -1.36\% |
| 2005 DISTRIBUTION |  |  |  |  |  |  |  |  |  |
| $8.3333 \%$ of $6 ¢$ RCW 46.68.090(4)(b) and (5)(b) | 30,717,036 | 30,717,036 |  | 0 | 0.00\% | 31,442,000 | 31,875,800 | $(433,800)$ | -1.36\% |
| Less: State Supervision, 1.5\%, RCW 46.68.120(1) | $(4,536,237)$ | $(4,536,237)$ |  | 0 | 0.00\% | $(4,643,300)$ | $(4,707,400)$ | 64,100 | -1.36\% |
| Less: Studies, 0.33\% RCW 46.68.120(3) | $(997,948)$ | $(997,948)$ |  | 0 | 0.00\% | $(1,021,600)$ | (1,035,700) | 14,100 | -1.36\% |
| Less: Withholding CRAB RCW 46.68.090(2)(h) | $(1,080,800)$ | $(1,080,800)$ |  | 0 | 0.00\% | $(1,830,800)$ | $(1,830,800)$ | - | 0.00\% |
| total amount allocated to counties | 295,801,307 | 295,801,307 |  | 0 | 0.00\% | 302,059,100 | 306,251,600 | (4,192,500) | -1.37\% |
| Less: Amounts to Ferry Operations, RCW 46.68.080(5) | $(15,040,282)$ | $(15,040,282)$ |  | 0 | 0.00\% | (15,898,200) | $(16,376,100)$ | 477,900 | -2.92\% |
| total net to counties | 280,761,025 | 280,761,025 |  | 0 | 0.00\% | 286,160,900 | 289,875,500 | (3,714,600) | -1.28\% |
| REFUNDS TO COUNTIES |  |  |  |  |  |  |  |  |  |
| To San Juan County RCW 46.68.080(1) Capron Act | $(4,018,035)$ | $(4,018,035)$ |  | 0 | 0.00\% | $(4,047,100)$ | $(4,114,800)$ | 67,700 | -1.65\% |
| To Island County RCW 46.68.080(2) Capron Act | $(7,123,974)$ | $(7,123,974)$ |  | 0 | 0.00\% | $(7,446,600)$ | $(7,701,700)$ | 255,100 | -3.31\% |
| To Pierce, Skagit, and Whatcom Counties RCW 47.56.725 | $(2,107,878)$ | $(2,107,878)$ |  | 0 | 0.00\% | $(2,083,700)$ | $(2,083,700)$ | 0 | 0.00\% |
| NET DISTRIBUTION TO COUNTIES | 267,511,238 | 267,511,238 |  | 0 | 0.00\% | 272,583,600 | 275,975,300 | $(3,391,700)$ | -0.01 |
| COUNTY ARTERIAL PRESERVATION |  |  |  |  |  |  |  |  |  |
| 1.9565\% of $23 ¢$ RCW 46.68.090(2)(i) \#186 | 27,645,160 | 27,645,160 |  | 0 | 0.00\% | 28,297,700 | 28,688,100 | $(390,400)$ | -1.36\% |
| RURAL ARTERIAL PROGRAM |  |  |  |  |  |  |  |  |  |
| 2.5363\% of $23 ¢$ RCW 46.68.090(2)(j) \#102 | 35,837,665 | 35,837,665 |  | 0 | 0.00\% | 36,683,600 | 37,189,700 | $(506,100)$ | -1.36\% |
| NET FOR DISTRIBUTION | 3,034,853,967 | 3,034,853,967 |  | 0 | 0.00\% | 3,106,490,100 | 3,149,347,200 | $(42,857,100)$ | -1.36\% |

```
Transportation Revenue Forecast Council
Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison
By Month Of Distribution
March }202
```

Gross fuel tax
TOTAL REFUNDS AND TRANSFERS

```
GROSS GASOLINE TAX
    Less: Non-Highway Refunds
    Less: Tribal Reservation Refun
    Less: General Fund Transfer #00
    Less: Marine Transfer #048 and #267
    Less: Outdoor Recreation Vehicle Transfer #268 and #01B
NET GASOLINE TAX
GROSS SPECIAL FUEL TAX
    Less: Non-Highway Refunds
    Less: Non-Highway Refunds
NET SPECIAL FUEL TAX
TOTAL MOTOR FUEL TAX
LESS ADMINISTRATIVE EXPENSES:
    Department of Licensing #108
TOTAL EXPENSES
NET FOR DISTRIBUTION
    | Net for Distribution
DISTRIBUTIONS
STATE
    GENERAL WSDOT & OTHER AGENCIES (
    SPECIAL CATEGRYC OW 46.68.090(2)(a) #1
    TRANSPORTATION 2003 ACCOUNT (2)(b)
    TRANSPORTATION 2003 ACCOUNT 
    100% Of&,RCW 46.68.090(3) #550
        83.3334% of 6¢ RCW 46.68.090(4)()()(5)() ) and
    CONNECTING WASHINGTON ACCOUNT
        100% of 7$ and 4.9$ RCW 46.68.090(7) #2OH
    tOTAL TO STATE
        Plus: State Supervision, 1.5%, RCW 46.68.110(1) #108
        Plus: Studies, 0.33% RCW 46.68.110(2) #108
        Plus: Withholding CRAB RCW 46.68.090(2)(h)
```

net to state

| 641,263,100 | 667,813,500 | (26,550,400) | -3.98\% | 653,664,200 | 681,081,400 | $(27,417,200)$ | -4.03\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 47,110,600 | 49,061,100 | $(1,950,500)$ | -3.98\% | 48,021,500 | 50,035,800 | $(2,014,300)$ | -4.03\% |
| 314,067,200 | 327,070,700 | $(13,003,500)$ | -3.98\% | 320,140,900 | 333,568,700 | $(13,427,800)$ | -4.03\% |
| 533,914,600 | 556,020,400 | $(22,105,800)$ | -3.98\% | 544,239,800 | 567,067,200 | $(22,827,400)$ | -4.03\% |
| 747,480,100 | 778,428,200 | $(30,948,100)$ | -3.98\% | 761,935,300 | 793,893,700 | (31,958,400) | -4.03\% |
| 2,283,835,500 | 2,378,393,900 | $(94,558,400)$ | -3.98\% | 2,328,001,800 | 2,425,646,800 | (97,645,000) | -4.03\% |
| 7,427,100 | 7,734,600 | (307,500) | -3.98\% | 7,570,700 | 7,888,300 | $(317,600)$ | -4.03\% |
| 1,634,000 | 1,701,600 | $(67,600)$ | -3.97\% | 1,665,600 | 1,735,400 | $(69,800)$ | -4.02\% |
| 1,455,800 | 1,455,800 | 0 | 0.00\% | 1,102,900 | 1,102,900 | 0 | 0.00\% |
| 2,294,352,400 | 2,389,285,900 | $(94,933,500)$ | -3.97\% | 2,338,341,000 | 2,436,373,400 | $(98,032,400)$ | -4.02\% |


| Transportation Revenue Forecast Council Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison By Month Of Distribution March 2023 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2023-2025 } \end{aligned}$ | BIENNIUM $2023-2025$ | Differenc |  | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2025-2027 } \end{aligned}$ | BIENNIUM $2025-2027$ | Differenc |  |
|  | March 2023 | November 2022 | Value | Percent | March 2023 | November 2022 | Value | Percent |
| WASHINGTON STATE FERRIES |  |  |  |  |  |  |  |  |
| 2.3283\% of 23¢, RCW 46.68.090(2)(c) | 33,637,200 | \$35,029,800 | (1,392,600) | -3.98\% | 34,287,700 | \$35,725,800 | $(1,438,100)$ | -4.03\% |
| Plus: RCW 46.68.080(5), Capron Act Redistributions \#109 | 17,409,200 | 18,130,000 | $(720,800)$ | -3.98\% | 17,745,900 | 18,490,200 | $(744,300)$ | -4.03\% |
| TOTAL TO FERRY OPERATIONS | 51,046,400 | 53,159,900 | $(2,113,500)$ | -3.98\% | 52,033,600 | 54,216,000 | $(2,182,400)$ | -4.03\% |
| PUGET SOUND FERRY CONSTRUCTION ACCOUNT \#099 |  |  |  |  |  |  |  |  |
| 2.3726\% of 23¢, RCW 46.68.090(2)(d) \#099 | 34,277,100 | 35,696,400 | $(1,419,300)$ | -3.98\% | 34,940,000 | 36,405,500 | $(1,465,500)$ | -4.03\% |
| TOTAL TO WASHINGTON STATE FERRIES | 85,323,500 | 88,856,200 | $(3,532,700)$ | -3.98\% | 86,973,600 | 90,621,700 | $(3,648,100)$ | -4.03\% |
| TRANSPORTATION IMPROVEMENT BOARD |  |  |  |  |  |  |  |  |
| $7.5597 \%$ of 23¢ to TIA RCW 46.68.090(2)(e) \#144 | 109,215,700 | 113,737,600 | $(4,521,900)$ | -3.98\% | 111,327,800 | 115,997,300 | $(4,669,500)$ | -4.03\% |
| $5.6739 \%$ of $23 ¢$ to TIA RCW 46.68.090(2)(f) \#144 | 81,971,400 | 85,365,300 | $(3,393,900)$ | -3.98\% | 83,556,600 | 87,061,300 | (3,504,700) | -4.03\% |
| Plus: Small City Pavement and Sidewalk Account \# 08M | 1,859,400 | 1,936,300 | $(76,900)$ | -3.97\% | 1,895,300 | 1,974,800 | $(79,500)$ | -4.03\% |
| TOTAL TO TRANSPORTATION IMPROVEMENT BOARD | 193,046,400 | 201,039,200 | (7,992,800) | -3.98\% | 196,779,700 | 205,033,300 | (8,253,600) | -4.03\% |
| Cities |  |  |  |  |  |  |  |  |
| Regular distribution |  |  |  |  |  |  |  |  |
| 10.6961\% of 23¢ to Cities RCW 46.68.090(2)(g) | 154,527,600 | 160,925,500 | $(6,397,900)$ | -3.98\% | 157,515,900 | 164,122,700 | $(6,606,800)$ | -4.03\% |
| 2005 DISTRIBUTION |  |  |  |  |  |  |  |  |
| $8.3333 \%$ of $6 ¢$ RCW 46.68.090(4)(a) and (5)(a) | 31,406,600 | 32,707,000 | (1,300,400) | -3.98\% | 32,014,000 | 33,356,800 | $(1,342,800)$ | -4.03\% |
| Less: State Supervision, 1.5\%, RCW 46.68.110(1) | (2,789,000) | (2,904,500) | 115,500 | $-3.98 \%$ | (2,842,900) | $(2,962,200)$ | 119,300 | -4.03\% |
| Less: Studies, 0.33\% RCW 46.68.110(2) | $(613,600)$ | $(639,000)$ | 25,400 | -3.97\% | $(625,400)$ | $(651,700)$ | 26,300 | -4.04\% |
| Less: Small City Pavement and Sidewalk Account \#08M RCW 46.68.110(3) | $(1,859,400)$ | $(1,936,300)$ | 76,900 | -3.97\% | $(1,895,300)$ | $(1,974,800)$ | 79,500 | -4.03\% |
| NET TO CITIES | 180,672,200 | 188,152,600 | (7,480,400) | -3.98\% | 184,166,100 | 191,890,800 | (7,724,700) | -4.03\% |
| COUNTIES |  |  |  |  |  |  |  |  |
| REGULAR DIStRIBUTION |  |  |  |  |  |  |  |  |
| 19.2287\% of 23¢ to Counties RCW 46.68.090(2)(h) | 277,798,800 | 289,300,600 | $(11,501,800)$ | -3.98\% | 283,171,100 | 295,048,300 | $(11,877,200)$ | -4.03\% |
| 2005 DISTRIBUTION |  |  |  |  |  |  |  |  |
| $8.3333 \%$ of $6 ¢$ RCW 46.68.090(4)(b) and (5)(b) | 31,406,600 | 32,707,000 | $(1,300,400)$ | -3.98\% | 32,014,000 | 33,356,800 | $(1,342,800)$ | -4.03\% |
| Less: State Supervision, 1.5\%, RCW 46.68.120(1) | $(4,638,100)$ | $(4,830,200)$ | 192,100 | -3.98\% | $(4,727,700)$ | $(4,926,000)$ | 198,300 | -4.03\% |
| Less: Studies, $0.33 \%$ RCW 46.68.120(3) Less: Withholding CRAB RCW 46.68.090(2)(h) | $\begin{aligned} & (1,020,400) \\ & (1,455,800) \end{aligned}$ | $\begin{aligned} & (1,062,700) \\ & (1,455,800) \end{aligned}$ | 42,300 0 | $\begin{gathered} -3.98 \% \\ 0.00 \% \end{gathered}$ | $\begin{aligned} & (1,040,200) \\ & (1,102,900) \end{aligned}$ | $\begin{aligned} & (1,083,700) \\ & (1,102,900) \end{aligned}$ | 43,500 0 | $\begin{gathered} -4.01 \% \\ 0.00 \% \end{gathered}$ |
| total amount allocated to counties | 302,091,200 | 314,659,000 | (12,567,800) | -3.99\% | 308,314,200 | 321,292,400 | $(12,978,200)$ | -4.04\% |
| Less: Amounts to Ferry Operations, RCW 46.68.080(5) | $(17,409,200)$ | $(18,130,000)$ | 720,800 | -3.98\% | $(17,745,900)$ | (18,490,200) | 744,300 | -4.03\% |
| TOTAL NET TO COUNTIES | 284,682,000 | 296,529,000 | $(11,847,000)$ | -4.00\% | 290,568,400 | 302,802,100 | $(12,233,700)$ | -4.04\% |
| REFUNDS TO COUNTIES |  |  |  |  |  |  |  |  |
| To San Juan County RCW 46.68.080(1) Capron Act | $(3,938,200)$ | $(4,101,300)$ | 163,100 | -3.98\% | $(4,014,400)$ | $(4,182,800)$ | 168,400 | -4.03\% |
| To Island County RCW 46.68.080(2) Capron Act | $(7,822,100)$ | $(8,146,000)$ | 323,900 | -3.98\% | $(7,973,500)$ | $(8,307,900)$ | 334,400 | -4.03\% |
| To Pierce, Skagit, and Whatcom Counties RCW 47.56.725 | $(1,873,400)$ | $(1,873,400)$ | 0 | 0.00\% | $(1,873,400)$ | $(1,873,400)$ | 0 | 0.00\% |
| NET DISTRIBUTION TO COUNTIES | 271,048,100 | 282,408,200 | $(11,360,100)$ | -4.02\% | 276,707,000 | 288,438,100 | $(11,731,100)$ | -4.07\% |
| COUNTY ARTERIAL PRESERVATION |  |  |  |  |  |  |  |  |
| RURAL ARTERIAL PROGRAM |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| $2.5363 \%$ of $23 ¢$ RCW 46.68.090(2)(j) \#102 | 36,642,200 | 38,159,300 | $(1,517,100)$ | -3.98\% | 37,350,800 | 38,917,400 | $(1,566,600)$ | -4.03\% |
| NET FOR DISTRIBUTION | 3,102,984,300 | 3,231,458,300 | (128,474,000) | -3.98\% | 3,162,991,800 | 3,295,659,500 | $(132,667,700)$ | -4.03\% |

```
Transportation Revenue Forecast Council
Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison
By Month Of Distribution
March 2023
```

gross fuel tax
TOTAL REFUNDS AND TRANSFER
GROSS GASOLINE TAX
Less: Non-Highway Refund
Less. Non-Highway Refunds
Less: Tribal Reservation Refunds
Less: Aeronautics Transfer \#039
Less: Marine Transfer \#048 and \#267
Less: Marine Transter \#048 and \#267
Less: Outdoor Recreation Vehicle Transfer \#268 and \#01B
Less: Snowmobile \#01M
NET GASOLINE TAX
GROSS SPECIAL FUEL TAX
Less: Non-Highway Refunds
Less: Tribal Reservation Refunds
NET SPECIAL FUEL TAX
total motor fuel tax
LESS ADMINISTRATIVE EXPENSES:
Department of Licensing \#108
total expenses
NET FOR DISTRIBUTION
$1 \notin$ Net for Distribution

## DISTRIBUTIONS

StATE
GENERAL wSDOT \& OTHER AGENCIES
$44.387 \%$ of 234, RCW 46.68 .090 (2)(a) \#108
SPECIAL CATEGORYC
3.2609\% of $23 \phi$ RCW $46.68 .090(2)(b)$ ( $) 215$
TRANSPORTATION 2003 ACCOUNT (2)(b) \#2
TRANSPORTATION 2003 ACCOUNT
$100 \%$ of $5 \phi$, RCW $46.68 .090(3) \# 550$
$100 \%$ of $5 ¢$, RCW $46.68 .090(3)$ ) \#550
TRANSPORTATION PARTNERSHIP ACCOUNT
$83.3334 \%$ of $6 \not \subset \mathrm{RCW} 46.68 .090(4)$ (c)(5) (c) and
CONNECTING WASHINGTON ACCOUNT
$100 \%$ of $7 \phi$ and $4.9 申$ RCW 46.68 .090 (7) \#20H
total to state
Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108
Plus: Studies, $0.33 \%$ RCW 46.68.110(2) \#108
Plus: Withholding CRAB RCW 46.68.090(2)(h)
NET TO STATE

| BIENNIUM <br> 2027-2029 | BIENNIUM 2027-2029 | Difference |  | BIENNIUM <br> 2029-2031 | BIENNIUM <br> 2029-2031 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| March 2023 | November 2022 | Value | Percent | March 2023 | November 2022 | Value | Percent |
| \$3,497,083,900 $254,036,500$ | $\begin{array}{r} \$ 3,637,640,400 \\ 259,268,100 \end{array}$ | $\begin{array}{r} (\$ 140,556,500) \\ (5,231,600) \end{array}$ | $\begin{aligned} & -3.86 \% \\ & -2.02 \% \end{aligned}$ | $\begin{array}{r} \$ 3,561,034,100 \\ 257,826,900 \end{array}$ | $\begin{array}{r} \$ 3,704,352,800 \\ 263,171,200 \end{array}$ | $\begin{array}{r} (\$ 143,318,700) \\ (5,344,300) \end{array}$ | $\begin{aligned} & -3.87 \% \\ & -2.03 \% \end{aligned}$ |
| 2,713,257,200 | 2,808,819,100 | (95,561,900) | -3.40\% | 2,753,944,600 | 2,850,935,000 | (96,990,400) | -3.40\% |
| 37,985,600 | 39,323,500 | (1,337,900) | -3.40\% | 38,555,300 | 39,913,100 | $(1,357,800)$ | -3.40\% |
| 106,937,600 | 106,937,600 | 0 | 0.00\% | 108,246,300 | 108,246,300 | 0 | 0.00\% |
| 759,700 | 786,400 | $(26,700)$ | -3.40\% | 771,100 | 798,300 | $(27,200)$ | -3.41\% |
| 1,984,400 | 2,054,300 | $(69,900)$ | -3.40\% | 2,014,200 | 2,085,100 | $(70,900)$ | -3.40\% |
| 19,254,800 | 19,933,000 | $(678,200)$ | -3.40\% | 19,543,500 | 20,231,800 | $(688,300)$ | -3.40\% |
| 18,110,200 | 18,775,900 | (665,700) | -3.55\% | 18,383,900 | 19,059,600 | $(675,700)$ | -3.55\% |
| 2,041,000 | 2,059,400 | $(18,400)$ | -0.89\% | 2,041,000 | 2,059,400 | $(18,400)$ | -0.89\% |
| 2,526,183,800 | 2,618,949,100 | (92,765,300) | -3.54\% | 2,564,389,400 | 2,658,541,700 | (94,152,300) | -3.54\% |
| 783,826,700 | 828,821,400 | (44,994,700) | -5.43\% | 807,089,500 | 853,417,800 | $(46,328,300)$ | -5.43\% |
| 42,400,800 | 44,834,800 | $(2,434,000)$ | -5.43\% | 43,659,200 | 46,165,300 | $(2,506,100)$ | -5.43\% |
| 24,562,300 | 24,563,300 | $(1,000)$ | 0.00\% | 24,612,500 | 24,612,500 | , | 0.00\% |
| 716,863,500 | 759,423,200 | $(42,559,700)$ | -5.60\% | 738,817,800 | 782,640,000 | $(43,822,200)$ | -5.60\% |
| 3,243,047,300 | 3,378,372,300 | (135,325,000) | -4.01\% | 3,303,207,300 | 3,441,181,600 | (137,974,300) | -4.01\% |
| 19,507,400 | 19,507,400 | 0 | 0.00\% | 19,870,200 | 19,870,200 | 0 | 0.00\% |
| 19,507,400 | 19,507,400 | 0 | 0.00\% | 19,870,200 | 19,870,200 | 0 | 0.00\% |
| 3,223,539,900 | 3,358,864,900 | $(135,325,000)$ | -4.03\% | 3,283,337,100 | 3,421,311,400 | $(137,974,300)$ | -4.03\% |
| 65,253,900 | 67,993,200 | $(2,739,300)$ | -4.03\% | 66,464,300 | 69,257,300 | $(2,793,000)$ | -4.03\% |


| 666,177,100 | 694,143,700 | $(27,966,600)$ | -4.03\% | 678,534,900 | 707,048,600 | $(28,513,700)$ | -4.03\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 48,940,800 | 50,995,400 | $(2,054,600)$ | -4.03\% | 49,848,700 | 51,943,500 | (2,094,800) | -4.03\% |
| 326,269,200 | 339,966,200 | $(13,697,000)$ | -4.03\% | 332,321,500 | 346,286,600 | $(13,965,100)$ | -4.03\% |
| 554,657,900 | 577,942,800 | $(23,284,900)$ | -4.03\% | 564,946,900 | 588,687,500 | $(23,740,600)$ | -4.03\% |
| 776,520,800 | 809,119,500 | $(32,598,700)$ | -4.03\% | 790,925,300 | 824,162,100 | $(33,236,800)$ | -4.03\% |
| 2,372,565,900 | 2,472,167,600 | $(99,601,700)$ | -4.03\% | 2,416,577,400 | 2,518,128,200 | $(101,550,800)$ | -4.03\% |
| 7,715,700 | 8,039,600 | $(323,900)$ | -4.03\% | 7,858,800 | 8,189,000 | $(330,200)$ | -4.03\% |
| 1,697,500 | 1,768,700 | $(71,200)$ | -4.03\% | 1,728,900 | 1,801,600 | $(72,700)$ | -4.04\% |
| 750,000 | 750,000 | 0 | 0.00\% | 727,900 | 727,900 | 0 | 0.00\% |
| 2,382,729,000 | 2,482,725,800 | $(99,996,800)$ | -4.03\% | 2,426,915,000 | 2,528,868,800 | $(101,953,800)$ | -4.03\% |



| Transportation Revenue Forecast Council Table A. 4. Motor Vehicle Fuel Tax Biennial Comparison By Month Of Distribution March 2023 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { BIENNIUM } \\ 2031-2033 \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ \text { 2031-2033 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |
| GRoss fuel tax | \$3,624,568,800 | \$3,770,674,600 | (\$146,105,800) | -3.87\% |
| TOTAL REFUNDS AND TRANSFERS | 261,613,100 | 267,072,100 | $(5,459,000)$ | -2.04\% |
| GRoss gasoline tax | 2,794,006,200 | 2,892,434,000 | (98,427,800) | -3.40\% |
| Less: Non-Highway Refunds | 39,116,000 | 40,494,100 | $(1,378,100)$ | -3.40\% |
| Less: Tribal Reservation Refunds | 109,570,900 | 109,570,900 | 0 | 0.00\% |
| Less: Aeronautics Transfer \#039 | 782,400 | 809,900 | $(27,500)$ | -3.40\% |
| Less: General Fund Transfer \#001 | 2,043,500 | 2,115,500 | $(72,000)$ | -3.40\% |
| Less: Marine Transfer \#048 and \#267 | 19,827,800 | 20,526,300 | $(698,500)$ | -3.40\% |
| Less: Outdoor Recreation Vehicle Transfer \#268 and \#01B | 18,653,100 | 19,338,800 | (685,700) | -3.55\% |
| Less: Snowmobile \#01M | 2,041,000 | 2,059,400 | $(18,400)$ | -0.89\% |
| NET GASOLINE TAX | 2,601,971,400 | 2,697,519,300 | (95,547,900) | -3.54\% |
| GROSS SPECIAL FUEL TAX | 830,562,600 | 878,240,500 | (47,677,900) | -5.43\% |
| Less: Non-Highway Refunds | 44,929,000 | 47,508,100 | $(2,579,100)$ | -5.43\% |
| Less: Tribal Reservation Refunds | 24,649,400 | 24,649,400 | 0 | 0.00\% |
| NET SPECIAL FUEL TAX | 760,984,200 | 806,083,000 | (45,098,800) | -5.59\% |
| TOTAL MOTOR FUEL TAX | 3,362,955,700 | 3,503,602,400 | (140,646,700) | -4.01\% |
| LESS ADMINISTRATIVE EXPENSES: |  |  |  |  |
| Department of Licensing \#108 | 19,960,600 | 19,960,600 | 0 | 0.00\% |
| TOTAL EXPENSES | 19,960,600 | 19,960,600 | 0 | 0.00\% |
| NET FOR DISTRIBUTION | 3,342,995,100 | 3,483,641,800 | (140,646,700) | -4.04\% |
| $1 ¢$ Net for Distribution | 67,672,000 | 70,519,000 | $(2,847,000)$ | -4.04\% |
| DISTRIBUTIONS |  |  |  |  |
| State |  |  |  |  |
| GENERAL WSDOT \& OTHER AGENCIES |  |  |  |  |
| $44.387 \%$ of $23 \phi$, RCW 46.68.090(2)(a) \#108 SPECIAL CATEGORY C | 690,863,800 | 719,929,800 | $(29,066,000)$ | -4.04\% |
| $3.2609 \%$ of $23 ¢$ RCW 46.68.090(2)(b) \#215 | 50,754,400 | 52,889,800 | $(2,135,400)$ | -4.04\% |
| TRANSPORTATION 2003 ACCOUNT $100 \%$ of $5 \phi$, RCW 46.68 .090 (3) \#550 | 336,854,800 | 351,023,400 | $(14,168,600)$ | -4.04\% |
| TRANSPORTATION PARTERSHHP ACCOUNT$83.3334 \%$ of $6 ¢$ RCW $46.68 .090(4)(\mathrm{C})(5)(\mathrm{c})$ and |  |  |  |  |
|  |  |  |  |  |
| CONNECTING WASHINGTON ACCOUNT |  |  |  |  |
| 100\% of $7 ¢$ and $4.9 ¢$ RCW 46.68.090(7) \#20H | 805,296,400 | 839,176,900 | $(33,880,500)$ | -4.04\% |
| total to state | 2,460,486,500 | 2,564,004,200 | (103,517,700) | -4.04\% |
| Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108 | 8,001,600 | 8,338,200 | $(336,600)$ | -4.04\% |
| Plus: Studies, 0.33\% RCW 46.68.110(2) \#108 | 1,760,400 | 1,834,400 | $(74,000)$ | -4.03\% |
| Plus: Withholding CRAB RCW 46.68.090(2)(h) | 705,800 | 705,800 | 0 | 0.00\% |
| NET TO State | 2,470,998,300 | 2,574,926,800 | $(103,928,500)$ | -4.04\% |



Transportation Revenue Forecast Council
Table A. 5. Motor Vehicle Fuel Tax Revenue
By Month of Distribution

## For Fiscal Years

## March 2023

GROSS FUEL TAX
TOTAL REFUNDS AND TRANSFERS

## ROSS GASOLINE TAX

Less: Non-Highway Refunds
Less: Tribal Reservation Refunds
Less: Aeronautics Transfer \#039
Less: Marine Transfer \#048 and \#267
Less: Outdoor Recreation Vehicle Transfer \#268 and \#01B
Less: Snowmobile \#01M

## NET GASOLINE TAX

## GROSS SPECIAL FUEL TAX

Less: Non-Highway Refunds
Less: Tribal Reservation Refunds

## NET SPECIAL FUEL TAX

## TOTAL MOTOR FUEL TAX

LESS ADMINISTRATIVE EXPENSES:
Department of Licensing \#108

## TOTAL EXPENSES

NET FOR DISTRIBUTION
$1 \phi$ Net for Distribution

## DISTRIBUTIONS

STATE
GENERAL WSDOT \& OTHER AGENCIES
44.387\% of 23ф, RCW 46.68.090(2)(a) \#108

SPECIAL CATEGORY C
3.2609\% of $23 \phi$ RCW $46.68 .090(2)$ (b) \#215

TRANSPORTATION 2003 ACCOUNT
$100 \%$ of $5 \phi$, RCW $46.68 .090(3)$ \#550
TRANSPORTATION PARTNERSHIP ACCOUNT
TRANSPORTATION PARTNERSHIP ACCOUN
83.3334\% of $6 \phi$ RCW 46.68.090(4)(c)(5)(c) and
$83.3334 \%$ of $6 \phi$ RCW $46.68 .090(4)(\mathrm{C})(5)(\mathrm{C})$ and
$100 \%$ of $2 \phi$ and $1.5 \phi$ RCW $46.68 .090(6) \# 09 \mathrm{H}$
CONNECTING WASHINGTON ACCOUNT
$100 \%$ of $7 \phi$ and $4.9 \phi$ RCW 46.68.090(7) \#2OH

## TOTAL TO STATE

Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108 Plus: Studies, 0.33\% RCW 46.68.110(2) \#108 Plus: Withholding CRAB RCW 46.68.090(2)(h)

NET TO STATE

| $\begin{gathered} \text { Fiscal Year } \\ 2014 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2015 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2016 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2017 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2018 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2019 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \$1,264,797,056 | \$1,282,377,674 | \$1,502,070,725 | \$1,729,805,960 | \$1,800,546,929 | \$1,775,177,362 |
| \$67,069,814 | 70,675,110 | 83,974,003 | 102,501,807 | \$107,579,132 | 121,288,654 |
| \$1,018,633,203 | 1,033,853,884 | 1,213,642,945 | 1,401,890,081 | \$1,465,421,874 | 1,434,969,680 |
| \$8,350,184 | 9,587,260 | 13,568,267 | 29,263,314 | \$24,665,131 | 19,809,196 |
| \$26,375,936 | 29,875,152 | 33,887,932 | 34,812,479 | \$40,307,542 | 41,898,032 |
| \$285,217 | 289,479 | 339,820 | 392,529 | \$410,318 | 406,929 |
| \$651,075 | 580,478 | 572,075 | 701,907 | \$805,019 | 826,809 |
| \$6,290,507 | 6,384,380 | 8,068,445 | 9,839,299 | \$10,355,259 | 10,267,358 |
| \$6,022,457 | 6,088,268 | 7,813,941 | 9,326,407 | \$9,878,066 | 9,788,204 |
| \$743,474 | 608,453 | 981,220 | 1,311,110 | \$1,069,782 | 1,061,092 |
| \$969,914,352 | 980,440,414 | 1,148,411,246 | 1,316,243,037 | \$1,377,930,757 | 1,350,912,061 |
| \$246,163,853 | 248,523,791 | 288,427,780 | 327,915,879 | \$335,125,055 | 340,207,682 |
| \$14,025,763 | 13,024,894 | 14,007,215 | 11,395,815 | \$13,615,072 | 30,047,774 |
| \$4,325,201 | 4,236,747 | 4,735,089 | 5,458,948 | \$6,472,942 | 7,183,260 |
| \$227,812,890 | 231,262,150 | 269,685,476 | 311,061,116 | \$315,037,040 | 302,976,647 |
| \$1,197,727,241 | 1,211,702,564 | 1,418,096,722 | 1,627,304,153 | \$1,692,967,797 | 1,653,888,708 |
| \$7,939,046 | 8,795,296 | 11,044,738 | 9,360,756 | \$8,943,237 | 8,725,325 |
| \$7,939,046 | 8,795,296 | 11,044,738 | 9,360,756 | \$8,943,237 | 8,725,325 |
| 1,189,788,195 | 1,202,907,268 | 1,407,051,984 | 1,617,943,397 | 1,684,024,560 | 1,645,163,382 |
| 31,727,685 | 32,077,527 | 32,970,323 | 33,319,146 | 34,089,566 | 30,553,275 |
| 323,908,256 | 327,479,795 | 336,594,358 | 340,155,495 | 348,020,720 | 339,989,665 |
| 23,795,986 | 24,058,370 | 24,727,973 | 24,989,593 | 25,567,413 | 24,977,410 |
| 158,638,426 | 160,387,636 | 164,851,615 | 166,595,730 | 170,447,830 | 166,514,512 |
| 269,685,451 | 272,659,109 | 280,247,878 | 283,212,874 | 289,761,447 | 283,074,804 |
|  |  | 170,664,869 | 368,475,421 | 405,665,835 | 396,304,540 |
| 776,028,119 | 784,584,910 | 977,086,693 | 1,183,429,113 | 1,239,463,246 | 1,210,860,931 |
| 3,751,497 | 3,792,863 | 3,898,427 | 3,939,672 | 4,030,767 | 3,937,752 |
| 825,329 | 834,430 | 857,654 | 866,728 | 886,769 | 866,305 |
| 352,900 | 352,900 | 352,900 | 352,900 | 352,900 | 352,900 |
| 780,957,846 | 789,565,103 | 982,195,675 | 1,188,588,414 | 1,244,733,682 | 1,216,017,88 |

Transportation Revenue Forecast Council

## able A. 5. Motor Vehicle Fuel Tax Revenue

## By Month of Distribution

For Fiscal Years
March 2023

## IASHINGTON STATE FERRIES

UGET SOUND FERRY OPERATIONS ACCOUNT \#109
2.3283\% of 23ф, RCW 46.68.090(2)(c)

Plus: RCW 46.68.080(5), Capron Act Redistributions \#109
OTAL TO FERRY OPERATIONS
PUGET SOUND FERRY CONSTRUCTION ACCOUNT \#099 2.3726\% of 23\&. RCW 46.68.090(2)(d) \#099
tOTAL TO WASHINGTON STATE FERRIES
TRANSPORTATION IMPROVEMENT BOARD
$7.5597 \%$ of $23 \phi$ to TIA RCW 46.68.090(2)(e) \#144
$5.6739 \%$ of $23 \phi$ to TIA RCW $46.68 .090(2)(\mathrm{f})$ \#144
Plus: Small City Pavement and Sidewalk Account \# 08M
TOTAL TO TRANSPORTATION IMPROVEMENT BOARD CITIES

REGULAR DISTRIBUTIO
10.6961\% of 23申 to Cities RCW 46.68.090(2)(g)

2005 DISTRIBUTION
$8.3333 \%$ of $6 \phi$ RCW 46.68.090(4)(a) and (5)(a)
Less: State Supervision, 1.5\%, RCW 46.68.110(1) Less: Studies, $0.33 \%$ RCW 46.68.110(2)
Less: Small City Pavement and Sidewalk Account \#08M RCW 46.68.110(3)
NET TO CITIES

## OUNTIES

REGULAR DISTRIBUTION
19.2287\% of 23申 to Counties RCW 46.68.090(2)(h)

2005 DISTRIBUTION
8.3333\% of $6 \phi$ RCW 46.68.090(4)(b) and (5)(b)

Less: State Supervision, $1.5 \%$, RCW 46.68.120(1
Less: Withholding CRAB RCW 46.68.090(2)
TOTAL AMOUNT ALLOCATED TO COUNTIES Less: Amounts to Ferry Operations, RCW 46.68.080(5)

## total net to counties

 REFUNDS TO COUNTIESTo San Juan County RCW 46.68.080(1) Capron Act To Island County RCW 46.68.080(2) Capron Act To sland County RCW 46.68.080(2) Capron Act
To Pierce, Skagit, and Whatcom Counties RCW 47.56 .725
NET DISTRIBUTION TO COUNTIES
COUNTY ARTERIAL PRESERVATION
$1.9565 \%$ of $23 \phi$ RCW 46.68 .090 (2)(i) \#186
RURAL ARTERIAL PROGRAM
2.5363\% of $23 \phi$ RCW 46.68.090(2)(j) \#102

## NET FOR DISTRIBUTION

 |  |
| :--- |

| iscal Year | Fiscal Ye |
| :--- | ---: |
| 2014 | 2015 |


| $\$ 16,990,461$ | $\$ 17,177,80$ |
| ---: | ---: |
| $4,675,031$ | $5,078,91$ |
| $21,665,492$ | $22,256,72$ |

$\begin{array}{rr}17,313,734 & 17,504,642\end{array}$
$55,165,910$
$55,165,910$
$41,404,534$ $4,404,534$
939,172


97,509,615
98,584,795

78,053,374

| $15,863,779$ | $16,038,69$ |
| ---: | ---: |
| $(1,408,757)$ | $(1,424,29$ |
| $(309,927)$ | $(313,344$ |
| $(939,172)$ | $(949,527$ |

91,259,297
92,265,558

| $140,318,892$ | $141,866,104$ |
| ---: | ---: |
| $15,863,779$ | $16,038,699$ |
| $(2,342,740)$ | $(2,368,572$ |
| $(515,403)$ | $(521,086$ |
| $(352,900)$ | $(352,900)$ |

$\begin{array}{rr}152,971,629 & 154,662,245 \\ (4,675,031) & (5,078,918) \\ 148,296,597 & 149,583,327\end{array}$
$(2,0$
$(3,83$
141,9
14
(2,008,715)
$(50,000)$
$141,954,088$
141

| 14,277,300 | 14,434,727 |
| :---: | :---: |
| 18,508,313 | 18,712,393 |

\$1,189,788,195 \$1,202,907,268

Fiscal Year 2016
$\$ 17,655,905$
$6,878,484$
$24,534,388$

$17,991,839$
$42,526,22$
------------1
$57,326,5$
$43,026,173$
975,9
101,328,

101,328,650
102,400,698
$\left.\begin{array}{|c|r}\hline & \text { Fiscal Year } \\ \mathbf{2 0 1 8}\end{array} \begin{array}{c}\text { Fiscal Year } \\ \mathbf{2 0 1 9}\end{array}\right]$

| $83,863,844$ | $81,928,570$ |
| ---: | ---: | ---: |
|  |  |
| $17,044,715$ | $16,651,385$ |
| $(1,513,628)$ | $(1,478,699)$ |
| $(332,998)$ | $(325,314)$ |
| $(1,009,086)$ | $(985,800)$ |
| $98,052,846$ | $95,790,142$ |


|  |  |
| ---: | ---: |
| $145,814,584$ | $147,357,289$ |
| $16,485,096$ | $16,659,506$ |
| $(2,434,495)$ | $(2,460,252)$ |
| $(535,589)$ | $(541,255)$ |
| $(352,900)$ | $(352,900)$ |
| $158,976,695$ | $160,662,388$ |
| $(6,878,484)$ | $(9,158,516)$ |
| $152,098,211$ | $151,503,872$ |


| $150,764,549$ | $147,285,450$ |
| ---: | ---: |
| $17,044,715$ | $16,651,385$ |
| $(2,517,139)$ | $(2,459,053)$ |
| $(553,771)$ | $(540,992)$ |
| $(352,900)$ | $(352,900)$ |


| $(1,999,488)$ | $(2,127,457)$ |
| ---: | ---: |
| $(4,305,233)$ | $(4,306,602)$ |
| $(900,000)$ | $(900,000)$ |


| $(2,171,714)$ | $(2,413,782)$ |
| ---: | ---: |
| $(3,877,966)$ | $(3,778,656)$ |
| $(936,720)$ | $(974,189)$ |

$14,836,481 \quad 14,993,449$

15,340,134
$14,986,140$

| $15,340,134$ | $14,986,140$ |
| ---: | ---: |
| $-----------------19,886,114$ | $19,427,215$ |
| $\$ 1,684,024,560$ | $\$ 1,645,163,383$ |

Transportation Revenue Forecast Council
Table A. 5. Motor Vehicle Fuel Tax Revenue
By Month of Distribution
For Fiscal Years
March 2023

GROSS FUEL TAX
TOTAL REFUNDS AND TRANSFERS
GROSS GASOLINE TAX
Less: Non-Highway Refunds
Less: Tribal Reservation Refunds
Less. Aeronautics Transfer \#039
Less: Marine Transfer \#048 and \#267
Less: Outdoor Recreation Vehicle Transfer \#268 and \#01B
Less: Snowmobile \#01M

## NET GASOLINE TAX

## GROSS SPECIAL FUEL TAX

Less: Tribal Reservation Refund
NET SPECIAL FUEL TAX

## TOTAL MOTOR FUEL TAX

Less Administrative expenses
Department of Licensing \#108

## TOTAL EXPENSES

NET FOR DISTRIBUTION
$1 \nmid$ Net for Distribution

## IISTRIBUTIONS

STATE
GENERAL WSDOT \& OTHER AGENCIES
$44.387 \%$ of 23 RCW 46.68 .090 (2)(a) \#10
SPECIAL CATEGORY C
3.2609\% of 23¢ RCW $46.68 .090(2)$ (b) \#215

TRANSPORTATION 2003 ACCOUNT
$100 \%$ of $5 ¢$, RCW $46.68 .090(3)$ \#550
TRANSPORTATION PARTNERSHIP ACCOUNT 83.3334\% of $6 \phi$ RCW 46.68.090(4)(c)(5)(c) and
$100 \%$ of $2 \phi$ and $1.5 \phi$ RCW $46.68 .090(6) \# 09$
CONNECTING WASHINGTON ACCOUNT
$100 \%$ of $7 \$$ and $4.9 \not \subset$ RCW 46.68 .090 (7) \#20H

## TOTAL TO STATE

Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108 Plus: Studies, 0.33\% RCW 46.68.110(2) \#108
Plus: Withholding CRAB RCW $46.68 .090(2)(\mathrm{h})$
NET TO STATE

| $\begin{gathered} \text { Fiscal Year } \\ 2020 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2021 \end{gathered}$ | Current Biennium |  | $\begin{aligned} & \text { Fiscal Year } \\ & 2024 \end{aligned}$ | $\begin{gathered} \text { Fiscal Year } \\ 2025 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2026 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2027 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{aligned} & \text { Fiscal Year } \\ & 2022 \end{aligned}$ | $\begin{gathered} \text { Fiscal Year } \\ 2023 \end{gathered}$ |  |  |  |  |
| \$1,701,592,885 | \$1,590,783,500 | \$1,702,041,068 | \$1,686,601,100 | \$1,676,612,900 | \$1,691,621,500 | \$1,708,069,800 | \$1,724,303,900 |
| 117,854,069 | 121,233,900 | 121,643,757 | 142,516,300 | 122,784,000 | 123,695,500 | 124,647,200 | 125,594,900 |
| 1,350,707,109 | 1,232,090,000 | 1,317,916,911 | 1,308,488,000 | 1,310,925,900 | 1,320,106,400 | 1,330,677,300 | 1,341,132,700 |
| 26,975,190 | 29,561,700 | 18,406,405 | 18,318,800 | 18,353,000 | 18,481,500 | 18,629,500 | 18,775,900 |
| 45,454,519 | 44,454,600 | 51,396,225 | 51,709,700 | 52,025,200 | 52,342,500 | 52,661,800 | 52,983,100 |
| 378,198 | 345,000 | 369,017 | 366,400 | 367,100 | 372,300 | 372,600 | 375,500 |
| 754,791 | 658,700 | 963,882 | 844,800 | 958,800 | 965,500 | 973,200 | 980,900 |
| 9,542,445 | 8,704,400 | 9,310,790 | 9,258,000 | 9,303,100 | 9,368,200 | 9,443,200 | 9,517,400 |
| 9,012,789 | 8,166,900 | 8,801,907 | 9,015,300 | 8,747,700 | 8,809,200 | 8,880,500 | 8,950,900 |
| 1,028,148 | 1,244,500 | 1,059,545 | 1,312,600 | 1,021,000 | 1,020,500 | 1,020,500 | 1,020,500 |
| 1,257,561,030 | 1,138,954,100 | 1,227,609,140 | 1,217,662,200 | 1,220,150,200 | 1,228,746,600 | 1,238,696,000 | 1,248,528,600 |
| 350,885,776 | 358,693,600 | 384,124,157 | 378,113,100 | 365,687,000 | 371,515,100 | 377,392,500 | 383,171,200 |
| 17,938,839 | 19,171,400 | 19,813,015 | 39,476,200 | 19,781,700 | 20,097,000 | 20,414,900 | 20,727,500 |
| 6,769,151 | 8,926,700 | 11,522,971 | 12,214,300 | 12,226,600 | 12,238,800 | 12,251,000 | 12,263,300 |
| 326,177,786 | 330,595,500 | 352,788,171 | 326,422,500 | 333,678,700 | 339,179,300 | 344,726,600 | 350,180,400 |
| 1,583,738,816 | 1,469,549,600 | 1,580,397,311 | 1,544,084,800 | 1,553,828,900 | 1,567,926,000 | 1,583,422,600 | 1,598,709,000 |
| 10,171,049 | 8,263,400 | 8,913,196 | 9,078,800 | 9,338,900 | 9,431,600 | 9,523,600 | 9,616,100 |
| 10,171,049 | 8,263,400 | 8,913,196 | 9,078,800 | 9,338,900 | 9,431,600 | 9,523,600 | 9,616,100 |
| 1,573,567,767 | 1,461,286,200 | 1,571,484,100 | 1,535,006,000 | 1,544,490,000 | 1,558,494,300 | 1,573,898,900 | 1,589,092,900 |
| 31,853,599 | 29,580,700 | 31,811,400 | 31,073,000 | 31,265,000 | 31,548,500 | 31,860,300 | 32,167,900 |
| 325,193,706 | 301,989,600 | 324,763,100 | 317,224,500 | 319,184,500 | 322,078,600 | 325,262,100 | 328,402,100 |
| 23,890,422 | 22,185,700 | 23,858,800 | 23,305,000 | 23,449,000 | 23,661,600 | 23,895,400 | 24,126,100 |
| 159,267,993 | 147,903,500 | 159,057,100 | 155,365,000 | 156,324,900 | 157,742,300 | 159,301,500 | 160,839,400 |
| 270,755,715 | 251,436,000 | 270,397,200 | 264,120,600 | 265,752,500 | 268,162,100 | 270,812,700 | 273,427,100 |
| 379,057,822 | 352,010,200 | 378,555,900 | 369,768,600 | 372,053,300 | 375,426,800 | 379,137,600 | 382,797,700 |
| 1,158,165,658 | 1,075,525,000 | 1,156,632,100 | 1,129,783,800 | 1,136,764,100 | 1,147,071,400 | 1,158,409,400 | 1,169,592,400 |
| 3,766,385 | 3,497,600 | 3,761,400 | 3,674,100 | 3,696,800 | 3,730,300 | 3,767,200 | 3,803,500 |
| 828,605 | 769,500 | 827,500 | 808,300 | 813,300 | 820,700 | 828,800 | 836,800 |
| 0 | 1,080,800 | 727,900 | 1,102,900 | 727,900 | 727,900 | 727,900 | 375,000 |
| 1,162,760,648 | 1,080,872,900 | 1,161,948,900 | 1,135,369,000 | 1,142,002,100 | 1,152,350,300 | 1,163,733,300 | 1,174,607,700 |

Transportation Revenue Forecast Council
Table A. 5. Motor Vehicle Fuel Tax Revenue
By Month of Distribution
For Fiscal Years
March 2023

WASHINGTON STATE FERRIES
PUGET SOUND FERRY OPERATIONS ACCOUNT \#109
2.3283\% of 23申, RCW 46.68.090(2)(c)

Plus: RCW 46.68.080(5), Capron Act Redistributions \#109
TOTAL TO FERRY OPERATIONS
PUGET SOUND FERRY CONSTRUCTION ACCOUNT \#099 2.3726\% of 23ф, RCW 46.68.090(2)(d) \#099

TOTAL TO WASHINGTON STATE FERRIES
TRANSPORTATION IMPROVEMENT BOARD
7.5597\% of $23 \phi$ to TIA RCW 46.68.090(2)(e) \#144 $5.6739 \%$ of $23 \phi$ to TIA RCW $46.68 .090(2)(f)$ \#144 Plus: Small City Pavement and Sidewalk Account \# 08M

TOTAL TO TRANSPORTATION IMPROVEMENT BOARD cities

REGULAR DISTRIBUTIO
$10.6961 \%$ of 234 to Cities RCW 46.68.090(2)(g)
2005 DISTRIBUTION
$8.3333 \%$ of $6 \phi$ RCW 46.68.090(4)(a) and (5)(a)
Less: State Supervision, 1.5\%, RCW 46.68.110(1)
Less: Studies, $0.33 \%$ RCW 46.68.110(2)
Less: Small City Pavement and Sidewalk Account \#08M RCW 46.68.110(3)
NET TO CITIES
counties
REGULAR DISTRIBUTION
19.2287\% of $23 \phi$ to Counties RCW 46.68.090(2)(h)

2005 DISTRIBUTION
8.3333\% of $6 \phi$ RCW 46.68.090(4)(b) and (5)(b)

Less: State Supervision, $1.5 \%$, RCW 46.68.120(1)
Less: Studies, $0.33 \%$ RCW $4668.120(3)$ Less: Withholding CRAB RCW 46.68.090(2)

TOTAL AMOUNT ALLOCATED TO COUNTIES Less: Amounts to Ferry Operations, RCW 46.68.080(5)
tOTAL NET TO COUNTIES REFUNDS TO COUNTIES

To San Juan County RCW 46.68.080(1) Capron Act To Island County RCW 46.68.080(2) Capron Act To Pierce, Skagit, and Whatcom Counties RCW 47.56.725 NET DISTRIBUTION TO COUNTIES
COUNTY ARTERIAL PRESERVATION
$1.9565 \%$ of $23 \phi$ RCW 46.68.090(2)(i) \#186
RURAL ARTERIAL PROGRAM
2.5363\% of $23 \phi$ RCW 46.68.090(2)(j) \#102

## NET FOR DISTRIBUTION

Transportation Revenue Forecast Council
Table A. 5. Motor Vehicle Fuel Tax Revenue
By Month of Distribution
For Fiscal Years
March 2023

## GROSS FUEL TAX

TOTAL REFUNDS AND TRANSFERS
GROSS GASOLINE TAX
Less: Non-Highway Refund
Less: Tribal Reservation Refunds
Less: Aeronautics Transfer \#039
Less: Marine Transfer \#048 and \#267
Less: Outdoor Recreation Vehicle Transfer \#268 and \#01B Less: Snowmobile \#01M

## NET GASOLINE TAX

## GROSS SPECIAL FUEL TAX

Less: Non-Highway Refunds
Less: Tribal Reservation Refunds

## NET SPECIAL FUEL TAX

## TOTAL MOTOR FUEL TAX

LESS ADMINISTRATIVE EXPENSES:
Department of Licensing \#108

## TOTAL EXPENSES

NET FOR DISTRIBUTION
$1 \phi$ Net for Distribution

## DISTRIBUTIONS

## STATE

GENERAL WSDOT \& OTHER AGENCIES
44.387\% of 23ф, RCW 46.68.090(2)(a) \#108

SPECIAL CATEGORY C
3.2609\% of 234 RCW 46.68.090(2)(b) \#215

TRANSPORTATION 2003 ACCOUNT
$100 \%$ of $5 \phi$, RCW $46.68 .090(3)$ \#550
TRANSPORTATION PARTNERSHIP ACCOUNT
RANSPORTATION PARTNERSHIP ACCOUNT
$83.3334 \%$ of $6 \phi$ RCW 46.68.090(4)(c)(5)(c) and
$100 \%$ of $2 \phi$ and $1.5 \phi \mathrm{RCW} 46.68 .090(6) \# 09 \mathrm{H}$
CONNECTING WASHINGTON ACCOUNT
$100 \%$ of $7 \phi$ and $4.9 \phi$ RCW 46.68.090(7) \#20H

## TOTAL TO STATE

Plus: State Supervision, 1.5\%, RCW 46.68.110(1) \#108 Plus: Studies, $0.33 \%$ RCW 46.68.110(2) \#108 Plus: Withholding CRAB RCW 46.68.090(2)(h)

## NET TO STATE

| $\begin{gathered} \text { Fiscal Year } \\ 2028 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2029 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2030 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2031 \end{gathered}$ | $\begin{aligned} & \text { Fiscal Year } \\ & 2032 \end{aligned}$ | $\begin{gathered} \text { Fiscal Year } \\ 2033 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \$1,740,485,300 | \$1,756,598,600 | \$1,772,560,700 | \$1,788,473,400 | \$1,804,368,000 | \$1,820,200,800 |
| 126,543,100 | 127,493,400 | 128,440,300 | 129,386,600 | 130,325,000 | 131,288,100 |
| 1,351,486,000 | 1,361,771,200 | 1,371,905,300 | 1,382,039,300 | 1,392,031,800 | 1,401,974,400 |
| 18,920,800 | 19,064,800 | 19,206,700 | 19,348,600 | 19,488,400 | 19,627,600 |
| 53,306,200 | 53,631,400 | 53,958,600 | 54,287,700 | 54,618,900 | 54,952,000 |
| 378,400 | 381,300 | 384,100 | 387,000 | 389,800 | 392,600 |
| 988,400 | 996,000 | 1,003,400 | 1,010,800 | 1,018,100 | 1,025,400 |
| 9,590,900 | 9,663,900 | 9,735,800 | 9,807,700 | 9,878,600 | 9,949,200 |
| 9,020,500 | 9,089,700 | 9,157,900 | 9,226,000 | 9,293,200 | 9,359,900 |
| 1,020,500 | 1,020,500 | 1,020,500 | 1,020,500 | 1,020,500 | 1,020,500 |
| 1,258,260,200 | 1,267,923,600 | 1,277,438,300 | 1,286,951,100 | 1,296,324,300 | 1,305,647,100 |
| 388,999,300 | 394,827,400 | 400,655,400 | 406,434,100 | 412,336,200 | 418,226,400 |
| 21,042,800 | 21,358,000 | 21,673,300 | 21,985,900 | 22,305,200 | 22,623,800 |
| 12,274,500 | 12,287,800 | 12,300,100 | 12,312,400 | 12,312,400 | 12,337,000 |
| 355,682,000 | 361,181,500 | 366,682,000 | 372,135,800 | 377,718,600 | 383,265,600 |
| 1,613,942,200 | 1,629,105,100 | 1,644,120,400 | 1,659,086,900 | 1,674,043,000 | 1,688,912,700 |
| 9,708,000 | 9,799,400 | 9,889,900 | 9,980,300 | 9,980,300 | 9,980,300 |
| 9,708,000 | 9,799,400 | 9,889,900 | 9,980,300 | 9,980,300 | 9,980,300 |
| 1,604,234,200 | 1,619,305,700 | 1,634,230,500 | 1,649,106,600 | 1,664,062,700 | 1,678,932,400 |
| 32,474,400 | 32,779,500 | 33,081,600 | 33,382,700 | 33,685,500 | 33,986,500 |
| 331,531,200 | 334,645,900 | 337,730,300 | 340,804,600 | 343,895,400 | 346,968,400 |
| 24,356,000 | 24,584,800 | 24,811,400 | 25,037,300 | 25,264,300 | 25,490,100 |
| 162,371,900 | 163,897,300 | 165,407,900 | 166,913,600 | 168,427,400 | 169,932,400 |
| 276,032,300 | 278,625,600 | 281,193,600 | 283,753,300 | 286,326,700 | 288,885,300 |
| 386,445,100 | 390,075,700 | 393,670,900 | 397,254,400 | 400,857,200 | 404,439,200 |
| 1,180,736,500 | 1,191,829,400 | 1,202,814,200 | 1,213,763,200 | 1,224,771,100 | 1,235,715,400 |
| 3,839,800 | 3,875,900 | 3,911,600 | 3,947,200 | 3,983,000 | 4,018,600 |
| 844,800 | 852,700 | 860,500 | 868,400 | 876,300 | 884,100 |
| 375,000 | 375,000 | 375,000 | 352,900 | 352,900 | 352,900 |
| 1,185,796,100 | 1,196,932,900 | 1,207,961,300 | 1,218,953,700 | 1,230,005,300 | 1,240,993,000 |

Transportation Revenue Forecast Council
Table A. 5. Motor Vehicle Fuel Tax Revenue
By Month of Distribution
For Fiscal Years
March 2023

WASHINGTON STATE FERRIES
PUGET SOUND FERRY OPERATIONS ACCOUNT \#109
2.3283\% of 23ф, RCW 46.68.090(2)(c)

Plus: RCW 46.68.080(5), Capron Act Redistributions \#109
TOTAL TO FERRY OPERATIONS
PUGET SOUND FERRY CONSTRUCTION ACCOUNT \#099 2.3726\% of 234, RCW 46.68.090(2)(d) \#099

TOTAL TO WASHINGTON STATE FERRIES
TRANSPORTATION IMPROVEMENT BOARD

> 7.5597\% of $23 \phi$ to TIA RCW $46.68 .090(2)(\mathrm{e}) \# 144$ $5.6739 \%$ of $23 \phi$ to TIA RCW $46.68 .090(2)(\mathrm{f}) \# 144$ Plus: Small City Pavement and Sidewalk Account \# 08M TOTAL TO TRANSPORTATION IMPROVEMENT BOARD Cities

REGULAR DISTRIBUTION
10.6961\% of $23 \phi$ to Cities RCW 46.68.090(2)(g)
2005 DISTRIBUTION

2005 DISTRIBUTION
$8.3333 \%$ of $6 \phi$ RCW 46.68.090(4)(a) and (5)(a)
Less: State Supervision, 1.5\%, RCW 46.68.110(1)
Less: Studies, $0.33 \%$ RCW 46.68.110(2)
RCW 46.68.110(3)
NET TO CITIES

## COUNTIES

REGULAR DISTRIBUTION
19.2287\% of 23ф to Counties RCW 46.68.090(2)(h) 2005 DISTRIBUTION
8.3333\% of $6 \phi$ RCW 46.68.090(4)(b) and (5)(b)

Less: State Supervision, 1.5\%, RCW 46.68.120(1)
Less: Studies, $0.33 \%$ RCW $46.68 .120(3)(2)(\mathrm{h})$
TOTAL AMOUNT ALLOCATED TO COUNTIES
TOTAL NET TO COUNTIES
REFUNDS TO COUNTIES
To San Juan County RCW 46.68.080(1) Capron Act
To Island County RCW 46.68.080(2) Capron Act
To Island County RCW 46.68.080(2) Capron Act
To Pierce, Skagit, and Whatcom Counties RCW 47.56.725
NET DISTRIBUTION TO COUNTIES
COUNTY ARTERIAL PRESERVATION

RURAL ARTERIAL PROGRAM
2.5363\% of $23 \phi$ RCW 46.68.090(2)(j) \#102

## NET FOR DISTRIBUTION

# Motor Vehicle Related Revenue Forecast Licenses, Permits, and Fees 

## March 2023

Contacts: David Ding, Washington State Department of Transportaton, 360-705-7502, dingdav@wsdot.wa.gov Alice Vogal, Washington State Department pf Licensing, 360-902-3986, avogel@dol.wa.gov Olga Novikova, Washington State Department of Licensing, 360-902-0121, onovikova@dol.wa.gov Tom Gilmore, Wahington State Department of Licensing, 360-902-3751, Tgilmore@dol.wa.gov

## Transportation Revenue Forecast Council

Table B. 1. Washington Motor Vehicle Registration Fiscal Year Forecasts
March 2023


## Transportation Revenue Forecast Council

Table B. 2. Vehicle Related Revenue (License, Permits and Fees)
Biennial Comparison

| March 2023 | $\begin{array}{r} \text { BIENNIUM } \\ \text { 2013-2015 } \\ \text { March } 2023 \\ \hline \end{array}$ | BIENNIUM 2013-2015 November 2022 | Difference |  | BIENNIUM <br> 2015-2017 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ 2015-2017 \\ \text { November } 2022 \end{gathered}$ | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Collected by Department of Licensing: |  |  |  |  |  |  |  |  |
| Vehicles paying Basic License Fee (\$30) | \$309,872,728 | \$309,872,728 | \$0 | 0.00\% | \$333,629,517 | \$333,629,517 | \$0 | 0.00\% |
| Vehicles paying Weight-based Registration Fee (All Trucks) | 361,183,604 | 361,183,604 | 0 | 0.00\% | 418,367,730 | 418,367,730 | 0 | 0.00\% |
| Vehicles paying Freight Project Fee (Trucks >10,000 lbs) | 0 | 0 | 0 | 0.00\% | 16,244,263 | 16,244,263 | 0 | 0.00\% |
| Vehicles paying varying fees | 1,414,830 | 1,414,830 | 0 | 0.00\% | 1,984,759 | 1,984,759 | 0 | 0.00\% |
| Personal Trailers | 13,326,211 | 13,326,211 | 0 | 0.00\% | 13,334,376 | 13,334,376 | 0 | 0.00\% |
| Intermittent-Use Trailers (\$187.50) | 0 | 0 | 0 | 0.00\% | 22,500 | 22,500 | 0 | 0.00\% |
| Penalty Fees | 8,253,130 | 8,253,130 | 0 | 0.00\% | 10,075,494 | 10,075,494 | 0 | 0.00\% |
| Passenger Vehicle Weight Fees | 116,648,706 | 116,648,706 | 0 | 0.00\% | 213,919,971 | 213,919,971 | 0 | 0.00\% |
| Motor Home Weight Fees | 9,989,725 | 9,989,725 | 0 | 0.00\% | 10,248,139 | 10,248,139 | 0 | 0.00\% |
| RV Disposal Fee | 1,328,365 | 1,328,365 | 0 | 0.00\% | 1,431,585 | 1,431,585 | 0 | 0.00\% |
| Trip Permit Admin Fees and Surcharge | 7,154,082 | 7,154,082 | 0 | 0.00\% | 7,541,730 | 7,541,730 | 0 | 0.00\% |
| Inspection Fees | 17,642,200 | 17,642,200 | 0 | 0.00\% | 20,483,222 | 20,483,222 | 0 | 0.00\% |
| Other Vehicle Permits and Fees | 3,351,045 | 3,351,045 | 0 | 0.00\% | 3,276,724 | 3,276,724 | 0 | 0.00\% |
| Vehicle Business Licenses /Abandoned Vehicle Fee | 3,611,006 | 3,611,006 | 0 | 0.00\% | 3,641,807 | 3,641,807 | 0 | 0.00\% |
| DOL Services Fee | 6,122,475 | 6,122,475 | 0 | 0.00\% | 6,526,338 | 6,526,338 | 0 | 0.00\% |
| License Plate Technology Fee | 3,062,545 | 3,062,545 | 0 | 0.00\% | 3,259,097 | 3,259,097 | 0 | 0.00\% |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | 1,017,383 | 1,017,383 | 0 | 0.00\% | 2,290,658 | 2,290,658 | 0 | 0.00\% |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Plate Related Fees | 70,589,870 | 70,589,870 | 0 | 0.00\% | 73,217,658 | 73,217,658 | 0 | 0.00\% |
| Filling \& Plate Number Retention Fees (fund 218) | 4,542,303 | 4,542,303 | 0 | 0.00\% | 3,409,620 | 3,409,620 | 0 | 0.00\% |
| Motor Vehicle Filing Fees (fund 106) | 3,839,903 | 3,839,903 | 0 | 0.00\% | 4,184,955 | 4,184,955 | 0 | 0.00\% |
| Title Fees | 64,602,780 | 64,602,780 | 0 | 0.00\% | 69,855,987 | 69,855,987 | 0 | 0.00\% |
| Quick Titles | 1,816,750 | 1,816,750 | 0 | 0.00\% | 4,008,828 | 4,008,828 | 0 | 0.00\% |
| Dealer Temporary Permits (WSP \$10 Distribution) | 11,143,460 | 11,143,460 | 0 | 0.00\% | 15,312,169 | 15,312,169 | 0 | 0.00\% |
| Wheeled All Terrain Vehicles On Road Fee | 44,280 | 44,280 | 0 | 0.00\% | 142,929 | 142,929 | 0 | 0.00\% |
| Title Service Fee \$15 (Vehicles \& Vessels) | 3,003,435 | 3,003,435 | 0 | 0.00\% | 12,130,552 | 12,130,552 | 0 | 0.00\% |
| Registration Service Fee \$8 (Vehicles \& Vessels) | 6,191,950 | 6,191,950 | 0 | 0.00\% | 22,442,202 | 22,442,202 | 0 | 0.00\% |
| Abandoned RV Disposal Fee \$6 | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Total Collected by DOL | \$1,029,752,766 | \$1,029,752,766 | \$0 | 0.00\% | \$1,271,643,310 | \$1,271,643,310 | \$0 | 0.00\% |
| Collected by Department of Transportation | \$16,524,302 | \$16,524,302 | \$0 | 0.00\% | \$16,313,275 | \$16,313,275 | \$0 | 0.00\% |
| Total Revenue from |  |  |  |  |  |  |  |  |
| Licenses, Permits, and Fees | \$1,046,277,068 | \$1,046,277,068 | \$0 | 0.00\% | \$1,287,956,585 | \$1,287,956,585 | \$0 | 0.00\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$429,251,819 | \$429,251,819 | \$0 | 0.00\% | \$513,665,865 | \$513,665,865 | \$0 | 0.00\% |
| State Patrol-Fund 081 | 310,140,544 | 310,140,544 | 0 | 0.00\% | 338,682,736 | 338,682,736 | 0 | 0.00\% |
| State Ferries-Fund 109 | 15,797,763 | 15,797,763 | 0 | 0.00\% | 17,489,926 | 17,489,926 | 0 | 0.00\% |
| Capital Vessel Replacement Account--Fund 18J | 9,195,400 | 9,195,400 | 0 | 0.00\% | 34,572,734 | 34,572,734 | 0 | 0.00\% |
| RV Disposal Fee-Fund 097 | 1,328,365 | 1,328,365 | 0 | 0.00\% | 1,431,585 | 1,431,585 | 0 | 0.00\% |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 140,033,726 | 140,033,726 | 0 | 0.00\% | 240,459,826 | 240,459,826 | 0 | 0.00\% |
| Transportation 2003 (Nickel) Account-Fund 550 | 78,393,444 | 78,393,444 | 0 | 0.00\% | 73,416,637 | 73,416,637 | 0 | 0.00\% |
| Transportation Partnership Account-Fund 09H | 43,066,800 | 43,066,800 | 0 | 0.00\% | 48,026,743 | 48,026,743 | 0 | 0.00\% |
| Freight Mobility Multimodal Account-Fund 11E | 6,000,000 | 6,000,000 | 0 | 0.00\% | 6,000,000 | 6,000,000 | 0 | 0.00\% |
| Rural Arterial Trust Account 102-253 | 0 | 0 | 0 | 0.00\% | 48,600 | 48,600 | 0 | 0.00\% |
| Transportation Improvement Account 144 | 0 | 0 | 0 | 0.00\% | 48,600 | 48,600 | 0 | 0.00\% |
| DOL Services Account-Fund 201 | 6,122,475 | 6,122,475 | 0 | 0.00\% | 6,526,338 | 6,526,338 | 0 | 0.00\% |

Transportation Revenue Forecast Council
Table B. 2. Vehicle Related Revenue (License, Permits and Fees)
Biennial Comparison

| March 2023 | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2013-2015 } \end{aligned}$$\text { March } 2023$ | BIENNIUM 2013-2015 November 2022 | Difference |  | $\begin{gathered} \text { BIENNIUM } \\ 2015-2017 \\ \text { March } 2023 \end{gathered}$ | BIENNIUM 2015-2017 November 2022 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Highway Safety Fund 106 | 3,839,903 | 3,839,903 | 0 | 0.00\% | 4,184,955 | 4,184,955 | 0 | 0.00\% |
| License Plate Technology Account-Fund 06T | 3,062,545 | 3,062,545 | 0 | 0.00\% | 3,259,097 | 3,259,097 | 0 | 0.00\% |
| Multiuse Roadway Safety Account Collections-571 | 44,284 | 44,284 | 0 | 0.00\% | 142,943 | 142,943 | 0 | 0.00\% |
| Electric Vehicle Account 20J | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Abandoned RV Service Fee Account 22J | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Move Ahead WA Account 26P | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Total | \$1,046,277,068 | \$1,046,277,068 | \$0 | 0.00\% | \$1,287,956,585 | \$1,287,956,585 | \$0 | 0.00\% |
| Transfers ${ }^{2}$ |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$429,251,819 | \$429,251,819 | \$0 | 0.00\% | \$513,665,865 | \$513,665,865 | \$0 | 0.00\% |
| Capron | 4,484,385 | 4,484,385 | 0 | 0.00\% | 5,305,949 | 5,305,949 | 0 | 0.00\% |
| Balance | \$424,767,434 | \$424,767,434 | \$0 | 0.00\% | \$508,359,916 | \$508,359,916 | \$0 | 0.00\% |
| Multimodal Account | \$140,033,726 | \$140,033,726 | \$0 | 0.00\% | \$240,459,826 | \$240,459,826 | \$0 | 0.00\% |
| Transportation Infrastructure Account-Fund 094 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| Regional Mobility Grant Program Account3 | 40,000,000 | 40,000,000 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| Rural Mobility Grant Program Account3 | 20,000,000 | 20,000,000 | 0 | 0.00\% | 20,000,000 | 20,000,000 | 0 | 0.00\% |
| Balance | \$75,493,373 | \$75,493,373 | \$0 | 0.00\% | \$165,459,826 | \$165,459,826 | \$0 | 0.00\% |
| Transportation Partnership Account-Fund 09H | \$43,066,800 | \$43,066,800 | \$0 | 0.00\% | \$48,026,743 | \$48,026,743 | \$0 | 0.00\% |
| Small City Pavement and Sidewalk Account-Fund 08M | 2,000,000 | 2,000,000 | 0 | 0.00\% | 2,000,000 | 2,000,000 | 0 | 0.00\% |
| Transportation Improvement Account-Fund 144 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| County Arterial Preservation Account-Fund 186 | 3,000,000 | 3,000,000 | 0 | 0.00\% | 3,000,000 | 3,000,000 | 0 | 0.00\% |
| Freight Mobility Investment Account-Fund 09E | 6,000,000 | 6,000,000 | 0 | 0.00\% | 6,000,000 | 6,000,000 | 0 | 0.00\% |
| Balance | \$27,066,800 | \$27,066,800 | \$0 | 0.00\% | \$32,026,743 | \$32,026,743 | \$0 | 0.00\% |
| Capron Distribution |  |  |  |  |  |  |  |  |
| Island County | \$2,982,006 | \$2,982,006 | \$0 | 0.00\% | \$3,580,828 | \$3,580,828 | \$0 | 0.00\% |
| San Juan County | 1,502,426 | 1,502,426 | 0 | 0.00\% | 1,725,142 | 1,725,142 | 0 | 0.00\% |
| Total | \$4,484,432 | \$4,484,432 | \$0 | 0.00\% | \$5,305,970 | \$5,305,970 | \$0 | 0.00\% |

Multimodal Fund = Penalty Fees, Plate Number Retention Fees, Filing Fees, and a
2Most transfers occur on July 1st of each year. Capron transfers occur monthly.
Transfer occurs the last day of September, December, March, and June.
*As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Transfer Fees (108)

## Transportation Revenue Forecast Council

Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

| March 2023 | BIENNIUM 2017-2019 | $\begin{gathered} \text { BIENNIUM } \\ 2017-2019 \end{gathered}$$\text { November } 2022$ | Difference |  | BIENNIUM <br> 2019-2021 <br> March 2023 | BIENNIUM 2019-2021 November 2022 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | March 2023 |  | Value | Percent |  |  | Value | Percent |
| Collected by Department of Licensing: |  |  |  |  |  |  |  |  |
| Vehicles paying Basic License Fee (\$30) | \$346,268,889 | \$346,268,889 | \$0 | 0.00\% | \$347,463,152 | \$347,463,152 | \$0 | 0.00\% |
| Vehicles paying Weight-based Registration Fee (All Trucks) | 478,210,694 | 478,210,694 | 0 | 0.00\% | 505,428,585 | 505,428,585 |  | 0.00\% |
| Vehicles paying Freight Project Fee (Trucks >10,000 lbs) | 39,645,990 | 39,645,990 | 0 | 0.00\% | 43,588,212 | 43,588,212 | 0 | 0.00\% |
| Vehicles paying varying fees | 2,466,531 | 2,466,531 | 0 | 0.00\% | 2,462,665 | 2,462,665 | 0 | 0.00\% |
| Personal Trailers | 13,621,531 | 13,621,531 | 0 | 0.00\% | 13,922,948 | 13,922,948 | 0 | 0.00\% |
| Intermittent-Use Trailers (\$187.50) | 432,181 | 432,181 | 0 | 0.00\% | 1,002,441 | 1,002,441 | 0 | 0.00\% |
| Penalty Fees | 10,785,519 | 10,785,519 | 0 | 0.00\% | 9,798,427 | 9,798,427 | 0 | 0.00\% |
| Passenger Vehicle Weight Fees | 318,288,066 | 318,288,066 | 0 | 0.00\% | 328,650,408 | 328,650,408 | 0 | 0.00\% |
| Motor Home Weight Fees | 10,174,949 | 10,174,949 | 0 | 0.00\% | 10,281,596 | 10,281,596 | 0 | 0.00\% |
| RV Disposal Fee | 1,503,553 | 1,503,553 | 0 | 0.00\% | 1,596,152 | 1,596,152 | 0 | 0.00\% |
| Trip Permit Admin Fees and Surcharge | 8,798,474 | 8,798,474 | 0 | 0.00\% | 7,621,641 | 7,621,641 | 0 | 0.00\% |
| Inspection Fees | 21,602,485 | 21,602,485 | 0 | 0.00\% | 21,674,423 | 21,674,423 | 0 | 0.00\% |
| Other Vehicle Permits and Fees | 3,816,155 | 3,816,155 | 0 | 0.00\% | 4,133,695 | 4,133,695 | 0 | 0.00\% |
| Vehicle Business Licenses/Abandoned Vehicle Fee | 3,154,086 | 3,154,086 | 0 | 0.00\% | 6,713,286 | 6,713,286 | 0 | 0.00\% |
| DOL Services Fee | 7,212,481 | 7,212,481 | 0 | 0.00\% | 7,415,837 | 7,415,837 | 0 | 0.00\% |
| License Plate Technology Fee | 3,606,794 | 3,606,794 | 0 | 0.00\% | 3,707,869 | 3,707,869 | 0 | 0.00\% |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | 4,806,592 | 4,806,592 | 0 | 0.00\% | 13,080,341 | 13,080,341 | 0 | 0.00\% |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | 0 | 0 | 0 | 0.00\% | 6,457,237 | 6,457,237 | 0 | 0.00\% |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | 0 | 0 | 0 | 0.00\% | 16,907,019 | 16,907,019 | 0 | 0.00\% |
| Plate Related Fees | 74,978,054 | 74,978,054 | 0 | 0.00\% | 74,077,825 | 74,077,825 | 0 | 0.00\% |
| Filling \& Plate Number Retention Fees (fund 218) | 3,941,800 | 3,941,800 | 0 | 0.00\% | 2,078,871 | 2,078,871 | 0 | 0.00\% |
| Motor Vehicle Filing Fees (fund 106) | 7,034,721 | 7,034,721 | 0 | 0.00\% | 7,943,350 | 7,943,350 | 0 | 0.00\% |
| Title Fees | 73,659,826 | 73,659,826 | 0 | 0.00\% | 73,266,224 | 73,266,224 | 0 | 0.00\% |
| Quick Titles | 4,278,589 | 4,278,589 | 0 | 0.00\% | 4,745,050 | 4,745,050 | 0 | 0.00\% |
| Dealer Temporary Permits (WSP \$10 Distribution) | 15,766,230 | 15,766,230 | 0 | 0.00\% | 15,524,610 | 15,524,610 | 0 | 0.00\% |
| Wheeled All Terrain Vehicles On Road Fee | 256,743 | 256,743 | 0 | 0.00\% | 388,645 | 388,645 | 0 | 0.00\% |
| Title Service Fee \$15 (Vehicles \& Vessels) | 12,410,534 | 12,410,534 | 0 | 0.00\% | 15,128,494 | 15,128,494 | 0 | 0.00\% |
| Registration Service Fee \$8 (Vehicles \& Vessels) | 23,327,359 | 23,327,359 | 0 | 0.00\% | 33,108,290 | 33,108,290 | 0 | 0.00\% |
| Abandoned RV Disposal Fee \$6 | 383,340 | 383,340 | 0 | 0.00\% | 3,179,644 | 3,179,644 | 0 | 0.00\% |
| Total Collected by DOL | \$1,492,824,219 | \$1,492,824,219 | \$0 | 0.00\% | \$1,581,346,936 | \$1,581,346,936 | \$0 | 0.00\% |
| Collected by Department of Transportation | \$17,958,839 | \$17,958,839 | \$0 | 0.00\% | \$18,222,900 | \$18,222,900 | \$0 | 0.00\% |
| Total Revenue from |  |  |  |  |  |  |  |  |
| Licenses, Permits, and Fees | \$1,510,783,058 | \$1,510,783,058 | \$0 | 0.00\% | \$1,599,569,836 | \$1,599,569,836 | \$0 | 0.00\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$509,045,617 | \$509,045,617 | \$0 | 0.00\% | \$538,776,836 | \$538,776,836 | \$0 | 0.00\% |
| State Patrol-Fund 081 | 418,139,719 | 418,139,719 | 0 | 0.00\% | 423,961,500 | 423,961,500 | 0 | 0.00\% |
| State Ferries-Fund 109 | 19,772,557 | 19,772,557 | \$0 | 0.00\% | 21,128,200 | 21,128,200 | \$0 | 0.00\% |
| Capital Vessel Replacement Account--Fund 18J | 35,737,893 | 35,737,893 | \$0 | 0.00\% | 48,355,800 | 48,355,800 | \$0 | 0.00\% |
| RV Disposal Fee-Fund 097 | 1,503,553 | 1,503,553 | \$0 | 0.00\% | 1,596,100 | 1,596,100 | \$0 | 0.00\% |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 347,914,609 | 347,914,609 | \$0 | 0.00\% | 351,757,200 | 351,757,200 | \$0 | 0.00\% |
| Transportation 2003 (Nickel) Account-Fund 550 | 92,043,502 | 92,043,502 | \$0 | 0.00\% | 95,036,400 | 95,036,400 | \$0 | 0.00\% |
| Transportation Partnership Account-Fund 09H | 61,293,721 | 61,293,721 | \$0 | 0.00\% | 64,940,400 | 64,940,400 | \$0 | 0.00\% |
| Freight Mobility Multimodal Account-Fund 11E | 6,000,000 | 6,000,000 | \$0 | 0.00\% | 6,000,000 | 6,000,000 | \$0 | 0.00\% |
| Rural Arterial Trust Account 102-253 | 418,904 | 418,904 | \$0 | 0.00\% | 1,008,900 | 1,008,900 | \$0 | 0.00\% |
| Transportation Improvement Account 144 | 418,904 | 418,904 | \$0 | 0.00\% | 1,008,900 | 1,008,900 | \$0 | 0.00\% |
| DOL Services Account-Fund 201 | 7,212,481 | 7,212,481 | \$0 | 0.00\% | 7,415,800 | 7,415,800 | \$0 | 0.00\% |

Transportation Revenue Forecast Council
Table B. 2. Vehicle Related Revenue (License, Permits and

## Biennial Comparison


${ }^{1}$ Multimodal Fund = Penalty Fees, Plate Number Retention Fees, Filing Fees, and a portion of Title Fees, Vehicle Weight Fees' Additional Electric/Plug-in Renewal Fee
${ }^{2}$ Most transfers occur on July 1st of each year. Capron transfers occur monthly.
Transfer occurs the last day of September, December, March, and June
*As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Transfer Fees (108)

## Transportation Revenue Forecast Council

Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

| March 2023 | Current Biennium |  |  |  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2023-2025 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ \text { 2023-2025 } \\ \text { November } 2022 \\ \hline \end{gathered}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | BIENNIUM <br> 2021-2023 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ 2021-2023 \\ \text { November } 2022 \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Differenc } \\ & \text { Value } \\ & \hline \end{aligned}$ | Percent |  |  | $\begin{aligned} & \text { Differenc } \\ & \text { Value } \end{aligned}$ | Percent |
| Collected by Department of Licensing: |  |  |  |  |  |  |  |  |
| Vehicles paying Basic License Fee (\$30) | \$342,885,403 | \$342,814,695 | \$70,708 | 0.02\% | \$347,730,285 | \$349,785,434 | (\$2,055,149) | -0.59\% |
| Vehicles paying Weight-based Registration Fee (All Trucks) | 523,401,939 | 526,210,705 | $(2,808,766)$ | -0.53\% | 568,144,949 | 563,386,601 | 4,758,348 | 0.84\% |
| Vehicles paying Freight Project Fee (Trucks >10,000 lbs) | 44,597,585 | 43,671,108 | 926,477 | 2.12\% | 44,548,089 | 43,575,511 | 972,578 | 2.23\% |
| Vehicles paying varying fees | 2,599,700 | 2,552,635 | 47,065 | 1.84\% | 2,461,404 | 2,457,882 | 3,522 | 0.14\% |
| Personal Trailers | 12,890,241 | 12,685,796 | 204,445 | 1.61\% | 12,495,859 | 12,433,596 | 62,263 | 0.50\% |
| Intermittent-Use Trailers (\$187.50) | 1,316,005 | 1,319,505 | $(3,500)$ | -0.27\% | 1,689,200 | 1,689,100 | 100 | 0.01\% |
| Penalty Fees | 10,603,467 | 10,653,383 | $(49,916)$ | -0.47\% | 11,183,408 | 11,241,346 | $(57,938)$ | -0.52\% |
| Passenger Vehicle Weight Fees | 383,065,953 | 382,900,475 | 165,478 | 0.04\% | 449,347,011 | 451,820,251 | $(2,473,240)$ | -0.55\% |
| Motor Home Weight Fees | 10,104,914 | 9,917,235 | 187,679 | 1.89\% | 10,162,534 | 10,042,089 | 120,445 | 1.20\% |
| RV Disposal Fee | 1,615,285 | 1,579,995 | 35,290 | 2.23\% | 1,626,179 | 1,594,103 | 32,076 | 2.01\% |
| Trip Permit Admin Fees and Surcharge | 6,252,985 | 6,267,486 | $(14,501)$ | -0.23\% | 6,336,312 | 6,359,761 | $(23,449)$ | -0.37\% |
| Inspection Fees | 36,713,624 | 37,277,012 | $(563,388)$ | -1.51\% | 54,484,452 | 54,770,828 | $(286,376)$ | -0.52\% |
| Other Vehicle Permits and Fees | 4,492,240 | 4,177,037 | 315,203 | 7.55\% | 4,164,146 | 4,168,278 | $(4,132)$ | -0.10\% |
| Vehicle Business Licenses/Abandoned Vehicle Fee | 10,762,718 | 10,647,918 | 114,800 | 1.08\% | 8,870,500 | 8,793,500 | 77,000 | 0.88\% |
| DOL Services Fee | 7,386,146 | 7,590,546 | $(204,400)$ | -2.69\% | 7,764,200 | 9,163,000 | $(1,398,800)$ | -15.27\% |
| License Plate Technology Fee | 3,693,183 | 3,795,283 | $(102,100)$ | -2.69\% | 3,882,100 | 4,581,500 | $(699,400)$ | -15.27\% |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | 22,125,421 | 22,124,421 | 1,000 | 0.00\% | 40,127,600 | 36,373,200 | 3,754,400 | 10.32\% |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | 11,203,087 | 11,203,087 | 0 | 0.00\% | 20,110,000 | 18,226,400 | 1,883,600 | 10.33\% |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | 25,234,311 | 24,934,311 | 300,000 | 1.20\% | 27,660,800 | 27,042,800 | 618,000 | 2.29\% |
| Plate Related Fees | 144,915,567 | 149,251,467 | $(4,335,900)$ | -2.91\% | 239,076,400 | 245,863,600 | $(6,787,200)$ | -2.76\% |
| Filling \& Plate Number Retention Fees (fund 218) | 195,428 | 198,928 | $(3,500)$ | -1.76\% | 203,700 | 209,600 | $(5,900)$ | -2.81\% |
| Motor Vehicle Filing Fees (fund 106) | 7,033,820 | 7,207,520 | $(173,700)$ | -2.41\% | 7,213,500 | 7,325,100 | $(111,600)$ | -1.52\% |
| Title Fees | 69,626,817 | 70,507,517 | $(880,700)$ | -1.25\% | 73,307,300 | 73,429,400 | $(122,100)$ | -0.17\% |
| Quick Titles | 5,108,399 | 5,132,299 | $(23,900)$ | -0.47\% | 5,200,700 | 5,208,200 | $(7,500)$ | -0.14\% |
| Dealer Temporary Permits (WSP \$10 Distribution) | 24,214,370 | 25,657,770 | $(1,443,400)$ | -5.63\% | 55,762,600 | 54,727,100 | 1,035,500 | 1.89\% |
| Wheeled All Terrain Vehicles On Road Fee | 477,344 | 466,244 | 11,100 | 2.38\% | 512,700 | 481,300 | 31,400 | 6.52\% |
| Title Service Fee \$15 (Vehicles \& Vessels) | 15,033,920 | 15,215,420 | $(181,500)$ | -1.19\% | 15,266,000 | 15,290,000 | $(24,000)$ | -0.16\% |
| Registration Service Fee \$8 (Vehicles \& Vessels) | 31,163,364 | 31,703,364 | $(540,000)$ | -1.70\% | 32,082,800 | 32,745,200 | $(662,400)$ | -2.02\% |
| Abandoned RV Disposal Fee \$6 | 3,173,274 | 3,110,174 | 63,100 | 2.03\% | 3,091,300 | 3,030,800 | 60,500 | 2.00\% |
| Total Collected by DOL | \$1,761,886,510 | \$1,770,773,336 | (\$8,886,826) | -0.50\% | \$2,054,506,028 | \$2,055,815,480 | (\$1,309,452) | -0.06\% |
| Collected by Department of Transportation | \$18,837,900 | \$18,800,800 | \$37,100 | 0.20\% | \$19,279,500 | \$19,350,600 | $(\$ 71,100)$ | -0.37\% |
| Total Revenue from |  |  |  |  |  |  |  |  |
| Licenses, Permits, and Fees | \$1,780,724,410 | \$1,789,574,136 | (\$8,849,726) | -0.49\% | \$2,073,785,528 | \$2,075,166,080 | (\$1,380,552) | -0.07\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$549,588,310 | \$558,068,936 | (\$8,480,626) | -1.52\% | \$600,363,528 | \$596,410,380 | \$3,953,148 | 0.66\% |
| State Patrol-Fund 081 | 426,297,000 | 423,974,100 | 2,322,900 | 0.55\% | 438,373,300 | 438,453,500 | $(80,200)$ | -0.02\% |
| State Ferries-Fund 109 | 20,650,300 | 20,336,300 | \$314,000 | 1.54\% | 20,357,300 | 20,349,400 | \$7,900 | 0.04\% |
| Capital Vessel Replacement Account--Fund 18J | 46,197,300 | 46,918,800 | $(\$ 721,500)$ | -1.54\% | 47,348,800 | 48,035,200 | $(\$ 686,400)$ | -1.43\% |
| RV Disposal Fee-Fund 097 | 1,615,300 | 1,580,000 | \$35,300 | 2.23\% | 1,626,100 | 1,594,100 | \$32,000 | 2.01\% |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 408,822,000 | 404,830,700 | \$3,991,300 | 0.99\% | 472,844,500 | 475,274,300 | (\$2,429,800) | -0.51\% |
| Transportation 2003 (Nickel) Account-Fund 550 | 92,840,200 | 93,780,100 | $(\$ 939,900)$ | -1.00\% | 98,100,600 | 97,906,200 | \$194,400 | 0.20\% |
| Transportation Partnership Account-Fund 09H | 66,933,500 | 67,140,900 | $(\$ 207,400)$ | -0.31\% | 72,103,000 | 71,434,900 | \$668,100 | 0.94\% |
| Freight Mobility Multimodal Account-Fund 11E | 6,000,000 | 6,000,000 | \$0 | 0.00\% | 6,000,000 | 6,000,000 | \$0 | 0.00\% |
| Rural Arterial Trust Account 102-253 | 1,909,600 | 1,909,600 | \$0 | 0.00\% | 3,700,300 | 3,325,600 | \$374,700 | 11.27\% |
| Transportation Improvement Account 144 | 1,909,600 | 1,909,600 | \$0 | 0.00\% | 3,700,300 | 3,325,600 | \$374,700 | 11.27\% |
| DOL Services Account-Fund 201 | 7,299,100 | 7,245,700 | \$53,400 | 0.74\% | 7,425,300 | 7,439,500 | $(\$ 14,200)$ | -0.19\% |

Transportation Revenue Forecast Council
Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

| March 2023 | Current Biennium |  |  |  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2023-2025 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | BIENNIUM <br> 2023-2025 <br> November 2022 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2021-2023 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ 2021-2023 \\ \text { November } 2022 \end{gathered}$ | Differen Value | Percent |  |  | $\begin{aligned} & \text { Differenc } \\ & \text { Value } \end{aligned}$ | Percent |
| Highway Safety Fund 106 | 7,033,800 | 7,207,500 | (\$173,700) | -2.41\% | 7,213,500 | 7,325,100 | (\$111,600) | -1.52\% |
| License Plate Technology Account-Fund 06T | 3,649,700 | 3,622,900 | \$26,800 | 0.74\% | 3,712,700 | 3,719,800 | $(\$ 7,100)$ | -0.19\% |
| Multiuse Roadway Safety Account Collections-571 | 477,300 | 466,200 | \$11,100 | 2.38\% | 512,700 | 481,300 | \$31,400 | 6.52\% |
| Electric Vehicle Account 20J | 36,437,400 | 36,137,400 | \$300,000 | 0.83\% | 47,770,800 | 45,269,200 | \$2,501,600 | 5.53\% |
| Abandoned RV Service Fee Account 22J | 3,173,300 | 3,110,200 | \$63,100 | 2.03\% | 3,091,300 | 3,030,800 | \$60,500 | 2.00\% |
| Move Ahead WA Account 26P | 99,890,700 | 105,335,200 | $(5,444,500)$ | -5.17\% | 239,541,500 | 245,791,200 | $(6,249,700)$ | -2.54\%\| |
| Total | \$1,780,724,410 | \$1,789,574,136 | (\$8,849,726) | -0.49\% | \$2,073,785,528 | \$2,075,166,080 | (\$1,380,552) | -0.07\% |
| Transfers ${ }^{2}$ |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$549,588,310 | \$558,068,936 | (\$8,480,626) | -1.52\% | \$600,363,528 | \$596,410,380 | \$3,953,148 | 0.66\% |
| Capron | 7,723,943 | 7,405,139 | 318,804 | 4.31\% | 8,066,801 | 7,767,942 | 298,859 | 3.85\% |
| Balance | \$541,864,367 | \$550,663,797 | (\$8,799,430) | -1.60\% | \$592,296,727 | \$588,642,438 | \$3,654,289 | 0.62\% |
| Multimodal Account | \$408,822,000 | \$404,830,700 | \$3,991,300 | 0.99\% | \$472,844,500 | \$475,274,300 | (\$2,429,800) | -0.51\% |
| Transportation Infrastructure Account-Fund 094 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| Regional Mobility Grant Program Account3 | 50,000,000 | 50,000,000 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| Rural Mobility Grant Program Account3 | 20,000,000 | 20,000,000 | 0 | 0.00\% | 20,000,000 | 20,000,000 | 0 | 0.00\% |
| Balance | \$333,821,995 | \$329,830,675 | \$3,991,320 | 1.21\% | \$397,844,453 | \$400,274,287 | $(\$ 2,429,834)$ | -0.61\% |
| Transportation Partnership Account-Fund 09H | \$66,933,500 | \$67,140,900 | $(\$ 207,400)$ | -0.31\% | \$72,103,000 | \$71,434,900 | \$668,100 | 0.94\% |
| Small City Pavement and Sidewalk Account-Fund 08M | 2,000,000 | 2,000,000 | 0 | 0.00\% | 2,000,000 | 2,000,000 | 0 | 0.00\% |
| Transportation Improvement Account-Fund 144 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| County Arterial Preservation Account-Fund 186 | 3,000,000 | 3,000,000 | 0 | 0.00\% | 3,000,000 | 3,000,000 | 0 | 0.00\% |
| Freight Mobility Investment Account-Fund 09E | 6,000,000 | 6,000,000 | 0 | 0.00\% | 6,000,000 | 6,000,000 | 0 | 0.00\% |
| Balance | \$50,933,475 | \$51,140,862 | $(\$ 207,387)$ | -0.41\% | \$56,103,035 | \$55,434,907 | \$668,128 | 1.21\% |
| Capron Distribution |  |  |  |  |  |  |  |  |
| Island County | \$5,048,497 | \$4,827,073 | \$221,424 | 4.59\% | \$5,272,595 | \$5,063,568 | \$209,027 | 4.13\% |
| San Juan County | 2,675,446 | 2,578,066 | 97,380 | 3.78\% | 2,794,206 | 2,704,374 | 89,832 | 3.32\% |
| Total | \$7,723,943 | \$7,405,139 | \$318,804 | 4.31\% | \$8,066,801 | \$7,767,942 | \$298,859 | 3.85\% |

'Multimodal Fund = Penalty Fees, Plate Number Retention Fees, Filing Fees, and a portion of Title Fees, Vehicle Weight Fees' Additional Electric/Plug-in Renewal Fee
${ }^{2}$ Most transfers occur on July 1st of each year. Capron transfers occur monthly.
curs the last day of September, December, March, and June.
As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Transfer Fees (108)

## Transportation Revenue Forecast Council

Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

| March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2025-2027 } \\ \text { March } 2023 \\ \hline \end{gathered}$ |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Difference |  | BIENNIUM 2027-2029 March 2023 | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2027-2029 } \end{aligned}$$\text { November } 2022$ | Difference |  |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Collected by Department of Licensing: |  |  |  |  |  |  |  |  |
| Vehicles paying Basic License Fee (\$30) | \$360,901,407 | \$363,651,422 | (\$2,750,015) | -0.76\% | \$371,821,058 | \$374,710,095 | (\$2,889,037) | -0.77\% |
| Vehicles paying Weight-based Registration Fee (All Trucks) | 582,795,211 | 578,617,050 | 4,178,161 | 0.72\% | 594,475,797 | 589,959,269 | 4,516,528 | 0.77\% |
| Vehicles paying Freight Project Fee (Trucks $>10,000 \mathrm{lbs}$ ) | 45,686,048 | 44,741,929 | 944,119 | 2.11\% | 46,592,812 | 45,610,031 | 982,781 | 2.15\% |
| Vehicles paying varying fees | 2,469,409 | 2,466,027 | 3,382 | 0.14\% | 2,477,952 | 2,474,705 | 3,247 | 0.13\% |
| Personal Trailers | 13,045,322 | 12,979,906 | 65,416 | 0.50\% | 13,733,412 | 13,664,698 | 68,714 | 0.50\% |
| Intermittent-Use Trailers (\$187.50) | 2,046,800 | 2,046,800 | 0 | 0.00\% | 2,373,200 | 2,373,100 | 100 | 0.00\% |
| Penalty Fees | 11,532,257 | 11,608,299 | $(76,042)$ | -0.66\% | 11,828,873 | 11,907,378 | $(78,505)$ | -0.66\% |
| Passenger Vehicle Weight Fees | 467,262,509 | 470,705,364 | $(3,442,855)$ | -0.73\% | 482,024,537 | 485,660,774 | $(3,636,237)$ | -0.75\% |
| Motor Home Weight Fees | 10,211,087 | 10,090,067 | 121,020 | 1.20\% | 10,262,211 | 10,140,585 | 121,626 | 1.20\% |
| RV Disposal Fee | 1,646,380 | 1,613,906 | 32,474 | 2.01\% | 1,667,312 | 1,634,425 | 32,887 | 2.01\% |
| Trip Permit Admin Fees and Surcharge | 6,498,170 | 6,529,997 | $(31,827)$ | -0.49\% | 6,627,144 | 6,656,695 | $(29,551)$ | -0.44\% |
| Inspection Fees | 68,251,155 | 68,712,379 | $(461,224)$ | -0.67\% | 82,266,537 | 82,830,119 | $(563,582)$ | -0.68\% |
| Other Vehicle Permits and Fees | 4,270,893 | 4,280,053 | $(9,160)$ | -0.21\% | 4,361,187 | 4,370,538 | $(9,351)$ | -0.21\% |
| Vehicle Business Licenses/Abandoned Vehicle Fee | 8,770,300 | 8,701,600 | 68,700 | 0.79\% | 8,846,600 | 8,786,100 | 60,500 | 0.69\% |
| DOL Services Fee | 8,025,900 | 9,478,500 | $(1,452,600)$ | -15.33\% | 8,237,900 | 9,719,600 | $(1,481,700)$ | -15.24\% |
| License Plate Technology Fee | 4,013,000 | 4,739,300 | $(726,300)$ | -15.33\% | 4,118,900 | 4,859,800 | $(740,900)$ | -15.25\% |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | 61,863,300 | 52,531,900 | 9,331,400 | 17.76\% | 83,339,500 | 68,542,900 | 14,796,600 | 21.59\% |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | 31,001,700 | 26,319,800 | 4,681,900 | 17.79\% | 41,760,300 | 34,336,100 | 7,424,200 | 21.62\% |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | 28,777,600 | 28,134,800 | 642,800 | 2.28\% | 29,940,800 | 29,271,100 | 669,700 | 2.29\% |
| Plate Related Fees | 245,279,500 | 249,552,200 | $(4,272,700)$ | -1.71\% | 243,675,900 | 248,061,000 | $(4,385,100)$ | -1.77\% |
| Filling \& Plate Number Retention Fees (fund 218) | 209,400 | 217,300 | $(7,900)$ | -3.64\% | 218,400 | 225,800 | $(7,400)$ | -3.28\% |
| Motor Vehicle Filing Fees (fund 106) | 7,380,100 | 7,446,200 | $(66,100)$ | -0.89\% | 7,321,300 | 7,409,800 | $(88,500)$ | -1.19\% |
| Title Fees | 74,806,800 | 74,401,000 | 405,800 | 0.55\% | 73,590,500 | 73,249,600 | 340,900 | 0.47\% |
| Quick Titles | 5,306,900 | 5,277,100 | 29,800 | 0.56\% | 5,220,600 | 5,195,400 | 25,200 | 0.49\% |
| Dealer Temporary Permits (WSP \$10 Distribution) | 56,456,400 | 55,466,300 | 990,100 | 1.79\% | 55,539,400 | 54,608,600 | 930,800 | 1.70\% |
| Wheeled All Terrain Vehicles On Road Fee | 524,600 | 492,400 | 32,200 | 6.54\% | 536,700 | 503,700 | 33,000 | 6.55\% |
| Title Service Fee \$15 (Vehicles \& Vessels) | 15,576,500 | 15,569,000 | 7,500 | 0.05\% | 15,329,000 | 15,411,500 | $(82,500)$ | -0.54\% |
| Registration Service Fee \$8 (Vehicles \& Vessels) | 33,172,200 | 33,823,400 | $(651,200)$ | -1.93\% | 33,985,500 | 34,655,100 | $(669,600)$ | -1.93\% |
| Abandoned RV Disposal Fee \$6 | 3,130,900 | 3,069,200 | 61,700 | 2.01\% | 3,169,900 | 3,107,700 | 62,200 | 2.00\% |
| Total Collected by DOL | \$2,160,911,748 | \$2,153,263,199 | \$7,648,549 | 0.36\% | \$2,245,343,232 | \$2,229,936,212 | \$15,407,020 | 0.69\% |
| Collected by Department of Transportation | \$19,770,700 | \$19,867,400 | $(\$ 96,700)$ | -0.49\% | \$20,162,200 | \$20,251,800 | $(\$ 89,600)$ | -0.44\% |
| Total Revenue from |  |  |  |  |  |  |  |  |
| Licenses, Permits, and Fees | \$2,180,682,448 | \$2,173,130,599 | \$7,551,849 | 0.35\% | \$2,265,505,432 | \$2,250,188,012 | \$15,317,420 | 0.68\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$693,052,248 | \$678,986,799 | \$14,065,449 | 2.07\% | \$733,497,032 | \$712,114,112 | \$21,382,920 | 3.00\% |
| State Patrol-Fund 081 | 453,245,500 | 454,051,300 | $(805,800)$ | -0.18\% | 465,222,800 | 466,079,700 | $(856,900)$ | -0.18\% |
| State Ferries-Fund 109 | 21,032,800 | 21,057,700 | $(\$ 24,900)$ | -0.12\% | 21,589,400 | 21,614,500 | $(\$ 25,100)$ | -0.12\% |
| Capital Vessel Replacement Account--Fund 18J | 48,748,700 | 49,392,400 | $(\$ 643,700)$ | -1.30\% | 49,314,500 | 50,066,600 | $(\$ 752,100)$ | -1.50\% |
| RV Disposal Fee-Fund 097 | 1,646,300 | 1,614,000 | \$32,300 | 2.00\% | 1,667,300 | 1,634,400 | \$32,900 | 2.01\% |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 491,390,900 | 494,752,400 | (\$3,361,500) | -0.68\% | 506,376,700 | 509,940,100 | (\$3,563,400) | -0.70\% |
| Transportation 2003 (Nickel) Account-Fund 550 | 100,227,900 | 99,594,700 | \$633,200 | 0.64\% | 99,839,800 | 99,244,400 | \$595,400 | 0.60\% |
| Transportation Partnership Account-Fund 09H | 73,987,300 | 73,389,000 | \$598,300 | 0.82\% | 75,518,400 | 74,876,100 | \$642,300 | 0.86\% |
| Freight Mobility Multimodal Account-Fund 11E | 6,000,000 | 6,000,000 | \$0 | 0.00\% | 6,000,000 | 6,000,000 | \$0 | 0.00\% |
| Rural Arterial Trust Account 102-253 | 5,866,900 | 4,935,500 | \$931,400 | 18.87\% | 8,007,000 | 6,530,200 | \$1,476,800 | 22.61\% |
| Transportation Improvement Account 144 | 5,866,900 | 4,935,500 | \$931,400 | 18.87\% | 8,007,000 | 6,530,200 | \$1,476,800 | 22.61\% |
| DOL Services Account-Fund 201 | 7,678,400 | 7,708,900 | $(\$ 30,500)$ | -0.40\% | 7,883,500 | 7,915,600 | $(\$ 32,100)$ | -0.41\% |

Transportation Revenue Forecast Council
Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

|  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2025-2027 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2025-2027 } \end{aligned}$ <br> November 2022 | Differen <br> Value | Percent | BIENNIUM <br> 2027-2029 <br> March 2023 | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2027-2029 } \end{aligned}$ <br> November 2022 | $\begin{aligned} & \text { Differend } \\ & \text { Value } \end{aligned}$ | Percent |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Highway Safety Fund 106 | 7,380,100 | 7,446,200 | $(\$ 66,100)$ | -0.89\% | 7,321,300 | 7,409,800 | $(\$ 88,500)$ | -1.19\% |
| License Plate Technology Account-Fund 06T | 3,839,300 | 3,854,500 | $(\$ 15,200)$ | -0.39\% | 3,941,700 | 3,957,800 | $(\$ 16,100)$ | -0.41\% |
| Multiuse Roadway Safety Account Collections-571 | 524,600 | 492,400 | \$32,200 | 6.54\% | 536,700 | 503,700 | \$33,000 | 6.55\% |
| Electric Vehicle Account 20J | 0 | 0 | \$0 | 0.00\% | 0 | 0 | \$0 | 0.00\% |
| Abandoned RV Service Fee Account 22J | 3,130,900 | 3,069,200 | \$61,700 | 2.01\% | 3,169,900 | 3,107,700 | \$62,200 | 2.00\% |
| Move Ahead WA Account 26P | 257,063,700 | 261,850,100 | $(4,786,400)$ | -1.83\%\| | 267,612,400 | 272,663,100 | $(5,050,700)$ | -1.85\%\| |
| Total | \$2,180,682,448 | \$2,173,130,599 | \$7,551,849 | 0.35\% | \$2,265,505,432 | \$1,977,524,912 | \$287,980,520 | 14.56\% |
| Transfers ${ }^{2}$ |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$693,052,248 | \$678,986,799 | \$14,065,449 | 2.07\% | \$733,497,032 | \$712,114,112 | \$21,382,920 | 3.00\% |
| Capron | 8,319,407 | 8,024,167 | 295,240 | 3.68\% | 8,527,542 | 8,224,075 | 303,467 | 3.69\% |
| Balance | \$684,732,841 | \$670,962,632 | \$13,770,209 | 2.05\% | \$724,969,490 | \$703,890,037 | \$21,079,453 | 2.99\% |
| Multimodal Account | \$491,390,900 | \$494,752,400 | (\$3,361,500) | -0.68\% | \$506,376,700 | \$509,940,100 | (\$3,563,400) | -0.70\% |
| Transportation Infrastructure Account-Fund 094 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| Regional Mobility Grant Program Account3 | 50,000,000 | 50,000,000 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| Rural Mobility Grant Program Account3 | 20,000,000 | 20,000,000 | 0 | 0.00\% | 20,000,000 | 20,000,000 | 0 | 0.00\% |
| Balance | \$416,390,854 | \$419,752,429 | (\$3,361,575) | -0.80\% | \$431,376,722 | \$434,940,138 | (\$3,563,416) | -0.82\% |
| Transportation Partnership Account-Fund 09H | \$73,987,300 | \$73,389,000 | \$598,300 | 0.82\% | \$75,518,400 | \$74,876,100 | \$642,300 | 0.86\% |
| Small City Pavement and Sidewalk Account-Fund 08M | 2,000,000 | 2,000,000 | 0 | 0.00\% | 2,000,000 | 2,000,000 | 0 | 0.00\% |
| Transportation Improvement Account-Fund 144 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| County Arterial Preservation Account-Fund 186 | 3,000,000 | 3,000,000 | 0 | 0.00\% | 3,000,000 | 3,000,000 | 0 | 0.00\% |
| Freight Mobility Investment Account-Fund 09E | 6,000,000 | 6,000,000 | 0 | 0.00\% | 6,000,000 | 6,000,000 | 0 | 0.00\% |
| Balance | \$57,987,261 | \$57,388,964 | \$598,297 | 1.04\% | \$59,518,317 | \$58,876,157 | \$642,160 | 1.09\% |
| Capron Distribution |  |  |  |  |  |  |  |  |
| Island County | \$5,437,702 | \$5,230,589 | \$207,114 | 3.96\% | \$5,573,743 | \$5,360,900 | \$212,843 | 3.97\% |
| San Juan County | 2,881,705 | 2,793,578 | 88,127 | 3.15\% | 2,953,799 | 2,863,175 | 90,624 | 3.17\% |
| Total | \$8,319,407 | \$8,024,166 | \$295,241 | 3.68\% | \$8,527,542 | \$8,224,075 | \$303,467 | 3.69\% |

${ }^{1}$ Multimodal Fund = Penalty Fees, Plate Number Retention Fees, Filing Fees, and a portion of Title Fees, Vehicle Weight Fees' Additional Electric/Plug-in Renewal Fee
Most transfers occur on July 1st of each year. Capron transfers occur monthly.
As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Transfer Fees (108)

## Transportation Revenue Forecast Council

Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

| March 2023 | BIENNIUM <br> 2029-2031 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2029-2031 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  | BIENNIUM <br> 2031-2033 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2031-2033 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Collected by Department of Licensing: |  |  |  |  |  |  |  |  |
| Vehicles paying Basic License Fee (\$30) | \$381,632,711 | \$384,746,546 | $(\$ 3,113,835)$ | -0.81\% | \$391,134,871 | \$394,469,999 | $(\$ 3,335,128)$ | -0.85\% |
| Vehicles paying Weight-based Registration Fee (All Trucks) | 605,319,160 | 599,978,245 | 5,340,915 | 0.89\% | 616,403,767 | 609,225,928 | \$7,177,839 | 1.18\% |
| Vehicles paying Freight Project Fee (Trucks >10,000 lbs) | 47,434,168 | 46,376,479 | 1,057,689 | 2.28\% | 48,293,837 | 47,083,616 | 1,210,221 | 2.57\% |
| Vehicles paying varying fees | 2,487,023 | 2,483,903 | 3,120 | 0.13\% | 2,496,616 | 2,493,620 | 2,996 | 0.12\% |
| Personal Trailers | 14,456,104 | 14,383,927 | 72,177 | 0.50\% | 15,194,908 | 15,119,092 | 75,816 | 0.50\% |
| Intermittent-Use Trailers (\$187.50) | 2,541,700 | 2,541,700 | 0 | 0.00\% | 2,563,800 | 2,564,000 | (200) | -0.01\% |
| Penalty Fees | 12,100,485 | 12,181,020 | $(80,535)$ | -0.66\% | 11,712,566 | 11,790,776 | $(78,210)$ | -0.66\% |
| Passenger Vehicle Weight Fees | 495,232,531 | 499,181,989 | $(3,949,458)$ | -0.79\% | 508,016,288 | 512,274,111 | $(4,257,823)$ | -0.83\% |
| Motor Home Weight Fees | 10,311,125 | 10,188,918 | 122,207 | 1.20\% | 10,357,387 | 10,234,633 | 122,754 | 1.20\% |
| RV Disposal Fee | 1,688,787 | 1,655,473 | 33,314 | 2.01\% | 1,710,068 | 1,676,316 | 33,752 | 2.01\% |
| Trip Permit Admin Fees and Surcharge | 6,746,814 | 6,768,557 | $(21,743)$ | -0.32\% | 6,869,090 | 6,871,762 | $(2,672)$ | -0.04\% |
| Inspection Fees | 84,790,230 | 85,366,629 | $(576,399)$ | -0.68\% | 87,747,141 | 88,308,729 | $(561,588)$ | -0.64\% |
| Other Vehicle Permits and Fees | 4,443,888 | 4,453,108 | $(9,220)$ | -0.21\% | 4,525,281 | 4,532,652 | $(7,371)$ | -0.16\% |
| Vehicle Business Licenses /Abandoned Vehicle Fee | 8,930,300 | 8,870,300 | 60,000 | 0.68\% | 8,963,600 | 8,903,600 | 60,000 | 0.67\% |
| DOL Services Fee | 8,407,200 | 9,915,800 | $(1,508,600)$ | -15.21\% | 8,424,700 | 9,955,400 | $(1,530,700)$ | -15.38\% |
| License Plate Technology Fee | 4,203,600 | 4,958,000 | $(754,400)$ | -15.22\% | 4,212,200 | 4,977,700 | $(765,500)$ | -15.38\% |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | 104,347,100 | 84,242,700 | 20,104,400 | 23.86\% | 127,447,500 | 101,595,400 | 25,852,100 | 25.45\% |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | 52,275,600 | 42,188,600 | 10,087,000 | 23.91\% | 63,829,400 | 50,858,800 | 12,970,600 | 25.50\% |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | 31,149,800 | 30,453,100 | 696,700 | 2.29\% | 32,407,600 | 31,683,100 | 724,500 | 2.29\% |
| Plate Related Fees | 243,635,800 | 248,273,700 | $(4,637,900)$ | -1.87\% | 242,285,300 | 247,071,400 | $(4,786,100)$ | -1.94\% |
| Filling \& Plate Number Retention Fees (fund 218) | 227,200 | 235,800 | $(8,600)$ | -3.65\% | 238,300 | 248,600 | $(10,300)$ | -4.14\% |
| Motor Vehicle Filing Fees (fund 106) | 7,313,800 | 7,412,800 | $(99,000)$ | -1.34\% | 7,275,900 | 7,376,100 | $(100,200)$ | -1.36\% |
| Title Fees | 73,312,300 | 73,158,200 | 154,100 | 0.21\% | 72,575,700 | 72,459,100 | 116,600 | 0.16\% |
| Quick Titles | 5,200,900 | 5,188,900 | 12,000 | 0.23\% | 5,148,800 | 5,139,400 | 9,400 | 0.18\% |
| Dealer Temporary Permits (WSP \$10 Distribution) | 55,330,300 | 54,542,400 | 787,900 | 1.44\% | 54,772,400 | 54,019,400 | 753,000 | 1.39\% |
| Wheeled All Terrain Vehicles On Road Fee | 549,100 | 515,400 | 33,700 | 6.54\% | 561,700 | 527,400 | 34,300 | 6.50\% |
| Title Service Fee \$15 (Vehicles \& Vessels) | 15,275,000 | 15,395,000 | $(120,000)$ | -0.78\% | 15,128,300 | 15,252,800 | $(124,500)$ | -0.82\% |
| Registration Service Fee \$8 (Vehicles \& Vessels) | 34,732,300 | 35,418,700 | $(686,400)$ | -1.94\% | 34,923,900 | 35,615,100 | $(691,200)$ | -1.94\% |
| Abandoned RV Disposal Fee \$6 | 3,210,200 | 3,146,400 | 63,800 | 2.03\% | 3,219,000 | 3,155,200 | 63,800 | 2.02\% |
| Total Collected by DOL | \$2,317,285,226 | \$2,294,222,294 | \$23,062,932 | 1.01\% | \$2,388,439,920 | \$2,355,483,734 | \$32,956,186 | 1.40\% |
| Collected by Department of Transportation | \$20,525,400 | \$20,591,400 | $(\$ 66,000)$ | -0.32\% | \$20,896,500 | \$20,904,600 | $(\$ 8,100)$ | -0.04\% |
| Total Revenue from |  |  |  |  |  |  |  |  |
| Licenses, Permits, and Fees | \$2,337,810,626 | \$2,314,813,694 | \$22,996,932 | 0.99\% | \$2,409,336,420 | \$2,376,388,334 | \$32,948,086 | 1.39\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$772,424,726 | \$743,653,894 | \$28,770,832 | 3.87\% | \$813,377,920 | \$775,926,434 | \$37,451,486 | 4.83\% |
| State Patrol-Fund 081 | 476,335,500 | 477,209,700 | $(874,200)$ | -0.18\% | 487,842,100 | 488,452,900 | $(610,800)$ | -0.13\% |
| State Ferries-Fund 109 | 22,094,100 | 22,114,600 | $(\$ 20,500)$ | -0.09\% | 22,589,500 | 22,590,100 | (\$600) | 0.00\% |
| Capital Vessel Replacement Account--Fund 18J | 50,007,300 | 50,813,700 | $(\$ 806,400)$ | -1.59\% | 50,052,200 | 50,867,900 | $(\$ 815,700)$ | -1.60\% |
| RV Disposal Fee-Fund 097 | 1,688,800 | 1,655,500 | \$33,300 | 2.01\% | 1,710,000 | 1,676,300 | \$33,700 | 2.01\% |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 519,883,900 | 523,783,300 | $(\$ 3,899,400)$ | -0.74\% | 532,256,300 | 536,467,100 | $(\$ 4,210,800)$ | -0.78\% |
| Transportation 2003 (Nickel) Account-Fund 550 | 100,241,600 | 99,765,500 | \$476,100 | 0.48\% | 100,249,700 | 99,702,700 | \$547,000 | 0.55\% |
| Transportation Partnership Account-Fund 09H | 76,949,300 | 76,203,000 | \$746,300 | 0.98\% | 78,412,000 | 77,435,900 | \$976,100 | 1.26\% |
| Freight Mobility Multimodal Account-Fund 11E | 6,000,000 | 6,000,000 | \$0 | 0.00\% | 6,000,000 | 6,000,000 | \$0 | 0.00\% |
| Rural Arterial Trust Account 102-253 | 10,098,600 | 8,092,100 | \$2,006,500 | 24.80\% | 12,397,000 | 9,816,900 | \$2,580,100 | 26.28\% |
| Transportation Improvement Account 144 | 10,098,600 | 8,092,100 | \$2,006,500 | 24.80\% | 12,397,000 | 9,816,900 | \$2,580,100 | 26.28\% |
| DOL Services Account-Fund 201 | 8,046,400 | 8,081,600 | $(\$ 35,200)$ | -0.44\% | 8,057,400 | 8,093,200 | $(\$ 35,800)$ | -0.44\% |

Transportation Revenue Forecast Council
Table B. 2. Vehicle Related Revenue (License, Permits and
Biennial Comparison

|  | BIENNIUM <br> 2029-2031 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2029-2031 } \\ \text { November } 2022 \end{gathered}$ | Difference |  | BIENNIUM <br> 2031-2033 <br> March 2023 | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2031-2033 } \end{aligned}$ <br> November 2022 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Highway Safety Fund 106 | 7,313,800 | 7,412,800 | $(\$ 99,000)$ | -1.34\% | 7,275,900 | 7,376,100 | $(\$ 100,200)$ | -1.36\% |
| License Plate Technology Account-Fund 06T | 4,023,200 | 4,040,800 | $(\$ 17,600)$ | -0.44\% | 4,028,600 | 4,046,600 | $(\$ 18,000)$ | -0.44\% |
| Multiuse Roadway Safety Account Collections-571 | 549,100 | 515,400 | \$33,700 | 6.54\% | 561,700 | 527,400 | \$34,300 | 6.50\% |
| Electric Vehicle Account 20J | 0 | 0 | \$0 | 0.00\% | 0 | 0 | \$0 | 0.00\% |
| Abandoned RV Service Fee Account 22J | 3,210,200 | 3,146,400 | \$63,800 | 2.03\% | 3,219,000 | 3,155,200 | \$63,800 | 2.02\% |
| Move Ahead WA Account 26P | 268,845,500 | 274,233,300 | $(5,387,800)$ | -1.96\% | 268,910,100 | 274,436,700 | $(5,526,600)$ | -2.01\% |
| Total | \$2,337,810,626 | \$2,314,813,694 | \$22,996,932 | 0.99\% | \$2,409,336,420 | \$2,376,388,334 | \$32,948,086 | 1.39\% |
| Transfers ${ }^{2}$ |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$772,424,726 | \$743,653,894 | \$28,770,832 | 3.87\% | \$813,377,920 | \$775,926,434 | \$37,451,486 | 4.83\% |
| Capron | 8,717,182 | 8,402,654 | 314,528 | 3.74\% | 9,029,333 | 8,686,364 | 342,969 | 3.95\% |
| Balance | \$763,707,544 | \$735,251,240 | \$28,456,304 | 3.87\% | \$804,348,587 | \$767,240,070 | \$37,108,517 | 4.84\% |
| Multimodal Account | \$519,883,900 | \$523,783,300 | (\$3,899,400) | -0.74\% | \$532,256,300 | \$536,467,100 | (\$4,210,800) | -0.78\% |
| Transportation Infrastructure Account-Fund 094 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| Regional Mobility Grant Program Account3 | 50,000,000 | 50,000,000 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| Rural Mobility Grant Program Account3 | 20,000,000 | 20,000,000 | - 0 | 0.00\% | 20,000,000 | 20,000,000 | 0 | 0.00\% |
| Balance | \$444,883,839 | \$448,783,328 | $(\$ 3,899,489)$ | -0.87\% | \$457,256,342 | \$461,467,121 | (\$4,210,779) | -0.91\% |
| Transportation Partnership Account-Fund 09H | \$76,949,300 | \$76,203,000 | \$746,300 | 0.98\% | \$78,412,000 | \$77,435,900 | \$976,100 | 1.26\% |
| Small City Pavement and Sidewalk Account-Fund 08M | 2,000,000 | 2,000,000 | 0 | 0.00\% | 2,000,000 | 2,000,000 | 0 | 0.00\% |
| Transportation Improvement Account-Fund 144 | 5,000,000 | 5,000,000 | 0 | 0.00\% | 5,000,000 | 5,000,000 | 0 | 0.00\% |
| County Arterial Preservation Account-Fund 186 | 3,000,000 | 3,000,000 | 0 | 0.00\% | 3,000,000 | 3,000,000 | 0 | 0.00\% |
| Freight Mobility Investment Account-Fund 09E | 6,000,000 | 6,000,000 | 0 | 0.00\% | 6,000,000 | 6,000,000 | 0 | 0.00\% |
| Balance | \$60,949,263 | \$60,202,989 | \$746,274 | 1.24\% | \$62,412,003 | \$61,435,864 | \$976,139 | 1.59\% |
| Capron Distribution |  |  |  |  |  |  |  |  |
| Island County | \$5,697,695 | \$5,477,307 | \$220,387 | 4.02\% | \$5,901,722 | \$5,662,245 | \$239,476 | 4.23\% |
| San Juan County | 3,019,487 | 2,925,347 | 94,141 | 3.22\% | 3,127,611 | 3,024,119 | 103,492 | 3.42\% |
| Total | \$8,717,182 | \$8,402,654 | \$314,528 | 3.74\% | \$9,029,333 | \$8,686,365 | \$342,968 | 3.95\% |

[^0]
## Transportation Revenue Forecast Council <br> Table B. 3. Vehicle Related Revenue <br> March 2023

|  | $\begin{gathered} \text { Fiscal Year } \\ 2020 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2021 \end{gathered}$ | Current Biennium |  | $\begin{gathered} \text { Fiscal Year } \\ 2024 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2025 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Fiscal Year 2022 | $\begin{gathered} \text { Fiscal Year } \\ 2023 \end{gathered}$ |  |  |
| Collected by Department of Licensing: |  |  |  |  |  |  |
| Vehicles paying Basic License Fee (\$30) | \$167,068,281 | \$180,394,871 | \$172,029,345 | \$170,856,058 | \$172,248,835 | \$175,481,450 |
| Vehicles paying Weight-based Registration Fee (All Trucks) | 201,446,858 | \$303,981,727 | \$252,509,847 | \$270,892,092 | \$281,938,443 | \$286,206,506 |
| Vehicles paying Freight Project Fee (Trucks >10,000 lbs) | 20,634,355 | \$22,953,857 | \$22,495,847 | \$22,101,738 | \$22,108,233 | \$22,439,856 |
| Vehicles paying varying fees | 1,106,740 | \$1,355,925 | \$1,329,580 | \$1,270,120 | \$1,229,735 | \$1,231,669 |
| Personal Trailers | 6,569,899 | \$7,353,049 | \$6,415,796 | \$6,474,445 | \$6,220,612 | \$6,275,247 |
| Intermittent-Use Trailers (\$187.50) | 427,298 | \$575,143 | \$616,205 | \$699,800 | \$800,300 | \$888,900 |
| Penalty Fees | 4,952,804 | \$4,845,623 | \$5,147,944 | \$5,455,523 | \$5,549,138 | \$5,634,270 |
| Passenger Vehicle Weight Fees | 66,777,385 | \$261,873,023 | \$162,714,527 | \$220,351,426 | \$222,474,856 | \$226,872,155 |
| Motor Home Weight Fees | 2,032,383 | \$8,249,213 | \$4,914,735 | \$5,190,179 | \$5,075,468 | \$5,087,066 |
| RV Disposal Fee | 729,847 | \$866,305 | \$781,714 | \$833,571 | \$810,644 | \$815,535 |
| Trip Permit Admin Fees and Surcharge | 3,868,052 | \$3,753,589 | \$3,176,998 | \$3,075,987 | \$3,144,572 | \$3,191,740 |
| Inspection Fees | 10,208,486 | \$11,465,937 | \$10,636,555 | \$26,077,069 | \$26,973,353 | \$27,511,099 |
| Other Vehicle Permits and Fees | 1,938,486 | \$2,195,209 | \$2,129,418 | \$2,362,822 | \$2,068,883 | \$2,095,263 |
| Vehicle Business Licenses /Abandoned Vehicle Fee | 2,842,303 | \$3,870,983 | \$5,694,418 | \$5,068,300 | \$4,517,700 | \$4,352,800 |
| DOL Services Fee | 3,546,203 | \$3,869,634 | \$3,605,946 | \$3,780,200 | \$3,848,800 | \$3,915,400 |
| License Plate Technology Fee | 1,773,122 | \$1,934,747 | \$1,802,983 | \$1,890,200 | \$1,924,500 | \$1,957,600 |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | 2,909,910 | \$10,170,431 | \$9,415,621 | \$12,709,800 | \$17,434,000 | \$22,693,600 |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | 2,559,250 | \$3,897,987 | \$4,830,287 | \$6,372,800 | \$8,738,000 | \$11,372,000 |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | 6,313,196 | \$10,593,823 | \$11,809,311 | \$13,425,000 | \$13,693,500 | \$13,967,300 |
| Plate Related Fees | 34,655,296 | \$39,422,529 | \$34,384,067 | \$110,531,500 | \$118,382,400 | \$120,694,000 |
| Filling \& Plate Number Retention Fees (fund 218) | 2,038,802 | \$40,069 | \$99,028 | \$96,400 | \$101,200 | \$102,500 |
| Motor Vehicle Filing Fees (fund 106) | 4,133,971 | \$3,809,379 | \$3,735,220 | \$3,298,600 | \$3,551,200 | \$3,662,300 |
| Title Fees | 34,231,320 | \$39,034,904 | \$35,664,117 | \$33,962,700 | \$36,341,000 | \$36,966,300 |
| Quick Titles | 2,072,448 | \$2,672,602 | \$2,633,499 | \$2,474,900 | \$2,578,200 | \$2,622,500 |
| Dealer Temporary Permits (WSP \$10 Distribution) | 7,232,530 | \$8,292,080 | \$10,279,170 | \$13,935,200 | \$27,863,900 | \$27,898,700 |
| Wheeled All Terrain Vehicles On Road Fee | 168,880 | \$219,765 | \$229,944 | \$247,400 | \$254,900 | \$257,800 |
| Title Service Fee \$15 (Vehicles \& Vessels) | \$7,212,578 | \$7,915,916 | \$7,953,920 | \$7,080,000 | \$7,568,100 | \$7,697,900 |
| Registration Service Fee \$8 (Vehicles \& Vessels) | \$16,741,914 | \$16,366,376 | \$15,994,564 | \$15,168,800 | \$15,858,000 | \$16,224,800 |
| Abandoned RV Disposal Fee \$6 | 1,435,350 | \$1,744,294 | \$1,576,874 | \$1,596,400 | \$1,541,100 | \$1,550,200 |
| Total Collected by DOL | 617,627,946 | 963,718,990 | 794,607,480 | 967,279,030 | 1,014,839,572 | 1,039,666,456 |
| Collected by Department of Transportation | 8,793,200 | 9,429,700 | 9,396,800 | 9,441,100 | 9,568,200 | 9,711,300 |
| Total Revenue from |  |  |  |  |  |  |
| Licenses, Permits, and Fees | \$626,421,146 | \$973,148,690 | \$804,004,280 | \$976,720,130 | \$1,024,407,772 | \$1,049,377,756 |

Transportation Revenue Forecast Council
Table B. 3. Vehicle Related Revenue
March 2023

|  | Fiscal Year$2020$ | $\begin{gathered} \text { Fiscal Year } \\ 2021 \\ \hline \end{gathered}$ | Current Biennium |  | Fiscal Year$2024$ | $\begin{gathered} \text { Fiscal Year } \\ 2025 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\begin{gathered} \text { Fiscal Year } \\ 2022 \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2023 \end{gathered}$ |  |  |
| Forecast of Distributions |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$229,813,346 | \$308,963,490 | \$272,317,080 | \$277,271,230 | \$296,046,972 | \$304,316,556 |
| State Patrol-Fund 081 | 193,994,700 | 229,966,800 | 211,749,200 | 214,547,800 | 217,308,200 | 221,065,100 |
| State Ferries-Fund 109 | 9,533,900 | 11,594,300 | 10,421,200 | 10,229,100 | 10,091,300 | 10,266,000 |
| Capital Vessel Replacement Account--Fund 18J | 24,073,500 | 24,282,300 | 23,948,500 | 22,248,800 | 23,426,100 | 23,922,700 |
| RV Disposal Fee-Fund 097 | 729,800 | 866,300 | 781,700 | 833,600 | 810,600 | 815,500 |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 76,010,000 | 275,747,200 | 173,407,400 | 235,414,600 | 234,108,400 | 238,736,100 |
| Transportation 2003 (Nickel) Account-Fund 550 | 42,617,400 | 52,419,000 | 46,795,200 | 46,045,000 | 48,682,000 | 49,418,600 |
| Transportation Partnership Account-Fund 09H | 26,371,100 | 38,569,300 | 32,409,700 | 34,523,800 | 35,783,100 | 36,319,900 |
| Freight Mobility Multimodal Account-Fund 11E | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| Rural Arterial Trust Account 102-253 | 173,700 | 835,200 | 791,900 | 1,117,700 | 1,588,200 | 2,112,100 |
| Transportation Improvement Account 144 | 173,700 | 835,200 | 791,900 | 1,117,700 | 1,588,200 | 2,112,100 |
| DOL Services Account-Fund 201 | 3,546,200 | 3,869,600 | 3,605,900 | 3,693,200 | 3,680,600 | 3,744,700 |
| Highway Safety Fund 106 | 4,134,000 | 3,809,400 | 3,735,200 | 3,298,600 | 3,551,200 | 3,662,300 |
| License Plate Technology Account-Fund 06T | 1,773,100 | 1,934,700 | 1,803,000 | 1,846,700 | 1,840,400 | 1,872,300 |
| Multiuse Roadway Safety Account Collections-571 | 168,900 | 219,800 | 229,900 | 247,400 | 254,900 | 257,800 |
| Electric Vehicle Account 20J | 8,872,400 | 14,491,800 | 16,639,600 | 19,797,800 | 22,431,500 | 25,339,300 |
| Abandoned RV Service Fee Account 22J | 1,435,400 | 1,744,300 | 1,576,900 | 1,596,400 | 1,541,100 | 1,550,200 |
| Move Ahead WA Account 26P | 0 | 0 | 0 | 99,890,700 | 118,675,000 | 120,866,500 |
| Total | \$626,421,146 | \$973,148,690 | \$804,004,280 | \$976,720,130 | \$1,024,407,772 | \$1,049,377,756 |
| Transfers ${ }^{2}$ |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | 229,813,346 | \$308,963,490 | \$272,317,080 | \$277,271,230 | \$296,046,972 | \$304,316,556 |
| Capron | 3,523,923 | \$3,988,300 | \$3,778,620 | \$3,945,323 | \$3,999,986 | \$4,066,815 |
| Balance | \$226,289,423 | \$304,975,190 | \$268,538,460 | \$273,325,907 | \$292,046,986 | \$300,249,741 |
| Multimodal Account | \$76,010,000 | \$275,747,200 | \$173,407,400 | \$235,414,600 | \$234,108,400 | \$238,736,100 |
| Transportation Infrastructure Account-Fund 094 | 2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 |
| Regional Mobility Grant Program Account ${ }^{3}$ | 25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 |
| Rural Mobility Grant Program Account ${ }^{3}$ | 10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 |
| Balance | \$38,510,007 | \$238,247,203 | \$135,907,389 | \$197,914,606 | \$196,608,362 | \$201,236,091 |
| Transportation Partnership Account-Fund 09H | \$26,371,100 | \$38,569,300 | \$32,409,700 | \$34,523,800 | \$35,783,100 | \$36,319,900 |
| Small City Pavement and Sidewalk Account-Fund 08M | 1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Transportation Improvement Account-Fund 144 | 2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 |
| County Arterial Preservation Account-Fund 186 | 1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 |
| Freight Mobility Investment Account-Fund 09E | 3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 |
| Balance | \$18,371,094 | \$30,569,338 | \$24,409,680 | \$26,523,795 | \$27,783,126 | \$28,319,909 |
| Capron Distribution |  |  |  |  |  |  |
| Island County | \$2,262,577 | \$2,609,400 | \$2,469,768 | \$2,578,729 | \$2,614,457 | \$2,658,138 |
| San Juan County | 1,261,346 | \$1,378,900 | \$1,308,851 | \$1,366,595 | \$1,385,529 | \$1,408,677 |
| Total | \$3,523,923 | \$3,988,300 | \$3,778,620 | \$3,945,323 | \$3,999,986 | \$4,066,815 |

${ }^{1}$ Multimodal Fund = Penalty Fees, Plate Number Retention Fees, Filing Fees, a portion of Title Fees, Vehicle Weight Fees, and Electric/Plug-in Renı ${ }^{2}$ Most transfers occur on July 1st of each year. Capron transfers occur monthly.
Transfer occurs the last day of September, December, March, and June.
ADOPTED
*As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Transfer F

## Transportation Revenue Forecast Council <br> Table B. 3. Vehicle Related Revenue <br> March 2023

## Collected by Department of Licensing:

Vehicles paying Basic License Fee (\$30)
Vehicles paying Weight-based Registration Fee (All Trucks)
Vehicles paying Freight Project Fee (Trucks >10,000 lbs)
Vehicles paying varying fees
Personal Trailers
Intermittent-Use Trailers (\$187.50)
Penalty Fees
Passenger Vehicle Weight Fees
Motor Home Weight Fees
RV Disposal Fee
Trip Permit Admin Fees and Surcharge
Inspection Fees
Other Vehicle Permits and Fees
Vehicle Business Licenses /Abandoned Vehicle Fee
DOL Services Fee
License Plate Technology Fee
Electric/Plug-in Vehicle Renewal Fee (\$150)
Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042
Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042
Plate Related Fees
Filling \& Plate Number Retention Fees (fund 218 )
Motor Vehicle Filing Fees (fund 106)
Title Fees
Quick Titles
Dealer Temporary Permits (WSP \$10 Distribution)
Wheeled All Terrain Vehicles On Road Fee
Title Service Fee $\$ 15$ (Vehicles \& Vessels)
Registration Service Fee $\$ 8$ (Vehicles \& Vessels)
Abandoned RV Disposal Fee $\$ 6$

## Total Collected by DOL

## Collected by Department of Transportation

## Total Revenue from

Licenses, Permits, and Fees

| Fiscal Year $2026$ | Fiscal Year 2027 | Fiscal Year $2028$ | Fiscal Year $2029$ | Fiscal Year 2030 | Fiscal Year 2031 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| \$178,738,324 | \$182,163,083 | \$184,668,169 | \$187,152,889 | \$189,607,346 | \$192,025,365 |
| \$289,817,812 | \$292,977,399 | \$295,887,919 | \$298,587,878 | \$301,283,193 | \$304,035,967 |
| \$22,720,354 | \$22,965,694 | \$23,191,634 | \$23,401,178 | \$23,610,312 | \$23,823,856 |
| \$1,233,670 | \$1,235,739 | \$1,237,875 | \$1,240,077 | \$1,242,345 | \$1,244,678 |
| \$6,439,121 | \$6,606,201 | \$6,778,985 | \$6,954,427 | \$7,135,935 | \$7,320,169 |
| \$977,300 | \$1,069,500 | \$1,154,800 | \$1,218,400 | \$1,259,800 | \$1,281,900 |
| \$5,721,583 | \$5,810,674 | \$5,880,247 | \$5,948,626 | \$6,016,517 | \$6,083,968 |
| \$231,299,748 | \$235,962,761 | \$239,338,047 | \$242,686,490 | \$245,989,431 | \$249,243,100 |
| \$5,099,057 | \$5,112,030 | \$5,124,832 | \$5,137,379 | \$5,149,609 | \$5,161,516 |
| \$820,639 | \$825,741 | \$831,035 | \$836,277 | \$841,706 | \$847,081 |
| \$3,231,637 | \$3,266,533 | \$3,298,670 | \$3,328,474 | \$3,358,220 | \$3,388,594 |
| \$28,063,090 | \$40,188,065 | \$40,819,229 | \$41,447,308 | \$42,078,040 | \$42,712,190 |
| \$2,121,954 | \$2,148,939 | \$2,170,190 | \$2,190,997 | \$2,211,661 | \$2,232,227 |
| \$4,375,500 | \$4,394,800 | \$4,414,900 | \$4,431,700 | \$4,448,400 | \$4,481,900 |
| \$3,985,500 | \$4,040,400 | \$4,092,200 | \$4,145,700 | \$4,197,400 | \$4,209,800 |
| \$1,992,900 | \$2,020,100 | \$2,046,100 | \$2,072,800 | \$2,098,700 | \$2,104,900 |
| \$28,203,400 | \$33,659,900 | \$39,034,500 | \$44,305,000 | \$49,527,800 | \$54,819,300 |
| \$14,133,700 | \$16,868,000 | \$19,560,500 | \$22,199,800 | \$24,814,100 | \$27,461,500 |
| \$14,246,300 | \$14,531,300 | \$14,822,300 | \$15,118,500 | \$15,420,800 | \$15,729,000 |
| \$122,436,600 | \$122,842,900 | \$121,909,600 | \$121,766,300 | \$121,958,300 | \$121,677,500 |
| \$103,700 | \$105,700 | \$108,100 | \$110,300 | \$112,300 | \$114,900 |
| \$3,692,900 | \$3,687,200 | \$3,663,700 | \$3,657,600 | \$3,660,400 | \$3,653,400 |
| \$37,481,400 | \$37,325,400 | \$36,868,100 | \$36,722,400 | \$36,734,300 | \$36,578,000 |
| \$2,659,000 | \$2,647,900 | \$2,615,400 | \$2,605,200 | \$2,606,000 | \$2,594,900 |
| \$28,285,700 | \$28,170,700 | \$27,825,500 | \$27,713,900 | \$27,724,400 | \$27,605,900 |
| \$260,800 | \$263,800 | \$266,800 | \$269,900 | \$273,000 | \$276,100 |
| \$7,803,600 | \$7,772,900 | \$7,679,100 | \$7,649,900 | \$7,653,600 | \$7,621,400 |
| \$16,464,300 | \$16,707,900 | \$16,898,900 | \$17,086,600 | \$17,273,500 | \$17,458,800 |
| \$1,560,600 | \$1,570,300 | \$1,580,100 | \$1,589,800 | \$1,600,700 | \$1,609,500 |
| 1,063,970,189 | 1,096,941,559 | 1,113,767,432 | 1,131,575,800 | 1,149,887,815 | 1,167,397,411 |
| 9,832,400 | 9,938,300 | 10,035,900 | 10,126,300 | 10,216,600 | 10,308,800 |
| \$1,073,802,589 | \$1,106,879,859 | \$1,123,803,332 | \$1,141,702,100 | \$1,160,104,415 | \$1,177,706,211 |

Transportation Revenue Forecast Council
Table B. 3. Vehicle Related Revenue
March 2023

|  | Fiscal Year 2026 | Fiscal Year 2027 | Fiscal Year 2028 | Fiscal Year 2029 | Fiscal Year 2030 | Fiscal Year 2031 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Forecast of Distributions |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$341,354,089 | \$351,698,159 | \$361,891,332 | \$371,605,700 | \$381,355,015 | \$391,069,711 |
| State Patrol-Fund 081 | 224,808,100 | 228,437,400 | 231,220,200 | 234,002,600 | 236,795,500 | 239,540,000 |
| State Ferries-Fund 109 | 10,433,300 | 10,599,500 | 10,731,000 | 10,858,400 | 10,984,400 | 11,109,700 |
| Capital Vessel Replacement Account--Fund 18J | 24,267,900 | 24,480,800 | 24,578,000 | 24,736,500 | 24,927,100 | 25,080,200 |
| RV Disposal Fee-Fund 097 | 820,600 | 825,700 | 831,000 | 836,300 | 841,700 | 847,100 |
| Multimodal Fund-Fund $218{ }^{1}$ | 243,320,400 | 248,070,500 | 251,480,600 | 254,896,100 | 258,282,700 | 261,601,200 |
| Transportation 2003 (Nickel) Account-Fund 550 | 50,089,900 | 50,138,000 | 49,903,900 | 49,935,900 | 50,107,900 | 50,133,700 |
| Transportation Partnership Account-Fund 09H | 36,787,700 | 37,199,600 | 37,581,300 | 37,937,100 | 38,293,000 | 38,656,300 |
| Freight Mobility Multimodal Account-Fund 11E | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| Rural Arterial Trust Account 102-253 | 2,661,500 | 3,205,400 | 3,741,000 | 4,266,000 | 4,786,000 | 5,312,600 |
| Transportation Improvement Account 144 | 2,661,500 | 3,205,400 | 3,741,000 | 4,266,000 | 4,786,000 | 5,312,600 |
| DOL Services Account-Fund 201 | 3,812,700 | 3,865,700 | 3,915,800 | 3,967,700 | 4,017,800 | 4,028,600 |
| Highway Safety Fund 106 | 3,692,900 | 3,687,200 | 3,663,700 | 3,657,600 | 3,660,400 | 3,653,400 |
| License Plate Technology Account-Fund 06T | 1,906,500 | 1,932,800 | 1,957,900 | 1,983,800 | 2,008,900 | 2,014,300 |
| Multiuse Roadway Safety Account Collections-571 | 260,800 | 263,800 | 266,800 | 269,900 | 273,000 | 276,100 |
| Electric Vehicle Account 20J | 0 | 0 | 0 | 0 | 0 | 0 |
| Abandoned RV Service Fee Account 22J | 1,560,600 | 1,570,300 | 1,580,100 | 1,589,800 | 1,600,700 | 1,609,500 |
| Move Ahead WA Account 26P | 122,364,100 | 134,699,600 | 133,719,700 | 133,892,700 | 134,384,300 | 134,461,200 |
| Total | \$1,073,802,589 | \$1,106,879,859 | \$1,123,803,332 | \$1,141,702,100 | \$1,160,104,415 | \$1,177,706,211 |
| Transfers ${ }^{2}$ |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | \$341,354,089 | \$351,698,159 | \$361,891,332 | \$371,605,700 | \$381,355,015 | \$391,069,711 |
| Capron | \$4,129,430 | \$4,189,977 | \$4,239,859 | \$4,287,683 | \$4,334,943 | \$4,382,239 |
| Balance | \$337,224,659 | \$347,508,182 | \$357,651,473 | \$367,318,017 | \$377,020,072 | \$386,687,472 |
| Multimodal Account | \$243,320,400 | \$248,070,500 | \$251,480,600 | \$254,896,100 | \$258,282,700 | \$261,601,200 |
| Transportation Infrastructure Account-Fund 094 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 |
| Regional Mobility Grant Program Account ${ }^{3}$ | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 | \$25,000,000 |
| Rural Mobility Grant Program Account ${ }^{3}$ | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 |
| Balance | \$205,820,389 | \$210,570,465 | \$213,980,626 | \$217,396,096 | \$220,782,656 | \$224,101,183 |
| Transportation Partnership Account-Fund 09H | \$36,787,700 | \$37,199,600 | \$37,581,300 | \$37,937,100 | \$38,293,000 | \$38,656,300 |
| Small City Pavement and Sidewalk Account-Fund 08M | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 |
| Transportation Improvement Account-Fund 144 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 |
| County Arterial Preservation Account-Fund 186 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 |
| Freight Mobility Investment Account-Fund 09E | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 |
| Balance | \$28,787,651 | \$29,199,610 | \$29,581,265 | \$29,937,052 | \$30,292,955 | \$30,656,308 |
| Capron Distribution |  |  |  |  |  |  |
| Island County | \$2,699,064 | \$2,738,639 | \$2,771,242 | \$2,802,500 | \$2,833,391 | \$2,864,304 |
| San Juan County | \$1,430,366 | \$1,451,339 | \$1,468,617 | \$1,485,182 | \$1,501,552 | \$1,517,935 |
| Total | \$4,129,430 | \$4,189,977 | \$4,239,859 | \$4,287,683 | \$4,334,943 | \$4,382,239 |
|  | ultimodal Fund = Pena ost transfers occur on ansfer occurs the last | Fees, Plate Number 1st of each year. C | tention Fees, Filing Fe er bransfers occur mo March, and June. | s, a portion of Title Fe thly. | s, Vehicle Weight Fe | es, and Electric/Plug |
| ADOPTED | *As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Tris March 20, 2023 |  |  |  |  |  |

## Transportation Revenue Forecast Counci <br> Table B. 3. Vehicle Related Revenue <br> March 2023

|  | Fiscal Year | Fiscal Year |
| :--- | ---: | ---: |
|  | $\mathbf{2 0 3 3}$ |  |
| Collected by Department of Licensing: |  |  |
| Vehicles paying Basic License Fee (\$30) |  |  |
| Vehicles paying Weight-based Registration Fee (All Trucks) | $\$ 194,396,732$ | $\$ 196,738,139$ |
| Vehicles paying Freight Project Fee (Trucks >10,000 lbs) | $\$ 306,804,560$ | $\$ 309,599,207$ |
| Vehicles paying varying fees | $\$ 24,038,575$ | $\$ 24,255,262$ |
| Personal Trailers | $\$ 1,247,076$ | $\$ 1,249,540$ |
| Intermittent-Use Trailers (\$187.50) | $\$ 7,492,241$ | $\$ 7,702,667$ |
| Penalty Fees | $\$ 1,281,900$ | $\$ 1,281,900$ |
| Passenger Vehicle Weight Fees | $\$ 5,495,532$ | $\$ 6,217,034$ |
| Motor Home Weight Fees | $\$ 252,440,522$ | $\$ 255,575,766$ |
| RV Disposal Fee | $\$ 5,173,084$ | $\$ 5,184,303$ |
| Trip Permit Admin Fees and Surcharge | $\$ 852,041$ | $\$ 858,027$ |
| Inspection Fees | $\$ 3,419,135$ | $\$ 3,449,955$ |
| Other Vehicle Permits and Fees | $\$ 43,764,230$ | $\$ 43,982,911$ |
| Vehicle Business Licenses /Abandoned Vehicle Fee | $\$ 2,252,396$ | $\$ 2,272,885$ |
| DOL Services Fee | $\$ 4,481,900$ | $\$ 4,481,700$ |
| License Plate Technology Fee | $\$ 4,211,600$ | $\$ 4,213,100$ |
| Electric/Plug-in Vehicle Renewal Fee (\$150) | $\$ 2,105,700$ | $\$ 2,106,500$ |
| Trnsp. Electrification fee on EV and PHEV (\$75) ESSHB2042 | $\$ 60,580,700$ | $\$ 66,866,800$ |
| Trnsp. Electrification fee on Hybrid or Alt. Fuel (\$75) ESSHB2042 | $\$ 30,343,200$ | $\$ 33,486,200$ |
| Plate Related Fees | $\$ 16,043,300$ | $\$ 16,364,300$ |
| Filling \& Plate Number Retention Fees (fund 218) | $\$ 121,261,100$ | $\$ 121,024,200$ |
| Motor Vehicle Filing Fees (fund 106) | $\$ 117,700$ | $\$ 120,600$ |
| Title Fees | $\$ 3,641,500$ | $\$ 3,634,400$ |
| Quick Titles | $\$ 36,352,500$ | $\$ 36,223,200$ |
| Dealer Temporary Permits (WSP \$10 Distribution) | $\$ 2,579,000$ | $\$ 2,569,800$ |
| Wheeled All Terrain Vehicles On Road Fee | $\$ 27,435,000$ | $\$ 27,337,400$ |
| Title Service Fee \$15 (Vehicles \& Vessels) | $\$ 279,200$ | $\$ 282,500$ |
| Registration Service Fee \$8 (Vehicles \& Vessels) | $\$ 7,577,300$ | $\$ 7,551,000$ |
| Abandoned RV Disposal Fee \$6 | $\$ 17,460,900$ | $\$ 17,463,000$ |
| Total Collected by DOL | $\$ 1,609,500$ | $\$ 1,609,500$ |
| Collected by Department of Transportation | $1,184,738,124$ | $1,203,701,796$ |
| Total Revenue from | $10,401,500$ | $10,495,000$ |
| Licenses, Permits, and Fees | $\$ 1,195,139,624$ | $\$ 1,214,196,796$ |


|  | Fiscal Year 2032 | $\begin{gathered} \text { Fiscal Year } \\ 2033 \end{gathered}$ |
| :---: | :---: | :---: |
| Forecast of Distributions |  |  |
| Motor Vehicle Fund-Fund 108 | \$400,888,724 | \$412,489,196 |
| State Patrol-Fund 081 | 243,070,800 | 244,771,300 |
| State Ferries-Fund 109 | 11,233,100 | 11,356,400 |
| Capital Vessel Replacement Account--Fund 18J | 25,038,200 | 25,014,000 |
| RV Disposal Fee-Fund 097 | 852,000 | 858,000 |
| Multimodal Fund-Fund 218 ${ }^{1}$ | 264,199,700 | 268,056,600 |
| Transportation 2003 (Nickel) Account-Fund 550 | 50,098,100 | 50,151,600 |
| Transportation Partnership Account-Fund 09H | 39,020,200 | 39,391,800 |
| Freight Mobility Multimodal Account-Fund 11E | 3,000,000 | 3,000,000 |
| Rural Arterial Trust Account 102-253 | 5,885,900 | 6,511,100 |
| Transportation Improvement Account 144 | 5,885,900 | 6,511,100 |
| DOL Services Account-Fund 201 | 4,028,800 | 4,028,600 |
| Highway Safety Fund 106 | 3,641,500 | 3,634,400 |
| License Plate Technology Account-Fund 06T | 2,014,300 | 2,014,300 |
| Multiuse Roadway Safety Account Collections-571 | 279,200 | 282,500 |
| Electric Vehicle Account 20J | 0 | 0 |
| Abandoned RV Service Fee Account 22J | 1,609,500 | 1,609,500 |
| Move Ahead WA Account 26P | 134,393,700 | 134,516,400 |
| Total | \$1,195,139,624 | \$1,214,196,796 |
| Transfers ${ }^{2}$ |  |  |
| Motor Vehicle Fund-Fund 108 | \$400,888,724 | \$412,489,196 |
| Capron | \$4,553,433 | \$4,475,900 |
| Balance | \$396,335,291 | \$408,013,296 |
| Multimodal Account | \$264,199,700 | \$268,056,600 |
| Transportation Infrastructure Account-Fund 094 | \$2,500,000 | \$2,500,000 |
| Regional Mobility Grant Program Account ${ }^{3}$ | \$25,000,000 | \$25,000,000 |
| Rural Mobility Grant Program Account ${ }^{3}$ | \$10,000,000 | \$10,000,000 |
| Balance | \$226,699,739 | \$230,556,603 |
| Transportation Partnership Account-Fund 09H | \$39,020,200 | \$39,391,800 |
| Small City Pavement and Sidewalk Account-Fund 08M | \$1,000,000 | \$1,000,000 |
| Transportation Improvement Account-Fund 144 | \$2,500,000 | \$2,500,000 |
| County Arterial Preservation Account-Fund 186 | \$1,500,000 | \$1,500,000 |
| Freight Mobility Investment Account-Fund 09E | \$3,000,000 | \$3,000,000 |
| Balance | \$31,020,219 | \$31,391,784 |
| Capron Distribution |  |  |
| Island County | \$2,976,199 | \$2,925,522 |
| San Juan County | \$1,577,234 | \$1,550,378 |
| Total | \$4,553,433 | \$4,475,900 |


| Transportation Revenue Forecast Council Table B. 4. Vehicle Forecasts March 2023 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { Fiscal Year } \\ 2016 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2017 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2018 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2019 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2020 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2021 \\ \hline \end{gathered}$ | Current Biennium |  |
|  |  |  |  |  |  |  | $\begin{gathered} \text { Fiscal Year } \\ 2022 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2023 \\ \hline \end{gathered}$ |
| Vehicles paying Basic License Fee (\$30) |  |  |  |  |  |  |  |  |
| Passenger Car and Cabs | 4,908,456 | 5,060,804 | 5,187,649 | 5,204,763 | 5,102,400 | 5,519,519 | 5,375,371 | 5,250,000 |
| Motorhomes | 68,720 | 69,000 | 68,917 | 67,618 | 64,100 | 74,078 | 69,770 | 67,500 |
| Travel Trailers | 142,484 | 149,700 | 159,651 | 162,387 | 160,400 | 194,295 | 185,819 | 185,000 |
| Motorcycles | 236,134 | 231,400 | 235,531 | 232,369 | 221,400 | 245,409 | 226,056 | 233,000 |
| Other Trailers | 115,059 | 129,900 | 120,791 | 122,369 | 128,000 | 137,650 | 150,574 | 150,000 |
| Tow Trucks | 1,389 | 1,400 | 1,359 | 1,330 | 1,300 | 1,385 | 1,388 | 1,400 |
|  | 5,472,242 | 5,642,204 | 5,773,898 | 5,790,836 | 5,677,600 | 6,172,336 | 6,008,978 | 5,886,900 |
| Vehicles paying Weight-based Registration Fee (Trucks) |  |  |  |  |  |  |  |  |
| Trucks | 1,539,232 | 1,578,707 | 1,599,439 | 1,605,565 | 1,605,500 | 1,753,701 | 1,721,887 | 1,675,000 |
| For Hire, Buses, Stages | 3,760 | 4,100 | 4,434 | 4,148 | 3,500 | 3,484 | 3,752 | 3,800 |
| Comb. Lic. Fee Trailers | 76,964 | 84,300 | 94,277 | 97,838 | 95,000 | 106,411 | 108,503 | 120,000 |
| Prorate Motor Vehicles | 29,179 | 28,600 | 30,801 | 25,347 | 25,300 | 25,659 | 29,762 | 30,000 |
|  | 1,649,135 | 1,695,707 | 1,728,951 | 1,732,898 | 1,729,300 | 1,889,255 | 1,863,904 | 1,828,800 |
| Vehicles paying varying fees |  |  |  |  |  |  |  |  |
| Restored and Antiques | 10,769 | 20,700 | 29,089 | 26,524 | 25,700 | 32,776 | 33,342 | 30,000 |
| Campers | 23,358 | 22,600 | 22,118 | 20,783 | 19,100 | 21,293 | 19,018 | 19,000 |
| Mopeds | 8,671 | 7,800 | 7,391 | 6,818 | 6,200 | 6,637 | 5,871 | 5,500 |
| Exempt | 8,542 | 9,000 | 8,334 | 9,104 | 7,700 | 7,040 | 7,044 | 7,000 |
|  | 51,340 | 60,100 | 66,932 | 63,200 | 58,700 | 67,746 | 65,275 | 61,500 |
| Personal Trailers | 449,369 | 439,300 | 458,925 | 449,177 | 432,400 | 490,483 | 428,677 | 420,000 |
| Intermittent-Use Trailers |  | 100 | 575 | 1,788 | 2,300 | 2,943 | 3,128 | 3,830 |
| Total Highway Vehicles | 7,622,088 | 7,837,500 | 8,029,283 | 8,037,930 | 7,900,400 | 8,812,236 | 8,369,962 | 8,201,030 |
| Off Road Vehicles | 84,783 | 91,400 | 97,909 | 95,935 | 102,300 | 115,900 | 109,737 | 114,020 |
| Wheeled All Terrain Vehicles | 21,327 | 37,400 | 51,048 | 49,647 | 55,400 | 66,430 | 66,464 | 71,900 |
| Snowmobiles | 25,148 | 25,200 | 23,268 | 22,753 | 22,500 | 25,100 | 23,019 | 22,480 |
| Vintage Snowmobiles | 373 | 300 | 219 | 220 | 200 | 220 | 211 | 195 |
| Regular Snowmobiles | 24,775 | 24,900 | 23,049 | 22,533 | 22,400 | 24,880 | 22,808 | 22,285 |
| Total Registrations | 7,732,019 | 7,954,100 | 8,150,460 | 8,156,618 | 8,025,300 | 8,953,000 | 8,502,718 | 8,337,530 |
| Vehicles subject to additional renewal fees* |  |  |  |  |  |  |  |  |
| BEV ( Battery Electric Vehicles) | 11,737 | 14,500 | 20,867 | 22,700 | 30,500 | 43,000 | 54,397 | 74,414 |
| PHEV (Plug-in Hybrid Vehciles) | 2,130 | 2,300 | 3,051 | 5,000 | 6,500 | 8,000 | 8,722 | 10,556 |
| HV (Hygrid or Alt. Fuel Vehicles) |  |  |  |  | 85,200 | 141,000 | 158,830 | 179,000 |
| Private Motorized Vehicles |  |  | 7164010 | 7174.80 | 70550 | 7850 | 767 | 170 |
|  | 6,806,310 | 7,002,600 | 7,164,610 | 7,174,482 | 7,055,500 | 7,852,000 | 7,467,199 | 7,296,200 |
|  | *Private Motorized Vehicles= Passenger Cars, Motorhomes, Motorcycles, Tow Trucks, Trucks, Buses, Restored \& Antiques, and Mopeds) BEV and PHEVs pay the $\$ 225$ electric vehicle fee and HV pay the $\$ 75$ fee <br> Electric/Plug-in Hybrid Vehicle counts are subject to revision due to data integrity efforts |  |  |  |  |  |  |  |



## Driver Related Revenue Forecast

March 2023

Contacts: Alice Vogel, Washington State Department of Licensing, 360-902-3986, avogel@dol.wa.gov Jean Du, Ph. D., Washington State Department of Licensing, 360-902-3641, jdu@dol.wa.gov Wenjun Wu, Washington State Department of Licensing, 360-634-5108, wenjun.wu@dol.wa.gov

Transportation Revenue Forecast Council
Table C. 1. Driver Related Forecasts Counts
March 2023

|  |  |  |  |  |  |  | Current Biennia |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
| Original Driver Licenses (March 2023 Forecast) | 301,950 | 292,930 | 289,090 | 287,288 | 226,255 | 285,649 | 311,442 | 306,100 | 309,100 |
| Annual Percent Change | 5.7\% | -3.0\% | -1.3\% | -0.6\% | -21.2\% | 26.3\% | 9.0\% | -1.7\% | 1.0\% |
| Original Driver Licenses (Nov. 2022 Forecast) | 301,950 | 292,930 | 289,090 | 287,288 | 226,255 | 285,649 | 311,442 | 305,400 | 308,300 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.2\% | 0.3\% |
| Driver License Renewal/Extension (March 2023 Forecast) | 933,722 | 893,119 | 884,229 | 764,443 | 770,749 | 1,042,075 | 837,086 | 821,100 | 724,600 |
| Annual Percent Change | -3.2\% | -4.3\% | -1.0\% | -13.5\% | 0.8\% | 35.2\% | -19.7\% | -1.9\% | -11.8\% |
| Driver License Renewal/Extension (Nov. 2022 Forecast) | 933,722 | 893,119 | 884,229 | 764,443 | 770,749 | 1,042,075 | 837,086 | 825,500 | 724,500 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | -0.5\% | 0.0\% |
| Abstract of Driving Record (ADR) (March 2023 Forecast) | 2,262,200 | 2,128,600 | 2,257,200 | 2,313,100 | 2,179,700 | 2,020,354 | 1,993,878 | 2,039,400 | 2,179,800 |
| Annual Percent Change | -4.4\% | -5.9\% | 6.0\% | 2.5\% | -5.8\% | -7.3\% | -1.3\% | 2.3\% | 6.9\% |
| Abstract of Driving Record (ADR) (Nov. 2022 Forecast) | 2,262,200 | 2,128,600 | 2,257,200 | 2,310,000 | 2,179,700 | 2,020,354 | 1,993,878 | 2,039,400 | 2,179,800 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.1\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
|  |  |  |  |  |  |  |  |  |  |


|  | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Original Driver Licenses (March 2023 Forecast) | 312,200 | 314,900 | 317,600 | 319,000 | 321,100 | 323,100 | 325,000 | 326,900 | 328,800 |
| Annual Percent Change | 1.0\% | 0.9\% | 0.9\% | 0.4\% | 0.7\% | 0.6\% | 0.6\% | 0.6\% | 0.6\% |
| Original Driver Licenses (Nov. 2022 Forecast) | 311,700 | 315,100 | 317,800 | 319,200 | 321,100 | 323,000 | 324,900 | 326,500 | 328,200 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.2\% | -0.1\% | -0.1\% | -0.1\% | 0.0\% | 0.0\% | 0.0\% | 0.1\% | 0.2\% |
| Driver License Renewal/Extension (March 2023 Forecast) | 757,600 | 877,400 | 957,400 | 873,500 | 703,800 | 577,400 | 596,400 | 600,800 | 667,800 |
| Annual Percent Change | 4.6\% | 15.8\% | 9.1\% | -8.8\% | -19.4\% | -18.0\% | 3.3\% | 0.7\% | 11.2\% |
| Driver License Renewal/Extension (Nov. 2022 Forecast) | 757,500 | 877,200 | 957,300 | 873,300 | 696,900 | 569,900 | 598,600 | 598,900 | 664,300 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 1.0\% | 1.3\% | -0.4\% | 0.3\% | 0.5\% |
| Abstract of Driving Record (ADR) (March 2023 Forecast) | 2,251,900 | 2,269,100 | 2,285,800 | 2,301,900 | 2,317,500 | 2,332,500 | 2,347,100 | 2,361,100 | 2,374,900 |
| Annual Percent Change | 3.3\% | 0.8\% | 0.7\% | 0.7\% | 0.7\% | 0.6\% | 0.6\% | 0.6\% | 0.6\% |
| Abstract of Driving Record (ADR) (Nov. 2022 Forecast) | 2,251,900 | 2,269,100 | 2,285,800 | 2,301,900 | 2,317,500 | 2,332,500 | 2,347,100 | 2,361,100 | 2,374,900 |
| Percentage Change, March 2023 vs Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |

Note: Caution is advised in year-over-year comparisons for Driver License Renewals as they follow a five-year renewal cycle until FY2015 when most renewals will follow a six-year cycle and some will be in variable extension status (shorter than six-year renewals) during implementation years through FY2019.

## ransportation Revenue Forecast Council Table C. 2. Driver Related Revenue Forecasts March 2023

## Driver License Fees --- 106-254/26Q

Driver Licenses
denticards
Duplicate Licenses \& Identicards
Reissues
commercial Driver Licenses
Permits
Hearings Driver Licenses \& Identicards
Photo Only
Occupational \& Ignition Interlock Licenses
Miscellaneous Driver Fees
Driver/ID Issuance Fee
Total Driver License Fees --- 106-254/26Q
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees
Motorcycle Safety Education Account 082
State Patrol Account 081 Copies of Record
Move Ahead WA Flexible Account 26Q Copies of Records
Ignition Interlock Device Revolving Account 14V

## Total Revenue

## Forecast of Distributions

Highway Safety Fund 106
Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account 26Q
Ignition Interlock Device Revolving Account 14 V
Total

Motorcycle Safety Education Account 082
Move Ahead WA Flexible Account 26Q
Ignition interlock Device Revolving Account 14 V
Total

|  | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2017-2019 } \end{aligned}$ | BIENNIUM 2017-2019 November 2022 |  | Difference |  |  | BIENNIUM <br> 2019-2021 <br> March 2023 |  | BIENNIUM 2019-2021 November 2022 |  | Difference |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | March 2023 |  |  |  | Value | Percent |  |  |  | Value | Percent |
|  | 107,292,461 |  | 107,292,461 |  | - | 0.00\% |  | 126,444,936 |  |  |  | 126,444,936 |  | - | 0.00\% |
|  | 20,715,188 |  | 20,715,188 |  | - | 0.00\% |  | 18,261,605 |  | 18,261,605 |  | - | 0.00\% |
|  | 15,460,320 |  | 15,460,320 |  | - | 0.00\% |  | 11,196,207 |  | 11,196,207 |  |  | 0.00\% |
|  | 11,583,761 |  | 11,583,761 |  | - | 0.00\% |  | 9,010,034 |  | 9,010,034 |  |  | 0.00\% |
|  | 10,687,719 |  | 10,687,719 |  | - | 0.00\% |  | 9,289,562 |  | 9,289,562 |  |  | 0.00\% |
|  | 13,427,824 |  | 13,427,824 |  | - | 0.00\% |  | 8,814,254 |  | 8,814,254 |  | - | 0.00\% |
|  | 6,308,230 |  | 6,308,230 |  | - | 0.00\% |  | 5,618,545 |  | 5,618,545 |  |  | 0.00\% |
|  | 5,167,389 |  | 5,167,389 |  | - | 0.00\% |  | 4,383,452 |  | 4,383,452 |  | - | 0.00\% |
|  | 9,516,274 |  | 9,516,274 |  | - | 0.00\% |  | 14,745,571 |  | 14,745,571 |  | - | 0.00\% |
|  | 3,374,723 |  | 3,374,723 |  | - | 0.00\% |  | 3,470,453 |  | 3,470,453 |  | - | 0.00\% |
|  | 2,155,616 |  | 2,155,616 |  | - | 0.00\% |  | 2,102,794 |  | 2,102,794 |  |  | 0.00\% |
|  | 1,382,771 |  | 1,382,771 |  | - | 0.00\% |  | 810,853 |  | 810,853 |  | - | 0.00\% |
|  | 0 |  | 0 |  | - | 0.00\% |  | 0 |  | 0 |  | - | 0.00\% |
|  | 207,072,276 |  | 207,072,276 |  | - | 0.00\% |  | 214,148,264 |  | 214,148,264 |  | - | 0.00\% |
|  | 35,395,772 |  | 35,395,772 |  | - | 0.00\% |  | 33,265,720 |  | 33,265,720 |  | - | 0.00\% |
|  | 1,720,411 |  | 1,720,411 |  | - | 0.00\% |  | 1,180,920 |  | 1,180,920 |  | - | 0.00\% |
|  | 4,341,453 |  | 4,341,453 |  | - | 0.00\% |  | 4,810,510 |  | 4,810,510 |  | - | 0.00\% |
|  | 30,260,833 |  | 30,260,833 |  | - | 0.00\% |  | 27,890,394 |  | 27,890,394 |  | - | 0.00\% |
|  | 0 |  | 0 |  | - | 0.00\% |  | 0 |  | 0 |  | - | 0.00\% |
|  | 7,876,597 |  | 7,876,597 |  | - | 0.00\% |  | 8,234,704 |  | 8,234,704 |  | - | 0.00\% |
| \$ | 286,667,342 | \$ | 286,667,342 | \$ | - | 0.00\% | \$ | 289,530,511 | \$ | 289,530,511 | \$ | - | 0.00\% |
|  | 244,188,459 |  | 244,188,459 |  | - | 0.00\% |  | 248,594,904 |  | 248,594,904 |  | - | 0.00\% |
|  | 4,341,453 |  | 4,341,453 |  |  | 0.00\% |  | 4,810,510 |  | 4,810,510 |  |  | 0.00\% |
|  | 30,260,833 |  | 30,260,833 |  |  | 0.00\% |  | 27,890,394 |  | 27,890,394 |  |  | 0.00\% |
|  |  |  | 0 |  | - | 0.00\% |  | 0 |  | 0 |  | - | 0.00\% |
|  | 7,876,597 |  | 7,876,597 |  |  | 0.00\% |  | 8,234,704 |  | 8,234,704 |  |  | 0.00\% |
| \$ | 286,667,342 | \$ | 286,667,342 | \$ | - | 0.00\% | \$ | 289,530,511 | \$ | 289,530,511 | \$ | - | 0.00\% |

Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
dding a distribution of the fees to the Move Ahead WA Flexible Account 260
adding a distribution of the fees to the Move Ahead
Other Highway Safety Fund Revenue--106 includes:
Limousine Business \& Licensing Fees--106-253, Fines \& Forfeitures--106-405, Driver License Schools--106-222, Miscellaneous--106-490 \& 499

Transportation Revenue Forecast Council Table C. 2. Driver Related Revenue Forecasts March 2023

Driver License Fees --- 106-254/26Q
Driver Licenses
Examinations
Duplicate Licenses \& Identicards
Reissues
Commercial Driver Licenses
Permits
Enhanced Driver Licenses \& Identicards Photo Only
Photo On
Occupational \& Ignition Interlock Licenses Miscellaneous Driver Fees
Driver/ID Issuance Fee
Total Driver License Fees --- 106-254/26Q
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees
Motorcycle Safety Education Account 082
State Patrol Account 081 Copies of Record
Move Ahead WA Flexible Account 26Q Copies of Records
Ignition Interlock Device Revolving Account 14V

## Total Revenue

Forecast of Distributions

## Highway Safety Fund 106

Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account 26Q
Ignition Interlock Device Revolving Account 14V
Total

| Current Biennium |  |  |  |  | BIENNIUM <br> 2023-2025 <br> March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2023-2025 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| BIENNIUM | BIENNIUM | Difference |  |  |  |  |  |  |
| 2021-2023 | 2021-2023 |  |  |  |  |  |  |  |
| March 2023 | November 2022 |  | Value | Percent |  |  | Value | Percent |
| 137,752,166 | 138,139,466 |  | $(387,300)$ | -0.28\% | 126,370,300 | 126,566,500 | $(196,200)$ | -0.16\% |
| 22,044,599 | 21,841,999 |  | 202,600 | 0.93\% | 21,984,700 | 21,938,700 | 46,000 | 0.21\% |
| 20,985,655 | 20,457,055 |  | 528,600 | 2.58\% | 16,745,500 | 16,583,700 | 161,800 | 0.98\% |
| 9,437,340 | 9,437,340 |  | - | 0.00\% | 9,604,800 | 9,604,800 | - | 0.00\% |
| 4,950,183 | 5,026,383 |  | $(76,200)$ | -1.52\% | 5,176,200 | 5,213,400 | $(37,200)$ | -0.71\% |
| 14,730,570 | 14,653,170 |  | 77,400 | 0.53\% | 13,494,900 | 13,494,500 | 400 | 0.00\% |
| 6,621,685 | 6,601,285 |  | 20,400 | 0.31\% | 6,913,600 | 6,914,100 | (500) | -0.01\% |
| 4,494,086 | 4,471,286 |  | 22,800 | 0.51\% | 4,819,400 | 4,757,800 | 61,600 | 1.29\% |
| 23,072,078 | 25,365,578 |  | $(2,293,500)$ | -9.04\% | 37,020,100 | 47,935,700 | $(10,915,600)$ | -22.77\% |
| 5,608,900 | 5,550,300 |  | 58,600 | 1.06\% | 8,155,100 | 8,112,200 | 42,900 | 0.53\% |
| 1,517,006 | 1,615,606 |  | $(98,600)$ | -6.10\% | 1,939,900 | 2,027,500 | $(87,600)$ | -4.32\% |
| 948,286 | 975,986 |  | $(27,700)$ | -2.84\% | 1,142,600 | 1,151,600 | $(9,000)$ | -0.78\% |
| 648,700 | 637,500 |  | 11,200 | 1.76\% | 2,385,400 | 2,379,300 | 6,100 | 0.26\% |
| 252,811,254 | 254,772,954 |  | $(1,961,700)$ | -0.77\% | 255,752,500 | 266,679,800 | $(10,927,300)$ | -4.10\% |
| 32,320,012 | 32,240,612 |  | 79,400 | 0.25\% | 34,835,700 | 34,689,600 | 146,100 | 0.42\% |
| 1,561,803 | 1,538,103 |  | 23,700 | 1.54\% | 1,439,700 | 1,438,100 | 1,600 | 0.11\% |
| 5,163,601 | 5,292,601 |  | $(129,000)$ | -2.44\% | 5,332,200 | 5,331,300 | 900 | 0.02\% |
| 26,590,194 | 26,590,194 |  | - | 0.00\% | 28,806,300 | 28,806,300 | - | 0.00\% |
| 3,044,600 | 3,063,600 |  | $(19,000)$ | -0.62\% | 8,863,500 | 8,863,500 | - | 0.00\% |
| 7,708,108 | 7,475,408 |  | 232,700 | 3.11\% | 8,756,900 | 8,756,900 | - | 0.00\% |
| 329,199,572 | \$ 330,973,472 | \$ | $(1,773,900)$ | -0.54\% | \$ 343,786,800 | \$ 354,565,500 | \$ (10,778,700) | -3.04\% |
| 279,896,569 | 280,706,569 |  | $(810,000)$ | -0.29\% | 272,093,800 | 278,216,600 | $(6,122,800)$ | -2.20\% |
| 5,163,601 | 5,292,601 |  | $(129,000)$ | -2.44\% | 5,332,200 | 5,331,300 | 900 | 0.02\% |
| 26,590,194 | 26,590,194 |  | 0 | 0.00\% | 28,806,300 | 28,806,300 | 0 | 0.00\% |
| 9,841,100 | 10,908,700 |  | $(1,067,600)$ | -9.79\% | 28,797,600 | 33,454,400 | $(4,656,800)$ | -13.92\% |
| 7,708,108 | 7,475,408 |  | 232,700 | 3.11\% | 8,756,900 | 8,756,900 | 0 | 0.00\% |
| \$ 329,199,572 | \$ 330,973,472 | \$ | $(1,773,900)$ | -0.54\% | \$ 343,786,800 | \$ 354,565,500 | \$ (10,778,700) | -3.04\% |

*Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
adding a distribution of the fees to the Move Ahead WA Flexible Account 26Q
adding a distribution of the fees to the Move Ahead
Other Highway Safety Fund Revenue--106 includes:
Limousine Business \& Licensing Fees--106-253, Fines \& Forfeitures-106-405, Driver License Schools--106-222, Miscellaneous--106-490 \& 499

Transportation Revenue Forecast Council Table C. 2. Driver Related Revenue Forecasts March 2023

## Driver License Fees --- 106-254/26Q

Driver Licenses
Examinations
Identicards
Duplicate Licenses \& Identicards
Reissues
Commercial Driver Licenses
Permits
Enhanced Driver Licenses \& Identicards
Photo Only
Occupational \& Ignition Interlock Licenses Miscellaneous Driver Fees
Driver/ID Issuance Fee
Total Driver License Fees --- 106-254/26Q
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees
Motorcycle Safety Education Account 082
State Patrol Account 081 Copies of Record
Move Ahead WA Flexible Account 26Q Copies of Records
Ignition Interlock Device Revolving Account 14V

## Total Revenue

Forecast of Distributions

## Highway Safety Fund 106

Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account 26Q
Ignition Interlock Device Revolving Account 14V
Total

| BIENNIUM | BIENNIUM |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2025-2027 | 2025-2027 |  | Difference | 2027-2029 | BIENNIUM |  |
| March 2027-2029 | November 2022 | Value | Percent | March 2023 | November 2022 | Value |


| 161,031,000 | 161,452,700 |  | $(421,700)$ | -0.26\% | 149,280,800 | 149,206,000 |  | 74,800 | 0.05\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 22,381,000 | 22,395,200 |  | $(14,200)$ | -0.06\% | 22,649,900 | 22,657,000 |  | $(7,100)$ | -0.03\% |
| 14,814,200 | 14,804,800 |  | 9,400 | 0.06\% | 16,076,000 | 15,837,300 |  | 238,700 | 1.51\% |
| 9,594,900 | 9,594,900 |  | - | 0.00\% | 9,747,300 | 9,747,300 |  | - | 0.00\% |
| 5,283,600 | 5,308,200 |  | $(24,600)$ | -0.46\% | 5,319,400 | 5,345,500 |  | $(26,100)$ | -0.49\% |
| 10,836,900 | 10,875,600 |  | $(38,700)$ | -0.36\% | 11,716,300 | 11,762,400 |  | $(46,100)$ | -0.39\% |
| 7,039,000 | 7,039,700 |  | (700) | -0.01\% | 7,070,400 | 7,071,200 |  | (800) | -0.01\% |
| 4,984,400 | 4,904,300 |  | 80,100 | 1.63\% | 5,074,000 | 4,982,400 |  | 91,600 | 1.84\% |
| 53,250,200 | 54,475,200 |  | $(1,225,000)$ | -2.25\% | 48,912,500 | 49,891,300 |  | $(978,800)$ | -1.96\% |
| 8,293,200 | 8,249,600 |  | 43,600 | 0.53\% | 8,392,000 | 8,356,500 |  | 35,500 | 0.42\% |
| 2,171,100 | 2,227,800 |  | $(56,700)$ | -2.55\% | 2,251,000 | 2,291,000 |  | $(40,000)$ | -1.75\% |
| 1,203,300 | 1,211,600 |  | $(8,300)$ | -0.69\% | 1,241,600 | 1,241,900 |  | (300) | -0.02\% |
| 2,714,100 | 2,712,800 |  | 1,300 | 0.05\% | 2,484,000 | 2,471,500 |  | 12,500 | 0.51\% |
| 303,596,900 | 305,252,400 |  | $(1,655,500)$ | -0.54\% | 290,215,200 | 290,861,300 |  | $(646,100)$ | -0.22\% |
| 35,818,200 | 35,668,400 |  | 149,800 | 0.42\% | 36,369,400 | 36,218,900 |  | 150,500 | 0.42\% |
| 1,619,400 | 1,619,700 |  | (300) | -0.02\% | 1,505,700 | 1,504,200 |  | 1,500 | 0.10\% |
| 6,494,700 | 6,494,000 |  | 700 | 0.01\% | 5,621,000 | 5,596,500 |  | 24,500 | 0.44\% |
| 29,607,100 | 29,607,100 |  | - | 0.00\% | 30,026,200 | 30,026,200 |  | - | 0.00\% |
| 9,109,900 | 9,109,900 |  | - | 0.00\% | 9,238,600 | 9,238,600 |  | - | 0.00\% |
| 8,905,000 | 8,905,000 |  | - | 0.00\% | 9,046,600 | 9,046,600 |  | - | 0.00\% |
| \$ 395,151,200 | \$ 396,656,500 | \$ | $(1,505,300)$ | -0.38\% | \$ 382,022,700 | \$ 382,492,300 | \$ | $(469,600)$ | -0.12\% |
| 314,075,700 | 315,078,400 |  | (1,002,700) | -0.32\% | 302,941,300 | 303,033,500 |  | $(92,200)$ | -0.03\% |
| 6,494,700 | 6,494,000 |  | 700 | 0.01\% | 5,621,000 | 5,596,500 |  | 24,500 | 0.44\% |
| 29,607,100 | 29,607,100 |  | 0 | 0.00\% | 30,026,200 | 30,026,200 |  | 0 | 0.00\% |
| 36,068,700 | 36,572,000 |  | $(503,300)$ | -1.38\% | 34,387,600 | 34,789,500 |  | $(401,900)$ | -1.16\% |
| 8,905,000 | 8,905,000 |  | 0 | 0.00\% | 9,046,600 | 9,046,600 |  | 0 | 0.00\% |
| \$ 395,151,200 | \$ 396,656,500 | \$ | $(1,505,300)$ | -0.38\% | \$ 382,022,700 | \$ 382,492,300 | \$ | $(469,600)$ | -0.12\% |

*Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
adding a distribution of the fees to the Move Ahead WA Flexible Account $26 Q$
Odding a distribution of the fees to the Move Ahead
Limousine Business \& Licensing Fees--106-253, Fines \& Forfeitures-106-405, Driver License Schools--106-222, Miscellaneous--106-490 \& 499

Transportation Revenue Forecast Council Table C. 2. Driver Related Revenue Forecasts March 2023

## Driver License Fees --- 106-254/26Q

Driver Licenses
Examinations
Identicards
Duplicate Licenses \& Identicards
Reissues
Commercial Driver Licenses
Permits
Enhanced Driver Licenses \& Identicards
Photo Only
Occupational \& Ignition Interlock Licenses Miscellaneous Driver Fees
Driver/ID Issuance Fee
Total Driver License Fees --- 106-254/26Q
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees
Motorcycle Safety Education Account 082
State Patrol Account 081 Copies of Record
Move Ahead WA Flexible Account 26Q Copies of Records
Ignition Interlock Device Revolving Account 14V

## Total Revenue

Forecast of Distributions

## Highway Safety Fund 106

Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account 26Q
Ignition Interlock Device Revolving Account 14V
Total

| BIENNIUM | BIENNIUM |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2029-2031 | 2029-2031 |  | Difference | BIENNIUM | BIENNIUM |  |
| March 2023 | November 2022 | Value | Percent | March 2023 | November 2022 | Value |


| 122,652,300 | 122,607,600 |  | 44,700 | 0.04\% | 129,540,500 | 129,458,800 |  | 81,700 | 0.06\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 22,933,000 | 22,925,900 |  | 7,100 | 0.03\% | 23,202,000 | 23,166,600 |  | 35,400 | 0.15\% |
| 16,440,300 | 16,205,200 |  | 235,100 | 1.45\% | 16,417,700 | 16,258,700 |  | 159,000 | 0.98\% |
| 9,889,500 | 9,889,500 |  | - | 0.00\% | 10,022,500 | 10,022,500 |  |  | 0.00\% |
| 5,348,100 | 5,375,700 |  | $(27,600)$ | -0.51\% | 5,374,100 | 5,402,600 |  | $(28,500)$ | -0.53\% |
| 12,806,400 | 12,830,900 |  | $(24,500)$ | -0.19\% | 13,066,900 | 13,102,600 |  | $(35,700)$ | -0.27\% |
| 7,072,900 | 7,073,600 |  | (700) | -0.01\% | 7,067,600 | 7,068,300 |  | (700) | -0.01\% |
| 5,074,000 | 4,982,400 |  | 91,600 | 1.84\% | 5,074,000 | 4,982,400 |  | 91,600 | 1.84\% |
| 44,987,500 | 45,142,700 |  | $(155,200)$ | -0.34\% | 45,677,200 | 46,012,800 |  | $(335,600)$ | -0.73\% |
| 8,514,400 | 8,478,500 |  | 35,900 | 0.42\% | 8,629,000 | 8,592,500 |  | 36,500 | 0.42\% |
| 2,279,000 | 2,305,400 |  | $(26,400)$ | -1.15\% | 2,307,100 | 2,319,600 |  | $(12,500)$ | -0.54\% |
| 1,253,600 | 1,253,600 |  | - | 0.00\% | 1,268,000 | 1,268,100 |  | (100) | -0.01\% |
| 2,094,600 | 2,083,200 |  | 11,400 | 0.55\% | 2,197,700 | 2,185,900 |  | 11,800 | 0.54\% |
| 261,345,600 | 261,154,200 |  | 191,400 | 0.07\% | 269,844,300 | 269,841,400 |  | 2,900 | 0.00\% |
| 36,893,000 | 36,743,200 |  | 149,800 | 0.41\% | 37,391,000 | 37,240,800 |  | 150,200 | 0.40\% |
| 1,327,700 | 1,328,600 |  | (900) | -0.07\% | 1,369,500 | 1,369,900 |  | (400) | -0.03\% |
| 4,249,900 | 4,232,000 |  | 17,900 | 0.42\% | 4,575,300 | 4,557,000 |  | 18,300 | 0.40\% |
| 30,417,400 | 30,417,400 |  | - | 0.00\% | 30,784,000 | 30,784,000 |  | - | 0.00\% |
| 18,718,400 | 18,718,400 |  | - | 0.00\% | 18,944,200 | 18,944,200 |  | - | 0.00\% |
| 9,178,500 | 9,178,500 |  | - | 0.00\% | 9,302,000 | 9,302,000 |  | - | 0.00\% |
| 362,130,500 | \$ 361,772,300 | \$ | 358,200 | 0.10\% | 372,210,300 | \$ 372,039,300 | \$ | 171,000 | 0.05\% |
| 276,038,400 | 275,649,400 |  | 389,000 | 0.14\% | 284,724,100 | 284,445,700 |  | 278,400 | 0.10\% |
| 4,249,900 | 4,232,000 |  | 17,900 | 0.42\% | 4,575,300 | 4,557,000 |  | 18,300 | 0.40\% |
| 30,417,400 | 30,417,400 |  | 0 | 0.00\% | 30,784,000 | 30,784,000 |  | 0 | 0.00\% |
| 42,246,300 | 42,295,000 |  | $(48,700)$ | -0.12\% | 42,824,900 | 42,950,600 |  | $(125,700)$ | -0.29\% |
| 9,178,500 | 9,178,500 |  | 0 | 0.00\% | 9,302,000 | 9,302,000 |  | 0 | 0.00\% |
| 362,130,500 | \$ 361,772,300 | \$ | 358,200 | 0.10\% | 372,210,300 | \$ 372,039,300 | \$ | 171,000 | 0.05\% |

*Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
adding a distribution of the fees to the Move Ahead WA Flexible Account 26Q
Other Highway Safety Fund Revenue--106 includes
Limousine Business \& Licensing Fees--106-253, Fines \& Forfeitures--106-405, Driver License Schools--106-222, Miscellaneous--106-490 \& 499

Transportation Revenue Forecast Council
Table C. 3. Driver Related Revenue Forecasts
March 2023

```
Driver License Fees --- 106-254/26Q
    Driver License
    Examination
    Identicards
    Licenses & Identicards
    Reissues
    Commercial Driver Licenses
    Permits
    Hearings
    Enhanced Driver Licenses & Identicards*
    Photo Only*
    Occupational & Ignition Interlock Licenses
    Miscellaneous Driver Fees
    Driver/ID Issuance Fee
```

Total Driver License Fees --- 106-254/26Q
Copies of Record --- 106-421
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees

Motorcycle Safety Education Account 082

## State Patrol Account 081 Copies of Record

## Move Ahead WA Flexible Account 26Q Copies of Records

Ignition Interlock Device Revolving Account 14V

## Total Revenu

Forecast of Distributions
Highway Safety Fund 106
Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account 26Q
Ignition Interlock Device Revolving Account 14V Ignitio

|  | $\begin{gathered} \text { Fiscal Year } \\ 2016 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 2018 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2019 \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 2020 \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 2021 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \$ | 63,181,957 | \$ | 60,611,249 | \$ | 54,014,318 | \$ 53,278,142 | \$ | 54,278,125 | \$ | 72,166,811 |
|  | 10,922,213 |  | 10,737,150 |  | 10,416,027 | 10,299,161 |  | 8,245,015 |  | 10,016,590 |
|  | 8,280,271 |  | 8,411,278 |  | 8,061,030 | 7,399,290 |  | 4,768,408 |  | 6,427,799 |
|  | 5,998,442 |  | 6,151,959 |  | 6,626,390 | 4,957,371 |  | 4,365,777 |  | 4,644,257 |
|  | 5,826,408 |  | 5,360,462 |  | 5,401,393 | 5,286,326 |  | 4,470,945 |  | 4,818,617 |
|  | 5,175,352 |  | 6,441,015 |  | 6,798,400 | 6,629,424 |  | 3,724,617 |  | 5,089,637 |
|  | 3,177,005 |  | 3,125,730 |  | 3,177,780 | 3,130,450 |  | 2,282,069 |  | 3,336,476 |
|  | 2,154,693 |  | 2,091,580 |  | 2,482,282 | 2,685,107 |  | 2,269,245 |  | 2,114,207 |
|  | 3,172,028 |  | 8,417,082 |  | 4,361,952 | 5,154,322 |  | 8,079,454 |  | 6,666,117 |
|  | 1,420,661 |  | 1,415,557 |  | 1,362,804 | 2,011,919 |  | 1,701,103 |  | 1,769,350 |
|  | 964,196 |  | 948,026 |  | 999,303 | 1,156,313 |  | 1,142,817 |  | 959,977 |
|  | 1,790,887 |  | $(283,768)$ |  | 717,849 | 664,922 |  | 729,047 |  | 81,806 |
|  | 112,064,112 |  | 113,427,319 |  | 104,419,528 | 102,652,748 |  | 96,056,620 |  | 118,091,644 |
|  | 17,026,369 |  | 16,234,967 |  | 17,278,362 | 18,117,410 |  | 17,177,883 |  | 16,087,837 |
|  | 985,829 |  | 916,018 |  | 861,729 | 858,682 |  | 733,384 |  | 447,536 |
|  | 2,482,197 |  | 2,376,465 |  | 2,114,330 | 2,227,124 |  | 2,209,183 |  | 2,601,327 |
|  | 14,855,162 |  | 13,792,515 |  | 15,091,014 | 15,169,819 |  | 14,479,377 |  | 13,411,017 |
|  | - |  | - |  | - | - |  | - |  | - |
|  | 3,662,458 |  | 3,365,365 |  | 4,125,437 | 3,751,160 |  | 4,332,538 |  | 3,902,166 |
| \$ | 151,076,127 | \$ | 150,112,649 | \$ | 143,890,400 | \$ 142,776,943 | \$ | 134,988,984 |  | 154,541,527 |
|  | 130,076,310 |  | 130,578,304 |  | 122,559,619 | 121,628,840 |  | 113,967,887 |  | 134,627,017 |
|  | 2,482,197 |  | 2,376,465 |  | 2,114,330 | 2,227,124 |  | 2,209,183 |  | 2,601,327 |
|  | 14,855,162 |  | 13,792,515 |  | 15,091,014 | 15,169,819 |  | 14,479,377 |  | 13,411,017 |
|  | 0 |  | 0 |  | 0 | 0 |  | 0 |  | 0 |
|  | 3,662,458 |  | 3,365,365 |  | 4,125,437 | 3,751,160 |  | 4,332,538 |  | 3,902,166 |
| \$ | 151,076,127 | \$ | 150,112,649 | \$ | 143,890,400 | \$ 142,776,943 | \$ | 134,988,984 | \$ | 154,541,527 |

*Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
adding a distribution of the fees to the Move Ahead WA Flexible Account 260
Other Highway Safety Fund Revenue--106 includes:
Limousine Business \& Licensing Fees-106-253, Fines \& Forfeitures--106-405, Driver License Schools--106-222, Miscellaneous--106-490 \& 499

Transportation Revenue Forecast Council Table C. 3. Driver Related Revenue Forecasts March 2023

Driver License Fees --- 106-254/26Q
Driver Licenses
Examination
Identicards
Duplicate Licenses \& Identicards
Reissues
Commercial Driver Licenses
Permits
Hearings
Enhanced Driver Licenses \& Identicards* Photo Only*
Occupational \& Ignition Interlock Licenses Miscellaneous Driver Fee
Driver/ID Issuance Fee
Total Driver License Fees -.- 106-254/26Q
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees
Motorcycle Safety Education Account 082
State Patrol Account 081 Copies of Record
Move Ahead WA Flexible Account 26Q Copies of Records
Ignition Interlock Device Revolving Account 14V

## Total Revenue

Forecast of Distributions
Highway Safety Fund 106
Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account $26 Q$
Ignition Interlock Device Revolving Account 14V Total

*Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
adding a distribution of the fees to the Move Ahead WA Flexible Account 26Q
Other Highway Safety Fund Revenue--106 includes:
Limousine Business \& Licensing Fees-106-253, Fines \& Forfeitures-106-405, Driver License Schools-106-222, Miscellaneous--106-490 \& 499

## Transportation Revenue Forecast Council

Table C. 3. Driver Related Revenue Forecasts
March 2023

## Driver License Fees --- 106-254/26Q

Driver License
Examination
Identicards
Licenses \& Identicards
Reissues
Commercial Driver Licenses
Permits
Hearings
Enhanced Driver Licenses \& Identicards*
Photo Only*
Occupational \& Ignition Interlock Licenses
Miscellaneous Driver Fee
Driver/ID Issuance Fee
Total Driver License Fees --- 106-254/26Q
Copies of Record --- 106-421
Other Highway Safety Fund Revenue - 106 less filing fees
Motorcycle Safety Education Account 082
State Patrol Account 081 Copies of Record
Move Ahead WA Flexible Account 26Q Copies of Records
Ignition Interlock Device Revolving Account 14V

## Total Revenue

Forecast of Distributions
Highway Safety Fund 106
Motorcycle Safety Education Account 082
State Patrol Account 081
Move Ahead WA Flexible Account $26 Q$
Ignition Interlock Device Revolving Account 14V Total

|  | $\begin{gathered} \text { Fiscal Year } \\ 2030 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 2031 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 2032 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { Fiscal Year } \\ 3033 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \$ | 60,623,000 | \$ | 62,029,300 | \$ | 62,451,400 | \$ | 67,089,100 |
|  | 11,432,900 |  | 11,500,100 |  | 11,567,400 |  | 11,634,600 |
|  | 7,902,500 |  | 8,537,800 |  | 8,203,200 |  | 8,214,500 |
|  | 4,927,600 |  | 4,961,900 |  | 4,995,100 |  | 5,027,400 |
|  | 2,674,900 |  | 2,673,200 |  | 2,682,400 |  | 2,691,700 |
|  | 5,934,300 |  | 6,872,100 |  | 6,512,200 |  | 6,554,700 |
|  | 3,536,900 |  | 3,536,000 |  | 3,534,400 |  | 3,533,200 |
|  | 2,537,000 |  | 2,537,000 |  | 2,537,000 |  | 2,537,000 |
|  | 22,148,900 |  | 22,838,600 |  | 22,838,600 |  | 22,838,600 |
|  | 4,242,400 |  | 4,272,000 |  | 4,300,600 |  | 4,328,400 |
|  | 1,136,100 |  | 1,142,900 |  | 1,150,100 |  | 1,157,000 |
|  | 624,900 |  | 628,700 |  | 632,100 |  | 635,900 |
|  | 1,032,100 |  | 1,062,500 |  | 1,064,800 |  | 1,132,900 |
|  | 128,753,500 |  | 132,592,100 |  | 132,469,300 |  | 137,375,000 |
|  | 18,382,800 |  | 18,510,200 |  | 18,634,200 |  | 18,756,800 |
|  | 662,900 |  | 664,800 |  | 673,200 |  | 696,300 |
|  | 2,092,100 |  | 2,157,800 |  | 2,173,200 |  | 2,402,100 |
|  | 15,161,500 |  | 15,255,900 |  | 15,347,400 |  | 15,436,600 |
|  | 9,330,200 |  | 9,388,200 |  | 9,444,700 |  | 9,499,500 |
|  | 4,573,300 |  | 4,605,200 |  | 4,636,000 |  | 4,666,000 |
| 178,956,300 |  |  | 183,174,200 |  | 183,378,000 |  | 188,832,300 |
| 136,190,400 |  |  | 139,848,000 |  | 139,843,300 |  | 144,880,800 |
| 2,092,100 |  |  | 2,157,800 |  | 2,173,200 |  | 2,402,100 |
| 15,161,500 |  |  | 15,255,900 |  | 15,347,400 |  | 15,436,600 |
| 20,939,000 |  |  | 21,307,300 |  | 21,378,100 |  | 21,446,800 |
| 4,573,300 |  |  | 4,605,200 |  | 4,636,000 |  | 4,666,000 |
| \$ | 178,956,300 | \$ | 183,174,200 | \$ | 183,378,000 | \$ | 188,832,300 |

*Enhanced Driver Licenses \& Identicards and Photo Only/Replacement fees were increased per ESSB 5974 PL (2022)
dding a distribution of the fees to the Move Ahead WA Flexible Account 260
Other Highway Safety Fund Revenue--106 includes:
Limousine Business \& Licensing Fees--106-253, Fines \& Forfeitures--106-405, Driver License Schools--106-222, Miscellaneous--106-490 \& 499

# Other Transportation Related Revenue Forecast 

March 2023

Contact:<br>Vehicle Sales \& Rental Car Tax \& Heavy Machinery Equipment Rental Tax<br>Lance Carey, Washington State Economic and Revenue Forecast Council, 360-534-1564, lancec@dor.wa.gov<br>Business \& Other Revenue<br>Ruslan Makhlouf, Washington State Department of Transportation, 360-705-7123,<br>MakhloR@wsdot.wa.gov Washington State Patrol<br>Mario Buono, Washington State Patrol, 360-596-4072 X11072, Mario.Buono@wsp.wa.gov<br>Aeronautics Revenue<br>Alice Vogel, Washington State Department of Licensing, 360-902-3986, Avogel@dol.wa.gov<br>Scott Smith, Washington State Department of Transportation, 360-705-7991, SmithSc@wsdot.wa.gov<br>Studded Snow Tires \& HOV Lane Penalties \& Hazardous Substance Tax<br>Nguyen Dang, Washington State Department of Transportation, 360-705-7512, DangN@wsdot.wa.gov

Transportation Revenue Forecast Council
Table D. 1. Other Transportation Related Revenue Forecasts

## March 2023



[^1]
## Rental Car Sales Tax

$\mathbf{0 . 3 \%}$ of Retail Sales and Use Tax on Motor Vehicles Retail Sales Tax
Tse Tax
Heavy Equipment Rental Tax

## Studded Tire Fee

HOV Lane Penalties

## Hazardous Substance Tax

DOT Business Related Revenues
Sale of Property
WSP Access
DOT Publications and Documents
Filing Fees and legal Services
Outdoor Advertising
Access Permits (Right of Way)
Other Revenues
Total
Washington Traffic Safety Commission School Zone Fines Total
WSP Business Related Revenues WSP Access
WSP Publications and Documents
Breathalyzer Test Fines
DUI Cost Reimbursement
erminal Safety Inspection Fee
Communication Tower Leases
Ignition Interlock Vendors Fee (HSF-Fund 106) Total
Aircraft Registrations, Excise and Dealers Aircraft Fuel Tax - 11 cent - 18 cent per gallon Aircraft / Drone Registration Fee Aircraft Excise Tax
Aircraft License Fees (Aircraft Dealers \& Specialty Plates) Tronautics Transfer (from MV Fund 108-115)

OL Credit Card Recovery Fees
Credit Card Cost Recovery Fees
DOL Technology Support Infraction fee (ESSB5226)
DOL Technology Support Infraction fee (ESSB5226)
Total Revenue
Forecast of Distributions
Motor Vehicle Fund-Fund 108
Washington State Patrol Fund-Fund 081
Highway Safety Fund-Fund 106
Aeronautics Account 039
Washington State Aviation Account 21G
School Zone Safety Account 780
Congestion Relief and Traffic Safety Accoun
General Fund 001
DOL Financial Transaction Account - 24K
Driver Licensing Technology Support Account - 25W
Total

| BIENNIUM 2013-2015 | BIENNIUM $2013-2015$ | Difference |  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2015-2017 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ \text { 2015-2017 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| March 2023 | November 2022 | Value | Percent |  |  | Value | Percent |
| 56,044,468 | 56,044,468 | 0 | 0.00\% | 64,376,922 | 64,376,922 | 0 | 0.00\% |
| 65,073,441 | 65,073,441 | 0 | 0.00\% | 79,287,936 | 79,287,936 | 0 | 0.00\% |
| 12,380,550 | 12,380,550 | 0 | 0.00\% | 14,584,886 | 14,584,886 | 0 | 0.00\% |
| 77,453,990 | 77,453,990 | 0 | 0.00\% | 93,872,822 | 93,872,822 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 491,386 | 491,386 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 12,190,420 | 12,190,420 | 0 | 0.00\% | 8,034,021 | 8,034,021 | 0 | 0.00\% |
| 1,445,787 | 1,445,787 | 0 | 0.00\% | 1,422,402 | 1,422,402 | 0 | 0.00\% |
| 87,866 | 87,866 | 0 | 0.00\% | 106,133 | 106,133 | 0 | 0.00\% |
| 193,592 | 193,592 | 0 | 0.00\% | 191,037 | 191,037 | 0 | 0.00\% |
| 371,196 | 371,196 | 0 | 0.00\% | 370,391 | 370,391 | 0 | 0.00\% |
| 2,973,607 | 2,973,607 | 0 | 0.00\% | 2,286,426 | 2,286,426 | 0 | 0.00\% |
| 277,084 | 277,084 | 0 | 0.00\% | 428,900 | 428,900 | 0 | 0.00\% |
| 47,052 | 47,052 | 0 | 0.00\% | 48,137 | 48,137 | 0 | 0.00\% |
| 457,281 | 457,281 | 0 | 0.00\% | 396,076 | 396,076 | 0 | 0.00\% |
| 18,043,884 | 18,043,884 | 0 | 0.00\% | 13,283,522 | 13,283,522 | 0 | 0.00\% |
| 1,227,050 | 1,227,050 | 0 | 0.00\% | 881,578 | 881,578 | 0 | 0.00\% |
| 1,227,050 | 1,227,050 | 0 | 0.00\% | 881,578 | 881,578 | 0 | 0.00\% |
| 1,445,878 | 1,445,878 | 0 | 0.00\% | 1,422,402 | 1,422,402 | 0 | 0.00\% |
| 1,566,238 | 1,566,238 | 0 | 0.00\% | 2,944,646 | 2,944,646 | 0 | 0.00\% |
| 2,838,858 | 2,838,858 | 0 | 0.00\% | 2,820,601 | 2,820,601 | 0 | 0.00\% |
| 1,407,291 | 1,407,291 | 0 | 0.00\% | 1,192,594 | 1,192,594 | 0 | 0.00\% |
| 2,467,972 | 2,467,972 | 0 | 0.00\% | 2,467,972 | 2,467,972 | 0 | 0.00\% |
| 828,725 | 828,725 | 0 | 0.00\% | 356,919 | 356,919 | 0 | 0.00\% |
| 765,612 | 765,612 | 0 | 0.00\% | 770,540 | 770,540 | 0 | 0.00\% |
| 2,267,920 | 2,267,920 | 0 | 0.00\% | 2,429,464 | 2,429,464 | 0 | 0.00\% |
| 13,588,494 | 13,588,494 | 0 | 0.00\% | 14,405,138 | 14,405,138 | 0 | 0.00\% |
| 5,007,235 | 5,007,235 | 0 | 0.00\% | 3,661,545 | 3,661,545 | 0 | 0.00\% |
| 215,680 | 215,680 | 0 | 0.00\% | 240,794 | 240,794 | 0 | 0.00\% |
| 692,724 | 692,724 | 0 | 0.00\% | 709,590 | 709,590 | 0 | 0.00\% |
| 5,870 | 5,870 | 0 | 0.00\% | 5,940 | 5,940 | 0 | 0.00\% |
| 574,696 | 574,696 | 0 | 0.00\% | 732,349 | 732,349 | 0 | 0.00\% |
| 6,496,205 | 6,496,205 | 0 | 0.00\% | 5,350,218 | 5,350,218 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 172,854,092 | 172,854,092 | 0 | 0.00\% | 192,170,201 | 192,170,201 | 0 | 0.00\% |
| 19,610,122 | 19,610,122 | 0 | 0.00\% | 16,719,554 | 16,719,554 | 0 | 0.00\% |
| 9,754,336 | 9,754,336 | 0 | 0.00\% | 9,031,028 | 9,031,028 | 0 | 0.00\% |
| 2,267,920 | 2,267,920 | 0 | 0.00\% | 2,429,464 | 2,429,464 | 0 | 0.00\% |
| 133,498,459 | 133,498,459 | 0 | 0.00\% | 158,249,744 | 158,249,744 | 0 | 0.00\% |
| 5,872,754 | 5,872,754 | 0 | 0.00\% | 5,350,218 | 5,350,218 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 1,227,050 | 1,227,050 | 0 | 0.00\% | 881,578 | 881,578 | 0 | 0.00\% |
|  |  |  |  | - | 0 | 0 | 0.00\% |
| 623,451 | 623,451 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 172,854,092 | 172,854,092 | 0 | 0.00\% | 192,661,587 | 192,661,587 | 0 | 0.00\% |


| March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2017-2019 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ 2017-2019 \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2019-2021 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ \text { 2019-2021 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Rental Car Sales Tax | 70,157,676 | 70,157,676 | 0 | 0.00\% | 52,305,686 | 52,305,686 | 0 | 0.00\% |
| 0.3\% of Retail Sales and Use Tax on Motor Vehicles |  |  |  |  |  |  |  |  |
| Retail Sales Tax | 86,256,422 | 86,256,422 | 0 | 0.00\% | 90,936,853 | 90,936,853 | 0 | 0.00\% |
| Use Tax | 16,107,583 | 16,107,583 | 0 | 0.00\% | 19,299,472 | 19,299,472 | 0 | 0.00\% |
| Total | 102,364,006 | 102,364,006 | 0 | 0.00\% | 110,236,325 | 110,236,325 | 0 | 0.00\% |
| Heavy Equipment Rental Tax | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Studded Tire Fee | 761,700 | 761,700 | 0 | 0.00\% | 605,929 | 605,929 | 0 | 0.00\% |
| HOV Lane Penalties | 0 | 0 | 0 | 0.00\% | 950,850 | 950,850 | 0 | 0.00\% |
| Hazardous Substance Tax | 0 | 0 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| DOT Business Related Revenues |  |  |  |  |  |  |  |  |
| Sale of Property | 10,888,385 | 10,888,385 | 0 | 0.00\% | 11,661,539 | 11,661,539 | 0 | 0.00\% |
| WSP Access | 1,121,318 | 1,121,318 | 0 | 0.00\% | 1,042,100 | 1,042,100 | 0 | 0.00\% |
| DOT Services | 108,609 | 108,609 | 0 | 0.00\% | 99,867 | 99,867 | 0 | 0.00\% |
| DOT Publications and Documents | 178,543 | 178,543 | 0 | 0.00\% | 52,163 | 52,163 | 0 | 0.00\% |
| Filing Fees and legal Services | 338,947 | 338,947 | 0 | 0.00\% | 308,182 | 308,182 | 0 | 0.00\% |
| Property Management | 1,690,965 | 1,690,965 | 0 | 0.00\% | 2,584,060 | 2,584,060 | 0 | 0.00\% |
| Outdoor Advertising | 502,416 | 502,416 | 0 | 0.00\% | 489,100 | 489,100 | 0 | 0.00\% |
| Access Permits (Right of Way) | 43,510 | 43,510 | 0 | 0.00\% | 60,068 | 60,068 | 0 | 0.00\% |
| Other Revenues | 655,222 | 655,222 | 0 | 0.00\% | 731,674 | 731,674 | 0 | 0.00\% |
| Total | 15,527,914 | 15,527,914 | 0 | 0.00\% | 17,028,753 | 17,028,753 | 0 | 0.00\% |
| Washington Traffic Safety Commission |  |  |  |  |  |  |  |  |
| School Zone Fines | 881,249 | 881,249 | 0 | 0.00\% | 466,238 | 466,238 | 0 | 0.00\% |
| Total | 881,249 | 881,249 | 0 | 0.00\% | 466,238 | 466,238 | 0 | 0.00\% |
| WSP Business Related Revenues |  |  |  |  |  |  |  |  |
| WSP Access | 1,121,318 | 1,121,318 | 0 | 0.00\% | 1,042,100 | 1,042,100 | 0 | 0.00\% |
| WSP Publications and Documents | 1,980,727 | 1,980,727 | 0 | 0.00\% | 1,830,603 | 1,830,603 | 0 | 0.00\% |
| Breathalyzer Test Fines | 2,210,941 | 2,210,941 | 0 | 0.00\% | 1,903,134 | 1,903,134 | 0 | 0.00\% |
| DUI Cost Reimbursement | 1,348,665 | 1,348,665 | 0 | 0.00\% | 1,180,351 | 1,180,351 | 0 | 0.00\% |
| Terminal Safety Inspection Fee | 2,467,972 | 2,467,972 | 0 | 0.00\% | 2,467,972 | 2,467,972 | 0 | 0.00\% |
| Commercial Vehicle Penalties | 479,359 | 479,359 | 0 | 0.00\% | 360,825 | 360,825 | 0 | 0.00\% |
| Communication Tower Leases | 945,927 | 945,927 | 0 | 0.00\% | 917,313 | 917,313 | 0 | 0.00\% |
| Ignition Interlock Vendors Fee (HSF-Fund 106) | 2,481,355 | 2,481,355 | 0 | 0.00\% | 2,379,085 | 2,379,085 | 0 | 0.00\% |
| Total | 13,036,264 | 13,036,264 | 0 | 0.00\% | 12,081,383 | 12,081,383 | 0 | 0.00\% |
| Aircraft Registrations, Excise and Dealers |  |  |  |  |  |  |  |  |
| Aircraft Fuel Tax - 11 cent - 18 cent per gallon | 5,368,002 | 5,368,002 | 0 | 0.00\% | 4,801,938 | 4,801,938 | 0 | 0.00\% |
| Aircraft / Drone Registration Fee | 207,930 | 207,930 | 0 | 0.00\% | 205,448 | 205,448 | 0 | 0.00\% |
| Aircraft Excise Tax | 718,272 | 718,272 | 0 | 0.00\% | 718,758 | 718,758 | 0 | 0.00\% |
| Aircraft License Fees (Aircraft Dealers \& Specialty Plates) | 79,597 | 79,597 | 0 | 0.00\% | 89,578 | 89,578 | 0 | 0.00\% |
| Aeronautics Transfer (from MV Fund 108-115) | 817,229 | 817,229 | 0 | 0.00\% | 723,198 | 723,198 | 0 | 0.00\% |
| Total | 7,191,029 | 7,191,029 | 0 | 0.00\% | 6,538,919 | 6,538,919 | 0 | 0.00\% |
| DOL Credit Card Recovery Fees |  |  |  |  |  |  |  |  |
| Credit Card Cost Recovery Fees | 0 | 0 | 0 | 0.00\% | 14,930,913 | 14,930,913 | 0 | 0.00\% |
| DOL Technology Support Infraction fee (ESSB5226) |  |  |  |  |  |  |  |  |
| DOL Technology Support Infraction fee (ESSB5226) | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Total Revenue | 209,158,137 | 209,158,137 | 0 | 0.00\% | 265,144,996 | 265,210,096 | 0 | 0.00\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | 18,285,528 | 18,285,528 | 0 | 0.00\% | 70,143,821 | 70,143,821 | 0 | 0.00\% |
| Washington State Patrol Fund-Fund 081 | 8,574,182 | 8,574,182 | 0 | 0.00\% | 7,871,695 | 7,871,695 | 0 | 0.00\% |
| Highway Safety Fund-Fund 106 | 2,481,355 | 2,481,355 | 0 | 0.00\% | 2,379,085 | 2,379,085 | 0 | 0.00\% |
| Multimodal Fund-Fund 218 | 172,521,681 | 172,521,681 | 0 | 0.00\% | 162,542,010 | 162,542,010 | 0 | 0.00\% |
| Aeronautics Account 039 | 7,117,668 | 7,117,668 | 0 | 0.00\% | 6,453,837 | 6,453,837 | 0 | 0.00\% |
| Washington State Aviation Account 21G | 58,175 | 58,175 | 0 | 0.00\% | 74,398 | 74,398 | 0 | 0.00\% |
| School Zone Safety Account 780 | 881,249 | 881,249 | 0 | 0.00\% | 466,238 | 466,238 | 0 | 0.00\% |
| Congestion Relief and Traffic Safety Account | - | 0 | 0 | 0.00\% | 237,713 | 237,713 | 0 | 0.00\% |
| General Fund 001 | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| DOL Financial Transaction Account - 24K | 0 | 0 | 0 | 0.00\% | 14,930,913 | 14,930,913 | 0 | 0.00\% |
| Driver Licensing Technology Support Account - 25W | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| Total | 209,919,838 | 209,919,838 | 0 | 0.00\% | 265,099,710 | 265,099,710 | 0 | 0.00\% |

Rental Car Sales Tax
$0.3 \%$ of Retail Sales and Use Tax on Motor Vehicles Retail Sales Tax
Use Tax
Heavy Equipment Rental Tax
Studded Tire Fee
HOV Lane Penalties
Hazardous Substance Tax
DOT Business Related Revenues
Sale of Property
WSP Access
DOT Services
DOT Publications and Documents
Filing Fees and legal Services
Property Managemen
Outdoor Advertising
Access Permits (Right of Way)
Other Revenues
Total
Washington Traffic Safety Commission School Zone Fines

## Total

WSP Business Related Revenues WSP Access
WSP Publications and D
DUI Cost Reimbursement
Terminal Safety Inspection Fee
Communication Tower Leases
Ignition Interlock Vendors Fee (HSF-Fund 106) Total
Aircraft Registrations, Excise and Dealers Aircraft Fuel Tax - 11 cent - 18 cent per gallon Aircraft / Drone Registration Fee
Aircraft Excise Tax
Aircraft License Fees (Aircraft Dealers \& Specialty Plates) eronautics Transfer (from MV Fund 108-115) Total

DOL Credit Card Recovery Fees
Credit Card Cost Recovery Fees
DOL Technology Support Infraction fee (ESSB5226 DOL Technology Support Infraction fee (ESSB5226)

## Total Revenue

## Forecast of Distributions

Motor Vehicle Fund-Fund 108
Washington State Patrol Fund-Fund 081
Highway Safety Fund-Fund 106
Aeronautics Account 039
Washington State Aviation Account 21G
School Zone Safety Account 780
Congestion Relief and Traffic Safety Accoun
General Fund 001
DOL Financial Transaction Account - 24K
Driver Licensing Technology Support Account - 25 W
Total

| $\begin{gathered} \text { BIENNIUM } \\ \text { 2021-2023 } \\ \text { March } 2023 \end{gathered}$ | Current Biennium |  |  |
| :---: | :---: | :---: | :---: |
|  | BIENNIUM | Difference |  |
|  | 2021-2023 |  |  |
|  | November 2022 | Value | Percent |
| 85,106,183 | 84,441,783 | 664,400 | 0.79\% |
| 103,057,248 | 102,566,448 | 490,800 | 0.48\% |
| 24,090,824 | 23,938,924 | 151,900 | 0.63\% |
| 127,148,072 | 126,505,372 | 642,700 | 0.51\% |
| 8,250,685 | 16,800,000 | $(8,549,315)$ | -50.89\% |
| 738,200 | 738,200 | 0 | 0.00\% |
| 1,000,400 | 1,000,400 | 0 | 0.00\% |
| 50,000,000 | 50,000,000 | 0 | 0.00\% |
| 10,000,000 | 10,000,000 | 0 | 0.00\% |
| 1,010,000 | 1,020,300 | $(10,300)$ | -1.01\% |
| 108,000 | 119,900 | $(11,900)$ | -9.92\% |
| 47,000 | 62,300 | $(15,300)$ | -24.56\% |
| 326,000 | 335,400 | $(9,400)$ | -2.80\% |
| 24,299,800 | 22,335,600 | 1,964,200 | 8.79\% |
| 461,600 | 476,000 | $(14,400)$ | -3.03\% |
| 61,300 | 60,600 | 700 | 1.16\% |
| 870,200 | 921,500 | $(51,300)$ | -5.57\% |
| 37,183,900 | 35,331,600 | 1,852,300 | 5.24\% |
| 370,500 | 404,100 | $(33,600)$ | -8.31\% |
| 370,500 | 404,100 | $(33,600)$ | -8.31\% |
| 1,010,000 | 1,020,300 | $(10,300)$ | -1.01\% |
| 2,230,120 | 2,199,220 | 30,900 | 1.41\% |
| 1,696,184 | 1,726,684 | $(30,500)$ | -1.77\% |
| 1,064,044 | 1,079,744 | $(15,700)$ | -1.45\% |
| 2,467,986 | 2,467,986 | 0 | 0.00\% |
| 450,249 | 427,649 | 22,600 | 5.28\% |
| 892,568 | 910,268 | $(17,700)$ | -1.94\% |
| 2,261,389 | 2,238,989 | 22,400 | 1.00\% |
| 12,072,540 | 12,070,840 | 1,700 | 0.01\% |
| 10,431,240 | 9,622,440 | 808,800 | 8.41\% |
| 237,283 | 237,283 | 0 | 0.00\% |
| 788,132 | 788,132 | 0 | 0.00\% |
| 103,050 | 107,960 | $(4,910)$ | -4.55\% |
| 735,417 | 746,017 | $(10,600)$ | -1.42\% |
| 12,295,123 | 11,501,833 | 793,290 | 6.90\% |
| 17,418,220 | 17,435,818 | $(17,598)$ | -0.10\% |
| 600,000 | 600,000 | 0 | 0.00\% |
| 352,183,823 | 356,829,946 | $(\$ 4,646,123)$ | -1.30\% |
| 95,037,952 | 97,429,709 | $(2,391,757)$ | -2.45\% |
| 7,581,031 | 7,632,631 | $(51,600)$ | -0.68\% |
| 2,261,389 | 2,238,989 | 22,400 | 1.00\% |
| 216,379,598 | 219,347,155 | $(2,967,557)$ | -1.35\% |
| 12,198,072 | 11,399,873 | 798,200 | 7.00\% |
| 86,996 | 91,596 | $(4,600)$ | -5.02\% |
| 370,500 | 404,100 | $(33,600)$ | -8.31\% |
| 250,075 | 250,075 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% |
| 17,418,220 | 17,435,818 | $(17,598)$ | -0.10\% |
| 600,000 | 600,000 | 0 | 0.00\% |
| 352,183,833 | 356,829,946 | $(4,646,113)$ | -1.30\% |


| $\begin{gathered} \text { BIENNIUM } \\ \text { 2023-2025 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | BIENNIUM <br> 2023-2025 November 2022 | Difference |  |
| :---: | :---: | :---: | :---: |
|  |  | Value | Percent |
| 89,919,000 | 88,657,600 | 1,261,400 | 1.42\% |
| 107,989,000 | 106,876,000 | 1,113,000 | 1.04\% |
| 23,536,000 | 23,781,000 | $(245,000)$ | -1.03\% |
| 131,525,000 | 130,657,000 | 868,000 | 0.66\% |
| 16,570,000 | 25,600,000 | $(9,030,000)$ | -35.27\% |
| 740,000 | 740,000 | 0 | 0.00\% |
| 1,037,100 | 1,037,100 | 0 | 0.00\% |
| 50,000,000 | 50,000,000 | 0 | 0.00\% |
| 10,000,000 | 10,000,000 | 0 | 0.00\% |
| 1,102,800 | 1,102,800 | 0 | 0.00\% |
| 108,800 | 108,800 | 0 | 0.00\% |
| 117,800 | 117,800 | 0 | 0.00\% |
| 330,000 | 330,000 | 0 | 0.00\% |
| 2,271,800 | 2,271,800 | 0 | 0.00\% |
| 527,000 | 527,000 | 0 | 0.00\% |
| 55,400 | 55,400 | 0 | 0.00\% |
| 616,200 | 616,200 | 0 | 0.00\% |
| 15,129,800 | 15,129,800 | 0 | 0.00\% |
| 604,800 | 604,800 | 0 | 0.00\% |
| 604,800 | 604,800 | 0 | 0.00\% |
| 1,102,800 | 1,102,800 | 0 | 0.00\% |
| 2,120,000 | 2,058,200 | 61,800 | 3.00\% |
| 1,785,600 | 1,846,600 | $(61,000)$ | -3.30\% |
| 1,125,200 | 1,156,600 | $(31,400)$ | -2.71\% |
| 2,468,000 | 2,468,000 | 0 | 0.00\% |
| 439,400 | 394,200 | 45,200 | 11.47\% |
| 905,200 | 940,600 | $(35,400)$ | -3.76\% |
| 2,392,000 | 2,347,200 | 44,800 | 1.91\% |
| 12,360,200 | 12,336,200 | 24,000 | 0.19\% |
| 11,847,998 | 10,652,000 | 1,195,998 | 11.23\% |
| 239,000 | 239,000 | 0 | 0.00\% |
| 795,000 | 795,000 | 0 | 0.00\% |
| 105,870 | 116,000 | $(10,130)$ | -8.73\% |
| 739,400 | 773,100 | $(33,700)$ | -4.36\% |
| 13,727,268 | 12,575,100 | 1,152,168 | 9.16\% |
| 16,997,600 | 17,253,800 | $(256,200)$ | -1.48\% |
| 4,800,000 | 4,800,000 | 0 | 0.00\% |
| 353,410,768 | 359,391,400 | (\$5,980,632) | -1.66\% |
| 77,061,800 | 81,515,800 | $(4,454,000)$ | -5.46\% |
| 7,826,200 | 7,908,800 | $(82,600)$ | -1.04\% |
| 2,392,000 | 2,347,200 | 44,800 | 1.91\% |
| 229,729,000 | 232,114,600 | $(2,385,600)$ | -1.03\% |
| 13,627,400 | 12,465,100 | 1,162,300 | 9.32\% |
| 90,692 | 100,000 | $(9,308)$ | -9.31\% |
| 604,800 | 604,800 |  | 0.00\% |
| 259,300 | 259,300 | 0 | 0.00\% |
| 0 | 0 | 0 | 0.00\% |
| 16,997,600 | 17,253,800 | $(256,200)$ | -1.48\% |
| 4,800,000 | 4,800,000 | 0 | 0.00\% |
| 353,388,792 | 359,369,400 | $(5,980,608)$ | -1.66\% |

## Rental Car Sales Tax

0.3\% of Retail Sales and Use Tax on Motor Vehicles
Retail Sales Tax
Use Tax

## Heavy Equipment Rental Tax

## Studded Tire Fee

## HOV Lane Penalties

## oT Business Rela

T Business Related Revenue
Sale of Propert
WSP Access
DOT Services
DOT Publications and Documents
Filing Fees and legal Services
Property Managemen
Access Permits (Right of Way)
Other Revenues
Total
Washington Traffic Safety Commissio
School Zone Fines
Total
WSP Business Related Revenue WSP Access
WSP Publications and Document
Breathalyzer Test Fines
DUI Cost Reimbursement
Terminal Safety Inspection Fee
Communication Tower Leases
Innition Interlock Vendors Fee (HSF-Fund 106 Total
Aircraft Registrations, Excise and Dealers
Aircraft Fuel Tax - 11 cent - 18 cent per gallon
Aircraft / Drone Registration Fee
Aircraft Excise Tax
Aircraft License Fees (Aircraft Dealers \& Specialty Plates) eronautics Transfer (from MV Fund 108-115

OL Credit Card Recovery Fees
Credit Card Cost Recovery Fees
DOL Technology Support Infraction fee (ESSB5226) DOL Technology Support Infraction fee (ESSB5226)

Total Revenue
Forecast of Distributions
Motor Vehicle Fund-Fund 108
Washington State Patrol Fund-Fund 081
Highway Safety Fund-Fund 106
Aeronautics Account 039
Washington State Aviation Account 21G
School Zone Safety Account 780
Congestion Relief and Traffic Safety Account
General Fund 001
DOL Financial Transaction Account - 24K
Driver Licensing Technology Support Account - 25W
Total

| BIENNIUM <br> 2025-2027 | BIENNIUM <br> 2025-2027 | Difference |  | BIENNIUM 2027-2029 | BIENNIUM 2027-2029 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| March 2023 | November 2022 | Value | Percent | March 2023 | November 2022 | Value | Percent |
| 94,347,000 | 92,854,300 | 1,492,700 | 1.61\% | 98,268,000 | 96,700,200 | 1,567,800 | 1.62\% |
| $\begin{array}{r} 112,565,000 \\ 24,203,000 \\ 136,768,000 \end{array}$ | $\begin{array}{r} 111,432,000 \\ 24,325,000 \\ 135,757,000 \end{array}$ | $\begin{gathered} 1,133,000 \\ (122,000) \\ 1,011,000 \end{gathered}$ | $\begin{gathered} 1.02 \% \\ -0.50 \% \\ 0.74 \% \end{gathered}$ | $\begin{array}{r} 117,276,000 \\ 25,211,000 \\ 142,487,000 \end{array}$ | $\begin{array}{r} 116,106,000 \\ 25,327,000 \\ 141,433,000 \end{array}$ | $\begin{aligned} & 1,170,000 \\ & (116,000) \end{aligned}$ $1,054,000$ | $\begin{gathered} 1.01 \% \\ -0.46 \% \\ 0.75 \% \end{gathered}$ |
| 17,808,000 | 25,600,000 | $(7,792,000)$ | -30.44\% | 19,136,000 | 25,600,000 | $(6,464,000)$ | -25.25\% |
| 740,000 | 740,000 | 0 | 0.00\% | 740,000 | 740,000 | 0 | 0.00\% |
| 1,061,600 | 1,061,600 | 0 | 0.00\% | 1,079,500 | 1,079,500 | 0 | 0.00\% |
| 50,000,000 | 50,000,000 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| 10,000,000 | 10,000,000 | 0 | 0.00\% | 10,000,000 | 10,000,000 | 0 | 0.00\% |
| 1,124,800 | 1,124,800 | 0 | 0.00\% | 1,146,800 | 1,146,800 | 0 | 0.00\% |
| 111,000 | 111,000 | 0 | 0.00\% | 113,200 | 113,200 | 0 | 0.00\% |
| 120,000 | 120,000 | 0 | 0.00\% | 122,400 | 122,400 | 0 | 0.00\% |
| 336,400 | 336,400 | 0 | 0.00\% | 343,000 | 343,000 | 0 | 0.00\% |
| 2,360,600 | 2,360,600 | 0 | 0.00\% | 2,456,000 | 2,456,000 | 0 | 0.00\% |
| 547,600 | 547,600 | 0 | 0.00\% | 569,800 | 569,800 | 0 | 0.00\% |
| 57,600 | 57,600 | 0 | 0.00\% | 59,800 | 59,800 | 0 | 0.00\% |
| 628,400 | 628,400 | 0 | 0.00\% | 640,800 | 640,800 | 0 | 0.00\% |
| 15,286,400 | 15,286,400 | 0 | 0.00\% | 15,451,800 | 15,451,800 | 0 | 0.00\% |
| 616,800 | 616,800 | 0 | 0.00\% | 629,000 | 629,000 | 0 | 0.00\% |
| 616,800 | 616,800 | 0 | 0.00\% | 629,000 | 629,000 | 0 | 0.00\% |
| 1,124,800 | 1,124,800 | 0 | 0.00\% | 1,146,800 | 1,146,800 | 0 | 0.00\% |
| 2,120,000 | 2,058,200 | 61,800 | 3.00\% | 2,120,000 | 2,058,200 | 61,800 | 3.00\% |
| 1,785,600 | 1,846,600 | $(61,000)$ | -3.30\% | 1,785,600 | 1,846,600 | $(61,000)$ | -3.30\% |
| 1,125,200 | 1,156,600 | $(31,400)$ | -2.71\% | 1,125,200 | 1,156,600 | $(31,400)$ | -2.71\% |
| 2,468,000 | 2,468,000 | 0 | 0.00\% | 2,468,000 | 2,468,000 | 0 | 0.00\% |
| 439,400 | 394,200 | 45,200 | 11.47\% | 439,400 | 394,200 | 45,200 | 11.47\% |
| 905,200 | 940,600 | $(35,400)$ | -3.76\% | 905,200 | 940,600 | $(35,400)$ | -3.76\% |
| 2,392,000 | 2,347,200 | 44,800 | 1.91\% | 2,392,000 | 2,347,200 | 44,800 | 1.91\% |
| 12,403,800 | 12,379,800 | 24,000 | 0.19\% | 12,382,200 | 12,358,200 | 24,000 | 0.19\% |
| 11,098,500 | 10,386,000 | 712,500 | 6.86\% | 10,769,600 | 10,196,000 | 573,600 | 5.63\% |
| 241,000 | 241,000 | 0 | 0.00\% | 243,000 | 243,000 | 0 | 0.00\% |
| 802,000 | 802,000 | 0 | 0.00\% | 810,000 | 810,000 | 0 | 0.00\% |
| 108,760 | 121,000 | $(12,240)$ | -10.12\% | 110,570 | 123,000 | $(12,430)$ | -10.11\% |
| 748,100 | 782,500 | $(34,400)$ | -4.40\% | 759,700 | 794,600 | $(34,900)$ | -4.39\% |
| 12,998,360 | 12,332,500 | 665,860 | 5.40\% | 12,692,870 | 12,166,600 | 526,270 | 4.33\% |
| 17,527,400 | 17,808,900 | $(281,500)$ | -1.58\% | 17,993,500 | 18,277,700 | $(284,200)$ | -1.55\% |
| 4,800,000 | 4,800,000 | 0 | 0.00\% | 4,800,000 | 4,800,000 | 0 | 0.00\% |
| 364,357,360 | 369,237,300 | $(\$ 4,879,940)$ | -1.32\% | 375,659,870 | 379,236,000 | $(\$ 3,576,130)$ | -0.94\% |
| 77,855,600 | 81,690,900 | $(3,835,300)$ | -4.69\% | 78,698,400 | 81,869,600 | $(3,171,200)$ | -3.87\% |
| 7,848,200 | 7,930,800 | $(82,600)$ | -1.04\% | 7,870,200 | 7,952,800 | $(82,600)$ | -1.04\% |
| 2,392,000 | 2,347,200 | 44,800 | 1.91\% | 2,392,000 | 2,347,200 | 44,800 | 1.91\% |
| 240,019,000 | 241,411,300 | $(1,392,300)$ | -0.58\% | 250,323,000 | 250,933,200 | $(610,200)$ | -0.24\% |
| 12,895,600 | 12,217,500 | 678,100 | 5.55\% | 12,588,300 | 12,049,600 | 538,700 | 4.47\% |
| 93,772 | 105,000 | $(11,228)$ | -10.69\% | 95,676 | 107,000 | $(11,324)$ | -10.58\% |
| 616,800 | 616,800 | 0 | 0.00\% | 629,000 | 629,000 | 0 | 0.00\% |
| 265,500 | 265,500 | 0 | 0.00\% | 269,900 | 269,900 | 0 | 0.00\% |
| 0 | - | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| 17,527,400 | 17,808,900 | $(281,500)$ | -1.58\% | 17,993,500 | 18,277,700 | $(284,200)$ | -1.55\% |
| 4,800,000 | 4,800,000 | O | 0.00\% | 4,800,000 | 4,800,000 | 0 | 0.00\% |
| 364,313,872 | 369,193,900 | $(4,880,028)$ | -1.32\% | 375,659,976 | 379,236,000 | $(3,576,024)$ | -0.94\% |


| March 2023 | $\begin{gathered} \text { BIENNIUM } \\ \text { 2029-2031 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { BIENNIUM } \\ \text { 2029-2031 } \\ \text { November } 2022 \\ \hline \end{gathered}$ | Difference |  |  | BIENNIUM <br> 2031-2033 November 2022 | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | BIENNIUM <br> 2031-2033 <br> March 2023 |  |  |  |
|  |  |  | Value | Percent |  |  | Value | Percent |
| Rental Car Sales Tax | 102,057,000 | 100,375,700 | 1,681,300 | 1.68\% | 105,868,000 | 104,041,400 | 1,826,600 | 1.76\% |
| 0.3\% of Retail Sales and Use Tax on Motor Vehicles |  |  |  |  |  |  |  |  |
| Retail Sales Tax | 122,006,000 | 120,991,000 | 1,015,000 | 0.84\% | 126,789,000 | 125,907,000 | 882,000 | 0.70\% |
| Use Tax | 26,262,000 | 26,386,000 | $(124,000)$ | -0.47\% | 27,322,000 | 27,489,000 | $(167,000)$ | -0.61\% |
| Total | 148,268,000 | 147,377,000 | 891,000 | 0.60\% | 154,111,000 | 153,396,000 | 715,000 | 0.47\% |
| Heavy Equipment Rental Tax | 20,562,000 | 25,600,000 | $(5,038,000)$ | -19.68\% | 22,095,000 | 25,600,000 | $(3,505,000)$ | -13.69\% |
| Studded Tire Fee | 740,000 | 740,000 | 0 | 0.00\% | 740,000 | 740,000 | 0 | 0.00\% |
| HOV Lane Penalties | 1,094,300 | 1,094,300 | 0 | 0.00\% | 1,094,300 | 1,094,300 | 0 | 0.00\% |
| Hazardous Substance Tax | 50,000,000 | 50,000,000 | 0 | 0.00\% | 50,000,000 | 50,000,000 | 0 | 0.00\% |
| DOT Business Related Revenues |  |  |  |  |  |  |  |  |
| Sale of Property | 10,000,000 | 10,000,000 | 0 | 0.00\% | 10,000,000 | 10,000,000 | 0 | 0.00\% |
| WSP Access | 1,168,400 | 1,168,400 | 0 | 0.00\% | 1,189,400 | 1,189,400 | 0 | 0.00\% |
| DOT Services | 115,200 | 115,200 | 0 | 0.00\% | 117,400 | 117,400 | 0 | 0.00\% |
| DOT Publications and Documents | 124,800 | 124,800 | 0 | 0.00\% | 127,000 | 127,000 | 0 | 0.00\% |
| Filing Fees and legal Services | 349,600 | 349,600 | 0 | 0.00\% | 355,800 | 355,800 | 0 | 0.00\% |
| Property Management | 2,553,200 | 2,553,200 | 0 | 0.00\% | 2,654,600 | 2,654,600 | 0 | 0.00\% |
| Outdoor Advertising | 592,200 | 592,200 | 0 | 0.00\% | 615,800 | 615,800 | 0 | 0.00\% |
| Access Permits (Right of Way) | 62,200 | 62,200 | 0 | 0.00\% | 64,800 | 64,800 | 0 | 0.00\% |
| Other Revenues | 652,800 | 652,800 | 0 | 0.00\% | 664,600 | 664,600 | 0 | 0.00\% |
| Total | 15,618,400 | 15,618,400 | 0 | 0.00\% | 15,789,400 | 15,789,400 | 0 | 0.00\% |
| Washington Traffic Safety Commission |  |  |  |  |  |  |  |  |
| School Zone Fines | 640,800 | 640,800 | 0 | 0.00\% | 652,400 | 652,400 | 0 | 0.00\% |
| Total | 640,800 | 640,800 | 0 | 0.00\% | 652,400 | 652,400 | 0 | 0.00\% |
| WSP Business Related Revenues |  |  |  |  |  |  |  |  |
| WSP Access | 1,168,400 | 1,168,400 | 0 | 0.00\% | 1,189,400 | 1,189,400 | 0 | 0.00\% |
| WSP Publications and Documents | 2,120,000 | 2,058,200 | 61,800 | 3.00\% | 2,120,000 | 2,058,200 | 61,800 | 3.00\% |
| Breathalyzer Test Fines | 1,785,600 | 1,846,600 | $(61,000)$ | -3.30\% | 1,785,600 | 1,846,600 | $(61,000)$ | -3.30\% |
| DUI Cost Reimbursement | 1,125,200 | 1,156,600 | $(31,400)$ | -2.71\% | 1,125,200 | 1,156,600 | $(31,400)$ | -2.71\% |
| Terminal Safety Inspection Fee | 2,468,000 | 2,468,000 | 0 | 0.00\% | 2,468,000 | 2,468,000 | 0 | 0.00\% |
| Commercial Vehicle Penalties | 439,400 | 394,200 | 45,200 | 11.47\% | 439,400 | 394,200 | 45,200 | 11.47\% |
| Communication Tower Leases | 905,200 | 940,600 | $(35,400)$ | -3.76\% | 905,200 | 940,600 | $(35,400)$ | -3.76\% |
| Ignition Interlock Vendors Fee (HSF-Fund 106) | 2,392,000 | 2,347,200 | 44,800 | 1.91\% | 2,392,000 | 2,347,200 | 44,800 | 1.91\% |
| Total | 12,403,800 | 12,379,800 | 24,000 | 0.19\% | 12,424,800 | 12,400,800 | 24,000 | 0.19\% |
| Aircraft Registrations, Excise and Dealers |  |  |  |  |  |  |  |  |
| Aircraft Fuel Tax - 11cent - 18 cent per gallon | 10,731,900 | 10,174,000 | 557,900 | 5.48\% | 10,828,100 | 10,310,000 | 518,100 | 5.03\% |
| Aircraft / Drone Registration Fee | 246,000 | 246,000 | 0 | 0.00\% | 248,000 | 248,000 | 0 | 0.00\% |
| Aircraft Excise Tax | 816,000 | 816,000 | 0 | 0.00\% | 823,000 | 823,000 | 0 | 0.00\% |
| Aircraft License Fees (Aircraft Dealers \& Specialty Plates) | 111,800 | 124,000 | $(12,200)$ | -9.84\% | 112,010 | 126,000 | $(13,990)$ | -11.10\% |
| Aeronautics Transfer (from MV Fund 108-115) | 771,100 | 806,600 | $(35,500)$ | -4.40\% | 782,400 | 818,300 | $(35,900)$ | -4.39\% |
| Total | 12,676,800 | 12,166,600 | 510,200 | 4.19\% | 12,793,510 | 12,325,300 | 468,210 | 3.80\% |
| DOL Credit Card Recovery Fees |  |  |  |  |  |  |  |  |
| Credit Card Cost Recovery Fees | 18,389,200 | 18,677,100 | $(287,900)$ | -1.54\% | 18,758,700 | 19,051,900 | $(293,200)$ | -1.54\% |
| DOL Technology Support Infraction fee (ESSB5226) |  |  |  |  |  |  |  |  |
| DOL Technology Support Infraction fee (ESSB5226) | 4,800,000 | 4,800,000 | 0 | 0.00\% | 4,800,000 | 4,800,000 | 0 | 0.00\% |
| Total Revenue | 387,250,300 | 389,469,700 | (\$2,219,400) | -0.57\% | 399,127,110 | 399,891,500 | $(\$ 764,390)$ | -0.19\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |
| Motor Vehicle Fund-Fund 108 | 79,589,100 | 82,047,400 | $(2,458,300)$ | -3.00\% | 80,526,600 | 82,218,400 | $(1,691,800)$ | -2.06\% |
| Washington State Patrol Fund-Fund 081 | 7,891,800 | 7,974,400 | $(82,600)$ | -1.04\% | 7,912,800 | 7,995,400 | $(82,600)$ | -1.03\% |
| Highway Safety Fund-Fund 106 | 2,392,000 | 2,347,200 | 44,800 | 1.91\% | 2,392,000 | 2,347,200 | 44,800 | 1.91\% |
| Multimodal Fund-Fund 218 | 260,606,000 | 260,552,700 | 53,300 | 0.02\% | 271,026,500 | 270,237,400 | 789,100 | 0.29\% |
| Aeronautics Account 039 | 12,571,000 | 12,048,600 | 522,400 | 4.34\% | 12,687,500 | 12,205,300 | 482,200 | 3.95\% |
| Washington State Aviation Account 21G | 96,824 | 108,000 | $(11,176)$ | -10.35\% | 97,020 | 110,000 | $(12,980)$ | -11.80\% |
| School Zone Safety Account 780 | 640,800 | 640,800 | 0 | 0.00\% | 652,400 | 652,400 | 0 | 0.00\% |
| Congestion Relief and Traffic Safety Account | 273,600 | 273,600 | 0 | 0.00\% | 273,600 | 273,600 | 0 | 0.00\% |
| General Fund 001 | 0 | 0 | 0 | 0.00\% | 0 | 0 | 0 | 0.00\% |
| DOL Financial Transaction Account - 24K | 18,389,200 | 18,677,100 | $(287,900)$ | -1.54\% | 18,758,700 | 19,051,900 | $(293,200)$ | -1.54\% |
| Driver Licensing Technology Support Account - 25W | 4,800,000 | 4,800,000 | 0 | 0.00\% | 4,800,000 | 4,800,000 | 0 | 0.00\% |
| Total | 387,250,324 | 389,469,800 | $(2,219,476)$ | -0.57\% | 399,127,120 | 399,891,600 | $(764,480)$ | -0.19\% |

## Rental Car Sales Tax

. $3 \%$ of Retail Sales and Use Tax on Motor Vehicles Retail Sales Tax
Use Tax
Tota
Heavy Equipment Rental Tax

## Studded Tire Fee

## OOV Lane Penalties

DOT Business Related Revenue

$$
\begin{aligned}
& \text { Sale of Property } \\
& \text { WSP Access }
\end{aligned}
$$

DOT Services
DOT Publications and Document
Filing Fees and legal Services
Property Management
Access Permits (Right of Way)
Other Revenues
Total
Washington Traffic Safety Commission School Zone Fines
Total
ness Related Revenues WSP Access
WSP Publications and Documents Breathalyzer Test Fines
DUI Cost Reimbursement
Terminal Safety Inspection Fee
Commercial Vehicle Penalties
Ignition Interlock Vendors Fee (HSF-Fund 106) Total

| $\begin{gathered} \text { Fiscal Year } \\ 2014 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2015 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2016 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2017 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2018 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2019 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2020 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2021 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \$26,826,283 | \$29,218,185 | \$31,765,444 | \$32,611,479 | \$34,047,472 | \$36,110,204 | \$31,662,575 | \$20,643,111 |
| \$31,010,421 | \$34,063,020 | \$38,083,588 | \$41,204,348 | \$42,654,276 | \$43,602,147 | \$23,527,671 | \$67,409,182 |
| 5,917,296 | 6,463,254 | 7,095,294 | 7,489,592 | 8,120,010 | 7,987,573 | 3,631,127 | 15,668,345 |
| \$36,927,717 | \$40,526,274 | \$45,178,882 | \$48,693,940 | \$50,774,286 | \$51,589,720 | \$27,158,798 | \$83,077,527 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 0 | 0 | 0 | 491,386 | 408,281 | 353,419 | 305,929 | 254,714 |
| 0 | 0 | 0 | 0 | 0 | 0 | 475,850 | 475,000 |
| 0 | 0 | 0 | 0 | 0 | 0 | 25,000,000 | 25,000,000 |
| \$5,492,439 | \$6,697,982 | \$3,545,121 | \$4,488,900 | \$2,454,191 | \$8,434,194 | \$5,638,841 | \$6,022,698 |
| 726,202 | 719,585 | 710,302 | 712,100 | 541,400 | 579,918 | 546,900 | 495,200 |
| 41,407 | 46,459 | 58,633 | 47,500 | 26,600 | 82,009 | 56,071 | 43,796 |
| 139,167 | 54,425 | 134,537 | 56,500 | 135,100 | 43,443 | 29,166 | 22,997 |
| 184,892 | 186,304 | 182,991 | 187,400 | 153,800 | 185,147 | 177,559 | 130,623 |
| 1,554,915 | 1,418,692 | 1,322,626 | 963,800 | 830,900 | 860,065 | 1,139,824 | 1,444,236 |
| 18,344 | 258,740 | 266,600 | 162,300 | 253,700 | 248,716 | 251,700 | 237,400 |
| 17,780 | 29,272 | 32,837 | 15,300 | 29,900 | 13,610 | 23,723 | 36,345 |
| 154,425 | 302,855 | 149,488 | 246,587 | 422,900 | 232,322 | 312,057 | 419,617 |
| \$8,329,570 | \$9,714,314 | \$6,403,135 | \$6,880,387 | \$4,848,491 | \$10,679,423 | \$8,175,841 | \$8,852,912 |
| 640,843 | 586,207 | 468,978 | 412,600 | 457,675 | 423,573 | 326,540 | 139,698 |
| \$640,843 | \$586,207 | \$468,978 | \$412,600 | \$457,675 | \$423,573 | \$326,540 | \$139,698 |
| \$726,202 | 719,676 | 710,302 | 712,100 | 541,400 | 579,918 | 546,900 | 495,200 |
| 662,473 | 903,765 | 1,354,851 | 1,589,795 | 989,675 | 991,052 | 878,367 | 952,236 |
| 1,335,544 | 1,503,314 | 1,541,985 | 1,278,616 | 1,141,133 | 1,069,808 | 982,389 | 920,745 |
| 700,699 | 706,592 | 610,500 | 582,094 | 657,167 | 691,498 | 679,802 | 500,549 |
| 1,233,986 | 1,233,986 | 1,233,986 | 1,233,986 | 1,233,986 | 1,233,986 | 1,233,986 | 1,233,986 |
| 264,984 | 563,741 | 216,570 | 140,349 | 281,225 | 198,134 | 214,683 | 146,142 |
| 407,409 | 358,203 | 372,777 | 397,763 | 491,623 | 454,304 | 459,415 | 457,898 |
| 1,082,865 | 1,185,055 | 1,163,800 | 1,265,664 | 1,078,850 | 1,402,505 | 1,186,145 | 1,192,940 |
| \$6,414,162 | \$7,174,332 | \$7,204,771 | \$7,200,367 | \$6,415,059 | \$6,621,205 | \$6,181,687 | \$5,899,696 |
| \$2,459,667 | \$2,547,568 | \$1,242,808 | \$2,418,737 | \$2,738,533 | \$2,629,469 | \$2,358,000 | \$2,443,938 |
| 102,235 | 113,445 | 114,199 | 126,595 | 107,160 | 100,770 | 95,805 | 109,643 |
| 349,359 | 343,365 | 353,694 | 355,896 | 353,957 | 364,314 | 341,249 | 377,509 |
| 2,775 | 3,095 | 2,870 | 3,070 | 42,305 | 37,292 | 41,258 | 48,320 |
| 2,775 | 3,095 | 2,870 | 3,070 | 3,935 | 2,300 | 1,980 | 2,515 |
| 0 | 0 | 0 |  | 28,233 | 29,941 | 34,223 | 40,175 |
|  |  |  |  | 10,137 | 5,051 | 5,054 | 5,630 |
| 285,217 | 289,479 | 339,820 | 392,529 | 410,300 | 406,929 | 378,198 | 345,000 |
| \$3,199,253 | \$3,296,952 | \$2,053,391 | \$3,296,827 | \$410,318 | \$406,929 | \$378,198 | \$345,000 |
| 0 | 0 | 0 | 0 | 0 | 0 | 4,698,415 | 10,232,498 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \$82,337,829 | \$90,516,263 | \$93,074,601 | \$99,586,986 | \$97,361,582 | \$106,184,473 | \$104,363,833 | \$154,920,156 |
| 8,992,043 | 10,618,078 | 7,757,986 | 8,961,568 | 6,256,584 | 12,028,945 | 34,722,079 | 35,421,742 |
| 4,668,824 | 5,085,512 | 4,686,120 | 4,344,908 | 4,346,534 | 4,227,648 | 4,117,175 | 3,754,520 |
| 1,082,865 | 1,185,055 | 1,163,800 | 1,265,664 | 1,078,850 | 1,402,505 | 1,186,145 | 1,192,940 |
| 63,754,000 | 69,744,459 | 76,944,326 | 81,305,419 | 84,821,757 | 87,699,924 | 58,821,372 | 103,720,638 |
| 2,884,830 | 2,987,924 | 2,053,391 | 3,296,827 | 3,613,886 | 3,503,782 | 3,175,232 | 3,278,605 |
| 0 | 0 | 0 | 0 | 28,233 | 29,941 | 34,223 | 40,175 |
| 640,843 | 586,207 | 468,978 | 412,600 | 457,675 | 423,573 | 326,540 | 139,698 |
| 0 | 0 | 0 | 0 | 0 | 0 | 118,963 | 118,750 |
| 0 | 0 | 0 | 0 | 0 | 0 | 4,698,415 | 10,232,498 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \$82,337,829 | \$90,516,263 | \$93,074,601 | \$99,586,986 | \$100,603,520 | \$109,316,318 | \$107,200,144 | \$157,899,566 |

## Rental Car Sales Tax

. $3 \%$ of Retail Sales and Use Tax on Motor Vehicles Retail Sales Tax
Use Tax
Total

## Heavy Equipment Rental Tax

## Studded Tire Fee

HOV Lane Penalties
or
DOT Business Related Revenues

## Sale of Property WSP Access

WSP Access
DOT Services
DOT Publications and Documents
Filing Fees and legal Services
Property Managemen
Outdoor Advertising
Access Permits (Right of Way)
Other Revenues
Total
Washington Traffic Safety Commission School Zone Fines
Total

SP Business Related Revenues WSP Access
WSP Publications and Documents DUI Cost Reimbursemes
Terminal Safety Inspection Fee
Commercial Vehicle Penalties
Communication Tower Leases
Ignition Interlock Vendors Fee (HSF-Fund 106)

> Total

Aircraft Registrations, Excise and Dealers Aircraft Fuel Tax - $11 \phi$ per gallon Aircraft Excise Tax
Aircraft License Fees (Aircraft Dealers \& Specialty Pla Aircraft Dealers Fees
Aircraft Speciality Plates (21G) Aircraft Speciality Plates (108)
Aeronautics Transfer (from MV Fund 108-115)
Credit Card Recovery Fees
Credit Card Cost Recovery Fees
OL Technology Support Infraction fee
(ESSB5226)
DOL Technology Support Infraction fee
(ESSB5226)

## Total Revenue

## Forecast of Distributions

## Motor Vehicle Fund-Fund 108

Washington State Patrol Fund-Fund 081
Highway Safety Fund-Fund 106
Aeronautics Account 039
Washington State Aviation Account 21 G
School Zone Safety Account 780
Congestion Relief and Traffic Safety Accoun
DOL Financial Transaction Account - 24K
Driver Licensing Technology Support Account - 25W
Total

| Current Biennium |  | $\begin{gathered} \text { Fiscal Year } \\ 2024 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2025 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2026 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2027 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2028 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2029 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2030 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2031 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Fiscal Year } \\ 2022 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2023 \\ \hline \end{gathered}$ |  |  |  |  |  |  |  |  |
| \$40,806,183 | \$44,300,000 | \$44,375,000 | \$45,544,000 | \$46,653,000 | \$47,694,000 | \$48,660,000 | \$49,608,000 | \$50,552,000 | \$51,505,000 |
| \$50,815,248 | \$52,242,000 | \$53,413,000 | \$54,576,000 | \$55,701,000 | \$56,864,000 | \$58,065,000 | \$59,211,000 | \$60,396,000 | \$61,610,000 |
| 12,048,824 | 12,042,000 | 11,771,000 | 11,765,000 | 11,987,000 | 12,216,000 | 12,472,000 | 12,739,000 | 13,001,000 | 13,261,000 |
| \$62,864,072 | \$64,284,000 | \$65,184,000 | \$66,341,000 | \$67,688,000 | \$69,080,000 | \$70,537,000 | \$71,950,000 | \$73,397,000 | \$74,871,000 |
| \$1,832,685 | \$6,418,000 | \$8,135,000 | \$8,435,000 | \$8,744,000 | \$9,064,000 | \$9,396,000 | \$9,740,000 | \$10,096,000 | \$10,466,000 |
| 368,200 | 370,000 | 370,000 | 370,000 | 370,000 | 370,000 | 370,000 | 370,000 | 370,000 | 370,000 |
| 494,700 | 505,700 | 514,400 | 522,700 | 528,200 | 533,400 | 537,900 | 541,600 | 545,300 | 549,000 |
| 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 | 25,000,000 |
| \$3,432,600 | \$6,567,400 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | 5,000,000 | 5,000,000 | \$5,000,000 | \$5,000,000 |
| 489,400 | 520,600 | 551,400 | 551,400 | 562,400 | 562,400 | 573,400 | 573,400 | 584,200 | 584,200 |
| 53,600 | 54,400 | 54,400 | 54,400 | 55,500 | 55,500 | 56,600 | 56,600 | 57,600 | 57,600 |
| 15,800 | 31,200 | 58,900 | 58,900 | 60,000 | 60,000 | 61,200 | 61,200 | 62,400 | 62,400 |
| 170,300 | 155,700 | 165,000 | 165,000 | 168,200 | 168,200 | 171,500 | 171,500 | 174,800 | 174,800 |
| 19,735,200 | 4,564,600 | 1,135,900 | 1,135,900 | 1,180,300 | 1,180,300 | 1,228,000 | 1,228,000 | 1,276,600 | 1,276,600 |
| 234,000 | 227,600 | 263,500 | 263,500 | 273,800 | 273,800 | 284,900 | 284,900 | 296,100 | 296,100 |
| 34,600 | 26,700 | 27,700 | 27,700 | 28,800 | 28,800 | 29,900 | 29,900 | 31,100 | 31,100 |
| 659,500 | 210,700 | 308,100 | 308,100 | 314,200 | 314,200 | 320,400 | 320,400 | 326,400 | 326,400 |
| 24,825,000 | 12,358,900 | \$7,564,900 | \$7,564,900 | \$7,643,200 | \$7,643,200 | \$7,725,900 | \$7,725,900 | \$7,809,200 | \$7,809,200 |
| 149,900 | 220,600 | 302,400 | 302,400 | 308,400 | 308,400 | 314,500 | 314,500 | 320,400 | 320,400 |
| \$149,900 | \$220,600 | \$302,400 | \$302,400 | \$308,400 | \$308,400 | \$314,500 | \$314,500 | \$320,400 | \$320,400 |
| 489,400 | 520,600 | 551,400 | 551,400 | 562,400 | 562,400 | 573,400 | 573,400 | 584,200 | 584,200 |
| 1,170,120 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 | 1,060,000 |
| 803,384 | 892,800 | 892,800 | 892,800 | 892,800 | 892,800 | 892,800 | 892,800 | 892,800 | 892,800 |
| 501,444 | 562,600 | 562,600 | 562,600 | 562,600 | 562,600 | 562,600 | 562,600 | 562,600 | 562,600 |
| 1,233,986 | 1,234,000 | 1,234,000 | 1,234,000 | 1,234,000 | 1,234,000 | 1,234,000 | 1,234,000 | 1,234,000 | 1,234,000 |
| 230,549 | 219,700 | 219,700 | 219,700 | 219,700 | 219,700 | 219,700 | 219,700 | 219,700 | 219,700 |
| 439,968 | 452,600 | 452,600 | 452,600 | 452,600 | 452,600 | 452,600 | 452,600 | 452,600 | 452,600 |
| 1,065,389 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 |
| \$5,934,240 | \$6,138,300 | \$6,169,100 | \$6,169,100 | \$6,180,100 | \$6,180,100 | \$6,191,100 | \$6,191,100 | \$6,201,900 | \$6,201,900 |
| \$4,326,440 | \$6,104,800 | \$6,014,300 | \$5,833,698 | \$5,638,000 | \$5,460,500 | \$5,393,700 | \$5,375,900 | \$5,363,900 | \$5,368,000 |
| 118,283 | 119,000 | 119,000 | 120,000 | 120,000 | 121,000 | 121,000 | 122,000 | 123,000 | 123,000 |
| 393,132 | 395,000 | 397,000 | 398,000 | 400,000 | 402,000 | 404,000 | 406,000 | 407,000 | 409,000 |
| 51,960 | 51,090 | 52,420 | 53,450 | 54,160 | 54,600 | 55,000 | 55,570 | 55,780 | 56,020 |
| 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 |
| 43,596 | 43,400 | 44,800 | 45,892 | 46,620 | 47,152 | 47,572 | 48,104 | 48,300 | 48,524 |
| 5,364 | 4,690 | 4,620 | 4,558 | 4,540 | 4,448 | 4,428 | 4,466 | 4,480 | 4,496 |
| 369,017 | 366,400 | 367,100 | 372,300 | 372,600 | 375,500 | 378,400 | 381,300 | 384,100 | 387,000 |
| \$5,258,832 | \$7,036,290 | \$6,949,820 | \$6,777,448 | \$6,584,760 | \$6,413,600 | \$6,352,100 | \$6,340,770 | \$6,333,780 | \$6,343,020 |
| 8,916,218 | 8,502,002 | 8,434,000 | 8,563,600 | 8,696,000 | 8,831,400 | 8,936,800 | 9,056,700 | 9,143,200 | 9,246,000 |
| 0 | 600,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 |
| \$176,450,031 | \$175,733,792 | \$175,398,620 | \$177,990,148 | \$180,795,660 | \$183,518,100 | \$186,421,300 | \$189,238,570 | \$192,168,780 | \$195,081,520 |
| 52,656,052 | 42,381,900 | 38,452,800 | 38,609,000 | 38,845,900 | 39,009,700 | 39,261,800 | 39,436,600 | 39,700,700 | 39,888,400 |
| 3,698,731 | 3,882,300 | 3,913,100 | 3,913,100 | 3,924,100 | 3,924,100 | 3,935,100 | 3,935,100 | 3,945,900 | 3,945,900 |
| 1,065,389 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 | 1,196,000 |
| 104,586,598 | 111,793,000 | 113,626,500 | 116,102,500 | 118,713,000 | 121,306,000 | 123,895,000 | 126,428,000 | 128,997,000 | 131,609,000 |
| 5,209,872 | 6,988,200 | 6,900,400 | 6,727,000 | 6,533,600 | 6,362,000 | 6,300,100 | 6,288,200 | 6,281,000 | 6,290,000 |
| 43,596 | 43,400 | 44,800 | 45,892 | 46,620 | 47,152 | 47,572 | 48,104 | 48,300 | 48,524 |
| 149,900 | 220,600 | 302,400 | 302,400 | 308,400 | 308,400 | 314,500 | 314,500 | 320,400 | 320,400 |
| 123,675 | 126,400 | 128,600 | 130,700 | 132,100 | 133,400 | 134,500 | 135,400 | 136,300 | 137,300 |
| 8,916,218 | 8,502,002 | 8,434,000 | 8,563,600 | 8,696,000 | 8,831,400 | 8,936,800 | 9,056,700 | 9,143,200 | 9,246,000 |
| 0 | 600,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 | 2,400,000 |
| \$176,450,031 | \$175,733,802 | \$175,398,600 | \$177,990,192 | \$180,795,720 | \$183,518,152 | \$186,421,372 | \$189,238,604 | \$192,168,800 | \$195,081,524 |

# Washington State Ferries Ridership and Revenue Forecast <br> March 2023 

Contact: John Bernhard, Washington State Department of Transportation, 206-515-3762, BernhadJ@wsdot.wa.gov

Transportation Revenue Forecast Council
Table E. 1. Ferry Ridership Forecasts *

## March 2023

|  |  |  |  |  |  |  | Current Biennium |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ferry Ridership | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 ${ }^{1}$ | FY 2024 |
| Passenger Ridership (March 2023 Forecast) Annual Percent Change | $\begin{array}{r} 13,523,385 \\ 1.90 \% \end{array}$ | $\begin{array}{r} 13,669,834 \\ 1.10 \% \end{array}$ | $\begin{array}{r} 13,856,444 \\ 1.40 \% \end{array}$ | $\begin{aligned} & \text { 13,699,985 } \\ & -1.1 \% \end{aligned}$ | $\left\lvert\, \begin{gathered} 10,358,348 \\ -24.4 \% \end{gathered}\right.$ | $\begin{gathered} 6,903,479 \\ -33.4 \% \end{gathered}$ | $\begin{array}{r} 8,556,417 \\ 23.90 \% \end{array}$ | $\begin{array}{r} 9,574,000 \\ 11.90 \% \end{array}$ | $\begin{array}{r} 11,208,000 \\ 17.10 \% \end{array}$ |
| Passenger Ridership (November 2022 Forecast) Percent Change, Mar 2023 vs. Nov 2022 | $\begin{array}{r} 13,523,385 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 13,669,834 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 13,856,444 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 13,699,985 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 10,358,348 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 6,903,479 \\ 0.00 \% \end{array}$ | 8,556,417 | $\begin{array}{r} 10,084,000 \\ -5.1 \% \end{array}$ | $\begin{array}{r} 11,497,000 \\ -2.5 \% \end{array}$ |
| Vehicle/Driver Ridership (March 2023 Forecast) Annual Percent Change | $10,559,240$ $1.70 \%$ | $\left\lvert\, \begin{aligned} & 10,544,735 \\ & -0.1 \% \end{aligned}\right.$ | $10,707,373$ $1.50 \%$ | $\begin{array}{\|l} 10,555,460 \\ -1.4 \% \end{array}$ | $\begin{gathered} 9,020,899 \\ -14.5 \% \end{gathered}$ | $\begin{aligned} & 8,397,508 \\ & -6.9 \% \end{aligned}$ | $\begin{array}{r}8,599,688 \\ 2.40 \% \\ \hline\end{array}$ | $9,152,000$ $6.40 \%$ | $\begin{array}{r} 10,189,000 \\ 11.30 \% \end{array}$ |
| Vehicle/Driver Ridership (November 2022 Forecast) Percent Change, Mar 2023 vs. Nov 2022 | $\begin{array}{r} 10,559,240 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 10,544,735 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 10,707,373 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 10,555,460 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 9,020,899 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 8,397,508 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 8,599,688 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 9,310,000 \\ -1.7 \% \end{array}$ | $\begin{array}{r} 10,187,000 \\ 0.00 \% \end{array}$ |
| Total Ridership (March 2023 Forecast) Annual Percent Change | $24,082,625$ $1.80 \%$ | $24,214,569$ $0.50 \%$ | 24,563,817 | $24,255,445$ <br> $-1.3 \%$ | $19,379,247$ $-20.1 \%$ | $15,300,987$ $-21.0 \%$ | $17,156,105$ $12.10 \%$ | $18,726,000$ $9.20 \%$ | $\begin{array}{r} 21,397,000 \\ 14.30 \% \end{array}$ |
| Total Ridership (November 2022 Forecast) Percent Change, Mar 2023 vs. Nov 2022 | $\begin{array}{r} 24,082,625 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 24,214,569 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 24,563,817 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 24,255,445 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 19,379,247 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 15,300,987 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 17,156,105 \\ 0.00 \% \end{array}$ | $\begin{array}{r} 19,394,000 \\ -3.4 \% \end{array}$ | $\begin{array}{r} 21,684,000 \\ -1.3 \% \end{array}$ |


| Ferry Ridership | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | FY 2032 | FY 2033 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Passenger Ridership (March 2023 Forecast) Annual Percent Change | $\begin{array}{r} 11,792,000 \\ 5.20 \% \end{array}$ | $\begin{array}{r} 12,252,000 \\ 3.90 \% \end{array}$ | $\begin{array}{r} 12,551,000 \\ 2.40 \% \end{array}$ | $\begin{array}{r} 12,735,000 \\ 0.015 \end{array}$ | $\begin{array}{r} 12,912,000 \\ 0.014 \end{array}$ | $\begin{array}{r} 13,076,000 \\ 1.30 \% \end{array}$ | $\begin{array}{r} 13,281,000 \\ 1.60 \% \end{array}$ | $\begin{array}{r} 13,480,000 \\ 1.50 \% \end{array}$ | $\begin{array}{r} 13,678,000 \\ 1.50 \% \end{array}$ |
| Passenger Ridership (November 2022 Forecast) Percent Change, Mar 2023 vs. Nov 2022 | $\begin{array}{r} 12,059,000 \\ -2.2 \% \end{array}$ | $12,492,000$ $-1.9 \%$ | $\begin{array}{r} 12,813,000 \\ -2.0 \% \end{array}$ | $13,004,000$ $-2.1 \%$ | $\begin{array}{r} 13,193,000 \\ -2.1 \% \end{array}$ | $\begin{array}{r} 13,379,000 \\ -2.3 \% \end{array}$ | $\begin{array}{r} 13,583,000 \\ -2.2 \% \end{array}$ | $\begin{array}{r} 13,790,000 \\ -2.2 \% \end{array}$ | $\begin{array}{r} 13,994,000 \\ -2.3 \% \end{array}$ |
| Vehicle/Driver Ridership (March 2023 Forecast) Annual Percent Change | $\begin{array}{r} 10,322,000 \\ 1.30 \% \end{array}$ | $10,431,000$ 0.011 | $\begin{array}{r} 10,568,000 \\ 1.30 \% \end{array}$ | $10,695,000$ 0.012 | $10,811,000$ 0.011 | $10,902,000$ $0.80 \%$ | $11,023,000$ $1.10 \%$ | $\begin{array}{r} 11,129,000 \\ 1.00 \% \end{array}$ | $\begin{array}{r} 11,230,000 \\ 0.90 \% \end{array}$ |
| Vehicle/Driver Ridership (November 2022 Forecast) Percent Change, Mar 2023 vs. Nov 2022 | $\begin{array}{r} 10,304,000 \\ 0.20 \% \end{array}$ | $\begin{array}{r} 10,412,000 \\ 0.20 \% \end{array}$ | $\begin{array}{r} 10,556,000 \\ 0.10 \% \end{array}$ | $10,690,000$ $0.00 \%$ | $\begin{array}{r} 10,798,000 \\ 0.10 \% \end{array}$ | $\begin{array}{r} 10,892,000 \\ 0.10 \% \end{array}$ | $\begin{array}{r} 10,978,000 \\ 0.40 \% \end{array}$ | $\begin{array}{r} 11,061,000 \\ 0.60 \% \end{array}$ | $\begin{array}{r} 11,138,000 \\ 0.80 \% \end{array}$ |
| Total Ridership (March 2023 Forecast) Annual Percent Change | $22,114,000$ $3.40 \%$ | $22,683,000$ $2.60 \%$ | $23,119,000$ $1.90 \%$ | $23,430,000$ 0.013 | $23,723,000$ 0.013 | $23,978,000$ $1.10 \%$ | $24,304,000$ $1.40 \%$ | $\begin{array}{r} 24,609,000 \\ 1.30 \% \end{array}$ | $\begin{array}{r} 24,908,000 \\ 1.20 \% \end{array}$ |
| Total Ridership (November 2022 Forecast) Percent Change, Mar 2023 vs. Nov 2022 | $\begin{array}{r} 22,363,000 \\ -1.1 \% \end{array}$ | $\begin{array}{r} 22,904,000 \\ -1.0 \% \end{array}$ | $\begin{array}{r} 23,369,000 \\ -1.1 \% \end{array}$ | $\begin{array}{r} 23,694,000 \\ -1.1 \% \end{array}$ | $\begin{array}{r} 23,991,000 \\ -1.1 \% \end{array}$ | $\begin{array}{r} 24,271,000 \\ -1.2 \% \end{array}$ | $\begin{array}{r} 24,561,000 \\ -1.0 \% \end{array}$ | $\begin{array}{r} 24,851,000 \\ -1.0 \% \end{array}$ | $\begin{array}{r} 25,132,000 \\ -0.9 \% \end{array}$ |
| * Data is for the Baseline Forec | Note: Forecasted | rship totals | differ from th | of fare ca | ies due to rour | ing to the nearn | thousand. | ual values | t rounded. |



Transportation Revenue Forecast Council
Table E. 2. Ferries Forecast Biennium Comparison *

## March 2023

|  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2027-2029 } \\ \text { March } 2023 \\ \hline \end{gathered}$ |  |  |  | Difference March 2023 vs. November 2022 Value Percentage |  |  | $\begin{gathered} \text { BIENNIUM } \\ \text { 2029-2031 } \\ \text { March } 2023 \\ \hline \end{gathered}$ |  | $\begin{aligned} & \text { BIENNIUM } \\ & \text { 2029-2031 } \end{aligned}$ <br> November 2022 |  | Difference March 2023 vs. November 2022 <br> Value Percentage |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Farebox Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fares | \$ | 413,725,000 | \$ | 422,038,000 | \$ | $(8,313,000)$ | -2.0\% | \$ | 424,007,000 | \$ | 430,103,000 | \$ | $(6,096,000)$ | -1.4\% |
| $25 ¢$ Capital Surcharge (2011 Leg.) |  | 7,488,000 |  | 7,569,000 |  | $(81,000)$ | -1.1\% |  | 7,656,000 |  | 7,729,000 |  | $(73,000)$ | -0.9\% |
| $25 ¢$ Vessel Surcharge (2019 Leg.)** |  | 7,487,000 |  | 7,568,000 |  | $(81,000)$ | -1.1\% |  | 7,654,000 |  | 7,728,000 |  | $(74,000)$ | -1.0\% |
| Total | \$ | 428,700,000 | \$ | 437,175,000 | \$ | $(8,475,000)$ | -1.9\% | \$ | 439,317,000 | \$ | 445,560,000 | \$ | $(6,243,000)$ | -1.4\% |
| Miscellaneous Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel Non-Fare Revenue | \$ | 7,867,000 | \$ | 8,602,000 | \$ | $(735,000)$ | -8.5\% | \$ | 8,374,000 | \$ | 9,158,000 | \$ | $(784,000)$ | -8.6\% |
| Other Non-Fare Revenue (Terminal) |  | 6,115,000 |  | 5,457,000 |  | 658,000 | +12.1\% |  | 6,510,000 |  | 5,810,000 |  | 700,000 | +12.0\% |
| Total | \$ | 13,982,000 | \$ | 14,059,000 | \$ | $(77,000)$ | -0.5\% | \$ | 14,884,000 | \$ | 14,968,000 | \$ | $(84,000)$ | -0.6\% |
| Total Farebox and Miscellanous Revenue | \$ | 442,682,000 | \$ | 451,234,000 | \$ | $(8,552,000)$ | -1.9\% | \$ | 454,201,000 | \$ | 460,528,000 | \$ | $(6,327,000)$ | -1.4\% |
| Distribution of Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Operating Program-Fund 109 | \$ | 427,707,000 | \$ | 436,097,000 | \$ | $(8,390,000)$ | -1.9\% | \$ | 438,891,000 | \$ | 445,071,000 | \$ | (6,180,000) | -1.4\% |
| Capital Vessel Replacement Account-Fund 18J |  | 14,975,000 |  | 15,137,000 |  | $(162,000)$ | -1.1\% |  | 15,310,000 |  | 15,457,000 |  | $(147,000)$ | -1.0\% |
| Total | \$ | 442,682,000 | \$ | 451,234,000 | \$ | $(8,552,000)$ | -1.9\% | \$ | 454,201,000 | \$ | 460,528,000 | \$ | $(6,327,000)$ | -1.4\% |
|  |  | ENNIUM |  | ENNIUM |  | ference Mar | $\text { h } 2023 \text { vs. }$ |  |  |  |  |  |  |  |
|  |  | rch 2023 |  | $\text { mber } 2022$ |  | No | Percentage |  |  |  |  |  |  |  |
| Farebox Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fares | \$ | 435,955,000 | \$ | 437,498,000 | \$ | $(1,543,000)$ | -0.4\% |  |  |  |  |  |  |  |
| $25 ¢$ Capital Surcharge (2011 Leg.) |  | 7,837,000 |  | 7,881,000 |  | $(44,000)$ | -0.6\% |  |  |  |  |  |  |  |
| 25¢ Vessel Surcharge (2019 Leg.)** |  | 7,836,000 |  | 7,880,000 |  | $(44,000)$ | -0.6\% |  |  |  |  |  |  |  |
| Total | \$ | 451,628,000 | \$ | 453,259,000 | \$ | $(1,631,000)$ | -0.4\% |  |  |  |  |  |  |  |
| Miscellaneous Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel Non-Fare Revenue |  | 8,944,000 |  | 9,746,000 |  | $(802,000)$ | -8.2\% |  |  |  |  |  |  |  |
| Other Non-Fare Revenue (Terminal) |  | 6,951,000 |  | 6,182,000 |  | 769,000 | +12.4\% |  |  |  |  |  |  |  |
| Total | \$ | 15,895,000 | \$ | 15,928,000 | \$ | $(33,000)$ | -0.2\% |  |  |  |  |  |  |  |
| Total Farebox and Miscellanous Revenue | \$ | 467,523,000 | \$ | 469,187,000 | \$ | $(1,664,000)$ | -0.4\% |  |  |  |  |  |  |  |
| Distribution of Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Operating Program-Fund 109 | \$ | 451,850,000 | \$ | 453,426,000 | \$ | $(1,576,000)$ | -0.3\% |  |  |  |  |  |  |  |
| Capital Vessel Replacement Account-Fund 18J |  | 15,673,000 |  | 15,761,000 |  | $(88,000)$ | -0.6\% |  |  |  |  |  |  |  |
| Total | \$ | 467,523,000 | \$ | 469,187,000 | \$ | $(1,664,000)$ | -0.4\% | ${ }^{\text {p }}$ | - | ${ }^{\text {p }}$ | - |  |  |  |


|  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |


|  | FY 2028 |  | FY 2029 |  | FY 2030 |  | FY 2031 |  | FY 2032 |  | FY 2033 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Farebox Revenue |  |  |  |  |  |  |  |  |  |  |  |  |
| Fares | \$ | 205,726,000 | \$ | 207,999,000 | \$ | 209,883,000 | \$ | 214,124,000 | \$ | 216,681,000 | \$ | 219,274,000 |
| 25¢ Capital Surcharge (2011 Leg.) |  | 3,722,000 |  | 3,766,000 |  | 3,802,000 |  | 3,854,000 |  | 3,897,000 |  | 3,940,000 |
| 25¢ Vessel Surcharge (2019 Leg.)** |  | 3,722,000 |  | 3,765,000 |  | 3,801,000 |  | 3,853,000 |  | 3,897,000 |  | 3,939,000 |
| Total | \$ | 213,170,000 | \$ | 215,530,000 | \$ | 217,486,000 | \$ | 221,831,000 | \$ | 224,475,000 | \$ | 227,153,000 |
| Miscellaneous Revenue |  |  |  |  |  |  |  |  |  |  |  |  |
| Vessel Non-Fare Revenue | \$ | 3,872,000 | \$ | 3,995,000 | \$ | 4,117,000 | \$ | 4,257,000 | \$ | 4,400,000 | \$ | 4,544,000 |
| Other Non-Fare Revenue (Terminal) |  | 3,010,000 |  | 3,105,000 |  | 3,200,000 |  | 3,310,000 |  | 3,420,000 |  | 3,531,000 |
| Total | \$ | 6,882,000 | \$ | 7,100,000 | \$ | 7,317,000 | \$ | 7,567,000 | \$ | 7,820,000 | \$ | 8,075,000 |
| Total Farebox and Miscellanous Revenue | \$ | 220,052,000 | \$ | 222,630,000 | \$ | 224,803,000 | \$ | 229,398,000 | \$ | 232,295,000 | \$ | 235,228,000 |
| Distribution of Revenue |  |  |  |  |  |  |  |  |  |  |  |  |
| Operating Program-Fund 109 | \$ | 212,608,000 | \$ | 215,099,000 | \$ | 217,200,000 | \$ | 221,691,000 | \$ | 224,501,000 | \$ | 227,349,000 |
| Capital Vessel Replacement Account-Fund 18J |  | 7,444,000 |  | 7,531,000 |  | 7,603,000 |  | 7,707,000 |  | 7,794,000 |  | 7,879,000 |
| Total | \$ | 220,052,000 | \$ | 222,630,000 | \$ | 224,803,000 | \$ | 229,398,000 | \$ | 232,295,000 | \$ | 235,228,000 |

# Toll Operations and Revenue Forecast 

## March 2023

Transportation Revenue Forecast Council
Table F. 1. Toll Operations Forecasts, Fiscal Year

## March 2023



|  | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Traffic Volume |  |  |  |  |  |  |  |  |  |
| Tacoma Narrows Traffic Volume (March 2023 Forecast) | 16,073,000 | 16,233,000 | 16,396,000 | 16,563,000 | 16,729,000 | 16,898,000 | 17,065,000 | 17,238,000 |  |
| Annual Percent Change | 1.3\% | 1.0\% | 1.0\% | 1.0\% | 1.0\% | 1.0\% | 1.0\% | 1.0\% |  |
| Tacoma Narrows Traffic Volume (Nov. 2022 Forecast) | 16,073,000 | 16,233,000 | 16,396,000 | 16,563,000 | 16,729,000 | 16,898,000 | 17,065,000 | 17,238,000 |  |
| Percent Change, Mar 2023 vs. Nov 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |  |
| SR 167 Express Toll Lanes Traffic Volume (March 2023 Forecast) | 2,375,000 | 2,454,000 | 2,536,000 | 2,620,000 | 2,707,000 | 2,813,000 | 2,908,000 | 2,981,000 | 3,056,000 |
| Annual Percent Change | 6.2\% | 3.3\% | 3.3\% | 3.3\% | 3.3\% | 3.9\% | 3.4\% | 2.5\% | 2.5\% |
| SR 167 Express Toll Lanes Traffic Volume (Nov. 2022 Forecast) | 2,375,000 | 2,454,000 | 2,536,000 | 2,620,000 | 2,707,000 | 2,813,000 | 2,908,000 | 2,981,000 | 3,056,000 |
| Percent Change, Mar 2023 vs. Nov 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| SR 520 Bridge Traffic Volume (March 2023 Forecast) | 26,586,000 | 26,612,000 | 27,650,000 | 28,114,000 | 29,002,000 | 28,913,000 | 29,768,000 | 30,781,000 | 31,368,000 |
| Annual Percent Change | 6.7\% | 0.1\% | 3.9\% | 1.7\% | 3.2\% | -0.3\% | 3.0\% | 3.4\% | 1.9\% |
| SR 520 Bridge Traffic Volume (Nov. 2022 Forecast) | 26,586,000 | 26,612,000 | 27,650,000 | 28,114,000 | 29,002,000 | 28,913,000 | 29,768,000 | 30,781,000 | 31,368,000 |
| Percent Change, Mar 2023 vs. Nov 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| I-405 Express Toll Lanes Traffic Volume (March 2023 Forecast) | 12,776,000 | 13,002,000 | 15,565,000 | 15,839,000 | 16,164,000 | 16,589,000 | 16,698,000 | 16,808,000 | 16,919,000 |
| Annual Percent Change | 34.4\% | 1.8\% | 19.7\% | 1.8\% | 2.1\% | 2.6\% | 0.7\% | 0.7\% | 0.7\% |
| I-405 Express Toll Lanes Traffic Volume (Nov. 2022 Forecast) | 12,776,000 | 13,002,000 | 15,565,000 | 15,839,000 | 16,164,000 | 16,589,000 | 16,698,000 | 16,808,000 | 16,919,000 |
| Percent Change, Mar 2023 vs. Nov 2022 | 0.00\% | 0.00\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| SR 99 Tunnel Traffic Volume (March 2023 Forecast) | 14,982,000 | 15,097,000 | 15,292,000 | 15,489,000 | 15,624,000 | 15,819,000 | 16,042,000 | 16,174,000 | 16,398,000 |
| Annual Percent Change | 1.1\% | 0.8\% | 1.3\% | 1.3\% | 0.9\% | 1.2\% | 1.4\% | 0.8\% | 1.4\% |
| SR 99 Tunnel Traffic Volume (Nov. 2022 Forecast) | 14,982,000 | 15,097,000 | 15,292,000 | 15,489,000 | 15,624,000 | 15,819,000 | 16,042,000 | 16,174,000 | 16,398,000 |
| Percent Change, Mar 2023 vs. Nov 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |


| Transportation Revenue Forecast Council <br> Table F. 2. Toll Operations Forecast Biennium Comparison March 2023 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
| March 2023 | Biennium 2019-21 March 2023 |  | $\begin{gathered} \text { Biennium } \\ \text { 2019-21 } \\ \text { November } 2022 \end{gathered}$ |  | Difference |  |  |  |
|  |  |  |  | Value |  | Percent |
| Tacoma Narrows Bridge Revenue |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass |  | 75,456,332 |  |  |  | 75,456,332 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Acounts - Pay By Plate |  | 21,655,517 |  | 21,655,517 |  |  | - | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 24,746,092 |  | 24,746,092 |  |  |  | 0.00\% |
| Gross Toll Revenue: Toll Booth Payment |  | 39,947,764 |  | 39,947,764 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 161,805,705 |  | 161,805,705 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 1,112,478 |  | 1,112,478 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(11,237,600)$ |  | $(11,237,600)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 151,680,583 |  | 151,680,583 |  |  |  | 0.00\% |
| Miscellaneous Revenue (contractual damages, interest earnings) |  | 1,160,290 |  | 1,160,290 |  |  |  | 0.00\% |
| Transponder Sales |  | 772,764 |  | 772,764 |  |  |  | 0.00\% |
| Late payment fees plus NSF / statement fees |  | 923,132 |  | 923,132 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 154,536,769 |  | 154,536,769 |  |  |  | 0.00\% |
| Tacoma Narrows Bridge Other Revenue |  |  |  |  |  |  |  |  |
| Violations |  | 698 |  | 698.25 |  |  |  | 0.00\% |
| Civil Penalties \& Recovered Toll Revenue |  | 5,659,838 |  | 5,659,838 |  |  |  | 0.00\% |
| Total Tacoma Narrows Bridge Revenue \& Fees | \$ | 160,197,305 | \$ | 160,197,305 | \$ |  |  | 0.00\% |
| SR 520 Bridge Revenue |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass |  | 74,339,581 |  | 74,339,581 |  |  |  | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 24,789,660 |  | 24,789,660 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 25,045,542 |  | 25,045,542 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 124,174,783 |  | 124,174,783 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 2,226,239 |  | 2,226,239 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(13,239,397)$ |  | $(13,239,397)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 113,161,625 |  | 113,161,625 |  |  |  | 0.00\% |
| Miscellaneous Pledged Revenue (contractual damages, interest earnings) |  | 7,721,476 |  | 7,721,476 |  |  |  | 0.00\% |
| Transponder Sales |  | 1,233,451 |  | 1,233,451 |  |  |  | 0.00\% |
| Late payment fees plus NSF / statement fees |  | 1,850,530 |  | 1,850,530 |  |  | 0 | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 123,967,082 |  | 123,967,082 |  |  |  | 0.00\% |
| SR 520 Other Revenue |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  | 7,088,700 |  | 7,088,700 |  |  |  | 0.00\% |
| Misc Revenues |  | 316,563 |  | 316,563 |  |  |  | 0.00\% |
| Total SR 520 Revenue \& Fees | \$ | 131,372,344 | \$ | 131,372,344 | \$ |  | - | 0.00\% |
| 1-405 Express Toll Lanes (ETLs) Revenue |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass |  | 17,870,726 |  | 17,870,726 |  |  |  | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 7,197,417 |  | 7,197,417 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 6,337,092 |  | 6,337,092 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 31,405,236 |  | 31,405,236 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 839,728 |  | 839,728 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(2,739,352)$ |  | $(2,739,352)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 29,505,611 |  | 29,505,611 |  |  |  | 0.00\% |
| Misc Revenues (interest earnings) |  | 2,079,304 |  | 2,079,304 |  |  |  | 0.00\% |
| Transponder Sales |  | 428,026 |  | 428,026 |  |  |  | 0.00\% |
| Late payment plus NSF / statement fees |  | 921,076 |  | 921,076 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 32,934,018 |  | 32,934,018 |  |  | - | 0.00\% |
| 1-405 Other Revenue |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  | 4,572,921 |  | 4,572,921 |  |  |  | 0.00\% |
| Total l-405 Revenue \& Fees | \$ | 37,506,938 | \$ | 37,506,938 | \$ |  | - | 0.00\% |
| SR 167 Express Toll Lanes (ETLs) Revenue |  |  |  |  |  |  |  |  |
| Adjusted Gross Toll Revenue |  | 6,227,105 |  | 6,227,105 |  |  |  | 0.00\% |
| Transponder / Shield Sales |  | 141,587 |  | 141,587 |  |  |  | 0.00\% |
| NSF / statement fees |  | 6,117 |  | 6,117 |  |  |  | 0.00\% |
| Misc Revenues |  | 132,221 |  | 132,221 |  |  |  | 0.00\% |
| Total SR 167 ETL Revenue \& Fees | \$ | 6,507,030 | \$ | 6,507,030 | \$ |  | - | 0.00\% |
| $\underline{\text { TOTAL Express Toll Lanes Revenue \& Fees (SR } 167 \text { \& l-405) }}$ | \$ | 44,013,969 | \$ | 44,013,969 | \$ |  | - | 0.00\% |

Transportation Revenue Forecast Council
Table F. 2. Toll Operations Forecast Biennium Comparison
March 2023

SR 99 Tunvel Revenue
Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pas Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate
Gross Toll Revenue: Pay By Mail
Good To Go! Pay by Plate Fees and STA Discounts Toll Revenue Not Recognized \& Unpaid Toll Revenue
Adjusted Gross Toll Revenue
Misc Revenues (interest earnings) Transponder Sales
Late payment plus NSF / statement fees
Adjusted Gross Toll Revenue \& Fees
R 99 Tunnel Other Revenue
IS 99 Tunnel Reven F Il Revenue
ALL Tolled Facilities Revenue
Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pas Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate Goss TI Revenue: Pay By Mail
tal Gross Toll Revenu
Adjusted Gross Toll Revenue
Misc. Revenues (contractual damages, interest earnings)
Transponder / Shield Sales
Adjusted Gross Toll Revenue \& Fees
Violations
Civil Penalties \& Recovered Toll Revenue
Misc Non-Pledged Revenues
Total Toll Revenue \& Fees
Forecast of Distributions
Tacoma Narrows Toll Account - 51
SR 520 Coridor Toll Account - 16J
High Occupancy Toll Lanes Account
l-405 and SR 167 Express Toll Lanes Operations Account - 595
Alaskan Way Viaduct Replacement Project Account - 535
Total Distributions

| $\begin{gathered} \text { Biennium } \\ 2019-21 \end{gathered}$ |  |  | 2ennium | Difference |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | arch 2023 | November 2022 |  | Value | Percent |
| \$ | 15,664,405 | \$ | 15,664,405 |  | 0.00\% |
|  | 5,143,756 |  | 5,143,756 |  | 0.00\% |
|  | 11,164,679 |  | 11,164,679 |  | 0.00\% |
|  | 31,972,840 |  | 31,972,840 |  | 0.00\% |
|  | 917,302 |  | 917,302 |  | 0.00\% |
|  | $(5,928,530)$ |  | $(5,928,530)$ |  | 0.00\% |
|  | 26,961,612 |  | 26,961,612 |  | 0.00\% |
|  | $(294,526)$ |  | $(294,526)$ |  | 0.00\% |
|  | 696,784 |  | 696,784 |  | 0.00\% |
|  | 1,125,938 |  | 1,125,938 |  | 0.00\% |
|  | 28,489,808 |  | 28,489,808 |  | 0.00\% |
|  | - |  | - |  | 0.00\% |
|  | 4,905,716 |  | 4,905,716 |  | 0.00\% |
| \$ | 33,395,524 | \$ | 33,395,524 |  | 0.00\% |

189,558,150
58,786,349
58,786,349
189,558,150

| $189,558,150$ | - | $0.00 \%$ |
| ---: | :--- | :--- |
| 58786,349 | - | $0.00 \%$ |
| $67,293,405$ | - | $0.00 \%$ |


| $58,786,349$ |  |
| :--- | :--- |
| $67,293,405$ | - |
|  | $-\quad 0.00 \%$ |


| $39,947,764$ | $39,947,764$ | - |
| ---: | ---: | :--- |
| $355,585,668$ | $355,585,668$ |  |
|  | $32,00 \%$ |  |


| $355,585,668$ | $355,585,668$ | - |
| :--- | ---: | :--- |
| 327 | $0.00 \%$ |  |


| $327,536,536$ | $327,536,536$ | - |
| :--- | :--- | :--- |
| 10.008 |  |  |

$-\quad 0.00 \%$
$-\quad 0.00 \%$
$3,272,612-3,272,612$ - $0.00 \%$

| $3,272,793$ |
| :--- |
| $4,826,793$ |$\quad-\quad 0.00 \%$

$346,434,707 \quad 346,434,707-0.00 \%$

22,227,173 $0.00 \%$ 22,227,173 22,227,173 316,563

|  | $22,2276,563$ |  | $32,22,16,563$ |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 31,563 |  |  |  |
| $\$ \quad 368,979,142$ | $\$$ | $\mathbf{3 6 8 , 9 7 9 , 1 4 2}$ |  | $0.00 \%$ |





| Transportation Revenue Forecast Council <br> Table F. 2. Toll Operations Forecast Biennium Comparison |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| March 2023 | $\begin{gathered} \text { Biennium } \\ \text { 2021-23 } \\ \text { March 2023 } \\ \hline \end{gathered}$ |  | Current Biennium <br> Biennium <br> $2021-23$ <br> November 2022 |  | Difference |  | $\begin{gathered} \text { Biennium } \\ \text { 2023-25 } \\ \text { March 2023 } \end{gathered}$ |  | $\begin{gathered} \text { Biennium } \\ 2023-25 \\ \text { November } 2022 \end{gathered}$ |  | Difference |  |
| SR 99 Tunnel Revenue |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass | \$ | 26,271,175 | \$ | 26,271,175 |  | 0.00\% | \$ | 28,337,000 | \$ | 28,337,000 |  | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 12,640,504 |  | 12,640,504 |  | 0.00\% |  | 13,621,000 |  | 13,621,000 |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 14,567,619 |  | 14,567,619 |  | 0.00\% |  | 15,340,000 |  | 15,340,000 |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 53,479,298 |  | 53,479,298 |  | 0.00\% |  | 57,298,000 |  | 57,298,000 |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 1,910,883 |  | 1,910,883 |  | 0.00\% |  | 2,057,000 |  | 2,057,000 |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(5,713,132)$ |  | $(5,713,132)$ |  | 0.00\% |  | $(5,801,000)$ |  | (5,801,000) |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 49,677,048 |  | 49,677,048 |  | 0.00\% |  | 53,554,000 |  | 53,554,000 |  | 0.00\% |
| Misc Revenues (interest earnings) |  | 699,174 |  | 699,174 |  | 0.00\% |  | - |  | - |  | 0.00\% |
| Transponder Sales |  | 964,927 |  | 964,927 |  | 0.00\% |  | 941,000 |  | 941,000 |  | 0.00\% |
| Late payment plus NSF / statement fees |  | $(28,056)$ |  | $(28,056)$ |  | 0.00\% |  | 1,728,000 |  | 1,728,000 |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 51,313,094 |  | 51,313,094 |  | 0.00\% |  | 56,223,000 |  | 56,223,000 |  | 0.00\% |
| SR 99 Tunnel Other Revenue |  | - |  | - |  | 0.00\% |  | - |  | - |  | 0.00\% |
| Civil Penalties \& Recovered Toll Revenue |  | $(1,083,483)$ |  | $(1,083,483)$ |  | 0.00\% |  | 4,344,000 |  | 4,344,000 |  | 0.00\% |
| Total SR 99 Tunnel Revenue \& Fees | \$ | 50,229,611 | \$ | 50,229,611 |  | 0.00\% | \$ | 60,567,000 | \$ | 60,567,000 |  | 0.00\% |
| ALL Tolled Facilities Revenue |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass |  | 213,083,613 |  | 213,083,613 |  | 0.00\% |  | 260,432,000 |  | 260,432,000 |  | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 85,860,687 |  | 85,860,687 |  | 0.00\% |  | 105,926,000 |  | 105,926,000 |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 73,292,226 |  | 73,292,226 |  | 0.00\% |  | 85,973,000 |  | 85,973,000 |  | 0.00\% |
| Gross Toll Revenue: Toll Booth Payment |  | 40,116,613 |  | 40,116,613 |  | 0.00\% |  | 38,236,000 |  | 38,236,000 |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 412,353,138 |  | 412,353,138 |  | 0.00\% |  | 490,567,000 |  | 490,567,000 |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 385,026,452 |  | 385,026,452 |  | 0.00\% |  | 459,752,000 |  | 459,752,000 |  | 0.00\% |
| Misc. Revenues (contractual damages, interest earnings) |  | 6,156,602 |  | 6,156,602 |  | 0.00\% |  | 2,354,000 |  | 2,354,000 |  | 0.00\% |
| Transponder / Shield Sales |  | 4,432,542 |  | 4,432,542 |  | 0.00\% |  | 4,498,000 |  | 4,498,000 |  | 0.00\% |
| Late payment fees plus NSF / statement fees |  | 282,504 |  | 282,504 |  | 0.00\% |  | 7,661,000 |  | 7,661,000 |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 395,898,100 |  | 395,898,100 |  | 0.00\% |  | 474,265,000 |  | 474,265,000 |  | 0.00\% |
| Violations |  | 29 |  | 29 |  | 0.00\% |  | - |  |  |  | 0.00\% |
| Civil Penalties \& Recovered Toll Revenue |  | $(3,577,604)$ |  | $(3,577,604)$ |  | 0.00\% |  | 15,118,000 |  | 15,118,000 |  | 0.00\% |
| Misc Non-Pledged Revenues |  | 38,164 39258,689 |  | 38,164 39258689 |  | 0.00\% |  | $489,383,000$ |  | $489,383,000$ |  | 0.00\% |
| Total Toll Revenue \& Fees | \$ | 392,358,689 | \$ | 392,358,689 |  | 0.00\% | \$ | 489,383,000 | \$ | 489,383,000 |  | 0.00\% |
| Forecast of Distributions |  |  |  |  |  |  |  |  |  |  |  |  |
| Tacoma Narrows Toll Account - 511 |  | 161,743,460 |  | 161,743,460 |  | 0.00\% |  | 155,540,000 |  | 155,540,000 |  | 0.00\% |
| SR 520 Coridor Toll Account - 16J |  | 134,247,545 |  | 134,247,545 |  | 0.00\% |  | 190,214,000 |  | 190,214,000 |  | 0.00\% |
| SR 520 Civil Penalties Account - 17P |  | $(1,306,329)$ |  | $(1,306,329)$ |  | 0.00\% |  | 4,994,000 |  | 4,994,000 |  | 0.00\% |
| High Occupancy Toll Lanes Account - 09F |  | 9,224,551 |  | 9,224,551 |  | 0.00\% |  | 15,219,000 |  | 15,219,000 |  | 0.00\% |
| 1-405 and SR 167 Express Toll Lanes Operations Account - 595 |  | 38,219,851 |  | 38,219,851 |  | 0.00\% |  | 62,849,000 |  | 62,849,000 |  | 0.00\% |
| Alaskan Way Viaduct Replacement Project Account - 535 |  | 50,229,611 |  | 50,229,611 |  | 0.00\% |  | 60,567,000 |  | 60,567,000 |  | 0.00\% |
| Total Distributions | \$ | 392,358,689 | \$ | 392,358,689 |  | 0.00\% | \$ | 489,383,000 | \$ | 489,383,000 |  | 0.00\% |


| Transportation Revenue Forecast Council <br> Table F. 2. Toll Operations Forecast Biennium Comparison March 2023 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { Biennium } \\ & \text { 2025-27 } \end{aligned}$ <br> March 2023 |  | $\begin{gathered} \text { Biennium } \\ 2025-27 \\ \text { November } 2022 \\ \hline \end{gathered}$ |  | Difference |  |  |  | Biennium <br> 2027-2029 <br> March 2023 |  | $\begin{gathered} \text { Biennium } \\ \text { 2027-2029 } \\ \text { November } 2022 \end{gathered}$ |  |  | Difference |  |  |
|  |  |  |  | Value |  | Percent |  | Value |  |  |  | Percent |
| Tacoma Narrows Bridge Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass |  | 76,273,000 |  |  |  | 76,273,000 |  |  | - | 0.00\% |  |  |  | 77,817,000 |  | 77,817,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Acounts - Pay By Plate |  | 27,294,000 |  | 27,294,000 |  |  | - | 0.00\% |  | 27,853,000 |  | 27,853,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 22,569,000 |  | 22,569,000 |  |  | - | 0.00\% |  | 23,027,000 |  | 23,027,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Toll Booth Payment |  | 39,050,000 |  | 39,050,000 |  |  | - | 0.00\% |  | 39,843,000 |  | 39,843,000 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 165,186,000 |  | 165,186,000 |  |  | - | 0.00\% |  | 168,540,000 |  | 168,540,000 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 1,389,000 |  | 1,389,000 |  |  | - | 0.00\% |  | 1,417,000 |  | 1,417,000 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(13,572,000)$ |  | $(13,572,000)$ |  |  | - | 0.00\% |  | $(13,846,000)$ |  | $(13,846,000)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 153,003,000 |  | 153,003,000 |  |  | - | 0.00\% |  | 156,111,000 |  | 156,111,000 |  |  |  | 0.00\% |
| Miscellaneous Revenue (contractual damages, interest earnings) |  | 159,000 |  | 159,000 |  |  | - | 0.00\% |  | 2,000 |  | 2,000 |  |  |  | 0.00\% |
| Transponder Sales |  | 911,000 |  | 911,000 |  |  | - | 0.00\% |  | 929,000 |  | 929,000 |  |  |  | 0.00\% |
| Late payment fees plus NSF / statement fees |  | 1,198,000 |  | 1,198,000 |  |  | - | 0.00\% |  | 1,222,000 |  | 1,222,000 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 155,271,000 |  | 155,271,000 |  |  | - | 0.00\% |  | 158,264,000 |  | 158,264,000 |  |  | - | 0.00\% |
| Tacoma Narrows Bridge Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Violations |  | - |  |  |  |  | - | 0.00\% |  |  |  | - |  |  |  | 0.00\% |
| Civil Penalties \& Recovered Toll Revenue |  | 3,646,000 |  | 3,646,000 |  |  | - | 0.00\% |  | 3,721,000 |  | 3,721,000 |  |  |  | 0.00\% |
| Total Tacoma Narrows Bridge Revenue \& Fees | \$ | 158,917,000 | \$ | 158,917,000 | \$ |  |  | 0.00\% | \$ | 161,985,000 | \$ | 161,985,000 | \$ |  | - | 0.00\% |
| SR 520 Bridge Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass |  | 115,589,000 |  | 115,589,000 |  |  | - | 0.00\% |  | 122,424,000 |  | 122,424,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 52,369,000 |  | 52,369,000 |  |  | - | 0.00\% |  | 55,999,000 |  | 55,999,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 33,423,000 |  | 33,423,000 |  |  | - | 0.00\% |  | 34,615,000 |  | 34,615,000 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 201,381,000 |  | 201,381,000 |  |  | - | 0.00\% |  | 213,038,000 |  | 213,038,000 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 3,815,000 |  | 3,815,000 |  |  | - | 0.00\% |  | 4,052,000 |  | 4,052,000 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(13,539,000)$ |  | (13,539,000) |  |  | - | 0.00\% |  | $(14,109,000)$ |  | $(14,109,000)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 191,657,000 |  | 191,657,000 |  |  | - | 0.00\% |  | 202,981,000 |  | 202,981,000 |  |  |  | 0.00\% |
| Miscellaneous Pledged Revenue (contractual damages, interest earnings) |  | 2,359,000 |  | 2,359,000 |  |  | - | 0.00\% |  | 2,769,000 |  | 2,769,000 |  |  |  | 0.00\% |
| Transponder Sales |  | 1,813,000 |  | 1,813,000 |  |  | - | 0.00\% |  | 1,908,000 |  | 1,908,000 |  |  |  | 0.00\% |
| Late payment fees plus NSF / statement fees |  | 2,983,000 |  | 2,983,000 |  |  | - | 0.00\% |  | 3,081,000 |  | 3,081,000 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 198,812,000 |  | 198,812,000 |  |  | - | 0.00\% |  | 210,739,000 |  | 210,739,000 |  |  |  | 0.00\% |
| SR 520 Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  | 7,008,000 |  | 7,008,000 |  |  | - | 0.00\% |  | 7,365,000 |  | 7,365,000 |  |  | - | 0.00\% |
| Misc Revenues |  |  |  |  |  |  | - | 0.00\% |  |  |  |  |  |  |  | 0.00\% |
| Total SR 520 Revenue \& Fees | \$ | 205,820,000 | \$ | 205,820,000 | \$ |  | - | 0.00\% | \$ | 218,104,000 | \$ | 218,104,000 | \$ |  | - | 0.00\% |
| I-405 Express Toll Lanes (ETLs) Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass |  | 42,591,000 |  | 42,591,000 |  |  | - | 0.00\% |  | 49,229,000 |  | 49,229,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 21,381,000 |  | 21,381,000 |  |  | - | 0.00\% |  | 24,713,000 |  | 24,713,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail |  | 18,885,000 |  | 18,885,000 |  |  | - | 0.00\% |  | 21,767,000 |  | 21,767,000 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential |  | 82,857,000 |  | 82,857,000 |  |  | - | 0.00\% |  | 95,709,000 |  | 95,709,000 |  |  | - | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 1,955,000 |  | 1,955,000 |  |  | - | 0.00\% |  | 2,189,000 |  | 2,189,000 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(7,900,000)$ |  | $(7,900,000)$ |  |  | - | 0.00\% |  | $(9,105,000)$ |  | $(9,105,000)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue |  | 76,912,000 |  | 76,912,000 |  |  | - | 0.00\% |  | 88,793,000 |  | 88,793,000 |  |  |  | 0.00\% |
| Misc Revenues (interest earnings) |  |  |  |  |  |  | - | 0.00\% |  |  |  | -774,00- |  |  |  | 0.00\% |
| Transponder Sales |  | 869,000 |  | 869,000 |  |  | - | 0.00\% |  | 974,000 |  | 974,000 |  |  |  | 0.00\% |
| Late payment plus NSF / statement fees |  | 1,892,000 |  | 1,892,000 |  |  | - | 0.00\% |  | 2,127,000 |  | 2,127,000 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees |  | 79,673,000 |  | 79,673,000 |  |  | - | 0.00\% |  | 91,894,000 |  | 91,894,000 |  |  | - | 0.00\% |
| 1-405 Other Revenue |  |  |  |  |  |  |  |  |  |  |  | - |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  | 3,425,000 |  | 3,425,000 |  |  | - | 0.00\% |  | 3,968,000 |  | 3,968,000 |  |  |  | 0.00\% |
| Total I-405 Revenue \& Fees | \$ | 83,098,000 | \$ | 83,098,000 | \$ |  | - | 0.00\% | \$ | 95,862,000 | \$ | 95,862,000 | \$ |  | - | 0.00\% |
| SR 167 Express Toll Lanes (ETLs )Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Adjusted Gross Toll Revenue |  | 17,883,000 |  | 17,883,000 |  |  | - | 0.00\% |  | 20,788,000 |  | 20,788,000 |  |  | - | 0.00\% |
| Transponder / Shield Sales |  | 279,000 |  | 279,000 |  |  | - | 0.00\% |  | 297,000 |  | 297,000 |  |  |  | 0.00\% |
| NSF / statement fees |  | 6,000 |  | 6,000 |  |  | - | 0.00\% |  | 8,000 |  | 8,000 |  |  |  | 0.00\% |
| Misc Revenues |  |  |  |  |  |  | - | 0.00\% |  |  |  | - |  |  |  | 0.00\% |
| Total SR 167 ETL Revenue \& Fees | \$ | 18,168,000 | \$ | 18,168,000 | \$ |  | - | 0.00\% | \$ | 21,093,000 | \$ | 21,093,000 | \$ |  | - | 0.00\% |
| TOTAL Express Toll Lanes Revenue \& Fees (SR 167 \& l-405) | \$ | 101,266,000 | \$ | 101,266,000 | \$ |  | - | 0.00\% | \$ | 116,955,000 | \$ | 116,955,000 | \$ |  | - | 0.00\% |

Transportation Revenue Forecast Council
Table F. 2. Toll Operations Forecast Biennium Comparison
March 2023


| Transportation Revenue Forecast Council <br> Table F. 2. Toll Operations Forecast Biennium Comparison |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| March 2023 | $\begin{gathered} \text { Biennium } \\ \text { 2029-2031 } \\ \text { March } 2023 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Biennium } \\ \text { 2029-2031 } \\ \text { November } 2022 \\ \hline \end{gathered}$ |  | Difference |  |  |  | $\begin{gathered} \text { Biennium } \\ \text { 2031-2033 } \\ \text { March } 2023 \\ \hline \end{gathered}$ |  | Biennium <br> 2031-2033 <br> November 2022 |  |  | Difference |  |  |
|  |  |  |  |  | Value |  | Percent |  |  |  | Value |  | Percent |
| Tacoma Narrows Bridge Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass | 79,392,000 |  | 79,392,000 |  |  | - | 0.00\% |  | 40,296,000 |  |  |  | 40,296,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Acounts - Pay By Plate | 28,411,000 |  | 28,411,000 |  |  |  | 0.00\% |  | 14,421,000 |  | 14,421,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail | 23,489,000 |  | 23,489,000 |  |  |  | 0.00\% |  | 11,924,000 |  | 11,924,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Toll Booth Payment | 40,647,000 |  | 40,647,000 |  |  |  | 0.00\% |  | 20,630,000 |  | 20,630,000 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential | 171,939,000 |  | 171,939,000 |  |  |  | 0.00\% |  | 87,271,000 |  | 87,271,000 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts | 1,445,000 |  | 1,445,000 |  |  |  | 0.00\% |  | 733,000 |  | 733,000 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue | $(14,123,000)$ |  | $(14,123,000)$ |  |  |  | 0.00\% |  | $(7,169,000)$ |  | $(7,169,000)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue | 159,261,000 |  | 159,261,000 |  |  |  | 0.00\% |  | 80,835,000 |  | 80,835,000 |  |  | - | 0.00\% |
| Miscellaneous Revenue (contractual damages, interest earnings) |  |  |  |  |  |  | 0.00\% |  |  |  |  |  |  |  | 0.00\% |
| Transponder Sales | 963,000 |  | 963,000 |  |  |  | 0.00\% |  | 501,000 |  | 501,000 |  |  | - | 0.00\% |
| Late payment fees plus NSF / statement fees | 1,246,000 |  | 1,246,000 |  |  |  | 0.00\% |  | 632,000 |  | 632,000 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees | 161,470,000 |  | 161,470,000 |  |  |  | 0.00\% |  | 81,968,000 |  | 81,968,000 |  |  | - | 0.00\% |
| Tacoma Narrows Bridge Other Revenue |  |  | - |  |  |  |  |  |  |  |  |  |  |  |  |
| Violations | - |  | - |  |  | - | 0.00\% |  | - |  | - |  |  | - | 0.00\% |
| Civil Penalties \& Recovered Toll Revenue | 3,796,000 |  | 3,796,000 |  |  |  | 0.00\% |  | 1,926,000 |  | 1,926,000 |  |  |  | 0.00\% |
| Total Tacoma Narrows Bridge Revenue \& Fees | \$ 165,266,000 |  | 165,266,000 | \$ |  | - | 0.00\% | \$ | 83,894,000 | \$ | 83,894,000 | \$ |  |  | 0.00\% |
| SR 520 Bridge Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass | 127,517,000 |  | 127,517,000 |  |  | - | 0.00\% |  | 135,214,000 |  | 135,214,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate | 58,884,000 |  | 58,884,000 |  |  |  | 0.00\% |  | 63,027,000 |  | 63,027,000 |  |  |  | 0.00\% |
| Gross Toll Revenue: Pay By Mail | 35,237,000 |  | 35,237,000 |  |  |  | 0.00\% |  | 36,498,000 |  | 36,498,000 |  |  |  | 0.00\% |
| Total Gross Toll Revenue Potential | 221,638,000 |  | 221,638,000 |  |  |  | 0.00\% |  | 234,739,000 |  | 234,739,000 |  |  |  | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts | 4,200,000 |  | 4,200,000 |  |  |  | 0.00\% |  | 4,488,000 |  | 4,488,000 |  |  |  | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue | $(14,458,000)$ |  | $(14,458,000)$ |  |  | - | 0.00\% |  | $(15,140,000)$ |  | $(15,140,000)$ |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue | 211,380,000 |  | 211,380,000 |  |  | - | 0.00\% |  | 224,087,000 |  | 224,087,000 |  |  | - | 0.00\% |
| Miscellaneous Pledged Revenue (contractual damages, interest earnings) | 3,149,000 |  | 3,149,000 |  |  | - | 0.00\% |  | 3,288,000 |  | 3,288,000 |  |  | - | 0.00\% |
| Transponder Sales | 1,991,000 |  | 1,991,000 |  |  | - | 0.00\% |  | 2,179,000 |  | 2,179,000 |  |  | - | 0.00\% |
| Late payment fees plus NSF / statement fees | 3,107,000 |  | 3,107,000 |  |  |  | 0.00\% |  | 3,224,000 |  | 3,224,000 |  |  |  | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees | 219,627,000 |  | 219,627,000 |  |  |  | 0.00\% |  | 232,778,000 |  | 232,778,000 |  |  |  | 0.00\% |
| SR 520 Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue | 7,490,000 |  | 7,490,000 |  |  |  | 0.00\% |  | 7,713,000 |  | 7,713,000 |  |  | - | 0.00\% |
| Misc Revenues |  |  |  |  |  |  | 0.00\% |  |  |  |  |  |  |  | 0.00\% |
| Total SR 520 Revenue \& Fees | \$ 227,117,000 |  | 227,117,000 | \$ |  | - | 0.00\% | \$ | 240,491,000 |  | 240,491,000 | \$ |  | - | 0.00\% |
| I-405 Express Toll Lanes (ETLs) Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass | 54,174,000 |  | 54,174,000 |  |  | - | 0.00\% |  | 55,078,000 |  | 55,078,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate | 27,195,000 |  | 27,195,000 |  |  | - | 0.00\% |  | 27,649,000 |  | 27,649,000 |  |  | - | 0.00\% |
| Gross Toll Revenue: Pay By Mail | 24,118,000 |  | 24,118,000 |  |  |  | 0.00\% |  | 24,973,000 |  | 24,973,000 |  |  | - | 0.00\% |
| Total Gross Toll Revenue Potential | 105,487,000 |  | 105,487,000 |  |  | - | 0.00\% |  | 107,700,000 |  | 107,700,000 |  |  | - | 0.00\% |
| Good To Go! Pay by Plate Fees and STA Discounts | 2,270,000 |  | 2,270,000 |  |  | - | 0.00\% |  | 2,293,000 |  | 2,293,000 |  |  | - | 0.00\% |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue | $(10,019,000)$ |  | $(10,019,000)$ |  |  | - | 0.00\% |  | $(10,371,000)$ |  | (10,371,000) |  |  | - | 0.00\% |
| Adjusted Gross Toll Revenue | 97,738,000 |  | 97,738,000 |  |  | - | 0.00\% |  | 99,622,000 |  | 99,622,000 |  |  | - | 0.00\% |
| Misc Revenues (interest earnings) |  |  |  |  |  | - | 0.00\% |  | - |  |  |  |  | - | 0.00\% |
| Transponder Sales | 1,025,000 |  | 1,025,000 |  |  | - | 0.00\% |  | 1,069,000 |  | 1,069,000 |  |  | - | 0.00\% |
| Late payment plus NSF / statement fees | 2,238,000 |  | 2,238,000 |  |  | - | 0.00\% |  | 2,294,000 |  | 2,294,000 |  |  | - | 0.00\% |
| Adjusted Gross Toll Revenue \& Fees | 101,001,000 |  | 101,001,000 |  |  | - | 0.00\% |  | 102,985,000 |  | 102,985,000 |  |  | - | 0.00\% |
| 1-405 Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue | 4,237,000 |  | 4,237,000 |  |  | - | 0.00\% |  | 4,373,000 |  | 4,373,000 |  |  | - | 0.00\% |
| Total I-405 Revenue \& Fees | \$ 105,238,000 |  | 105,238,000 | \$ |  | - | 0.00\% | \$ | 107,358,000 |  | 107,358,000 | \$ |  | - | 0.00\% |
| SR 167 Express Toll Lanes (ETLs )Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Adjusted Gross Toll Revenue | 24,987,000 |  | 24,987,000 |  |  | - | 0.00\% |  | 27,855,000 |  | 27,855,000 |  |  | - | 0.00\% |
| Transponder / Shield Sales | 324,000 |  | 324,000 |  |  | - | 0.00\% |  | 351,000 |  | 351,000 |  |  | - | 0.00\% |
| NSF / statement fees | 8,000 |  | 8,000 |  |  | - | 0.00\% |  | 8,000 |  | 8,000 |  |  | - | 0.00\% |
| Misc Revenues |  |  |  |  |  | - | 0.00\% |  |  |  |  |  |  | - | 0.00\% |
| Total SR 167 ETL Revenue \& Fees | \$ 25,319,000 |  | 25,319,000 | \$ |  | - | 0.00\% | \$ | 28,214,000 | \$ | 28,214,000 | \$ |  | - | 0.00\% |
| $\underline{\text { TOTAL Express Toll Lanes Revenue \& Fees (SR } 167 \text { \& I-405) }}$ | \$ 130,557,000 |  | 130,557,000 | \$ |  | - | 0.00\% | \$ | 135,572,000 |  | 135,572,000 | \$ |  | - | 0.00\% |



Transportation Revenue Forecast Council
Table F. 3. Toll Operations Forecast By Fiscal Year
March 2023

| March 2023 |  | Fiscal Year |  | $\begin{gathered} \text { Fiscal Year } \\ 2015 \\ \hline \end{gathered}$ | Fiscal Year2016 |  | Fiscal Year |  | Fiscal Year 2018 |  | Fiscal Year 2019 |  | $\begin{gathered} \text { Fiscal Year } \\ 2020 \\ \hline \end{gathered}$ |  | Fiscal Year 2021 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Tacoma Narrows Bridge Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass |  | 39,067,185 |  | 41,042,691 |  | 44,593,045 |  | 44,407,233 |  | 44,845,858 |  | 44,442,635 |  | 38,882,412 | 36,573,921 |
| Gross Toll Revenue: Good To Go! Prepaid Acounts - Pay By Plate |  | 4,083,428 |  | 5,669,783 |  | 8,241,776 |  | 9,344,900 |  | 10,111,162 |  | 10,549,136 |  | 11,271,125 | 10,384,392 |
| Gross Toll Revenue: Pay By Mail |  | 5,777,751 |  | 6,031,579 |  | 7,788,620 |  | 8,895,225 |  | 9,645,136 |  | 10,522,424 |  | 10,584,380 | 14,161,713 |
| Gross Toll Revenue: Toll Booth Payment |  | 17,725,885 |  | 19,298,704 |  | 21,863,665 |  | 21,719,343 |  | 21,658,191 |  | 21,400,495 |  | 19,560,647 | 20,387,117 |
| Total Gross Toll Revenue Potential |  | 66,654,250 |  | 72,042,756 |  | 82,487,107 |  | 84,366,701 |  | 86,260,346 |  | 86,914,690 |  | 80,298,562 | 81,507,143 |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 212,503 |  | 266,462 |  | 355, 168 |  | 399,482 |  | 462,485 |  | 514,892 |  | 536,934 | 575,544 |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(3,727,759)$ |  | $(4,082,411)$ |  | $(4,651,545)$ |  | $(5,311,246)$ |  | $(5,045,810)$ |  | $(5,155,249)$ |  | $(5,369,444)$ | $(5,868,156)$ |
| Adjusted Gross Toll Revenue |  | 63,138,994 |  | 68,226,807 |  | 78,190,730 |  | 79,454,937 |  | 81,677,021 |  | 82,274,332 |  | 75,466,053 | 76,214,531 |
| Miscellaneous Revenue (contractual damages, interest earnings) |  | 371,376 |  | 226,066 |  | 298,915 |  | 355,804 |  | 359,328 |  | 631,715 |  | 714,846 | 445,444 |
| Transponder Sales |  | 306,070 |  | 336,253 |  | 483,694 |  | 482,352 |  | 484,856 |  | 480,161 |  | 391,833 | 380,931 |
| Late payment fees plus NSF / statement fees |  | 371,407 |  | 488,243 |  | 373,575 |  | 433,961 |  | 508,190 |  | 621,014 |  | 436,850 | 486,282 |
| Adjusted Gross Toll Revenue \& Fees |  | 64,187,847 |  | 69,277,369 |  | 79,346,914 |  | 80,727,054 |  | 83,029,394 |  | 84,007,222 |  | 77,009,582 | 77,527,187 |
| Tacoma Narrows Bridge Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Violations |  | 8,894 |  | 9,662 |  | 7,652 |  | 4,581 |  | 1,911 |  | 1,746 |  | 610 | 88 |
| Civil Penalties \& Recovered Toll Revenue |  | (649,178) |  | 3,169,404 |  | 1,697,623 |  | 1,232,131 |  | 2,339,902 |  | 1,457,773 |  | 2,393,869 | 3,265,969 |
| Total Tacoma Narrows Bridge Revenue \& Fees | \$ | 63,547,563 | \$ | 72,456,435 | \$ | 81,052,189 | \$ | 81,963,766 | \$ | 85,371,208 | \$ | 85,466,742 | \$ | 79,404,061 | 80,793,244 |
| SR 520 Bridge Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass |  | 40,033,885 |  | 41,215,200 |  | 43,568,085 |  | 46,777,071 |  | 53,278,391 |  | 54,798,142 |  | 43,263,494 | 31,076,088 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 10,536,643 |  | 12,994,505 |  | 14,623,351 |  | 16,010,373 |  | 17,239,524 |  | 20,013,040 |  | 14,789,807 | 9,999,853 |
| Gross Toll Revenue: Pay By Mail |  | 14,018,619 |  | 15,173,503 |  | 16,610,238 |  | 19,125,842 |  | 19,831,186 |  | 17,376,472 |  | 14,069,398 | 10,976,144 |
| Total Gross Toll Revenue Potential |  | 64,589,147 |  | 69,383,209 |  | 74,801,674 |  | 81,913,287 |  | 90,349,101 |  | 92,187,654 |  | 72,122,698 | 52,052,085 |
| Good To Go! Pay by Plate Fees and STA Discounts |  | 859,732 |  | 1,022,517 |  | 1,196,010 |  | 1,261,568 |  | 1,469,703 |  | 1,584,151 |  | 1,296,789 | 929,450 |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  | $(4,953,361)$ |  | $(6,455,498)$ |  | $(6,644,865)$ |  | $(8,195,808)$ |  | $(8,636,562)$ |  | $(8,093,116)$ |  | $(6,849,108)$ | $(6,390,289)$ |
| Adjusted Gross Toll Revenue |  | 60,495,518 |  | 63,950,228 |  | 69,352,819 |  | 74,979,046 |  | 83,182,242 |  | 85,678,689 |  | 66,570,378 | 46,591,246 |
| Miscellaneous Pledged Revenue (contractual damages, interest earnings) |  | 207,015 |  | 506,712 |  | 695,104 |  | 3,767,193 |  | 983,005 |  | 2,135,536 |  | 6,418,506 | 1,302,970 |
| Transponder Sales |  | 500,601 |  | 551,350 |  | 830,497 |  | 851,696 |  | 873,822 |  | 905,804 |  | 732,561 | 500,890 |
| Late payment fees plus NSF / statement fees |  | 1,513,251 |  | 1,598,718 |  | 1,397,617 |  | 1,136,779 |  | 1,308,788 |  | 1,640,335 |  | 1,108,644 | 741,887 |
| Adjusted Gross Toll Revenue \& Fees |  | 62,716,385 |  | 66,607,007 |  | 72,276,038 |  | 80,734,715 |  | 86,347,858 |  | 90,360,364 |  | 74,830,089 | 49,136,993 |
| SR 520 Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  | 4,460,444 |  | 9,885,733 |  | 3,635,520 |  | 2,715,085 |  | 5,354,919 |  | 5,585,773 |  | 4,189,390 | 2,899,309 |
| Misc Non-Pledged Revenues |  | 416,235 |  | 101,721 |  |  |  | 304,242 |  | 15,659 |  | 162,578 |  | 199,683 | 116,880 |
| Total SR 520 Revenue \& Fees | \$ | 67,593,064 | \$ | 76,594,461 | \$ | 75,911,558 | \$ | 83,754,042 | \$ | 91,718,436 | \$ | 96,108,715 | \$ | 79,219,163 | 52,153,182 |
| 1-405 Express Toll Lanes (ETLs) Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass |  |  |  |  |  | 9,280,014 |  | 14,362,047 |  | 12,324,102 |  | 19,179,998 |  | 12,587,113 | 5,283,613 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  |  |  |  |  | 2,474,464 |  | 3,691,056 |  | 5,577,705 |  | 6,065,498 |  | 5,125,781 | 2,071,636 |
| Gross Toll Revenue: Pay By Mail |  |  |  |  |  | 4,271,987 |  | 5,189,565 |  | 8,252,536 |  | 5,426,362 |  | 4,784,141 | 1,552,951 |
| Total Gross Toll Revenue Potential |  |  |  | - |  | 16,026,466 |  | 23,242,669 |  | 26,154,344 |  | 30,671,858 |  | 22,497,036 | 8,908,200 |
| Good To Go! Pay by Plate Fees and STA Discounts |  |  |  |  |  | 291,004 |  | 397,835 |  | 511,144 |  | 519,043 |  | 465,428 | 374,299 |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  |  |  |  |  | $(3,984,762)$ |  | (2,717,472) |  | $(2,583,739)$ |  | $(1,855,047)$ |  | $(1,615,176)$ | $(1,124,176)$ |
| Adjusted Gross Toll Revenue |  | - |  | - |  | 12,332,708 |  | 20,923,032 |  | 24,081,748 |  | 29,335,854 |  | 21,347,288 | 8,158,323 |
| Misc Revenues (interest earnings) |  |  |  |  |  | 358,949 |  | 165,249 |  | 316,132 |  | 864,878 |  | 1,354,116 | 725,188 |
| Transponder Sales |  |  |  |  |  | 1,703,730 |  | 352,714 |  | 354,416 |  | 334,175 |  | 268,861 | 159,165 |
| Late payment plus NSF / statement fees |  |  |  |  |  | 246,488 |  | 537,990 |  | 631,287 |  | 901,636 |  | 566,213 | 354,864 |
| Adjusted Gross Toll Revenue \& Fees |  |  |  | - |  | 14,641,874 |  | 21,978,986 |  | 25,383,583 |  | 31,436,543 |  | 23,536,478 | 9,397,540 |
| 1-405 Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  |  |  |  |  | 1,142,878 |  | 1,269,207 |  | 2,459,035 |  | 1,627,494 |  | 3,468,307 | 1,104,614 |
| Total 1-405 Revenue \& Fees | \$ | . | \$ | - | \$ | 15,784,752 | \$ | 23,248,193 | \$ | 27,842,618 | \$ | 33,064,037 | \$ | 27,004,785 | \$ 10,502,153 |
| SR 167 Express Toll Lanes (ETLs )Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Adjusted Gross Toll Revenue |  | 1,176,335 |  | 1,670,037 |  | 1,387,376 |  | 2,686,652 |  | 3,312,955 |  | 3,703,617 |  | 3,497,237 | 2,729,868 |
| Transponder / Shield Sales |  | 37,770 |  | 43,258 |  | 62,906 |  | 82,273 |  | 89,049 |  | 91,106 |  | 63,351 | 78,236 |
| NSF / statement fees |  | 3,730 |  | 3,608 |  | 3,256 |  | 3,729 |  | 3,957 |  | 3,875 |  | 3,601 | 2,516 |
| Misc Revenues |  | 5,865 |  | 24,153 |  | 33,491 |  | 41,094 |  | 68,540 |  | 144,837 |  | 94,047 | 38,175 |
| Total SR 167 ETL Revenue \& Fees | \$ | 1,223,700 | \$ | 1,741,056 | \$ | 1,487,028 | \$ | 2,813,748 | \$ | 3,474,501 | \$ | 3,943,435 | \$ | 3,658,235 | \$ 2,848,795 |
| TOTAL EXPRESS TOLL LANES REVENUE (SR 167 \& 1-405) | \$ | 1,223,700 | \$ | 1,741,056 | \$ | 17,271,781 | \$ | 26,061,941 | \$ | 31,317,119 | \$ | 37,007,472 | \$ | 30,663,020 | 13,350,948 |
| SR 99 Tunnel Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass |  |  |  |  |  |  |  |  |  |  |  |  |  | 6,765,586 | 8,898,819 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  |  |  |  |  |  |  |  |  |  |  |  |  | 2,286,192 | 2,857,563 |
| Gross Toll Revenue: Pay By Mail |  |  |  |  |  |  |  |  |  |  |  |  |  | 4,701,936 | 6,462,743 |
| Total Gross Toll Revenue Potential |  |  |  |  |  |  |  |  |  |  |  |  |  | 13,753,715 | 18,219,125 |
| Good To Go! Pay by Plate Fees and STA Discounts |  |  |  |  |  |  |  |  |  |  |  |  |  | 342,571 | 574,731 |
| Toll Revenue Not Recognized \& Unpaid Toll Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  | $(2,245,095)$ | $(3,683,435)$ |
| Adjusted Gross Toll Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  | 11,851,190 | 15,110,421 |
| Misc Revenues (interest earnings) |  |  |  |  |  |  |  |  |  |  |  |  |  | $(99,041)$ | $(195,485)$ |
| Transponder Sales |  |  |  |  |  |  |  |  |  |  |  |  |  | 397,208 | 299,576 |
| Late payment plus NSF / statement fees |  |  |  |  |  |  |  |  |  |  |  |  |  | 396,435 | 729,504 |
| Adjusted Gross Toll Revenue \& Fees |  |  |  |  |  |  |  |  |  |  |  |  |  | 12,545,792 | 15,944,016 |
| SR 99 Tunnel Other Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  | 1,496,731 | 3,408,984 |
| Total SR 99 Tunnel Revenue \& Fees |  |  |  |  |  |  |  |  |  |  |  |  | \$ | 14,042,523 | 19,353,001 |


| ALL Tolled Facilities Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass |  | 80,277,405 |  | 83,927,928 |  | 98,828,520 |  | 108,233,004 |  | 113,761,305 |  | 122,124,392 |  | 104,995,842 |  | 84,562,308 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate |  | 14,620,071 |  | 18,664,288 |  | 25,339,592 |  | 29,046,329 |  | 32,928,391 |  | 36,627,674 |  | 33,472,905 |  | 25,313,444 |
| Gross Toll Revenue: Pay By Mail |  | 19,796,371 |  | 21,205,082 |  | 28,670,845 |  | 33,210,633 |  | 37,728,858 |  | 33,325,258 |  | 34,139,855 |  | 33,153,551 |
| Gross Toll Revenue: Toll Booth Payment |  | 17,725,885 |  | 19,298,704 |  | 21,863,665 |  | 21,719,343 |  | 21,658,191 |  | 21,400,495 |  | 19,560,647 |  | 20,387,117 |
| Total Gross Toll Revenue Potential |  | 132,419,732 |  | 143,096,002 |  | 174,702,623 |  | 192,209,309 |  | 206,076,745 |  | 213,477,818 |  | 192,169,248 |  | 163,416,420 |
| Adjusted Gross Toll Revenue |  | 124,810,847 |  | 133,847,072 |  | 161,263,633 |  | 178,043,668 |  | 192,253,965 |  | 200,992,492 |  | 178,732,146 |  | 148,804,389 |
| Misc. Revenues (contractual damages, interest earnings) |  | 584,256 |  | 756,931 |  | 1,386,459 |  | 4,329,340 |  | 1,727,005 |  | 3,776,966 |  | 8,482,474 |  | 2,316,292 |
| Transponder / Shield Sales |  | 844,441 |  | 930,860 |  | 3,080,827 |  | 1,769,035 |  | 1,802,143 |  | 1,811,246 |  | 1,853,814 |  | 1,418,798 |
| Late payment fees plus NSF / statement fees |  | 1,888,388 |  | 2,090,569 |  | 2,020,936 |  | 2,112,460 |  | 2,452,222 |  | 3,166,860 |  | 2,511,742 |  | 2,315,051 |
| Adjusted Gross Toll Revenue \& Fees |  | 128,127,932 |  | 137,625,432 |  | 167,751,855 |  | 186,254,503 |  | 198,235,336 |  | 209,747,565 |  | 191,580,177 |  | 154,854,531 |
| Violations |  | 8,894 |  | 9,662 |  | 7,652 |  | 4,581 |  | 1,911 |  | 1,746 |  | 610 |  | 88 |
| Civil Penalties \& Recovered Toll Revenue |  | 3,811,266 |  | 13,055,137 |  | 6,476,021 |  | 5,216,423 |  | 10,153,856 |  | 8,671,040 |  | 11,548,297 |  | 10,678,876 |
| Misc Non-Pledged Revenues |  | 416,235 |  | 101,721 |  |  |  | 304,242 |  | 15,659 |  | 162,578 |  | 199,683 |  | 116,880 |
| Total Toll Revenue \& Fees |  | 132,364,327 | \$ | 150,791,952 | \$ | 174,235,528 |  | 191,779,749 |  | \$ 208,406,762 | \$ | 218,582,930 | \$ | 203,328,767 | \$ | 165,650,374 |
| Forecast of Distributions |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tacoma Narrows Toll Account - 511 |  | 63,547,563 |  | 72,456,435 |  | 81,052,189 |  | 81,963,766 |  | 85,371,208 |  | 85,466,742 |  | 79,404,061 |  | 80,793,244 |
| SR 520 Coridor Toll Account - 16J |  | 63,132,620 |  | 66,708,728 |  | 72,276,038 |  | 81,038,957 |  | 86,363,517 |  | 90,522,942 |  | 75,029,772 |  | 49,253,873 |
| SR 520 Civil Penalties Account - 17P |  | 4,460,444 |  | 9,885,733 |  | 3,635,520 |  | 2,715,085 |  | 5,354,919 |  | 5,585,773 |  | 4,189,390 |  | 2,899,309 |
| High Occupancy Toll Lanes Account - 09F |  | 1,223,700 |  | 1,741,056 |  | 1,487,028 |  | 2,813,748 |  | 3,474,501 |  | 3,943,435 |  | 3,658,235 |  | 2,848,795 |
| 1-405 and SR 167 Express Toll Lanes Operations Account - 595 |  |  |  |  |  | 15,784,752 |  | 23,248,193 |  | 27,842,618 |  | 33,064,037 |  | 27,004,785 |  | 10,502,153 |
| Alaskan Way Viaduct Replacement Project Account - 535 |  |  |  |  |  |  |  |  |  |  |  |  |  | 14,042,523 |  | 19,353,001 |
| Total Distributions | \$ | 132,364,327 | \$ | 150,791,952 | \$ | 174,235,528 | \$ 1 | 191,779,749 | \$ | \$ 208,406,762 | \$ | 218,582,930 | \$ | 203,328,767 | \$ | 165,650,374 |

Transportation Revenue Forecast Council
Table F. 3. Toll Operations Forecast By Fiscal Year
March 2023

Tacoma Narrows Bridge Revenue
Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass Gross Toll Revenue: Pay By Mail Gross Toll Revenue: Toll Booth P
Total Gross Toll Revenue Potential
Good To Go! Pay by Plate Fees and STA Discounts
Adjusted Gross Toll Revenue
Miscellaneous Revenue (contractual damages, interest earnings) ransponder Sales
Late payment fees plus NSF / statement fees
Adjusted Gross Toll Revenue \& Fees
Violations
Civil Penalties \& Recovered Toll Revenue
Total Tacoma Narrows Bridge Revenue \& Fees
SR 520 Bridge Revenue
Gross Toll Revenue: Good To Go! Prepaid Accounts - Transponder Pass Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate
Gross Toll Revenue: Pay By Mail
Total Gross Toll Revenue Potential
Good To Go! Pay by Plate Fees and STA Discounts
Adjusted Gross Toll Revenue
Miscellaneous Pledged Revenue (contractual damages, interest earnings) Transponder Sales
ate payment fees
Lale payment fees plus NSF / statement fees
Adjusted Gross Toll Revenue \& Fees
SR 520 Other Revenue
Civil Penalties \& Recovered Toll Revenue
Misc Non-Pledged Revenues
$\xrightarrow{\text { Total SR } 520 \text { Revenue \& Fees }}$
Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate
Gross Toll Revenue: Pay By Mail
Good To Go! Pay by Plate Fees and STA Discounts
Toll Revenue Not Recognized \& Unaid Toll Revenue
djusted Gross Toll Revenue
Misc Revenues (interest earnings)
Transponder Sales
Late payment plus NSF / statement fees
Adjusted Gross Toll
Civil Penalties \& R
Total l-405 Revenue \& Fees
SR 167 Express Toll Lanes (ETLs )Revenue
Adjusted Gross Toll Revenue
Transponder / Shield S
NSF / statement fees
NSF / statement
Misc Revenues
Total SR 167 ETL Revenue \& Fees TOTAL EXPRESS TOLL

Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate Gross Toll Revenue: Pay By Mail
Total Gross Toll Revenue Potential
Good To Go! Pay by Plate Fees and STA Discounts
Good To Go! Pay by Plate Fees and STA Discounts
Toll Revenue Not Recognized \& Unpaid Toll Revenue
Adjusted Gross Toll Revenue
Misc Revenues (interest earnings) Transponder Sales
Late payment plus NSF / statement fees
SR 99 Tunnel Other Revenue
Civil Penalties \& Recovered Toll Revenue
Total SR 99 Tunnel Revenue \& Fees

| Current Biennium |  |  | Fiscal Year |  | Fiscal Year2025 |  | $\begin{gathered} \text { Fiscal Year } \\ 2026 \\ \hline \end{gathered}$ |  | Fiscal Year2027 |  | Fiscal Year2028 |  | Fiscal Year2029 |  | $\begin{gathered} \text { Fiscal Year } \\ 2030 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Fiscal Year } \\ 2031 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fiscal Year 2022 |  | $\begin{gathered} \text { Fiscal Year } \\ 2023 \\ \hline \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 41,779,532 |  | 38,262,000 |  | 37,112,000 |  | 37,585,000 |  | 37,945,000 |  | 38,328,000 |  | 38,714,000 |  | 39,103,000 | 39,498,000 | 39,894,000 |
| 14,669,690 |  | 14,387,000 |  | 13,263,000 |  | 13,446,000 |  | 13,579,000 |  | 13,715,000 |  | 13,857,000 |  | 13,996,000 | 14,137,000 | 14,274,000 |
| 12,049,576 |  | 11,740,000 |  | 10,954,000 |  | 11,112,000 |  | 11,228,000 |  | 11,341,000 |  | 11,455,000 |  | 11,572,000 | 11,687,000 | 11,802,000 |
| 20,643,613 |  | 19,473,000 |  | 19,004,000 |  | 19,232,000 |  | 19,427,000 |  | 19,623,000 |  | 19,822,000 |  | 20,021,000 | 20,222,000 | 20,425,000 |
| 89,142,410 |  | 83,862,000 |  | 80,333,000 |  | 81,375,000 |  | 82,179,000 |  | 83,007,000 |  | 83,848,000 |  | 84,692,000 | 85,544,000 | 86,395,000 |
| 639,535 |  | 693,000 |  | 668,000 |  | 682,000 |  | 691,000 |  | 698,000 |  | 0 |  | 0 | 00 | 0 |
| (6,451,338) |  | (7,421,000) |  | $(6,740,000)$ |  | $(6,743,000)$ |  | $(6,752,000)$ |  | $(6,820,000)$ |  | $(6,888,000)$ |  | $(6,958,000)$ | $(7,027,000)$ | $(7,096,000)$ |
| 83,330,606.83 |  | 77,134,000 |  | 74,261,000 |  | 75,314,000 |  | 76,118,000 |  | 76,885,000 |  | 77,665,000 |  | 78,446,000 | 79,236,000 | 80,025,000 |
| 542,723 |  | 319,000 |  | 245,000 |  | 164,000 |  | 105,000 |  | 54,000 |  | 2,000 |  |  |  |  |
| 544,874 |  | 550,000 |  | 445,000 |  | 449,000 |  | 453,000 |  | 458,000 |  | 462,000 |  | 467,000 | 475,000 | 488,000 |
| $(173,353)$ |  | 232,000 |  | 699,000 |  | 590,000 |  | 596,000 |  | 602,000 |  | 608,000 |  | 614,000 | 620,000 | 626,000 |
| 84,244,851 |  | 78,235,000 |  | 75,650,000 |  | 76,517,000 |  | 77,272,000 |  | 77,999,000 |  | 78,737,000 |  | 79,527,000 | 80,331,000 | 81,139,000 |
| $\begin{array}{r} 29 \\ (758,420) \end{array}$ |  | 22,000 |  | 1,439,000 |  | 1,934,000 |  | 1,814,000 |  | 1,832,000 |  | 1,851,000 |  | 870,000 | 1,889,000 | 1,907,000 |
| 83,486,460 | \$ | 78,257,000 | \$ | 77,089,000 | \$ | 78,451,000 | \$ | 79,086,000 | \$ | 79,831,000 | \$ | 80,588,000 | \$ | 81,397,000 | \$ 82,220,000 | \$ 83,046,000 |
| 36,755,202 |  | 42,138,000 |  | 53,764,000 |  | 57,021,000 |  | 56,589,000 |  | 59,000,000 |  | 60,042,000 |  | 62,382,000 | 62,597,000 | 64,920,000 |
| 15,845,362 |  | 19,214,000 |  | 24,061,000 |  | 25,646,000 |  | 25,575,000 |  | 26,794,000 |  | 27,398,000 |  | 28,601,000 | 28,836,000 | 30,048,000 |
| 11,357,916 |  | 12,970,000 |  | 15,980,000 |  | 16,764,000 |  | 16,456,000 |  | 16,967,000 |  | 17,075,000 |  | 17,540,000 | 17,400,000 | 17,837,000 |
| 63,958,480 |  | 74,322,000 |  | 93,805,000 |  | 99,431,000 |  | 98,620,000 |  | 102,761,000 |  | 104,515,000 |  | 108,523,000 | 108,833,000 | 112,805,000 |
| 1,271,175 |  | 1,544,000 |  | 1,713,000 |  | 1,847,000 |  | 1,867,000 |  | 1,948,000 |  | 1,990,000 |  | 2,062,000 | 2,065,000 | 2,135,000 |
| $(5,227,300)$ |  | $(5,772,000)$ |  | $(6,517,000)$ |  | $(6,817,000)$ |  | $(6,658,000)$ |  | $(6,881,000)$ |  | $(6,950,000)$ |  | (7,159,000) | (7,121,000) | $(7,337,000)$ |
| 60,002,355 |  | 70,094,000 |  | 89,001,000 |  | 94,461,000 |  | 93,829,000 |  | 97,828,000 |  | 99,555,000 |  | 103,426,000 | 103,777,000 | 107,603,000 |
| 1,599,964 |  | 828,000 |  | 925,000 |  | 1,020,000 |  | 1,128,000 |  | 1,231,000 |  | 1,331,000 |  | 1,438,000 | 1,563,000 | 1,586,000 |
| 751,485 |  | 788,000 |  | 833,000 |  | 888,000 |  | 889,000 |  | 924,000 |  | 939,000 |  | 969,000 | 973,000 | 1,018,000 |
| $(233,422)$ |  | 379,000 |  | 1,585,000 |  | 1,501,000 |  | 1,472,000 |  | 1,511,000 |  | 1,525,000 |  | 1,556,000 | 1,540,000 | 1,567,000 |
| 62,120,382 |  | 72,089,000 |  | 92,344,000 |  | 97,870,000 |  | 97,318,000 |  | 101,494,000 |  | 103,350,000 |  | 107,389,000 | 107,853,000 | 111,774,000 |
| $(1,330,329)$ |  | 24,000 |  | 1,974,000 |  | 3,020,000 |  | 3,492,000 |  | 3,516,000 |  | 3,662,000 |  | 3,703,000 | 3,741,000 | 3,749,000 |
| 60,828,216.11 | \$ | 72,113,000 | \$ | 94,318,000 | \$ | 100,890,000 | \$ | 100,810,000 | \$ | 105,010,000 | \$ | 107,012,000 | \$ | 111,092,000 | \$111,594,000 | \$115,523,000 |
| 7,839,127 |  | 11,131,000 |  | 12,841,000 |  | 18,814,000 |  | 19,799,000 |  | 22,792,000 |  | 23,986,000 |  | 25,243,000 | 26,975,000 | 27,199,000 |
| 3,602,130 |  | 5,502,000 |  | 6,445,000 |  | 9,444,000 |  | 9,939,000 |  | 11,442,000 |  | 12,041,000 |  | 12,672,000 | 13,541,000 | 13,654,000 |
| 4,357,116 |  | 6,250,000 |  | 7,495,000 |  | 8,328,000 |  | 8,722,000 |  | 10,163,000 |  | 10,644,000 |  | 11,123,000 | 11,954,000 | 12,164,000 |
| 15,798,373 |  | 22,883,000 |  | 26,781,000 |  | 36,586,000 |  | 38,460,000 |  | 44,397,000 |  | 46,671,000 |  | 49,038,000 | 52,470,000 | 53,017,000 |
| 531,504 |  | 604,000 |  | 627,000 |  | 871,000 |  | 886,000 |  | 1,069,000 |  | 1,086,000 |  | 1,103,000 | 1,132,000 | 1,138,000 |
| $(1,550,013)$ |  | $(2,386,000)$ |  | $(2,894,000)$ |  | $(3,768,000)$ |  | $(3,637,000)$ |  | $(4,263,000)$ |  | $(4,439,000)$ |  | $(4,666,000)$ | $(4,945,000)$ | $(5,074,000)$ |
| 14,779,865 |  | 21,101,000 |  | 24,514,000 |  | 33,689,000 |  | 35,709,000 |  | 41,203,000 |  | 43,318,000 |  | 45,475,000 | 48,657,000 | 49,081,000 |
| 880,956 |  | 1,228,000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 274,043 |  | 301,000 |  | 297,000 |  | 388,000 |  | 393,000 |  | 476,000 |  | 483,000 |  | 491,000 | 507,000 | 518,000 |
| (60,641) |  | 167,000 |  | 701,000 |  | 853,000 |  | 879,000 |  | 1,013,000 |  | 1,044,000 |  | 1,083,000 | 1,112,000 | 1,126,000 |
| 15,874,223 |  | 22,797,000 |  | 25,512,000 |  | 34,930,000 |  | 36,981,000 |  | 42,692,000 |  | 44,845,000 |  | 47,049,000 | 50,276,000 | 50,725,000 |
| $(464,372)$ |  | 13,000 |  | 878,000 |  | 1,529,000 |  | 1,634,000 |  | 1,791,000 |  | 1,951,000 |  | 2,017,000 | 2,093,000 | 2,144,000 |
| 15,409,851 | \$ | 22,810,000 | \$ | 26,390,000 | \$ | 36,459,000 | \$ | 38,615,000 | \$ | 44,483,000 | \$ | 46,796,000 | \$ | 49,066,000 | \$ 52,369,000 | \$ 52,869,000 |
| 3,550,577 |  | 5,357,000 |  | 7,017,000 |  | 7,941,000 |  | 8,596,000 |  | 9,287,000 |  | 10,012,000 |  | 10,776,000 | 12,005,000 | 12,982,000 |
| 128,213 |  | 130,000 |  | 124,000 |  | 133,000 |  | 137,000 |  | 142,000 |  | 146,000 |  | 151,000 | 158,000 | 166,000 |
| (25) |  |  |  | 2,000 |  | 2,000 |  | 3,000 |  | 3,000 |  | 4,000 |  | 4,000 | 4,000 | 4,000 |
| 58,786 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3,737,551 |  | 5,487,000 |  | 7,143,000 |  | 8,076,000 |  | 8,736,000 |  | 9,432,000 | \$ | 10,162,000 | \$ | 10,931,000 | 12,167,000 | 13,152,000 |
| 19,147,402 | \$ | 28,297,000 | \$ | 33,533,000 | \$ | 44,535,000 | \$ | 47,351,000 | \$ | 53,915,000 | \$ | 56,958,000 | \$ | 59,997,000 | \$ 64,536,000 | \$ 66,021,00 |
| 12,037,175 |  | 14,234,000 |  | 14,138,000 |  | 14,199,000 |  | 14,625,000 |  | 14,731,000 |  | 14,847,000 |  | 15,313,000 | 15,431,000 | 15,563,000 |
| 5,655,504 |  | 6,985,000 |  | 6,796,000 |  | 6,825,000 |  | 7,030,000 |  | 7,081,000 |  | 7,137,000 |  | 7,361,000 | 7,418,000 | 7,481,000 |
| 6,645,619 |  | 7,922,000 |  | 7,654,000 |  | 7,686,000 |  | 7,916,000 |  | 7,974,000 |  | 8,037,000 |  | 8,288,000 | 8,353,000 | 8,424,000 |
| 24,338,298 |  | 29,141,000 |  | 28,588,000 |  | 28,710,000 |  | 29,571,000 |  | 29,786,000 |  | 30,021,000 |  | 30,962,000 | 31,202,000 | 31,468,000 |
| 880,883 |  | 1,030,000 |  | 1,020,000 |  | 1,037,000 |  | 1,051,000 |  | 1,065,000 |  | 1,079,000 |  | 1,088,000 | 1,102,000 | 1,117,000 |
| $(2,563,132)$ |  | $(3,150,000)$ |  | $(2,947,000)$ |  | $(2,854,000)$ |  | $(2,903,000)$ |  | $(2,948,000)$ |  | $(2,971,000)$ |  | $(3,039,000)$ | $(3,087,000)$ | $(3,114,000)$ |
| 22,656,048 |  | 27,021,000 |  | 26,661,000 |  | 26,893,000 |  | 27,719,000 |  | 27,903,000 |  | 28,129,000 |  | 29,011,000 | 29,217,000 | 29,471,000 |
| 610,174 |  | 89,000 |  |  |  |  |  |  |  |  |  | 488000 |  |  |  |  |
| 468,927 |  | 496,000 |  | 468,000 |  | 473,000 |  | 477,000 |  | 483,000 |  | 488,000 |  | 494,000 | 503,000 | 519,000 |
| $(265,056)$ |  | 237,000 |  | 912,000 |  | 816,000 |  | 808,000 |  | 818,000 |  | 829,000 |  | 836,000 | 847,000 | 858,000 |
| 23,470,094 |  | 27,843,000 |  | 28,041,000 |  | 28,182,000 |  | 29,004,000 |  | 29,204,000 |  | 29,446,000 |  | 30,341,000 | 30,567,000 | 30,848,000 |
| $(1,103,483)$ | \$ |  | \$ | 1,756,000 | \$ | 2,588,000 | s | 2,357,000 | s | $2,382,000$ | s | $2,411,000$ | s | 2,440,000 | $2,469,000$ | $2,500,000$ $33,348,000$ |


| ALL Tolled Facilities Revenue |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Gross Toll Revenue: Good To Go! Prepaid Accounts -Transponder Pass | 101,961,613 | 111,122,000 | 124,872,000 |  | 135,560,000 |  | 137,554,000 |  | 144,138,000 |  | 147,601,000 |  | 152,817,000 | 156,506,000 | 160,558,000 |
| Gross Toll Revenue: Good To Go! Prepaid Accounts - Pay By Plate | 39,772,687 | 46,088,000 | 50,565,000 |  | 55,361,000 |  | 56,123,000 |  | 59,032,000 |  | 60,433,000 |  | 62,630,000 | 63,932,000 | 65,457,000 |
| Gross Toll Revenue: Pay By Mail | 34,410,226 | 38,882,000 | 42,083,000 |  | 43,890,000 |  | 44,322,000 |  | 46,445,000 |  | 47,211,000 |  | 48,523,000 | 49,394,000 | 50,227,000 |
| Gross Toll Revenue: Toll Booth Payment | 20,643,613 | 19,473,000 | 19,004,000 |  | 19,232,000 |  | 19,427,000 |  | 19,623,000 |  | 19,822,000 |  | 20,021,000 | 20,222,000 | 20,425,000 |
| Total Gross Toll Revenue Potential | 196,788,138 | 215,565,000 | 236,524,000 |  | 254,043,000 |  | 257,426,000 |  | 269,238,000 |  | 275,067,000 |  | 283,991,000 | 290,054,000 | 296,667,000 |
| Adjusted Gross Toll Revenue | 184,319,452 | 200,707,000 | 221,454,000 |  | 238,298,000 |  | 241,971,000 |  | 253,106,000 |  | 258,679,000 |  | 267,134,000 | 272,892,000 | 279,162,000 |
| Misc. Revenues (contractual damages, interest earnings) | 3,692,602 | 2,464,000 | 1,170,000 |  | 1,184,000 |  | 1,233,000 |  | 1,285,000 |  | 1,333,000 |  | 1,438,000 | 1,563,000 | 1,586,000 |
| Transponder / Shield Sales | 2,167,542 | 2,265,000 | 2,167,000 |  | 2,331,000 |  | 2,349,000 |  | 2,483,000 |  | 2,518,000 |  | 2,572,000 | 2,616,000 | 2,709,000 |
| Late payment fees plus NSF / statement fees | $(732,496)$ | 1,015,000 | 3,899,000 |  | 3,762,000 |  | 3,758,000 |  | 3,947,000 |  | 4,010,000 |  | 4,093,000 | 4,123,000 | 4,181,000 |
| Adjusted Gross Toll Revenue \& Fees | 189,447,100 | 206,451,000 | 228,690,000 |  | 245,575,000 |  | 249,311,000 |  | 260,821,000 |  | 266,540,000 |  | 275,237,000 | 281,194,000 | 287,638,000 |
| Violations |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Civil Penalties \& Recovered Toll Revenue | $(3,656,604)$ | 79,000 | 6,047,000 |  | 9,071,000 |  | 9,297,000 |  | 9,521,000 |  | 9,875,000 |  | 10,030,000 | 10,192,000 | 10,300,000 |
| Misc Non-Pledged Revenues | 38,164 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Toll Revenue \& Fees | 185,828,689 | \$ 206,530,000 | \$ 234,737,000 | \$ | 254,646,000 |  | 258,608,000 | \$ | 270,342,000 | \$ | 276,415,000 | \$ | 285,267,000 | \$291,386,000 | \$297,938,000 |
| Forecast of Distributions |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Tacoma Narrows Toll Account - 511 | 83,486,460 | 78,257,000 | 77,089,000 |  | 78,451,000 |  | 79,086,000 |  | 79,831,000 |  | 80,588,000 |  | 81,397,000 | 82,220,000 | 83,046,000 |
| SR 520 Coridor Toll Account - 16J | 62,158,545 | 72,089,000 | 92,344,000 |  | 97,870,000 |  | 97,318,000 |  | 101,494,000 |  | 103,350,000 |  | 107,389,000 | 107,853,000 | 111,774,000 |
| SR 520 Civil Penalties Account - 17P | $(1,330,329)$ | 24,000 | 1,974,000 |  | 3,020,000 |  | 3,492,000 |  | 3,516,000 |  | 3,662,000 |  | 3,703,000 | 3,741,000 | 3,749,000 |
| High Occupancy Toll Lanes Account - 09F | 3,737,551 | 5,487,000 | 7,143,000 |  | 8,076,000 |  | 8,736,000 |  | 9,432,000 |  | 10,162,000 |  | 10,931,000 | 12,167,000 | 13,152,000 |
| 1-405 and SR 167 Express Toll Lanes Operations Account - 595 | 15,409,851 | 22,810,000 | 26,390,000 |  | 36,459,000 |  | 38,615,000 |  | 44,483,000 |  | 46,796,000 |  | 49,066,000 | 52,369,000 | 52,869,000 |
| Alaskan Way Viaduct Replacement Project Account - 535 | 22,366,611 | 27,863,000 | 29,797,000 |  | 30,770,000 |  | 31,361,000 |  | 31,586,000 |  | 31,857,000 |  | 32,781,000 | 33,036,000 | 33,348,000 |
| Total Distributions | 185,828,689.11 | 206,530,000 | 234,737,000 | \$ | 254,646,000 | \$ | 258,608,000 | \$ | 270,342,000 | \$ | 276,415,000 | \$ | 285,267,000 | \$291,386,000 | \$297,938,000 |

## Federal Funds Forecast

## March 2023

[^2]
## Transportation Revenue Forecast Council

Table G.1. Alternate Washington Federal Revenue Federal Fiscal Year Forecast

## March 2023

| March 2023 |  |  |  |  |  |  | Current Biennium |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 2020 | 2021 |  |  |  |
|  | 2016 | 2017 | 2018 | 2019 |  |  | 2022 | 2023 | 2024 |
| Million Dollars |  |  |  |  |  |  |  |  |  |
| Apportionment (March 2023 Forecast) | 711.576 | 773.299 | 864.692 | 769.099 | 813.196 | 1,129.920 | 1,398.313 | 1,094.736 | 1,116.575 |
| Annual Percentage Change | 3.7\% | 8.7\% | 11.8\% | -11.1\% | 5.7\% | 38.9\% | 23.8\% | -21.7\% | 2.0\% |
| Apportionment (Nov. 2022 Forecast) | 711.576 | 773.299 | 864.692 | 769.099 | 813.196 | 1,129.920 | 1,398.313 | 1,094.736 | 1,116.575 |
| Annual Percentage Change | 3.7\% | 8.7\% | 11.8\% | -11.1\% | 5.7\% | 38.9\% | 23.8\% | -21.7\% | 2.0\% |
| Percentage Change, March 2023 vs. Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Obligation Authority (March 2023 Forecast) | 697.345 | 666.497 | 697.345 | 775.274 | 792.259 | 959.684 | 1,052.394 | 1,072.842 | 1,094.244 |
| Annual Percentage Change | -0.5\% | -4.4\% | 4.6\% | 11.2\% | 2.2\% | 21.1\% | 9.7\% | 1.9\% | 2.0\% |
| Obligation Authority (Nov. 2022 Forecast) | 697.345 | 666.497 | 906.643 | 755.597 | 792.259 | 959.684 | 1,052.394 | 1,072.842 | 1,094.244 |
| Annual Percentage Change | 0.1\% | -4.4\% | 36.0\% | -16.7\% | 4.9\% | 21.1\% | 9.7\% | 1.9\% | 2.0\% |
| Percentage Change, March 2023 vs. Nov. 2022 | 0.0\% | 0.0\% | -23.1\% | 2.6\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| FFY 2010 - FFY 2020 are reconciled to actual FHWA distributions |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| Million Dollars |  |  |  |  |  |  |  |  |  |
| Apportionment (March 2023 Forecast) | 1,138.844 | 1,161.549 | 1,171.789 | 1,183.168 | 1,193.901 | 1,306.238 | 1,215.149 | 1,225.754 | 1,236.309 |
| Annual Percentage Change | 2.0\% | 2.0\% | 0.9\% | 1.0\% | 0.9\% | 9.4\% | -7.0\% | 0.9\% | 0.9\% |
| Apportionment (Nov. 2022 Forecast) | 1,138.844 | 1,161.549 | 1,171.789 | 1,183.168 | 1,193.901 | 1,306.238 | 1,215.149 | 1,225.754 | 1,236.309 |
| Annual Percentage Change | 2.0\% | 2.0\% | 0.9\% | 1.0\% | 0.9\% | 9.4\% | -7.0\% | 0.9\% | 0.9\% |
| Percentage Change, March 2023 vs. Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
| Obligation Authority (March 2023 Forecast) | 1,116.067 | 1138.318 | 1148.353 | 1159.505 | 1170.023 | 1180.449 | 1190.846 | 1201.239 | 1211.583 |
| Annual Percentage Change | 2.0\% | 2.0\% | 0.9\% | 1.0\% | 0.9\% | 0.9\% | 0.9\% | 0.9\% | 0.9\% |
| Obligation Authority (Nov. 2022 Forecast) | 1,116.067 | 1138.318 | 1148.353 | 1159.505 | 1170.023 | 1180.449 | 1190.846 | 1201.239 | 1211.583 |
| Annual Percentage Change | 2.0\% | 2.0\% | 0.9\% | 1.0\% | 0.9\% | 0.9\% | 0.9\% | 0.9\% | 0.9\% |
| Percentage Change, March 2023 vs. Nov. 2022 | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% | 0.0\% |
|  |  |  |  |  |  |  |  |  |  |

Federal Fisc
March 2023




\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multicolumn{19}{|l|}{Transportation Revenue Forecast Council Table G. 2. Federal Funds Forecast} \\
\hline \multicolumn{19}{|l|}{Federal Fiscal Year Comparison
March 2023} \\
\hline Federal Funds Forecast - Highways \& \& 2029 \& \& 2029 \& Difference \& \& 2030 \& \& 2030 \& Differenc \& \& \& 2031 \& \& 2031 \& Differe \& \& \\
\hline Washington Apportionment and Obligation Authority Forecast \& \& March 2023 \& \& Nov. 2022 \& Value \& Percent \& March 2023 \& \& Nov. 2022 \& Value \& \& Percent \& March 2023 \& \& Nov. 2022 \& Valu \& \& Percent \\
\hline \multicolumn{19}{|l|}{\multirow[t]{2}{*}{\begin{tabular}{l}
Interstate System Condition Penally (23 U.S.C 119 (f)(1)) \\
Surface Transportation Block Grant Program (STBGP)
\end{tabular}}} \\
\hline \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline \multicolumn{2}{|l|}{Bridge Program (15\% off-system)} \& \(22,930,000\)
\(105,880,000\) \& \& \(22,930,000\)
\(105,080,000\) \& \& \({ }^{0.0 \% \%}\) \& \(22,930,000\)
\(105,080,000\) \& \& \(22,930,000\)
105080,000 \& \& , \& \({ }^{0.0 \% \%}\) \& \(22,930,000\)
\(105,080,000\) \& \& \(22,930,000\)
\(105,080,000\) \& \& \& \({ }_{0}^{0.0 \% \%}\) \\
\hline \multicolumn{2}{|l|}{} \& 107,310,000 \& \& 107,310,000 \& \& 0.0\% \& 109,472,000 \& \& 109,472,000 \& \& - \& 0.0\% \& 111,628,000 \& \& 111,628,000 \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{} \& 21,387,000 \& \& 21,387,000 \& \& 0.0\% \& 21,582,000 \& \& 21,582,000 \& \& \& 0.0\% \& 21,776,000 \& \& \$21,776,000 \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Highway Soarely}} \& \& \& 1, 8 , 1,995,000 \& \& - \({ }_{\text {a }}^{0.0 \%}\) \& \(1,895,000\)
\(84,944,000\) \& \& \& \& : \& - \& \(1,895,000\)
\(85.700,000\) \& \& \(1,895,000\)
S85,709000 \& \& \& -0.0\% \\
\hline \& \& \(84,176,000\)
\(4.584,000\) \& \& \(84,176,000\)
4.584000 \& \& -0.0\% \& \(84,944,000\)
\(4.626,000\) \& \& \(84,944,000\)
\(4.626,000\) \& \& : \& \({ }^{0.0 \% \%}\) \& 85,709,000
4.668 .000 \& \& S85,709,000
S4,668.000 \& \& \& \({ }^{0.0 \% \%}\) \\
\hline \multicolumn{2}{|l|}{Rail-Highway Crossing Program
Congestion Mitigaion and Air
aualit Improvement Program (CMAQ)} \& 4, \(4.584,00000\) \& \&  \& \& -0.0\% \& \(\begin{array}{r}4,4626,000 \\ 44,38,000 \\ \hline 2,080000\end{array}\) \& \& \(4,4,26,000\)
\(44,38,000\) \& \& : \& - \& 4,668,000 \& \& S4,688,000
s4,727,7000 \& \& \& - \\
\hline \multicolumn{2}{|l|}{Congestion Mitigation and A Pr Quaity Improvement Program (CMAQ)} \& 25,651,000
10,754,000 \& \& \(25,551,000\)
10754000 \& \& 0.0\%\% \& \(25.885,000\)
\(10.852,000\) \& \& \(25,885,000\)
10.852000 \& \& : \& 0.0\% \& \(26,118,000\)
10,950000 \& \& \$26,118,000 \& \& \& - \\
\hline \multicolumn{2}{|l|}{Netropolitan Planning (MPO)} \& \(10,54,000\)
\(18,853,000\) \& \& \(10,754,000\)
\(18,853,000\) \& \& -0.0\% \& \(10,852,000\)
\(19.024,000\) \& \& 10, \(19.8524,0000\)
19,000 \& \& : \& -0.0\% \& 10,950,000
\(19,196,000\) \& \& \$ \({ }^{\text {S10,9,950,000 }}\) \& \& \& \({ }_{\text {a }}^{0.0 \%}\) \\
\hline \multicolumn{2}{|l|}{Statewide Plannin \& Research} \& 23,529,000 \& \& 23,529,000 \& \& 0.0\% \& 23,74,000 \& \& 23,743,000 \& \& \& 0.0\% \& 23,95,000 \& \& 23,957,000 \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{Carbon Reduction Program
PROTECT} \& 26,75,000 \& \& 26,755,000 \& \& 0.0\% \& 26,99,000 \& \& 26,999,000 \& \& . \& 0.0\% \& 27,24,000 \& \& 27,242,000 \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Subtotal Core Programs Apportionment Subtotal Core Programs Obligation Authority}} \& 1,008,246,000 \& \& 1,008,246,000 \& \& 0.0\% \& 1,017,435,000 \& \& 1,0177,435,000 \& \& : \& 0.0\% \& 1,026,598,000 \& \& 1,026,598,000 \& \& \& 0.0\% \\
\hline \& \& 989,107,000 \& \& 989,107,000 \& \& \& 998,122,000 \& \& 998,122,000 \& \& \& \& 1,007,111,000 \& \& 1,007,111,000 \& \& \& \\
\hline \multicolumn{2}{|l|}{Bridge Formula Program} \& 142,630,000 \& \& 142,63,000 \& \& 0.0\% \& 143,930,000 \& \& 143,93,000 \& \& \& 0.0\% \& 145,226,000 \& \& 145,26,000 \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{National Electric V Veicicie Program
Ferry Boats and Terminals}} \& 16,475,000 \& \& 16,475,000 \& \& 0.0\% \& 16,625,000 \& \& 16,625,000 \& \& \& 0.0\% \& 16,775,000 \& \& 16,775,000 \& \& \& 0.0\% \\
\hline \& \& 26,55,000 \& \& 26,550,000 \& \& 0.0\% \& 26,55,000 \& \& 26,55,000 \& \& \& 0.0\% \& 26,55,000 \& \& 26,550,000 \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{Ferry Boats and Terminals
Discretioary and Alloceded Programs} \& \& \& \& \& 0.0\% \& \& \& \& \& \& 0.0\% \& \& \& \& \& \& 0.0\% \\
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Total Washington Apportionment Total Washington Obligation Authority}} \& 1,193,901,000 \& \& 1,193,901,000 \& \& 0.0\% \& 1,204,540,000 \& \& 1,204,544,000 \& \& . \& 0.0\% \& 1,215,149,000 \& \& 1,215,149,000 \& \& \& 0.0\% \\
\hline \& \& 1,170,023,000 \& \& 1,170,023,000 \& \& 0.0\% \& 1,180,449,000 \& \& 1,180,449,000 \& \& \& 0.0\% \& 1,190,846,000 \& \& 1,190,846,000 \& \& \& 0.0\% \\
\hline \multicolumn{19}{|l|}{Covid-19 Stimulus Funds including ARPA} \\
\hline \multicolumn{19}{|l|}{Forecast Distributions} \\
\hline \multicolumn{19}{|l|}{\multirow[t]{2}{*}{State Programs \(\begin{aligned} \& \text { Federal Ald } \\ \& \text { Highway Core Programs }\end{aligned}\)}} \\
\hline \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \\
\hline \multicolumn{19}{|l|}{} \\
\hline \multicolumn{19}{|l|}{} \\
\hline \multicolumn{2}{|l|}{} \& \(41,073,000\)

1,895000 \& \& | $41,073,000$ |
| :--- |
| 1895000 | \& \& 0.0\% \& $\begin{array}{r}41,450.000 \\ \begin{array}{r}1,895000\end{array} \\ \hline\end{array}$ \& \& $\begin{array}{r}41,450,000 \\ \hline 1,895000\end{array}$ \& \& \& 0.0\% \& ${ }^{41,826,000}$ \& \& ${ }^{41,826,000}$ \& \& \& 0.0\% <br>

\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{Highay Sately Improvement Program (HSIP) @}} \& $1,895,000$
$36,547,000$ \& \& 3, $1,895,000$
$36,57,000$ \& \& - $0.0 \%$ \& $1,895,000$
$36,88,000$ \& \& 36,895,000
$36,88,000$ \& \& \& -0.0\% \& 3, 3 , 7295,0000000 \& \& ${ }_{3}^{1,7,295,0000}$ \& \& \& ${ }^{0.0 \%}$ <br>
\hline \& \& \& \& \& \& 0.0\% \& \& \& \& \& \& 0.0\% \& \& \& \& \& \& 0.0\% <br>
\hline \multicolumn{2}{|l|}{National Freight Program} \& 12,825,500 \& \& 12,825,500 \& \& - \& 12,942,500 \& \& 12,942,500 \& \& \& - $0.0 \%$ \& 13,059,000 \& \& 13,059,000 \& \& \& -0.0\% <br>
\hline \multicolumn{2}{|l|}{Metropilitan lanning (MPO)} \& 18,853,000 \& \& 18,853,000 \& \& 0.0\% \& 19,024,000 \& \& 19,024,000 \& \& \& 0.0\% \& 19,196,000 \& \& 19,196,000 \& \& \& -0.0\% <br>
\hline Carbon Reduction Program \& \& 8,235,150 \& \& 8,235,150 \& \& 100.0\% \& 8,310,050 \& \& 8,310,050 \& \& \& 100.0\% \& 8,384,950 \& \& 8,384,950 \& \& \& 00.0\% <br>
\hline \multicolumn{2}{|l|}{PROTECT} \& \& \& \& \& 100.0\% \& \& \& \& \& \& 100.0\% \& \& \& \& \& \& 00.0\% <br>
\hline Subtotal Core Programs Apportionment \& \& 544,201,650 \& \& 544,201,650 \& \& 0.0\% \& 549,145,550 \& \& 549,145,550 \& \& \& 0.0\% \& 554,076,950 \& \& 554,076,950 \& \& \& 0.0\% <br>
\hline \multicolumn{2}{|l|}{Subtotal Core Programs Obligation Authority} \& 533,317,617 \& \& 533,317,617 \& \& 0.0\% \& 538,162,639 \& \& 538,162,639 \& \& \& 0.0\% \& 542,995,411 \& \& 542,995,411 \& \& \& 0.0\% <br>
\hline \multicolumn{2}{|l|}{Bridge Formula Program
Nationa Electric vehicle Program} \& $65,610,000$
1645000 \& \& $65,610,000$
1645000 \& \& 0.0\% \& $66,208,000$
16,625000 \& \& 66,208,000 \& \& \& 0.0\% \& 66,804,000 \& \& ${ }^{66,84,4000}$ \& \& \& <br>
\hline \multicolumn{2}{|l|}{\multirow[b]{2}{*}{Fery yoats and Terminals Discretionary and Alocated Programs}} \& $16,475,000$
$24,083,000$ \& \& $16,475,000$
$24,083,000$ \& \& 0.0\% \& $16,265,000$
$24,083,000$ \& \&  \& \& \& 0.0\% \& $16,775,000$
$24,083,000$ \& \& $16,775,000$
$24,083,000$ \& \& \& ${ }^{0.0 \%}$ <br>
\hline \& \& \& \& \& \& - \& \& \& \& \& \& - \& \& \& \& \& \& - <br>
\hline \multicolumn{2}{|l|}{Total State Apportionment} \& 650,369,650 \& \& 650,369,650 \& \& 0.0\% \& 656,061,550 \& \& 656,061,550 \& \& \& 0.0\% \& 661,738,950 \& \& 661,738,950 \& \& \& <br>
\hline State Obligation Authority
COVID-19 Stimulus Funds \& \& 538,628,605 \& \& 538,628,605 \& \& 0.0\% \& 543,517,852 \& \& 543,517,852 \& \& - \& 0.0\% \& 548,394,427 \& \& 548,394,427 \& \& \& 0.0\% <br>
\hline \multicolumn{19}{|l|}{ograms} <br>
\hline \multicolumn{19}{|l|}{\multirow[t]{2}{*}{}} <br>
\hline \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& \& <br>
\hline \multirow[t]{2}{*}{-} \& \& 22,930,000 \& \& 22,93,000 \& \& 0.0\% \& 22,930,000 \& \& 22,930,000 \& \& \& 0.0\% \& 22,930,000 \& \& 22,930,000 \& \& \& 0.0\% <br>
\hline \& \& 105,000.000 \& \& 105,080,000 \& \& 0.0\% \& 105,000.000 \& \& 105,080,000 \& \& \& 0.0\% \& 105,080,000 \& \& 105,080,000 \& \& \& 0.0\% <br>
\hline \multirow[b]{2}{*}{STBGP Set Aside (previously Transoortation Alternatives Program)
Highway Saiely Improvement Program (HSIP)} \& \&  \& \&  \& \& 0.0\% \& ${ }^{68,022,000}$ \& \&  \& \& \& ${ }^{0.00 \%}$ \&  \& \& 219,776,000 \& \& \& ${ }_{0}^{0.0 \%}$ <br>
\hline \& \& 47,629,000 \& \& 47, 629,000 \& \& 0.0\% \& 48,064,000 \& \& 48,064,000 \& \& - \& 0.0\% \& 48,47,000 \& \& 48,497,000 \& \& \& <br>
\hline Highway Satety Improvement Program (HSIP)
Rail-lighway Crossing \& \& 4,554,000 \& \& 4,584,000 \& \& 0.0\% \& 4,626,000 \& \& 4,626,000 \& \& - \& 0.0\% \& 4,668,000 \& \& 4,668,000 \& \& \& 0.0\% <br>
\hline \multirow[t]{2}{*}{} \& \& 43,928,000 \& \& ${ }^{43,288,000}$ \& \& 0.0\% \& 44,328,000 \& \& 44,328,000 \& \& - \& 0.0\% \& 44,727,000 \& \& 44,727,000 \& \& \& <br>
\hline \& \& \$12,825,500 \& \& 12,825,500 \& \& ${ }^{0.0 \%}$ \& \$\$12,92,5000 \& \& \$12,942,500 \& \& : \& 0.0\% \& \$13,059,000 \& \& 13,055,000 \& \& \& ${ }^{0.0 \% \%}$ <br>
\hline \multirow[t]{2}{*}{Carbon reduction Program
PROTEC} \& \& $10,754,000$
$15,293,850$ \& \& $10.754,000$
$15,23,850$ \& \& 10.0\%\% \& $10,852,00$
$15,432,950$ \& \& $10,852,00$
$15,432,950$ \& \& \& 10.0.0\% \& ${ }^{10,950,000} 11572,050$ \& \& 10,955,000
15,572,050 \& \& \& 100.0\% <br>
\hline \& \& 26,75,000 \& \& 26,755,000 \& \& 100.0\% \& 26,999,000 \& \& 26,999,000 \& \& - \& 100.0\% \& 27,242,000 \& \& 27, 242,000 \& \& \& 100.0\% <br>
\hline PROTECT
Statewide Planning \& Research \& \& 464,044,350 \& \& 464,044,350 \& \& 0.0\% \& 569,987,450 \& \& 569,987,450 \& \& \& 0.0\% \& 472,521,050 \& \& \& \& \& 0.0\%\% <br>
\hline Subtotal Core Programs Apportionment Subtotal Core Programs Obligation Authority \& \& 454,763,463 \& \& 454,76, 463 \& \& 0.0\% \& 458,923,661 \& \& 458,923,661 \& \& . \& 0.0\% \& 463,070,629 \& \& 463,07, 229 \& \& \& 0.0\% <br>
\hline \multicolumn{2}{|l|}{} \& 77,02,000 \& \& 77,020,000 \& \& \& 77,722,000 \& \& 77,722,000 \& \& \& \& 78,422,000 \& \& 78,422,000 \& \& \& 100.0\% <br>
\hline \multicolumn{2}{|l|}{\multirow[t]{2}{*}{National Electric Vehicle Program Discretionary and Allocated Programs}} \& \& \& \& \& 100.0\% \& \& \& \& \& \& 100.0\% \& \& \& \& \& \& 100.0\% <br>
\hline \& \& 2467000 \& \& 2467000 \& \& -0.0\% \& 2467,000 \& \& 67000 \& \& \& 0.0\% \& 2467000 \& \& 2467000 \& \& \& 0.0\% <br>
\hline \multirow[t]{2}{*}{Total Local Apportionment Local Obligation Authority} \& \& 543,531,350 \& \& \& \& \& 650,176,450 \& \& \& \& \& \& \& \& \& \& \& <br>
\hline \& \& 422,005,395 \& \& 422,00, ,395 \& \& 0.0\% \& 425,634,148 \& \& 425,634,148 \& \& \& 0.0\% \& 429,251,573 \& \& 429,251,573 \& \& \& 0.0\% <br>
\hline \multirow[t]{2}{*}{Total Washington Apportionment
Total Washington Obigation Authority} \& s \& 1,193,901,000 \& s \& 1,193,901,000 \& \& 0.0\% s \& 1,306,238,000 \& \$ \& 1,306,238,000 \& \& \& 0.0\% s \& 1,215,149,000 \& s \& 1,215,149,000 \& \& \& 0.0\% <br>
\hline \& s \& 1,170,023,000 \& \& 1,170,023,000 \& \& 0.0\% s \& 1,180,449,000 \& \& 1,180,449,000 \& \& \& 0.0\% \$ \& 1,190,846,000 \& \& 1,190,846,000 \& \& \& 0.0\% <br>
\hline
\end{tabular}



Transportation Revenue Forecast Council
Table G. 3. Formula Federal Funds Forecast - FTA
Federal Fiscal Year Compariso
Federal Transit Administration (FTA) Forecast - Public Transportation


|  |  | $2018$Mar-23 |  | $2018$Nov-22 |  | Difference |  |  |  | $\begin{gathered} 2019 \\ \text { Mar-23 } \end{gathered}$ |  | $\begin{gathered} 2019 \\ \text { Nov-22 } \end{gathered}$ |  | Difference |  |  |  | $\begin{gathered} 2020 \\ \text { Mar-23 } \end{gathered}$ |  | $\begin{gathered} 2020 \\ \text { Nov- } 22 \end{gathered}$ |  | Difference |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5304 | Statewide Planning Program | \$ | 505,355 | \$ | 505,355 | \$ |  |  | 0.0\% | \$ | 516,000 | \$ | 516,000 | \$ |  |  | 0.0\% | \$ | 527,000 | \$ | 527,000 | \$ |  | 0.0\% |
| 5311(a) | Nonurbanized Area Formula Program |  | 13,345,440 |  | 13,345,440 |  |  |  | 0.0\% |  | 13.465,000 |  | 13,465,000 |  |  |  | 0.0\% |  | 14,733,000 |  | 13,751,000 |  | 982,000 | 7.1\% |
| 5311(b) | Rural Transit Assistance Program |  | 209,024 |  | 209,024 |  |  |  | 0.0\% |  | 214,000 |  | 214,000 |  |  |  | 0.0\% |  | 231,000 |  | 219,000 |  | 12,000 | 5.5\% |
| 5329 | State Safety Oversight Program |  | 600,480 |  | 600,480 |  |  | - | 0.0\% |  | 544,000 |  | 544,000 |  |  | - | 0.0\% |  | 661,000 |  | 555,000 |  | 106,000 | 19.1\% |
| 5339 | Bus and Bus Facilities Program |  | 3,500,000 |  | 3,500,000 |  |  | - | 0.0\% |  | 1,595,000 |  | 1,595,000 |  |  |  | 0.0\% |  | 3,500,000 |  | 1,629,000 |  | 1,871,000 | 14.9\% |
| 5311 (b) | CARES Act Federal Distribuiton - Rural Transit Asstance |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 44,122,000 |  | 44,121,608 |  | 392 | 0.0\% |
|  | Totals | \$ | 23,544,126 | s | 23,544,126 | \$ |  | - | 0.0\% | s | 19,222,000 | \$ | 19,222,000 | \$ |  | - | 0.0\% | s | 66,891,000 | \$ | 63,751,608 | \$ | 3,139,392 | 4.9\% |






## Federal Transit Administration (FTA) Forecast - Washington State Ferries




[^0]:    Multimodal Fund = Penalty Fees, Plate Number Retention Fees, Filing Fees, and
    Most transfers occur on July 1st of each year. Capron transfers occur monthly.
    Transfer occurs the last day of September, December, March, and June
    *As of the June 2021 forecast, Vehicle Business Licenses include Abondoned Vehicle Fees (108), and Plate Related Feees include Plate Transfer Fees (108)

[^1]:    ${ }^{*}$ In Billions of Dollars

[^2]:    Contact: Nguyen Dang, Washington State Department of Transportation, 360-705-7512, DangN@wsdot.wa.gov

