Transportation Revenue Forecast Council
March 2015 Transportation Economic and Revenue Forecasts

Volume III: Confidence Intervals
Transportation Revenue
Forecast Council
March 2015

• Motor Fuel Revenue Variance.................................................................III-3
• Motor Vehicle Related Revenue (LPF) Variance........................................III-γ
• Motor Vehicle Related Revenue (LPF) Confidence Interval.......................III-χ ι
• Forecast of Fuel, Vehicles, and Related Data........................................III-τ ι
Individual forecasts during the period from November 2010 through March 2015 vary by no more than $37.88 million (1.48%) around the midpoint.

*NOTE: Forecasting methodological changes made in November 2010*
Gasoline revenue: actuals compared to forecasted revenue from preceding forecast

Source: WSDOT Economics, March 2015
Diesel revenue: actuals compared to forecasted revenue from preceding forecast

Source: WSDOT, February 2015
Forecasts from June 09 to February 12 vary no more than $20.6 million (2.17%) around the midpoint.

Forecasts from June 12 to Feb 14 vary no more than $10.1 million (1.01%) around the midpoint.

Variance in License, Permits, and Fee Forecasts for the 2013-15 Biennium

2014 Legislative Changes

Adopted

March 19, 2015
### Forecast of Fuel, Vehicles, and Related Data Through 2027

Forecast Starts in FY2015  
March 2015

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Gross Fuel Consumption (Millions)</th>
<th>Refunds &amp; Transfers (Millions)</th>
<th>Highway Use Motorized Vehicle Registrations (Thou.)</th>
<th>Population (Thousands)</th>
<th>Driver Licenses (Thou.)</th>
<th>License/ Total Refunds &amp; Transfers (Gallons/ Person)</th>
<th>Non-Highway Refunds (Gallons/ Person)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>3,250</td>
<td>150</td>
<td>3,100</td>
<td>4,320</td>
<td>5,810</td>
<td>4,208</td>
<td>3,810</td>
</tr>
<tr>
<td>2001</td>
<td>3,124</td>
<td>122</td>
<td>3,002</td>
<td>4,247</td>
<td>5,927</td>
<td>4,019</td>
<td>3,566</td>
</tr>
<tr>
<td>2002</td>
<td>3,317</td>
<td>175</td>
<td>3,142</td>
<td>4,265</td>
<td>5,974</td>
<td>4,082</td>
<td>3,597</td>
</tr>
<tr>
<td>2004</td>
<td>3,411</td>
<td>202</td>
<td>3,208</td>
<td>4,358</td>
<td>5,910</td>
<td>4,052</td>
<td>3,553</td>
</tr>
<tr>
<td>2005</td>
<td>3,442</td>
<td>213</td>
<td>3,229</td>
<td>4,394</td>
<td>5,845</td>
<td>4,032</td>
<td>3,528</td>
</tr>
<tr>
<td>2006</td>
<td>3,490</td>
<td>228</td>
<td>3,328</td>
<td>4,435</td>
<td>5,785</td>
<td>3,989</td>
<td>3,493</td>
</tr>
<tr>
<td>2007</td>
<td>3,534</td>
<td>242</td>
<td>3,373</td>
<td>4,482</td>
<td>5,726</td>
<td>3,930</td>
<td>3,448</td>
</tr>
</tbody>
</table>

**Notes:**
- [4] Privately owned passenger cars, motorhomes, motorcycles, tow trucks, trucks, busses, restored & antiques, and mopeds (1950 through 1977 reduced by 5%).
- [5] Forecast assumed to grow proportionally with increase in total population.
- [6] These gallons (numerator) per person are net after non-highway and refunds.
- [7] Gross fuel consumption per person is based on gross fuel consumption net of non-highway refunds EXCEPT tribal refund gallons.

Gallons per person for 1998 through 2027 revised due to reformulation of calculations.

Adopted March 19, 2015