Clean Fuels Standard

State Transportation Investment Credit Revenue Generation Forecast

October 2025

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Executive Summary

This 2025 Clean Fuels Standard (CFS) Credit Revenue Forecast Report is the Washington State Department of Transportation's (WSDOT) fourth annual report of how state transportation investments can generate revenue under Washington's CFS. The report fulfills a legislative requirement to track state-funded projects and estimate the potential value of credits they can earn.

Washington's CFS, created by the Legislature and launched in 2023, requires fuel suppliers to reduce the carbon intensity of transportation fuels over time. To encourage cleaner alternatives, the program issues "credits" when electricity, hydrogen, or other low-carbon fuels are used in place of gasoline or diesel. These credits can be sold in a state-run market, generating revenues that can be reinvested in clean transportation projects.

The forecast shows that Washington's long-term investments in electrification, such as building hybrid electric ferries, installing electric vehicle charging stations, and supporting zero emission transit, are expected to generate significant credit revenues in future years. However, near-term revenues are smaller than previous forecasts because recent credit prices in the market have dropped and some projects are not yet fully operational.

Several other state agencies also participate in the CFS program. The Washington State Department of Natural Resources (DNR) has begun generating credits from its chargers, while the Washington State Parks and Recreation Commission (Parks) has registered but must upgrade its chargers to track and report energy use. The Washington State Department of Enterprise Services (DES) is in the process of registering for the CFS program and getting chargers networked so it can also begin generating credit. In addition, local governments, tribes, and other partners that receive state funding will need to register with the program and track their energy use in order to participate.

In the coming year, WSDOT will prioritize completing the Energy Efficiency Ratio (EER) application and reporting for Washington State Ferries' first hybrid electric vessel. WSDOT and other state agencies will also work to improve energy data collection by ensuring more charging stations are connected to reliable systems that can measure electricity usage. Agencies recommend reinvesting credit revenues in expanding zero emission fleets, upgrading charging infrastructure, offsetting program fees, and supporting community outreach and education.

In short, while near-term revenues are limited, Washington's continued investment in clean transportation infrastructure is laying the foundation for future credit revenues that can accelerate the state's transition to a low carbon transportation system.

SECTION 1 Introduction

The Washington State Legislature designed the CFS to reduce greenhouse gas (GHG) emissions from the transportation sector by setting emissions caps on fuels and promoting a shift toward low-carbon and renewable alternatives. These alternatives will reduce dependence on petroleum and help improve air quality. Washington State's CFS took effective in 2023, requiring fuel suppliers to achieve a 20% reduction in carbon intensity (CI) from 2017 levels by 2034.[1] In 2025, the program was updated to target a 45% reduction by 2038, with the option to reach 55% if certain conditions are met.[2]

The CFS operates through a market-based system that incentivizes the production and use of cleaner fuels. The Washington State Department of Ecology (ECY) sets a benchmark CI for fuels that is lower than the CI of conventional gasoline and diesel. Fuels with a CI above this benchmark then generate deficits for each unit of emissions produced, while those below it generate credits. The further a fuel's CI is from the benchmark, the more credits or deficits are generated. Entities with deficits must purchase credits from producers of cleaner fuels to comply, creating a financial incentive for clean fuel development. The benchmark is periodically lowered to ensure continued emissions reductions.

Under RCW 70A.535.050, credits can also be generated from state-funded transportation investments included in an omnibus transportation appropriations act, provided those investments contribute to GHG reductions and the decarbonization of the transportation sector. Activities the legislature intended as eligible include, but are not limited to: electrical grid and hydrogen fueling infrastructure investments, ferry operating and capital investments, electrification of the state ferry fleet, alternative fuel vehicle rebate programs, transit grants, infrastructure and other costs associated with the adoption of alternative fuel use by transit agencies, bike and pedestrian grant programs and other activities, complete streets and safe walking grants and allocations, rail funding, and other multimodal investments.[3]

Beginning in 2022, Washington State law requires the Washington State Department of Transportation (WSDOT) to coordinate with ECY to identify potential credit revenues likely to be generated from state transportation investments. WSDOT must prepare a 10-year forecast of these potential revenues annually and develop a preferred reinvestment strategy, which is submitted to the Joint Transportation Committee (JTC) for review. The 2023-2025 Transportation Budget also added proviso language, which refers to specific conditions written into budget that direct how funds must be used. Under this proviso, the Parks, DES, and DNR, referred to as the "proviso agencies", are required to register for the CFS program and collaborate with WSDOT to track revenue generation.

This is WSDOT's fourth annual CFS report, prepared by the Climate Mitigation and Adaptation

[1] HB 1091: https://app.leg.wa.gov/billsummary?Year=2021&BillNumber=1091
[2] HB 1409: https://app.leg.wa.gov/billsummary?BillNumber=1409&Year=2025&Initiative=false
[3] RCW 70A.535.050: https://app.leg.wa.gov/RCW/default.aspx?cite=70A.535.050

Branch in WSDOT's Environmental Services Office (ESO). Building on the 2024 report[4], this report includes updated lists of eligible transportation investments, incorporating inputs from relevant WSDOT divisions and participating state agencies. Credit revenues forecasts are based on available project data or the best available estimates of fuel and energy usage. The report also outlines the preferred strategy for reinvesting credit revenues.

State-Funded Investments Eligible for Credit Generation

WAC 173-424 outlines the requirements for generating credits and deficits for transportation fuels under the CFS. To qualify, the fuel must have an approved pathway for determining its CI and calculating credits. Additionally, the entity generating or transferring the fuel must be an eligible, registered reporting entity or credit generator in the Washington Fuels Reporting System (WFRS). WAC 173-424 also designates the reporting entities responsible for liquid fuels, gaseous fuels, and electricity.

It is important to note that, although the statute allows for a broad range of projects to qualify, current CFS program rules do not provide a pathway for certain types of investments to generate credits, such as active transportation, transit expansion, complete streets, and multimodal investments. As a result, this report focuses on the electrification-related projects, which align with eligible alternative fuel pathways under the program.

The primary entity responsible for reporting under the CFS program is the first fuel reporting entity, which is the party that first reports a given volume of fuel in the state's system. By default, this entity is also the initial generator of any associated credits or deficits. Based on the credit pathway requirements outlined in Part 5 of WAC 173-424, the following state-funded transportation investments currently qualify to generate credits as the first fuel reporting entity:

- Electrification of the ferry vessel fleet, including terminal charging infrastructure.
- Zero-emission fueling infrastructure, such as electric vehicle (EV) charging stations and green hydrogen refueling facilities.
- Transit electrification and related initiatives that enable the use of lower-CI fuels, including hydrogen and propane.
- Electrification of port and rail vehicles, associated infrastructure, and electric shore power for vessels while docked.

The omnibus transportation appropriations act provides funding for WSDOT and other proviso agencies through direct appropriations, competitive grants, and pass-through funding to sub-recipients managed by state agencies. Depending on the investment type and funding arrangement, entities with eligible transportation investments that can earn credit fall into the following categories:

- **State agency-owned equipment**

[4] 2024 CFS Credit Revenue Forecast Report: https://wsdot.wa.gov/sites/default/files/2024-11/Clean-Fuels-Standard-Credit-Revenue-Generation-Report-October2024.pdf

  - **WSDOT's Washington State Ferries (WSF):** WSF has received funding to continue vessel and terminal electrification. As the owner and operator of the ferry fleet and shore power charging infrastructure, WSF will serve as the credit generator for these investments.
  - **WSDOT, Parks, DES, and DNR**: These agencies have received funding to install and operate fueling infrastructure supporting zero-emission vehicles. Each state agency that owns charging infrastructure will act as the credit generator for its respective investments.
    - WSDOT's Transportation Equipment Fund (TEF) plans to install EV infrastructure and replace fleet vehicles.
    - Parks has secured funding to replace agency vehicles and equipment with electric alternatives.
    - DES is supporting the installation of electric vehicle supply equipment (EVSE) infrastructure at state-occupied facilities.
    - DNR is expanding fleet charging infrastructure and procuring electric pickup trucks to support large-scale EV adoption.
- **Non-state projects funded through WSDOT:** WSDOT administers grant programs and manages pass-through funding agreements for non-WSDOT entities named in the transportation budget. Entities that receive funding or utilize infrastructure developed through these programs may serve as credit generators if they register and participate in the CFS program.
- **Other state organization projects funded through DES:** DES allocates all of its transportation funding to EVSE installations for state organizations. Installation priorities are determined based on state efficiency and environmental performance, focusing on sites where zero-emission fleet vehicles are already in use or planned. State organizations that register and participate in the program will serve as the credit generators for these investments.

Credits can be traded within the WFRS between registered parties after issuance by ECY. Transactions are driven by market supply and demand, and the timing of each transaction is flexible. Once a credit sale is completed, payment is transferred directly from the buyer to the seller. The state treasury has created a clean fuels transportation investment account to receive clean fuel credit revenues generated from transportation investments funded in an omnibus transportation appropriations act under RCW 70A.535.050(3).

Credit Revenue Forecast and Reporting Process

WSDOT's 2024 CFS report includes a forecast of credit revenues for the first time since 2022. The forecast was based on project data and modeling methods that estimate fuel and energy use for eligible projects funded in the 2023-25 and 2025-27 biennial transportation budget. This 2025 report will follow a consistent approach to calculating project credits and projecting 10-

year credit revenues, using the four-step process:

1. **Estimate Energy Use**: Calculate the amount and type of energy dispensed, then forecast this over a 10-year period based on the equipment type and energy usage patterns.

   The most accurate information on energy dispensed will come from a full year of actual energy-dispensed data collected from the metered charging infrastructure once the project is operational. If the project has not yet begun operation, the energy dispensed may be forecasted based on project features using a modeling approach.

2. **Calculate Credit Generation**: Estimate the number of credits generated by each investment over 10 years using ECY's most recent (June 2024) CFS Obligation Estimator[5].

   The estimator calculates the expected number of credits an investment could generate annually from 2023 through 2038, following the methodology outlined in WAC 173-424-540(1). It utilizes EERs for various alternative fuels and equipment types to estimate credits based on changes in fuel use.

3. **Assign Credit Value**: Determine the value of credits based on current market prices[6] and in consultation with ECY.

   ECY publishes monthly credit trading activity reports on its website, summarizing total credits transferred and average credit prices. Credit values are based on market price, which fluctuates over time. The history of monthly credit prices provides insight into how prices have evolved over the life of the program. As of July 2025, the average credit price has remained below $30 since November 2024.

4. **Project Credit Revenue**: Multiply the estimated number of credits by the projected market price for each of the next 10 years to forecast total credit revenues.

   The 2025 report forecasts credit revenues that could be generated between 2025 and 2034 from existing projects funded in the 2023-2025 biennium, as well as from new investments included in the most recent 2025-2027 biennium transportation budget.

[5] https://www.ezview.wa.gov/Portals/_1962/Documents/clean-fuel/CFS-ObligationEstimator-June%202024.xlsx

[6] Ecology posts monthly credit transaction reports, quarterly data summary, and annual cost estimates: https://www.ezview.wa.gov/site/alias__1962/37916/clean_fuel_standard_data__reports.aspx

SECTION 2 Current Investments

This section lists current projects and programs funded in the enacted 2023-2025 (ESHB 2134), or 2025-2027 biennial transportation budget (ESSB 5161), that are expected to be eligible to generate credit revenue. For the proviso agencies, data has been received from DES, DNR and Parks.

Ferry Electrification

Table 1-A. Current Investments for Ferry Electrification

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	WSDOT	WSF Electrification	$57,943,474	Direct to WSDOT	Acquisition of two 144-car hybrid electric vessels.	WSDOT	Unknown
2023-2025	WSDOT	WSF Electrification	$49,658,360	Direct to WSDOT	Preliminary engineering and construction for the Seattle, Bainbridge, and Clinton terminals; and electrification system engineering and program management.	WSDOT	2029
2023-2025	WSDOT	WSF Electrification	$74,918,152	Direct to WSDOT	Hybrid conversion of three Jumbo Mark II vessels M/V Wenatchee, M/V Tacoma, and M/V Puyallup.	WSDOT	2025 for Wenatchee and after 2029 for the other two vessels
2025-2027	Skagit County	Guemes Island Ferry Replacement Project	$1,000,000	Pass through – managed by WSDOT Local Programs	Funding to replace the current 40 years M/V Guemes with a new all-electric ferry.	Non-WSDOT	Unknown

Electric Vehicles and Charging Infrastructure

Table 1-B. Current Investments for Electric Vehicles and Charging (including Proviso State Agencies)

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Grant recipients	Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) Program, 23-25 Investments	$33,746,000	Grants – managed by WSDOT IP[7]	Program funds the installation of DC fast chargers along priority corridors.	Non-WSDOT	2025-2026
2023-2025	Facility owner	Douglas County PUD co-located H2 fueling and DCFC station	$1,500,000	Pass through – managed by WSDOT IP	Installation of a co-located DC fast charger and hydrogen fueling station at the Douglas County PUD site in East Wenatchee.	Non-WSDOT	2025-2027
2023-2025	Grant recipients	Expedited funding for zero-emission school buses	$20,000,000	Pass through – managed by WSDOT IP	Funding for the replacement of fossil fuel powered school buses with zero-emission school buses and charging infrastructure, executed through Interagency Agreement with the Department of Ecology.	Non-WSDOT	2028
2023-2025	Equipment owners	Mount Vernon Library Commons charging mega site	$2,100,000	Pass through – managed by WSDOT IP	Funding provided for the electric vehicle charging infrastructure at the Mount Vernon Library Commons project.	Non-WSDOT	2025
2023-2025	Equipment owners	Bellevue and Redmond electric fire engines	$800,000	Pass through – managed by WSDOT IP	Funding provided for the acquisition of electric fire engines for the cities of Bellevue and Redmond.	Non-WSDOT	Unknown

[7] Innovative Partnerships Division

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Equipment owner	Tacoma Public Utilities medium-duty zero-emission utility vehicle pilot project	$1,725,000	Pass through – managed by WSDOT IP	Funding provided to develop a medium-duty zero-emission utility vehicle pilot project that includes charging infrastructure and mobile battery units.	Non-WSDOT	Unknown
2023-2025	Equipment owners	Agency vehicles and equipment replacement	$2,000,000	Parks Budget Allocation	Replacement of agency vehicles and equipment with electric alternatives.	WA Parks	2025
2023-2025	Equipment owners	EVSEs installation at state agencies and facilities	$6,000,000	DES Budget Allocation	ZEV supply equipment infrastructure at facilities to accommodate charging station installations.	WA DES and other charger owner agencies	2025
2023-2025	Equipment owners	Sustainable Operations: BEV pilot and charger installations	$2,200,000	DNR Budget Allocation	Fleet charging infrastructure expansion assessment to develop a charger installation plan and to procure and deploy electric SUVs and pickup trucks to gather practical information to support planning efforts and future large-scale electric vehicle adoption.	WA DNR	2024-2025
2025-2027	Grant recipients	Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) Program, 25-27 Investments	$25,000,000	Grants – managed by WSDOT IP	Program funds the installation of DC fast chargers along priority corridors.	Non-WSDOT	2027
2025-2027	Equipment owners	Hydrogen refueling infrastructure and fueling stations	$14,986,000	Pass through – managed by WSDOT IP	State match for secured federal funds to finance medium and heavy-duty vehicles to bring hydrogen fueling stations into commercial operation.	Non-WSDOT	Unknown

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Tacoma Public Utilities	Medium-duty zero-emission utility service vehicle pilot project	$1,725,000	Pass through – managed by WSDOT IP	Reappropriated for Tacoma Public Utilities that includes charging infrastructure and mobile battery units.	Non-WSDOT	Unknown
2025-2027	Equipment Owner	Zero emission electric vehicle supply equipment infrastructure	$3,501,000	DES Budget Allocation	ZEV supply equipment infrastructure at facilities to accommodate charging station installations.	Non-WSDOT	2026-2027
2025-2027	WSDOT	Transportation Equipment Fund (TEF)	$1,428,100	WSDOT Budget Allocation	Part of the funding is used for the installation and operation of fuel site infrastructure that supports zero-emission vehicles	WSDOT	2025-2027

Clean Alternative Public Transit

Table 1-C. Current Investments for Public Transit Electrification and Hydrogen

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Mobility for All	Town Square Share	$199,537	Zero-emissions Access (ZAP) Grant - managed by WSDOT PTD[8]	Expand the Town Square carshare site by leasing one electric vehicle and sustaining operations.	Non-WSDOT	24-Jan
2023-2025	Purpose Driven Girl	Purpose Drive Girl Tukwila Rideshare	$139,848	ZAP Grant - managed by WSDOT PTD	Expand the Purpose Driven Girl car share site by purchasing one electric vehicle and sustaining operations.	Non-WSDOT	25-Jun
2023-2025	San Juan Islands Shuttle System	OPAL Green Carshare	$188,551	ZAP Grant - managed by WSDOT PTD	Establish a car share program on Orcas Island by purchasing two electric vehicles and two charging stations, and providing funds for planning, mobilization, and operations.	Non-WSDOT	24-Sep
2023-2025	Tabor 100	TABOR 100 Carshare	$133,650	ZAP Grant - managed by WSDOT PTD	Expand the Tabor 100 car share site by installing one charging station and sustaining operations. This car share was originally established by the ZAP grant program in the 2021-2023 biennium.	Non-WSDOT	23-Sep
2023-2025	Women of Wisdom Tri-Cities	WoW Pasco Carshare	$200,000	ZAP Grant - managed by WSDOT PTD	Expand the WOW carshare program by establishing a car share site in Pasco, WA. This includes purchasing two	Non-WSDOT	24-Nov

[8] Public Transportation Division

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
					electric vehicles and two charging stations, as well as funding planning, mobilization, and operating costs.		
2023-2025	Women of Wisdom Tri-Cities	WoW Kennewick ADA Carshare	$200,000	ZAP Grant - managed by WSDOT PTD	Expand the WOW carshare program by establishing an ADA-accessible carshare site in Kennewick, WA. This includes purchasing one ADA-accessible electric vehicle and one charging station, as well as funding planning, mobilization, and operating costs.	Non-WSDOT	25-May
2023-2025	Women of Wisdom Tri-Cities	WoW Kennewick Carshare	$200,000	ZAP Grant - managed by WSDOT PTD	Expand the WOW carshare program by establishing a car share site in Kennewick, WA. This includes purchasing two electric vehicles and two charging stations, as well as funding planning, mobilization, and operating costs.	Non-WSDOT	24-Jun
2023-2025	Zero-Emission Vehicle Cooperative	Shoreline Share	$167,021	ZAP Grant - managed by WSDOT PTD	Establish a new car share site in Shoreline, WA by purchasing one electric vehicle and one charging station, as well as funding planning, mobilization and operating costs.	Non-WSDOT	25-Jun
2023-2025	Zero-Emission Vehicle Cooperative	Des Moines Share	$199,979	ZAP Grant - managed by WSDOT PTD	Establish a new carshare site in Des Moines, WA by purchasing one electric vehicle and one charging	Non-WSDOT	24-Sep

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
					station, as well as funding planning, mobilization and operating costs.		
2023-2025	Zero-Emission Vehicle Cooperative	Gonzaga Share	$199,912	ZAP Grant - managed by WSDOT PTD	Establish a new carshare site in Spokane, WA. This includes purchasing one electric vehicle and one charging station, as well as funding planning, mobilization and operating costs.	Non-WSDOT	24-May
2023-2025	Zero-Emission Vehicle Cooperative	Port Townsend Share	$199,943	ZAP Grant - managed by WSDOT PTD	Expand the carshare site in Port Townsend by purchasing one electric vehicle and sustaining operations.	Non-WSDOT	23-Oct
2023-2025	Grant Transit Authority	Three Replacement 25-Foot Electric Vehicles & One Expansion 25-foot Electric Vehicle	$332,515	WSDOT PTD Grant	Purchase 3 replacement and 1 expansion electric vehicles and associated charging equipment. This will serve the general population and those with special needs in Grant County.	Non-WSDOT	25-Jul
2023-2025	San Juan Islands Shuttle System	IslandRides Electric Vehicles	$308,750	WSDOT PTD Grant	Purchase four expansion light duty electric vehicles.	Non-WSDOT	25-Jun
2023-2025	Lewis County Transit	Morton e-Transit Station	$495,308	WSDOT PTD Grant	Construct an e-Transit station in the vicinity of Morton, with two charging stations. This project will help support special needs/paratransit populations.	Non-WSDOT	24-Aug
2023-2025	Lewis County Transit	Zero-Emission Bus Procurement	$1,473,397	WSDOT PTD Grant	Purchase of 1 replacement zero-emission bus, OEM Train-the-Trainer technical	Non-WSDOT	24-Oct

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
					training, and diagnostics and tools for the bus.		
2023-2025	Everett Transit	Induction Charging Infrastructure	$1,920,000	WSDOT PTD Grant	Install two inductive chargers at each of the three locations: College Station, Everett Station, and Seaway Transit Center.	Non-WSDOT	25-May
2023-2025	Lewis County Transit	Southwest Washington Corridor e-Transit Station	$2,109,586	WSDOT PTD Grant	The project will construct an e-transit station along the I-5 corridor between Exit 48 and Exit 71, including bicycle and pedestrian access and the purchase of one replacement zero-emission transit bus.	Non-WSDOT	24-Jun
2023-2025	Jamestown S'Klallam Tribe	ADA Electric Transit Shuttle	$90,250	WSDOT PTD Grant	Purchase one expansion ADA electric light duty vehicle.	Non-WSDOT	24-May
2023-2025	Cowlitz Indian Tribe	Electric ADA Vehicle Purchase	$142,500	WSDOT PTD Grant	Purchase two expansion ADA electric light duty vehicles.	Non-WSDOT	25-Jul
2023-2025	Kitsap Transit	Inductive Charging Units for Transit Centers	$1,412,558	WSDOT PTD Grant	Install a total of eight inductive charging stations at transit centers throughout Kitsap County. The transit centers receiving the inductive chargers will be the Bremerton Transit Center, Bainbridge Island Transit Center, Wheaton Way Transit Center, and the Sedgewick/Sidney Transit Center.	Non-WSDOT	26-Sep
2023-2025	Pullman Transit	Battery Electric Bus and Charger	$555,286	WSDOT PTD Grant	Purchase one battery electric bus and charging station to replace a 1990s diesel bus.	Non-WSDOT	25-Apr

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Lewis County Transit	Zero-emission Vehicle Infrastructure and Equipment	$907,720	WSDOT PTD Grant	Purchase one vehicle and equipment lift and two electric charging pads and control equipment to service the zero-emission fleet. Construct two bus pull-outs: one at the Lewis County Mall and one at the Chehalis Library. Purchase 12 in-vehicle annunciators and monitors to improve ADA accessibility and coordination of transfers from various routes.	Non-WSDOT	25-Jun
2023-2025	Kitsap Transit	All-Electric Passenger Ferry	$6,500,000	WSDOT PTD Grant	Funding is provided for Kitsap Transit to acquire an all-electric fast-foot passenger ferry.	Non-WSDOT	27-Jan
2023-2025	Community Transit	Rideshare Replacement Vehicles	$404,000	WSDOT PTD Grant	Replace five gas rideshare vehicles with battery electric vehicles.	Non-WSDOT	24-Nov
2023-2025	Kitsap Transit	Electric Rideshare Vehicles	$235,440	WSDOT PTD Grant	Purchase five expansion light duty battery electric vehicles.	Non-WSDOT	24-Apr
2023-2025	Jefferson Transit	JTA E Bus Application	$1,000,000	WSDOT PTD Grant	Replace two 35-foot diesel buses with two 35-foot battery electric buses to sustain current fixed-route service levels.	Non-WSDOT	25-Jun
2023-2025	King County Metro	South Annex Base Electrification	$9,000,000	WSDOT PTD Grant	Construct a new bus base at Metro's South Campus facility that will support up to 250 new electric battery buses.	Non-WSDOT	29-Nov

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	King County Metro	Interim Base Electrification	$7,000,000	WSDOT PTD Grant	Fully electrify Interim Base at South Campus to operate a 120-battery electric bus fleet.	Non-WSDOT	25-Sep
2023-2025	Kitsap Transit	Inductive Charging Infrastructure	$3,840,000	WSDOT PTD Grant	Install up to 12 inductive charging stations at maintenance facilities and transit centers for in-route and parked off-hour charging. Induction chargers will primarily be installed at KT's Charleston Base and North Base. Charging infrastructure will also be placed at chosen in-route transit centers throughout Kitsap Transit's service area.	Non-WSDOT	26-Jun
2023-2025	Link Transit	Urban Bus Fleet Electrification	$5,942,718	WSDOT PTD Grant	Purchase 9 battery electric buses to replace aging gasoline powered cutaway buses operated in urban fixed route service.	Non-WSDOT	25-Jul
2023-2025	Nisqually Indian Tribe	Rural Mobility Initiative - EV Capital Project	$242,250	WSDOT PTD Grant	Purchase 3 expansion electric light duty vehicles.	Non-WSDOT	25-Apr
2023-2025	Spokane Transit	2023 Fleet Electrification	$4,950,000	WSDOT PTD Grant	Replace 6 diesel buses with three 35-foot and three 40-foot battery electric buses.	Non-WSDOT	24-Mar
2025-2027	San Juan Islands Shuttle System	Green CarShare Program	$194,253	WSDOT PTD Grant	Sustain and expand the operations of the existing Green CarShare program. Purchase 3 electric vehicles and establish 3 new carshare locations at Opal Highschool, Northern Heights and Deer Harbor.	Non-WSDOT	27-Jul

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Tabor 100	Tabor 100 Carshare	$198,000	WSDOT PTD Grant	Sustain and expand the operations for the existing Tabor 100 carshare site by purchasing 2 electric vehicles and adding 2 electric vehicle charging stations.	Non-WSDOT	27-Jul
2025-2027	Women of Wisdom TriCities	WOW College Place 1	$200,000	WSDOT PTD Grant	Establish operations for new the WOW (Women of Wisdom) College Place 1 carshare site, including the purchase of 4 electric vehicles.	Non-WSDOT	27-Jul
2025-2027	Key Peninsula Healthy Community	Key Peninsula Community Carshare	$199,672	WSDOT PTD Grant	Establish operations for the Key Peninsula Community carshare site, including the purchase of 1 electric vehicle and 2 electric vehicle charging stations.	Non-WSDOT	27-Jul
2025-2027	Women of Wisdom TriCities	WOW Walla Walla	$200,000	WSDOT PTD Grant	Establish operations for the WOW (Women of Wisdom) Walla Walla carshare site, including the purchase of 4 electric vehicles.	Non-WSDOT	27-Jul
2025-2027	Women of Wisdom TriCities	WOW Yakima PNWU	$200,000	WSDOT PTD Grant	Establish operations for the new WOW (Women of Wisdom) Yakima carshare site, including the purchase of 3 electric vehicles and 2 electric vehicle charging stations.	Non-WSDOT	27-Jul
2025-2027	Women of Wisdom TriCities	WOW College Place 2	$200,000	WSDOT PTD Grant	Establish operations for the new WOW (Women of Wisdom) College Place 2 carshare site, including the purchase of 3 electric vehicles.	Non-WSDOT	27-Jul

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Women of Wisdom TriCities	WOW Richland GESA	$200,000	WSDOT PTD Grant	Establish operations for the new WOW (Women of Wisdom) Richland GESA carshare site. Purchase 2 electric vehicles and 2 electric vehicle charging stations.	Non-WSDOT	27-Jul
2025-2027	Women of Wisdom TriCities	WOW Pasco Carshare	$124,917	WSDOT PTD Grant	Sustain and expand operations at the WOW (Women of Wisdom) Pasco carshare site, including the purchase of 1 electric vehicle.	Non-WSDOT	27-Jul
2025-2027	Zero Emission Vehicle Cooperative	Gonzaga Share	$189,785	WSDOT PTD Grant	Sustain operations and expand the ZEV Co-op Gonzaga carshare site by purchasing 1 electric vehicle.	Non-WSDOT	27-Jul
2025-2027	Mobility For All	Town Square Share	$199,970	WSDOT PTD Grant	Sustain and expand operations of the Mobility for All carshare at the Town Square site. Purchase 1 ADA electric van and 1 electric vehicle charging station for the expansion site at the Bainbridge Island Senior Community Center.	Non-WSDOT	27-Jul
2025-2027	Island Transit	Fleet Expansion (5 ADA Compliant Zero-Emission Vehicles)	$1,623,298	WSDOT PTD Grant	Expand fleet by procuring 5 ADA-compliant zero emission transit vehicles, including up-fitting for the new on-demand service, up to 5 charging stations, infrastructure, installation, and training.	Non-WSDOT	27-Jul
2025-2027	City of Everett	Inductive Charging at Everett Station	$2,550,000	WSDOT PTD Grant	Purchase and install charging units and associated equipment.	Non-WSDOT	27-Jul

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Community Transit	Charging Infrastructure at Hardeson Campus	$9,000,000	WSDOT PTD Grant	Construct overhead bus charging canopy structure, install up to 28 dual-port chargers and associated infrastructure.	Non-WSDOT	27-Jul
2025-2027	Spokane Transit Authority	Battery Electric Bus (BEB) On-Route Charging Infrastructure	$5,013,600	WSDOT PTD Grant	Construct battery bus charging infrastructure at stops on current and future High Performance Transit corridors.	Non-WSDOT	27-Jul
2025-2027	King County Metro Transit	Metro 40ft Transit Battery Electric Bus Purchase	$7,823,200	WSDOT PTD Grant	Purchase 28 replacement heavy duty battery electric buses.	Non-WSDOT	26-Dec
2025-2027	Chelan Douglas Public Transportation Benefit Area	Urban Bus Fleet Replacement & Electric Bus Charging Infrastructure	$4,568,750	WSDOT PTD Grant	Purchase 4 replacement heavy duty battery electric buses, and purchase and install charging units and associated equipment.	Non-WSDOT	26-Nov
2025-2027	Spokane Transit Authority	Electric Operations Support Vehicles	$210,325	WSDOT PTD Grant	Purchase 5 replacement battery electric transit support vehicles.	Non-WSDOT	25-Dec
2025-2027	Everett Transit	2023-2025 State Bus and Bus Facilities Grant for Electric Buses	$5,120,000	WSDOT PTD Grant	Replace 4 diesel buses that have surpassed their useful life with four low-floor battery electric buses and 6 chargers.	Non-WSDOT	25-Aug
2025-2027	Lewis County Transit	Zero-Emission Vehicle Acquisition	$1,891,000	WSDOT PTD Grant	Replace 2 diesel buses with 2 hydrogen fueled heavy duty buses.	Non-WSDOT	26-Apr
2025-2027	Jefferson Transit Authority	Electric Dial-A-Ride Replacement Vehicle	$137,750	WSDOT PTD Grant	Purchase 1 replacement battery electric ADA light duty vehicle.	Non-WSDOT	26-Aug

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Kitsap County Public Transportation Benefit Area Authority	Kitsap Transit Battery Electric Bus and Inductive Charging Fleet Conversion Project	$11,200,000	WSDOT PTD Grant	Purchase 5 replacement battery electric heavy-duty vehicles, and purchase and add electric vehicle charging infrastructure.	Non-WSDOT	27-Mar
2025-2027	Pierce County Public Transportation Benefit Area Corporation	Maintenance & Operations Base Rehabilitation including Zero Emission Infrastructure	$2,648,019	WSDOT PTD Grant	Rehabilitate its only Maintenance and Operations Base facility to address state of good repair needs identified in the agency's 2022 Transit Asset Management Plan Update and add electric vehicle charging infrastructure for agency support vehicles.	Non-WSDOT	27-Jul
2025-2027	Skagit Transit System	Maintenance, Operations, & Administration Facility Replacement - Phase 2 Construction & Expansion Paratransit Coach	$771,250	WSDOT PTD Grant	Construct facilities at the Maintenance, Operations, and Administration Facility. Purchase 1 expansion ADA battery electric light duty vehicle, and purchase and install charger.	Non-WSDOT	27-Mar
2025-2027	Skagit Transit System	Replacement of 4 Heavy-Duty Coaches	$3,529,624	WSDOT PTD Grant	Purchase 2 replacement heavy duty zero emission vehicles and 2 replacement heavy duty diesel vehicles.	Non-WSDOT	27-Jul
2025-2027	Valley Transit	New Valley Transit Vehicle Barn Capital	$3,275,794	WSDOT PTD Grant	Construct a public transit vehicle parking structure. Supports CNG & electric vehicles.	Non-WSDOT	27-Jul

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
		Construction Project					
2025-2027	CTRAN	Highway 99 BRT Hydrogen Fuel Cell Buses	$4,400,000	WSDOT PTD Grant	Purchase 4 60-foot heavy duty hydrogen fuel cell buses.	Non-WSDOT	27-Jul
2025-2027	Kitsap County Public Transportation Benefit Area Authority	Inductive Charging Units for Transit Centers	$1,467,000	WSDOT PTD Grant	Install up to 8 inductive chargers and associated infrastructure.	Non-WSDOT	27-Jul
2025-2027	Kitsap Transit	SR 305 Day Road Park and Ride	$8,009,380	WSDOT PTD Grant	Construct a park and ride, including 4 electric vehicle charging stations, on Bainbridge Island along the SR 305 corridor.	Non-WSDOT	27-Jun
2025-2027	Intercity Transit	Zero-emission Hydrogen Demonstration Project	$6,192,557	WSDOT PTD Grant	Replace up to 3 fossil fuel buses with 3 hydrogen-powered fuel cell electric buses to use on select routes and acquire portable or temporary hydrogen fueling equipment.	Non-WSDOT	26-Jul
2025-2027	Lewis County Transit	Southwest Washington e-Transit Corridor	$2,772,480	WSDOT PTD Grant	Replace 2 fossil fueled buses with hydrogen buses to operate along the I-5 and Highway 12 corridors.	Non-WSDOT	26-Mar
2025-2027	Sound Transit	Battery Electric Buses and Charging Infrastructure for Stride Bus Rapid Transit and ST Express	$9,000,000	WSDOT PTD Grant	Purchase 9 expansion heavy duty battery electric buses, and purchase and install charging units and associated equipment.	Non-WSDOT	28-Jan

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Lummi Indian Business Council	Lummi Transit Electric Bus Acquisition	$799,613	WSDOT PTD Grant	Purchase 1 expansion electric bus.	Non-WSDOT	26-Jan
2025-2027	Intercity Transit	Green Hydrogen Fuel Cell Electric Bus Demonstration Project	$6,857,740	WSDOT PTD Grant	Acquire, field test, and evaluate metrics of 2 hydrogen fuel cell buses in demanding conditions. Install temporary or portable onsite Hydrogen (H2) fueling equipment and assess its dispensing and storing capabilities, scalability, and purchase/leasing options. Upgrade ventilation and safety features of maintenance facility to meet H2 regulatory requirements.	Non-WSDOT	26-Jul
2025-2027	King County Metro	Burien Transit Ctr Layover Charging Infrastructure	$4,974,311	WSDOT PTD Grant	Deploy charging infrastructure for 100 battery-electric buses in the field at layover (on route) site in South King County.	Non-WSDOT	26-Jun
2025-2027	Pacific Transit	Electrification of the Paratransit Fleet	$1,023,340	WSDOT PTD Grant	Create a Green Fleet of Paratransit vehicles that will supply the needs of the North County and South County Dial-A-Ride programs and create an infrastructure of electric charging facilities for both ends of the county. This will eliminate 4 fossil fuel vehicles and replace them with 4 electric vehicles and associated equipment.	Non-WSDOT	27-Jul

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	CTRAN	Hydrogen Fueling Station Infrastructure	$3,795,000	WSDOT PTD Grant	Construct hydrogen fueling infrastructure and above-ground storage tanks for fuel cell buses.	Non-WSDOT	27-Jul
2025-2027	Island Transit	Island Transit Purchase Rideshare Vehicles	$852,880	WSDOT PTD Grant	Purchase up to 14 replacement plugin hybrid rideshare vehicles.	Non-WSDOT	27-Jul
2025-2027	Everett Transit	2023-2025 Green Transportation Grant for Electric Buses	$6,376,000	WSDOT PTD Grant	Purchase 5 replacement battery electric buses and 6 chargers.	Non-WSDOT	25-Aug

Port and Rail Electrification

Table 1-D. Current Investments for Port and Rail Electrification

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Port of Quincy	Rail Infrastructure Expansion	$2,000,000	Pass through – managed by WSDOT RFP[9]	Expansion of rail infrastructure within the Port of Quincy's current rail terminal and to nearby industrial zoned properties in the port district.	Non-WSDOT	Unknown
2023-2025	Puyallup Tribe	Power/Substation Upgrades, Zero-Emission Equipment, and Charging Stations	$20,000,000	Pass through – managed by WSDOT RFP	Power/Substation Upgrades, Zero-Emission Equipment, and Charging Stations	Non-WSDOT	Unknown
2023-2025	Northwest Seaport Alliance	Zero emissions cargo handling equipment and charging infrastructure	$2,638,030	Grant – managed by WSDOT RFP	Zero emissions cargo handling equipment and charging infrastructure	Non-WSDOT	28-Mar
2023-2025	Port of Anacortes	Electrifying the Port of Anacortes	$1,030,599	Grant – managed by WSDOT RFP	Upgrade infrastructure at A-Dock with electric power and zero-emission charging, including shore power. Install a portable solar-powered charging station at the Anacortes Regional Airport. Transition to reduced and zero-emission equipment used by Port Staff (ICE vehicle replacement with EV and PHEV).	Non-WSDOT	26-Mar

[9] Rail, Freight, and Ports Division

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Port of Kalama	Electrified Tugboat Dock	$1,424,948	Grant – managed by WSDOT RFP	Install a spud barge dock with 3 shore power connections for docked tugboats.	Non-WSDOT	26-Jan
2023-2025	Port of Seattle	Pier 66 Cruise Shore Power Extension (Phase II)	$1,000,000	Grant – managed by WSDOT RFP	Install shore power for cruise ships at Pier 66.	Non-WSDOT	27-May
2023-2025	Port of Port Angeles	Clean Ports Program	$525,408	Grant – managed by WSDOT RFP	Shore Power infrastructure upgrades and zero-emission cargo handling equipment.	Non-WSDOT	28-Mar
2023-2025	Port of Bellingham	Bellingham Shipping Terminal Shore Power Expansion	$2,805,907	Grant – managed by WSDOT RFP	Expand shore power availability at Shipping Terminal Berth #3	Non-WSDOT	26-Sep
2023-2025	Port of Ridgefield	Port of Ridgefield's Electrification Upgrades	$1,154,463	Grant – managed by WSDOT RFP	Install 3 level II dual-head ChargePoint EV chargers and seven level III ChargePoint chargers, and replace fossil fuel-powered vehicles with zero- or reduced-emission vehicles.	Non-WSDOT	26-Mar
2023-2025	Port of Everett	Powering the Port: Greening the Supply Chain	$4,287,618	Grant – managed by WSDOT RFP	Install zero-emission charging infrastructure, purchase zero-emission yard trucks, electrical grid improvements, and replace a tier 0 generator with a tier 3 clean generator.	Non-WSDOT	29-Aug
2023-2025	Port of Benton	Port of Benton Barge Terminal Shore Power Electrification	$2,701,730	Grant – managed by WSDOT RFP	Provide shore power to the Port's barge complex.	Non-WSDOT	26-Mar

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Port of Edmonds	North Portwalk & Seawall Reconstruction (Phase 2)	$1,500,919	Grant – managed by WSDOT RFP	Install five level 2 DC EV chargers and a boat charging station, and provide electrical infrastructure upgrades to support future expansion of charging capabilities.	Non-WSDOT	25-Apr
2023-2025	Port of Friday Harbor	Port of Friday Harbor Electrification	$7,032,888	Grant – managed by WSDOT RFP	Establish charging infrastructure, adding a 200A shore power pedestal for cruise ships, purchasing one electric tractor, replacing a diesel boat lift with an electric version, and constructing a solar canopy with battery storage over the port's parking lot.	Non-WSDOT	27-Jan
2025-2027	Port of Anacortes	Shore Power Electrification	$2,000,000	Pass through – managed by WSDOT RFP	Purchase and installation of zero-emission port shore power systems at Curtis Wharf and fleet conversion to battery electric vehicles for ship types including tug, fishing, and work boat.	Non-WSDOT	Unknown
2025-2027	Northwest Seaport Alliance	Zero emission shore power infrastructure demonstration project	$25,300,000	Pass through – managed by WSDOT RFP	Install zero emission shore power infrastructure	Non-WSDOT	Unknown
2025-2027	Northwest Seaport Alliance	Zero emission drayage truck demonstration project	$6,300,000	Pass through – managed by WSDOT RFP	Purchase zero emission drayage truck	Non-WSDOT	Unknown

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Tacoma Rail	Zero emission battery-electric switcher locomotive and on-site charging equipment	$5,000,000	Pass through - managed by WSDOT RFP	Replace two diesel-electric switcher locomotives with zero emission battery-electric switcher locomotives and install on-site charging equipment at Tacoma rail facility	Non-WSDOT	Unknown
2025-2027	Port of Bremerton	Shore Power Electrification	$2,000,000	Pass through – managed by WSDOT RFP	Purchase and installation of zero emission port shore power systems and other zero emission infrastructure, equipment, and technology	Non-WSDOT	Unknown
2027-2029	Northwest Seaport Alliance	Zero emission shore power infrastructure demonstration project	$2,700,000	Pass through - managed by WSDOT RFP	Install zero emission shore power infrastructure	Non-WSDOT	Unknown

SECTION 3 Credit Revenue Forecast Results

Many transportation electrification investments funded in the 2023–25 biennium began operating this year, with additional projects planned under the 2025–27 biennial budget. WSDOT's Climate Mitigation and Adaptation Branch has collected new data on energy dispensed from WSDOT divisions, their sub-recipients, and other state agencies funded through provisos. Credit and revenue forecasts were then estimated using ECY's credit estimator and updated market prices compared to those used in last year's report.

Energy Dispensed Forecasts

Forecasting energy dispensed is a key step in estimating future credit revenues, since credits under the CFS are issued based on the amount of clean energy used. Annual energy consumption is estimated at the project level where data are available. Detailed methodology and project-level data are provided in the Appendix. These estimates are aggregated by project opening year, credit ownership, investment type, project management agency, and credit calculator category. For future years, a constant annual energy dispense rate is assumed, given current limitations in forecasting consumption trends and evolving project needs. Table 2 summarizes the estimated annual energy dispensed (kWh) from eligible investments between 2025 and 2034. Due to size constraints, the table is split into Table 2-A and 2-B, each covering a five-year period.

The projections show steady growth across both WSDOT and non-WSDOT projects. For WSDOT, only one hybrid electric vessel is included in this year's credit calculation due to funding uncertainties. Even so, ferry electrification represents a major share of energy dispensed, with hybrid vessels beginning in 2026 and full electric vessels expected to ramp up in 2030 based on the revised timeline. WSDOT is also estimated to have small but steady usage from four electric vehicle chargers. For electric vehicle chargers, "networked" means the equipment is connected to a system that can measure, record, and report the amount of energy delivered. Without this capability, chargers cannot generate valid credits. Although WSDOT owns many more chargers, reporting is currently constrained by limited access to networked energy data. TEF is working to resolve these issues so that additional charger data can be reported to Ecology and used to generate credits.

Non-WSDOT projects represent the largest share of projected energy use, particularly in light- and heavy-duty vehicle electrification, which grows rapidly to more than 26 million kWh annually by 2029. Additional contributions come from hydrogen fueling for heavy-duty vehicles and off-road electrification projects beginning in 2027. Because these are pass-through projects, each project owner (grant recipient) must register in the fuel reporting system and obtain ECY's approval for energy tracking methods in order to generate credits.

Among state agencies, energy dispensed through light-duty vehicle charging remains relatively small but consistent. DNR operates eight networked chargers and began generating credits in late 2024. Parks has registered in the program but does not yet have networked chargers, leaving its projects ineligible for credit generation. DES continues to face equipment challenges

and has not yet registered.

Overall, the energy dispensed data indicate strong potential for credit generation over the next decade, led by WSF's electrification and large-scale vehicle charging investments. Realizing this potential will depend on whether project owners register in the CFS program and implement valid, ECY-approved methods for tracking energy use.

Credits Generation Forecasts

ECY has established the methodology for calculating credits in WAC Section 173-424-540[10] and provided program documents to guide users through the process[11]. The CFS Obligation Estimator, or "credit estimator," is built on this methodology. It incorporates emission factors for conventional and substitute fuels, fuel energy intensity values, and EERs for most applications. The estimator calculates projected credits through 2038, with annual variations driven by changes in program CI targets and the CI of fuels used. Electricity is expected to become progressively cleaner as utilities add renewable resources and phase out fossil generation in compliance with the Clean Energy Transformation Act.

EERs represent the amount of conventional fuel displaced by alternative energy. For example, an EER may indicate how much gasoline an electric vehicle would have consumed if it were not electric. Table 4 of Chapter 173-424 WAC lists standard EERs for vehicles, which are embedded in the credit estimator. For less common equipment types, such as ferries, project-specific EERs must be developed and approved by ECY. In November 2023, WSF initiated a study to estimate EERs for the Jumbo Mark II (JMII) class by comparing diesel, hybrid-electric, and fully electric operations[12]. The study concluded with EERs of 1.26 for hybrid-electric/diesel and 2.6 for full electric/diesel. WSF is now preparing an official hybrid-electric EER application based on real-world data from the converted Wenatchee vessel. ECY approval is required before this EER can be used for credit generation. For this report, we apply the consultant's provisional EERs of 1.26 and 2.6 to estimate ferry electrification credits, but they are subject to change once WSDOT finalizes its application.

Credit projections in this report are based on the June 2024 version of the CFS Obligation Estimator, using forecasted energy dispensed from the previous section. Table 3 summarizes forecasted credits over a 10-year period, broken into two five-year sub-tables for readability.

[10] https://app.leg.wa.gov/WAC/default.aspx?cite=173-424&full=true#173-424-540
[11] https://www.ezview.wa.gov/site/alias__1962/37847/clean_fuel_standard_guidance_documents.aspx
[12] Cambridge Systematics prepared for Washington State Ferries. *Ferry energy efficiency ratios: Jumbo Mark II class*. November 8, 2023.

Table 2-A. Estimated 10-Year Annual Energy Dispensed in kWh by Credit Ownership, Investment Type, Project Management, and Credit Calculator Category (2025-2029)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2025	2026	2027	2028	2029
WSDOT	Ferry electrification	WSF	Electricity in a hybrid WSF vessel (EER = 1.26)*		3,344,755	3,344,755	3,344,755	3,344,755
WSDOT	Ferry electrification	WSF	Electricity in an ocean-going vessel (EER = 2.6)**					
WSDOT	Electric Vehicles and Charging	WSDOT TEF	Electricity in an on-road light-duty vehicle		2,086	2,086	2,086	2,086
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road light-duty vehicle	30,485	325,023	597,238	597,238	597,238
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road heavy-duty vehicle				936,000	16,476,000
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road heavy-duty vehicle	9,240,741	14,912,988	16,494,217	17,376,529	26,288,529
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road light-duty vehicle	140,542	15,056,514	16,912,397	17,794,709	26,706,709
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle	9,166	47,998	136,217	136,217	136,217
Non-WSDOT	Shore Power	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)**	0	1,783,116	6,942,000	8,951,664	17,635,124
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road heavy-duty vehicle	416,320	416,320	416,320	416,320	416,320
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road light-duty vehicle	0	27,442	33,442	33,442	33,442

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2025	2026	2027	2028	2029
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)**	0	0	594,000	594,000	594,000
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)**	0	0	159,896	409,049	409,049
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle	37,580	37,580	37,580	37,580	37,580
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle -Networked charger only	20,896	20,896	20,896	20,896	20,896
DES	Electric Vehicles and Charging	DES	Electricity in an on-road light-duty vehicle	2,346	2,346	2,346	2,346	2,346
Non-DES	Electric Vehicles and Charging	Non-DES	Electricity in an on-road light-duty vehicle	418,509	418,509	418,509	418,509	418,509
Parks	Electric Vehicles and Charging	Parks	Electricity in an on-road light-duty vehicle	86,015	86,015	86,015	86,015	86,015

* In process of EER application; tentative value of 1.26 is based on WSF's 2023 Ferry EER Memo for hybrid-electric ferry operations without shore charging.

** ECY's suggested EER is applied for the corresponding fuel-vehicle category. A tentative value of 2.6 represents WSF's full-electric ferry operations when terminal charging is available.

Table 2-B. Estimated 10-Year Annual Energy Dispensed in kWh by Credit Ownership, Investment Type, Project Management, and Credit Calculator Category (2030-2034)

Credit Ownership	Category	Project Management /Owner	CFS Credit Calculator Category	2030	2031	2032	2033	2034
WSDOT	Ferry electrification	WSF	Electricity in a hybrid WSF vessel (EER = 1.26)*					
WSDOT	Ferry electrification	WSF	Electricity in an ocean going vessel (EER = 2.6)**	22,422,246	22,422,246	22,422,246	22,422,246	22,422,246
WSDOT	Electric Vehicles and Charging	WSDOT TEF	Electricity in an on-road light-duty vehicle	2,086	2,086	2,086	2,086	2,086
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road light-duty vehicle	597,238	597,238	597,238	597,238	597,238
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road Heavy-duty vehicle	16,476,000	16,476,000	16,476,000	16,476,000	16,476,000
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road Heavy-duty vehicle	26,288,529	26,288,529	26,288,529	26,288,529	26,288,529
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road light-duty vehicle	26,706,709	26,706,709	26,706,709	26,706,709	26,706,709
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle	136,217	136,217	136,217	136,217	136,217
Non-WSDOT	Shore Power	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)**	17,635,124	17,635,124	17,635,124	17,635,124	17,635,124
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road heavy-duty vehicle	416,320	416,320	416,320	416,320	416,320

Credit Ownership	Category	Project Management /Owner	CFS Credit Calculator Category	2030	2031	2032	2033	2034
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road light-duty vehicle	33,442	33,442	33,442	33,442	33,442
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)**	594,000	594,000	594,000	594,000	594,000
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)**	409,049	409,049	409,049	409,049	409,049
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle	37,580	37,580			
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle -Networked charger only	20,896	20,896			
DES	Electric Vehicles and Charging	DES	Electricity in an on-road light-duty vehicle	2,346	2,346	2,346	2,346	2,346
Non-DES	Electric Vehicles and Charging	Non-DES	Electricity in an on-road light-duty vehicle	418,509	418,509	418,509	418,509	418,509
Parks	Electric Vehicles and Charging	Parks	Electricity in an on-road light-duty vehicle	86,015	86,015	86,015	86,015	86,015

* In process of EER application; tentative value of 1.26 is based on WSF's 2023 Ferry EER Memo for hybrid-electric ferry operations without shore charging.

** ECY's suggested EER is applied for the corresponding fuel-vehicle category. A tentative value of 2.6 represents WSF's full-electric ferry operations when terminal charging is available.

Table 3-A. Estimated 10-Year Annual Credits Generated by Credit Ownership, Investment Type, Project Management, and Fuel Category (2025-2029)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2025	2026	2027	2028	2029
WSDOT	Ferry electrification	WSF	Electricity in a hybrid WSF vessel (EER = 1.26)*		941	936	924	911
WSDOT	Ferry electrification	WSF	Electricity in an ocean going vessel (EER = 2.6)**					
WSDOT	Electric Vehicles and Charging	WSDOT TEF	Electricity in an on-road light-duty vehicle		2	2	2	2
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road light-duty vehicle	31	330	601	592	583
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road Heavy-duty vehicle				1,451	25,141
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road Heavy-duty vehicle	14,817	23,693	25,961	26,931	40,115
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road light-duty vehicle	144	15,287	17,020	17,641	26,071
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle	81	413	1,142	1,095	1,048
Non-WSDOT	Shore Power	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)**		1,337	5,162	6,557	12,725
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road heavy-duty vehicle	668	661	655	645	635
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road light-duty vehicle		28	34	33	33
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)**			853	840	827

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2025	2026	2027	2028	2029
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)**			185	467	460
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle	38	38	38	37	37
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle - Networked charger only	21	21	21	21	20
DES	Electric Vehicles and Charging	DES	Electricity in an on-road light-duty vehicle	2	2	2	2	2
Non-DES	Electric Vehicles and Charging	Non-DES	Electricity in an on-road light-duty vehicle	429	425	421	415	409
Parks	Electric Vehicles and Charging	Parks	Electricity in an on-road light-duty vehicle	88	87	87	85	84

* In process of EER application; tentative value of 1.26 is based on WSF's 2023 Ferry EER Memo for hybrid-electric ferry operations without shore charging.

** ECY's suggested EER is applied for the corresponding fuel-vehicle category. A tentative value of 2.6 represents WSF's full-electric ferry operations when terminal charging is available.

Table 3-B. Estimated 10-Year Annual Credits Generated by Credit Ownership, Investment Type, Project Management, and Fuel Category (2025-2029)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2030	2031	2032	2033	2034
WSDOT	Ferry electrification	WSF	Electricity in a hybrid WSF vessel (EER = 1.26)*					
WSDOT	Ferry electrification	WSF	Electricity in an ocean-going vessel (EER = 2.6)**	15,931	15,681	15,746	15,810	13,771
WSDOT	Electric Vehicles and Charging	WSDOT TEF	Electricity in an on-road light-duty vehicle	2	2	2	2	2
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road light-duty vehicle	574	565	567	568	498
Non-WSDOT	Electric Vehicles and Charging	WSDOT IP	Electricity in an on-road Heavy-duty vehicle	24,746	24,349	24,396	24,443	21,520
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road Heavy-duty vehicle	39,483	38,850	38,926	39,001	34,337
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Electricity in an on-road light-duty vehicle	25,667	25,261	25,338	25,414	22,252
Non-WSDOT	Electric Vehicles and Charging	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle	1,002	955	955	955	644
Non-WSDOT	Shore Power	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)**	12,530	12,334	12,384	12,434	10,831
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road heavy-duty vehicle	625	615	616	618	544
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an on-road light-duty vehicle	32	32	32	32	28
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)**	814	801	802	804	707

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2030	2031	2032	2033	2034
Non-WSDOT	Electric Vehicles and Charging	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)**	452	445	446	448	393
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle	36	36			
DNR	Electric Vehicles and Charging	DNR	Electricity in an on-road light-duty vehicle - Networked charger only	20	20			
DES	Electric Vehicles and Charging	DES	Electricity in an on-road light-duty vehicle	2	2	2	2	2
Non-DES	Electric Vehicles and Charging	Non-DES	Electricity in an on-road light-duty vehicle	402	396	397	398	349
Parks	Electric Vehicles and Charging	Parks	Electricity in an on-road light-duty vehicle	83	81	82	82	72

* In process of EER application; tentative value of 1.26 is based on WSF's 2023 Ferry EER Memo for hybrid-electric ferry operations without shore charging.

** ECY's suggested EER is applied for the corresponding fuel-vehicle category. A tentative value of 2.6 represents WSF's full-electric ferry operations when terminal charging is available.

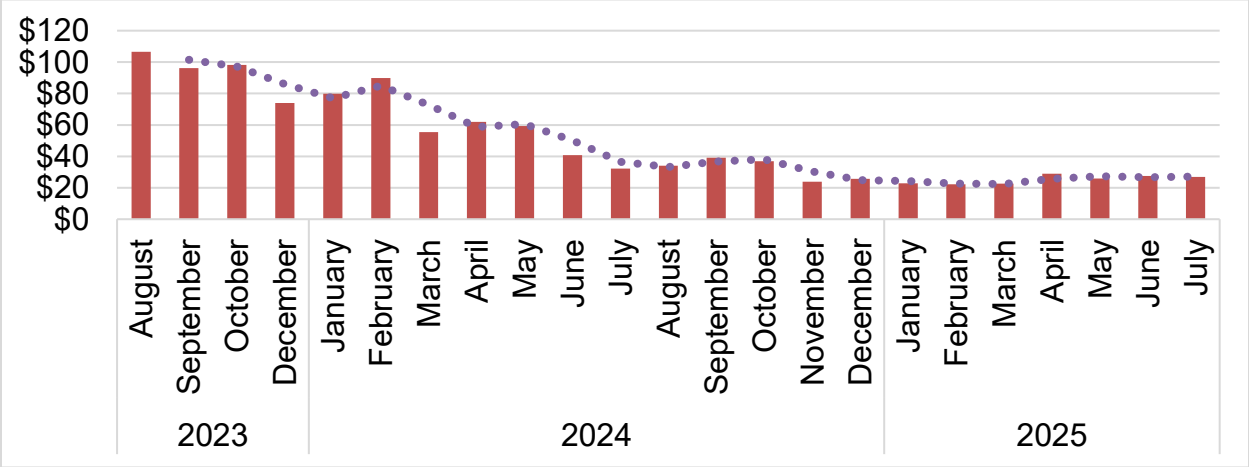
As shown in Table 3, the forecast is dominated by non-WSDOT projects, particularly those managed through WSDOT PTD and IP for on-road light- and heavy-duty vehicle electrification. These represent the largest share of projected credits. However, these credits can only be realized if project owners choose to register in the CFS program and report energy use consistent with ECY's requirements. For state agencies, WSDOT's primary credits come from ferry electrification. The hybrid-electric Wenatchee is expected to generate about 900 credits annually through 2028, while the addition of shore power enables roughly 15,700 credits per year from fully electric operation starting in 2030. Other WSDOT-owned EV chargers contribute only minimal credits due to the limited number of networked chargers. Among proviso agencies, DNR is projected to generate about 20 credits annually from its networked chargers, with potential for additional credits if its remaining chargers are networked. Most of the funding DES received is allocated to other state agencies, so DES earns credits only for the chargers it directly owns. Parks could produce 70 to 90 credits per year from EV use if they are able to track dispensed energy through networked chargers.

Credit Valuation

The value of credits is determined by market price, which fluctuates over time. ECY tracks credit transfers and publishes monthly trading activity, but it does not regulate or set prices. Figure 1 shows the historical monthly average credit price in Washington, illustrating how prices have shifted since the program's launch. The highest average price occurred early in the program, reaching $106.66 in August 2023. By 2025, prices had declined to historical lows, averaging in the $20 range, with the lowest point recorded in February 2025 at $22.19. To date, the volume-weighted average price of transactions is $39.66. The prices have recently been trending downward in all Western states including California, Oregon, and Washington.

Credit prices are influenced by a range of factors, including supply and demand dynamics, carbon intensity reduction targets, fuel production costs and availability, regulatory changes and policy signals, and broader economic conditions. Although forecasting future credit prices remains highly uncertain, these historical values provide a basis for estimating potential revenue ranges.

Figure 1. History of Monthly Average Credit Price ($) in Washington



Credit Revenue Forecasts

The credit revenue forecast is presented based on the lowest, average, and highest monthly credit prices from Washington's credit transaction history, multiplied by the estimated credits generated from eligible investments funded in the transportation budgets. Figure 2 shows the 10-year CFS credit revenue forecasts by credit ownership agency. The solid lines represent the credit revenue forecasted using the historical average price of $39.66 per credit, while the shaded areas indicate the range between the minimum ($22.19 per credit) and maximum ($106.66 per credit) revenue forecasts.

Along with Figure 2, Table 4 provides a detailed breakdown of forecasted credit revenues for each category in real dollars. Overall, revenues are lower than last year's forecast because credit prices have declined over the past year, resulting in reduced price assumptions for both the minimum and average credit revenue forecast scenarios. WSDOT's forecast is about one-third of last year's estimate, as only one successfully converted electric ferry is included this year. The other two planned vessel electrifications were excluded due to uncertainty in future funding and project timelines. DES revenues remain minimal throughout the forecast period, as the majority of revenue generated by the funding provided to DES will be claimed by the pass-through entity who installed and owned the chargers. DNR revenues remain steady through 2031 but drop to zero beginning in 2032, due to their assumption of a seven-year charger lifespan. Parks revenues are modest but are based on their projected electric vehicle usage. However, before they can begin generating credits as assumed in this forecast, their chargers must be networked to provide valid metered data as required by ECY. WSDOT pass-through revenues continue to dominate, driven by a growing number of electrification investments coming online over the next decade. These revenues are estimated for grant recipients receiving WSDOT pass-through funding. To be eligible for credit generation, they must register in the CFS program as individual reporting entity and maintain an ECY-approved energy tracking method. Under the average credit price forecast, WSDOT pass-through revenues increase from about $624,000 in 2025 to more than $4.2 million annually in the 2030s.

Figure 2. 10-Year CFS Credit Revenue Forecasts by Credit Ownership Category

Table 4. Detail 10-Year CFS Credit Revenue Forecasts in Real Dollars by Credit Ownership Category

Year	Credit Owner Category	Minimum Revenue ($32.21/credit)	Maximum Revenue ($106.66/credit)	Average Revenue ($65.77/credit)
2025	WSDOT	$0	$0	$0
2026	WSDOT	$20,920	$100,497	$37,390
2027	WSDOT	$20,820	$100,021	$37,212
2028	WSDOT	$20,544	$98,692	$36,718
2029	WSDOT	$20,265	$97,354	$36,220
2030	WSDOT	$353,552	$1,698,449	$631,900
2031	WSDOT	$348,016	$1,671,857	$622,006
2032	WSDOT	$349,449	$1,678,742	$624,568
2033	WSDOT	$350,864	$1,685,540	$627,097
2034	WSDOT	$305,621	$1,468,192	$546,234
2025	DES	$53	$256	$95
2026	DES	$53	$254	$94
2027	DES	$52	$252	$94
2028	DES	$52	$248	$92
2029	DES	$51	$244	$91
2030	DES	$50	$240	$89
2031	DES	$49	$237	$88
2032	DES	$49	$237	$88
2033	DES	$50	$238	$89
2034	DES	$43	$208	$78
2025	DNR	$854	$4,105	$1,526
2026	DNR	$847	$4,070	$1,513
2027	DNR	$839	$4,034	$1,500
2028	DNR	$827	$3,974	$1,478
2029	DNR	$814	$3,913	$1,455
2030	DNR	$801	$3,852	$1,432
2031	DNR	$789	$3,791	$1,410
2032	DNR	$0	$0	$0
2033	DNR	$0	$0	$0
2034	DNR	$0	$0	$0
2025	Parks	$1,955	$9,396	$3,494
2026	Parks	$1,938	$9,315	$3,464
2027	Parks	$1,921	$9,233	$3,433
2028	Parks	$1,892	$9,095	$3,382
2029	Parks	$1,863	$8,956	$3,330
2030	Parks	$1,834	$8,817	$3,279
2031	Parks	$1,805	$8,678	$3,227
2032	Parks	$1,811	$8,704	$3,237

Year	Credit Owner Category	Minimum Revenue ($32.21/credit)	Maximum Revenue ($106.66/credit)	Average Revenue ($65.77/credit)
2033	Parks	$1,816	$8,730	$3,246
2034	Parks	$1,590	$7,644	$2,842
2025	Other: WSDOT Pass-Through	$349,294	$1,678,939	$624,289
2026	Other: WSDOT Pass-Through	$926,399	$4,452,893	$1,655,745
2027	Other: WSDOT Pass-Through	$1,145,271	$5,504,938	$2,046,933
2028	Other: WSDOT Pass-Through	$1,248,249	$5,999,921	$2,230,985
2029	Other: WSDOT Pass-Through	$2,388,474	$11,480,607	$4,268,900
2030	Other: WSDOT Pass-Through	$2,350,484	$11,298,001	$4,201,001
2031	Other: WSDOT Pass-Through	$2,312,352	$11,114,711	$4,132,847
2032	Other: WSDOT Pass-Through	$2,318,049	$11,142,098	$4,143,030
2033	Other: WSDOT Pass-Through	$2,323,676	$11,169,143	$4,153,086
2034	Other: WSDOT Pass-Through	$2,036,016	$9,786,458	$3,638,955
2025	Other: DES Pass-Through	$9,511	$45,717	$16,999
2026	Other: DES Pass-Through	$9,429	$45,321	$16,852
2027	Other: DES Pass-Through	$9,346	$44,923	$16,704
2028	Other: DES Pass-Through	$9,207	$44,254	$16,455
2029	Other: DES Pass-Through	$9,066	$43,576	$16,203
2030	Other: DES Pass-Through	$8,925	$42,901	$15,952
2031	Other: DES Pass-Through	$8,784	$42,223	$15,700
2032	Other: DES Pass-Through	$8,811	$42,351	$15,748
2033	Other: DES Pass-Through	$8,837	$42,478	$15,795
2034	Other: DES Pass-Through	$7,738	$37,193	$13,830

SECTION 4 Reinvestment Strategy

RCW 70A.535.050(5)(b) directs WSDOT to recommend a preferred reinvestment strategy for revenues generated from state transportation investments funded through an omnibus transportation appropriations act. The legislature's intent is to maximize credits to support further efforts to reduce GHG emissions and decarbonize the transportation sector. In the 2024 Report, we presented in detail the preferred reinvestment strategy and the agencies' implementation options. This year, we recommend largely the same strategy, as we believe it continues to reflect the most effective and up-to-date approach in the near term.

CFS Participation for State Agencies

WSDOT and the proviso agencies, including Parks, DES, and DNR, are mandated by the legislature to register for the CFS program and begin tracking credit revenue generation. To date, WSDOT, Parks, and DNR have completed registration. WSDOT has not yet started tracking credits, but is working with WSF to collect vessel operation data in order to establish a new Energy Economic Ratio (EER) for the first hybrid-electric ferry Wenatchee. This step is necessary to secure an ECY-approved pathway for determining the vehicle-fuel specific carbon intensity and calculating credits. At the same time, WSDOT's TEF is collaborating with contractors to resolve data collection issues with its networked chargers. Once these issues are addressed, WSDOT will be able to begin tracking credit revenues. DNR has already begun tracking credits generated from its three networked charging stations since Q4 of 2024. Parks does not yet have data to report because its chargers have not been upgraded to connect to a network. DES is working to network its chargers and is in the process of registering for the program.

Reinvestment Strategy Approach

For investments under the omnibus transportation appropriations act managed through WSDOT programs, WSDOT has established criteria and factors to evaluate and identify preferred project types for credit revenue reinvestment. The primary criterion guiding these recommendations is to **reinvest in projects with the greatest potential to maximize credit generation and reinvestment opportunities**. WSDOT recommends that credit revenue investments focus on maximizing the State's ability to generate additional credits, in line with the legislative intent that "credits will be maximized to allow further investment in efforts to reduce GHG emissions."

In addition to this primary criterion, two decision-making factors help inform where and how revenues should be invested:

- **Maximize carbon reduction per dollar invested.** Prioritizing investments that deliver the greatest carbon reduction per dollar supports state efforts to meet GHG reduction limits while increasing the potential for additional credit generation. Currently, there is insufficient data to establish a carbon reduction per dollar metric to guide our reinvestment strategy, but this will be an important factor as data becomes available over the coming biennium.
- **Target investments to benefit vulnerable populations and overburdened communities.**

WSDOT seeks to ensure that transportation system investments serve all Washingtonians equitably. The agency is incorporating environmental justice principles into its decision-making by applying equity screening tools, engaging directly with overburdened communities, and prioritizing vulnerable populations when determining the benefits of these investments.

Together, the primary criterion and these two decision-making factors define WSDOT's approach to identifying project types for reinvesting credit revenues from omnibus transportation appropriations act investments.

Reinvestment Strategy Implementation

WSDOT's primary criterion and decision-making factors guide the reinvestment strategy for current state-funded transportation investments. The strategy is organized by the entity owning the credit revenues. A detailed description for each credit-owning entity is provided in the subsections below.

WSDOT owned equipment

Currently, ferry vessel electrification and agency-owned EV charging infrastructure are the two WSDOT managed investment types eligible to generate credits that return revenues to the state. The WSF program aims to achieve a reliable, emission-free ferry fleet by 2050, with the Ferry System Electrification Program estimated to cost $3.98 billion[13]. Simultaneously, TEF has developed a statewide electric charging station plan to support WSDOT's EV fleet, prioritizing strategic, high-traffic locations where charging infrastructure is most needed[14].

Given that both initiatives will take several years to complete, WSDOT recommends reinvesting credit revenues into additional ferry electrification or vehicle charging infrastructure efforts. By focusing investments on project types capable of generating additional credits, WSDOT can maximize credit revenue while advancing transportation sector decarbonization.

Non-WSDOT projects

WSDOT also manages grant programs and pass-through funding under the omnibus transportation appropriations act that are eligible to earn credits. These non-WSDOT projects are controlled by the implementing entities receiving the funding. Credit revenues generated by these projects can be reinvested by the entities that earn them. The reinvestment strategy for each grant program or pass-through funding type is summarized below:

- **EV Infrastructure Grants**: For Zero-emission Vehicle Infrastructure Partnership grants, WSDOT follows the applicable WAC and grant guidelines, "bidders and their private sector partners can reinvest any proceeds from ongoing operations to upgrade equipment and expand the site to accommodate higher utilization rates in the future."

[13] https://wsdot.wa.gov/construction-planning/major-projects/ferry-system-electrification

[14] https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/electricvehicles/electricfleetinfrastructure.htm#info

Higher utilization supports future credit generation, aligning with WSDOT's primary reinvestment criterion.

- **Public Transit Grants**: WSDOT's Public Transportation Division is including language in grant agreements to require recipients that generate credit revenue from the funded projects to reinvest in services and projects consistent with the grant program. Such reinvestments hold the potential to generate additional credits, enhancing reinvestment opportunities.
- **Port Electrification Grants**: WSDOT's port electrification grant program requires recipients reinvest credit revenue in ways consistent with the grant program. This requirement aligns with the primary criterion to maximize credit generation and advance transportation sector decarbonization.
- **Directly Funded Projects**: The 2023–2025 transportation budget allocates pass-through funds for WSDOT to distribute to specific external entities, such as local governments, transit agencies and other project partners identified in the budget. WSDOT is working through contracting processes with these pass-through recipients to ensure that credit revenues from these investments are tracked, reported, and reinvested to achieve additional emission reductions and maximize credit generation potential.

Non-WSDOT State Agencies

Non-WSDOT state agencies, specifically Parks, DES and DNR, were identified in the transportation budget under a proviso to receive transportation funding and may be eligible to generate credits. These proviso agencies recommend that the legislature focus reinvestments under the omnibus transportation appropriation act funds on:

- Investments in zero-emission state fleets and associated EV charging or fueling infrastructure.
- Using credit revenues to offset participation fees.
- Ongoing maintenance and network meter upgrades for installed EVSE.
- Conducting building electrical feasibility assessments for future EVSE installations.
- Supporting installation of anti-theft and security measures for EVSE.
- Supporting educational materials and outreach for electrification (e.g., ride-and-drive events).

These project types align with the legislature's intent to maximize credits to support further investment in reducing GHG emissions. Reinvestment opportunities will vary by agency. For example, Parks may prioritize installing EV chargers to achieve the same goal, while DES may find that focusing on EV facility feasibility studies and ongoing EVSE maintenance maximizes credit generation and revenue potential. WSDOT recommends that the legislature engage each credit-generating agency to determine which projects will best maximize their credit generation.

In addition, proviso agencies highlighted the need to expand and enhance the resiliency of the

state's power generation system to support baseline facility operations, making EV implementation feasible. We recommend that the state continue to promote investments into Washington's power generation sector, including underserved communities and remote areas where electricity is unable to meet baseline needs. These investments should focus on expanding the electrical grid to meet increased electricity demand from transportation electrification, improving system reliability to mitigate and adapt to extreme weather events, such as heat waves, wildfires, and severe storms, and supporting projects that enhance energy efficiency and reduce overall energy consumption.

Use of Advance Crediting

Under WAC 173-424-550, WSDOT and other public entities implementing projects funded through the omnibus transportation appropriations act are eligible to apply for advance credits, provided the projects reduce transportation sector emissions and qualify to generate credits. Eligible investments include medium- and heavy-duty vehicles, light-duty vehicles as part of a program to fully electrify a fleet within 15 years, electrification of the state ferry fleet, and other investments as identified by ECY. ECY may advance no more than six years of credits for any single investment or program. These advance credits must be repaid through actual credit generation within a payback period not to exceed nine years. In addition, the issuance of advance credits in any given year is capped at five percent of the total number of deficits generated in the prior compliance year. Advance credits provide the state an opportunity to reinvest credit revenues more quickly in projects with the greatest potential to maximize credit generation.

SECTION 5 Next Steps

This 2025 CFS Credit Revenue Forecast Report reflects WSDOT's continued effort to meet legislative requirements for tracking state transportation investments and projecting potential credit revenues. The forecast builds on last year's report, incorporating updates from the 2023-25 and 2025–27 biennial transportation budgets and revised project timelines.

In the year ahead, WSDOT and proviso agencies will focus on improving project energy data collection and fulfill the quarterly CFS reporting in ECY's online system. Reliable and networked equipment is required for generating valid CFS credits. The key priorities would be to finalize the WSF EER application for the hybrid-electric ferry operations, and resolve charger connectivity issues to bring more stations online.

A significant share of the forecasted revenues depends on local governments, tribes, and other partners receiving pass-through funding. To realize these revenues, these entities must register as reporting parties in the CFS program and adopt ECY-approved methods for tracking energy use.

Although current credit prices remain at historic lows and may affect near-term revenue forecasts, WSDOT will continue to monitor market trends and adjust reinvestment strategies based on the most up-to-date information. The change in the CI reduction requirement from 20% to 45% adopted in the 2025 legislative session, is expected to affect future credit prices. Because the 2025 Credit Revenue Forecast is based on historical market prices, these anticipated impacts are not reflected in the current forecast. The new CI reduction schedule will begin taking effect in January 2026. As CFS credit prices shift, future credit revenue forecasts will incorporate these changes. At the same time, WSDOT is working with ECY to explore how advance crediting can be applied to accelerate reinvestment of credit revenues into additional emission-reduction efforts.

APPENDIX: Project-Specific Energy Dispensed Estimates

Ferry Electrification

WSF's first successfully converted hybrid-electric ferry, the Wenatchee, returned to service on the Seattle-Bainbridge route in August 2025. Because of the short operating period, no real-world data is yet available. The energy dispensed estimates provided below are based on WSF's most recent electrification timeline and the methodology described in Appendix A of the 2024 CFS Credit Revenue Forecast Report, which draws on WSF's fuel consumption analysis and energy efficiency estimates from the System Electrification Plan (SEP)[15].

Updated timeline:

- **Hybrid-electric conversions**: WSF currently lacks funding to begin converting the remaining two Jumbo Mark II (JMII) vessels, Tacoma and Puyallup. Optimistically, additional funding may become available in 2027, with each conversion expected to take 15 to 18 months.
- **New hybrid-electric vessels**: WSF has selected a shipbuilder to deliver three new hybrid-electric 160-auto ferries, scheduled for delivery in summer 2030, 2031, and 2032.
- **Terminal electrification**: Shore power is planned for the Seattle, Bainbridge, and Clinton terminals before 2030, contingent on funding anticipated in 2027. Electrification of the Bremerton and Kingston terminals is planned after 2029, given the vessel construction schedule and pause in conversions.

Key assumptions for calculations:

- Baseline annual fuel consumption per vessel is based on average pre-COVID (through 2018) usage data, consistent with the baseline used in WSF's SEP analysis.
- Hybrid mode for the JMII class is estimated to reduce annual fuel use by 13.5% compared to the pre-hybrid baseline. Full-electric operation on the Seattle–Bainbridge route is estimated to reduce fuel use by 90% once shore charging is installed.[16]
- Although the three 160-auto ferries are contracted for delivery between 2030 and 2032 and fall within the 10-year report period, due to funding uncertainties, potential delays, and the lack of finalized system design details for the forthcoming 160-

[15] https://wsdot.wa.gov/sites/default/files/2021-11/WSF-SystemElectrificationPlan-December2020.pdf

[16] Elliot Bay Design Group. (2024). *19097-001-809-0_Fuel Emissions Estimate (BWK2)*. Seattle.

auto ferries, this report only estimates the potential credit generation from the successfully converted Wenatchee.

- WSF is currently collecting operational data from the Wenatchee to establish a new Energy Economic Ratio (EER) for the JMII class. ECY must approve the EER before the vessel can generate credits in the CFS program. This process may take several months, so although the Wenatchee began hybrid operations in August 2025, credit generation is assumed to begin in 2026.

Table A-1. WSF Annual Fuel Usage Estimates (gallon), BAU Scenario

VESSEL	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ferry-WENATCHEE	1614676	1614676	1614676	1614676	1614676	1614676	1614676	1614676	1614676	1614676

Table A-2. WSF Ferry Electrification Schedule*

VESSEL	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ferry-WENATCHEE										

* Yellow: hybrid mode; Green: full electric mode; based on WSF Fleet Status Projection August 2025

Table A-3. Estimated Fuel Reduction % from Ferry Electrification plan

VESSEL	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ferry-WENATCHEE		13.5%	13.5%	13.5%	13.5%	90.5%	90.5%	90.5%	90.5%	90.5%

Table A-4. Estimated Fuel Savings (in lbs., converted from gallon)

VESSEL	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ferry-WENATCHEE		1547667	1547667	1547667	1547667	10375101	10375101	10375101	10375101	10375101

Table A-5. Convert Fuel Savings (lbs.) to Annual Estimated Energy (kWh)

VESSEL	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Ferry-WENATCHEE		3344755	3344755	3344755	3344755	22422246	22422246	22422246	22422246	22422246

Electric Vehicles and Charging Infrastructure

This section includes estimated energy from electric vehicles and charging infrastructure projects administered by WSDOT's Innovative Partnerships (IP) division or Rail, Freight and Ports (RFP) Division. Project data was either provided directly by grant recipients or calculated by the IP division using default assumptions from WSDOT's CFI Tool v1.4[Error! Bookmark not defined.]. The Tool is d eveloped based on Argonne National Lab's 2023 Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) tool's Charging and Fuel Infrastructure tab[17]. When project data is insufficient, default input values from the WSDOT calculator are applied to estimate annual energy dispensed, assuming a low utilization level. Because IP/RFP administers funding as pass-through grants, all project owners are non-WSDOT entities. These owners may generate credits only if they choose to register in the CFS program and have their chargers networked to track real-world energy usage.

The general equation to calculate annual energy dispensed is:

$$\begin{aligned} &Annual\ Energy\ Dispensed\ (kWh) \\ &\quad = Number\ of\ Chargers\ of\ the\ Same\ Type\ \times Number\ of\ Charge\ Sessions\ per\ Charger\ per\ Year \\ &\quad \times\ Charge\ Time\ per\ Session\ (hr) \times Average\ Session\ Power\ (kW) \end{aligned}$$

Table A-6. Project-Specific Energy Dispensed Estimates (kWh) for Electric Vehicle Charging Infrastructure

Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
23-25	WSDOT	TEF	2025	10	Yakima/Union Gap	L2	2	1043
23-25	WSDOT	TEF	2025	10	Franklin/Pasco	L2	2	1043
23-25	City of Mount Vernon	Mount Vernon Library Commons	2025	10	Mount Vernon	L2	72	18771
23-25	City of Mount Vernon	Mount Vernon Library Commons	2025	10	Mount Vernon	DCFC	4	11713
23-25	Energy Northwest	ZEVIP	2026	10	Winthrop	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Winthrop	L2	1	261

[17] User Guide for AFLEET Tool 2023: https://greet.anl.gov/files/afleet-tool-2023-user-guide

Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
23-25	Energy Northwest	ZEVIP	2026	10	Okanogan	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Okanogan	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Tonasket	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Tonasket	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Republic	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Republic	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Colville	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Colville	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Cusick	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Cusick	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Newport	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Newport	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Sedro-Woolley	DCFC	4	11713
23-25	Energy Northwest	ZEVIP	2026	10	Sedro-Woolley	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Anacortes	DCFC	4	11713
23-25	Energy Northwest	ZEVIP	2026	10	Anacortes	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Port Townsend	DCFC	4	11713

Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
23-25	Energy Northwest	ZEVIP	2026	10	Port Townsend	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Burbank	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Burbank	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Clarkston	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Clarkston	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Pullman	DCFC	2	5857
23-25	Energy Northwest	ZEVIP	2026	10	Pullman	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Washtucna	L2	1	261
23-25	Douglas County PUD	ZEVIP	2026	10	Wenatchee	DCFC	2	5857
23-25	Western Washington Clean Cities	ZEVIP	2026	10	Ritzville	DCFC	2	5857
23-25	Western Washington Clean Cities	ZEVIP	2026	10	Tacoma	DCFC	2	5857
23-25	Forth Mobility	ZEVIP	2026	10	Toutle	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Toutle	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Raymond	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Raymond	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Spanaway	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Spanaway	L2	1	261

Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
23-25	Forth Mobility	ZEVIP	2026	10	Ashford	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Ashford	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Belfair	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Belfair	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Carnation	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Carnation	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Lacey	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Lacey	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Yelm	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Yelm	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Lynnwood	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Lynnwood	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Seattle	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Seattle	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Federal Way	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Federal Way	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Fife	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Fife	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Renton	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Renton	L2	1	261
23-25	Forth Mobility	ZEVIP	2026	10	Maple Valley	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Maple Valley	L2	1	261

Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
23-25	Forth Mobility	ZEVIP	2026	10	Enumclaw	DCFC	4	11713
23-25	Forth Mobility	ZEVIP	2026	10	Enumclaw	L2	1	261
23-25	Multiple School Districts	Ecology's Air Quality Clean School Bus Grant Program	2028	10	Statewide	L2	39	10168
25-27	Vehicle Owners	Medium- and Heavy-Duty Vehicle Incentive Program	2029	10	Statewide	DCFC	444	1,300,184
23-25	Port of Anacortes	Electrifying the Port of Anacortes	2027	10	Anacortes	L2	2	6000

Table A-7. Project-Specific Energy Dispensed Estimates (kWh) for Electric Vehicles

Project Owner	Program Name	Start Year	Vehicle Useful Life	Vehicle Type	Model Year	Number of Vehicles	Annual VMT (miles/ vehicle)	ZEV Efficiency (kWh/mile)	Annual Estimated Energy (kWh)
Multiple School Districts	Ecology's Air Quality Clean School Bus Grant Program	2028	15	Bus	2028	39	12000	2	936,000
Vehicle Owner	M/HD Incentive Program	2029	18	M/HD	2029	444	10000	3.5	15,540,000
Port of Ridgefield	Port of Ridgefield's Electrification Upgrades	2026	>10	SUV	2026	1	-	-	11,571
Port of Ridgefield	Port of Ridgefield's Electrification Upgrades	2026	>10	SUV	2026	1	-	-	9,259
Port of Ridgefield	Port of Ridgefield's Electrification Upgrades	2026	>10	UTV	2026	1	-	-	6,612

Clean Alternative Public Transit

This section includes public transit electrification and hydrogen projects administered by WSDOT's Public Transportation Division (PTD). Project data was either provided by grant recipients or calculated by PTD staff. Since PTD administers funding as pass-through grants, all project owners are non-WSDOT entities. These entities may generate credits only if they register in the CFS program and follow ECY's vehicle-fuel pathway and networked charger requirements to track real-world energy use.

For transit electrification projects, in addition to calculations based on charging infrastructure, annual electric vehicle energy consumption can also be estimated using the following general equation:

$$Annual\ Energy\ Consumption\ (kWh) = Activity\ \left(\frac{mile}{year}\ or\ \frac{hr}{year}\right) \times Energy\ Efficiency\ (\frac{kWh}{mile}\ or\ \frac{kWh}{hr})$$

Table A-8. Project-Specific Energy Dispensed Estimates (kWh) for Public Transit Electrification and Hydrogen

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
23-25	Everett Transit	Induction Charging Infrastructure	N	Y	May-25	1158768	16869
25-27	Everett Transit	2023-2025 Green Transportation Grant for Electric Buses	Y	Y	Aug-25	573645	8121
25-27	Everett Transit	2023-2025 State Bus and Bus Facilities Grant for Electric Buses	Y	Y	Aug-25	426336	6036
25-27	Intercity Transit	Green Hydrogen Fuel Cell Electric Bus Demonstration Project	Y	N	Jul-26	8093	498
25-27	Kitsap Transit	SR 305 Day Road Park and Ride	N	Y	Jun-27	15643	113
25-27	Intercity Transit	Zero-emission Hydrogen Demonstration Project	Y	N	Jul-26	12407	763
23-25	Jefferson Transit	JTA E Bus Application	Y	N	Jun-25	205312	2961

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
23-25	Kitsap Transit	All-Electric Passenger Ferry	Y	N	Jan-27	428480	5099
25-27	King County Metro	Burien Transit Ctr Layover Charging Infrastructure	N	Y	Jun-26	2635000	33798
23-25	King County Metro	South Annex Base Electrification	N	Y	Nov-29	8912000	66880
23-25	King County Metro	Interim Base Electrification	N	Y	Sep-25	5349000	75010
23-25	Kitsap Transit	Inductive Charging Infrastructure	N	Y	Jun-26	126000	1616
23-25	Kitsap Transit	Inductive Charging Units for Transit Centers	N	Y	Sep-26	84000	1044
23-25	Link Transit	Urban Bus Fleet Electrification	Y	N	Jul-25	572800	8186
23-25	Pullman Transit	Battery Electric Bus and Charger	Y	Y	Apr-25	241139	351
23-25	Spokane Transit	2023 Fleet Electrification	Y	N	Mar-24	394775	5958
23-25	Lewis County Transit	Southwest Washington Corridor e-Transit Station	Y	N	Jun-24	2664	199
25-27	Lewis County Transit	Southwest Washington e-Transit Corridor	Y	N	Mar-26	13003	837
23-25	Lewis County Transit	Zero-emission Vehicle Infrastructure and Equipment	N	Y	Jun-25	150504	2171
23-25	Lewis County Transit	Morton e-Transit Station	N	Y	Aug-24	4680	45
23-25	Lewis County Transit	Zero-Emission Bus Procurement	Y	N	Oct-24	6502	486
25-27	Lewis County Transit	Zero-Emission Vehicle Acquisition	Y	N	Apr-26	5329	329

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
23-25	Community Transit	Rideshare Replacement Vehicles	Y	N	Nov-24	11314	109
23-25	Jamestown S'Klallam Tribe	ADA Electric Transit Shuttle	Y	N	May-24	17160	160
25-27	Lummi Indian Business Council	Lummi Transit Electric Bus Acquisition	Y	N	Jan-26	115367	1556
23-25	Grant Transit Authority	Three Replacement 25-Foot Electric Vehicles & One Expansion 25-foot Electric Vehicle	Y	N	Jul-25	158562	2266
23-25	San Juan Islands Shuttle System	IslandRides Electric Vehicles	Y	N	Jun-25	11520	106
23-25	Kitsap Transit	Electric Rideshare Vehicles	Y	Y	Apr-24	14800	143
23-25	Cowlitz Indian Tribe	Electric ADA Vehicle Purchase	Y	N	Jul-25	9039	83
23-25	Nisqually Indian Tribe	Rural Mobility Initiative - EV Capital Project	Y	N	Apr-25	9900	134
23-25	Mobility for All	Town Square Share	Y	N	Jan-24	3389	33
23-25	Purpose Driven Girl	Purpose Drive Girl Tukwila Rideshare	Y	N	Jun-25	3389	31
23-25	San Juan Islands Shuttle System	OPAL Green Carshare	Y	Y	Sep-24	6779	65
23-25	Tabor 100	TABOR 100 Carshare	N	Y	Sep-23	3389	33
23-25	Women of Wisdom Tri-Cities	WoW Pasco Carshare	Y	Y	Nov-24	13515	130
23-25	Women of Wisdom Tri-Cities	WoW Kennewick ADA Carshare	Y	Y	May-25	11713	109

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
23-25	Women of Wisdom Tri-Cities	WoW Kennewick Carshare	Y	Y	Jun-24	13515	130
23-25	Zero-Emission Vehicle Cooperative	Shoreline Share	Y	Y	Jun-25	3389	31
23-25	Zero-Emission Vehicle Cooperative	Des Moines Share	Y	Y	Sep-24	3389	33
23-25	Zero-Emission Vehicle Cooperative	Gonzaga Share	Y	Y	May-24	3389	29
23-25	Zero-Emission Vehicle Cooperative	Port Townsend Share	Y	N	Oct-23	3389	29
25-27	Pacific Transit	Electrification of the Paratransit Fleet	Y	Y	Jul-27	25522	284
25-27	CTRAN	Hydrogen Fueling Station Infrastructure	N	Y	Jul-27	56000	2970
25-27	Island Transit	Fleet Expansion (5 ADA Compliant Zero-Emission Vehicles)	Y	Y	Jul-27	58567	651
25-27	City of Everett	Inductive Charging at Everett Station	N	Y	Jul-27	73209	871
25-27	Community Transit	Charging Infrastructure at Hardeson Campus	N	Y	Jul-27	327974	3645
25-27	Spokane Transit Authority	Battery Electric Bus (BEB) On-Route Charging Infrastructure	N	Y	Jul-27	164719	1831
25-27	King County Metro Transit	Metro 40ft Transit Battery Electric Bus Purchase	Y	N	Dec-26	2486568	29919

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
25-27	Chelan Douglas Public Transportation Benefit Area	Urban Bus Fleet Replacement & Electric Bus Charging Infrastructure	Y	Y	Nov-26	225312	2741
25-27	Spokane Transit Authority	Electric Operations Support Vehicles	Y	N	Dec-25	2784	24
25-27	Sound Transit	Battery Electric Buses and Charging Infrastructure for Stride Bus Rapid Transit and ST Express	Y	Y	Jan-28	882312	9111
25-27	Jefferson Transit Authority	Electric Dial-A-Ride Replacement Vehicle	Y	N	Aug-26	2984	24
25-27	Kitsap County Public Transportation Benefit Area Authority	Kitsap Transit Battery Electric Bus and Inductive Charging Fleet Conversion Project	Y	Y	Mar-27	373911	4351
25-27	Pierce County Public Transportation Benefit Area Corporation	Maintenance & Operations Base Rehabilitation including Zero Emission Infrastructure	N	Y	Jul-27	35140	391
25-27	Skagit Transit System	Maintenance, Operations, & Administration Facility Replacement - Phase 2 Construction & Expansion Paratransit Coach	Y	Y	Mar-27	84000	711
25-27	Skagit Transit System	Replacement of 4 Heavy-Duty Coaches	Y	N	Jul-27	7471	396

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
25-27	Valley Transit	New Valley Transit Vehicle Barn Capital Construction Project	N	Y	Jul-27	70280	781
25-27	CTRAN	Highway 99 BRT Hydrogen Fuel Cell Buses	Y	N	Jul-27	24748	1313
25-27	Kitsap County Public Transportation Benefit Area Authority	Inductive Charging Units for Transit Centers	N	Y	Jul-27	23427	260
25-27	Island Transit	Island Transit Purchase Rideshare Vehicles	Y	N	Jul-27	3946	56
25-27	San Juan Islands Shuttle System	Green CarShare Program	Y	N	Jul-27	10168	72
25-27	Tabor 100	Tabor 100 Carshare	Y	Y	Jul-27	6779	48
25-27	Women of Wisdom TriCities	WOW College Place 1	Y	N	Jul-27	23427	167
25-27	Key Peninsula Healthy Community	Key Peninsula Community Carshare	Y	Y	Jul-27	6779	48
25-27	Women of Wisdom TriCities	WOW Walla Walla 1	Y	N	Jul-27	23427	167
25-27	Women of Wisdom TriCities	WOW Yakima PNWU	Y	Y	Jul-27	23427	167
25-27	Women of Wisdom TriCities	WOW College Place 2	Y	N	Jul-27	35140	250
25-27	Women of Wisdom TriCities	WOW Richland GESA	Y	Y	Jul-27	23427	167

Biennial	Project Owner	Project Name	Vehicle Purchase? (Y/N)	Charging Infrastructure? (Y/N)	Start Date	Annual Estimated Energy (kWh)	10-yearr Credits
25-27	Women of Wisdom TriCities	WOW Pasco Carshare	Y	N	Jul-27	11713	83
25-27	Zero Emission Vehicle Cooperative	Gonzaga Share	Y	N	Jul-27	3389	24
25-27	Mobility For All	Town Square Share	Y	Y	Jul-27	3389	24

Port and Rail Electrification

Table A-9. Project-Specific Energy Dispensed Estimates (kWh) for Shore Power based on Charging Station

Project Owner	Port	Ship Type	Start Year	Annual Charging Sessions	Project Useful Life (yrs)	Displaced Fuel Type	Calculation Tool	Annual Estimated Energy (kWh)
NWSA	Seattle	Container	2029	131 vessel calls; 5274 at-berth hours	30	HFO (Bunker fuel)	U.S EPA Shore Power Emissions Calculator (SPEC) Ver.2023	5,845,220
Port of Bremerton	Bremerton	Passenger Ferry	2029	200	50	Diesel		Included in Ferry Electrification Calculations
Port of Anacortes	Anacortes	Other	2027	365	TBD (> 10 years)	Diesel	CARB ATD and Pilot Projects - Off-Road	4,362,804
Port of Bellingham	Bellingham	Misc (6 tugboats)	2029	2,190 (6/day, one visit/day per tug)	TBD (> 10 years)	Diesel	CARB ATD and Pilot Projects – Marine OGV	2,838,240
Port of Edmonds	Edmonds	Other	2026	200	15	Diesel	CARB Community Air Protection - Marine	1,749,144
Port of Everett	Everett	Other (generator replacement – barges)	2027	40	25	Diesel	CARB ATD and Pilot Projects – Marine CHC	533,820
Port of Port Angeles	Port Angeles	Misc	2028	79	TBD (> 10 years)	Diesel	CARB ATD and Pilot Projects – Marine OGV	460,728
Port of Port Angeles	Port Angeles	Tanker (VLCC)	2028	12	TBD (> 10 years)	Diesel	CARB ATD and Pilot Projects – Marine OGV	1,548,936

Table A-10. Project-Specific Energy Dispensed Estimates (kWh) for Shore Power based on Vessel Types

Project Owner	Start Year	Ship Type	Charging Power (kW)	Charging Duration (hr)	Annual Charging Sessions	Displaced Fuel Type	Displaced Fuel (gallon/year)	Project Useful Life (yr)	Annual Estimated Energy (kWh)
Port of Kalama	2026	Tugboat (Push/Tow, aux)	19.0	6	149	Diesel	3576	50	16,986
Port of Kalama	2026	Tugboat (Escort/Ship Assist, aux)	19.0	6	149	Diesel	4470	50	16,986
Port of Friday Harbor	2027	Workboat	87.42	10	100	Diesel	3600	TBD (> 10 years)	87,420
Port of Friday Harbor	2027	Ferry – Monohull	40.92	10	100	Diesel	1800	TBD (> 10 years)	40,920
Port of Friday Harbor	2027	Excursion	111.6	12	100	Diesel	6000	TBD (> 10 years)	133,920

Table A-11. Project-Specific Energy Dispensed Estimates (kWh) for ZE Drayage Trucks

Project Owner	Start Year	Number of Trucks	Annual Miles per Truck	ZEV Efficiency (miles/kWh)	Project Useful Life (yr)	Displaced Fuel Type	Calculation Tool	Annual Estimated Energy (kWh)
NWSA	2025	15	31200	1.124	TBD (> 10 years)	Diesel	WSDOT HD_Offroad Tool	416,320

Table A-12. Project-Specific Energy Dispensed Estimates (kWh) for ZE Locomotives

Project Owner	Start Year	Power Type	Number of Switcher Locomotive	Displaced Fuel Type	Displaced Fuel Consumption (gallon)	Annual Operating Hours	Project Useful Life	Annual Estimated Energy (kWh)
Tacoma Rail	2026	Battery powered	3	ULSD	95,000	16,200	Batteries 10 years; Locomotives 50 years	594,000

Proviso State Agencies

Table A-13. Project-Specific Energy Dispensed Estimates (kWh) for Electric Vehicle Charging Infrastructure from DES

Funds Management	Project Owner	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Estimated Utilization Level*	Annual Estimated Energy (kWh)
DES	Health Care Authority (HCA)	2024	10 Years	Thurston/ Olympia	L2	10	Moderate	23,464
DES	Liquor and Cannabis Board (LCB)	2025	10 Years	Thurston/ Olympia	L2	5	Moderate	11,732
DES	LCB	2025	10 Years	Pierce/ Tacoma	L2	3	Moderate	7,039
DES	Department of Social and Health Services (DSHS)	2024	10 Years	Snohomish/ Arlington	L2	5	Moderate	11,732
DES	DSHS	2025	10 Years	Clark/ Vancouver	L2	4	Moderate	9,386
DES	DSHS	2025	10 Years	Kitsap/ Bremerton	L2	5	Moderate	11,732
DES	DSHS	2025	10 Years	Yakima/ Toppenish	L2	3	Moderate	7,039
DES	DSHS	2025	10 Years	Kitsap/ Bremerton	L2	1	Moderate	2,346
DES	DSHS	2025	10 Years	Walla Walla/ Walla Walla	L2	1	Moderate	2,346
DES	DSHS	2025	10 Years	Benton/ Kennewick	L2	2	Moderate	4,693
DES	DSHS	2025	10 Years	Pierce/ Tacoma	L2	4	Moderate	9,386
DES	DSHS	2025	10 Years	Snohomish/ Everett	L2	4	Moderate	9,386
DES	Department of Corrections (DOC)	2025	10 Years	Franklin/ Connell	DCFC	2	Moderate	13,515
DES	DOC	2025	10 Years	Snohomish/ Monroe	DCFC	2	Moderate	13,515
DES	State School for the Blind (SFB)	2024	10 Years	Clark/ Vancouver	L2	3	Moderate	7,039

DES	ECY	2025	10 Years	Spokane/ Spokane	L2	14	Moderate	32,850
DES	ECY	2025	10 Years	Spokane/ Spokane	DCFC	14	Moderate	94,608
DES	ECY	2025	10 Years	Thurston/ Lacey	L2	8	Moderate	18,771
DES	Department of Children, Youth and Families (DCYF)	2025	10 Years	King/ Kent	L2	6	Moderate	14,079
DES	DCYF	2025	10 Years	Benton/ Richland	L2	6	Moderate	14,079
DES	DCYF	2025	10 Years	Whatcom/ Bellingham	L2	5	Moderate	11,732
DES	Department of Social and Health Services (DSHS)	2024	10 Years	Bremerton	L2	1	Moderate	2,346
DES	DCYF	2025	10 Years	Kittitas/ Ellensburg	L2	3	Moderate	7,039
DES	DCYF	2025	10 Years	Pierce/ Puyallup	L2	4	Moderate	9,386
DES	DCYF	2025	10 Years	Lewis/ Centralia	L2	4	Moderate	9,386
DES	DOC	2025	10 Years	Clallam/ Clallam Bay	DCFC	1	Moderate	6,758
DES	Department of Fish and Wildlife (DFW)	2025	10 Years	King/ Issaquah	L2	4	Moderate	9,386
DES	DFW	2025	10 Years	Snohomish/ Mill Creek	L2	2	Moderate	4,693
DES	DFW	2025	10 Years	Mason/ Shelton	L2	2	Moderate	4,693
DES	DFW	2025	10 Years	Cowlitz/ Kalama	L2	4	Moderate	9,386
DES	Washington State Patrol (WSP)	2025	10 Years	Mason/ Shelton	L2	2	Moderate	4,693
DES	WSP	2025	10 Years	Mason/ Shelton	DCFC	3	Moderate	20,273
DES	DES	2025	10 Years	King/ Seattle	L2	1	Moderate	2,346

* Default inputs from the WSDOT CFI Tool v1.4 were used to calculate the annual energy dispensed based on the corresponding utilization level.

Table A-14. Project-Specific Energy Dispensed Estimates (kWh) for Electric Vehicle Charging Infrastructure from DNR

Project Owner	Start Year	Charger Useful Life (yr)	Location (County/City)	Charger Type	Number of Chargers	Estimated Utilization Level*	Annual Estimated Energy (kWh)	Comments
DNR	2025	7	King / Enumclaw	LV2 non-networked	1	High	3389	
DNR	2025	7	Skagit / Sedro Woolley	LV2 non-networked	1	High	3389	
DNR	2025	7	Clallam / Forks	LV2 networked	2	Moderate	3929	Ran data usage report for June 2025 and multiplied by 12
DNR	2025	7	Clallam / Port Angeles	LV2 non-networked	1	High	3389	
DNR	2025	7	Cowlitz / Castle Rock	LV2 networked	3	Moderate	5818	Ran data usage report for June 2025 and multiplied by 12
DNR	2025	7	Stevens / Colville	LV2 non-networked	1	High	3389	
DNR	2025	7	Skamania / Fort Rains	LV2 non-networked	1	Low	1564	
DNR	2025	7	Cowlitz / Longview	LV2 non-networked	1	Low	1564	
DNR	2025	7	Thurston / Tumwater	DCFC networked	3	High	11149	Ran data usage report for June 2025 and multiplied by 12

* Default inputs from the WSDOT CFI Tool v1.4 were used to calculate the annual energy dispensed based on the corresponding utilization level for non-networked chargers.

Table A-15. Project-Specific Energy Dispensed Estimates (kWh) for Electric Vehicles from DNR

Project Owner	Start Date	Vehicle Model	Number of Vehicles	Annual Miles per Vehicle*	Vehicle Efficiency (kWh/mile)	Annual Estimated Energy (kWh)
DNR	April-August 2024	2023 F-150 Lightning extended range	12	4000	0.48	23040
DNR	April-August 2024	2023 Tesla Model Y long range	4	4000	0.28	4480

Project Owner	Start Date	Vehicle Model	Number of Vehicles	Annual Miles per Vehicle*	Vehicle Efficiency (kWh/mile)	Annual Estimated Energy (kWh)
DNR	April-August 2024	2024 Chevrolet Silverado EV	3	4000	0.53	6360

* Specially equipped vehicle use category

Table A-16. Project-Specific Energy Dispensed Estimates (kWh) for Electric Vehicles from Parks

Project Owner	Start Date	Vehicle Model	Number of Vehicles	Annual Miles per Vehicle*	Vehicle Efficiency (kWh/mile)	Annual Estimated Energy (kWh)
Parks	2024	2023 Chevy Bolt EUV	4	5000	0.28	5600
Parks	2024	2023 Ford eTransit cargo maint	2	5000	0.54	5400
Parks	2024	2023 Ford Lightning	10	5000	0.49	24500
Parks	2024	2023 Ford Lightning ER	2	5000	0.45	4500
Parks	2024	2023 Ford Mach-E	1	5000	0.33	1650
Parks	2024	2023 Ford Mach-E Cal Rte. 1	4	5000	0.307	6140
Parks	2024	2023 Ford Mach-E standard range	2	5000	0.37	3700
Parks	2024	2023 Tesla Model Y AWD LR	2	5000	0.28	2800
Parks	2024	2024 Chevy Silverado EV truck, standard range (350)	5	5000	0.453	11325
Parks	2024	2024 Ford Lightning E-truck, standard range (240)	6	5000	0.68	20400

* Based on average of available Parks' annual mileage data