Clean Fuels Standard

State Transportation Investment Credit Revenue Generation Forecast

October 2026

Julie Meredith, Secretary of Transportation

Executive Summary

Washington's Clean Fuels Standard (CFS) creates a market-based incentive to reduce the carbon intensity of transportation fuels and accelerate the transition to lower-carbon transportation. State law directs the Washington State Department of Transportation (WSDOT) to annually estimate CFS credit revenue that may be generated from state transportation investments and recommend a strategy for reinvesting those revenues over the following 10 years. This 2026 report updates eligible investments, project schedules, energy-use assumptions, estimated credit generation, revenue projections, and WSDOT's preferred reinvestment strategy.

The forecast evaluates state-funded investments with established or potentially applicable CFS crediting pathways, including Washington State Ferries (WSF) electrification, zero-emission vehicles and charging infrastructure, clean transit vehicles and infrastructure, and port and rail electrification. Based on currently identified investments, approximately 691,500 CFS credits could be potentially generated between 2026 and 2035. Actual credit generation depends on eligible project owners registering in the CFS program, establishing credit ownership, and implementing Department of Ecology-approved methods for measuring and reporting fuel or electricity use. Based on the assumed credit prices, the 10-year forecast represents approximately $18.7 million under the low-price scenario, $35.3 million under the average-price scenario, and $62.9 million under the high-price scenario.

WSDOT recommends continuing the reinvestment strategy established in prior reports, with the primary objective of directing credit revenue toward projects that can generate additional credits and create further reinvestment opportunities. Reinvestment decisions should also prioritize cost-effective greenhouse gas (GHG) reductions, benefits to overburdened communities and vulnerable populations, and projects with the greatest ability to generate additional CFS credits. For WSDOT-owned credits, this includes continued investment in ferry electrification and agency-owned charging infrastructure where those investments can support further credit generation and emission reductions.

Going forward, WSDOT will improve energy-use tracking and CFS reporting, prepare for increased ferry-related credit generation, evaluate appropriate uses of Ecology's advance-credit program, and monitor changing credit-market conditions. WSDOT also recommends greater clarity regarding how revenues may be made available to the state agencies that generated the credits, strengthening the connection between credit generation and subsequent reinvestment in transportation decarbonization.

Table of Contents

Executive Summary 2
SECTION 1 Introduction 4
State-Funded Investments Eligible for Credit Generation 5
Credit Revenue Forecast and Reporting Process 6
SECTION 2 Current Investments 9
Ferry Electrification 9
Zero-Emission Vehicles and Infrastructure 11
Clean Transit Vehicles and Infrastructure 14
Port and Rail Electrification 26
SECTION 3 Credit Revenue Forecast Results 30
Energy Dispensed Forecasts 30
Credits Generation Forecasts 37
Credit Valuation 42
Credit Revenue Forecasts 42
SECTION 4 Reinvestment Strategy 48
CFS Participation for State Agencies 49
Reinvestment Strategy Approach 50
Reinvestment Strategy Implementation 50
WSDOT-Owned Equipment 51
Non-WSDOT Projects 51
Non-WSDOT State Agencies 52
Use of Advance Credit 52
SECTION 5 Next Steps 54
Appendix: Project-Specific Energy Dispensed Estimates 56
WSDOT: Ferry Electrification 56
WSDOT: Zero-Emission Vehicles and Charging Infrastructure 57
WSDOT: Clean Transit Vehicles and Infrastructure 65
WSDOT: Port and Rail Electrification 73
Proviso State Agencies (DNR, DES, Parks) 77

SECTION 1 Introduction

Washington's CFS is a market-based program designed to reduce GHG emissions from transportation fuels and accelerate the transition to lower-carbon alternatives.[1] Administered by the Washington State Department of Ecology (Ecology), the program establishes annual carbon-intensity standards for gasoline, diesel, and fuels that replace them. Fuels with carbon intensity above the applicable standard generate deficits, while fuels with a carbon intensity below the standard generate credits. Regulated entities must obtain sufficient credits to offset their deficits, creating a financial incentive to produce, distribute, and use lower-carbon transportation fuels.[2]

The CFS took effect on Jan. 1, 2023. In 2025, the Legislature enacted Second Substitute House Bill 1409, Chapter 319, Laws of 2025, which strengthened the program's statutory carbon intensity reduction requirements.[3] The legislation increased the statewide target from 20 percent to 45 percent below 2017 levels by Jan. 1, 2038, with authority for Ecology to increase the target to as much as 55 percent if specified program and market conditions are met. The statutory schedule requires a total carbon-intensity reduction of 7 percent below 2017 levels in 2026 and 11 percent in 2027, followed by annual reductions of between 3 and 4 percentage points from 2028 through 2038, as established by Ecology through rulemaking.[2] The legislation also directs Ecology to periodically evaluate program performance, fuel availability, credit markets, costs, and technological progress when implementing the strengthened standards.

Ecology adopted amendments to the CFS rules in October 2025, which became effective on Nov. 20, 2025.[4] Among other changes, the amendments incorporated the statutory carbon-intensity standards for 2026 and 2027 and updated provisions related to fuel pathways, alternative jet fuel, renewable natural gas and renewable electricity accounting, charging and refueling infrastructure credits, advance credits for eligible public investments, and third-party verification.[5]

In January 2026, Ecology initiated a separate rulemaking process to establish the carbon-intensity standards for 2028 through 2038 and fully implement Second Substitute House Bill 1409.[6] This rulemaking will also update the program's primary carbon-intensity modeling tool from WA-GREET 3.0 to WA-GREET 4.0 and consider related technical, program-integrity, and fee amendments. Ecology anticipates adopting the rules in fall 2027, with the rules becoming

[1] Washington State Department of Ecology, https://ecology.wa.gov/air-climate/reducing-greenhouse-gas-emissions/clean-fuel-standard.
[2] Washington State Legislature, RCW 70A.535.025.
[3] Washington State Legislature, SECOND SUBSTITUTE HOUSE BILL 1409.
[4] Washington State Department of Ecology, https://apps.ecology.wa.gov/publications/documents/2514090.pdf.
[5] Washington State Legislature, Chapter 173-424 WAC - Clean Fuels Program; WAC 173-424-550 - Advance crediting; and WAC 173-424-900 - Carbon-intensity tables.
[6] Washington State Department of Ecology, WAC 173-424-455 - Washington State Department of Ecology.

effective before the statutory implementation deadline of January 1, 2028.

Under RCW 70A.535.050, state transportation investments funded through an omnibus transportation appropriations act may generate CFS credits when the investments reduce GHG emissions and help decarbonize the transportation sector.[7] The statute identifies potentially eligible investments including electric-grid and hydrogen-fueling infrastructure, ferry operating and capital investments, state ferry fleet electrification, alternative-fuel vehicle rebate programs, transit grants and infrastructure, bicycle and pedestrian programs, Complete Streets and safe-walking investments, rail funding, and other multimodal investments.

Beginning in 2022, the Legislature directed the WSDOT to coordinate with Ecology to identify the amount of CFS credit revenue likely to be generated from state transportation investments.[7] WSDOT is required to present the Joint Transportation Committee with an annual detailed projection of anticipated credit revenues and a preferred strategy for reinvesting those revenues over the following 10 years. Revenue received by the state from credits generated by transportation investments must be deposited into the Clean Fuels Transportation Investment Account[8] and may be spent only on activities and projects that reduce GHG emissions and decarbonize the transportation sector following legislative appropriation.

This is WSDOT's fifth annual report on CFS credit revenue generation. Prepared by the Climate Mitigation and Adaptation Branch within WSDOT's Environmental Services Office, the report builds on the October 2025 report[9] by updating the inventory of potentially eligible state-funded investments, project implementation schedules, fuel and energy-use assumptions, estimated credit generation, projected credit revenues, and the preferred revenue-reinvestment strategy. The analysis incorporates information provided by WSDOT programs and participating state agencies and reflects the best available project and program information at the time of preparation. Forecasts will continue to be refined as projects enter service, energy-use and metering data become available, credit prices and market conditions change, new credit-generation pathways are approved, and Ecology completes implementation of the updated statutory requirements.

State-Funded Investments Eligible for Credit Generation

The omnibus transportation appropriations act provides funding for WSDOT and other Proviso State Agencies[10] through direct appropriations, competitive grants opportunities, and pass-through funding to subrecipients managed by state agencies. Although RCW 70A.535.050 identifies a broad range of transportation investments that may support credit generation, inclusion in the statute or an omnibus transportation appropriations act does not by itself guarantee that an investment will generate CFS credits. Credit generation must also comply with

[7] Washington State Legislature, RCW 70A.535.050.
[8] Washington State Legislature, RCW 70A.535.160:.
[9] WSDOT, https://wsdot.wa.gov/sites/default/files/2025-10/CleanFuelsStandard-Report-CreditRevenueGeneration-October2025.pdf.
[10] Include the Washington State Department of Natural Resources (DNR), the Washington State Parks and Recreation Commission (Parks), and the Washington State Department of Enterprise Services (DES).

Ecology's implementing rules in Chapter 173-424 WAC. Among other requirements, the transportation fuel or energy source must have an applicable carbon-intensity value or approved fuel pathway, and the entity claiming the credits must be registered in the Washington Fuels Reporting System (WFRS) as an eligible reporting entity, credit generator, or aggregator.

Current CFS rules provide established or potentially applicable crediting methods for investments involving electricity, hydrogen, propane, renewable natural gas, and other qualifying lower-carbon transportation fuels. Accordingly, the 2026 forecast primarily evaluates projects for which fuel or electricity use can be reasonably estimated and converted into credits under current program rules. These include:

- Electrification of Washington State Ferries vessels and associated terminal charging infrastructure;
- State funded electric or hydrogen vehicles and charging infrastructure;
- Transit fleet electrification and transit projects using eligible lower-carbon fuels; and
- Electrification of port and rail equipment, associated charging infrastructure, and shore power supplied to vessels while docked.

Other statutorily identified investments may reduce GHG emissions but may not currently have a direct or sufficiently defined CFS crediting method, such as active transportation, transit expansion, Complete Streets, and multimodal investments. Such investments are identified where appropriate but are not included in the quantified credit-revenue forecast unless a program-approved crediting pathway and adequate supporting data are available.

The entity eligible to generate credits depends on the fuel type, ownership arrangement, and applicable provisions of Chapter 173-424 WAC. [11] For example, the owner of non-residential electric-vehicle charging equipment is generally eligible to generate credits for electricity dispensed through that equipment. An eligible entity may designate another entity as the credit generator through a written agreement that assigns the associated program responsibilities under certain circumstances. Consequently, the entity that receives state funding is not necessarily the entity that ultimately owns, reports, or sells the credits.

For each investment, WSDOT evaluates the funding source, project and equipment ownership, operating responsibility, expected credit generator, contractual arrangements, anticipated in-service date, availability of metering or fuel-use data, and applicable CFS pathway. This evaluation helps determine whether the investment can be included in the forecast and which entity may receive the associated credits and revenues.

Credit Revenue Forecast and Reporting Process

WSDOT's forecast begins with an inventory of potentially eligible transportation investments funded in current and prior omnibus transportation appropriations acts. WSDOT coordinates internally across divisions, Proviso State Agencies, and recipients of pass-through or grant

[11] Washington State Legislature, Part 2 (WAC 173-424).

funding to update project scope, funding, ownership, implementation schedules, vehicle and equipment information, and anticipated fuel or electricity use.

The forecast is developed through the following general process:

1. **Identify potentially eligible investments.** WSDOT reviews transportation-budget appropriations and project lists to identify investments that may generate credits under RCW 70A.535.050 and Chapter 173-424 WAC.
2. **Confirm the applicable crediting pathway and credit generator.** Each investment is reviewed to determine the eligible transportation fuel, applicable carbon-intensity value or pathway, ownership of the fueling infrastructure or equipment, and entity expected to register and report the activity to Ecology.
3. **Estimate annual fuel or energy use.** Actual operating and metering data are used when available. For projects that are not yet operational or lack complete data, WSDOT uses the applicable WSDOT-developed Climate Mitigation Emissions Calculator (Clean Mobility v1.4, HD Off-Road v1.5, or Clean Fuels Infrastructure v1.4)[12] to estimate energy consumption based on project-specific planning estimates, equipment specifications, anticipated utilization, comparable-project data, or other reasonable assumptions.
4. **Calculate potential credit generation.** Estimated annual fuel or electricity use is converted into credits using the latest CFS Obligation Estimator[13] incorporating applicable carbon-intensity standard, fuel carbon intensity, energy economy ratio (EER), and credit-calculation methodology established by Ecology.
5. **Estimate potential credit revenue.** Projected credits are multiplied by a range of assumed credit prices. Because future credit prices cannot be predicted with certainty, the report presents revenue scenarios based on available historical Washington credit-market information rather than relying on a single price assumption.
6. **Aggregate and report the results.** Estimated credits and revenues are summarized by year, investment category, funding or ownership entity, and other relevant classifications. The results support the required 10-year projection and inform WSDOT's preferred revenue-reinvestment strategy.

The forecast represents potential credit generation and revenue rather than a guarantee that credits will be issued or sold. Actual results will depend on project delivery, equipment deployment, fuel and electricity consumption, metering and reporting capabilities, Ecology's carbon-intensity standards and program rules, credit ownership agreements, verification requirements, credit-market prices, and the timing of credit transactions. Changes in project scope, schedule, funding, ownership, or operations may materially affect the amount and timing of credit generation.

[12] CCA Funds Report: Calculator Tools | Powered by Box

[13] Washington Department of Ecology, CFS Obligation Estimator (CFS Obligation Estimator_November 2025).

WSDOT will update the forecast annually as additional projects become operational, actual energy-use data become available, Ecology implements updated standards and rules, and additional information is received from state agencies and other credit-generating entities.

SECTION 2 Current Investments

This section identifies current and planned projects and programs funded through the enacted 2023–2025 (ESSB 5161)or 2025–2027 (ESSB 6005) biennial transportation budgets that are expected to be eligible to generate credit revenue. Projects are excluded if they remain in the design phase or if their currently funded activities are not expected to generate credit.

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
2023-2027	WSDOT	WSF Electrification	$18.000M in 23-25 and $298.121M in 25-27	Direct to WSDOT	Design, procurement, and construction of new hybrid-electric auto/passenger ferries. Funding supports vessel engineering, battery-electric propulsion systems, long-lead materials, shipyard construction, inspection, testing, and commissioning. The broader program authorizes construction of up to five new ferries to replace aging vessels and increase fleet reliability.	WSDOT	2030-2033
2023-2027	WSDOT	WSF Electrification	$18.036M in 23-25 and $145.815M in 25-27	Direct to WSDOT	Planning, design, utility coordination, and installation of shoreside charging infrastructure needed to supply electricity to hybrid-electric ferries while docked. Work includes utility connections, transformers, switchgear, charging equipment, terminal modifications, and vessel-to-shore electrical interfaces. Current activities cover the Seattle, Bainbridge Island, Clinton, and Bremerton terminals.	WSDOT	2029-2033

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2027	WSDOT	WSF Electrification	$115.468M in 23-25 and $17.285M in 25-27	Direct to WSDOT	Conversion of the Jumbo Mark II ferries: M/V Wenatchee, M/V Tacoma, and M/V Puyallup from conventional diesel propulsion to hybrid-electric operation. Work includes replacing two of each vessel's four diesel generators with lithium-ion battery systems and upgrading propulsion controls, electrical distribution, cooling, safety, and supporting vessel systems. The vessels can initially operate in hybrid mode and use substantially more battery power after terminal charging becomes available.	WSDOT	2025 for Wenatchee and after 2029 for the other two vessels

Zero-Emission Vehicles and Infrastructure

Table 1-B. Current Investments for Zero-Emission Vehicles and Infrastructure (including Proviso State Agencies)

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Grant recipients	Washington Zero-Emission Incentive Program (WAZIP): a medium- and heavy-duty point of sale voucher incentive program	$125.851M	Grants – managed by WSDOT IP	Program funds point of sale discounts on medium- and heavy-duty zero-emission vehicles and equipment	Non-WSDOT	2027
2023-2025	Grant recipients	Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) Program, 23-25 Investments	$33.746M	Grants – managed by WSDOT IP	Program funds the installation of DC fast chargers along priority corridors.	Non-WSDOT	2026
2025-2027	Grant recipients	Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) Program, 25-27 Investments	$27.005M	Grants – managed by WSDOT IP	Program funds the installation of DC fast chargers along priority corridors.	Non-WSDOT	2028
2023-2025	Douglas County PUD	Douglas County PUD co-located H2 fueling and DCFC station	$1.5M	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	2026

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Mount Vernon Library Commons	Mount Vernon Library Commons charging megasite	$2.1M	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	City of Redmond	Redmond electric fire engine	$400,000	Pass through – managed by WSDOT IP	Funding provided for the acquisition of an electric fire engine for the city of Redmond.	Non-WSDOT	2026
2025-2027	Tacoma Public Utilities	Tacoma Public Utilities medium-duty zero-emission utility vehicle pilot project	$1.725M	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	2027
2023-2027	WSDOT	Transportation Equipment Fund (TEF)	$20M mixed-use envelope	WSDOT Budget Allocation	Replaces obsolete WSDOT equipment and fuel sites. The budget specifically requires consideration/reporting on infrastructure capable of supporting ZEVs, but it does not designate how much of the $20M is electric or hydrogen investment.	WSDOT	2025-2027
2023-2025	Parks	Agency vehicles and equipment replacement	$2M	Parks Budget Allocation	Replaces Parks vehicles and operating equipment with electric alternatives.	WA Parks	2025

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2027	DES	EVSEs installation at state agencies and facilities	$6.000M in 23-25 and $12.000M in 25-27	DES Budget Allocation	Installs Level 2 and DC fast chargers at state-owned and leased facilities, prioritizing locations where state fleet EVs are or will be deployed.	WA DES and other charger owner agencies	2025-2026
2023-2025	DNR	Sustainable Operations: BEV pilot and charger installations	$2.2M	DNR Budget Allocation	Fleet-charging assessment, site-by-site charger installation plan and cost estimates, and deployment of electric pickup trucks to inform broader fleet electrification.	WA DNR	2024-2025

Clean Transit Vehicles and Infrastructure

Table 1-C. Current Investments for Clean Transit Vehicles and Infrastructure

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Everett Transit	Induction Charging Infrastructure	$1,920,000	Grants – managed by WSDOT PTD	Install a total of six inductive chargers at the College Station, Everett Station, and Seaway Transit Center.	Non-WSDOT	2025
2025-2027 reappropriated	Everett Transit	2023-2025 Green Transportation Grant for Electric Buses	$6,376,000	Grants – managed by WSDOT PTD	Purchase five replacement battery electric buses and five cabinet chargers.	Non-WSDOT	2025
2025-2027 reappropriated	Everett Transit	2023-2025 State Bus and Bus Facilities Grant for Electric Buses	$5,120,000	Grants – managed by WSDOT PTD	Replace four replacement heavy duty battery electric buses and six cabinet chargers.	Non-WSDOT	2025
2025-2027 reappropriated	Intercity Transit	Green Hydrogen Fuel Cell Electric Bus Demonstration Project	$6,857,740	Grants – managed by WSDOT PTD	Purchase two replacement hydrogen-powered heavy-duty buses, one trailer for transporting hydrogen fuel, training and tooling, and installation of an on-site hydrogen fueling facility.	Non-WSDOT	2027
2025-2027 reappropriated	Kitsap Transit	SR 305 Day Road Park and Ride	$8,009,380	Grants – managed by WSDOT PTD	Construct a park and ride, including four electric vehicle charging stations, on Bainbridge Island along the SR 305 corridor.	Non-WSDOT	2027
2025-2027 reappropriated	Intercity Transit	Zero-emission Hydrogen Demonstration Project	$6,192,557	Grants – managed by WSDOT PTD	Purchase three replacement hydrogen-powered heavy-duty buses, one truck and one trailer for transporting hydrogen fuel, hydrogen fuel and fuel delivery services, training, tooling, and hydrogen fueling equipment.	Non-WSDOT	2027

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027 reappropriated	Jefferson Transit	JTA E Bus Application	$2,000,000	Grants – managed by WSDOT PTD	Purchase two replacement battery electric heavy-duty buses.	Non-WSDOT	2027
2025-2027 reappropriated	Kitsap Transit	All-Electric Passenger Ferry	$6,500,000	Grants – managed by WSDOT PTD	Funding is provided for Kitsap Transit to acquire a hybrid fast foot passenger ferry.	Non-WSDOT	TBD
2025-2027 reappropriated	King County Metro	Interim (Tukwila) Base Electrification	$7,000,000	Grants – managed by WSDOT PTD	Fully electrify Interim (Tukwila) Base at South Campus to operate a 120-battery electric bus fleet. This includes constructing electrical power and charging infrastructure, performing civil sitework, installing charge management systems, as well as other systems required to support the fleet.	Non-WSDOT	2026
2025-2027 reappropriated	King County Metro	Interim Base Chargers and Zero Emissions Fleet Conversion	$5,412,003	Grants – managed by WSDOT PTD	Purchase thirteen replacement battery electric heavy-duty buses, three depot chargers, and six charging pantographs and associated installation costs.	Non-WSDOT	2026
2025-2027 reappropriated	Kitsap Transit	Inductive Charging Infrastructure	$3,840,000	Grants – managed by WSDOT PTD	Install up to twelve 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	2028

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Kitsap Transit	Inductive Charging Units for Transit Centers	$1,412,558	Grants – managed by WSDOT PTD	Install 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	2025
2023-2025	Link Transit	Urban Bus Fleet Electrification	$5,942,718	Grants – managed by WSDOT PTD	Purchase nine battery electric heavy-duty buses to replace aging gasoline powered cutaway buses operated in urban fixed route service.	Non-WSDOT	2025
2023-2025	Pullman Transit	Battery Electric Bus and Charger	$555,286	Grants – managed by WSDOT PTD	Purchase one replacement battery electric heavy-duty bus.	Non-WSDOT	2025
2023-2025	Spokane Transit	2023 Fleet Electrification	$4,950,000	Grants – managed by WSDOT PTD	Purchase six replacement battery electric heavy-duty buses.	Non-WSDOT	2024
2025-2027 reappropriated	Lewis County Transit	Southwest Washington Corridor e-Transit Station	$2,109,586	Grants – managed by WSDOT PTD	Construct an e-transit station along the I-5 corridor between Exit 48 and Exit 71. This includes bicycle and pedestrian access and the purchase of one replacement hydrogen-fueled heavy-duty bus.	Non-WSDOT	2024
2025-2027	Lewis County Transit	Southwest Washington e-Transit Corridor	$2,772,480	Grants – managed by WSDOT PTD	Replace two fossil fueled buses with hydrogen buses to operate along the I-5 and Highway 12 corridors.	Non-WSDOT	2026

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027 reappropriated	Lewis County Transit	Zero-emission Vehicle Infrastructure and Equipment	$907,720	Grants – managed by WSDOT PTD	Purchase and install four inductive charging pads, twelve annunciator systems, and two new bus pullouts. Purchase hydrogen fueling equipment, safety equipment and infrastructure.	Non-WSDOT	2026
2023-2025	Lewis County Transit	Morton e-Transit Station	$495,308	Grants – managed by WSDOT PTD	Construct e-Transit station in the vicinity of Morton, including the installation of two charging stations.	Non-WSDOT	2024
2023-2025	Lewis County Transit	Zero-Emission Bus Procurement	$1,473,397	Grants – managed by WSDOT PTD	Purchase one replacement hydrogen-powered heavy duty bus, OEM Train-the-Trainer technical training, and diagnostics and tools for the bus.	Non-WSDOT	2024
2025-2027 reappropriated	Lewis County Transit	Zero-Emission Vehicle Acquisition	$1,891,000	Grants – managed by WSDOT PTD	Purchase two replacement hydrogen-powered heavy duty buses.	Non-WSDOT	2026
2023-2025	Community Transit	Rideshare Replacement Vehicles	$404,000	Grants – managed by WSDOT PTD	Purchase five replacement battery electric light duty rideshare vehicles.	Non-WSDOT	2024
2023-2025	Jamestown S'Klallam Tribe	ADA Electric Transit Shuttle	$90,250	Grants – managed by WSDOT PTD	Purchase one expansion battery electric ADA light duty vehicle.	Non-WSDOT	2024
2025-2027 reappropriated	Lummi Indian Business Council	Lummi Transit Electric Bus Acquisition	$799,613	Grants – managed by WSDOT PTD	Purchase approximately two alternative fuel ADA vehicles. Construction of 3-phase power system to support electric vehicle charging at the Lummi Transit facility.	Non-WSDOT	2025

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Grant Transit Authority	Three Replacement 25-Foot Electric Vehicles & One Expansion 25-foot Electric Vehicle	$332,515	Grants – managed by WSDOT PTD	Purchase three replacements, and one expansion battery electric light duty vehicles and associated charging equipment. This will serve the general population and those with special needs in Grant County.	Non-WSDOT	2025
2023-2025	San Juan Islands Shuttle System	Island Rides Electric Vehicles	$308,750	Grants – managed by WSDOT PTD	Purchase four expansion battery electric light duty vehicles.	Non-WSDOT	2025
2023-2025	Kitsap Transit	Electric Rideshare Vehicles	$235,440	Grants – managed by WSDOT PTD	Purchase five expansion battery electric light duty vehicles.	Non-WSDOT	2024
2023-2025	Cowlitz Indian Tribe	Electric ADA Vehicle Purchase	$142,500	Grants – managed by WSDOT PTD	Purchase two expansion battery electric ADA light duty vehicles.	Non-WSDOT	2025
2023-2025	Nisqually Indian Tribe	Rural Mobility Initiative - EV Capital Project	$242,250	Grants – managed by WSDOT PTD	Purchase three expansion battery electric light duty vehicles.	Non-WSDOT	2025
2023-2025	Mobility for All	Town Square Share	$199,537	Grants – managed by WSDOT PTD	Expand the Town Square carshare site by leasing one electric vehicle and sustaining operations.	Non-WSDOT	2024
2023-2025	Purpose Driven Girl	Purpose Drive Girl Tukwila Rideshare	$139,848	Grants – managed by WSDOT PTD	Expand the Purpose Driven Girl carshare site by purchasing one electric vehicle and sustaining operations.	Non-WSDOT	2025

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	San Juan Islands Shuttle System	OPAL Green Carshare	$188,551	Grants – managed by WSDOT PTD	Establish a carshare program on Orcas Island by purchasing two electric vehicles and two charging stations, and providing funds for planning, mobilization, and operations.	Non-WSDOT	2024
2023-2025	Tabor 100	TABOR 100 Carshare	$133,650	Grants – managed by WSDOT PTD	Expand the Tabor 100 carshare site by installing one charging station and sustaining operations. This carshare was originally established by the ZAP grant program in the 2021-2023 biennium.	Non-WSDOT	2023
2023-2025	Women of Wisdom Tri-Cities	WoW Pasco Carshare	$200,000	Grants – managed by WSDOT PTD	Expand the WOW carshare program by establishing a carshare site in Pasco, WA. This includes purchasing two electric vehicles and two charging stations, as well as funding planning, mobilization, and operating costs.	Non-WSDOT	2024
2023-2025	Women of Wisdom Tri-Cities	WoW Kennewick ADA Carshare	$200,000	Grants – 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	2025
2023-2025	Women of Wisdom Tri-Cities	WoW Kennewick Carshare	$200,000	Grants – managed by WSDOT PTD	Expand the WOW carshare program by establishing a carshare 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	2024

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2023-2025	Zero-Emission Vehicle Cooperative	Shoreline Share	$167,021	Grants – managed by WSDOT PTD	Establish a new carshare site in Shoreline, WA by purchasing one electric vehicle and one charging station, as well as funding planning, mobilization and operating costs.	Non-WSDOT	2025
2023-2025	Zero-Emission Vehicle Cooperative	Des Moines Share	$199,979	Grants – managed by WSDOT PTD	Establish a new carshare site in Des Moines, WA by purchasing one electric vehicle and one charging station, as well as funding planning, mobilization and operating costs.	Non-WSDOT	2024
2023-2025	Zero-Emission Vehicle Cooperative	Gonzaga Share	$199,912	Grants – 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	2024
2023-2025	Zero-Emission Vehicle Cooperative	Port Townsend Share	$199,943	Grants – managed by WSDOT PTD	Expand the carshare site in Port Townsend by purchasing one electric vehicle and sustaining operations.	Non-WSDOT	2023
2025-2027	Pacific Transit	Electrification of the Paratransit Fleet	$1,023,340	Grants – managed by WSDOT PTD	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.	Non-WSDOT	2027
2025-2027	CTRAN	Hydrogen Fueling Station Infrastructure	$3,795,000	Grants – managed by WSDOT PTD	Construct hydrogen fueling infrastructure and above-ground storage tanks for fuel cell buses.	Non-WSDOT	TBD

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Everett Transit	Charging at Everett Station	$2,550,000	Grants – managed by WSDOT PTD	Purchase and install two electric vehicle charging units and associated equipment.	Non-WSDOT	2027
2025-2027	Community Transit	Charging Infrastructure at Hardeson Campus	$9,000,000	Grants – managed by WSDOT PTD	The project will support the construction of up to 5 dual-port chargers at Kasch Park Campus, up to 28 dual-port chargers at Hardeson Campus, and the purchase of up to 10 battery electric buses.	Non-WSDOT	2028
2025-2027	Spokane Transit Authority	Battery Electric Bus (BEB) On-Route Charging Infrastructure	$5,013,600	Grants – managed by WSDOT PTD	Construct battery bus charging infrastructure at stops on current and future High Performance Transit corridors.	Non-WSDOT	2027
2025-2027	King County Metro Transit	Metro 40ft Transit Battery Electric Bus Purchase	$7,823,200	Grants – managed by WSDOT PTD	Purchase 28 replacement battery electric heavy-duty buses.	Non-WSDOT	2026
2025-2027	Chelan Douglas Public Transportation Benefit Area	Urban Bus Fleet Replacement & Electric Bus Charging Infrastructure	$4,568,750	Grants – managed by WSDOT PTD	Purchase four replacement battery electric heavy-duty buses, and purchase and install charging units and associated equipment.	Non-WSDOT	2026
2025-2027	Spokane Transit Authority	Electric Operations Support Vehicles	$210,325	Grants – managed by WSDOT PTD	Purchase five replacement battery electric transit support vehicles.	Non-WSDOT	2026
2025-2027	Sound Transit	Battery Electric Buses and Charging Infrastructure for Stride Bus Rapid Transit and ST Express	$9,000,000	Grants – managed by WSDOT PTD	Purchase nine expansion battery electric heavy-duty buses, and purchase and install charging units and associated equipment.	Non-WSDOT	2028

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Jefferson Transit Authority	Electric Dial-A-Ride Replacement Vehicle	$137,750	Grants – managed by WSDOT PTD	Purchase one replacement battery electric ADA light duty vehicle.	Non-WSDOT	2027
2025-2027	Kitsap Transit	Kitsap Transit Battery Electric Bus and Inductive Charging Fleet Conversion Project	$11,200,000	Grants – managed by WSDOT PTD	Purchase five replacement battery electric heavy-duty vehicles, and purchase and add electric vehicle charging infrastructure.	Non-WSDOT	2027
2025-2027	Pierce Transit	Maintenance & Operations Base Rehabilitation including Zero Emission Infrastructure	$2,648,019	Grants – managed by WSDOT PTD	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	2027
2025-2027	Valley Transit	New Valley Transit Vehicle Barn Capital Construction Project	$3,275,794	Grants – managed by WSDOT PTD	Construct public transit vehicle parking structure. Supports CNG & electric vehicles.	Non-WSDOT	2027
2025-2027	CTRAN	Highway 99 BRT Hydrogen Fuel Cell Buses	$4,400,000	Grants – managed by WSDOT PTD	This project will purchase approximately four hydrogen fuel cell/battery-electric transit buses, replace buses approaching the end of their useable life, in alignment with C-TRAN's zero emission bus transition plan.	Non-WSDOT	2028
2025-2027	Kitsap Transit	Inductive Charging Units for Transit Centers	$1,467,000	Grants – managed by WSDOT PTD	Install up to eight inductive chargers and associated infrastructure.	Non-WSDOT	2027

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Lewis Transit	Lewis County Transit e-Transit Stations Serving the I-5 Corridor	$560,374	Grants – managed by WSDOT PTD	Construction of two e-Transit Stations along the I-5 Corridor between Exit 74 and Exit 88 including bicycle and pedestrian access, ADA parking, sidewalk, and EV charging infrastructure.	Non-WSDOT	2027
2025-2027	San Juan Islands Shuttle System	Green CarShare Program	$178,834	Grants – managed by WSDOT PTD	Sustain and expand the operations of the existing Green carshare program. Purchase three electric vehicles and establish three new carshare locations at Opal Highschool, Northern Heights and Deer Harbor.	Non-WSDOT	2026
2025-2027	Tabor 100	Tabor 100 Carshare	$198,000	Grants – managed by WSDOT PTD	Sustain and expand the operations for the existing Tabor 100 carshare site by purchasing two electric vehicles and adding two electric vehicle charging stations.	Non-WSDOT	2027
2025-2027	Women of Wisdom Tri-Cities	WOW College Place 1	$200,000	Grants – managed by WSDOT PTD	Establish operations for new the College Place 1 carshare site, including the purchase of four electric vehicles.	Non-WSDOT	2027
2025-2027	Key Peninsula Healthy Community	Key Peninsula Community Carshare	$199,672	Grants – managed by WSDOT PTD	Establish operations for the Key Peninsula Community carshare site, including the purchase of one electric vehicle and two electric vehicle charging stations.	Non-WSDOT	2026
2025-2027	Women of Wisdom Tri-Cities	WOW Walla Walla 1	$200,000	Grants – managed by WSDOT PTD	Establish operations for the new Walla Walla carshare site, including the purchase of four electric vehicles.	Non-WSDOT	2027
2025-2027	Women of Wisdom Tri-Cities	WOW Yakima PNWU	$200,000	Grants – managed by WSDOT PTD	Establish operations for the new Yakima carshare site, including the purchase of three electric vehicles and two electric vehicle charging stations.	Non-WSDOT	2027

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Women of Wisdom Tri-Cities	WOW College Place 2	$200,000	Grants – managed by WSDOT PTD	Establish operations for the new College Place 2 carshare site, including the purchase of three electric vehicles.	Non-WSDOT	2027
2025-2027	Women of Wisdom Tri-Cities	WOW Richland GESA	$200,000	Grants – managed by WSDOT PTD	Establish operations for the new Richland GESA carshare site. Purchase two electric vehicles and two electric vehicle charging stations.	Non-WSDOT	2026
2025-2027	Women of Wisdom Tri-Cities	WOW Pasco Carshare	$124,917	Grants – managed by WSDOT PTD	Sustain and expand operations at the Pasco carshare site, including the purchase of one electric vehicle.	Non-WSDOT	2027
2025-2027	Zero-Emission Vehicle Cooperative	Gonzaga Share	$189,785	Grants – managed by WSDOT PTD	Sustain operations and expand the Gonzaga carshare site by purchasing one electric vehicle.	Non-WSDOT	2027
2025-2027	Mobility For All	Town Square Share	$199,970	Grants – managed by WSDOT PTD	Sustain and expand operations of the Mobility for All carshare at the Town Square site. Purchase one electric vehicle and one electric vehicle charging station for the expansion site at the Bainbridge Island Senior Community Center.	Non-WSDOT	2026
2025-2027	Women of Wisdom Tri-Cities	WOW Grace Kennewick	$200,000	Grants – managed by WSDOT PTD	Sustain and expand operations of the Grace Kennewick carshare site. Purchase two electric vehicles and two electric vehicle charging stations.	Non-WSDOT	2027
2025-2027 reappropriated	Grant Transit	Grant Transit Expansion of Maintenance Facility and Added Equipment	$5,768,418	Grants – managed by WSDOT PTD	Expansion of the Grant Transit Maintenance Facility, including the installation of four electric vehicle chargers.	Non-WSDOT	2026

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027	Bainbridge Island Senior Center	Senior/ Community Transportation	$115,000	Grants – managed by WSDOT PTD	Purchase one replacement battery electric ADA light duty vehicle and charging unit.	Non-WSDOT	2027
2025-2027	The Suquamish Tribe	Suquamish Elder Electric Passenger Van Project	$152,000	Grants – managed by WSDOT PTD	Purchase two expansion battery electric light duty vehicles.	Non-WSDOT	2027

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
2025-2027 reappropriated	Puyallup Tribe	Puyallup Tribe Port Electrification	$20,000,000	Pass through – managed by WSDOT RFP	Power/Substation Upgrades, ZE Equipment, and Charging Stations.	Non-WSDOT	2028
2025-2027 reappropriated	Northwest Seaport Alliance	Northwest Seaport Alliance Electrification Grant 2024	$2,638,030	Grant – managed by WSDOT RFP	Zero emissions cargo handling equipment and charging infrastructure.	Non-WSDOT	2027
2025-2027 reappropriated	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 EV charging station at the Anacortes Regional Airport. Transition to reduced and zero-emission equipment used by Port staff (four vehicles).	Non-WSDOT	2027
2025-2027 reappropriated	Port of Kalama	Electrified Tugboat Dock	$1,424,948	Grant – managed by WSDOT RFP	Install a spud barge dock with three shore power connections for docked tugboats.	Non-WSDOT	2026
2025-2027 reappropriated	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	2027
2025-2027 reappropriated	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	2028

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027 reappropriated	Port of Bellingham	Bellingham Shipping Terminal Shore Power Expansion	$2,805,907	Grant – managed by WSDOT RFP	Expand shore power availability for tugboats at Shipping Terminal Berth #3.	Non-WSDOT	2029
2025-2027 reappropriated	Port of Ridgefield	Port of Ridgefield's Electrification Upgrades	$1,154,463	Grant – managed by WSDOT RFP	Install three level II dual-head ChargePoint EV chargers and seven level III ChargePoint EV chargers. Replace fossil fuel-powered vehicles used by Port staff with zero- or reduced-emission vehicles.	Non-WSDOT	2026
2025-2027 reappropriated	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, and electrical grid improvements.	Non-WSDOT	2028
2025-2027 reappropriated	Port of Benton	Port of Benton Barge Terminal Shore Power Electrification	$2,701,730	Grant – managed by WSDOT RFP	Provide shore power to two berths at the Port's barge complex, serving small cruise ships, large cargo barges, and tugboats.	Non-WSDOT	2027
2025-2027 reappropriated	Port of Edmonds	North Portwalk & Sewall Reconstruction (Phase 2)	$1,500,919	Grant – managed by WSDOT RFP	Provide electrical infrastructure upgrades to support future expansion of charging capabilities.	Non-WSDOT	2028

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027 reappropriated	Port of Friday Harbor	Port of Friday Harbor Electrification	$7,032,878	Grant – managed by WSDOT RFP	Establish boat charging infrastructure and purchase four electric vessels for port operations; add a 200A shore power pedestal for cruise ships; purchase one electric tractor; replace a diesel boat lift with an electric version; and construct a solar canopy with battery storage over the port's parking lot.	Non-WSDOT	2027
2025-2027 reappropriated	Port of Anacortes	Shore Power Electrification	$2,000,000	Pass through – managed by WSDOT RFP	Purchase and installation of zero-emission shore power systems at Curtis Wharf; and conversion of three fleet vehicles to battery electric.	Non-WSDOT	2026
2025-2027 reappropriated	Northwest Seaport Alliance (NWSA)	Zero emission shore power infrastructure demonstration project	$28,000,000	Pass through – managed by WSDOT RFP	Install zero emission shore power infrastructure at Terminal 18.	Non-WSDOT	2028
2025-2027 reappropriated	NWSA	Zero emission drayage truck demonstration project	$6,300,000	Pass through – managed by WSDOT RFP	Purchase zero emission drayage trucks.	Non-WSDOT	2027
2025-2027 reappropriated	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	2027

Biennial	Project Owner	Program Name	Funding	How Funded	Description	Credit Ownership	Project Year of Opening
2025-2027 reappropriated	Port of Bremerton	Shore Power Electrification	$2,000,000	Pass through – managed by RFP	Purchase and installation of zero emission port shore power systems for Kitsap Transit ferry vessels and other commercial harbor crafts.	Non-WSDOT	2028

SECTION 3 Credit Revenue Forecast Results

Each year, WSDOT collects data on energy dispensed by eligible decarbonization projects from grant subrecipients and Proviso State Agencies receiving transportation funding. WSDOT then develops credit and revenue forecasts using Ecology's credit estimator and updated market price assumptions.

Energy Dispensed Forecasts

Because CFS credits are calculated based on the quantity and type of eligible clean fuel dispensed, forecasting electricity or hydrogen use is a key step in estimating potential credit generation and revenue. Annual quantities are estimated at the project level using available operating data, project schedules, equipment specifications, and utilization assumptions. Additional information on the methodology and project-level inputs is provided in the Appendix.

The project-level forecasts reflect anticipated in-service years and are summarized by credit owner, investment category, project management division or agency, and CFS Credit Calculator category. Unless project-specific information indicates a ramp-up period, declining use, or a defined end date, the annual quantity dispensed is assumed to remain constant after the project reaches full operation. This assumption reflects current limitations in forecasting long-term consumption patterns and changing operational needs. Table 2 summarizes projected electricity dispensed measured in kilowatt-hours (kWh), or hydrogen dispensed measured in kilograms (kg), from eligible investments between 2026 and 2035. Due to its size, the table is divided into Tables 2-A and 2-B, each covering five years.

Forecasted energy use generally increases as funded projects enter service and reach full operation. Among WSDOT-owned credits, ferry electrification represents the largest source of projected electricity use. Although M/V Wenatchee currently operates as a hybrid-electric vessel, its hybrid operation will not generate many CFS credits because it does not use electricity supplied from the grid. Credit-generating electricity use is forecasted to begin in 2029, when shore power is expected to become available and enable the vessel to operate in full-electric mode. Electricity dispensed to M/V Wenatchee is initially estimated at approximately 21.7 million kWh annually. Total WSF electricity use is projected to increase as additional full-electric vessels and terminal charging infrastructure enter service, reaching approximately 98.8 million kWh annually by 2033. Electricity use associated with WSDOT's networked light-duty fleet chargers is comparatively modest but is expected to remain stable throughout the forecast period.

WSDOT's Innovative Partnerships, Public Transportation, and Rail, Freight, and Ports divisions administer transportation investments through grant and pass-through programs involving local agencies and other third-party recipients. Although WSDOT disburses these funds, the CFS credits generated by eligible projects are expected to be owned by the respective grant or pass-through recipients and are therefore classified as non-WSDOT-owned credits. Collectively, electricity use from non-WSDOT-owned zero-emission vehicle and infrastructure investments is projected to grow substantially through 2029, driven primarily by heavy-duty vehicle

electrification. Clean transit investments are forecast to contribute approximately 18 million kWh annually from heavy-duty electric vehicles after the projects reach full operation. Additional energy use is associated with light-duty electric vehicles and hydrogen-fueled transit vehicles. Port and rail electrification also account for a significant share of the forecast, particularly electricity supplied to marine vessels. Heavy rail, off-road forklifts, and on-road vehicles also provide additional contributions.

Among Proviso State Agencies, the projected electricity use from light-duty vehicle charging remains relatively modest. DNR placed additional networked chargers into operation in 2026 and anticipates further charger installations in 2027. Its forecast is based on currently networked chargers and anticipated utilization. Parks has no new charger installations, and its estimated electricity use is based on previously funded investments. DES directly owns relatively few chargers because much of the funding it administers supports charger installations owned and operated by other state agencies. Consequently, electricity dispensed from DES-owned chargers is limited, while energy associated with chargers owned by recipient agencies is reported under the non-DES category.

Overall, the forecasts indicate significant potential for increased CFS credit generation over the next decade, led by WSDOT ferry electrification and large-scale heavy-duty vehicle, transit, port, and rail investments. The actual credit generation and revenue will depend on projects entering service as scheduled, eligible credit owners registering in the CFS program, and project owners implementing Ecology-approved methods for tracking and reporting energy use. Forecasts will be updated annually as project schedules, equipment deployments, operating data, and CFS participation information become available.

Table 2-A. Estimated 10-Year Annual Electricity (in kWh) or Hydrogen (in kg) Dispensed by Credit Ownership, Investment Type, Project Management, and Credit Calculator Category (2026-2030)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2026	2027	2028	2029	2030
WSDOT	Ferry Electrification	WSF	Electricity in an ocean-going vessel (EER = 2.6)	0	0	0	21,664,378	32,879,092
WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT TEF	Electricity in an on-road light-duty vehicle (EER = 3.4)	35,938	35,938	35,938	35,938	35,938
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road light-duty vehicle (EER = 3.4)	145,412	382,165	795,141	925,110	925,110
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	750	5,239,770	10,471,770	11,767,770	11,767,770
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	10,962,995	12,692,795	18,356,406	18,072,577	18,072,577
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road light-duty vehicle (EER = 3.4)	198,519	267,776	180,526	141,476	111,963
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle (EER = 1.9)	27,498	47,998	63,009	63,009	63,009
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)	84,740	1,270,611	3,280,275	15,398,204	15,398,204

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2026	2027	2028	2029	2030
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	484,846	484,846	484,846	484,846	484,846
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road light-duty vehicle (EER = 3.4)	20,253	20,253	20,253	20,253	20,253
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)	594,000	594,000	594,000	594,000	594,000
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)	77,743	77,743	86,101	86,101	86,101
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad CHE (EER = 2.7)	236,785	406,948	563,702	563,702	563,702
DNR	Zero-Emission Vehicles and Infrastructure	DNR	Electricity in an on-road light-duty vehicle (EER = 3.4)	80,604	119,553	119,553	119,553	119,553
DNR	Zero-Emission Vehicles and Infrastructure	DNR (Networked Only)	Electricity in an on-road light-duty vehicle - Networked charger only	45,146	70,537	70,537	70,537	70,537
DES	Zero-Emission Vehicles and Infrastructure	DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	2,346	2,346	2,346	2,346	2,346
Non-DES	Zero-Emission Vehicles and Infrastructure	Non-DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	418,509	418,509	418,509	418,509	418,509

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2026	2027	2028	2029	2030
Parks	Zero-Emission Vehicles and Infrastructure	Parks	Electricity in an on-road light-duty vehicle (EER = 3.4)	86,015	86,015	86,015	86,015	86,015

Table 2-B. Estimated 10-Year Annual Electricity (in kWh) or Hydrogen (in kg) Dispensed by Credit Ownership, Investment Type, Project Management, and Credit Calculator Category (2031-2035)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2031	2032	2033	2034	2035
WSDOT	Ferry Electrification	WSF	Electricity in an ocean-going vessel (EER = 2.6)	65,338,402	82,053,011	98,767,620	98,767,620	98,767,620
WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT TEF	Electricity in an on-road light-duty vehicle (EER = 3.4)	35,938	35,938	35,938	35,938	35,938
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road light-duty vehicle (EER = 3.4)	925,110	925,110	925,110	925,110	925,110
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	11,767,770	11,767,770	11,767,770	11,767,770	11,767,770
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	18,047,055	18,047,055	18,047,055	18,047,055	18,047,055
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road light-duty vehicle (EER = 3.4)	49,485	49,485	49,485	49,485	49,485

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2031	2032	2033	2034	2035
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle (EER = 1.9)	63,009	63,009	63,009	63,009	63,009
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)	15,398,204	15,398,204	15,398,204	15,398,204	15,398,204
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	484,846	484,846	484,846	484,846	484,846
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road light-duty vehicle (EER = 3.4)	20,253	20,253	20,253	20,253	20,253
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)	594,000	594,000	594,000	594,000	594,000
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)	86,101	86,101	86,101	86,101	86,101
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad CHE (EER = 2.7)	563,702	563,702	563,702	563,702	563,702
DNR	Zero-Emission Vehicles and Infrastructure	DNR	Electricity in an on-road light-duty vehicle (EER = 3.4)	119,553	51,463	38,949	0	0
DNR	Zero-Emission Vehicles and Infrastructure	DNR (Networked Only)	Electricity in an on-road light-duty vehicle (EER = 3.4)	70,537	37,384	25,391	0	0

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2031	2032	2033	2034	2035
DES	Zero-Emission Vehicles and Infrastructure	DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	2,346	2,346	2,346	2,346	2,346
Non-DES	Zero-Emission Vehicles and Infrastructure	Non-DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	418,509	418,509	418,509	418,509	418,509
Parks	Zero-Emission Vehicles and Infrastructure	Parks	Electricity in an on-road light-duty vehicle (EER = 3.4)	86,015	86,015	86,015	86,015	86,015

Credits Generation Forecasts

Ecology has established the methodology for calculating CFS credits in WAC 173-424-540 and related program guidance. Ecology's CFS Credit Calculator[13] applies this methodology using the forecasted quantity of fuel or electricity dispensed, carbon intensity values for conventional and alternative fuels, fuel energy intensity values, and applicable EERs. The calculator estimates the number of credits generated by comparing the carbon intensity of an eligible fuel pathway with the applicable annual CFS carbon intensity standard. One credit represents one metric ton of carbon dioxide-equivalent emissions avoided.

Credit estimates may vary from year to year even when the amount of energy dispensed remains constant. This variation reflects annual changes in the CFS carbon intensity standard and the carbon intensity values assumed for the fuels used. Electricity is also expected to become progressively cleaner as utilities add renewable resources and reduce fossil-fuel generation in compliance with the Clean Energy Transformation Act[14]. Because the annual standard and fuel carbon intensity values do not necessarily change at the same rate, the number of credits generated per unit of energy may increase or decrease over the forecast period. Under the assumptions used in this forecast, most projects generate fewer credits per unit of energy in later years.

EERs account for differences in efficiency between vehicles or equipment using alternative fuels and comparable equipment using conventional fuels. Standard EERs for common vehicle types are incorporated into the CFS Credit Calculator. Less common applications, including ferries and certain port and rail equipment, will require project-specific EERs developed by the project owner and approved by Ecology. This forecast applies an EER of 2.6 to electricity used for full-electric ferry operation, consistent with WSF's previous technical analysis. No credits are forecast for M/V Wenatchee while it operates in hybrid-electric mode without shore-supplied electricity. Credit generation is forecast to begin in 2029, when shore power is expected to become available and enable the vessel to operate in full-electric mode. The ferry credit estimates will be updated if Ecology approves a different EER.

Credit projections were prepared using the November 2025 version of Ecology's CFS Credit Calculator and the energy-dispensing forecasts presented in the previous section. Table 3 summarizes estimated credit generation between 2026 and 2035 by credit owner, investment category, project management division or agency, and CFS Credit Calculator category. Due to size constraints, the results are divided into Tables 3-A and 3-B, each covering five years.

Total credit generation is projected to increase from approximately 20,300 credits in 2026 to a peak of approximately 98,700 credits in 2033. The increase is driven by heavy-duty vehicle, clean transit, port, rail, and ferry electrification projects entering service. Total credit generation is then projected to decline to approximately 89,300 credits in 2035. This decline reflects a

[14] Clean Energy Transformation Act (CETA) commits Washington to an electricity supply free of GHG emissions by 2045: SB5116, 2019.

combination of changes in the credits generated per unit of energy and reductions in forecasted energy use for certain projects.

During the earlier years of the forecast, non-WSDOT-owned projects that are enabled via WSDOT pass-through funds account for the largest share of projected credits. Non-WSDOT-owned credit generation is projected to increase from approximately 19,300 credits in 2026 to approximately 41,700 credits in 2035. These credits can only be realized if the eligible project owners register in the CFS program, establish or obtain the necessary credit ownership rights, and track and report energy use in accordance with Ecology's requirements.

WSDOT-owned credit generation is limited during the first three years of the forecast and is associated primarily with networked light-duty fleet chargers managed by WSDOT's Transportation Equipment Fund (TEF). Ferry electrification becomes the primary source of WSDOT-owned credits beginning in 2029. Total ferry credits increase as additional full-electric vessels and terminal charging infrastructure enter service. Ferry electrification causes WSDOT-owned projects to become the largest credit-ownership group beginning in 2033. Annual ferry credits subsequently decline by 2035, despite relatively stable electricity use, because the calculator projects fewer credits per kWh in the later years.

Credits generated by DNR, DES and Parks remain a relatively small portion of the overall forecast. DNR's projected credits initially increase as additional networked chargers enter operation but decline and reach zero in 2034 under the assumed 7-year useful life. DNR anticipates that its chargers may continue generating credits beyond this period and the 7-year assumption is used as a planning estimate based on the average expected useful life of the chargers. Non-DES agencies represent the largest source among this group because most funding administered by DES supports chargers owned and operated by recipient state agencies. DES generates credits only from the relatively small number of chargers it owns directly. Parks' forecast is based on energy use from previously funded investments and does not include new charger installations.

These estimates represent potential credit generation and do not guarantee that credits will be issued. Actual credit generation will depend on project delivery schedules, actual metered energy use, applicable carbon intensity values and EERs, credit ownership, and CFS requirements in effect during each reporting year. Credit owners must also register in the WFRS and implement Ecology-approved methods for measuring, documenting, and reporting eligible fuel or electricity use. The forecasts should be updated periodically as project schedules, operational data, calculator assumptions, and regulatory requirements change.

Table 3-A. Estimated 10-Year Annual Credits Generated by Credit Ownership, Investment Type, Project Management, and Fuel Category (2026-2030)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2026	2027	2028	2029	2030
WSDOT	Ferry Electrification	WSF	Electricity in an ocean-going vessel (EER = 2.6)	0	0	0	13604	19821
WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT TEF	Electricity in an on-road light-duty vehicle (EER = 3.4)	35	33	32	31	30
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road light-duty vehicle (EER = 3.4)	141	352	716	802	771
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	1	7586	14628	15839	15238
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	16626	18376	25642	24324	23403
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road light-duty vehicle (EER = 3.4)	192	247	163	123	93
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle (EER = 1.9)	212	326	384	341	298
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)	60	861	2142	9669	9283
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	735	702	677	653	628
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road light-duty vehicle (EER = 3.4)	30	29	28	27	26
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)	821	784	756	728	701
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)	87	83	88	85	82
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad CHE (EER = 2.7)	177	289	386	371	356

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2026	2027	2028	2029	2030
DNR	Zero-Emission Vehicles and Infrastructure	DNR	Electricity in an on-road light-duty vehicle (EER = 3.4)	78	110	108	104	100
DNR	Zero-Emission Vehicles and Infrastructure	DNR (Networked Only)	Electricity in an on-road light-duty vehicle (EER = 3.4)	44	65	64	61	59
DES	Zero-Emission Vehicles and Infrastructure	DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	2	2	2	2	2
Non-DES	Zero-Emission Vehicles and Infrastructure	Non-DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	405	386	377	363	349
Parks	Zero-Emission Vehicles and Infrastructure	Parks	Electricity in an on-road light-duty vehicle (EER = 3.4)	83	79	77	75	72

Table 3-B. Estimated 10-Year Annual Credits Generated by Credit Ownership, Investment Type, Project Management, and Fuel Category (2031-2035)

Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2031	2032	2033	2034	2035
WSDOT	Ferry Electrification	WSF	Electricity in an ocean-going vessel (EER = 2.6)	37745	45334	52076	49576	47069
WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT TEF	Electricity in an on-road light-duty vehicle (EER = 3.4)	29	28	26	25	24
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road light-duty vehicle (EER = 3.4)	740	709	677	646	614
Non-WSDOT	Zero-Emission Vehicles and Infrastructure	WSDOT IP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	14637	14036	13434	12831	12227
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	22448	21525	20602	19677	18751

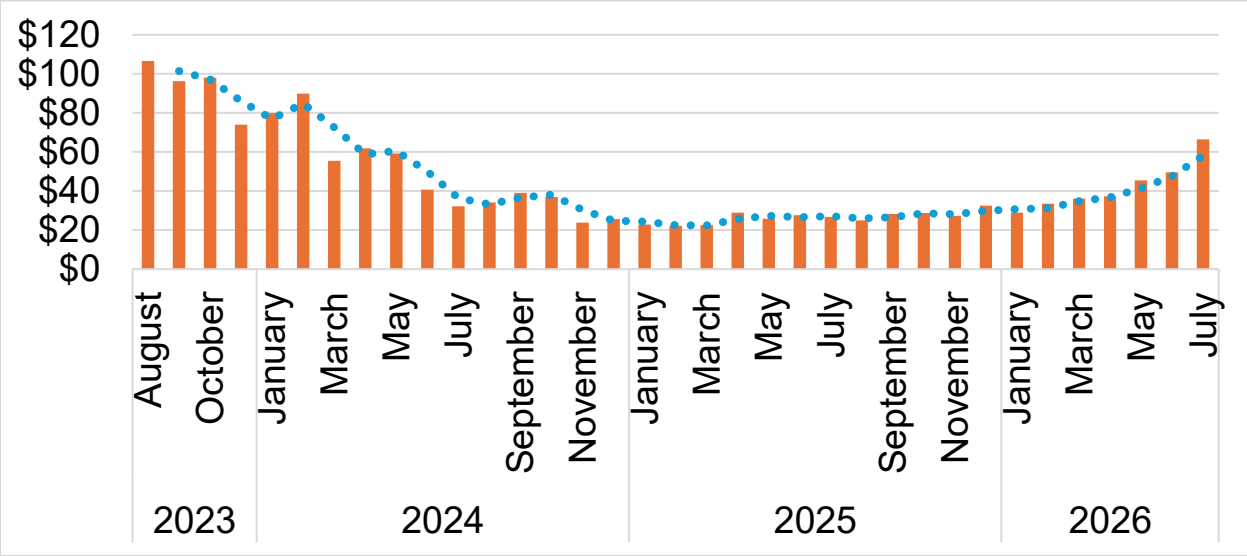
Credit Ownership	Category	Project Management	CFS Credit Calculator Category	2031	2032	2033	2034	2035
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Electricity in an on-road light-duty vehicle (EER = 3.4)	40	38	36	35	33
Non-WSDOT	Clean Transit Vehicles and Infrastructure	WSDOT PTD	Hydrogen in a heavy-duty on-road vehicle (EER = 1.9)	255	212	169	126	83
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an ocean-going vessel (EER = 2.6)	8895	8507	8119	7729	7338
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road heavy-duty vehicle (EER = 5.0)	603	578	553	529	504
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an on-road light-duty vehicle (EER = 3.4)	25	24	23	22	21
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in a heavy rail (EER = 4.6)	673	645	617	589	562
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad forklift (EER = 3.8)	78	75	72	69	65
Non-WSDOT	Port and Rail Electrification	WSDOT RFP	Electricity in an offroad CHE (EER = 2.7)	341	326	312	297	282
DNR	Zero-Emission Vehicles and Infrastructure	DNR	Electricity in an on-road light-duty vehicle (EER = 3.4)	96	39	29	0	0
DNR	Zero-Emission Vehicles and Infrastructure	DNR (Networked Only)	Electricity in an on-road light-duty vehicle (EER = 3.4)	56	29	19	0	0
DES	Zero-Emission Vehicles and Infrastructure	DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	2	2	2	2	2
Non-DES	Zero-Emission Vehicles and Infrastructure	Non-DES	Electricity in an on-road light-duty vehicle (EER = 3.4)	335	321	306	292	278
Parks	Zero-Emission Vehicles and Infrastructure	Parks	Electricity in an on-road light-duty vehicle (EER = 3.4)	69	66	63	60	57

Credit Valuation

The value of CFS credits is determined by market price, which fluctuates over time. Ecology tracks credit transfers and publishes monthly trading activity but does not regulate or set transaction prices. Figure 1 presents the historical monthly average credit price in Washington from August 2023 through July 2026. The highest monthly average occurred early in the program, reaching $106.66 in August 2023. Prices subsequently declined, reaching a low of $22.19 in February 2025, and remained generally in the mid-$20 range through much of 2025. This trend reversed in 2026: the monthly average increased from approximately $31 in January to approximately $66 in July, more than doubling over the seven-month period. Despite this recent increase, the July 2026 price remained below the program's early market highs.

Credit prices are influenced by supply and demand, carbon-intensity reduction requirements, fuel production costs and availability, regulatory and policy changes, compliance needs, and broader economic conditions. The recent rebound indicates that estimates based solely on the lower prices observed in 2025 may understate near-term revenue potential. However, the speed and duration of the increase remain uncertain. Accordingly, the credit revenue forecast should use a range of price assumptions and be updated periodically as additional transaction data become available, rather than assuming a single fixed price.

Figure 1. History of Monthly Average Credit Price ($) in Washington, August 2023 – July 2026



Credit Revenue Forecasts

The credit revenue forecast is based on low, average, and high credit-price assumptions multiplied by the estimated annual credits generated from eligible transportation investments. The methodology was refined from the 2025 report. In 2025, the low and high price assumptions were based on historical monthly credit prices, which captured short-term market fluctuations. For the 2026 forecast, the low and high scenarios are instead based on historical annual average prices to better represent sustained market conditions and reduce the influence of short-term price volatility.

As a result, the updated forecast uses $27 per credit (the historically low 2025 annual average) for the low-price scenario; $51 per credit (the simple average of historical annual average credit prices) for the average-price scenario; and $91 per credit (the historically high 2023 annual average) for the high-price scenario. The 2025 report used an average price of $39.66 per credit and a range of $22.19 to $106.66 per credit. Compared with those assumptions, the updated methodology increases the low- and average-price assumptions while reducing the high-price assumption. It also narrows the difference between the low- and high-price scenarios from $84.47 to $64.00 per credit, providing a range that better reflects sustained market conditions and reduces the influence of short-term price fluctuations. Figure 2 presents the potential 10-year CFS credit revenue by credit ownership category that could be achieved if all projects included in the estimate have met applicable reporting requirements with Ecology. The solid lines represent revenue forecast using the average-price assumption of $51 per credit, while the shaded areas show the range between the low- and high-price scenarios.

Table 4 provides a detailed breakdown of annual credits and forecast revenue by reporting category from 2026 through 2035. Collectively, the investments are projected to generate approximately 691,900 credits over the 10-year period. This represents approximately $18.7 million under the low-price scenario, $35.3 million under the average-price scenario, and $63.0 million under the high-price scenario. Under the average-price scenario, total annual revenue increases from approximately $1.0 million in 2026 to $2.4 million in 2028 and $3.6 million in 2030. Revenue reaches a high of approximately $5.0 million in 2033 before declining to approximately $4.5 million in 2035.

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

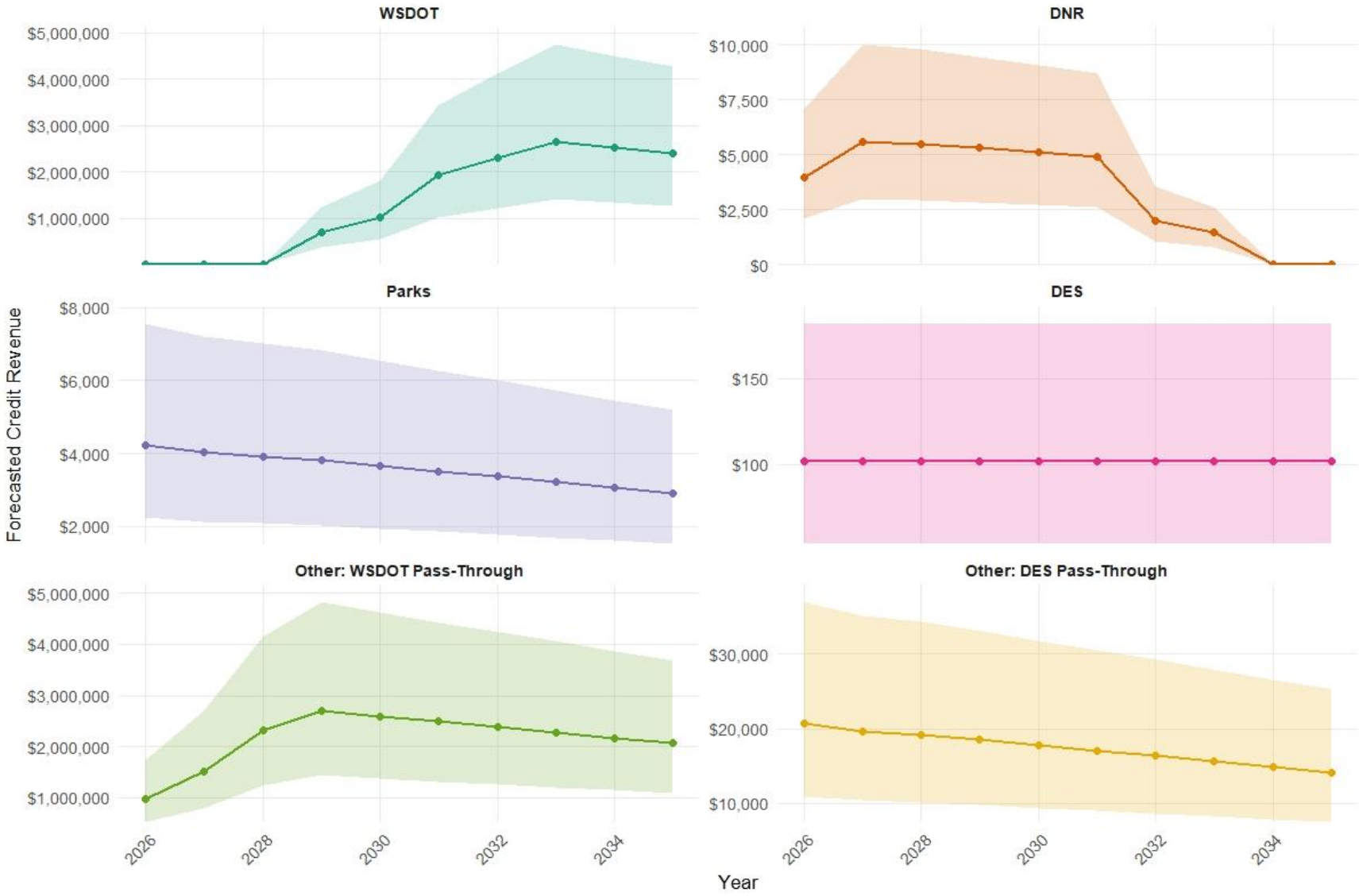


Table 4. Detailed 10-Year (2026-2035) CFS Credit Revenue Forecasts in Real Dollars by Credit Ownership Category

Credit Owner Category	Year	Minimum Revenue ($27/credit)	Average Revenue ($51/credit)	Maximum Revenue ($91/credit)
WSDOT (Networked + WSF)	2026	35	$945	$1,785
WSDOT (Networked + WSF)	2027	33	$891	$1,683
WSDOT (Networked + WSF)	2028	32	$864	$1,632
WSDOT (Networked + WSF)	2029	13,635	$368,145	$695,385
WSDOT (Networked + WSF)	2030	19,851	$535,977	$1,012,401
WSDOT (Networked + WSF)	2031	37,774	$1,019,898	$1,926,474
WSDOT (Networked + WSF)	2032	45,362	$1,224,774	$2,313,462
WSDOT (Networked + WSF)	2033	52,102	$1,406,754	$2,657,202
WSDOT (Networked + WSF)	2034	49,601	$1,339,227	$2,529,651
WSDOT (Networked + WSF)	2035	47,093	$1,271,511	$2,401,743
DNR (Networked)	2026	44	$1,188	$2,244
DNR (Networked)	2027	65	$1,755	$3,315
DNR (Networked)	2028	64	$1,728	$3,264
DNR (Networked)	2029	61	$1,647	$3,111
DNR (Networked)	2030	59	$1,593	$3,009
DNR (Networked)	2031	56	$1,512	$2,856
DNR (Networked)	2032	29	$783	$1,479
DNR (Networked)	2033	19	$513	$969
DNR (Networked)	2034	0	$0	$0
DNR (Networked)	2035	0	$0	$0
DNR (Networked + Non-networked)	2026	78	$2,106	$3,978
DNR (Networked + Non-networked)	2027	110	$2,970	$5,610
DNR (Networked + Non-networked)	2028	108	$2,916	$5,508
DNR (Networked + Non-networked)	2029	104	$2,808	$5,304

Credit Owner Category	Year	Minimum Revenue ($27/credit)	Average Revenue ($51/credit)	Maximum Revenue ($91/credit)
DNR (Networked + Non-networked)	2030	100	$2,700	$5,100
DNR (Networked + Non-networked)	2031	96	$2,592	$4,896
DNR (Networked + Non-networked)	2032	39	$1,053	$1,989
DNR (Networked + Non-networked)	2033	29	$783	$1,479
DNR (Networked + Non-networked)	2034	0	$0	$0
DNR (Networked + Non-networked)	2035	0	$0	$0
Parks (Non-networked)	2026	83	$2,241	$4,233
Parks (Non-networked)	2027	79	$2,133	$4,029
Parks (Non-networked)	2028	77	$2,079	$3,927
Parks (Non-networked)	2029	75	$2,025	$3,825
Parks (Non-networked)	2030	72	$1,944	$3,672
Parks (Non-networked)	2031	69	$1,863	$3,519
Parks (Non-networked)	2032	66	$1,782	$3,366
Parks (Non-networked)	2033	63	$1,701	$3,213
Parks (Non-networked)	2034	60	$1,620	$3,060
Parks (Non-networked)	2035	57	$1,539	$2,907
DES	2026	2	$54	$102
DES	2027	2	$54	$102
DES	2028	2	$54	$102
DES	2029	2	$54	$102
DES	2030	2	$54	$102
DES	2031	2	$54	$102
DES	2032	2	$54	$102
DES	2033	2	$54	$102
DES	2034	2	$54	$102
DES	2035	2	$54	$102
Other: WSDOT Pass-Through	2026	19,082	$515,214	$973,182

Credit Owner Category	Year	Minimum Revenue ($27/credit)	Average Revenue ($51/credit)	Maximum Revenue ($91/credit)
Other: WSDOT Pass-Through	2027	29,635	$800,145	$1,511,385
Other: WSDOT Pass-Through	2028	45,610	$1,231,470	$2,326,110
Other: WSDOT Pass-Through	2029	52,962	$1,429,974	$2,701,062
Other: WSDOT Pass-Through	2030	50,879	$1,373,733	$2,594,829
Other: WSDOT Pass-Through	2031	48,735	$1,315,845	$2,485,485
Other: WSDOT Pass-Through	2032	46,675	$1,260,225	$2,380,425
Other: WSDOT Pass-Through	2033	44,614	$1,204,578	$2,275,314
Other: WSDOT Pass-Through	2034	42,550	$1,148,850	$2,170,050
Other: WSDOT Pass-Through	2035	40,480	$1,092,960	$2,064,480
Other: DES Pass-Through	2026	405	$10,935	$20,655
Other: DES Pass-Through	2027	386	$10,422	$19,686
Other: DES Pass-Through	2028	377	$10,179	$19,227
Other: DES Pass-Through	2029	363	$9,801	$18,513
Other: DES Pass-Through	2030	349	$9,423	$17,799
Other: DES Pass-Through	2031	335	$9,045	$17,085
Other: DES Pass-Through	2032	321	$8,667	$16,371
Other: DES Pass-Through	2033	306	$8,262	$15,606
Other: DES Pass-Through	2034	292	$7,884	$14,892
Other: DES Pass-Through	2035	278	$7,506	$14,178

WSDOT-owned and WSDOT pass-through investments account for nearly all forecast revenue. WSDOT-owned revenue, including networked charging and WSF investments, remains minimal through 2028 but increases to approximately $695,000 in 2029 and $1.0 million in 2030 under the average-price scenario. Annual revenue continues to increase, reaching approximately $2.7 million in 2033, before declining to approximately $2.4 million in 2035. WSDOT-owned investments are projected to generate approximately $13.5 million over the forecast period under the average-price scenario.

WSDOT pass-through investments remain the largest cumulative source of forecast revenue, generating approximately $21.5 million over the 10-year period under the average-price

scenario. Annual pass-through revenue increases from approximately $1.0 million in 2026 to $2.7 million in 2029. It then generally declines as projected credit generation decreases, reaching approximately $2.1 million in 2035. These revenues are estimated for grant recipients receiving WSDOT-administered pass-through funding rather than for WSDOT itself. To generate credits, eligible recipients must register as reporting entities in the CFS program and maintain an Ecology-approved method for tracking and reporting energy use.

Revenue associated with DNR, Parks, and DES remains comparatively modest. DNR's currently networked chargers are projected to generate 397 credits through 2033, representing approximately $20,000 under the average-price scenario. Depending on future credit prices, revenue from these chargers could range from approximately $11,000 under the low-price scenario to $36,000 under the high-price scenario. If additional funding becomes available to upgrade DNR's non-networked chargers with the networking and metering capabilities needed to meet Ecology's reporting requirements, the combined networked and upgraded chargers could generate approximately 664 credits and $34,000 through 2033 under the average-price scenario. This represents approximately 267 additional credits and $14,000 in additional revenue compared with the forecast for currently networked chargers. Combined revenue could range from approximately $18,000 to $60,000 under the low- and high-price scenarios. No DNR revenue is forecast for 2034 or 2035 because the chargers reach the end of their assumed project life.

Parks' non-networked chargers could generate approximately 701 credits and $36,000 over the forecast period under the average-price scenario. Annual revenue would decline from approximately $4,200 in 2026 to $2,900 in 2035. Realizing this potential revenue would depend on obtaining funding to upgrade the chargers and meeting Ecology's energy-tracking and reporting requirements.

Direct DES investments are projected to generate approximately $1,000 over the forecast period because most credits associated with DES-funded infrastructure are expected to be claimed by the entities that install and own the chargers. DES pass-through investments are projected to generate approximately $174,000 under the average-price scenario.

These forecasts represent potential rather than guaranteed revenue. Actual revenue will depend on future credit prices, project implementation schedules, equipment use, credit eligibility, ownership arrangements, and each recipient's ability to register and maintain an Ecology-approved energy-tracking method.

SECTION 4 Reinvestment Strategy

RCW 70A.535.050(5)(b) directs WSDOT to recommend a preferred strategy for reinvesting revenues generated from state transportation investments funded through an omnibus transportation appropriations act. The Legislature's intent is to maximize credit generation and use the resulting revenues to further reduce GHG emissions and decarbonize the transportation sector. The 2024 report described the preferred reinvestment strategy and agency implementation options in detail, and the 2025 report recommended continuing that strategy. For 2026, WSDOT continues to recommend the same general approach because it remains the most effective near-term framework for reinvesting CFS revenue in eligible transportation-decarbonization activities.

Agencies also identified the need for a clear administrative process that allows state agencies to sell credits and reinvest the proceeds in additional emission-reduction activities. This includes clarifying how revenue can be returned or otherwise made available to the agency that generated the credits. Establishing this process would reduce uncertainty for participating agencies and help ensure that accumulated credits are converted into investments that support further transportation electrification and credit generation.

CFS Participation for State Agencies

WSDOT and the Proviso State Agencies, including DNR, Parks, and DES, are directed by the Legislature to register for the CFS program and begin generating credit revenue. WSDOT, Parks, and DNR have completed registration in the WFRS, while DES has not yet registered.

WSDOT has registered 41 TEF chargers from 14 locations in WFRS and expects them to begin generating credits in 2026. WSDOT has also collected hybrid ferry operational data and met with Ecology over the past several months to discuss developing a hybrid-electric EER pathway application for Wenatchee. However, after evaluating the potential benefits, WSDOT decided not to proceed with the application at this time. The credits available to WSDOT under the vessel's current operations would be limited because the diesel supplier, not WSDOT, would be the first reporting entity for the diesel fuel used by the vessel, and the calculated EER would not generate a significant number of credits while the vessel operates primarily on diesel. WSDOT plans to resume the application process in 2029, when shore power is expected to be available to support fully electric ferry operations.

DNR currently has 16 networked charging stations at seven locations registered with the CFS program and generating credits. DNR is also constructing a major charger installation that once completed, will increase DNR's total number of networked charging stations to 34. DNR has generated 31 credits since beginning its participation in WFRS. However, it has not yet sold the credits because the process for returning or making the resulting revenue available for reinvestment by DNR remains unclear. Resolving this issue would allow DNR to sell its accumulated credits and reinvest the proceeds in charger upgrades or additional transportation-electrification projects.

Parks currently has one networked charger, which began operating in August and is expected to generate energy-use data that can be reported in the WFRS soon. Parks also operates 52 non-

networked chargers, which do not readily provide the metered energy-use data needed for credit reporting. Additional technical assistance and funding to network these chargers would allow Parks to expand its participation and begin realizing the potential credit revenue identified in the forecast.

WSDOT has been coordinating with DES regarding CFS data collection. However, DES did not submit updated data for the 2026 reporting cycle. As a result, WSDOT used DES's 2025 reported data as the basis for estimating DES-related credits and credit revenue in this year's forecast.

Reinvestment Strategy Approach

WSDOT recommends continuing the reinvestment approach suggested in prior reports. The primary criterion is to **reinvest credit revenue in projects with the greatest potential to maximize credit generation and create additional reinvestment opportunities**. This approach supports the Legislature's intent to maximize credits available for further investments that reduce GHG emissions and accelerate transportation decarbonization. In addition to this primary criterion, the following factors should guide decisions about where and how credit revenue is reinvested:

- **Maximize carbon reductions per dollar invested.** Priority should be given to cost-effective projects that provide the greatest GHG reductions relative to the amount invested while also supporting additional credit generation. Information on project costs, energy use, credit generation, and emission reductions should be collected to support development of a more consistent evaluation method in future reports.
- **Target benefits to overburdened communities and vulnerable populations.** Reinvestment decisions should advance the equitable distribution of transportation benefits across Washington. Agencies should continue applying equity-screening tools, engaging affected communities, and considering community-identified needs when evaluating projects. Priority should be given to investments that reduce pollution exposure, improve access to clean transportation, and provide meaningful benefits to overburdened communities and vulnerable populations.

Potential investments should be evaluated for CFS eligibility, credit ownership, availability of valid energy-use data, ability to meet Ecology's reporting requirements, and administrative capacity to manage credits and revenue. For state-agency investments, a clear process is needed for selling credits and making the resulting revenue available to the agency for reinvestment in additional emission-reduction activities. Together, the primary criterion, equity and cost-effectiveness factors, and implementation considerations define WSDOT's recommended approach to identifying projects for reinvestment of credit revenue.

Reinvestment Strategy Implementation

The 2025 CFS Credit Revenue Report established an implementation approach for reinvesting credit revenue based on the entity that owns the credit-generating investment. The approach emphasized reinvesting revenues in projects that can generate additional credits, while also advancing transportation decarbonization and supporting continued reductions in GHG

emissions. The implementation framework described in the 2025 report remains applicable in 2026, and WSDOT recommends continuing this approach as agencies gain additional experience generating, tracking, and reinvesting credit revenue.

WSDOT-Owned Equipment

For WSDOT-owned investments, the 2025 report identified ferry vessel electrification and agency-owned EV charging infrastructure as the primary opportunities for generating credits and reinvesting associated revenues. Because implementation of both programs will occur over multiple years, the report recommended directing credit revenue toward additional ferry electrification and vehicle-charging infrastructure where those investments can support future credit generation.

This approach continues to be appropriate in 2026. WSDOT recommends that revenues generated from WSDOT-owned equipment continue to support eligible electrification investments, with priority given to projects that provide opportunities to generate additional credits, reduce transportation emissions, and advance implementation of WSDOT's long-term fleet and ferry electrification strategies.

Non-WSDOT Projects

The 2025 report also addressed projects funded through WSDOT grant programs or pass-through funding where the credit-generating equipment is owned or operated by other non-WSDOT entities. Because these entities generally control the operation of the funded equipment and earn the resulting credits, reinvestment requirements and expectations are implemented through the applicable grant agreements, program requirements, or pass-through funding arrangements.

The 2025 implementation approach remains appropriate for these projects in 2026:

- **EV Infrastructure Grants:** Credit revenue may be reinvested in eligible charging infrastructure improvements, equipment upgrades, or site expansion that supports increased utilization and future credit generation.
- **Public Transit Grants:** Grant requirements can direct recipients generating credit revenue from funded projects to reinvest proceeds in eligible transit services, equipment, or other projects consistent with the applicable grant program.
- **Port Electrification Grants:** Credit revenues should continue to be reinvested in eligible port electrification activities consistent with program requirements, with an emphasis on projects that reduce emissions and support additional credit generation.
- **Directly Funded Projects:** WSDOT should continue working through funding agreements and contracting processes to establish expectations for tracking, reporting, and reinvesting credit revenues generated by projects funded through direct legislative appropriations.

As implementation progresses, WSDOT can continue refining grant and funding agreement language to provide greater consistency in how credit revenues are documented and reinvested

while allowing sufficient flexibility for differences among programs and project types.

In addition, consideration should be given to providing an appropriate form of technical assistance to non-WSDOT entities that are responsible for registering credit-generating equipment. Such assistance could be provided through a third-party technical assistance provider, program administrator, or other appropriate entity rather than by WSDOT directly. Support could include guidance on registration, documentation, reporting, credit tracking, and other administrative requirements. Providing this type of assistance could help reduce implementation barriers and improve consistency in program participation.

Non-WSDOT State Agencies

The 2025 report identified several potential reinvestment opportunities for state agencies receiving transportation funding, including investments in zero-emission fleets and associated charging or fueling infrastructure; payment of program participation costs; maintenance and network upgrades for existing EV charging equipment; electrical feasibility assessments; security improvements; and electrification-related education and outreach.

These opportunities remain relevant in 2026. Because agency needs, facilities, and credit-generation opportunities differ, WSDOT continues to recommend that individual credit-generating agencies identify the investments that best support additional credit generation and transportation decarbonization within their respective programs. For example, one agency may receive the greatest benefit from expanding charging infrastructure, while another may need to prioritize electrical upgrades or maintenance of existing charging equipment.

The 2025 report also recognized that adequate and reliable electrical infrastructure is necessary to support transportation electrification. That consideration continues to apply in 2026. Investments that improve electrical capacity, reliability, resilience, and energy efficiency can enable future fleet and facility electrification, particularly where existing electrical infrastructure limits deployment of zero-emission vehicles or charging equipment.

Overall, WSDOT does not recommend a substantive change to the implementation framework established in the 2025 report at this time. The 2026 approach continues to prioritize reinvestments that support additional credit generation and emission reductions, while providing agencies and funding recipients flexibility to select investments that are appropriate to their operational needs and consistent with applicable program requirements. As additional credit revenue is generated and reinvestment experience develops, WSDOT and participating agencies can use actual project performance, credit-generation data, and implementation experience to further refine the reinvestment approach in future reporting cycles.

Use of Advance Credit

Under WAC 173-424-550, WSDOT and other eligible public entities implementing state transportation investment projects funded through an omnibus transportation appropriations act may apply for advance credits for qualifying projects that reduce transportation-sector GHG emissions. The purpose of advance crediting is to help public entities overcome the high upfront costs of transportation decarbonization by allowing them to receive and monetize a portion of the CFS credits that eligible projects are expected to generate in future years. This can provide

funding earlier in a project's life and allow credit revenue to be reinvested sooner in additional transportation electrification and other emission-reduction activities.

Eligible investments include medium- and heavy-duty vehicles and infrastructure; light-duty vehicles and infrastructure when part of a plan to fully electrify the fleet within 15 years; state ferry fleet electrification; public transit infrastructure; and other investments Ecology identifies as eligible. Ecology may advance up to six years of credits for a single investment or program, and the total number of advance credits issued in a calendar year may not exceed 5 percent of the deficits generated in the previous compliance year.

In June 2026, Ecology published an **Advance Credit User Guide** providing additional direction on how public entities can use the advance crediting program. Under the guidance, applicants estimate the credits an eligible project is expected to generate using Ecology's Advance Credit Calculator. Ecology reviews the estimate and, following approval and execution of an advance credit agreement, issues the credits after the vehicles, vessels, or equipment are placed into useful service. Ecology currently accepts applications annually from July 1 through July 31. Applications must include a description and implementation schedule for the project, an estimate of expected credit generation, an attestation regarding continued ownership or leasing of the credit-generating equipment, and a plan for collecting the data necessary to verify actual credit generation.

Once issued, advance credits may be sold directly by the recipient or through a third party, and the resulting revenue may be used to support transportation decarbonization efforts. Recipients must continue quarterly and annual CFS reporting, with credits generated from the project applied toward repayment of the advance. The project does not begin generating additional regular CFS credits until the advance has been fully repaid. The repayment period is established in the agreement with Ecology and may not exceed nine years. If a project does not generate sufficient credits within the repayment period, or if covered equipment is sold or otherwise becomes unable to generate the anticipated credits, the recipient is responsible for acquiring and retiring sufficient credits to cover the remaining balance.

During the first 2026 advance credit application period, WSDOT, DES, DNR, and Parks did not submit applications for advance credits. WSDOT and the other state agencies may continue to evaluate future opportunities to use advance crediting as eligible projects are implemented and as agencies gain additional experience with Ecology's eligibility, data-reporting, repayment, and administrative requirements.

Ecology's 2026 guidance provides greater clarity on the administrative and financial commitments associated with advance crediting, including the need for reliable fuel or electricity-use data, continued ownership of the equipment, quarterly reporting, and contingency planning for repayment. These considerations should be evaluated before an agency pursues an advance credit agreement. For projects that are well positioned to meet these requirements, advance crediting provides an opportunity to monetize expected future credits earlier and reinvest the proceeds sooner, potentially accelerating additional transportation electrification and other investments that support further credit generation and GHG emission reductions.

SECTION 5 Next Steps

This 2026 CFS Credit Revenue Forecast Report reflects WSDOT's continued effort to improve the tracking, reporting, and management of credits generated from state transportation investments. As implementation experience has increased, WSDOT has refined its expectations for near-term credit generation and identified opportunities to strengthen the framework for managing and reinvesting future credit revenues.

In the near term, WSDOT will focus on improving the collection and reporting of electricity-use data from TEF-funded charging infrastructure and ensuring eligible charging stations are properly reported in Ecology's CFS system. These facilities currently represent the most practical opportunity for WSDOT to generate credits from agency-owned investments. Based on updated information regarding hybrid-electric ferry operations, WSDOT now expects the hybrid ferry fleet to generate fewer credits in the near term than previously anticipated. Ferry-related credit generation is expected to become more significant as vessels transition to fully electric operation, beginning after 2029. WSDOT will continue preparing the necessary energy-use and operational data so that eligible credits can be claimed as ferry electrification progresses.

WSDOT will also evaluate the potential use of advance credit for eligible agency investments. For ferry electrification projects, WSDOT will be eligible to apply for advance credit only after an applicable EER has been established for the vessels' electric operations, providing the basis for estimating future credit generation. Before pursuing an application, WSDOT will assess potential projects against Ecology's eligibility, data-reporting, repayment, and administrative requirements and determine whether advance crediting would provide sufficient benefit to WSDOT.

Credit market conditions will continue to influence the value of these opportunities. After reaching historically low levels, CFS credit prices have begun to rebound as more stringent carbon intensity standards take effect and increase the demand for compliance credits. The strengthened carbon intensity reduction schedule is expected to provide greater support for credit values over time, although market prices will continue to fluctuate based on credit supply, demand, and other market conditions. WSDOT will continue monitoring credit prices and incorporating updated market information into future revenue forecasts and decisions regarding the timing of credit sales and reinvestment.

As credit generation and sales increase, WSDOT recommends that the Legislature provide greater clarity on how revenues deposited into the Clean Fuels Transportation Investment Account under RCW 70A.535.160 may be made available to the state agency that generated and sold the credits. Current law requires receipts from clean fuel credits generated by transportation investments funded through an omnibus transportation appropriations act to be deposited into the account and specifies that expenditures are subject to appropriation and must support activities and projects that reduce GHG emissions and decarbonize the transportation sector. However, the statute does not clearly establish whether or how revenues attributable to credits generated by a particular state agency will be appropriated back to that agency for reinvestment. Clarifying this process would provide agencies with greater certainty that revenues generated from their investments can support subsequent eligible investments within

their programs, strengthening the incentive to generate, report, and strategically reinvest CFS credits.

Over the next several years, WSDOT will continue coordinating with Ecology and other state agencies to improve credit reporting, evaluate appropriate opportunities for advance crediting, monitor changing credit market conditions, and prepare for increased credit generation as transportation electrification investments come online. WSDOT will also continue to identify administrative and legislative improvements that strengthen the connection between credit generation, revenue appropriation, and reinvestment. Greater certainty in this process will help agencies plan future investments and maximize the use of CFS revenues to further reduce transportation-sector GHG emissions.

Appendix: Project-Specific Energy Dispensed Estimates

WSDOT: Ferry Electrification

The energy dispensed estimates provided below are based on WSF's most recent 2026 system electrification plan updates, including ferry and terminal electrification timeline, and fuel reduction percentage assumptions by vessel class and route. The general equation to calculate annual electricity consumption is described in Appendix A of the 2024 CFS Credit Revenue Forecast Report on page 42.

Table A-1. Route-Based Fuel Consumption

Ferry Class	Route	Route Distance (statute miles)	Diesel	Hybrid	Electric
Jumbo Mark II (Wenatchee/Tacoma)	Seattle - Bainbridge	8.6	100%	86.5%	10.0%
160 Auto-Ferry	Mukilteo - Clinton	2.5	100%	82.4%	4.1%
160 Auto-Ferry	Seattle - Bremerton	15.5	100%	82.4%	14.8%

Table A-2. Baseline Diesel Annual Fuel Usage

Vessel	Route	Annual Fuel Usage diesel (Gallons)
Wenatchee	Seattle - Bainbridge	1,568,767.42
Tacoma	Seattle - Bainbridge	1,538,370.00
160 Auto-Ferry	Mukilteo - Clinton	762,002.73
160 Auto-Ferry	Seattle - Bremerton	1,277,781.75

Table A-3. Estimated Annual Energy Consumption (kWh) for Full-Electric WSF Ferry Vessels by Route

Vessel	Route	2029	2030	2031	2032	2033	2034	2035
Wenatchee	Seattle - Bainbridge	21,664,378	21,664,378	21,664,378	21,664,378	21,664,378	21,664,378	21,664,378
Tacoma	Seattle - Bainbridge			21,244,595	21,244,595	21,244,595	21,244,595	21,244,595
160 AF#1	Mukilteo - Clinton		11,214,714	11,214,714	11,214,714	11,214,714	11,214,714	11,214,714
160 AF#2	Mukilteo - Clinton			11,214,714	11,214,714	11,214,714	11,214,714	11,214,714
160 AF#3	Seattle - Bremerton				16,714,609	16,714,609	16,714,609	16,714,609
160 AF#4	Seattle - Bremerton					16,714,609	16,714,609	16,714,609

WSDOT: Zero-Emission Vehicles and Infrastructure

This section includes estimated energy from electric vehicles and charging infrastructure projects managed by WSDOT's Transportation Equipment Fund (TEF) or administered by WSDOT's Innovative Partnerships (IP) division. Project data was either based on real-world metered charger data or calculated using default assumptions from WSDOT's CFI Tool v1.4. The Tool is based on Argonne National Labratory's 2023 Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) tool's Charging and Fuel Infrastructure tab[15] and is widely used in Washington's Climate Commitment Act (CCA) Funds Reporting. The general equation to calculate annual energy dispensed is described in Appendix A of the 2025 CFS Credit Revenue Forecast Report on page 51. For pass-through grants managed by the IP division, the 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.

Table A-4. Project-Specific Energy Dispensed Estimates for Electric Vehicle Charging Infrastructure

Funding 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	2026	10	Multiple	DCFC	4	10,746
23-25	WSDOT	TEF	2026	10	Multiple	L2	27	25,193
23-25	City of Mount Vernon	Mount Vernon Library Commons	2025	10	Mount Vernon	L2	72	18,771
23-25	City of Mount Vernon	Mount Vernon Library Commons	2025	10	Mount Vernon	DCFC	4	11,713
23-25	Energy Northwest	ZEVIP	2026	10	Winthrop	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Winthrop	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Okanogan	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Okanogan	L2	1	261

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

Funding 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	Tonasket	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Tonasket	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Republic	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Republic	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Colville	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Colville	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Cusik	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Cusik	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Newport	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Newport	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Sedro-Woolley	DCFC	4	11,713
23-25	Energy Northwest	ZEVIP	2026	10	Sedro-Woolley	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Anacortes	DCFC	4	11,713
23-25	Energy Northwest	ZEVIP	2026	10	Anacortes	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Port Townsend	DCFC	4	11,713
23-25	Energy Northwest	ZEVIP	2026	10	Port Townsend	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Burbank	DCFC	2	5,857
23-25	Energy Northwest	ZEVIP	2026	10	Burbank	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Clarkston	DCFC	2	5,857

Funding 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	Clarkston	L2	1	261
23-25	Energy Northwest	ZEVIP	2026	10	Pullman	DCFC	2	5,857
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	5,857
23-25	Western Washington Clean Cities	ZEVIP	2026	10	Ritzville	DCFC	2	5,857
23-25	Western Washington Clean Cities	ZEVIP	2026	10	Tacoma	DCFC	2	5,857
23-25	Forth Mobility	ZEVIP	2027	10	Toutle	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Toutle	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Raymond	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Raymond	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Spanaway	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Spanaway	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Ashford	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Ashford	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Belfair	DCFC	4	11,713

Funding 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	2027	10	Belfair	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Carnation	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Carnation	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Lacey	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Lacey	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Yelm	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Yelm	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Lynnwood	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Lynnwood	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Seattle	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Seattle	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Federal Way	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Federal Way	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Fife	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Fife	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Renton	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Renton	L2	1	261
23-25	Forth Mobility	ZEVIP	2027	10	Maple Valley	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Maple Valley	L2	1	261

Funding 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	2027	10	Enumclaw	DCFC	4	11,713
23-25	Forth Mobility	ZEVIP	2027	10	Enumclaw	L2	1	261
25-27	Adopt A Charger	ZEVIP	2028	10	Milton	DCFC	7	20,498
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Deming	DCFC	4	11,713
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Lynden	DCFC	4	11,713
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Vancouver	DCFC	8	23,427
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Renton	DCFC	4	11,713
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Burien	DCFC	4	11,713
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Bremerton	DCFC	4	11,713
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Lynnwood	DCFC	8	23,427

Funding Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Granite Falls	DCFC	5	14,642
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Centralia	DCFC	8	23,427
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Redmond	DCFC	4	11,713
25-27	Clean and Prosperous Institute	ZEVIP	2028	10	Tacoma	DCFC	4	11,713
25-27	Cowlitz Indian Tribe	ZEVIP	2028	10	Longview	DCFC	8	23,427
25-27	Douglas County PUD	ZEVIP	2028	10	East Wenatchee	DCFC	4	11,713
25-27	Edge FL	ZEVIP	2028	10	Lakewood	DCFC	4	11,713
25-27	Energy Northwest	ZEVIP	2028	10	Yakima	DCFC	4	11,713
25-27	Energy Northwest	ZEVIP	2028	10	Colfax	DCFC	4	11,713
25-27	Lewis County	ZEVIP	2028	10	Chehalis	DCFC	6	17,570
25-27	Native Sun Community Power Development	ZEVIP	2028	10	Spokane	DCFC	4	11,713

Funding Biennial	Project Owner	Program Name	Start Year	Charger Useful Life	Location (County/City)	Charger Type	Number of Chargers	Annual Estimated Energy (kWh)
25-27	Native Sun Community Power Development	ZEVIP	2028	10	Port Angeles	DCFC	4	11,713
25-27	Vehicle Owner	WAZIP	2027	10	Statewide	DCFC	18	52,710
25-27	Vehicle Owner	WAZIP	2027	10	Statewide	L2	17	4,432
25-27	Vehicle Owner	WAZIP	2028	10	Statewide	DCFC	36	105,420
25-27	Vehicle Owner	WAZIP	2028	10	Statewide	L2	34	8,864
25-27	Vehicle Owner	WAZIP	2029	10	Statewide	DCFC	41	120,062
25-27	Vehicle Owner	WAZIP	2029	10	Statewide	L2	38	9,907

Table A-5. Project-Specific Energy Dispensed Estimates for Electric Vehicles

Funding Biennial	Project Owner	Program Name	Start Year	Vehicle Useful Life	Vehicle Type	Model Year	Number of Vehicles	Annual VMT (miles/ vehicle)	Electric Vehicle Efficiency (kWh/ mile)	Annual Energy Dispensed (kWh)
25-27	Vehicle Owner	WAZIP	2027	10	M/HD	2027	327	10,000	1.6	5,232,000
25-27	Vehicle Owner	WAZIP	2028	10	M/HD	2028	327	10,000	1.6	5,232,000
25-27	Vehicle Owner	WAZIP	2029	10	M/HD	2029	81	10,000	1.6	1,296,000
23-25	Vehicle Owner	Redmond Fire Engine	2026	8	M/HD	2026	1	3,000	0.25	750

Funding Biennial	Project Owner	Program Name	Start Year	Vehicle Useful Life	Vehicle Type	Model Year	Number of Vehicles	Annual VMT (miles/ vehicle)	Electric Vehicle Efficiency (kWh/ mile)	Annual Energy Dispensed (kWh)
25-27	Vehicle Owner	Tacoma Public Utilities M/HD Pilot Project	2027	8	M/HD	2027	3	3,000	0.78	7,020
25-27	Port of Ridgefield	Port of Ridgefield's Electrification Upgrades	2025	20	Passenger Truck	2025	2	10,000	-	11,938
25-27	Port of Anacortes	Port of Anacortes' Electrification Upgrades	2026	10	Electric Van	2025	1	9,000	0.478	4,302
25-27	Port of Anacortes	Port of Anacortes' Electrification Upgrades	2026	10	Pickup Truck	2025	1	8,395	0.478	4,013

WSDOT: Clean Transit Vehicles and Infrastructure

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. The general equation to calculate annual energy dispensed is described in Appendix A of the 2025 CFS Credit Revenue Forecast Report on page 56. 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.

Table A-6. Project-Specific Electricity (kWh) or Hydrogen (kg) Dispensed Estimates (kWh) for Clean Transit Vehicles and Infrastructure

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
23-25	Everett Transit	Induction Charging Infrastructure	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	115,768
25-27 reappropriated	Everett Transit	2023-2025 Green Transportation Grant for Electric Buses	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	573,645
25-27 reappropriated	Everett Transit	2023-2025 State Bus and Bus Facilities Grant for Electric Buses	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	426,336
25-27 reappropriated	Intercity Transit	Green Hydrogen Fuel Cell Electric Bus Demonstration Project	2027	Hydrogen in a heavy-duty on-road vehicle	8,093
25-27 reappropriated	Kitsap Transit	SR 305 Day Road Park and Ride	2027	Utility specific Electricity in an on-road light-duty vehicle	13,557
25-27 reappropriated	Intercity Transit	Zero-emission Hydrogen Demonstration Project	2027	Hydrogen in a heavy-duty on-road vehicle	12,407
25-27 reappropriated	Jefferson Transit	JTA E Bus Application	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	205,312
25-27 reappropriated	Kitsap Transit	All-Electric Passenger Ferry	TBD	Utility specific Electricity in an on-road Heavy-duty vehicle	TBD

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
25-27 reappropriated	King County Metro	Interim (Twikwila) Base Electrification	2026	Utility specific Electricity in an on-road Heavy-duty vehicle	5,349,000
25-27 reappropriated	King County Metro	Interim Base Chargers and Zero Emissions Fleet Conversion	2026	Utility specific Electricity in an on-road Heavy-duty vehicle	See above
25-27 reappropriated	Kitsap Transit	Inductive Charging Infrastructure	2028	Utility specific Electricity in an on-road Heavy-duty vehicle	126,000
23-25	Kitsap Transit	Inductive Charging Units for Transit Centers	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	84,000
23-25	Link Transit	Urban Bus Fleet Electrification	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	572,800
23-25	Pullman Transit	Battery Electric Bus and Charger	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	241,139
23-25	Spokane Transit	2023 Fleet Electrification	2024	Utility specific Electricity in an on-road Heavy-duty vehicle	383,684
25-27 reappropriated	Lewis County Transit	Southwest Washington Corridor e-Transit Station	2024	Hydrogen in a heavy-duty on-road vehicle	2,664
25-27	Lewis County Transit	Southwest Washington e-Transit Corridor	2026	Hydrogen in a heavy-duty on-road vehicle	13,003
25-27 reappropriated	Lewis County Transit	Zero-emission Vehicle Infrastructure and Equipment	2026	Utility specific Electricity in an on-road Heavy-duty vehicle	150,504
23-25	Lewis County Transit	Morton e-Transit Station	2024	Utility specific Electricity in an on-road light-duty vehicle	4,680

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
23-25	Lewis County Transit	Zero-Emission Bus Procurement	2024	Hydrogen in a heavy-duty on-road vehicle	6,502
25-27 reappropriated	Lewis County Transit	Zero-Emission Vehicle Acquisition	2026	Hydrogen in a heavy-duty on-road vehicle	5,329
23-25	Community Transit	Rideshare Replacement Vehicles	2024	Utility specific Electricity in an on-road light-duty vehicle	11,314
23-25	Jamestown S'Klallam Tribe	ADA Electric Transit Shuttle	2024	Utility specific Electricity in an on-road light-duty vehicle	17,160
25-27 reappropriated	Lummi Indian Business Council	Lummi Transit Electric Bus Acquisition	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	115,367
23-25	Grant Transit Authority	Three Replacement 25-ft Electric Vehicles & One Expansion 25-ft Electric Vehicle	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	158,562
23-25	San Juan Islands Shuttle System	IslandRides Electric Vehicles	2025	Utility specific Electricity in an on-road light-duty vehicle	11,520
23-25	Kitsap Transit	Electric Rideshare Vehicles	2024	Utility specific Electricity in an on-road light-duty vehicle	14,800
23-25	Cowlitz Indian Tribe	Electric ADA Vehicle Purchase	2025	Utility specific Electricity in an on-road light-duty vehicle	9,039
23-25	Nisqually Indian Tribe	Rural Mobility Initiative - EV Capital Project	2025	Utility specific Electricity in an on-road Heavy-duty vehicle	9,900
23-25	Mobility for All	Town Square Share	2024	Utility specific Electricity in an on-road light-duty vehicle	3,389

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
23-25	Purpose Driven Girl	Purpose Drive Girl Tukwila Rideshare	2025	Utility specific Electricity in an on-road light-duty vehicle	3,389
23-25	San Juan Islands Shuttle System	OPAL Green Carshare	2024	Utility specific Electricity in an on-road light-duty vehicle	6,779
23-25	Tabor 100	TABOR 100 Carshare	2023	Utility specific Electricity in an on-road light-duty vehicle	3,389
23-25	Women of Wisdom Tri-Cities	WoW Pasco Carshare	2024	Utility specific Electricity in an on-road light-duty vehicle	13,515
23-25	Women of Wisdom Tri-Cities	WoW Kennewick ADA Carshare	2025	Utility specific Electricity in an on-road light-duty vehicle	11,713
23-25	Women of Wisdom Tri-Cities	WoW Kennewick Carshare	2024	Utility specific Electricity in an on-road light-duty vehicle	13,515
23-25	Zero-Emission Vehicle Cooperative	Shoreline Share	2025	Utility specific Electricity in an on-road light-duty vehicle	3,389
23-25	Zero-Emission Vehicle Cooperative	Des Moines Share	2024	Utility specific Electricity in an on-road light-duty vehicle	3,389
23-25	Zero-Emission Vehicle Cooperative	Gonzaga Share	2024	Utility specific Electricity in an on-road light-duty vehicle	3,389

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
23-25	Zero-Emission Vehicle Cooperative	Port Townsend Share	2023	Utility specific Electricity in an on-road light-duty vehicle	3,389
25-27	Pacific Transit	Electrification of the Paratransit Fleet	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	25,522
25-27	CTRAN	Hydrogen Fueling Station Infrastructure	TBD	Hydrogen in a heavy-duty on-road vehicle	56,000
25-27	Everett Transit	Charging at Everett Station	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	195,223
25-27	Community Transit	Charging Infrastructure at Hardeson Campus	2028	Utility specific Electricity in an on-road Heavy-duty vehicle	4,831,766
25-27	Spokane Transit Authority	Battery Electric Bus (BEB) On-Route Charging Infrastructure	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	785,584
25-27	King County Metro Transit	Metro 40ft Transit Battery Electric Bus Purchase	2026	Utility specific Electricity in an on-road Heavy-duty vehicle	2,486,568
25-27	Chelan Douglas Public Transportation Benefit Area	Urban Bus Fleet Replacement & Electric Bus Charging Infrastructure	2026	Utility specific Electricity in an on-road Heavy-duty vehicle	295,722
25-27	Spokane Transit Authority	Electric Operations Support Vehicles	2026	Utility specific Electricity in an on-road light-duty vehicle	2,784
25-27	Sound Transit	Battery Electric Buses and Charging Infrastructure for Stride Bus Rapid Transit and ST Express	2028	Utility specific Electricity in an on-road Heavy-duty vehicle	705,845

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
25-27	Jefferson Transit Authority	Electric Dial-A-Ride Replacement Vehicle	2027	Utility specific Electricity in an on-road light-duty vehicle	2,984
25-27	Kitsap Transit	Kitsap Transit Battery Electric Bus and Inductive Charging Fleet Conversion Project	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	373,911
25-27	Pierce Transit	Maintenance & Operations Base Rehabilitation including Zero Emission Infrastructure	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	27,114
25-27	Valley Transit	New Valley Transit Vehicle Barn Capital Construction Project	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	70,280
25-27	CTRAN	Highway 99 BRT Hydrogen Fuel Cell Buses	2028	Hydrogen in a heavy-duty on-road vehicle	15,011
25-27	Kitsap Transit	Inductive Charging Units for Transit Centers	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	23,427
25-27	Lewis Transit	Lewis County Transit e-Transit Stations Serving the I-5 Corridor	2027	Utility specific Electricity in an on-road Heavy-duty vehicle	23,427
25-27	San Juan Islands Shuttle System	Green CarShare Program	2026	Utility specific Electricity in an on-road light-duty vehicle	10,168
25-27	Tabor 100	Tabor 100 Carshare	2027	Utility specific Electricity in an on-road light-duty vehicle	6,779
25-27	Women of Wisdom Tri-Cities	WOW College Place 1	2027	Utility specific Electricity in an on-road light-duty vehicle	6,779

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
25-27	Key Peninsula Healthy Community	Key Peninsula Community Carshare	2026	Utility specific Electricity in an on-road light-duty vehicle	4,693
25-27	Women of Wisdom Tri-Cities	WOW Walla Walla 1	2027	Utility specific Electricity in an on-road light-duty vehicle	6,779
25-27	Women of Wisdom Tri-Cities	WOW Yakima PNWU	2027	Utility specific Electricity in an on-road light-duty vehicle	9,887
25-27	Women of Wisdom Tri-Cities	WOW College Place 2	2027	Utility specific Electricity in an on-road light-duty vehicle	10,168
25-27	Women of Wisdom Tri-Cities	WOW Richland GESA	2026	Utility specific Electricity in an on-road light-duty vehicle	8,479
25-27	Women of Wisdom Tri-Cities	WOW Pasco Carshare	2027	Utility specific Electricity in an on-road light-duty vehicle	3,389
25-27	Zero-Emission Vehicle Cooperative	Gonzaga Share	2027	Utility specific Electricity in an on-road light-duty vehicle	3,389
25-27	Mobility For All	Town Square Share	2026	Utility specific Electricity in an on-road light-duty vehicle	3,389

Funding Biennial	Project Owner	Project Name	Start Date	Ecology credit estimator category	Annual Estimated Energy (kWh or kg)
25-27	Women of Wisdom Tri-Cities	WOW Grace Kennewick	2027	Utility specific Electricity in an on-road light-duty vehicle	9,104
25-27 reappropriated	Grant Transit	Grant Transit Expansion of Maintenance Facility and Added Equipment	2026	Utility specific Electricity in an on-road light-duty vehicle	31,248
25-27	Bainbridge Island Senior Center	Senior/ Community Transportation	2027	Utility specific Electricity in an on-road light-duty vehicle	1,484
25-27	The Suquamish Tribe	Suquamish Elder Electric Passenger Van Project	2027	Utility specific Electricity in an on-road light-duty vehicle	1,736

WSDOT: Port and Rail Electrification

This section presents estimated energy use associated with port and rail electrification projects administered by WSDOT's Rail, Freight, and Ports (RFP) Division. Estimates were developed using project-specific assumptions and calculated with WSDOT's HD_Offroad Tool v1.5.

Table A-7. 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	Annual Estimated Energy (kWh)
NWSA	Seattle	Container	2029	131 vessel calls; 6,026 at-berth hours	30	Marine Gas Oil	7,860,569
Port of Bremerton	Bremerton	Passenger Ferry	2029	341	50	Diesel	Included in Ferry Electrification Calculations
Port of Anacortes	Anacortes	Other	2027	730	20	Diesel	923,611
Port of Bellingham	Bellingham	Misc (6 tugboats)	2029	2,190 (6/day, one visit/day per tug)	25	Diesel	4,257,360
Port of Port Angeles	Port Angeles	Misc	2028	79	TBD (> 10 years)	Diesel	460,728
Port of Port Angeles	Port Angeles	Tanker (VLCC)	2028	12	TBD (> 10 years)	Diesel	1,548,936

Table A-8. 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	10	223	Diesel	7,152	50	42,370
Port of Kalama	2026	Tugboat (Escort/Ship Assist, aux)	19.0	10	223	Diesel	8,940	50	42,370
Port of Friday Harbor	2027	Workboat	87.42	10	100	Diesel	16,000	10	87,420

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 Friday Harbor	2027	Ferry – Monohull	40.92	10	100	Diesel	3,000	10	40,920
Port of Friday Harbor	2027	Excursion	111.6	12	100	Diesel	12,000	10	133,920

Table A-9. 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	Annual Estimated Energy (kWh)
NWSA	2026	19	31874	1.249	10	Diesel	484,846

Table A-10. Project-Specific Energy Dispensed Estimates (kWh) for Off-road ZE Equipment

Project Owner	Start Year	Number of Equipment	Equipment Category	Annual Activity (hrs)	Project Useful Life (yr)*	Displaced Fuel Type	Annual Estimated Energy (kWh)
Port of Everett	2027	3	Yard Truck	1,005	12	Diesel	159,908
NWSA	2026	3	Forklift	700	16	Diesel	43,254
Port of Port Angeles	2028	1	Reach stacker	450	16	Diesel	90,749
Port of Port Angeles	2028	1	Telestacker	175	16	Diesel	3,608
Port of Port Angeles	2028	1	5-ton Forklift	75	16	Diesel	685
Port of Port Angeles	2028	1	10-ton Forklift	300	16	Diesel	7,673
Puyallup Tribe	2028	2	Yard truck	550	12	Diesel	62397
Puyallup Tribe	2026	3	Container Handler	850	16	Diesel	224,297
Puyallup Tribe	2026	2	Forklift	500	16	Diesel	26,423
Port of Friday Harbor	2026	1	Tractor Mower	850	15	Diesel	11,820

Project Owner	Start Year	Number of Equipment	Equipment Category	Annual Activity (hrs)	Project Useful Life (yr)*	Displaced Fuel Type	Annual Estimated Energy (kWh)
Port of Friday Harbor	2027	1	Boat Lift	260	30	Diesel	6,779
Port of Ridgefield	2025	1	Forklift	100	16	LPG	2,069
Port of Ridgefield	2025	1	UTV	100	12	Gasoline	668
Port of Anacortes	2026	2	Forklift	200	10	Diesel	5,997
Port of Anacortes	2027	1	UTV	500	15	Diesel	3,476

Table A-11. 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

Table A-12. Project Specific Energy Dispensed Estimates (kWh) for Port EV Purchase

Project Owner	Start Year	Vehicle Useful Life	Vehicle Type	Model Year	Number of Vehicles	Annual VMT (miles/ vehicle)	Annual Energy Dispensed (kWh)
Port of Ridgefield	2025	20	Electric Passenger Truck	2025	2	10,000	11,938
Port of Anacortes	2026	10	Electric Van	2025	1	9,000	4,302
Port of Anacortes	2026	10	Electric Pickup Truck	2025	1	8,395	4,013
Port of Anacortes	2026	10	Hybrid Passenger Car	2025	1	2,000	N/A (hybrid does not have plug in)

Project Owner	Start Year	Vehicle Useful Life	Vehicle Type	Model Year	Number of Vehicles	Annual VMT (miles/ vehicle)	Annual Energy Dispensed (kWh)
Port of Anacortes	2026	10	Hybrid Pickup Truck	2025	2	8,395	N/A (hybrid does not have plug in)

Proviso State Agencies (DNR, DES, Parks)

Table A-12. 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

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

Start Year	Charger Useful Life	Location (County/ City)	Charger Type	Networked	Number of Chargers	Utilization	Annual Estimate Energy (kWh)
FY 25	7	King / Enumclaw	L2	N	1	High	6,779
FY 25	7	Skagit / Sedro Woolley	L2	N	1	High	6,779
FY 25	7	Clallam / Forks	L2	Y	2	High	3,649*
FY 25	7	Clallam / Forks	L2	N	1	High	6,779
FY 25	7	Clallam / Port Angeles	L2	N	1	High	6,779
FY 25	7	Cowlitz / Castle Rock	L2	Y	5	High	3,838*
FY 25	7	Stevens / Colville	L2	N	1	High	6,779
FY 25	7	Skamania / Fort Rains	L2	N	1	Low	521
FY 25	7	Cowlitz / Longview	L2	N	1	Low	521
FY 25	7	Thurston / Tumwater	DCFC	Y	3	High	25,666*
FY 26	7	Thurston / Lacey	L2	Y	1	Moderate	2,346
FY 26	7	Jefferson / Chimicum	L2	Y	1	Low	261
FY 26	7	Clallam / Sappho	L2	Y	2	Moderate	4,693
FY 26	7	Lewis / Chehalis	L2	Y	2	Moderate	4,693
FY 26	7	Pacific / Menlo	L2	N	1	Low	521
FY 27	7	Clallam / Forks	L2	Y	15	Low	7,821
FY 27	7	Clallam / Forks	DCFC	Y	3	Low	17,570
FY27	7	Thurston / Tumwater	L2	N	1	High	6,779
FY27	7	North Bend / King	L2	N	1	High	6,779

* Ran data usage report for Jan 25-Dec 25 for the annual estimate

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

Start Date	Vehicle Model	Number of Vehicles	Annual Miles per Vehicle*	Vehicle Efficiency (kWh/mile)	Annual Estimated Energy (kWh)
April-August 2024	2023 F-150 Lightning extended range	12	4000	0.48	23,040
April-August 2024	2023 Tesla Model Y long range	4	4000	0.28	4,480
April-August 2024	2024 Chevrolet Silverado EV	3	4000	0.53	6,360

Table A-15. 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 EV	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