

**Transportation Revenue  
Forecast Council  
Transportation  
Economic and Revenue Forecasts**

**Volume IV: Alternate Forecast Tables**

**Transportation Revenue  
Forecast Council  
Alternative Forecasts  
by 2014**

- **Alternate Ferry Forecasts.....IV-3**
- **Alternate Federal Forecast.....IV-13**

**REVENUE AND RIDERSHIP PROJECTIONS  
JUNE 2014 FORECAST  
FISCAL YEARS 2014-2027**

Prepared for  
**Washington State Ferries**

for Presentation to the  
**Transportation Revenue  
Forecast Council**

June 19, 2014 Meeting

Prepared by  
Parsons Brinckerhoff

June 17, 2014

# Washington State Ferries

## June 2014 Revenue and Ridership Forecasts — Fiscal Years 2014-2027

### JUNE 2014 FORECAST NOTES

The fare revenue and ridership forecasts for Washington State Ferries (WSF) are completed in four stages. First, monthly ridership projections by seven fare categories are prepared for each route using time series analysis methods, with a forecast horizon from the present through fiscal year (FY) 2027.

The seven fare categories include: (1) passenger full fares, (2) passenger commuter discounted fares, (3) passenger other discounted fares, (4) auto full fare, (5) auto commuter discounted fares, (6) other discounted vehicle fares, and (7) oversized vehicle fares.

Stage two of the process generates system-wide ridership projections. Econometric models combine ferry fare scenarios with demographic and economic projections to produce system-wide unconstrained ridership forecasts by seven fare categories through FY 2027. Within each fare category, the individual route forecasts are then calibrated to match the system-wide forecast totals from the econometric models.

Starting with the November 2012 forecast, a series of revisions were made to the passenger and vehicle/driver commuter fare ridership models to better capture the effects of an aging population base and changing workforce demographics.

The third stage of the process consists of adjusting the calibrated passenger and vehicle ridership by route to reflect seasonal vehicle capacity constraints, changes in service hours, and/or the net impacts from adding or eliminating service.

Last, the appropriate fares and average fare realizations are applied to the calibrated, capacity-constrained ridership forecasts for each route by fare category. This yields monthly and annual revenue forecasts by route for seven fare categories.

Two scenarios differing in fare assumptions were prepared for June:

- **Baseline Forecast** – Includes fare increases of 2.0% for passengers and 2.5% for vehicles on May 1, 2014. No further fare increases are included in the Baseline Forecast, resulting in declining real fares over time from general inflation.
- **Alternative 1 Forecast** – Builds on the Baseline Forecast by adding consecutive 2.5% increases each October, from 2015 (FY 2016) through 2026 (FY 2027). This amounts to slightly increasing real fares under the current inflation projections.

The FY 2014 projections include actual ridership and revenue through May 2014.

### Ridership Impacts

- The June 2014 ridership demand forecasts reflect the latest updated demographic and economic variable forecasts provided by the State and other sources.
- Forecasts for employment have been revised slightly upward in the near term, with mixed impacts longer term (FY 2017-27), depending on the employment type. This result helps boost ridership demand, primarily through FY 2016.
- Real gasoline prices are mostly unchanged through FY 2019. Thereafter, they are forecasted to be increasingly and significantly higher for the remainder of the forecast horizon. Higher real gas prices contribute to lower vehicle/driver ridership projections in the latter half of the forecast period.
- The inflation projections have been revised higher through the forecast horizon, with larger revisions moving out in time. This causes real fares to be increasingly lower, which puts upward pressure on the ridership projections.
- In addition, actual data continues to show a decrease in commuter fare ridership and an increase in other discounted passenger ridership. This shift is attributed to an October 2013 reduction in youth fares, which made it more attractive for frequent passengers age 6-18 to travel under a single discounted trip fare rather than the multi-trip commuter discounted fare.
- With 11 months of actual data, FY 2014 is projected to come in 1.1% higher than predicted in February.
- Overall, the June Baseline and Alternative 1 ridership forecasts range from 0.4% to 1.0% higher than in February.

### Revenue Impacts

- For the 2013/15 biennium, the Baseline and Alternative 1 revenue forecasts total \$337.2 M, or \$1.9 M (0.6%) higher than projected in February. Actual revenue for February through May 2014 came in \$1 M higher than previously forecasted. The remaining \$0.9 M increase for the biennium is expected in FY 2015.
- The 2013/15 biennium forecast is distributed as nearly \$329.7 M in fare revenue to the operating account and \$7.5 M in surcharge revenue to the capital account.
- Beyond FY 2015, revenues under both forecast scenarios are projected to range from 0.4 to 0.5% higher in FY 2017-21, after which forecasted revenues begin to decrease relative to February, reaching 0.4% lower by FY 2027.
- Revenue is lower in the outer years despite overall higher ridership due to a decrease in vehicle ridership from higher real gas prices and a revised forecast for the shift from passenger commuter fare to the lower, other discounted fare.

**Washington State Ferries**  
**REVENUE PROJECTIONS ~ BASELINE FORECAST**

**No Changes in Fares after May 2014<sup>1</sup>**

**June 2014 Forecast – Fiscal Years 2014-2027**

<i>Fiscal Year</i>	<i>June 2014 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>June Biennium Total</i>	<i>June vs. February Forecast</i>			<i>February 2014 Baseline</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
<b>2008<sup>2</sup></b>	\$148,379,626	1.1%						
<b>2009<sup>2</sup></b>	\$144,540,455	(2.6%)	\$292,920,081					
<b>2010<sup>2</sup></b>	\$147,009,545	1.7%						
<b>2011<sup>2</sup></b>	\$147,447,850	0.3%	\$294,457,395					
<b>2012<sup>2</sup></b>	\$155,085,373	5.2%						
<b>2013<sup>2</sup></b>	\$162,047,031	4.5%	\$317,132,404					
<b>2014<sup>2</sup></b>	\$166,823,000	2.9%		0.6%			\$165,765,000	
<b>2015</b>	\$170,369,000	2.1%	\$337,192,000	0.5%	\$1,891,000	0.6%	\$169,536,000	\$335,301,000
<b>2016</b>	\$173,366,000	1.8%		0.5%			\$172,487,000	
<b>2017</b>	\$176,160,000	1.6%	\$349,526,000	0.4%	\$1,504,000	0.4%	\$175,535,000	\$348,022,000
<b>2018</b>	\$178,541,000	1.4%		0.4%			\$177,871,000	
<b>2019</b>	\$180,547,000	1.1%	\$359,088,000	0.4%	\$1,474,000	0.4%	\$179,743,000	\$357,614,000
<b>2020</b>	\$182,296,000	1.0%		0.5%			\$181,415,000	
<b>2021</b>	\$183,963,000	0.9%	\$366,259,000	0.4%	\$1,525,000	0.4%	\$183,319,000	\$364,734,000
<b>2022</b>	\$185,615,000	0.9%		0.1%			\$185,510,000	
<b>2023</b>	\$187,272,000	0.9%	\$372,887,000	(0.1%)	(\$75,000)	(0.0%)	\$187,452,000	\$372,962,000
<b>2024</b>	\$188,961,000	0.9%		(0.2%)			\$189,412,000	
<b>2025</b>	\$190,921,000	1.0%	\$379,882,000	(0.3%)	(\$1,095,000)	(0.3%)	\$191,565,000	\$380,977,000
<b>2026</b>	\$192,749,000	1.0%		(0.4%)			\$193,471,000	
<b>2027</b>	\$194,575,000	0.9%	\$387,324,000	(0.4%)	(\$1,406,000)	(0.4%)	\$195,259,000	\$388,730,000

<sup>1</sup> The Baseline Forecast Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, plus the effects of the 25¢ surcharge per fare sold for funding capital expenditures. However, the Baseline Forecast excludes any further changes to the nominal fares after May 2014, resulting in declining real fares over the forecast horizon. The Baseline Forecast also reflects the current programmed level of service subject to capacity constraints.

<sup>2</sup> Includes historical data through May 2014.

# Washington State Ferries

## REVENUE PROJECTIONS ~ BASELINE FORECAST

**No Changes in Fares after May 2014<sup>1</sup>**

**June 2014 Forecast – Fiscal Years 2014-2027**

Fiscal Year	June 2014 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	Distribution of Revenue to Operating and Capital Programs			
				25¢ Surcharge Revenue for Capital Program	Capital Biennium Total	Base Fare Revenue for Operating Program	Operating Biennium Total
2008 <sup>2</sup>	\$148,379,626	1.1%				\$148,379,626	
2009 <sup>2</sup>	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010 <sup>2</sup>	\$147,009,545	1.7%				\$147,009,545	
2011 <sup>2</sup>	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012 <sup>2</sup>	\$155,085,373	5.2%		\$2,545,000		\$152,540,373	
2013 <sup>2</sup>	\$162,047,031	4.5%	\$317,132,404	\$3,626,000	\$6,171,000	\$158,421,031	\$310,961,404
2014 <sup>2</sup>	\$166,823,000	2.9%		\$3,666,000		\$163,157,000	
2015	\$170,369,000	2.1%	\$337,192,000	\$3,878,000	\$7,544,000	\$166,491,000	\$329,648,000
2016	\$173,366,000	1.8%		\$3,946,000		\$169,420,000	
2017	\$176,160,000	1.6%	\$349,526,000	\$4,014,000	\$7,960,000	\$172,146,000	\$341,566,000
2018	\$178,541,000	1.4%		\$4,080,000		\$174,461,000	
2019	\$180,547,000	1.1%	\$359,088,000	\$4,138,000	\$8,218,000	\$176,409,000	\$350,870,000
2020	\$182,296,000	1.0%		\$4,191,000		\$178,105,000	
2021	\$183,963,000	0.9%	\$366,259,000	\$4,241,000	\$8,432,000	\$179,722,000	\$357,827,000
2022	\$185,615,000	0.9%		\$4,291,000		\$181,324,000	
2023	\$187,272,000	0.9%	\$372,887,000	\$4,343,000	\$8,634,000	\$182,929,000	\$364,253,000
2024	\$188,961,000	0.9%		\$4,397,000		\$184,564,000	
2025	\$190,921,000	1.0%	\$379,882,000	\$4,457,000	\$8,854,000	\$186,464,000	\$371,028,000
2026	\$192,749,000	1.0%		\$4,515,000		\$188,234,000	
2027	\$194,575,000	0.9%	\$387,324,000	\$4,574,000	\$9,089,000	\$190,001,000	\$378,235,000

<sup>1</sup> The Baseline Forecast Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, plus the effects of the 25¢ surcharge per fare sold for funding capital expenditures. However, the Baseline Forecast excludes any further changes to the nominal fares after May 2014, resulting in declining real fares over the forecast horizon. The Baseline Forecast also reflects the current programmed level of service subject to capacity constraints.

<sup>2</sup> Includes historical data through May 2014.

**Washington State Ferries**  
**REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST**

**2.5% Annual Fare Increases FY 2016-27<sup>1</sup>**

**June 2014 Forecast – Fiscal Years 2014-2027**

Fiscal Year	June 2014 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June vs. February Forecast			February 2014 Alternative 1	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008 <sup>2</sup>	\$148,379,626	1.1%						
2009 <sup>2</sup>	\$144,540,455	(2.6%)	\$292,920,081					
2010 <sup>2</sup>	\$147,009,545	1.7%						
2011 <sup>2</sup>	\$147,447,850	0.3%	\$294,457,395					
2012 <sup>2</sup>	\$155,085,373	5.2%						
2013 <sup>2</sup>	\$162,047,031	4.5%	\$317,132,404					
2014 <sup>2</sup>	\$166,823,000	2.9%		0.6%			\$165,765,000	
2015	\$170,369,000	2.1%	\$337,192,000	0.5%	\$1,891,000	0.6%	\$169,536,000	\$335,301,000
2016	\$175,804,000	3.2%		0.5%			\$174,880,000	
2017	\$181,857,000	3.4%	\$357,661,000	0.4%	\$1,604,000	0.5%	\$181,177,000	\$356,057,000
2018	\$187,726,000	3.2%		0.4%			\$186,967,000	
2019	\$193,284,000	3.0%	\$381,010,000	0.5%	\$1,665,000	0.4%	\$192,378,000	\$379,345,000
2020	\$198,768,000	2.8%		0.5%			\$197,756,000	
2021	\$204,346,000	2.8%	\$403,114,000	0.4%	\$1,785,000	0.4%	\$203,573,000	\$401,329,000
2022	\$210,199,000	2.9%		0.2%			\$209,833,000	
2023	\$216,239,000	2.9%	\$426,438,000	0.0%	\$375,000	0.1%	\$216,230,000	\$426,063,000
2024	\$222,401,000	2.8%		(0.2%)			\$222,810,000	
2025	\$229,158,000	3.0%	\$451,559,000	(0.3%)	(\$1,064,000)	(0.2%)	\$229,813,000	\$452,623,000
2026	\$236,106,000	3.0%		(0.4%)			\$237,016,000	
2027	\$243,128,000	3.0%	\$479,234,000	(0.4%)	(\$1,926,000)	(0.4%)	\$244,144,000	\$481,160,000

<sup>1</sup> The Alternative 1 Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, followed by annual 2.5% fare increases each October, starting in 2015 (FY 2016), plus the 25¢ surcharge per fare sold for funding capital expenditures. Projected annual inflation is less than the 2.5%, leading to slightly increasing real fares over the forecast horizon. The Alternative 1 Forecast also reflects the current programmed level of service subject to capacity constraints.

<sup>2</sup> Includes historical data through May 2014.

**Washington State Ferries**  
**REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST**

**2.5% Annual Fare Increases FY 2016-27<sup>1</sup>**

**June 2014 Forecast – Fiscal Years 2014-2027**

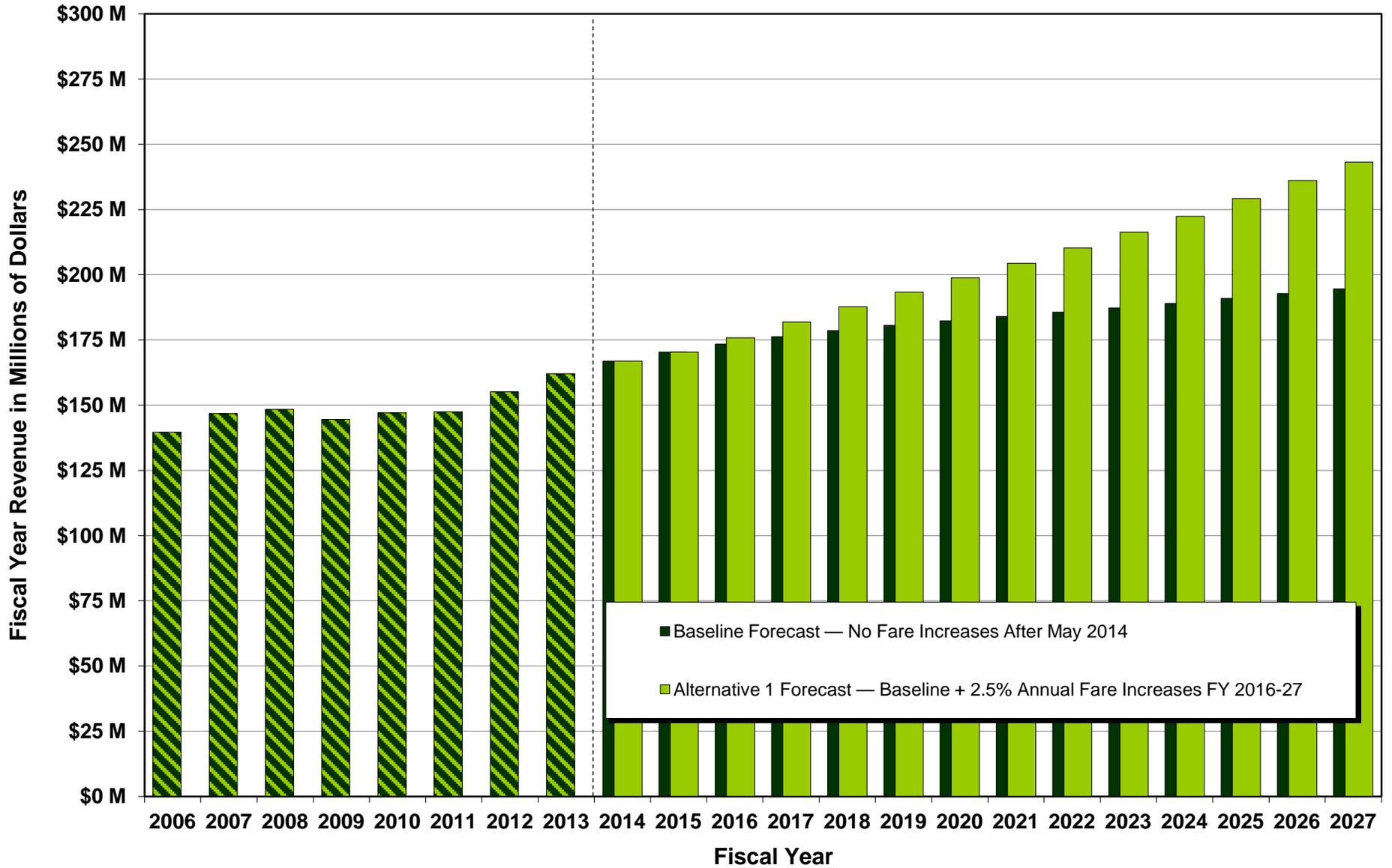
<i>Fiscal Year</i>	<i>June 2014 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>June Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
<b>2008<sup>2</sup></b>	\$148,379,626	1.1%				\$148,379,626	
<b>2009<sup>2</sup></b>	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
<b>2010<sup>2</sup></b>	\$147,009,545	1.7%				\$147,009,545	
<b>2011<sup>2</sup></b>	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
<b>2012<sup>2</sup></b>	\$155,085,373	5.2%		\$2,545,000		\$152,540,373	
<b>2013<sup>2</sup></b>	\$162,047,031	4.5%	\$317,132,404	\$3,626,000	\$6,171,000	\$158,421,031	\$310,961,404
<b>2014<sup>2</sup></b>	\$166,823,000	2.9%		\$3,666,000		\$163,157,000	
<b>2015</b>	\$170,369,000	2.1%	\$337,192,000	\$3,878,000	\$7,544,000	\$166,491,000	\$329,648,000
<b>2016</b>	\$175,804,000	3.2%		\$3,934,000		\$171,870,000	
<b>2017</b>	\$181,857,000	3.4%	\$357,661,000	\$3,975,000	\$7,909,000	\$177,882,000	\$349,752,000
<b>2018</b>	\$187,726,000	3.2%		\$4,015,000		\$183,711,000	
<b>2019</b>	\$193,284,000	3.0%	\$381,010,000	\$4,046,000	\$8,061,000	\$189,238,000	\$372,949,000
<b>2020</b>	\$198,768,000	2.8%		\$4,072,000		\$194,696,000	
<b>2021</b>	\$204,346,000	2.8%	\$403,114,000	\$4,095,000	\$8,167,000	\$200,251,000	\$394,947,000
<b>2022</b>	\$210,199,000	2.9%		\$4,120,000		\$206,079,000	
<b>2023</b>	\$216,239,000	2.9%	\$426,438,000	\$4,147,000	\$8,267,000	\$212,092,000	\$418,171,000
<b>2024</b>	\$222,401,000	2.8%		\$4,172,000		\$218,229,000	
<b>2025</b>	\$229,158,000	3.0%	\$451,559,000	\$4,203,000	\$8,375,000	\$224,955,000	\$443,184,000
<b>2026</b>	\$236,106,000	3.0%		\$4,233,000		\$231,873,000	
<b>2027</b>	\$243,128,000	3.0%	\$479,234,000	\$4,266,000	\$8,499,000	\$238,862,000	\$470,735,000

<sup>1</sup> The Alternative 1 Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, followed by annual 2.5% fare increases each October, starting in 2015 (FY 2016), plus the 25¢ surcharge per fare sold for funding capital expenditures. Projected annual inflation is less than the 2.5%, leading to slightly increasing real fares over the forecast horizon. The Alternative 1 Forecast also reflects the current programmed level of service subject to capacity constraints.

<sup>2</sup> Includes historical data through May 2014.

# Washington State Ferries — Revenue History and Forecast Trends

June 2014 Forecast Scenarios – Fiscal Years 2006-2027



**Washington State Ferries**  
**RIDERSHIP PROJECTIONS ~ BASELINE FORECAST**

**No Changes in Fares after May 2014<sup>1</sup>**

**June 2014 Forecast – Fiscal Years 2014-2027**

<i>Fiscal Year</i>	<i>June 2014 Unconstrained Demand Forecast*</i>	<i>June 2014 Capacity Constrained Projections</i>				<i>February 2014 Projections</i>	
		<i>Passenger Ridership</i>	<i>Vehicle/Driver Ridership</i>	<i>Total Ridership</i>	<i>Annual Rate of Growth</i>	<i>Total Ridership</i>	<i>Jun. % Chg from Feb.</i>
<b>2008<sup>2</sup></b>		12,926,006	10,441,798	23,367,804	(2.8%)		
<b>2009<sup>2</sup></b>		12,580,511	9,917,249	22,497,760	(3.7%)		
<b>2010<sup>2</sup></b>		12,453,226	10,134,311	22,587,537	0.4%		
<b>2011<sup>2</sup></b>		12,242,320	9,968,973	22,211,293	(1.7%)		
<b>2012<sup>2</sup></b>		12,236,081	9,983,059	22,219,140	0.0%		
<b>2013<sup>2</sup></b>		12,350,126	10,045,043	22,395,169	0.8%		
<b>2014<sup>2</sup></b>	22,756,000	12,620,000	10,136,000	22,756,000	1.6%	22,509,000	1.1%
<b>2015</b>	23,152,000	12,651,000	10,214,000	22,865,000	0.5%	22,675,000	0.8%
<b>2016</b>	23,536,000	12,838,000	10,407,000	23,245,000	1.7%	23,076,000	0.7%
<b>2017</b>	23,962,000	13,099,000	10,566,000	23,665,000	1.8%	23,511,000	0.7%
<b>2018</b>	24,382,000	13,363,000	10,709,000	24,072,000	1.7%	23,896,000	0.7%
<b>2019</b>	24,761,000	13,621,000	10,819,000	24,440,000	1.5%	24,237,000	0.8%
<b>2020</b>	25,112,000	13,868,000	10,912,000	24,780,000	1.4%	24,553,000	0.9%
<b>2021</b>	25,451,000	14,110,000	11,001,000	25,111,000	1.3%	24,905,000	0.8%
<b>2022</b>	25,804,000	14,355,000	11,086,000	25,441,000	1.3%	25,277,000	0.6%
<b>2023</b>	26,170,000	14,608,000	11,173,000	25,781,000	1.3%	25,642,000	0.5%
<b>2024</b>	26,549,000	14,873,000	11,262,000	26,135,000	1.4%	26,016,000	0.5%
<b>2025</b>	26,969,000	15,150,000	11,375,000	26,525,000	1.5%	26,421,000	0.4%
<b>2026</b>	27,392,000	15,428,000	11,479,000	26,907,000	1.4%	26,808,000	0.4%
<b>2027</b>	27,836,000	15,710,000	11,586,000	27,296,000	1.4%	27,191,000	0.4%

<sup>1</sup> The Baseline Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, plus the effects of the 25¢ surcharge per fare sold for funding capital expenditures. However, the Baseline Forecast excludes any further changes to the nominal fares after May 2014, resulting in declining real fares over the forecast horizon. The Baseline Forecast also reflects the current programmed level of service subject to capacity constraints.

<sup>2</sup> Includes historical data through May 2014. \* Excludes what would be a minor downward demand impact due to the 25¢ per fare sold capital surcharge.

Washington State Ferries  
 RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST  
 2.5% Annual Fare Increases FY 2016-27<sup>1</sup>  
 June 2014 Forecast – Fiscal Years 2014-2027

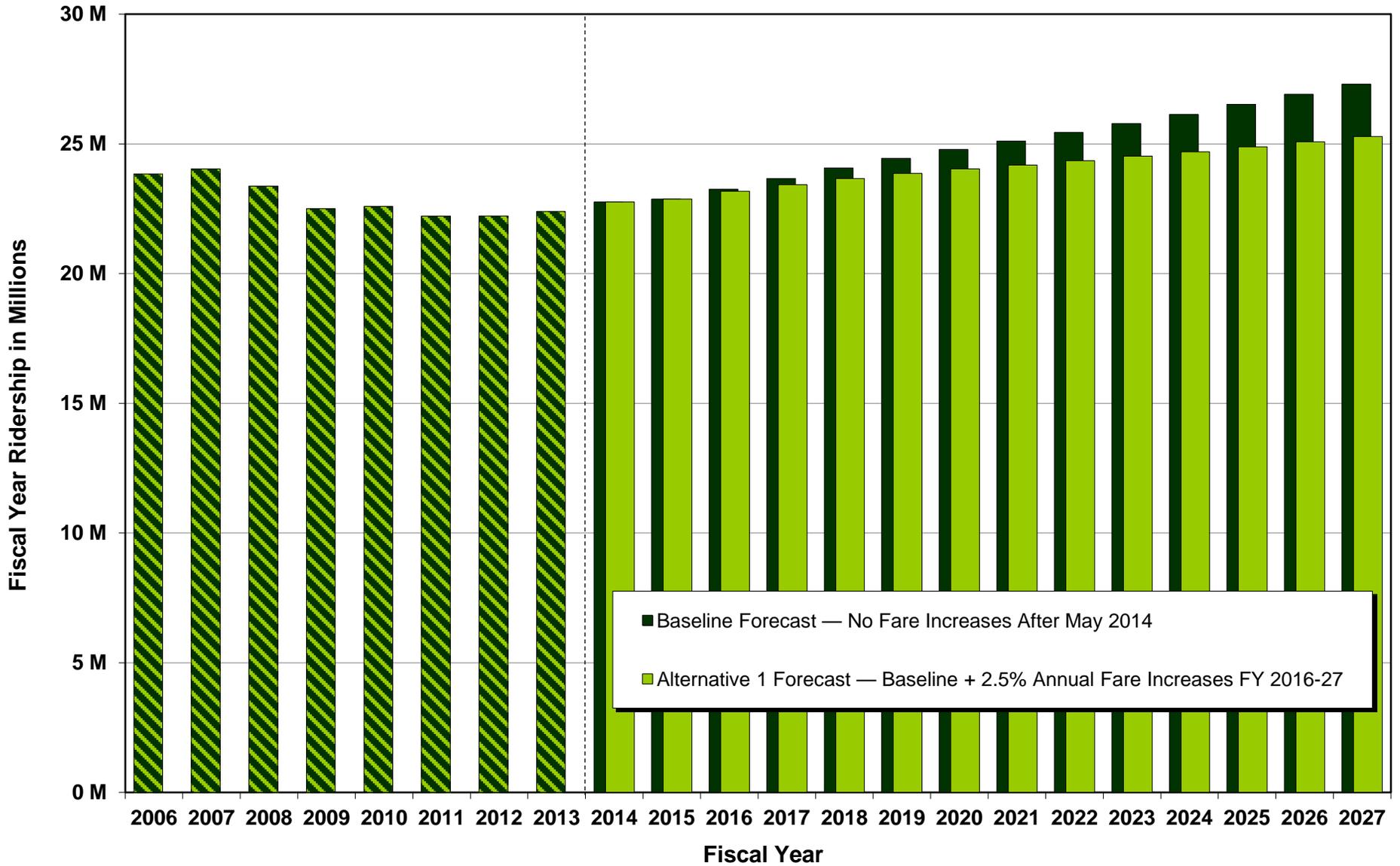
Fiscal Year	June 2014 Unconstrained Demand Forecast*	June 2014 Capacity Constrained Projections			February 2014 Projections		
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Jun. % Chg from Feb.
2008 <sup>2</sup>		12,926,006	10,441,798	23,367,804	(2.8%)		
2009 <sup>2</sup>		12,580,511	9,917,249	22,497,760	(3.7%)		
2010 <sup>2</sup>		12,453,226	10,134,311	22,587,537	0.4%		
2011 <sup>2</sup>		12,242,320	9,968,973	22,211,293	(1.7%)		
2012 <sup>2</sup>		12,236,081	9,983,059	22,219,140	0.0%		
2013 <sup>2</sup>		12,350,126	10,045,043	22,395,169	0.8%		
2014 <sup>2</sup>	22,756,000	12,620,000	10,136,000	22,756,000	1.6%	22,509,000	1.1%
2015	23,152,000	12,651,000	10,214,000	22,865,000	0.5%	22,675,000	0.8%
2016	23,457,000	12,787,000	10,384,000	23,171,000	1.3%	22,991,000	0.8%
2017	23,700,000	12,936,000	10,483,000	23,419,000	1.1%	23,253,000	0.7%
2018	23,941,000	13,088,000	10,573,000	23,661,000	1.0%	23,472,000	0.8%
2019	24,138,000	13,231,000	10,629,000	23,860,000	0.8%	23,644,000	0.9%
2020	24,307,000	13,365,000	10,665,000	24,030,000	0.7%	23,790,000	1.0%
2021	24,458,000	13,489,000	10,695,000	24,184,000	0.6%	23,964,000	0.9%
2022	24,622,000	13,617,000	10,733,000	24,350,000	0.7%	24,162,000	0.8%
2023	24,794,000	13,746,000	10,778,000	24,524,000	0.7%	24,358,000	0.7%
2024	24,962,000	13,869,000	10,820,000	24,689,000	0.7%	24,547,000	0.6%
2025	25,163,000	14,002,000	10,880,000	24,882,000	0.8%	24,752,000	0.5%
2026	25,364,000	14,137,000	10,938,000	25,075,000	0.8%	24,961,000	0.5%
2027	25,585,000	14,273,000	11,009,000	25,282,000	0.8%	25,175,000	0.4%

<sup>1</sup> The Alternative 1 Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, followed by annual 2.5% fare increases each October, starting in 2015 (FY 2016), plus the 25¢ surcharge per fare sold for funding capital expenditures. Projected annual inflation is less than the 2.5%, leading to slightly increasing real fares over the forecast horizon. The Alternative 1 Forecast also reflects the current programmed level of service subject to capacity constraints.

<sup>2</sup> Includes historical data through May 2014. \* Excludes what would be a minor downward demand impact due to the 25¢ per fare sold capital surcharge.

# Washington State Ferries — Ridership History and Forecast Trends

## June 2014 Forecast Scenarios – Fiscal Years 2006-2027



**Alternative Federal Revenue Forecast  
June 2014**

## **June 2014 Alternate Federal Funds Forecast Key Assumptions**

### **FFY 2013 & 2014**

- The alternative apportionment forecast for FFY2013 and FFY2014 are based on P.L. 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21). This law reauthorizes the federal surface transportation policy and program at the Congressional Budget Office's baseline level equal to current funding levels plus inflation which equals \$105 billion for two years.
- The alternate apportionment forecast for FFY 2013 is \$728.1 million and is based on actual FHWA distributions as recorded in FIMS.
- The alternate apportionment forecast for FFY 2014 is \$666.1 million and is based on FHWA Notice N4510.772 dated January 31, 2013.
- The alternative OA and apportionment forecasts are the same as the baseline for FFY2013 & FFY2014.

### **FFY2015 and Beyond**

- In FFY2015 and beyond, the growth rates in federal funds mirrors the WA State fuel gallons consumed in the June forecast. This is in contrast to the baseline which has a drop in apportionment over 2 years of more than 25%.
- The alternate forecast assumes that new transportation revenue will be found to sure up the Highway Trust Fund and that funding levels beyond FFY2014 will not be reduced.
- In FFY2015, the alternative apportionment forecast anticipated \$134.4 million in additional revenue which is 25.3% higher than the baseline forecast.
- In FFY2016, the alternative apportionment forecast anticipated \$168.0 million in additional revenue which is 33.4% higher than the baseline forecast. This difference grows slightly over the forecast horizon.



Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
**Federal Fiscal Year Comparison**  
**June 2014 Alternate**

# MAP - 21

	Actual 2013		Forecast 2013		Difference		CURRENT FFY 2014		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent		
<b>State Apportionment and Obligation Authority Forecast</b>										
<b>Federal Aid Highway Core Programs Apportionment</b>										
National Highway Performance Program (NHPP)	\$363,030,307	\$363,030,307	\$0	0.0%	\$359,315,130	\$359,315,130	\$0	0.0%		
Surface Transportation Program (STP)	168,610,051	\$168,610,051	-	0.0%	171,800,292	\$171,800,292	-	0.0%		
Highway Safety Improvement Program (HSIP)	41,178,651	\$41,178,651	-	0.0%	41,203,842	\$41,203,842	-	0.0%		
Congestion Mitigation and Air Quality Program (CMAQ)	35,448,943	\$35,448,943	-	0.0%	35,469,204	\$35,469,204	-	0.0%		
Metropolitan Planning (MPO)	6,956,355	\$6,956,355	-	0.0%	6,960,373	\$6,960,373	-	0.0%		
<b>Subtotal Core Programs</b>	<b>\$615,224,307</b>	<b>\$615,224,307</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$614,748,841</b>	<b>\$614,748,841</b>	<b>\$0</b>	<b>0.0%</b>		
State Planning and Research (SPR)	12,852,433	\$12,852,433	-	0.0%	12,862,896	\$12,862,896	-	0.0%		
Transportation Alternatives	12,309,447	\$12,309,447	-	0.0%	12,503,968	\$12,503,968	-	0.0%		
Redistribution of section 164 Penalty #	14,177,525	\$14,177,525	-	0.0%	14,189,258	\$14,189,258	-	0.0%		
Ferry Boats and Terminal Facilities Apportionment	11,399,180	\$11,399,180	-	0.0%	11,799,180	\$11,799,180	-	0.0%		
Discretionary and Allocated Programs	62,115,211	\$62,115,211	-	100.0%	-	-	-	0.0%		
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$728,078,103</b>	<b>\$728,078,103</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$666,104,143</b>	<b>\$666,104,143</b>	<b>\$0</b>	<b>0.0%</b>		
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$717,862,540</b>	<b>\$717,862,540</b>	<b>\$0</b>	<b>0.0%</b>	<b>664,075,105</b>	<b>\$664,075,105</b>	<b>\$0</b>	<b>0.0%</b>		
<b>Forecast Distributions ¶</b>										
<b>State Programs</b>										
<b>Federal Aid Highway Core Programs</b>										
National Highway Performance Program (94% of total NHPP)	\$341,249,623	\$341,249,623	\$0	0.0%	\$337,756,222	\$337,756,222	\$0	0.0%		
Surface Transportation Program (27% of total STP)	46,672,106	\$46,672,106	-	0.0%	49,801,362	\$49,801,362	-	0.0%		
Highway Safety Improvement Program (36% of total HSIP)	15,187,300	\$15,187,300	-	0.0%	15,205,493	\$15,205,493	-	0.0%		
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A		
<b>Subtotal Core Programs</b>	<b>\$403,109,029</b>	<b>\$403,109,029</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$402,763,077</b>	<b>\$402,763,077</b>	<b>\$0</b>	<b>0.0%</b>		
State Planning and Research (100% state)	12,852,433	\$12,852,433	-	0.0%	12,862,896	\$12,862,896	-	0.0%		
SHRP2	514,097	\$514,097	-	0.0%	514,516	\$514,516	-	0.0%		
NCHRP	706,884	\$706,884	-	0.0%	707,459	\$707,459	-	0.0%		
Research	1,992,127	\$1,992,127	-	0.0%	1,993,749	\$1,993,749	-	0.0%		
Amount remaining for SPR	9,639,325	\$9,639,325	-	0.0%	9,647,172	\$9,647,172	-	0.0%		
Transportation Alternatives										
Recreation Trails (1% paid to FHWA for program administration)	1,882,535	\$1,882,535	-	0.0%	1,882,535	\$1,882,535	-	0.0%		
Redistribution of section 164 Penalty	14,177,525	\$14,177,525	-	0.0%	14,189,258	\$14,189,258	-	0.0%		
Ferry Boats and Terminal Facilities Apportionment	11,399,180	\$11,399,180	-	0.0%	11,799,180	\$11,799,180	-	0.0%		
Discretionary and Allocated Programs	41,620,923	\$41,620,923	-	100.0%	-	\$0	-	0.0%		
<b>Total State MAP - 21 Apportionment</b>	<b>\$485,041,626</b>	<b>\$485,041,626</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$443,496,946</b>	<b>\$443,496,946</b>	<b>\$0</b>	<b>0.0%</b>		
<b>State Obligation Authority *</b>	<b>\$478,236,074</b>	<b>\$478,236,074</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$442,145,998</b>	<b>\$442,145,998</b>	<b>\$0</b>	<b>0.0%</b>		
<b>Local Programs</b>										
<b>Federal Aid Highway Core Programs</b>										
National Highway Performance Program (6% of total NHPP)	\$21,780,684	\$21,780,684	\$0	0.0%	\$21,558,908	\$21,558,908	\$0	0.0%		
Surface Transportation Program (73% of total STP)	121,937,945	\$121,937,945	-	0.0%	121,998,930	\$121,998,930	-	0.0%		
Bridge Program (Off the federal aid system)	22,884,303	\$22,884,303	-	0.0%	22,930,163	\$22,930,163	-	0.0%		
50% Distribution Any of the state programs	13,202,564	\$13,202,564	-	0.0%	13,168,621	\$13,168,621	-	0.0%		
50% Population Distribution										
Areas over 200,000	51,294,287	\$51,294,287	-	0.0%	51,323,604	\$51,323,604	-	0.0%		
Areas over 5,000	19,435,473	\$19,435,473	-	0.0%	19,446,581	\$19,446,581	-	0.0%		
Areas under 5,000	15,121,318	\$15,121,318	-	0.0%	15,129,960	\$15,129,960	-	0.0%		
Highway Safety Improvement Program (64% of total HSIP)	25,991,351	\$25,991,351	-	0.0%	25,998,350	\$25,998,350	-	0.0%		
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,448,943	\$35,448,943	-	0.0%	35,469,204	\$35,469,204	-	0.0%		
Metropolitan Planning (100% of total MPO)	6,956,355	\$6,956,355	-	0.0%	6,960,373	\$6,960,373	-	0.0%		
<b>Subtotal Core Programs</b>	<b>\$212,115,278</b>	<b>\$212,115,278</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$211,985,764</b>	<b>\$211,985,764</b>	<b>\$0</b>	<b>0.0%</b>		
Transportation Alternatives	10,426,912	\$10,426,912	-	0.0%	10,621,433	\$10,621,433	-	0.0%		
50% Distribution Any of the state programs	5,213,456	\$5,213,456	-	0.0%	5,310,717	\$5,310,717	-	0.0%		
50% Population Distribution										
Areas over 200,000	3,114,935	\$3,114,935	-	0.0%	3,173,046	\$3,173,046	-	0.0%		
Areas over 5,000	1,180,253	\$1,180,253	-	0.0%	1,202,271	\$1,202,271	-	0.0%		
Under 5,000	918,268	\$918,268	-	0.0%	935,399	\$935,399	-	0.0%		
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%		
Discretionary and Allocated Programs	20,494,288	\$20,494,288	-	100.0%	-	\$0	-	0.0%		
<b>Total Local MAP - 21 Apportionment</b>	<b>\$243,036,478</b>	<b>\$243,036,478</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$222,607,197</b>	<b>\$222,607,197</b>	<b>\$0</b>	<b>0.0%</b>		
<b>Local Obligation Authority *</b>	<b>\$239,626,466</b>	<b>\$239,626,466</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$221,929,107</b>	<b>\$221,929,107</b>	<b>\$0</b>	<b>0.0%</b>		
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$728,078,103</b>	<b>\$728,078,103</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$666,104,143</b>	<b>\$666,104,143</b>	<b>\$0</b>	<b>0.0%</b>		
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$717,862,540</b>	<b>\$717,862,540</b>	<b>\$0</b>	<b>0.0%</b>	<b>664,075,105</b>	<b>\$664,075,105</b>	<b>\$0</b>	<b>0.0%</b>		

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
 Federal Fiscal Year Comparison  
 June 2014 Alternate

# MAP - 21

	2015		Difference		2016		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$360,125,000	\$287,453,000	\$72,672,000	25.3%	\$361,980,000	\$271,355,000	\$90,625,000	33.4%
Surface Transportation Program (STP)	172,188,000	\$137,440,000	34,748,000	25.3%	173,074,000	\$129,743,000	43,331,000	33.4%
Highway Safety Improvement Program (HSIP)	41,296,000	\$32,963,000	8,333,000	25.3%	41,509,000	\$31,118,000	10,391,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	35,549,000	\$28,375,000	7,174,000	25.3%	35,733,000	\$26,786,000	8,947,000	33.4%
Metropolitan Planning (MPO)	6,976,000	\$5,568,000	1,408,000	25.3%	7,013,000	\$5,256,000	1,757,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$616,134,000</b>	<b>\$491,799,000</b>	<b>\$124,335,000</b>	<b>25.3%</b>	<b>\$619,309,000</b>	<b>\$464,258,000</b>	<b>\$155,051,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	12,892,000	\$10,291,000	2,601,000	25.3%	12,959,000	\$9,715,000	3,244,000	33.4%
Transportation Alternatives	12,532,000	\$10,003,000	2,529,000	25.3%	12,597,000	\$9,443,000	3,154,000	33.4%
Redistribution of section 164 Penalty #	14,221,000	\$11,351,000	2,870,000	25.3%	14,294,000	\$10,715,000	3,579,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	11,826,000	\$9,439,000	2,387,000	100.0%	11,887,000	\$8,910,000	2,977,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$667,605,000</b>	<b>\$532,883,000</b>	<b>\$134,722,000</b>	<b>25.3%</b>	<b>\$671,046,000</b>	<b>\$503,041,000</b>	<b>\$168,005,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$665,571,390</b>	<b>\$531,259,770</b>	<b>\$134,311,620</b>	<b>25.3%</b>	<b>\$669,001,908</b>	<b>\$501,508,673</b>	<b>\$167,493,235</b>	<b>33.4%</b>
<b>Forecast Distributions ¶</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (94% of total NHPP)	\$338,518,000	\$270,206,000	\$68,312,000	25.3%	\$340,261,000	\$255,074,000	\$85,187,000	33.4%
Surface Transportation Program (27% of total STP)	49,957,548	\$35,942,608	14,014,940	39.0%	50,315,393	\$32,838,488	17,476,905	53.2%
Highway Safety Improvement Program (36% of total HSIP)	15,238,000	\$12,164,000	3,074,000	25.3%	15,318,000	\$11,484,000	3,834,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$403,713,548</b>	<b>\$318,312,608</b>	<b>\$85,400,940</b>	<b>26.8%</b>	<b>\$405,894,393</b>	<b>\$299,396,488</b>	<b>\$106,497,905</b>	<b>35.6%</b>
State Planning and Research (100% state)	12,892,000	10,291,000	2,601,000	25.3%	12,959,000	9,715,000	3,244,000	33.4%
<i>SHRP2</i>	515,680	411,640	104,040	25.3%	518,360	388,600	129,760	33.4%
<i>NCHRP</i>	709,060	566,005	143,055	25.3%	712,745	534,325	178,420	33.4%
<i>Research</i>	1,998,260	1,595,105	403,155	25.3%	2,008,645	1,505,825	502,820	33.4%
<i>Amount remaining for SPR</i>	9,669,000	7,718,250	1,950,750	25.3%	9,719,250	7,286,250	2,433,000	33.4%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,887,000	1,506,000	381,000	25.3%	1,897,000	1,422,000	475,000	33.4%
Redistribution of section 164 Penalty	14,221,000	11,351,000	2,870,000	25.3%	14,294,000	10,715,000	3,579,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	11,826,000	9,439,000	2,387,000	0.0%	11,887,000	8,910,000	2,977,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$444,539,548</b>	<b>\$350,899,608</b>	<b>\$93,639,940</b>	<b>26.7%</b>	<b>\$446,931,393</b>	<b>\$330,158,488</b>	<b>\$116,772,905</b>	<b>\$1</b>
<b>State Obligation Authority *</b>	<b>\$431,395,000</b>	<b>\$349,831,000</b>	<b>\$81,564,000</b>	<b>23.3%</b>	<b>\$433,719,000</b>	<b>\$329,153,000</b>	<b>\$104,566,000</b>	<b>31.8%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (6% of total NHPP)	\$21,608,000	\$17,247,000	\$4,361,000	25.3%	\$21,719,000	\$16,281,000	\$5,438,000	33.4%
Surface Transportation Program (73% of total STP)	122,230,000	\$101,497,000	20,733,000	20.4%	122,759,000	\$96,904,000	25,855,000	26.7%
<i>Bridge Program (Off the federal aid system)</i>	22,982,000	\$18,344,000	4,638,000	25.3%	23,100,000	\$17,317,000	5,783,000	33.4%
<i>50% Distribution Any of the state programs</i>	13,206,000	\$9,847,000	3,359,000	34.1%	13,291,000	\$9,103,000	4,188,000	46.0%
<i>50% Population Distribution</i>								
<i>Areas over 200,000</i>	51,439,000	\$41,059,000	10,380,000	25.3%	51,704,000	\$38,759,000	12,945,000	33.4%
<i>Areas over 5,000</i>	19,490,000	\$15,557,000	3,933,000	25.3%	19,591,000	\$14,686,000	4,905,000	33.4%
<i>Areas under 5,000</i>	15,164,000	\$12,104,000	3,060,000	25.3%	15,242,000	\$11,426,000	3,816,000	33.4%
Highway Safety Improvement Program (64% of total HSIP)	26,058,000	\$20,799,000	5,259,000	25.3%	26,191,000	\$19,634,000	6,557,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,549,000	\$28,375,000	7,174,000	25.3%	35,733,000	\$26,786,000	8,947,000	33.4%
Metropolitan Planning (100% of total MPO)	6,976,000	\$5,568,000	1,408,000	25.3%	7,013,000	\$5,256,000	1,757,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$212,421,000</b>	<b>\$173,486,000</b>	<b>\$38,935,000</b>	<b>22.4%</b>	<b>\$213,415,000</b>	<b>\$164,861,000</b>	<b>\$48,554,000</b>	<b>29.5%</b>
Transportation Alternatives	10,645,000	\$8,497,000	2,148,000	25.3%	10,700,000	\$8,021,000	2,679,000	33.4%
<i>50% Distribution Any of the state programs</i>	5,322,500	\$4,248,500	1,074,000	25.3%	5,350,000	\$4,010,500	1,339,500	33.4%
<i>50% Population Distribution</i>								
<i>Areas over 200,000</i>	3,180,000	\$2,538,000	642,000	25.3%	3,197,000	\$2,396,000	801,000	33.4%
<i>Areas over 5,000</i>	1,205,000	\$962,000	243,000	25.3%	1,211,000	\$908,000	303,000	33.4%
<i>Under 5,000</i>	937,000	\$748,000	189,000	25.3%	942,000	\$706,000	236,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$223,066,000</b>	<b>\$181,983,000</b>	<b>\$41,083,000</b>	<b>22.6%</b>	<b>\$224,115,000</b>	<b>\$172,882,000</b>	<b>\$51,233,000</b>	<b>29.6%</b>
<b>Local Obligation Authority *</b>	<b>\$234,176,390</b>	<b>\$181,428,770</b>	<b>\$52,747,620</b>	<b>29.1%</b>	<b>\$235,282,908</b>	<b>\$172,355,673</b>	<b>\$62,927,235</b>	<b>36.5%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$667,605,548</b>	<b>\$532,882,608</b>	<b>\$134,722,940</b>	<b>25.3%</b>	<b>\$671,046,393</b>	<b>\$503,040,488</b>	<b>\$168,005,905</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$665,571,390</b>	<b>\$531,259,770</b>	<b>\$134,311,620</b>	<b>25.3%</b>	<b>\$669,001,908</b>	<b>\$501,508,673</b>	<b>\$167,493,235</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
**Federal Fiscal Year Comparison**  
**June 2014 Alternate**

# MAP - 21

	2017		Difference		2018		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$363,211,000	\$272,278,000	\$90,933,000	33.4%	\$364,451,000	\$273,208,000	\$91,243,000	33.4%
Surface Transportation Program (STP)	173,663,000	\$130,184,000	43,479,000	33.4%	174,256,000	\$130,630,000	43,626,000	33.4%
Highway Safety Improvement Program (HSIP)	41,650,000	\$31,223,000	10,427,000	33.4%	41,792,000	\$31,330,000	10,462,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	35,854,000	\$26,877,000	8,977,000	33.4%	35,976,000	\$26,970,000	9,006,000	33.4%
Metropolitan Planning (MPO)	7,036,000	\$5,274,000	1,762,000	33.4%	7,061,000	\$5,291,000	1,770,000	33.5%
<b>Subtotal Core Programs</b>	<b>\$621,414,000</b>	<b>\$465,836,000</b>	<b>\$155,578,000</b>	<b>33.4%</b>	<b>\$623,536,000</b>	<b>\$467,429,000</b>	<b>\$156,107,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	13,002,000	\$9,748,000	3,254,000	33.4%	13,046,000	\$9,780,000	3,266,000	33.4%
Transportation Alternatives	12,640,000	\$9,475,000	3,165,000	33.4%	12,683,000	\$9,507,000	3,176,000	33.4%
Redistribution of section 164 Penalty #	14,343,000	\$10,751,000	3,592,000	33.4%	14,392,000	\$10,788,000	3,604,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	11,927,000	\$8,940,000	2,987,000	100.0%	11,968,000	\$8,971,000	2,997,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$673,326,000</b>	<b>\$504,750,000</b>	<b>\$168,576,000</b>	<b>33.4%</b>	<b>\$675,625,000</b>	<b>\$506,475,000</b>	<b>\$169,150,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$671,274,963</b>	<b>\$503,212,467</b>	<b>\$168,062,496</b>	<b>33.4%</b>	<b>\$673,566,960</b>	<b>\$504,932,212</b>	<b>\$168,634,747</b>	<b>33.4%</b>
<b>Forecast Distributions ¶</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (94% of total NHPP)	\$341,418,000	\$255,941,000	\$85,477,000	33.4%	\$342,584,000	\$256,816,000	\$85,768,000	33.4%
Surface Transportation Program (27% of total STP)	50,552,536	\$33,017,042	17,535,494	53.1%	50,791,679	\$33,196,334	17,595,345	53.0%
Highway Safety Improvement Program (36% of total HSIP)	15,370,000	\$11,522,000	3,848,000	33.4%	15,422,000	\$11,562,000	3,860,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$407,340,536</b>	<b>\$300,480,042</b>	<b>\$106,860,494</b>	<b>35.6%</b>	<b>\$408,797,679</b>	<b>\$301,574,334</b>	<b>\$107,223,345</b>	<b>35.6%</b>
State Planning and Research (100% state)	13,002,000	9,748,000	3,254,000	33.4%	13,046,000	9,780,000	3,266,000	33.4%
SHRP2	520,080	389,920	130,160	33.4%	521,840	391,200	130,640	33.4%
NCHRP	715,110	536,140	178,970	33.4%	717,530	537,900	179,630	33.4%
Research	2,015,310	1,510,940	504,370	33.4%	2,022,130	1,515,900	506,230	33.4%
Amount remaining for SPR	9,751,500	7,311,000	2,440,500	33.4%	9,784,500	7,335,000	2,449,500	33.4%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,903,000	1,427,000	476,000	33.4%	1,910,000	1,432,000	478,000	33.4%
Redistribution of section 164 Penalty	14,343,000	10,751,000	3,592,000	33.4%	14,392,000	10,788,000	3,604,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	11,927,000	8,940,000	2,987,000	0.0%	11,968,000	8,971,000	2,997,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$448,515,536</b>	<b>\$331,346,042</b>	<b>\$117,169,494</b>	<b>35.4%</b>	<b>\$450,113,679</b>	<b>\$332,545,334</b>	<b>\$117,568,345</b>	<b>35.4%</b>
<b>State Obligation Authority *</b>	<b>\$435,259,000</b>	<b>\$330,337,000</b>	<b>\$104,922,000</b>	<b>31.8%</b>	<b>\$436,811,000</b>	<b>\$331,532,000</b>	<b>\$105,279,000</b>	<b>31.8%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (6% of total NHPP)	\$21,793,000	\$16,337,000	\$5,456,000	33.4%	\$21,867,000	\$16,392,000	\$5,475,000	33.4%
Surface Transportation Program (73% of total STP)	123,110,000	\$97,167,000	25,943,000	26.7%	123,464,000	\$97,434,000	26,030,000	26.7%
Bridge Program (Off the federal aid system)	23,179,000	\$17,376,000	5,803,000	33.4%	23,258,000	\$17,435,000	5,823,000	33.4%
50% Distribution Any of the state programs	13,349,000	\$9,145,000	4,204,000	46.0%	13,406,000	\$9,189,000	4,217,000	45.9%
50%Population Distribution								
Areas over 200,000	51,880,000	\$38,891,000	12,989,000	33.4%	52,057,000	\$39,024,000	13,033,000	33.4%
Areas over 5,000	19,657,000	\$14,736,000	4,921,000	33.4%	19,725,000	\$14,786,000	4,939,000	33.4%
Areas under 5,000	15,294,000	\$11,465,000	3,829,000	33.4%	15,346,000	\$11,504,000	3,842,000	33.4%
Highway Safety Improvement Program (64% of total HSIP)	26,280,000	\$19,701,000	6,579,000	33.4%	26,370,000	\$19,768,000	6,602,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,854,000	\$26,877,000	8,977,000	33.4%	35,976,000	\$26,970,000	9,006,000	33.4%
Metropolitan Planning (100% of total MPO)	7,036,000	\$5,274,000	1,762,000	33.4%	7,061,000	\$5,291,000	1,770,000	33.5%
<b>Subtotal Core Programs</b>	<b>\$214,073,000</b>	<b>\$165,356,000</b>	<b>\$48,717,000</b>	<b>29.5%</b>	<b>\$214,738,000</b>	<b>\$165,855,000</b>	<b>\$48,883,000</b>	<b>29.5%</b>
Transportation Alternatives	10,737,000	\$8,048,000	2,689,000	33.4%	10,773,000	\$8,075,000	2,698,000	33.4%
50% Distribution Any of the state programs	5,368,500	\$4,024,000	1,344,500	33.4%	5,386,500	\$4,037,500	1,349,000	33.4%
50%Population Distribution								
Areas over 200,000	3,208,000	\$2,404,000	804,000	33.4%	3,218,000	\$2,412,000	806,000	33.4%
Areas over 5,000	1,215,000	\$911,000	304,000	33.4%	1,219,000	\$914,000	305,000	33.4%
Under 5,000	946,000	\$709,000	237,000	33.4%	949,000	\$711,000	238,000	33.5%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$224,810,000</b>	<b>\$173,404,000</b>	<b>\$51,406,000</b>	<b>29.6%</b>	<b>\$225,511,000</b>	<b>\$173,930,000</b>	<b>\$51,581,000</b>	<b>29.7%</b>
<b>Local Obligation Authority *</b>	<b>\$236,015,963</b>	<b>\$172,875,467</b>	<b>\$63,140,496</b>	<b>36.5%</b>	<b>\$236,755,960</b>	<b>\$173,400,212</b>	<b>\$63,355,747</b>	<b>36.5%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$673,325,536</b>	<b>\$504,750,042</b>	<b>\$168,575,494</b>	<b>33.4%</b>	<b>\$675,624,679</b>	<b>\$506,475,334</b>	<b>\$169,149,345</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$671,274,963</b>	<b>\$503,212,467</b>	<b>\$168,062,496</b>	<b>33.4%</b>	<b>\$673,566,960</b>	<b>\$504,932,212</b>	<b>\$168,634,747</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
 Federal Fiscal Year Comparison  
 June 2014 Alternate

# MAP - 21

	2019		Difference		2020		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$365,557,000	\$274,037,000	\$91,520,000	33.4%	\$366,555,000	\$274,784,000	\$91,771,000	33.4%
Surface Transportation Program (STP)	174,785,000	\$131,025,000	43,760,000	33.4%	175,262,000	\$131,382,000	43,880,000	33.4%
Highway Safety Improvement Program (HSIP)	41,918,000	\$31,424,000	10,494,000	33.4%	42,032,000	\$31,510,000	10,522,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	36,086,000	\$27,052,000	9,034,000	33.4%	36,185,000	\$27,125,000	9,060,000	33.4%
Metropolitan Planning (MPO)	7,082,000	\$5,307,000	1,775,000	33.4%	7,102,000	\$5,322,000	1,780,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$625,428,000</b>	<b>\$468,845,000</b>	<b>\$156,583,000</b>	<b>33.4%</b>	<b>\$627,136,000</b>	<b>\$470,123,000</b>	<b>\$157,013,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	13,086,000	\$9,811,000	3,275,000	33.4%	13,122,000	\$9,837,000	3,285,000	33.4%
Transportation Alternatives	12,721,000	\$9,536,000	3,185,000	33.4%	12,756,000	\$9,562,000	3,194,000	33.4%
Redistribution of section 164 Penalty #	14,436,000	\$10,821,000	3,615,000	33.4%	14,475,000	\$10,851,000	3,624,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,004,000	\$8,998,000	3,006,000	100.0%	12,037,000	\$9,023,000	3,014,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$677,675,000</b>	<b>\$508,011,000</b>	<b>\$169,664,000</b>	<b>33.4%</b>	<b>\$679,526,000</b>	<b>\$509,396,000</b>	<b>\$170,130,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$675,610,715</b>	<b>\$506,463,534</b>	<b>\$169,147,182</b>	<b>33.4%</b>	<b>\$677,456,077</b>	<b>\$507,844,315</b>	<b>\$169,611,762</b>	<b>33.4%</b>
<b>Forecast Distributions †</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (94% of total NHPP)	\$343,624,000	\$257,595,000	\$86,029,000	33.4%	\$344,562,000	\$258,297,000	\$86,265,000	33.4%
Surface Transportation Program (27% of total STP)	51,005,134	\$33,355,675	17,649,459	52.9%	51,197,901	\$33,499,803	17,698,098	52.8%
Highway Safety Improvement Program (36% of total HSIP)	15,468,000	\$11,596,000	3,872,000	33.4%	15,510,000	\$11,628,000	3,882,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$410,097,134</b>	<b>\$302,546,675</b>	<b>\$107,550,459</b>	<b>35.5%</b>	<b>\$411,269,901</b>	<b>\$303,424,803</b>	<b>\$107,845,098</b>	<b>35.5%</b>
State Planning and Research (100% state)	13,086,000	9,811,000	3,275,000	33.4%	13,122,000	9,837,000	3,285,000	33.4%
SHRP2	523,440	392,440	131,000	33.4%	524,880	393,480	131,400	33.4%
NCHRP	719,730	539,605	180,125	33.4%	721,710	541,035	180,675	33.4%
Research	2,028,330	1,520,705	507,625	33.4%	2,033,910	1,524,735	509,175	33.4%
Amount remaining for SPR	9,814,500	7,358,250	2,456,250	33.4%	9,841,500	7,377,750	2,463,750	33.4%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,916,000	1,436,000	480,000	33.4%	1,921,000	1,440,000	481,000	33.4%
Redistribution of section 164 Penalty	14,436,000	10,821,000	3,615,000	33.4%	14,475,000	10,851,000	3,624,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,004,000	8,998,000	3,006,000	0.0%	12,037,000	9,023,000	3,014,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$451,539,134</b>	<b>\$333,612,675</b>	<b>\$117,926,459</b>	<b>35.3%</b>	<b>\$452,824,901</b>	<b>\$334,575,803</b>	<b>\$118,249,098</b>	<b>35.3%</b>
<b>State Obligation Authority *</b>	<b>\$438,196,000</b>	<b>\$332,596,000</b>	<b>\$105,600,000</b>	<b>31.8%</b>	<b>\$439,445,000</b>	<b>\$333,557,000</b>	<b>\$105,888,000</b>	<b>31.7%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (6% of total NHPP)	\$21,933,000	\$16,442,000	\$5,491,000	33.4%	\$21,993,000	\$16,487,000	\$5,506,000	33.4%
Surface Transportation Program (73% of total STP)	123,780,000	\$97,669,000	26,111,000	26.7%	124,064,000	\$97,882,000	26,182,000	26.7%
Bridge Program (Off the federal aid system)	23,329,000	\$17,488,000	5,841,000	33.4%	23,393,000	\$17,536,000	5,857,000	33.4%
50% Distribution Any of the state programs	13,457,000	\$9,227,000	4,230,000	45.8%	13,503,000	\$9,261,000	4,242,000	45.8%
50% Population Distribution								
Areas over 200,000	52,215,000	\$39,142,000	13,073,000	33.4%	52,358,000	\$39,249,000	13,109,000	33.4%
Areas over 5,000	19,784,000	\$14,831,000	4,953,000	33.4%	19,838,000	\$14,872,000	4,966,000	33.4%
Areas under 5,000	15,393,000	\$11,539,000	3,854,000	33.4%	15,435,000	\$11,570,000	3,865,000	33.4%
Highway Safety Improvement Program (64% of total HSIP)	26,451,000	\$19,829,000	6,622,000	33.4%	26,522,000	\$19,882,000	6,640,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,086,000	\$27,052,000	9,034,000	33.4%	36,185,000	\$27,125,000	9,060,000	33.4%
Metropolitan Planning (100% of total MPO)	7,082,000	\$5,307,000	1,775,000	33.4%	7,102,000	\$5,322,000	1,780,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$215,332,000</b>	<b>\$166,299,000</b>	<b>\$49,033,000</b>	<b>29.5%</b>	<b>\$215,866,000</b>	<b>\$166,698,000</b>	<b>\$49,168,000</b>	<b>29.5%</b>
Transportation Alternatives	10,805,000	\$8,100,000	2,705,000	33.4%	10,835,000	\$8,122,000	2,713,000	33.4%
50% Distribution Any of the state programs	5,402,500	\$4,050,000	1,352,500	33.4%	5,417,500	\$4,061,000	1,356,500	33.4%
50% Population Distribution								
Areas over 200,000	3,228,000	\$2,420,000	808,000	33.4%	3,237,000	\$2,426,000	811,000	33.4%
Areas over 5,000	1,223,000	\$917,000	306,000	33.4%	1,226,000	\$919,000	307,000	33.4%
Under 5,000	952,000	\$713,000	239,000	33.5%	954,000	\$715,000	239,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$226,137,000</b>	<b>\$174,399,000</b>	<b>\$51,738,000</b>	<b>29.7%</b>	<b>\$226,701,000</b>	<b>\$174,820,000</b>	<b>\$51,881,000</b>	<b>29.7%</b>
<b>Local Obligation Authority *</b>	<b>\$237,414,715</b>	<b>\$173,867,534</b>	<b>\$63,547,182</b>	<b>36.5%</b>	<b>\$238,011,077</b>	<b>\$174,287,315</b>	<b>\$63,723,762</b>	<b>36.6%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$677,676,134</b>	<b>\$508,011,675</b>	<b>\$169,664,459</b>	<b>33.4%</b>	<b>\$679,525,901</b>	<b>\$509,395,803</b>	<b>\$170,130,098</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$675,610,715</b>	<b>\$506,463,534</b>	<b>\$169,147,182</b>	<b>33.4%</b>	<b>\$677,456,077</b>	<b>\$507,844,315</b>	<b>\$169,611,762</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

‡ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
 Federal Fiscal Year Comparison  
 June 2014 Alternate

# MAP - 21

	2021		Difference		2022		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$367,538,000	\$275,522,000	\$92,016,000	33.4%	\$368,207,000	\$276,022,000	\$92,185,000	33.4%
Surface Transportation Program (STP)	175,733,000	\$131,735,000	43,998,000	33.4%	176,051,000	\$131,975,000	44,076,000	33.4%
Highway Safety Improvement Program (HSIP)	42,145,000	\$31,593,000	10,552,000	33.4%	42,222,000	\$31,651,000	10,571,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	36,282,000	\$27,199,000	9,083,000	33.4%	36,348,000	\$27,248,000	9,100,000	33.4%
Metropolitan Planning (MPO)	7,120,000	\$5,336,000	1,784,000	33.4%	7,133,000	\$5,346,000	1,787,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$628,818,000</b>	<b>\$471,385,000</b>	<b>\$157,433,000</b>	<b>33.4%</b>	<b>\$629,961,000</b>	<b>\$472,242,000</b>	<b>\$157,719,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	13,157,000	\$9,863,000	3,294,000	33.4%	13,181,000	\$9,881,000	3,300,000	33.4%
Transportation Alternatives	12,790,000	\$9,588,000	3,202,000	33.4%	12,813,000	\$9,605,000	3,208,000	33.4%
Redistribution of section 164 Penalty #	14,514,000	\$10,880,000	3,634,000	33.4%	14,540,000	\$10,900,000	3,640,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,069,000	\$9,047,000	3,022,000	100.0%	12,091,000	\$9,063,000	3,028,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$681,348,000</b>	<b>\$510,763,000</b>	<b>\$170,585,000</b>	<b>33.4%</b>	<b>\$682,586,000</b>	<b>\$511,691,000</b>	<b>\$170,895,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$679,272,527</b>	<b>\$509,207,151</b>	<b>\$170,065,376</b>	<b>33.4%</b>	<b>\$680,506,756</b>	<b>\$510,132,324</b>	<b>\$170,374,432</b>	<b>33.4%</b>
<b>Forecast Distributions ¶</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (94% of total NHPP)	\$345,486,000	\$258,991,000	\$86,495,000	33.4%	\$346,115,000	\$259,461,000	\$86,654,000	33.4%
Surface Transportation Program (27% of total STP)	51,387,667	\$33,642,194	17,745,474	52.7%	51,515,845	\$33,738,946	17,776,899	52.7%
Highway Safety Improvement Program (36% of total HSIP)	15,551,000	\$11,657,000	3,894,000	33.4%	15,581,000	\$11,680,000	3,901,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$412,424,667</b>	<b>\$304,290,194</b>	<b>\$108,134,474</b>	<b>35.5%</b>	<b>\$413,211,845</b>	<b>\$304,879,946</b>	<b>\$108,331,899</b>	<b>35.5%</b>
State Planning and Research (100% state)	13,157,000	9,863,000	3,294,000	33.4%	13,181,000	9,881,000	3,300,000	33.4%
SHRP2	526,280	394,520	131,760	33.4%	527,240	395,240	132,000	33.4%
NCHRP	723,635	542,465	181,170	33.4%	724,955	543,455	181,500	33.4%
Research	2,039,335	1,528,765	510,570	33.4%	2,043,055	1,531,555	511,500	33.4%
Amount remaining for SPR	9,867,750	7,397,250	2,470,500	33.4%	9,885,750	7,410,750	2,475,000	33.4%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,926,000	1,444,000	482,000	33.4%	1,929,000	1,447,000	482,000	33.3%
Redistribution of section 164 Penalty	14,514,000	10,880,000	3,634,000	33.4%	14,540,000	10,900,000	3,640,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,069,000	9,047,000	3,022,000	0.0%	12,091,000	9,063,000	3,028,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$454,090,667</b>	<b>\$335,524,194</b>	<b>\$118,566,474</b>	<b>35.3%</b>	<b>\$454,952,845</b>	<b>\$336,170,946</b>	<b>\$118,781,899</b>	<b>35.3%</b>
<b>State Obligation Authority *</b>	<b>\$440,675,000</b>	<b>\$334,502,000</b>	<b>\$106,173,000</b>	<b>31.7%</b>	<b>\$441,513,000</b>	<b>\$335,147,000</b>	<b>\$106,366,000</b>	<b>31.7%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (6% of total NHPP)	\$22,052,000	\$16,531,000	\$5,521,000	33.4%	\$22,092,000	\$16,561,000	\$5,531,000	33.4%
Surface Transportation Program (73% of total STP)	124,345,000	\$98,093,000	26,252,000	26.8%	124,535,000	\$98,236,000	26,299,000	26.8%
Bridge Program (Off the federal aid system)	23,456,000	\$17,583,000	5,873,000	33.4%	23,499,000	\$17,615,000	5,884,000	33.4%
50% Distribution Any of the state programs	13,549,000	\$9,295,000	4,254,000	45.8%	13,579,000	\$9,318,000	4,261,000	45.7%
50% Population Distribution								
Areas over 200,000	52,498,000	\$39,355,000	13,143,000	33.4%	52,593,000	\$39,426,000	13,167,000	33.4%
Areas over 5,000	19,892,000	\$14,911,000	4,981,000	33.4%	19,928,000	\$14,939,000	4,989,000	33.4%
Areas under 5,000	15,476,000	\$11,602,000	3,874,000	33.4%	15,504,000	\$11,623,000	3,881,000	33.4%
Highway Safety Improvement Program (64% of total HSIP)	26,594,000	\$19,936,000	6,658,000	33.4%	26,640,000	\$19,970,000	6,670,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,282,000	\$27,199,000	9,083,000	33.4%	36,348,000	\$27,248,000	9,100,000	33.4%
Metropolitan Planning (100% of total MPO)	7,120,000	\$5,336,000	1,784,000	33.4%	7,133,000	\$5,346,000	1,787,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$216,393,000</b>	<b>\$167,095,000</b>	<b>\$49,298,000</b>	<b>29.5%</b>	<b>\$216,748,000</b>	<b>\$167,361,000</b>	<b>\$49,387,000</b>	<b>29.5%</b>
Transportation Alternatives	10,864,000	\$8,144,000	2,720,000	33.4%	10,884,000	\$8,158,000	2,726,000	33.4%
50% Distribution Any of the state programs	5,432,000	\$4,072,000	1,360,000	33.4%	5,442,000	\$4,079,000	1,363,000	33.4%
50% Population Distribution								
Areas over 200,000	3,246,000	\$2,433,000	813,000	33.4%	3,251,000	\$2,437,000	814,000	33.4%
Areas over 5,000	1,230,000	\$922,000	308,000	33.4%	1,232,000	\$923,000	309,000	33.5%
Under 5,000	957,000	\$717,000	240,000	33.5%	959,000	\$718,000	241,000	33.6%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$227,257,000</b>	<b>\$175,239,000</b>	<b>\$52,018,000</b>	<b>29.7%</b>	<b>\$227,632,000</b>	<b>\$175,519,000</b>	<b>\$52,113,000</b>	<b>29.7%</b>
<b>Local Obligation Authority *</b>	<b>\$238,597,527</b>	<b>\$174,705,151</b>	<b>\$63,892,376</b>	<b>36.6%</b>	<b>\$238,993,756</b>	<b>\$174,985,324</b>	<b>\$64,008,432</b>	<b>36.6%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$681,347,667</b>	<b>\$510,763,194</b>	<b>\$170,584,474</b>	<b>33.4%</b>	<b>\$682,584,845</b>	<b>\$511,689,946</b>	<b>\$170,894,899</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$679,272,527</b>	<b>\$509,207,151</b>	<b>\$170,065,376</b>	<b>33.4%</b>	<b>\$680,506,756</b>	<b>\$510,132,324</b>	<b>\$170,374,432</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
 Federal Fiscal Year Comparison  
 June 2014 Alternate

# MAP - 21

	2023		Difference		2024		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$368,641,000	\$276,348,000	\$92,293,000	33.4%	\$369,187,000	\$276,759,000	\$92,428,000	33.4%
Surface Transportation Program (STP)	176,259,000	\$132,130,000	44,129,000	33.4%	176,520,000	\$132,326,000	44,194,000	33.4%
Highway Safety Improvement Program (HSIP)	42,272,000	\$31,688,000	10,584,000	33.4%	42,335,000	\$31,737,000	10,598,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	36,391,000	\$27,279,000	9,112,000	33.4%	36,445,000	\$27,319,000	9,126,000	33.4%
Metropolitan Planning (MPO)	7,142,000	\$5,352,000	1,790,000	33.4%	7,153,000	\$5,360,000	1,793,000	33.5%
<b>Subtotal Core Programs</b>	<b>\$630,705,000</b>	<b>\$472,797,000</b>	<b>\$157,908,000</b>	<b>33.4%</b>	<b>\$631,640,000</b>	<b>\$473,501,000</b>	<b>\$158,139,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	13,197,000	\$9,894,000	3,303,000	33.4%	13,217,000	\$9,908,000	3,309,000	33.4%
Transportation Alternatives	12,828,000	\$9,616,000	3,212,000	33.4%	12,847,000	\$9,630,000	3,217,000	33.4%
Redistribution of section 164 Penalty #	14,557,000	\$10,913,000	3,644,000	33.4%	14,579,000	\$10,929,000	3,650,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,105,000	\$9,074,000	3,031,000	100.0%	12,123,000	\$9,087,000	3,036,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$683,392,000</b>	<b>\$512,294,000</b>	<b>\$171,098,000</b>	<b>33.4%</b>	<b>\$684,406,000</b>	<b>\$513,055,000</b>	<b>\$171,351,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$681,310,301</b>	<b>\$510,733,487</b>	<b>\$170,576,814</b>	<b>33.4%</b>	<b>\$682,321,212</b>	<b>\$511,492,169</b>	<b>\$170,829,043</b>	<b>33.4%</b>
<b>Forecast Distributions ¶</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (94% of total NHPP)	\$346,523,000	\$259,767,000	\$86,756,000	33.4%	\$347,036,000	\$260,153,000	\$86,883,000	33.4%
Surface Transportation Program (27% of total STP)	51,599,385	\$33,801,535	17,797,850	52.7%	51,704,612	\$33,880,337	17,824,275	52.6%
Highway Safety Improvement Program (36% of total HSIP)	15,599,000	\$11,694,000	3,905,000	33.4%	15,621,000	\$11,711,000	3,910,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$413,721,385</b>	<b>\$305,262,535</b>	<b>\$108,458,850</b>	<b>35.5%</b>	<b>\$414,361,612</b>	<b>\$305,744,337</b>	<b>\$108,617,275</b>	<b>35.5%</b>
State Planning and Research (100% state)	13,197,000	9,894,000	3,303,000	33.4%	13,217,000	9,908,000	3,309,000	33.4%
SHRP2	527,880	395,760	132,120	33.4%	528,680	396,320	132,360	33.4%
NCHRP	725,835	544,170	181,665	33.4%	726,935	544,940	181,995	33.4%
Research	2,045,535	1,533,570	511,965	33.4%	2,048,635	1,535,740	512,895	33.4%
Amount remaining for SPR	9,897,750	7,420,500	2,477,250	33.4%	9,912,750	7,431,000	2,481,750	33.4%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,931,000	1,449,000	482,000	33.3%	1,934,000	1,451,000	483,000	33.3%
Redistribution of section 164 Penalty	14,557,000	10,913,000	3,644,000	33.4%	14,579,000	10,929,000	3,650,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,105,000	9,074,000	3,031,000	0.0%	12,123,000	9,087,000	3,036,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$455,511,385</b>	<b>\$336,592,535</b>	<b>\$118,918,850</b>	<b>35.3%</b>	<b>\$456,214,612</b>	<b>\$337,119,337</b>	<b>\$119,095,275</b>	<b>35.3%</b>
<b>State Obligation Authority *</b>	<b>\$442,056,000</b>	<b>\$335,567,000</b>	<b>\$106,489,000</b>	<b>31.7%</b>	<b>\$442,739,000</b>	<b>\$336,092,000</b>	<b>\$106,647,000</b>	<b>31.7%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (6% of total NHPP)	\$22,118,000	\$16,581,000	\$5,537,000	33.4%	\$22,151,000	\$16,606,000	\$5,545,000	33.4%
Surface Transportation Program (73% of total STP)	124,659,000	\$98,329,000	26,330,000	26.8%	124,815,000	\$98,446,000	26,369,000	26.8%
Bridge Program (Off the federal aid system)	23,527,000	\$17,636,000	5,891,000	33.4%	23,562,000	\$17,662,000	5,900,000	33.4%
50% Distribution Any of the state programs	13,600,000	\$9,333,000	4,267,000	45.7%	13,625,000	\$9,353,000	4,272,000	45.7%
50% Population Distribution								
Areas over 200,000	52,656,000	\$39,473,000	13,183,000	33.4%	52,734,000	\$51,294,000	1,440,000	2.8%
Areas over 5,000	19,951,000	\$14,956,000	4,995,000	33.4%	19,981,000	\$19,435,000	546,000	2.8%
Areas under 5,000	15,523,000	\$11,636,000	3,887,000	33.4%	15,546,000	\$15,121,000	425,000	2.8%
Highway Safety Improvement Program (64% of total HSIP)	26,673,000	\$19,994,000	6,679,000	33.4%	26,714,000	\$20,026,000	6,688,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,391,000	\$27,279,000	9,112,000	33.4%	36,445,000	\$27,319,000	9,126,000	33.4%
Metropolitan Planning (100% of total MPO)	7,142,000	\$5,352,000	1,790,000	33.4%	7,153,000	\$5,360,000	1,793,000	33.5%
<b>Subtotal Core Programs</b>	<b>\$216,983,000</b>	<b>\$167,535,000</b>	<b>\$49,448,000</b>	<b>29.5%</b>	<b>\$217,278,000</b>	<b>\$167,757,000</b>	<b>\$49,521,000</b>	<b>29.5%</b>
Transportation Alternatives	10,897,000	\$8,167,000	2,730,000	33.4%	10,913,000	\$8,179,000	2,734,000	33.4%
50% Distribution Any of the state programs	5,448,500	\$4,083,500	1,365,000	33.4%	5,456,500	\$4,089,500	1,367,000	33.4%
50% Population Distribution								
Areas over 200,000	3,255,000	\$2,440,000	815,000	33.4%	3,260,000	\$2,443,000	817,000	33.4%
Areas over 5,000	1,233,000	\$924,000	309,000	33.4%	1,235,000	\$926,000	309,000	33.4%
Under 5,000	960,000	\$719,000	241,000	33.5%	961,000	\$720,000	241,000	33.5%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$227,880,000</b>	<b>\$175,702,000</b>	<b>\$52,178,000</b>	<b>29.7%</b>	<b>\$228,191,000</b>	<b>\$175,936,000</b>	<b>\$52,255,000</b>	<b>29.7%</b>
<b>Local Obligation Authority *</b>	<b>\$239,254,301</b>	<b>\$175,166,487</b>	<b>\$64,087,814</b>	<b>36.6%</b>	<b>\$239,582,212</b>	<b>\$175,400,169</b>	<b>\$64,182,043</b>	<b>36.6%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$683,391,385</b>	<b>\$512,294,535</b>	<b>\$171,096,850</b>	<b>33.4%</b>	<b>\$684,405,612</b>	<b>\$513,055,337</b>	<b>\$171,350,275</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$681,310,301</b>	<b>\$510,733,487</b>	<b>\$170,576,814</b>	<b>33.4%</b>	<b>\$682,321,212</b>	<b>\$511,492,169</b>	<b>\$170,829,043</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
 Federal Fiscal Year Comparison  
 June 2014 Alternate

# MAP - 21

	2025		Difference		2026		Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$369,795,000	\$277,213,000	\$92,582,000	33.4%	\$369,886,000	\$277,282,000	\$92,604,000	33.4%
Surface Transportation Program (STP)	176,810,000	\$132,543,000	44,267,000	33.4%	176,854,000	\$132,576,000	44,278,000	33.4%
Highway Safety Improvement Program (HSIP)	42,404,000	\$31,789,000	10,615,000	33.4%	42,415,000	\$31,795,000	10,620,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	36,504,000	\$27,364,000	9,140,000	33.4%	36,513,000	\$27,371,000	9,142,000	33.4%
Metropolitan Planning (MPO)	7,165,000	\$5,369,000	1,796,000	33.5%	7,166,000	\$5,370,000	1,796,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$632,678,000</b>	<b>\$474,278,000</b>	<b>\$158,400,000</b>	<b>33.4%</b>	<b>\$632,834,000</b>	<b>\$474,394,000</b>	<b>\$158,440,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	13,239,000	\$9,924,000	3,315,000	33.4%	13,242,000	\$9,927,000	3,315,000	33.4%
Transportation Alternatives	12,868,000	\$9,646,000	3,222,000	33.4%	12,871,000	\$9,648,000	3,223,000	33.4%
Redistribution of section 164 Penalty #	14,603,000	\$10,947,000	3,656,000	33.4%	14,607,000	\$10,950,000	3,657,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,143,000	\$9,102,000	3,041,000	100.0%	12,146,000	\$9,104,000	3,042,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$685,531,000</b>	<b>\$513,897,000</b>	<b>\$171,634,000</b>	<b>33.4%</b>	<b>\$685,700,000</b>	<b>\$514,023,000</b>	<b>\$171,677,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$683,442,785</b>	<b>\$512,331,604</b>	<b>\$171,111,181</b>	<b>33.4%</b>	<b>\$683,611,270</b>	<b>\$512,457,220</b>	<b>\$171,154,050</b>	<b>33.4%</b>
<b>Forecast Distributions †</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (94% of total NHPP)	\$347,607,000	\$260,580,000	\$87,027,000	33.4%	\$347,693,000	\$260,645,000	\$87,048,000	33.4%
Surface Transportation Program (27% of total STP)	51,822,315	\$33,967,614	17,854,701	52.6%	51,839,265	\$33,980,826	17,858,439	52.6%
Highway Safety Improvement Program (36% of total HSIP)	15,647,000	\$11,730,000	3,917,000	33.4%	15,652,000	\$11,734,000	3,918,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$415,076,315</b>	<b>\$306,277,614</b>	<b>\$108,798,701</b>	<b>35.5%</b>	<b>\$415,184,265</b>	<b>\$306,359,826</b>	<b>\$108,824,439</b>	<b>35.5%</b>
State Planning and Research (100% state)	13,239,000	9,924,000	3,315,000	33.4%	13,242,000	9,927,000	3,315,000	33.4%
SHRP2	529,560	396,960	132,600	33.4%	529,680	397,080	132,600	33.4%
NCHRP	728,145	545,820	182,325	33.4%	728,310	545,985	182,325	33.4%
Research	2,052,045	1,538,220	513,825	33.4%	2,052,510	1,538,685	513,825	33.4%
Amount remaining for SPR	9,929,250	7,443,000	2,486,250	33.4%	9,931,500	7,445,250	2,486,250	33.4%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,937,000	1,453,000	484,000	33.3%	1,937,000	1,453,000	484,000	33.3%
Redistribution of section 164 Penalty	14,603,000	10,947,000	3,656,000	33.4%	14,607,000	10,950,000	3,657,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,143,000	9,102,000	3,041,000	0.0%	12,146,000	9,104,000	3,042,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$456,998,315</b>	<b>\$337,703,614</b>	<b>\$119,294,701</b>	<b>35.3%</b>	<b>\$457,116,265</b>	<b>\$337,793,826</b>	<b>\$119,322,439</b>	<b>35.3%</b>
<b>State Obligation Authority *</b>	<b>\$443,500,000</b>	<b>\$336,675,000</b>	<b>\$106,825,000</b>	<b>31.7%</b>	<b>\$443,615,000</b>	<b>\$336,765,000</b>	<b>\$106,850,000</b>	<b>31.7%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (6% of total NHPP)	\$22,188,000	\$16,633,000	\$5,555,000	33.4%	\$22,193,000	\$16,637,000	\$5,556,000	33.4%
Surface Transportation Program (73% of total STP)	124,988,000	\$98,575,000	26,413,000	26.8%	125,014,000	\$98,595,000	26,419,000	26.8%
Bridge Program (Off the federal aid system)	23,601,000	\$17,691,000	5,910,000	33.4%	23,607,000	\$17,695,000	5,912,000	33.4%
50% Distribution Any of the state programs	13,653,000	\$9,374,000	4,279,000	45.6%	13,658,000	\$9,377,000	4,281,000	45.7%
50% Population Distribution								
Areas over 200,000	52,820,000	\$39,596,000	13,224,000	33.4%	52,833,000	\$39,606,000	13,227,000	33.4%
Areas over 5,000	20,014,000	\$15,003,000	5,011,000	33.4%	20,019,000	\$15,007,000	5,012,000	33.4%
Areas under 5,000	15,571,000	\$11,673,000	3,898,000	33.4%	15,575,000	\$11,676,000	3,899,000	33.4%
Highway Safety Improvement Program (64% of total HSIP)	26,757,000	\$20,059,000	6,698,000	33.4%	26,763,000	\$20,061,000	6,702,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,504,000	\$27,364,000	9,140,000	33.4%	36,513,000	\$27,371,000	9,142,000	33.4%
Metropolitan Planning (100% of total MPO)	7,165,000	\$5,369,000	1,796,000	33.5%	7,166,000	\$5,370,000	1,796,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$217,602,000</b>	<b>\$168,000,000</b>	<b>\$49,602,000</b>	<b>29.5%</b>	<b>\$217,649,000</b>	<b>\$168,034,000</b>	<b>\$49,615,000</b>	<b>29.5%</b>
Transportation Alternatives	10,931,000	\$8,193,000	2,738,000	33.4%	10,934,000	\$8,195,000	2,739,000	33.4%
50% Distribution Any of the state programs	5,465,500	\$4,096,500	1,369,000	33.4%	5,467,000	\$4,097,500	1,369,500	33.4%
50% Population Distribution								
Areas over 200,000	3,266,000	\$2,448,000	818,000	33.4%	3,266,000	\$2,448,000	818,000	33.4%
Areas over 5,000	1,237,000	\$927,000	310,000	33.4%	1,238,000	\$928,000	310,000	33.4%
Under 5,000	963,000	\$722,000	241,000	33.4%	963,000	\$722,000	241,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$228,533,000</b>	<b>\$176,193,000</b>	<b>\$52,340,000</b>	<b>29.7%</b>	<b>\$228,583,000</b>	<b>\$176,229,000</b>	<b>\$52,354,000</b>	<b>29.7%</b>
<b>Local Obligation Authority *</b>	<b>\$239,942,785</b>	<b>\$175,656,604</b>	<b>\$64,286,181</b>	<b>36.6%</b>	<b>\$239,996,270</b>	<b>\$175,692,220</b>	<b>\$64,304,050</b>	<b>36.6%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$685,531,315</b>	<b>\$513,896,614</b>	<b>\$171,634,701</b>	<b>33.4%</b>	<b>\$685,699,265</b>	<b>\$514,022,826</b>	<b>\$171,676,439</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$683,442,785</b>	<b>\$512,331,604</b>	<b>\$171,111,181</b>	<b>33.4%</b>	<b>\$683,611,270</b>	<b>\$512,457,220</b>	<b>\$171,154,050</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

† The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

Transportation Revenue Forecast Council  
**Table G. 2. Federal Funds Forecast**  
**Federal Fiscal Year Comparison**  
**June 2014 Alternate**

# MAP - 21

	2027	2027	Difference	
	June Alternate 2014	June Baseline 2014	Value	Percent
<b>State Apportionment and Obligation Authority Forecast</b>				
<b>Federal Aid Highway Core Programs Apportionment</b>				
National Highway Performance Program (NHPP)	\$370,070,000	\$277,421,000	\$92,649,000	33.4%
Surface Transportation Program (STP)	176,943,000	\$132,642,000	44,301,000	33.4%
Highway Safety Improvement Program (HSIP)	42,436,000	\$31,812,000	10,624,000	33.4%
Congestion Mitigation and Air Quality Program (CMAQ)	36,532,000	\$27,385,000	9,147,000	33.4%
Metropolitan Planning (MPO)	7,170,000	\$5,373,000	1,797,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$633,151,000</b>	<b>\$474,633,000</b>	<b>\$158,518,000</b>	<b>33.4%</b>
State Planning and Research (SPR)	13,247,000	\$9,931,000	3,316,000	33.4%
Transportation Alternatives	12,877,000	\$9,653,000	3,224,000	33.4%
Redistribution of section 164 Penalty #	14,614,000	\$10,955,000	3,659,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,152,000	\$9,109,000	3,043,000	100.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$686,041,000</b>	<b>\$514,281,000</b>	<b>\$171,760,000</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority *</b>	<b>\$683,951,231</b>	<b>\$512,714,434</b>	<b>\$171,236,797</b>	<b>33.4%</b>
<b>Forecast Distributions ¶</b>				
<b>State Programs</b>				
<b>Federal Aid Highway Core Programs</b>				
National Highway Performance Program (94% of total NHPP)	\$347,866,000	\$260,776,000	\$87,090,000	33.4%
Surface Transportation Program (27% of total STP)	51,875,428	\$34,007,514	17,867,914	52.5%
Highway Safety Improvement Program (36% of total HSIP)	15,659,000	\$11,739,000	3,920,000	33.4%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A
<b>Subtotal Core Programs</b>	<b>\$415,400,428</b>	<b>\$306,522,514</b>	<b>\$108,877,914</b>	<b>35.5%</b>
State Planning and Research (100% state)	13,247,000	9,931,000	3,316,000	33.4%
SHRP2	529,880	397,240	132,640	33.4%
NCHRP	728,585	546,205	182,380	33.4%
Research	2,053,285	1,539,305	513,980	33.4%
Amount remaining for SPR	9,935,250	7,448,250	2,487,000	33.4%
Transportation Alternatives				
Recreation Trails (1% paid to FHWA for program administration)	1,938,000	1,454,000	484,000	33.3%
Redistribution of section 164 Penalty	14,614,000	10,955,000	3,659,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	12,152,000	9,109,000	3,043,000	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%
<b>Total State MAP - 21 Apportionment</b>	<b>\$457,351,428</b>	<b>\$337,971,514</b>	<b>\$119,379,914</b>	<b>35.3%</b>
<b>State Obligation Authority *</b>	<b>\$443,843,000</b>	<b>\$336,942,000</b>	<b>\$106,901,000</b>	<b>31.7%</b>
<b>Local Programs</b>				
<b>Federal Aid Highway Core Programs</b>				
National Highway Performance Program (6% of total NHPP)	\$22,204,000	\$16,645,000	\$5,559,000	33.4%
Surface Transportation Program (73% of total STP)	125,067,000	\$98,634,000	26,433,000	26.8%
Bridge Program (Off the federal aid system)	23,619,000	\$17,704,000	5,915,000	33.4%
50% Distribution Any of the state programs	13,666,000	\$9,383,000	4,283,000	45.6%
50% Population Distribution				
Areas over 200,000	52,860,000	\$39,625,000	13,235,000	33.4%
Areas over 5,000	20,029,000	\$15,014,000	5,015,000	33.4%
Areas under 5,000	15,583,000	\$11,681,000	3,902,000	33.4%
Highway Safety Improvement Program (64% of total HSIP)	26,777,000	\$20,073,000	6,704,000	33.4%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,532,000	\$27,385,000	9,147,000	33.4%
Metropolitan Planning (100% of total MPO)	7,170,000	\$5,373,000	1,797,000	33.4%
<b>Subtotal Core Programs</b>	<b>\$217,750,000</b>	<b>\$168,110,000</b>	<b>\$49,640,000</b>	<b>29.5%</b>
Transportation Alternatives	10,939,000	\$8,199,000	2,740,000	33.4%
50% Distribution Any of the state programs	5,469,500	\$4,099,500	1,370,000	33.4%
50% Population Distribution				
Areas over 200,000	3,268,000	\$2,449,000	819,000	33.4%
Areas over 5,000	1,238,000	\$928,000	310,000	33.4%
Under 5,000	963,000	\$722,000	241,000	33.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%
<b>Total Local MAP - 21 Apportionment</b>	<b>\$228,689,000</b>	<b>\$176,309,000</b>	<b>\$52,380,000</b>	<b>29.7%</b>
<b>Local Obligation Authority *</b>	<b>\$240,108,231</b>	<b>\$175,772,434</b>	<b>\$64,335,797</b>	<b>36.6%</b>
<b>Total Washington State MAP - 21 Apportionment</b>	<b>\$686,040,428</b>	<b>\$514,280,514</b>	<b>\$171,759,914</b>	<b>33.4%</b>
<b>Total Washington State MAP - 21 Obligation Authority</b>	<b>\$683,951,231</b>	<b>\$512,714,434</b>	<b>\$171,236,797</b>	<b>33.4%</b>

\* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.

# In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.

¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.