

**Transportation Revenue
Forecast Council
>i bY' &015 Transportation
Economic and Revenue Forecasts**

Volume IV: Alternate Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

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REVENUE AND RIDERSHIP PROJECTIONS
JUNE 2015 FORECAST
FISCAL YEARS 2015-2027

Prepared for
Washington State Ferries

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

June 18, 2015 Meeting

Prepared by
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Washington State Ferries

June 2015 Revenue and Ridership Forecasts — Fiscal Years 2015-2027

JUNE 2015 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) oversize 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 have been incorporated within 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 2015 projections have been updated to include actual ridership and revenue through May 2015.

Ridership Impacts

- The June 2015 ridership forecasts reflect the latest updated demographic and economic variable forecasts provided by the State and commercial sources.
- The forecasts for employment have been revised slightly downward over the forecast horizon, decreasing the ridership forecasts relative to previous levels.
- With the exception of FY 2016-17, the forecast for real personal income has been revised slightly higher, pushing the ridership forecasts upward slightly.
- Real gasoline prices have been revised higher in the short term through FY 2016, turning downward in mid FY 2017 and notably downward thereafter (4-18% lower FY 2018-27). For the majority of the forecast period, they remain markedly lower than any forecast in the past several years. This puts significant upward pressure on the vehicle ridership forecasts beyond the 2015-17 biennium. As such, the sizeable effect of lower real gas prices on the vehicle forecasts has been manually dampened over the forecast horizon to better align it with the historical response to a similar price drop in FY 2009.
- The inflation projections are largely unchanged with only very minor revisions, and their effects on real fares, and thus the ridership forecasts, are immaterial.
- Ridership for the months of March 2015 through May 2015 collectively came in 2.3% higher than previously forecasted, driven by 5.5% higher passenger ridership and slightly lower vehicle traffic, with May being particularly strong.
- Overall, the June ridership forecast ranges from 0.8% higher in FY 2016 to 0.2% lower (Baseline) and 0.1% higher (Alternative 1) by FY 2027, relative to March.

Revenue Impacts

- For the 2013/15 biennium, the Baseline and Alternative 1 fare revenue forecasts total nearly \$342.6 M, or \$0.3 M (0.1%) higher than projected in March. Collectively, actual revenue for March through May 2015 came in \$0.4 M (1.0%) higher than previously forecasted, driven primarily by 4.8% higher passenger revenue, with May being particularly strong.
- The 2013/15 biennium forecast is distributed as \$335.1 M in base fares to the operating account and \$7.5 M in fare surcharge revenue to the capital account.
- For the 2015/17 biennium, revenues are projected to be essentially unchanged under both the Baseline and Alternative 1 forecasts compared with March.
- Over the rest of the forecast horizon, projected fare revenues range from 0.1% higher to 0.7%, depending on the forecast scenario and year.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

June 2015 Forecast – Fiscal Years 2015-2027

Fiscal Year	June 2015 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June vs. March Forecast			March 2015 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008	\$148,379,626	1.1%						
2009	\$144,540,455	(2.6%)	\$292,920,081					
2010	\$147,009,545	1.7%						
2011	\$147,447,850	0.3%	\$294,457,395					
2012	\$155,085,373	5.2%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015 ²	\$175,159,000	4.6%	\$342,600,867	0.2%	\$312,000	0.1%	\$174,847,000	\$342,288,867
2016	\$177,519,000	1.3%		0.2%			\$177,182,000	
2017	\$179,462,000	1.1%	\$356,981,000	(0.2%)	(\$30,000)	(0.0%)	\$179,829,000	\$357,011,000
2018	\$182,025,000	1.4%		(0.2%)			\$182,328,000	
2019	\$183,537,000	0.8%	\$365,562,000	(0.3%)	(\$844,000)	(0.2%)	\$184,078,000	\$366,406,000
2020	\$185,295,000	1.0%		(0.4%)			\$185,984,000	
2021	\$187,123,000	1.0%	\$372,418,000	(0.1%)	(\$928,000)	(0.2%)	\$187,362,000	\$373,346,000
2022	\$188,716,000	0.9%		(0.2%)			\$189,106,000	
2023	\$189,915,000	0.6%	\$378,631,000	(0.5%)	(\$1,361,000)	(0.4%)	\$190,886,000	\$379,992,000
2024	\$191,191,000	0.7%		(0.7%)			\$192,635,000	
2025	\$192,971,000	0.9%	\$384,162,000	(0.7%)	(\$2,858,000)	(0.7%)	\$194,385,000	\$387,020,000
2026	\$194,711,000	0.9%		(0.7%)			\$196,059,000	
2027	\$196,378,000	0.9%	\$391,089,000	(0.7%)	(\$2,698,000)	(0.7%)	\$197,728,000	\$393,787,000

¹ 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.

² FY 2015 includes actual revenue data through May 2015.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

June 2015 Forecast – Fiscal Years 2015-2027

Fiscal Year	June 2015 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	\$148,379,626	1.1%				\$148,379,626	
2009	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010	\$147,009,545	1.7%				\$147,009,545	
2011	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012	\$155,085,373	5.2%		\$2,544,970		\$152,540,403	
2013	\$162,047,033	4.5%	\$317,132,406	\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867	3.3%		\$3,662,690		\$163,779,177	
2015 ²	\$175,159,000	4.6%	\$342,600,867	\$3,870,000	\$7,532,690	\$171,289,000	\$335,068,177
2016	\$177,519,000	1.3%		\$3,980,000		\$173,539,000	
2017	\$179,462,000	1.1%	\$356,981,000	\$4,015,000	\$7,995,000	\$175,447,000	\$348,986,000
2018	\$182,025,000	1.4%		\$4,078,000		\$177,947,000	
2019	\$183,537,000	0.8%	\$365,562,000	\$4,121,000	\$8,199,000	\$179,416,000	\$357,363,000
2020	\$185,295,000	1.0%		\$4,168,000		\$181,127,000	
2021	\$187,123,000	1.0%	\$372,418,000	\$4,213,000	\$8,381,000	\$182,910,000	\$364,037,000
2022	\$188,716,000	0.9%		\$4,254,000		\$184,462,000	
2023	\$189,915,000	0.6%	\$378,631,000	\$4,290,000	\$8,544,000	\$185,625,000	\$370,087,000
2024	\$191,191,000	0.7%		\$4,328,000		\$186,863,000	
2025	\$192,971,000	0.9%	\$384,162,000	\$4,376,000	\$8,704,000	\$188,595,000	\$375,458,000
2026	\$194,711,000	0.9%		\$4,424,000		\$190,287,000	
2027	\$196,378,000	0.9%	\$391,089,000	\$4,473,000	\$8,897,000	\$191,905,000	\$382,192,000

¹ 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.

² FY 2015 includes actual revenue data through May 2015.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2016-27¹

June 2015 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>June 2015 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>June Biennium Total</i>	<i>June vs. March Forecast</i>			<i>March 2015 Alternative 1</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008	\$148,379,626	1.1%						
2009	\$144,540,455	(2.6%)	\$292,920,081					
2010	\$147,009,545	1.7%						
2011	\$147,447,850	0.3%	\$294,457,395					
2012	\$155,085,373	5.2%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015²	\$175,159,000	4.6%	\$342,600,867	0.2%	\$312,000	0.1%	\$174,847,000	\$342,288,867
2016	\$179,978,000	2.8%		0.2%			\$179,606,000	
2017	\$185,181,000	2.9%	\$365,159,000	(0.2%)	\$60,000	0.0%	\$185,493,000	\$365,099,000
2018	\$191,306,000	3.3%		(0.1%)			\$191,495,000	
2019	\$196,439,000	2.7%	\$387,745,000	(0.2%)	(\$514,000)	(0.1%)	\$196,764,000	\$388,259,000
2020	\$202,403,000	3.0%		(0.0%)			\$202,453,000	
2021	\$208,341,000	2.9%	\$410,744,000	0.2%	\$459,000	0.1%	\$207,832,000	\$410,285,000
2022	\$214,063,000	2.7%		0.2%			\$213,696,000	
2023	\$219,424,000	2.5%	\$433,487,000	(0.1%)	\$185,000	0.0%	\$219,606,000	\$433,302,000
2024	\$225,081,000	2.6%		(0.3%)			\$225,658,000	
2025	\$231,642,000	2.9%	\$456,723,000	(0.3%)	(\$1,236,000)	(0.3%)	\$232,301,000	\$457,959,000
2026	\$238,449,000	2.9%		(0.3%)			\$239,191,000	
2027	\$245,358,000	2.9%	\$483,807,000	(0.3%)	(\$1,538,000)	(0.3%)	\$246,154,000	\$485,345,000

¹ 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.

² FY 2015 includes actual revenue data through May 2015.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2016-27¹

June 2015 Forecast – Fiscal Years 2015-2027

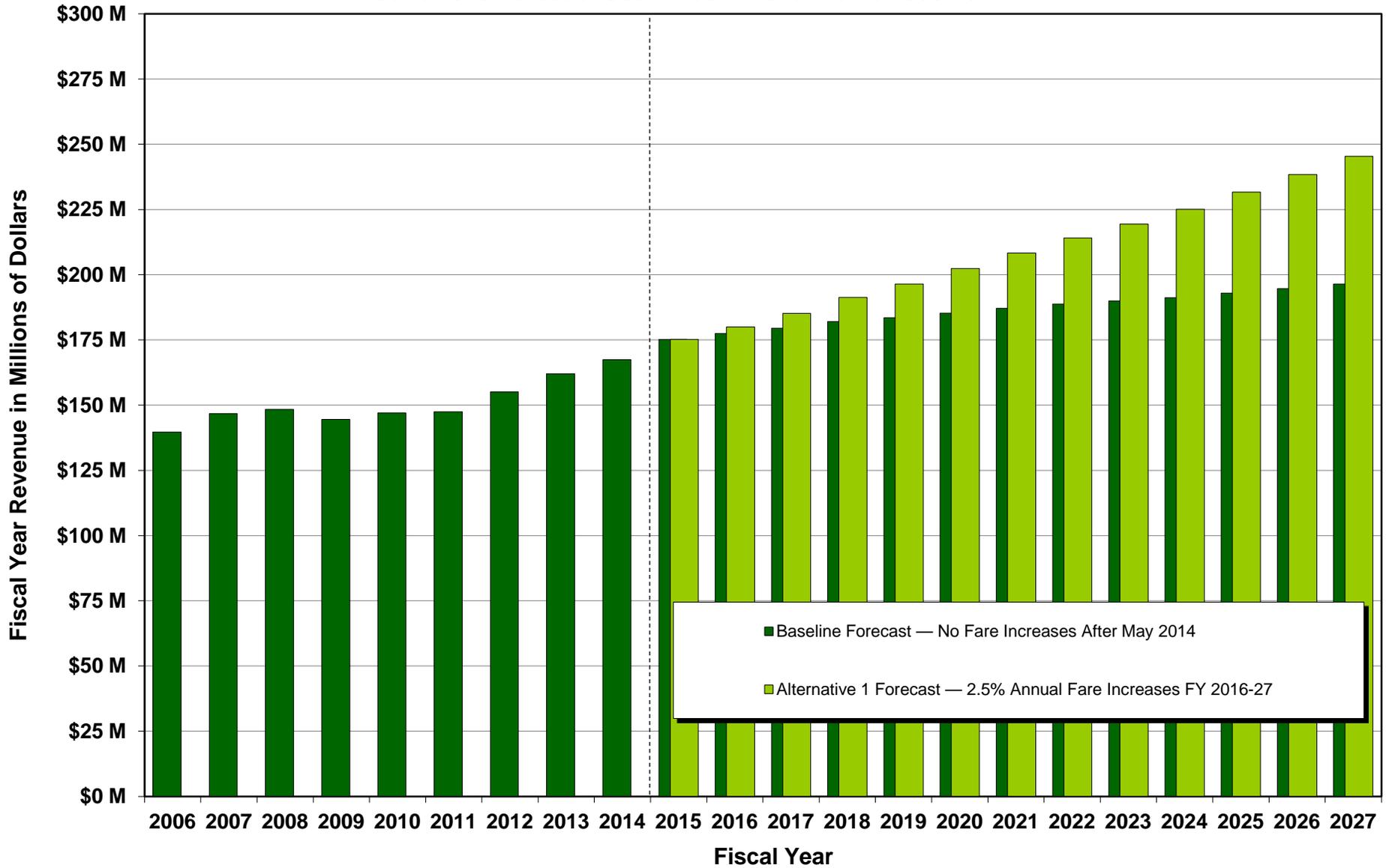
<i>Fiscal Year</i>	<i>June 2015 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>June Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008	\$148,379,626	1.1%				\$148,379,626	
2009	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010	\$147,009,545	1.7%				\$147,009,545	
2011	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012	\$155,085,373	5.2%		\$2,544,970		\$152,540,403	
2013	\$162,047,033	4.5%	\$317,132,406	\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867	3.3%		\$3,662,690		\$163,779,177	
2015²	\$175,159,000	4.6%	\$342,600,867	\$3,870,000	\$7,532,690	\$171,289,000	\$335,068,177
2016	\$179,978,000	2.8%		\$3,967,000		\$176,011,000	
2017	\$185,181,000	2.9%	\$365,159,000	\$3,974,000	\$7,941,000	\$181,207,000	\$357,218,000
2018	\$191,306,000	3.3%		\$4,013,000		\$187,293,000	
2019	\$196,439,000	2.7%	\$387,745,000	\$4,031,000	\$8,044,000	\$192,408,000	\$379,701,000
2020	\$202,403,000	3.0%		\$4,058,000		\$198,345,000	
2021	\$208,341,000	2.9%	\$410,744,000	\$4,078,000	\$8,136,000	\$204,263,000	\$402,608,000
2022	\$214,063,000	2.7%		\$4,095,000		\$209,968,000	
2023	\$219,424,000	2.5%	\$433,487,000	\$4,104,000	\$8,199,000	\$215,320,000	\$425,288,000
2024	\$225,081,000	2.6%		\$4,116,000		\$220,965,000	
2025	\$231,642,000	2.9%	\$456,723,000	\$4,137,000	\$8,253,000	\$227,505,000	\$448,470,000
2026	\$238,449,000	2.9%		\$4,159,000		\$234,290,000	
2027	\$245,358,000	2.9%	\$483,807,000	\$4,183,000	\$8,342,000	\$241,175,000	\$475,465,000

¹ 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.

² FY 2015 includes actual revenue data through May 2015.

Washington State Ferries — Revenue History and Forecast Trends

June 2015 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries
RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

June 2015 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>June 2015 Unconstrained Demand Forecast*</i>	<i>June 2015 Capacity Constrained Projections</i>				<i>March 2015 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 Mar.</i>
2008		12,926,006	10,441,798	23,367,804	(2.8%)		
2009		12,580,511	9,917,249	22,497,760	(3.7%)		
2010		12,453,226	10,134,311	22,587,537	0.4%		
2011		12,242,320	9,968,973	22,211,293	(1.7%)		
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015²	23,432,000	13,122,000	10,310,000	23,432,000	2.5%	23,300,000	0.6%
2016	23,808,000	13,159,000	10,648,000	23,807,000	1.6%	23,612,000	0.8%
2017	24,029,000	13,269,000	10,758,000	24,027,000	0.9%	23,980,000	0.2%
2018	24,443,000	13,507,000	10,918,000	24,425,000	1.7%	24,384,000	0.2%
2019	24,761,000	13,754,000	10,976,000	24,730,000	1.2%	24,715,000	0.1%
2020	25,110,000	13,983,000	11,064,000	25,047,000	1.3%	25,042,000	0.0%
2021	25,431,000	14,174,000	11,167,000	25,341,000	1.2%	25,292,000	0.2%
2022	25,749,000	14,408,000	11,227,000	25,635,000	1.2%	25,609,000	0.1%
2023	26,034,000	14,653,000	11,251,000	25,904,000	1.0%	25,929,000	(0.1%)
2024	26,344,000	14,907,000	11,283,000	26,190,000	1.1%	26,251,000	(0.2%)
2025	26,705,000	15,164,000	11,358,000	26,522,000	1.3%	26,582,000	(0.2%)
2026	27,080,000	15,429,000	11,435,000	26,864,000	1.3%	26,921,000	(0.2%)
2027	27,474,000	15,695,000	11,514,000	27,209,000	1.3%	27,270,000	(0.2%)

¹ 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.

² FY 2015 includes actual ridership data through May 2015.

* Excludes demand adjustments for potential vessel capacity constraints and impacts due to the 25¢ per fare capital surcharge.

Washington State Ferries
RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST
2.5% Annual Fare Increases FY 2016-27¹
June 2015 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>June 2015 Unconstrained Demand Forecast*</i>	<i>June 2015 Capacity Constrained Projections</i>			<i>March 2015 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 Mar.</i>
2008		12,926,006	10,441,798	23,367,804	(2.8%)		
2009		12,580,511	9,917,249	22,497,760	(3.7%)		
2010		12,453,226	10,134,311	22,587,537	0.4%		
2011		12,242,320	9,968,973	22,211,293	(1.7%)		
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015²	23,432,000	13,122,000	10,310,000	23,432,000	2.5%	23,300,000	0.6%
2016	23,730,000	13,109,000	10,620,000	23,729,000	1.3%	23,531,000	0.8%
2017	23,771,000	13,113,000	10,658,000	23,771,000	0.2%	23,717,000	0.2%
2018	24,021,000	13,245,000	10,764,000	24,009,000	1.0%	23,952,000	0.2%
2019	24,167,000	13,384,000	10,765,000	24,149,000	0.6%	24,105,000	0.2%
2020	24,356,000	13,506,000	10,818,000	24,324,000	0.7%	24,257,000	0.3%
2021	24,500,000	13,588,000	10,864,000	24,452,000	0.5%	24,334,000	0.5%
2022	24,643,000	13,712,000	10,869,000	24,581,000	0.5%	24,479,000	0.4%
2023	24,750,000	13,840,000	10,839,000	24,679,000	0.4%	24,615,000	0.3%
2024	24,867,000	13,961,000	10,822,000	24,783,000	0.4%	24,739,000	0.2%
2025	25,030,000	14,084,000	10,844,000	24,928,000	0.6%	24,883,000	0.2%
2026	25,204,000	14,216,000	10,870,000	25,086,000	0.6%	25,045,000	0.2%
2027	25,394,000	14,348,000	10,910,000	25,258,000	0.7%	25,221,000	0.1%

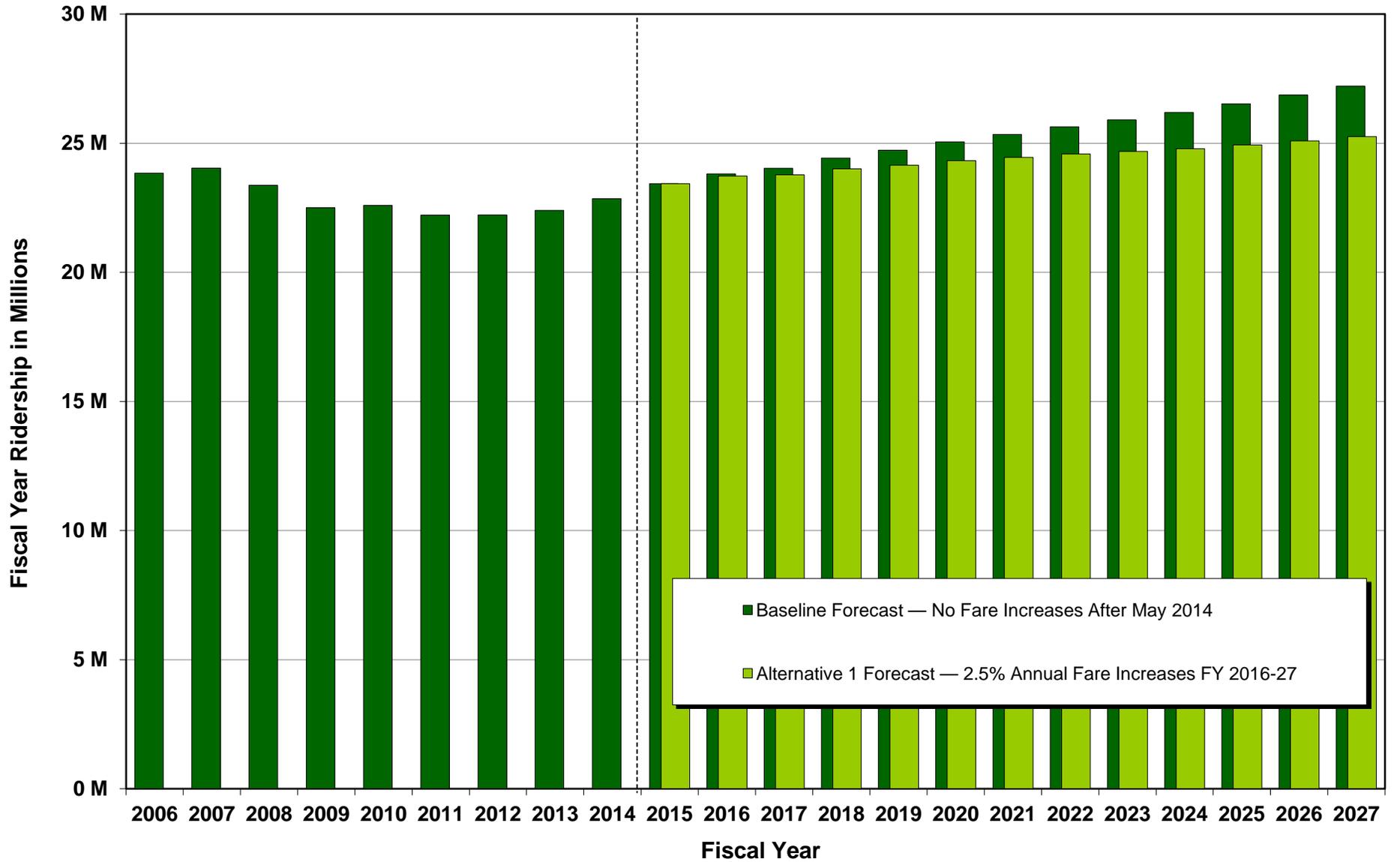
¹ The Alternative 1 Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, followed by annual 2.5% fare increases each October, starting in 2015 (FY 2016), plus the 25¢ surcharge per fare sold for funding capital expenditures. Projected annual inflation is less than the 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.

² FY 2015 includes actual ridership data through May 2015.

* Excludes demand adjustments for potential vessel capacity constraints and impacts due to the 25¢ per fare capital surcharge.

Washington State Ferries — Ridership History and Forecast Trends

June 2015 Forecast Scenarios – Fiscal Years 2006-2027



**Alternative Federal Revenue Forecast
June 2015**

June 2015 Alternate Federal Funds Forecast Key Assumptions

FFY 2013 & 2014 & 2015

- The alternative apportionment forecast document shows actuals for FFY2013 and FFY2014 and is based on P.L. 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21). This law reauthorized 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 apportionment distribution for FFY 2013 was \$728.1 million and is based on actual FHWA distributions as recorded in FIMS.
- The apportionment distribution for FFY 2014 was \$737.1 million and is based on FHWA Notice N4510.772 dated January 31, 2013 and on actual FHWA distributions as recorded in FIMS.
- The alternate apportionment forecast for FFY 2015 is \$666.1 million and is based on FHWA Notice N4510.784 dated June 3, 2015.
- The alternative OA and apportionment forecasts are the same as the baseline for FFY2013 & FFY2014 & 2015.

FFY2016 and Beyond

- In FFY2016 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 in FFY2016 of 15.9% and another drop in FFY2017 of 5.4%.
- 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 FFY2016, the alternative apportionment forecast anticipated \$113.4 million in additional revenue which is 20.3% higher than the baseline forecast.
- In FFY2017, the alternative apportionment forecast anticipated \$149.9 million in additional revenue which is 28.3% higher than the baseline forecast.
- In FFY 2018 and throughout the forecast horizon, the alternate apportionment forecast is 28.3% higher than the baseline.

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
June 2015 Alternate

MAP - 21

	2013	2013	Difference		2014	2014	Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
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%
Subtotal Core Programs	\$615,224,307	\$615,224,307	\$0	0.0%	\$614,748,841	\$614,748,841	\$0	0.0%
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	3,900,000	\$3,900,000	-	0.0%	21,758,808	21,758,808	-	0.0%
Discretionary and Allocated Programs	62,115,211	\$62,115,211	-	0.0%	61,041,969	61,041,969	-	0.0%
Total Washington State MAP - 21 Apportionment	\$720,578,923	\$720,578,923	\$0	0.0%	\$737,105,740	\$737,105,740	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority *	\$717,862,540	\$717,862,540	\$0	0.0%	703,313,900	\$703,313,900	\$0	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
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
Subtotal Core Programs	\$403,109,029	\$403,109,029	\$0	0.0%	\$402,763,077	\$402,763,077	\$0	0.0%
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%	1,886,270	1,886,270	-	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	3,900,000	\$3,900,000	-	0.0%	20,437,057	20,437,057	-	0.0%
Discretionary and Allocated Programs	41,620,923	\$41,620,923	-	0.0%	59,643,593	\$59,643,593	-	0.0%
Total State MAP - 21 Apportionment	\$477,542,446	\$477,542,446	\$0	0.0%	\$511,782,151	\$511,782,151	\$0	0.0%
State Obligation Authority *	\$478,236,074	\$478,236,074	\$0	0.0%	\$504,316,835	\$504,316,835	\$0	0.0%
Local Programs								
Federal Aid Highway Core Programs								
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%	15,129,961	\$15,129,961	-	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%
Subtotal Core Programs	\$212,115,278	\$212,115,278	\$0	0.0%	\$211,985,764	\$211,985,764	\$0	0.0%
Transportation Alternatives	10,426,912	\$10,426,912	-	0.0%	10,617,698	\$10,617,698	-	0.0%
50% Distribution Any of the state programs	5,213,456	\$5,213,456	-	0.0%	5,308,849	\$5,308,849	-	0.0%
50% Population Distribution								
Areas over 200,000	3,114,935	\$3,114,935	-	0.0%	3,171,930	\$3,171,930	-	0.0%
Areas over 5,000	1,180,253	\$1,180,253	-	0.0%	1,201,849	\$1,201,849	-	0.0%
Under 5,000	918,268	\$918,268	-	0.0%	935,070	\$935,070	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	1,321,751	1,321,751	-	0.0%
Discretionary and Allocated Programs	20,494,288	\$20,494,288	-	0.0%	1,398,376	\$1,398,376	-	0.0%
Total Local MAP - 21 Apportionment	\$243,036,478	\$243,036,478	\$0	0.0%	\$225,323,589	\$225,323,589	\$0	0.0%
Local Obligation Authority *	\$239,626,466	\$239,626,466	\$0	0.0%	\$198,997,065	\$198,997,065	\$0	0.0%
Total Washington State MAP - 21 Apportionment	\$720,578,923	\$720,578,923	\$0	0.0%	\$737,105,740	\$737,105,740	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$717,862,540	\$717,862,540	\$0	0.0%	\$703,313,900	\$703,313,900	\$0	0.0%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

¶ 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 2015 Alternate

MAP - 21

	CURRENT FFY							
	2015 June-15 Alternate	2015 June-15 Baseline	Difference		2016 June-15 Alternate	2016 June-15 Baseline	Difference	
			Value	Percent			Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,504,000	\$373,504,000	\$0	0.0%	\$377,747,000	\$314,117,000	\$63,630,000	20.3%
Surface Transportation Program (STP)	171,800,294	\$171,800,294	-	0.0%	173,751,000	\$144,484,000	29,267,000	20.3%
Highway Safety Improvement Program (HSIP)	41,203,841	\$41,203,841	-	0.0%	41,671,000	\$34,653,000	7,018,000	20.3%
Congestion Mitigation and Air Quality Program (CMAQ)	35,469,000	\$35,469,000	-	0.0%	35,872,000	\$29,830,000	6,042,000	20.3%
Metropolitan Planning (MPO)	6,960,000	\$6,960,000	-	0.0%	7,039,000	\$5,853,000	1,186,000	20.3%
Subtotal Core Programs	\$628,937,136	\$628,937,136	\$0	0.0%	\$636,080,000	\$528,937,000	\$107,143,000	20.3%
State Planning and Research (SPR)	12,863,000	\$12,863,000	-	0.0%	13,009,000	\$10,818,000	2,191,000	20.3%
Transportation Alternatives	12,503,969	\$12,503,969	-	0.0%	12,646,000	\$10,516,000	2,130,000	20.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,799,000	\$11,799,000	-	0.0%	11,933,000	\$9,923,000	2,010,000	20.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$666,103,104	\$666,103,104	\$0	0.0%	\$673,668,000	\$560,194,000	\$113,474,000	20.3%
Total Washington State MAP - 21 Obligation Authority *	\$664,074,927	\$664,074,927	\$0	0.0%	\$671,616,000	\$558,488,000	\$113,128,000	20.3%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$351,094,125	\$351,094,125	\$0	0.0%	\$355,082,000	\$295,270,000	\$59,812,000	20.3%
Surface Transportation Program (27% of total STP)	51,005,686	\$51,005,686	-	0.0%	51,796,000	\$39,943,000	11,853,000	29.7%
Highway Safety Improvement Program (36% of total HSIP)	15,205,492	\$15,205,492	-	0.0%	15,378,000	\$12,788,000	2,590,000	20.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$417,305,303	\$417,305,303	\$0	0.0%	\$422,256,000	\$348,001,000	\$74,255,000	21.3%
State Planning and Research (100% state)	12,862,896	12,862,896	-	0.0%	13,009,000	10,818,000	2,191,000	20.3%
SHRP2	514,516	514,516	-	0.0%	520,360	432,720	87,640	20.3%
NCHRP	707,459	707,459	-	0.0%	715,495	594,990	120,505	20.3%
Research	1,993,749	1,993,749	-	0.0%	2,016,395	1,676,790	339,605	20.3%
Amount remaining for SPR	9,647,172	9,647,172	-	0.0%	9,756,750	8,113,500	1,643,250	20.3%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,886,270	1,886,270	-	0.0%	1,908,000	1,586,000	322,000	20.3%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,799,000	11,799,000	-	0.0%	11,933,000	9,923,000	2,010,000	20.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$443,853,469	\$443,853,469	\$0	0.0%	\$449,106,000	\$370,328,000	\$78,778,000	21.3%
State Obligation Authority *	\$442,501,434	\$442,501,434	\$0	0.0%	\$447,738,000	\$369,200,000	\$78,538,000	21.3%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,410,263	\$22,410,263	\$0	0.0%	\$22,665,000	\$18,847,000	\$3,818,000	20.3%
Surface Transportation Program (73% of total STP)	120,794,608	\$120,794,608	-	0.0%	121,955,000	\$104,541,000	17,414,000	16.7%
Bridge Program (Off the federal aid system)	22,930,163	\$22,930,163	-	0.0%	23,191,000	\$19,284,000	3,907,000	20.3%
50% Distribution Any of the state programs	11,964,297	\$11,964,297	-	0.0%	12,149,000	\$9,369,000	2,780,000	29.7%
50% Population Distribution								
Areas over 200,000	51,323,605	\$51,323,605	-	0.0%	51,906,000	\$43,163,000	8,743,000	20.3%
Areas over 5,000	19,446,582	\$19,446,582	-	0.0%	19,667,000	\$16,355,000	3,312,000	20.3%
Areas under 5,000	15,129,960	\$15,129,960	-	0.0%	15,302,000	\$12,724,000	2,578,000	20.3%
Highway Safety Improvement Program (64% of total HSIP)	25,998,349	\$25,998,349	-	0.0%	26,293,000	\$21,865,000	4,428,000	20.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,469,203	\$35,469,203	-	0.0%	35,872,000	\$29,830,000	6,042,000	20.3%
Metropolitan Planning (100% of total MPO)	6,960,373	\$6,960,373	-	0.0%	7,039,000	\$5,853,000	1,186,000	20.3%
Subtotal Core Programs	\$211,632,797	\$211,632,797	\$0	0.0%	\$213,824,000	\$180,936,000	\$32,888,000	18.2%
Transportation Alternatives	10,617,699	\$10,617,699	-	0.0%	10,738,000	\$8,930,000	1,808,000	20.2%
50% Distribution Any of the state programs	5,308,849	\$5,308,849	-	0.0%	5,369,000	\$4,465,000	904,000	20.2%
50% Population Distribution								
Areas over 200,000	3,171,930	\$3,171,930	-	0.0%	3,208,000	\$2,668,000	540,000	20.2%
Areas over 5,000	1,201,849	\$1,201,849	-	0.0%	1,215,000	\$1,011,000	204,000	20.2%
Under 5,000	935,070	\$935,070	-	0.0%	946,000	\$786,000	160,000	20.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$222,250,496	\$222,250,496	\$0	0.0%	\$224,562,000	\$189,866,000	\$34,696,000	18.3%
Local Obligation Authority *	\$221,573,493	\$221,573,493	\$0	0.0%	\$223,878,000	\$189,288,000	\$34,590,000	18.3%
Total Washington State MAP - 21 Apportionment	\$666,103,965	\$666,103,965	\$0	0.0%	\$673,668,000	\$560,194,000	\$113,474,000	20.3%
Total Washington State MAP - 21 Obligation Authority	\$664,074,927	\$664,074,927	\$0	0.0%	\$671,616,000	\$558,488,000	\$113,128,000	20.3%

* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.
 # Beginning in 2015 Washington State no longer receives the Section 164 Penalty.
 ¶ 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 2015 Alternate

MAP - 21

	2017	2017	Difference		2018	2018	Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$381,219,000	\$297,154,000	\$84,065,000	28.3%	\$384,608,000	\$299,795,000	\$84,813,000	28.3%
Surface Transportation Program (STP)	175,348,000	\$136,682,000	38,666,000	28.3%	176,906,000	\$137,896,000	39,010,000	28.3%
Highway Safety Improvement Program (HSIP)	42,054,000	\$32,781,000	9,273,000	28.3%	42,429,000	\$33,071,000	9,358,000	28.3%
Congestion Mitigation and Air Quality Program (CMAQ)	36,201,000	\$28,219,000	7,982,000	28.3%	36,524,000	\$28,469,000	8,055,000	28.3%
Metropolitan Planning (MPO)	7,104,000	\$5,537,000	1,567,000	28.3%	7,166,000	\$5,586,000	1,580,000	28.3%
Subtotal Core Programs	\$641,926,000	\$500,373,000	\$141,553,000	28.3%	\$647,633,000	\$504,817,000	\$142,816,000	28.3%
State Planning and Research (SPR)	13,129,000	\$10,233,000	2,896,000	28.3%	13,245,000	\$10,326,000	2,919,000	28.3%
Transportation Alternatives	12,762,000	\$9,948,000	2,814,000	28.3%	12,875,000	\$10,036,000	2,839,000	28.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,043,000	\$9,387,000	2,656,000	28.3%	12,150,000	\$9,470,000	2,680,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$679,860,000	\$529,941,000	\$149,919,000	28.3%	\$685,903,000	\$534,649,000	\$151,254,000	28.3%
Total Washington State MAP - 21 Obligation Authority *	\$677,789,000	\$528,327,000	\$149,462,000	28.3%	\$683,814,000	\$533,020,000	\$150,794,000	28.3%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$358,346,000	\$279,325,000	\$79,021,000	28.3%	\$361,532,000	\$281,807,000	\$79,725,000	28.3%
Surface Transportation Program (27% of total STP)	52,443,000	\$36,783,000	15,660,000	42.6%	53,073,000	\$37,274,000	15,799,000	42.4%
Highway Safety Improvement Program (36% of total HSIP)	15,519,000	\$12,097,000	3,422,000	28.3%	15,658,000	\$12,204,000	3,454,000	28.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$426,308,000	\$328,205,000	\$98,103,000	29.9%	\$430,263,000	\$331,285,000	\$98,978,000	29.9%
State Planning and Research (100% state)	13,129,000	10,233,000	2,896,000	28.3%	13,245,000	10,326,000	2,919,000	28.3%
SHRP2	525,160	409,320	115,840	28.3%	529,800	413,040	116,760	28.3%
NCHRP	722,095	562,815	159,280	28.3%	728,475	567,930	160,545	28.3%
Research	2,034,995	1,586,115	448,880	28.3%	2,052,975	1,600,530	452,445	28.3%
Amount remaining for SPR	9,846,750	7,674,750	2,172,000	28.3%	9,933,750	7,744,500	2,189,250	28.3%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,926,000	1,500,000	426,000	28.4%	1,943,000	1,513,000	430,000	28.4%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,043,000	9,387,000	2,656,000	28.3%	12,150,000	9,470,000	2,680,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$453,406,000	\$349,325,000	\$104,081,000	29.8%	\$457,601,000	\$352,594,000	\$105,007,000	29.8%
State Obligation Authority *	\$452,025,000	\$348,261,000	\$103,764,000	29.8%	\$456,207,000	\$351,520,000	\$104,687,000	29.8%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,873,000	\$17,829,000	\$5,044,000	28.3%	\$23,076,000	\$17,988,000	\$5,088,000	28.3%
Surface Transportation Program (73% of total STP)	122,905,000	\$99,899,000	23,006,000	23.0%	123,833,000	\$100,622,000	23,211,000	23.1%
Bridge Program (Off the federal aid system)	23,404,000	\$18,243,000	5,161,000	28.3%	23,612,000	\$18,405,000	5,207,000	28.3%
50% Distribution Any of the state programs	12,301,000	\$8,628,000	3,673,000	42.6%	12,450,000	\$8,744,000	3,706,000	42.4%
50%Population Distribution								
Areas over 200,000	52,383,000	\$40,832,000	11,551,000	28.3%	52,849,000	\$41,195,000	11,654,000	28.3%
Areas over 5,000	19,848,000	\$15,471,000	4,377,000	28.3%	20,025,000	\$15,609,000	4,416,000	28.3%
Areas under 5,000	15,442,000	\$12,037,000	3,405,000	28.3%	15,580,000	\$12,144,000	3,436,000	28.3%
Highway Safety Improvement Program (64% of total HSIP)	26,535,000	\$20,684,000	5,851,000	28.3%	26,772,000	\$20,867,000	5,905,000	28.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,201,000	\$28,219,000	7,982,000	28.3%	36,524,000	\$28,469,000	8,055,000	28.3%
Metropolitan Planning (100% of total MPO)	7,104,000	\$5,537,000	1,567,000	28.3%	7,166,000	\$5,586,000	1,580,000	28.3%
Subtotal Core Programs	\$215,618,000	\$172,168,000	\$43,450,000	25.2%	\$217,371,000	\$173,532,000	\$43,839,000	25.3%
Transportation Alternatives	10,836,000	\$8,448,000	2,388,000	28.3%	10,932,000	\$8,523,000	2,409,000	28.3%
50% Distribution Any of the state programs	5,418,000	\$4,224,000	1,194,000	28.3%	5,466,000	\$4,261,500	1,204,500	28.3%
50%Population Distribution								
Areas over 200,000	3,237,000	\$2,524,000	713,000	28.2%	3,266,000	\$2,546,000	720,000	28.3%
Areas over 5,000	1,227,000	\$956,000	271,000	28.3%	1,237,000	\$965,000	272,000	28.2%
Under 5,000	954,000	\$744,000	210,000	28.2%	963,000	\$751,000	212,000	28.2%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$226,454,000	\$180,616,000	\$45,838,000	25.4%	\$228,303,000	\$182,055,000	\$46,248,000	25.4%
Local Obligation Authority *	\$225,764,000	\$180,066,000	\$45,698,000	25.4%	\$227,607,000	\$181,500,000	\$46,107,000	25.4%
Total Washington State MAP - 21 Apportionment	\$679,860,000	\$529,941,000	\$149,919,000	28.3%	\$685,904,000	\$534,649,000	\$151,255,000	28.3%
Total Washington State MAP - 21 Obligation Authority	\$677,789,000	\$528,327,000	\$149,462,000	28.3%	\$683,814,000	\$533,020,000	\$150,794,000	28.3%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

¶ 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 2015 Alternate

MAP - 21

	2019	2019	Difference		2020	2020	Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$387,263,000	\$301,867,000	\$85,396,000	28.3%	\$389,051,000	\$303,260,000	\$85,791,000	28.3%
Surface Transportation Program (STP)	178,129,000	\$138,850,000	39,279,000	28.3%	178,951,000	\$139,490,000	39,461,000	28.3%
Highway Safety Improvement Program (HSIP)	42,721,000	\$33,300,000	9,421,000	28.3%	42,919,000	\$33,453,000	9,466,000	28.3%
Congestion Mitigation and Air Quality Program (CMAQ)	36,776,000	\$28,666,000	8,110,000	28.3%	36,947,000	\$28,799,000	8,148,000	28.3%
Metropolitan Planning (MPO)	7,216,000	\$5,625,000	1,591,000	28.3%	7,249,000	\$5,650,000	1,599,000	28.3%
Subtotal Core Programs	\$652,105,000	\$508,308,000	\$143,797,000	28.3%	\$655,117,000	\$510,652,000	\$144,465,000	28.3%
State Planning and Research (SPR)	13,338,000	\$10,396,000	2,942,000	28.3%	13,398,000	\$10,445,000	2,953,000	28.3%
Transportation Alternatives	12,964,000	\$10,105,000	2,859,000	28.3%	13,024,000	\$10,152,000	2,872,000	28.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,234,000	\$9,535,000	2,699,000	28.3%	12,290,000	\$9,579,000	2,711,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$690,641,000	\$538,344,000	\$152,297,000	28.3%	\$693,829,000	\$540,828,000	\$153,001,000	28.3%
Total Washington State MAP - 21 Obligation Authority *	\$688,537,000	\$536,704,000	\$151,833,000	28.3%	\$691,716,000	\$539,181,000	\$152,535,000	28.3%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$364,027,000	\$283,755,000	\$80,272,000	28.3%	\$365,708,000	\$285,064,000	\$80,644,000	28.3%
Surface Transportation Program (27% of total STP)	53,569,000	\$37,661,000	15,908,000	42.2%	53,902,000	\$37,920,000	15,982,000	42.1%
Highway Safety Improvement Program (36% of total HSIP)	15,764,000	\$12,288,000	3,476,000	28.3%	15,838,000	\$12,345,000	3,493,000	28.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$433,360,000	\$333,704,000	\$99,656,000	29.9%	\$435,448,000	\$335,329,000	\$100,119,000	29.9%
State Planning and Research (100% state)	13,338,000	10,396,000	2,942,000	28.3%	13,398,000	10,445,000	2,953,000	28.3%
<i>SHRP2</i>	533,520	415,840	117,680	28.3%	535,920	417,800	118,120	28.3%
<i>NCHRP</i>	733,590	571,780	161,810	28.3%	736,890	574,475	162,415	28.3%
<i>Research</i>	2,067,390	1,611,380	456,010	28.3%	2,076,690	1,618,975	457,715	28.3%
<i>Amount remaining for SPR</i>	10,003,500	7,797,000	2,206,500	28.3%	10,048,500	7,833,750	2,214,750	28.3%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,956,000	1,523,000	433,000	28.4%	1,965,000	1,530,000	435,000	28.4%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,234,000	9,535,000	2,699,000	28.3%	12,290,000	9,579,000	2,711,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$460,888,000	\$355,158,000	\$105,730,000	29.8%	\$463,101,000	\$356,883,000	\$106,218,000	29.8%
State Obligation Authority *	\$459,484,000	\$354,076,000	\$105,408,000	29.8%	\$461,691,000	\$355,796,000	\$105,895,000	29.8%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,236,000	\$18,112,000	\$5,124,000	28.3%	\$23,343,000	\$18,196,000	\$5,147,000	28.3%
Surface Transportation Program (73% of total STP)	124,560,000	\$101,189,000	23,371,000	23.1%	125,049,000	\$101,570,000	23,479,000	23.1%
<i>Bridge Program (Off the federal aid system)</i>	23,775,000	\$18,532,000	5,243,000	28.3%	23,885,000	\$18,618,000	5,267,000	28.3%
<i>50% Distribution Any of the state programs</i>	12,565,000	\$8,834,000	3,731,000	42.2%	12,643,000	\$8,895,000	3,748,000	42.1%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	53,214,000	\$41,480,000	11,734,000	28.3%	53,460,000	\$41,671,000	11,789,000	28.3%
<i>Areas over 5,000</i>	20,163,000	\$15,717,000	4,446,000	28.3%	20,256,000	\$15,789,000	4,467,000	28.3%
<i>Areas under 5,000</i>	15,687,000	\$12,228,000	3,459,000	28.3%	15,760,000	\$12,284,000	3,476,000	28.3%
Highway Safety Improvement Program (64% of total HSIP)	26,957,000	\$21,012,000	5,945,000	28.3%	27,081,000	\$21,108,000	5,973,000	28.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,776,000	\$28,666,000	8,110,000	28.3%	36,947,000	\$28,799,000	8,148,000	28.3%
Metropolitan Planning (100% of total MPO)	7,216,000	\$5,625,000	1,591,000	28.3%	7,249,000	\$5,650,000	1,599,000	28.3%
Subtotal Core Programs	\$218,745,000	\$174,604,000	\$44,141,000	25.3%	\$219,669,000	\$175,323,000	\$44,346,000	25.3%
Transportation Alternatives	11,008,000	\$8,582,000	2,426,000	28.3%	11,059,000	\$8,622,000	2,437,000	28.3%
<i>50% Distribution Any of the state programs</i>	5,504,000	\$4,291,000	1,213,000	28.3%	5,529,500	\$4,311,000	1,218,500	28.3%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,289,000	\$2,564,000	725,000	28.3%	3,304,000	\$2,576,000	728,000	28.3%
<i>Areas over 5,000</i>	1,246,000	\$971,000	275,000	28.3%	1,252,000	\$976,000	276,000	28.3%
<i>Under 5,000</i>	969,000	\$756,000	213,000	28.2%	974,000	\$759,000	215,000	28.3%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$229,753,000	\$183,186,000	\$46,567,000	25.4%	\$230,728,000	\$183,945,000	\$46,783,000	25.4%
Local Obligation Authority *	\$229,053,000	\$182,628,000	\$46,425,000	25.4%	\$230,025,000	\$183,385,000	\$46,640,000	25.4%
Total Washington State MAP - 21 Apportionment	\$690,641,000	\$538,344,000	\$152,297,000	28.3%	\$693,829,000	\$540,828,000	\$153,001,000	28.3%
Total Washington State MAP - 21 Obligation Authority	\$688,537,000	\$536,704,000	\$151,833,000	28.3%	\$691,716,000	\$539,181,000	\$152,535,000	28.3%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

¶ 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 2015 Alternate

MAP - 21

	2021		Difference		2022		Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$391,357,000	\$305,059,000	\$86,298,000	28.3%	\$392,392,000	\$305,864,000	\$86,528,000	28.3%
Surface Transportation Program (STP)	180,012,000	\$140,317,000	39,695,000	28.3%	180,488,000	\$140,687,000	39,801,000	28.3%
Highway Safety Improvement Program (HSIP)	43,173,000	\$33,653,000	9,520,000	28.3%	43,287,000	\$33,741,000	9,546,000	28.3%
Congestion Mitigation and Air Quality Program (CMAQ)	37,165,000	\$28,970,000	8,195,000	28.3%	37,263,000	\$29,047,000	8,216,000	28.3%
Metropolitan Planning (MPO)	7,292,000	\$5,684,000	1,608,000	28.3%	7,312,000	\$5,698,000	1,614,000	28.3%
Subtotal Core Programs	\$658,999,000	\$513,683,000	\$145,316,000	28.3%	\$660,742,000	\$515,037,000	\$145,705,000	28.3%
State Planning and Research (SPR)	13,478,000	\$10,505,000	2,973,000	28.3%	13,513,000	\$10,534,000	2,979,000	28.3%
Transportation Alternatives	13,101,000	\$10,212,000	2,889,000	28.3%	13,136,000	\$10,239,000	2,897,000	28.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,363,000	\$9,636,000	2,727,000	28.3%	12,396,000	\$9,661,000	2,735,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$697,941,000	\$544,036,000	\$153,905,000	28.3%	\$699,787,000	\$545,471,000	\$154,316,000	28.3%
Total Washington State MAP - 21 Obligation Authority *	\$695,815,000	\$542,379,000	\$153,436,000	28.3%	\$697,655,000	\$543,809,000	\$153,846,000	28.3%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$367,876,000	\$286,755,000	\$81,121,000	28.3%	\$368,848,000	\$287,512,000	\$81,336,000	28.3%
Surface Transportation Program (27% of total STP)	54,331,000	\$38,255,000	16,076,000	42.0%	54,524,000	\$38,405,000	16,119,000	42.0%
Highway Safety Improvement Program (36% of total HSIP)	15,931,000	\$12,418,000	3,513,000	28.3%	15,974,000	\$12,452,000	3,522,000	28.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$438,138,000	\$337,428,000	\$100,710,000	29.8%	\$439,346,000	\$338,369,000	\$100,977,000	29.8%
State Planning and Research (100% state)	13,478,000	10,505,000	2,973,000	28.3%	13,513,000	10,534,000	2,979,000	28.3%
<i>SHRP2</i>	539,120	420,200	118,920	28.3%	540,520	421,360	119,160	28.3%
<i>NCHRP</i>	741,290	577,775	163,515	28.3%	743,215	579,370	163,845	28.3%
<i>Research</i>	2,089,090	1,628,275	460,815	28.3%	2,094,515	1,632,770	461,745	28.3%
<i>Amount remaining for SPR</i>	10,108,500	7,878,750	2,229,750	28.3%	10,134,750	7,900,500	2,234,250	28.3%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,977,000	1,539,000	438,000	28.5%	1,982,000	1,543,000	439,000	28.5%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,363,000	9,636,000	2,727,000	28.3%	12,396,000	9,661,000	2,735,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$465,956,000	\$359,108,000	\$106,848,000	29.8%	\$467,237,000	\$360,107,000	\$107,130,000	29.7%
State Obligation Authority *	\$464,537,000	\$358,014,000	\$106,523,000	29.8%	\$465,813,000	\$359,010,000	\$106,803,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,481,000	\$18,304,000	\$5,177,000	28.3%	\$23,544,000	\$18,352,000	\$5,192,000	28.3%
Surface Transportation Program (73% of total STP)	125,681,000	\$102,062,000	23,619,000	23.1%	125,964,000	\$102,282,000	23,682,000	23.2%
<i>Bridge Program (Off the federal aid system)</i>	24,027,000	\$18,728,000	5,299,000	28.3%	24,091,000	\$18,778,000	5,313,000	28.3%
<i>50% Distribution Any of the state programs</i>	12,745,000	\$8,973,000	3,772,000	42.0%	12,790,000	\$9,008,000	3,782,000	42.0%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	53,777,000	\$41,918,000	11,859,000	28.3%	53,919,000	\$42,029,000	11,890,000	28.3%
<i>Areas over 5,000</i>	20,376,000	\$15,883,000	4,493,000	28.3%	20,430,000	\$15,925,000	4,505,000	28.3%
<i>Areas under 5,000</i>	15,853,000	\$12,357,000	3,496,000	28.3%	15,895,000	\$12,390,000	3,505,000	28.3%
Highway Safety Improvement Program (64% of total HSIP)	27,242,000	\$21,235,000	6,007,000	28.3%	27,312,000	\$21,288,000	6,024,000	28.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	37,165,000	\$28,970,000	8,195,000	28.3%	37,263,000	\$29,047,000	8,216,000	28.3%
Metropolitan Planning (100% of total MPO)	7,292,000	\$5,684,000	1,608,000	28.3%	7,312,000	\$5,698,000	1,614,000	28.3%
Subtotal Core Programs	\$220,861,000	\$176,255,000	\$44,606,000	25.3%	\$221,395,000	\$176,667,000	\$44,728,000	25.3%
Transportation Alternatives	11,124,000	\$8,673,000	2,451,000	28.3%	11,154,000	\$8,696,000	2,458,000	28.3%
<i>50% Distribution Any of the state programs</i>	5,562,000	\$4,336,500	1,225,500	28.3%	5,577,000	\$4,348,000	1,229,000	28.3%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,323,000	\$2,591,000	732,000	28.3%	3,332,000	\$2,598,000	734,000	28.3%
<i>Areas over 5,000</i>	1,259,000	\$982,000	277,000	28.2%	1,263,000	\$984,000	279,000	28.4%
<i>Under 5,000</i>	980,000	\$764,000	216,000	28.3%	982,000	\$766,000	216,000	28.2%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$231,985,000	\$184,928,000	\$47,057,000	25.4%	\$232,549,000	\$185,363,000	\$47,186,000	25.5%
Local Obligation Authority *	\$231,278,000	\$184,365,000	\$46,913,000	25.4%	\$231,842,000	\$184,799,000	\$47,043,000	25.5%
Total Washington State MAP - 21 Apportionment	\$697,941,000	\$544,036,000	\$153,905,000	28.3%	\$699,786,000	\$545,470,000	\$154,316,000	28.3%
Total Washington State MAP - 21 Obligation Authority	\$695,815,000	\$542,379,000	\$153,436,000	28.3%	\$697,655,000	\$543,809,000	\$153,846,000	28.3%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

¶ 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 2015 Alternate

MAP - 21

	2023		Difference		2024		Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$393,301,000	\$306,571,000	\$86,730,000	28.3%	\$394,176,000	\$307,253,000	\$86,923,000	28.3%
Surface Transportation Program (STP)	180,904,000	\$141,014,000	39,890,000	28.3%	181,307,000	\$141,327,000	39,980,000	28.3%
Highway Safety Improvement Program (HSIP)	43,387,000	\$33,819,000	9,568,000	28.3%	43,485,000	\$33,895,000	9,590,000	28.3%
Congestion Mitigation and Air Quality Program (CMAQ)	37,349,000	\$29,114,000	8,235,000	28.3%	37,434,000	\$29,179,000	8,255,000	28.3%
Metropolitan Planning (MPO)	7,328,000	\$5,711,000	1,617,000	28.3%	7,345,000	\$5,724,000	1,621,000	28.3%
Subtotal Core Programs	\$662,269,000	\$516,229,000	\$146,040,000	28.3%	\$663,747,000	\$517,378,000	\$146,369,000	28.3%
State Planning and Research (SPR)	13,545,000	\$10,558,000	2,987,000	28.3%	13,574,000	\$10,581,000	2,993,000	28.3%
Transportation Alternatives	13,166,000	\$10,263,000	2,903,000	28.3%	13,195,000	\$10,286,000	2,909,000	28.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,425,000	\$9,683,000	2,742,000	28.3%	12,453,000	\$9,705,000	2,748,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$701,405,000	\$546,733,000	\$154,672,000	28.3%	\$702,969,000	\$547,950,000	\$155,019,000	28.3%
Total Washington State MAP - 21 Obligation Authority *	\$699,268,000	\$545,068,000	\$154,200,000	28.3%	\$700,828,000	\$546,281,000	\$154,547,000	28.3%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$369,703,000	\$288,177,000	\$81,526,000	28.3%	\$370,525,000	\$288,818,000	\$81,707,000	28.3%
Surface Transportation Program (27% of total STP)	54,693,000	\$38,537,000	16,156,000	41.9%	54,856,000	\$38,664,000	16,192,000	41.9%
Highway Safety Improvement Program (36% of total HSIP)	16,011,000	\$12,481,000	3,530,000	28.3%	16,046,000	\$12,508,000	3,538,000	28.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$440,407,000	\$339,195,000	\$101,212,000	29.8%	\$441,427,000	\$339,990,000	\$101,437,000	29.8%
State Planning and Research (100% state)	13,545,000	10,558,000	2,987,000	28.3%	13,574,000	10,581,000	2,993,000	28.3%
SHRP2	541,800	422,320	119,480	28.3%	542,960	423,240	119,720	28.3%
NCHRP	744,975	580,690	164,285	28.3%	746,570	581,955	164,615	28.3%
Research	2,099,475	1,636,490	462,985	28.3%	2,103,970	1,640,055	463,915	28.3%
Amount remaining for SPR	10,158,750	7,918,500	2,240,250	28.3%	10,180,500	7,935,750	2,244,750	28.3%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,987,000	1,547,000	440,000	28.4%	1,991,000	1,550,000	441,000	28.5%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,425,000	9,683,000	2,742,000	28.3%	12,453,000	9,705,000	2,748,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$468,364,000	\$360,983,000	\$107,381,000	29.7%	\$469,445,000	\$361,826,000	\$107,619,000	29.7%
State Obligation Authority *	\$466,937,000	\$359,884,000	\$107,053,000	29.7%	\$468,015,000	\$360,724,000	\$107,291,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,598,000	\$18,394,000	\$5,204,000	28.3%	\$23,651,000	\$18,435,000	\$5,216,000	28.3%
Surface Transportation Program (73% of total STP)	126,211,000	\$102,477,000	23,734,000	23.2%	126,451,000	\$102,663,000	23,788,000	23.2%
Bridge Program (Off the federal aid system)	24,147,000	\$18,821,000	5,326,000	28.3%	24,201,000	\$18,863,000	5,338,000	28.3%
50% Distribution Any of the state programs	12,829,000	\$9,040,000	3,789,000	41.9%	12,867,000	\$9,069,000	3,798,000	41.9%
50% Population Distribution								
Areas over 200,000	54,043,000	\$42,127,000	11,916,000	28.3%	51,294,000	\$51,294,000	-	0.0%
Areas over 5,000	20,477,000	\$15,962,000	4,515,000	28.3%	19,435,000	\$19,435,000	-	0.0%
Areas under 5,000	15,932,000	\$12,419,000	3,513,000	28.3%	15,121,000	\$15,121,000	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	27,376,000	\$21,338,000	6,038,000	28.3%	27,439,000	\$21,387,000	6,052,000	28.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	37,349,000	\$29,114,000	8,235,000	28.3%	37,434,000	\$29,179,000	8,255,000	28.3%
Metropolitan Planning (100% of total MPO)	7,328,000	\$5,711,000	1,617,000	28.3%	7,345,000	\$5,724,000	1,621,000	28.3%
Subtotal Core Programs	\$221,862,000	\$177,034,000	\$44,828,000	25.3%	\$222,320,000	\$177,388,000	\$44,932,000	25.3%
Transportation Alternatives	11,179,000	\$8,716,000	2,463,000	28.3%	11,204,000	\$8,736,000	2,468,000	28.3%
50% Distribution Any of the state programs	5,589,500	\$4,358,000	1,231,500	28.3%	5,602,000	\$4,368,000	1,234,000	28.3%
50% Population Distribution								
Areas over 200,000	3,340,000	\$2,604,000	736,000	28.3%	3,347,000	\$2,610,000	737,000	28.2%
Areas over 5,000	1,265,000	\$987,000	278,000	28.2%	1,268,000	\$989,000	279,000	28.2%
Under 5,000	985,000	\$768,000	217,000	28.3%	987,000	\$769,000	218,000	28.3%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$233,041,000	\$185,750,000	\$47,291,000	25.5%	\$233,524,000	\$186,124,000	\$47,400,000	25.5%
Local Obligation Authority *	\$232,331,000	\$185,184,000	\$47,147,000	25.5%	\$232,813,000	\$185,557,000	\$47,256,000	25.5%
Total Washington State MAP - 21 Apportionment	\$701,405,000	\$546,733,000	\$154,672,000	28.3%	\$702,969,000	\$547,950,000	\$155,019,000	28.3%
Total Washington State MAP - 21 Obligation Authority	\$699,268,000	\$545,068,000	\$154,200,000	28.3%	\$700,828,000	\$546,281,000	\$154,547,000	28.3%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

¶ 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 2015 Alternate

MAP - 21

	2025	2025	Difference		2026	2026	Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$394,984,000	\$307,884,000	\$87,100,000	28.3%	\$395,808,000	\$308,527,000	\$87,281,000	28.3%
Surface Transportation Program (STP)	181,679,000	\$141,618,000	40,061,000	28.3%	182,058,000	\$141,914,000	40,144,000	28.3%
Highway Safety Improvement Program (HSIP)	43,574,000	\$33,964,000	9,610,000	28.3%	43,665,000	\$34,035,000	9,630,000	28.3%
Congestion Mitigation and Air Quality Program (CMAQ)	37,510,000	\$29,238,000	8,272,000	28.3%	37,590,000	\$29,300,000	8,290,000	28.3%
Metropolitan Planning (MPO)	7,360,000	\$5,736,000	1,624,000	28.3%	7,375,000	\$5,747,000	1,628,000	28.3%
Subtotal Core Programs	\$665,107,000	\$518,440,000	\$146,667,000	28.3%	\$666,496,000	\$519,523,000	\$146,973,000	28.3%
State Planning and Research (SPR)	13,603,000	\$10,603,000	3,000,000	28.3%	13,630,000	\$10,625,000	3,005,000	28.3%
Transportation Alternatives	13,222,000	\$10,307,000	2,915,000	28.3%	13,250,000	\$10,329,000	2,921,000	28.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,479,000	\$9,725,000	2,754,000	28.3%	12,505,000	\$9,745,000	2,760,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$704,411,000	\$549,075,000	\$155,336,000	28.3%	\$705,881,000	\$550,222,000	\$155,659,000	28.3%
Total Washington State MAP - 21 Obligation Authority *	\$702,265,000	\$547,402,000	\$154,863,000	28.3%	\$703,731,000	\$548,546,000	\$155,185,000	28.3%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$371,285,000	\$289,411,000	\$81,874,000	28.3%	\$372,060,000	\$290,015,000	\$82,045,000	28.3%
Surface Transportation Program (27% of total STP)	55,007,000	\$38,782,000	16,225,000	41.8%	55,160,000	\$38,902,000	16,258,000	41.8%
Highway Safety Improvement Program (36% of total HSIP)	16,079,000	\$12,533,000	3,546,000	28.3%	16,114,000	\$12,560,000	3,554,000	28.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$442,371,000	\$340,726,000	\$101,645,000	29.8%	\$443,334,000	\$341,477,000	\$101,857,000	29.8%
State Planning and Research (100% state)	13,603,000	10,603,000	3,000,000	28.3%	13,630,000	10,625,000	3,005,000	28.3%
SHRP2	544,120	424,120	120,000	28.3%	545,200	425,000	120,200	28.3%
NCHRP	748,165	583,165	165,000	28.3%	749,650	584,375	165,275	28.3%
Research	2,108,465	1,643,465	465,000	28.3%	2,112,650	1,646,875	465,775	28.3%
Amount remaining for SPR	10,202,250	7,952,250	2,250,000	28.3%	10,222,500	7,968,750	2,253,750	28.3%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,995,000	1,553,000	442,000	28.5%	1,999,000	1,556,000	443,000	28.5%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,479,000	9,725,000	2,754,000	28.3%	12,505,000	9,745,000	2,760,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$470,448,000	\$362,607,000	\$107,841,000	29.7%	\$471,468,000	\$363,403,000	\$108,065,000	29.7%
State Obligation Authority *	\$469,015,000	\$361,502,000	\$107,513,000	29.7%	\$470,032,000	\$362,296,000	\$107,736,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,699,000	\$18,473,000	\$5,226,000	28.3%	\$23,748,000	\$18,512,000	\$5,236,000	28.3%
Surface Transportation Program (73% of total STP)	126,672,000	\$102,836,000	23,836,000	23.2%	126,898,000	\$103,012,000	23,886,000	23.2%
Bridge Program (Off the federal aid system)	24,251,000	\$18,902,000	5,349,000	28.3%	24,302,000	\$18,941,000	5,361,000	28.3%
50% Distribution Any of the state programs	12,902,000	\$9,097,000	3,805,000	41.8%	12,939,000	\$9,125,000	3,814,000	41.8%
50% Population Distribution								
Areas over 200,000	54,275,000	\$42,307,000	11,968,000	28.3%	54,388,000	\$42,395,000	11,993,000	28.3%
Areas over 5,000	20,565,000	\$16,030,000	4,535,000	28.3%	20,608,000	\$16,064,000	4,544,000	28.3%
Areas under 5,000	16,000,000	\$12,472,000	3,528,000	28.3%	16,033,000	\$12,498,000	3,535,000	28.3%
Highway Safety Improvement Program (64% of total HSIP)	27,495,000	\$21,431,000	6,064,000	28.3%	27,551,000	\$21,475,000	6,076,000	28.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	37,510,000	\$29,238,000	8,272,000	28.3%	37,590,000	\$29,300,000	8,290,000	28.3%
Metropolitan Planning (100% of total MPO)	7,360,000	\$5,736,000	1,624,000	28.3%	7,375,000	\$5,747,000	1,628,000	28.3%
Subtotal Core Programs	\$222,736,000	\$177,714,000	\$45,022,000	25.3%	\$223,162,000	\$178,046,000	\$45,116,000	25.3%
Transportation Alternatives	11,227,000	\$8,754,000	2,473,000	28.2%	11,251,000	\$8,773,000	2,478,000	28.2%
50% Distribution Any of the state programs	5,613,500	\$4,377,000	1,236,500	28.2%	5,625,500	\$4,386,500	1,239,000	28.2%
50% Population Distribution								
Areas over 200,000	3,354,000	\$2,615,000	739,000	28.3%	3,361,000	\$2,621,000	740,000	28.2%
Areas over 5,000	1,271,000	\$991,000	280,000	28.3%	1,274,000	\$993,000	281,000	28.3%
Under 5,000	989,000	\$771,000	218,000	28.3%	991,000	\$773,000	218,000	28.2%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$233,963,000	\$186,468,000	\$47,495,000	25.5%	\$234,413,000	\$186,819,000	\$47,594,000	25.5%
Local Obligation Authority *	\$233,250,000	\$185,900,000	\$47,350,000	25.5%	\$233,699,000	\$186,250,000	\$47,449,000	25.5%
Total Washington State MAP - 21 Apportionment	\$704,411,000	\$549,075,000	\$155,336,000	28.3%	\$705,881,000	\$550,222,000	\$155,659,000	28.3%
Total Washington State MAP - 21 Obligation Authority	\$702,265,000	\$547,402,000	\$154,863,000	28.3%	\$703,731,000	\$548,546,000	\$155,185,000	28.3%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

¶ 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 2015 Alternate

MAP - 21

	2027	2027	Difference	
	June-15 Alternate	June-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast				
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$396,658,000	\$309,189,000	\$87,469,000	28.3%
Surface Transportation Program (STP)	182,450,000	\$142,217,000	40,233,000	28.3%
Highway Safety Improvement Program (HSIP)	43,759,000	\$34,109,000	9,650,000	28.3%
Congestion Mitigation and Air Quality Program (CMAQ)	37,670,000	\$29,362,000	8,308,000	28.3%
Metropolitan Planning (MPO)	7,391,000	\$5,760,000	1,631,000	28.3%
Subtotal Core Programs	\$667,928,000	\$520,637,000	\$147,291,000	28.3%
State Planning and Research (SPR)	13,660,000	\$10,648,000	3,012,000	28.3%
Transportation Alternatives	13,278,000	\$10,351,000	2,927,000	28.3%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,532,000	\$9,766,000	2,766,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$707,398,000	\$551,402,000	\$155,996,000	28.3%
Total Washington State MAP - 21 Obligation Authority *	\$705,243,000	\$549,722,000	\$155,521,000	28.3%
Forecast Distributions ¶				
State Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (94% of total NHPP)	\$372,859,000	\$290,638,000	\$82,221,000	28.3%
Surface Transportation Program (27% of total STP)	55,319,000	\$39,024,000	16,295,000	41.8%
Highway Safety Improvement Program (36% of total HSIP)	16,147,000	\$12,587,000	3,560,000	28.3%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A
Subtotal Core Programs	\$444,325,000	\$342,249,000	\$102,076,000	29.8%
State Planning and Research (100% state)	13,660,000	10,648,000	3,012,000	28.3%
SHRP2	546,400	425,920	120,480	28.3%
NCHRP	751,300	585,640	165,660	28.3%
Research	2,117,300	1,650,440	466,860	28.3%
Amount remaining for SPR	10,245,000	7,986,000	2,259,000	28.3%
Transportation Alternatives				
Recreation Trails (1% paid to FHWA for program administration)	2,003,000	1,559,000	444,000	28.5%
Redistribution of section 164 Penalty	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,532,000	9,766,000	2,766,000	28.3%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$472,520,000	\$364,222,000	\$108,298,000	29.7%
State Obligation Authority *	\$471,081,000	\$363,112,000	\$107,969,000	29.7%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (6% of total NHPP)	\$23,799,000	\$18,551,000	\$5,248,000	28.3%
Surface Transportation Program (73% of total STP)	127,131,000	\$103,193,000	23,938,000	23.2%
Bridge Program (Off the federal aid system)	24,354,000	\$18,982,000	5,372,000	28.3%
50% Distribution Any of the state programs	12,976,000	\$9,154,000	3,822,000	41.8%
50% Population Distribution				
Areas over 200,000	54,505,000	\$42,486,000	12,019,000	28.3%
Areas over 5,000	20,652,000	\$16,098,000	4,554,000	28.3%
Areas under 5,000	16,068,000	\$12,525,000	3,543,000	28.3%
Highway Safety Improvement Program (64% of total HSIP)	27,612,000	\$21,523,000	6,089,000	28.3%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	37,670,000	\$29,362,000	8,308,000	28.3%
Metropolitan Planning (100% of total MPO)	7,391,000	\$5,760,000	1,631,000	28.3%
Subtotal Core Programs	\$223,603,000	\$178,389,000	\$45,214,000	25.3%
Transportation Alternatives	11,275,000	\$8,792,000	2,483,000	28.2%
50% Distribution Any of the state programs	5,637,500	\$4,396,000	1,241,500	28.2%
50% Population Distribution				
Areas over 200,000	3,368,000	\$2,627,000	741,000	28.2%
Areas over 5,000	1,276,000	\$995,000	281,000	28.2%
Under 5,000	993,000	\$774,000	219,000	28.3%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$234,878,000	\$187,181,000	\$47,697,000	25.5%
Local Obligation Authority *	\$234,162,000	\$186,610,000	\$47,552,000	25.5%
Total Washington State MAP - 21 Apportionment	\$707,398,000	\$551,403,000	\$155,995,000	28.3%
Total Washington State MAP - 21 Obligation Authority	\$705,243,000	\$549,722,000	\$155,521,000	28.3%

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

Beginning in 2015 Washington State no longer receives the Section 164 Penalty.

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