

**Transportation Revenue
Forecast Council
November 2011 Transportation
Economic and Revenue Forecasts**

Volume IV: Alternative Forecast Tables

Transportation Revenue Forecast Council November 2011

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**Alternative Pay By Mail Forecast
September 2011**

Alternative Pay-By-Mail (PBM) Toll Operations Forecast

WSDOT performed alternative toll revenue with PBM forecast to the November 2011 baseline toll revenue forecast based on the recommendations from general toll consultants. The alternative forecast assumes TNB users will have an additional option for paying their toll starting December 1, 2011. The attached table itemizes toll revenue loss estimates due to unprocessed images and unpaid toll rates moved into the civil penalty process. The alternative PBM toll revenue forecast is based on the PBM toll traffic estimates prepared for the civil penalty process (except for an adjustment of 12% traffic loss due to unprocessed images). The November Toll Revenue with PBM is prepared for the FY2011-13, FY2013-14 and FY2015-17 biennia.

Assumptions:

- (1) \$5.50 toll rate covers the loss of collection
- (2) PBM traffic volumes include all violations and exclude non-revenue traffic
- (3) The phase in period for PBM (ramp up period is 36 months). During the initial 12 months ramp-up is 0% to 25% of cash customers and in the following 13-36 months ramp up is 25% to 50% of cash customers. Prior forecasts had a shorter phase in period for PBM.
- (4) 12% of PBM traffic is lost due to unprocessed images
- (5) All processed images (remaining 88%) will receive the 1st statement
- (6) 35% of the 1st statements will not pay and will receive a 2nd statement
- (7) 2nd statement will include a \$5/statement late payment fee in addition to the unpaid tolls
- (8) Multiple toll violations in 2nd statements: average 1.4 toll transactions per statement
- (9) 55% of the customers receiving the 2nd statement will pay the toll. (Fee revenue will not be included in this forecast)

Findings:

PBM Toll Revenue forecast assumes people pay 1st or 2nd bill. If not, revenues are deferred to the civil penalty process. If baseline and alternative PBM forecasts are compared for the FY2011-13 biennium, TNB will receive an additional \$2.66 million prior to the notice of civil penalty (NOCP) process. The forecast assumes unpaid toll revenues of \$1.33 million will be collected in the civil penalty process. Civil penalty process starts 80 days after the transaction. In summary, the alternative toll revenue forecast including PBM revenue is \$91.5 million, or 3.0% higher than the baseline toll revenue, which is \$88.8 million. The toll revenue from PBM is projected to increase in the next two biennia to \$3.9 million in 2013-15 and \$4.1 million in the 2015-17 biennium which is an increase of 4% each biennia over the baseline toll revenue forecast.

Transportation Revenue Forecast Council
Alternative Pay-By-Mail Toll Operations Forecast
November 2011

Tacoma Narrows Bridge Traffic Distribution and PBM Process	FY2012	FY2013	FY2011-13	FY2014	FY2015	FY2013-15	FY2016	FY2017	FY2015-17
Baseline Traffic Volume	14,151,000	14,457,000	28,608,000	14,995,000	15,445,000	30,440,000	16,000,000	16,454,000	32,454,000
ETC	7,462,000	10,451,000	17,913,000	10,898,000	11,286,000	22,184,000	11,756,000	12,157,000	23,913,000
Cash	2,433,000	2,661,000	5,094,000	2,227,000	1,885,000	4,112,000	1,885,000	1,905,000	3,790,000
PBM (% of cash + violations)	405,000	1,336,000	1,741,000	1,859,000	2,264,000	4,123,000	2,348,000	2,381,000	4,729,000
PBM Traffic Volume (Less Non-revenue Traffic)	10,300,000	14,448,000	24,748,000	14,984,000	15,435,000	30,419,000	15,989,000	16,443,000	32,432,000
PBM as % of Cash	16.6%	50.2%	34.2%	83.5%	120.1%	100.3%	124.6%	125.0%	124.8%

Tacoma Narrows Bridge PBM Toll Revenue	FY2012	FY2013	FY2011-13	FY2014	FY2015	FY2013-15	FY2016	FY2017	FY2015-17
Toll Revenue (\$) with PBM	45,485,000	48,503,000	93,988,000	50,945,000	52,920,000	103,865,000	54,737,000	56,149,000	110,886,000
12% Revenue Loss Due to Unprocessed Image Transactions (\$)	-270,000	-880,000	-1,150,000	-1,227,000	-1,496,000	-2,723,000	-1,551,000	-1,573,000	-3,124,000
Toll Revenue with PBM Less Unprocessed Image Transactions (\$)	45,215,000	47,623,000	92,838,000	49,718,000	51,424,000	101,142,000	53,186,000	54,576,000	107,762,000
% Change from Toll Revenue with PBM	-0.6%	-1.8%		-2.4%	-2.8%		-2.8%	-2.8%	
Revenue Loss Due to Unpaid 2nd Statements - See CP Process	-308,000	-1,020,000	-1,328,000	-1,419,000	-1,727,000	-3,146,000	-1,787,500	-1,815,000	-3,602,500
% Change from Toll Revenue with PBM	-0.7%	-2.1%	-1.4%	-2.8%	-3.3%	-3.0%	-3.3%	-3.2%	-3.2%
Toll Revenue with PBM Less NOCP Unpaid Tolls (\$)	44,907,000	46,603,000	91,510,000	48,299,000	49,697,000	97,996,000	51,398,500	52,761,000	104,159,500

Toll Revenue with PBM Prior to CP Process	FY2012	FY2013	FY2011-13	FY2014	FY2015	FY2013-15	FY2016	FY2017	FY2015-17
Baseline Toll Revenue (November)	43,983,000	44,865,000	88,848,000	46,410,000	47,722,000	94,132,000	49,349,000	50,660,000	100,009,000
Alternative Forecast of Toll Revenue w/PBM Prior to NOCP Process	44,907,000	46,603,000	91,510,000	48,299,000	49,697,000	97,996,000	51,398,500	52,761,000	104,159,500
Variance between Baseline and Toll Revenue with PBM	924,000	1,738,000	2,662,000	1,889,000	1,975,000	3,864,000	2,049,500	2,101,000	4,150,500
% Change From Baseline Toll Revenue	2.1%	3.9%	3.0%	4.1%	4.1%	4.1%	4.2%	4.1%	4.2%

Pay-by-Mail begins December 1, 2011 for forecasting purposes
NOCP-Notification of Civil Penalty

**Transit Systems Forecasts
November 2011**

TRANSPORTATION REVENUE FORECAST COUNCIL NOVEMBER 2011

TABLE T.1: TRANSIT SYSTEM LOCALLY GENERATED TAX DISTRIBUTIONS

<u>County</u>	<u>Transit System</u>	<u>Actuals 2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Adams	None										
Asotin	Asotin County Transit	555,100	555,500	571,100	597,900	609,900	624,500	639,500	653,000	666,000	679,300
Benton/Franklin	Ben Franklin Transit	23,897,100	24,622,700	25,312,200	26,501,800	27,031,900	27,680,600	28,345,000	28,940,200	29,519,000	30,109,400
Chelan/Douglas	Link Transit	7,317,600	7,449,300	7,657,900	8,017,800	8,178,200	8,374,500	8,575,400	8,755,500	8,930,600	9,109,300
Clallam	Clallam Transit System	5,835,800	5,940,800	6,107,200	6,394,200	6,522,100	6,678,600	6,838,900	6,982,500	7,122,200	7,264,600
Clark	C-TRAN	21,862,500	22,524,400	23,155,100	24,243,400	24,728,200	25,321,700	25,929,400	26,473,900	27,003,400	27,543,500
Columbia	Columbia County Public Transportation	211,000	214,800	218,600	224,300	226,400	229,400	232,400	234,800	236,900	239,000
Cowlitz	Community Urban Bus System	2,832,300	2,856,300	2,936,300	3,074,300	3,135,800	3,211,000	3,288,100	3,357,200	3,424,300	3,492,800
Ferry	None										
Garfield	Garfield Transit	0	0	0	0	0	0	0	0	0	0
Grant	Grant Transit Authority	2,328,300	2,370,200	2,436,600	2,479,000	2,528,600	2,646,800	2,739,800	2,827,400	2,914,600	3,004,200
Grays Harbor	Grays Harbor Transportation Authority	5,206,000	5,253,400	5,400,500	5,654,300	5,767,400	5,905,900	6,047,600	6,174,600	6,298,100	6,424,000
Island	Island Transit	6,384,600	7,187,600	7,388,900	7,736,100	7,890,900	8,080,200	8,274,200	8,447,900	8,616,900	8,789,200
Jefferson	Jefferson Transit Authority	2,132,500	3,308,500	3,401,100	3,561,000	3,632,200	3,719,300	3,808,600	3,888,600	3,966,400	4,045,700
King	Metro Transit	366,303,200	372,775,500	383,213,200	401,224,300	409,248,700	419,070,700	429,128,400	438,140,100	446,902,900	455,841,000
Kitsap	Kitsap Transit	25,366,100	25,815,400	26,538,200	27,785,500	28,341,200	29,021,400	29,717,900	30,342,000	30,948,800	31,567,800
Kittitas	None										
Klickitat	None										
Lewis	Twin Transit	1,213,900	1,227,200	1,261,600	1,320,900	1,347,300	1,379,600	1,412,700	1,442,400	1,471,300	1,500,700
Lincoln	None										
Mason	Mason Transportation Authority	3,125,300	3,165,400	3,254,100	3,407,000	3,475,200	3,558,600	3,644,000	3,720,500	3,794,900	3,870,800
Okanogan	None										
Pacific	Pacific Transit System	672,000	693,400	712,800	746,300	761,200	779,500	798,200	815,000	831,300	847,900
Pend Oreille	None										
Pierce	Pierce Transit	64,070,600	64,512,900	66,319,200	69,436,200	70,824,900	72,524,700	74,265,300	75,824,900	77,341,400	78,888,200
San Juan	None										
Skagit	Skagit Transit	7,801,400	8,138,200	8,366,100	8,759,300	8,934,500	9,148,900	9,368,500	9,565,200	9,756,500	9,951,700
Skamania	None										
Snohomish	Everett Transit System	15,181,500	15,829,400	16,272,600	17,037,400	17,378,100	17,795,200	18,222,300	18,605,000	18,977,100	19,356,600
	Community Transit	62,485,200	63,422,000	65,197,900	68,262,200	69,627,400	71,298,500	73,009,600	74,542,800	76,033,700	77,554,400
Spokane	Spokane Transit Authority	40,403,500	41,779,200	42,949,100	44,967,700	45,867,000	46,967,800	48,095,100	49,105,100	50,087,200	51,088,900
Stevens	None										
Thurston	Intercity Transit	21,009,700	28,973,100	29,784,300	31,184,200	31,807,900	32,571,300	33,353,000	34,053,400	34,734,500	35,429,200
Wahkiakum	None										
Walla Walla	Valley Transit	2,469,800	4,041,300	4,154,400	4,349,700	4,436,700	4,543,100	4,652,200	4,749,900	4,844,900	4,941,800
Whatcom	Whatcom Transportation Authority	17,851,900	18,041,300	18,546,500	19,418,200	19,806,500	20,281,900	20,768,700	21,204,800	21,628,900	22,061,500
Whitman	Pullman Transit	999,000	1,017,000	1,045,400	1,094,600	1,116,500	1,143,300	1,170,700	1,195,300	1,219,200	1,243,600
Yakima	Selah	281,500	286,600	294,600	308,400	314,600	322,100	329,900	336,800	343,500	350,400
	Union Gap	770,700	779,800	801,600	839,300	856,100	876,600	897,600	916,500	934,800	953,500
	Yakima Transit	4,484,500	4,565,300	4,693,100	4,913,700	5,011,900	5,132,200	5,255,400	5,365,800	5,473,100	5,582,500
Total		713,052,500	737,346,600	757,990,100	793,538,900	809,407,300	828,888,200	848,808,500	866,661,000	884,022,400	901,731,500

TRANSPORTATION REVENUE FORECAS

TABLE T.1: TRANSIT SYSTEM LOCALLY

<u>County</u>	<u>Transit System</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
Adams	None								
Asotin	Asotin County Transit	694,300	709,600	725,200	741,100	757,400	774,100	794,200	811,600
Benton/Franklin	Ben Franklin Transit	30,771,800	31,448,800	32,140,700	32,847,800	33,570,400	34,309,000	35,198,400	35,972,700
Chelan/Douglas	Link Transit	9,309,700	9,514,500	9,723,800	9,937,700	10,156,300	10,379,800	10,648,900	10,883,100
Clallam	Clallam Transit System	7,424,500	7,587,800	7,754,700	7,925,300	8,099,700	8,277,900	8,492,500	8,679,300
Clark	C-TRAN	28,149,400	28,768,700	29,401,600	30,048,500	30,709,500	31,385,200	32,198,800	32,907,100
Columbia	Columbia County Public Transportation	241,600	244,200	249,500	252,200	257,700	260,400	267,100	273,000
Cowlitz	Community Urban Bus System	3,569,600	3,648,200	3,728,400	3,810,500	3,894,300	3,980,000	4,083,100	4,173,000
Ferry	None								
Garfield	Garfield Transit	0	0	0	0	0	0	0	0
Grant	Grant Transit Authority	3,102,300	3,203,200	3,307,100	3,379,900	3,489,100	3,565,900	3,658,300	3,738,800
Grays Harbor	Grays Harbor Transportation Authority	6,565,400	6,709,800	6,857,400	7,008,300	7,162,500	7,320,000	7,509,800	7,675,000
Island	Island Transit	8,982,600	9,180,200	9,382,200	9,588,600	9,799,500	10,015,100	10,274,700	10,500,800
Jefferson	Jefferson Transit Authority	4,134,700	4,225,700	4,318,600	4,413,600	4,510,700	4,610,000	4,729,500	4,833,500
King	Metro Transit	465,869,500	476,118,600	486,593,200	497,298,300	508,238,800	519,420,100	532,885,000	544,608,500
Kitsap	Kitsap Transit	32,262,300	32,972,100	33,697,500	34,438,800	35,196,400	35,970,800	36,903,200	37,715,100
Kittitas	None								
Klickitat	None								
Lewis	Twin Transit	1,533,700	1,567,400	1,601,900	1,637,200	1,673,200	1,710,000	1,754,300	1,792,900
Lincoln	None								
Mason	Mason Transportation Authority	3,956,000	4,043,000	4,131,900	4,222,800	4,315,700	4,410,700	4,525,000	4,624,600
Okanogan	None								
Pacific	Pacific Transit System	866,500	885,600	905,100	925,000	945,400	966,100	991,200	1,013,000
Pend Oreille	None								
Pierce	Pierce Transit	80,623,800	82,397,500	84,210,200	86,062,900	87,956,300	89,891,300	92,221,500	94,250,400
San Juan	None								
Skagit	Skagit Transit	10,170,600	10,394,400	10,623,000	10,856,800	11,095,600	11,339,700	11,633,700	11,889,600
Skamania	None								
Snohomish	Everett Transit System	19,782,500	20,217,700	20,662,500	21,117,000	21,581,600	22,056,400	22,628,200	23,126,000
	Community Transit	79,260,600	81,004,300	82,786,400	84,607,700	86,469,000	88,371,400	90,662,200	92,656,800
Spokane	Spokane Transit Authority	52,212,900	53,361,500	54,535,500	55,735,300	56,961,400	58,214,600	59,723,700	61,037,600
Stevens	None								
Thurston	Intercity Transit	36,208,600	37,005,200	37,819,300	38,651,300	39,501,700	40,370,700	41,417,200	42,328,400
Wahkiakum	None								
Walla Walla	Valley Transit	5,050,500	5,161,600	5,275,200	5,391,200	5,509,800	5,631,000	5,777,000	5,904,100
Whatcom	Whatcom Transportation Authority	22,546,800	23,042,900	23,549,800	24,067,900	24,597,400	25,138,500	25,790,200	26,357,600
Whitman	Pullman Transit	1,270,900	1,298,900	1,327,500	1,356,700	1,386,500	1,417,000	1,453,800	1,485,700
Yakima	Selah	358,100	366,000	374,100	382,300	390,700	399,300	409,600	418,700
	Union Gap	974,500	995,900	1,017,800	1,040,200	1,063,100	1,086,500	1,114,700	1,139,200
	Yakima Transit	5,705,300	5,830,900	5,959,100	6,090,200	6,224,200	6,361,200	6,526,100	6,669,600
Total		921,598,900	941,904,000	962,659,300	983,834,900	1,005,514,200	1,027,632,500	1,054,271,800	1,077,465,800

Transportation Revenue Forecast Council

Table ST. 1. Sound Transit Revenue Forecast - CY Biennium Comparison

November 2011

	2009-2011		2009-2011		2012-2013		2012-2013	
	Biennium		Difference		Biennium		Difference	
	November 2011	November 2010	Value	Percentage	November 2011	November 2010	Value	Percentage
Sales & Use Tax Revenue *	1,029,418,020	1,048,475,815	(19,057,795)	-2%	1,123,205,737	1,182,363,885	(59,158,148)	-5%
MVET Tax Revenue	134,099,304	125,694,852	8,404,453	7%	141,622,464	128,616,291	13,006,173	10%
Rental Car Tax Revenue	4,910,332	4,733,504	176,828	4%	5,109,320	4,862,868	246,452	5%
Total Tax Revenue	1,168,427,657	1,178,904,171	(10,476,514)	-1%	1,269,937,521	1,315,843,044	(45,905,523)	-3%
	2014-2015		2014-2015		2016-2017		2016-2017	
	Biennium		Difference		Biennium		Difference	
	November 2011	November 2010	Value	Percentage	November 2011	November 2010	Value	Percentage
Sales & Use Tax Revenue *	1,277,677,972	1,322,599,653	(44,921,681)	-3%	1,435,646,039	1,463,323,429	(27,677,390)	-2%
MVET Tax Revenue	151,756,441	138,715,033	13,041,408	9%	164,636,077	151,469,965	13,166,111	9%
Rental Car Tax Revenue	5,373,104	5,109,051	264,053	5%	5,650,506	5,367,697	282,809	5%
Total Tax Revenue	1,434,807,518	1,466,423,737	(31,616,220)	-2%	1,605,932,621	1,620,161,091	(14,228,469)	-1%
	2018-2019		2018-2019		2020-2021		2020-2021	
	Biennium		Difference		Biennium		Difference	
	November 2011	November 2010	Value	Percentage	November 2011	November 2010	Value	Percentage
Sales & Use Tax Revenue *	1,586,976,311	1,599,785,321	(12,809,010)	-1%	1,741,408,474	1,749,833,083	(8,424,608)	-0.5%
MVET Tax Revenue	177,503,558	163,816,585	13,686,973	8%	190,272,205	176,683,459	13,588,747	8%
Rental Car Tax Revenue	5,942,230	5,639,436	302,794	5%	6,249,015	5,924,933	324,082	5%
Total Tax Revenue	1,770,422,099	1,769,241,342	1,180,756	0%	1,937,929,695	1,932,441,474	5,488,220	0%
	2021-2023		2021-2023		2023-2025		2023-2025	
	Biennium		Difference		Biennium		Difference	
	November 2011	November 2010	Value	Percentage	November 2011	November 2010	Value	Percentage
Sales & Use Tax Revenue *	1,909,104,085	1,914,367,379	(5,263,294)	-0.3%	2,084,815,398	2,093,751,787	(8,936,389)	-0.4%
MVET Tax Revenue	204,128,293	191,121,104	13,007,190	7%	218,419,221	206,707,353	11,711,867	6%
Rental Car Tax Revenue	6,571,639	6,224,883	346,756	6%	6,910,919	6,540,017	370,901	6%
Total Tax Revenue	2,119,804,017	2,111,713,365	8,090,651	0%	2,310,145,537	2,306,999,158	3,146,379	0%
	2025-2027		2025-2027					
	Biennium		Difference					
	November 2011	November 2010	Value	Percentage				
Sales & Use Tax Revenue *	2,277,140,266	2,293,850,000	(16,709,734)	-1%				
MVET Tax Revenue	234,154,158	224,271,000	9,883,158	4%				
Rental Car Tax Revenue	7,267,715	6,871,000	396,715	6%				
Total Tax Revenue	2,518,562,139	2,524,992,000	(6,429,861)	0%				

* Sound Transit had a voter approved sales tax rate increase from 0.4% to 0.9% beginning in April 2009

Transportation Revenue Forecast Council

**Table ST. 2. Sound Transit Revenue Forecast By Calendar Year
November 2011**

	Calendar Year 2010	Calendar Year 2011	Calendar Year 2012	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015	Calendar Year 2016	Calendar Year 2017
Sales & Use Tax Revenue	500,618,584	528,799,436	539,744,489	583,461,248	618,951,601	658,726,371	698,007,270	737,638,768
MVET Tax Revenue	66,475,847	67,623,457	69,887,678	71,734,786	74,296,277	77,460,164	80,673,723	83,962,353
Rental Car Tax Revenue	2,469,455	2,440,877	2,522,512	2,586,809	2,652,744	2,720,360	2,789,700	2,860,807
Total Tax Revenue	569,563,887	598,863,770	612,154,679	657,782,842	695,900,622	738,906,895	781,470,693	824,461,928

	Calendar Year 2018	Calendar Year 2019	Calendar Year 2020	Calendar Year 2021	Calendar Year 2022	Calendar Year 2023	Calendar Year 2024	Calendar Year 2025
Sales & Use Tax Revenue	775,021,504	811,954,807	849,514,261	891,894,213	933,475,375	975,628,710	1,019,376,446	1,065,438,952
MVET Tax Revenue	87,168,857	90,334,701	93,472,792	96,799,414	100,323,618	103,804,675	107,386,329	111,032,891
Rental Car Tax Revenue	2,933,726	3,008,504	3,085,188	3,163,827	3,244,470	3,327,169	3,411,975	3,498,943
Total Tax Revenue	865,124,086	905,298,012	946,072,241	991,857,454	1,037,043,463	1,082,760,554	1,130,174,751	1,179,970,786

	Calendar Year 2026	Calendar Year 2027
Sales & Use Tax Revenue	1,113,769,018	1,163,371,248
MVET Tax Revenue	114,988,797	119,165,361
Rental Car Tax Revenue	3,588,128	3,679,587
Total Tax Revenue	1,232,345,944	1,286,216,196

* Sound Transit had a voter approved sales tax rate increase from 0.4% to 0.9% beginning in April 2009

**REVENUE AND RIDERSHIP PROJECTIONS
NOVEMBER 2011 FORECAST
FISCAL YEARS 2012-2027**

Prepared for
Washington State Ferries

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

November 17, 2011 Meeting

Prepared by
Parsons Brinckerhoff

November 15, 2011



Washington State Ferries

November 2011 Revenue and Ridership Forecasts — Fiscal Years 2012-2027

NOVEMBER 2011 FORECAST NOTES

The fare revenue and ridership forecasts for Washington State Ferries (WSF) are completed in four stages. First, monthly ridership projections by six 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 second stage of the process generates system-wide ridership projections. Econometric models combine ferry fare scenarios and state economic variables to produce system-wide unconstrained ridership forecasts by six 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.

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 six fare categories.

Two scenarios differing in fare assumptions were prepared for November:

■ **Baseline Forecast** – includes the fare revisions adopted by the Washington State Transportation Commission in August 2011 as follows:

- 2.5% fare increase on October 1, 2011;
- 3.0% fare increase on May 12, 2012;
- New, lower fares for small vehicles under 14 feet long, with offsetting fare adjustments to other vehicles for the loss of revenue on small vehicles; and
- A 25¢ per fare surcharge to support WSF's capital program.

The Baseline Forecast assumes no changes to fares beyond FY 2012, resulting in declining real fares through the forecast horizon due to general inflation.

■ **Alternative 1 Forecast** – adds to the Baseline Forecast consecutive 2.5% increases each October, from 2013 (FY 2014) through 2026 (FY 2027). This provides slightly increasing real fares, based on projected inflation which averages 1.9% over the forecast period, as measured by the Implicit Price Deflator for Personal Consumption.

The November 2011 Forecast results for FY 2012 include actual ridership counts through September 2011 and actual revenue collections through September 2011.

Ridership Impacts

The November 2011 ridership demand forecasts reflect the latest ridership data and updated economic variable projections produced by the State and Global Insight. The following points summarize the updated ridership forecast.

- The unconstrained ridership projections for November are down slightly over the forecast horizon relative to the September Forecast. The capacity constrained ridership projections start out lower as well, but end up slightly higher after FY 2017 due to refinements in the vessel capacity model to better account for new vessels, the first of which would come online in FY 2015.
- The November forecast for non-agricultural employment has been revised slightly lower through the forecast horizon compared to September. The trade, transportation and utilities employment subset is also down slightly through FY 2015, and essentially unchanged thereafter. Similarly, the November 2011 forecast for the adult-age population has decreased by an average of nearly 2%. These three projections contribute to lower ridership demand through FY 2027.
- The forecast for real personal income has been revised downward by about 1.7% over the forecast period. This also contributes to lower ridership demand.
- Predictions for real gasoline prices are significantly lower than in September, and real vehicle operating costs are also lower despite a downward revision to projected vehicle fleet fuel efficiency. Lower costs help to partially mitigate the other downward effects on projected vehicle ridership over the forecast horizon.
- Lower population and building permit forecasts contribute to lower projections for “vehicle other” (oversize and other discounted vehicles).

Revenue Impacts

- The Baseline and Alternative 1 Forecast fare revenue projections for the 2011/13 biennium both equal \$312.6 M, or 0.9% lower than in September. Although total ridership is marginally higher, revenue is lower due to a decline in the highest fare category of ridership, the “other vehicle” category.
- The 2011/13 biennium revenue forecast is distributed as \$306.2 M fare revenue to the operating account and \$6.4 M in surcharge revenue to the capital account.
- Revenues under both the Baseline and Alternative 1 Forecasts remain slightly lower than the September Forecast for the rest of the forecast horizon. Note that the September revenue forecast allocated too many vehicles to the “vehicle other” fare category on the Anacortes-San Juan Islands route. Because this route has the highest fares in the system, correcting the distribution of “vehicle other” ridership among the other routes lowered projected revenues slightly.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

November 2011 Forecast – Fiscal Years 2012-2027

Fiscal Year	November 2011 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November Biennium Total	November vs. September Forecast			September 2011 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008 ²	\$148,379,626	1.1%						
2009 ²	\$144,540,455	(2.6%)	\$292,920,081					
2010 ²	\$147,009,545	1.7%		0.0%			\$147,009,545	
2011 ²	\$147,447,850	0.3%	\$294,457,395	0.2%	\$299,850	0.1%	\$147,148,000	\$294,157,545
2012 ²	\$154,039,000	4.5%		(0.4%)			\$154,635,000	
2013	\$158,557,000	2.9%	\$312,596,000	(1.4%)	(\$2,922,000)	(0.9%)	\$160,883,000	\$315,518,000
2014	\$162,098,000	2.2%		(1.6%)			\$164,766,000	
2015	\$166,274,000	2.6%	\$328,372,000	(1.7%)	(\$5,571,000)	(1.7%)	\$169,177,000	\$333,943,000
2016	\$170,546,000	2.6%		(1.4%)			\$172,979,000	
2017	\$174,847,000	2.5%	\$345,393,000	(1.1%)	(\$4,355,000)	(1.2%)	\$176,769,000	\$349,748,000
2018	\$179,392,000	2.6%		(0.7%)			\$180,740,000	
2019	\$183,686,000	2.4%	\$363,078,000	(0.6%)	(\$2,450,000)	(0.7%)	\$184,788,000	\$365,528,000
2020	\$187,588,000	2.1%		(0.7%)			\$188,821,000	
2021	\$191,042,000	1.8%	\$378,630,000	(0.7%)	(\$2,531,000)	(0.7%)	\$192,340,000	\$381,161,000
2022	\$193,671,000	1.4%		(0.7%)			\$195,071,000	
2023	\$196,252,000	1.3%	\$389,923,000	(0.5%)	(\$2,288,000)	(0.6%)	\$197,140,000	\$392,211,000
2024	\$198,773,000	1.3%		(0.2%)			\$199,123,000	
2025	\$201,021,000	1.1%	\$399,794,000	(0.1%)	(\$557,000)	(0.1%)	\$201,228,000	\$400,351,000
2026	\$203,134,000	1.1%		(0.1%)			\$203,344,000	
2027	\$205,153,000	1.0%	\$408,287,000	(0.0%)	(\$246,000)	(0.1%)	\$205,189,000	\$408,533,000

¹ The Baseline Forecast includes a 2.5% fare increase on October 1, 2011, a 3.0% fare increase on May 1, 2012, the fare revisions associated with creating a new under 14' vehicle category, and the effects of a 25¢ per fare surcharge for capital. The Baseline Forecast assumes no further changes to the nominal fares thereafter. This leads to declining real fares over the forecast horizon. The Baseline Forecast also reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

November 2011 Forecast – Fiscal Years 2012-2027

Fiscal Year	November 2011 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November 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 ²	\$148,379,626	1.1%				\$148,379,626	
2009 ²	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010 ²	\$147,009,545	1.7%				\$147,009,545	
2011 ²	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012 ²	\$154,039,000	4.5%		\$2,606,000		\$151,433,000	
2013	\$158,557,000	2.9%	\$312,596,000	\$3,756,000	\$6,362,000	\$154,801,000	\$306,234,000
2014	\$162,098,000	2.2%		\$3,849,000		\$158,249,000	
2015	\$166,274,000	2.6%	\$328,372,000	\$3,966,000	\$7,815,000	\$162,308,000	\$320,557,000
2016	\$170,546,000	2.6%		\$4,072,000		\$166,474,000	
2017	\$174,847,000	2.5%	\$345,393,000	\$4,181,000	\$8,253,000	\$170,666,000	\$337,140,000
2018	\$179,392,000	2.6%		\$4,299,000		\$175,093,000	
2019	\$183,686,000	2.4%	\$363,078,000	\$4,412,000	\$8,711,000	\$179,274,000	\$354,367,000
2020	\$187,588,000	2.1%		\$4,517,000		\$183,071,000	
2021	\$191,042,000	1.8%	\$378,630,000	\$4,614,000	\$9,131,000	\$186,428,000	\$369,499,000
2022	\$193,671,000	1.4%		\$4,693,000		\$188,978,000	
2023	\$196,252,000	1.3%	\$389,923,000	\$4,772,000	\$9,465,000	\$191,480,000	\$380,458,000
2024	\$198,773,000	1.3%		\$4,851,000		\$193,922,000	
2025	\$201,021,000	1.1%	\$399,794,000	\$4,929,000	\$9,780,000	\$196,092,000	\$390,014,000
2026	\$203,134,000	1.1%		\$5,006,000		\$198,128,000	
2027	\$205,153,000	1.0%	\$408,287,000	\$5,083,000	\$10,089,000	\$200,070,000	\$398,198,000

¹ The Baseline Forecast includes a 2.5% fare increase on October 1, 2011, a 3.0% fare increase on May 1, 2012, the fare revisions associated with creating a new under 14' vehicle category, and the effects of a 25¢ per fare surcharge for capital. The Baseline Forecast assumes no further changes to the nominal fares thereafter. This leads to declining real fares over the forecast horizon. The Baseline Forecast also reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2012-27¹

November 2011 Forecast – Fiscal Years 2012-2027

Fiscal Year	November 2011 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November Biennium Total	November vs. September Forecast			September 2011 Alternative	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008 ²	\$148,379,626	1.1%						
2009 ²	\$144,540,455	(2.6%)	\$292,920,081					
2010 ²	\$147,009,545	1.7%		0.0%			\$147,009,545	
2011 ²	\$147,447,850	0.3%	\$294,457,395	0.2%	\$299,850	0.1%	\$147,148,000	\$294,157,545
2012 ²	\$154,039,000	4.5%		(0.4%)			\$154,635,000	
2013	\$158,557,000	2.9%	\$312,596,000	(1.4%)	(\$2,922,000)	(0.9%)	\$160,883,000	\$315,518,000
2014	\$164,243,000	3.6%		(1.6%)			\$166,977,000	
2015	\$171,455,000	4.4%	\$335,698,000	(1.8%)	(\$5,857,000)	(1.7%)	\$174,578,000	\$341,555,000
2016	\$178,944,000	4.4%		(1.6%)			\$181,806,000	
2017	\$186,719,000	4.3%	\$365,663,000	(1.3%)	(\$5,385,000)	(1.5%)	\$189,242,000	\$371,048,000
2018	\$195,307,000	4.6%		(0.9%)			\$197,172,000	
2019	\$204,106,000	4.5%	\$399,413,000	(0.7%)	(\$3,390,000)	(0.8%)	\$205,631,000	\$402,803,000
2020	\$212,985,000	4.4%		(0.7%)			\$214,381,000	
2021	\$221,765,000	4.1%	\$434,750,000	(0.7%)	(\$2,851,000)	(0.7%)	\$223,220,000	\$437,601,000
2022	\$229,593,000	3.5%		(0.9%)			\$231,709,000	
2023	\$237,908,000	3.6%	\$467,501,000	(0.9%)	(\$4,397,000)	(0.9%)	\$240,189,000	\$471,898,000
2024	\$246,624,000	3.7%		(1.0%)			\$249,032,000	
2025	\$255,683,000	3.7%	\$502,307,000	(0.9%)	(\$4,666,000)	(0.9%)	\$257,941,000	\$506,973,000
2026	\$264,695,000	3.5%		(0.8%)			\$266,927,000	
2027	\$274,025,000	3.5%	\$538,720,000	(0.7%)	(\$4,057,000)	(0.7%)	\$275,850,000	\$542,777,000

¹ The Alternative 1 Forecast includes a 2.5% fare increase on October 1, 2011, a 3.0% fare increase on May 1, 2012, the fare revisions associated with creating a new under 14' vehicle category, and the effects of a 25¢ per fare surcharge for capital. The Alternative 1 Forecast also assumes 2.5% annual base fare increases, starting October 1, 2013. This results in increasing real fares under the current inflation projection. The Alternative 1 Forecast also reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2012-27¹

November 2011 Forecast – Fiscal Years 2012-2027

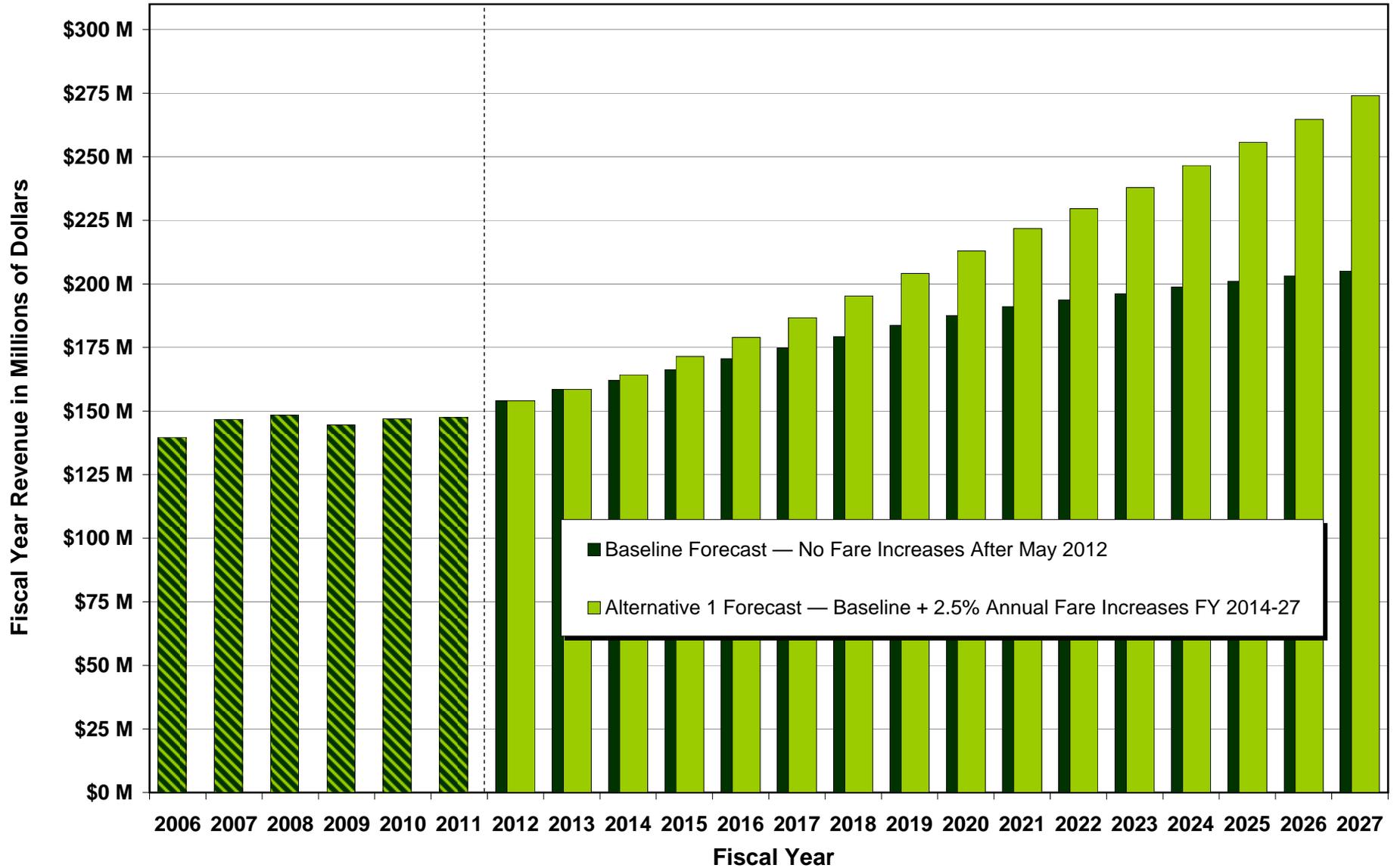
Fiscal Year	November 2011 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November Biennium Total	Distribution of Revenue to Operating and Capital Programs			
				25¢ Surcharge Revenue for Capital Program	Capital Biennium Total	Base Fare Revenue for Operating Program	Operating Biennium Total
2008 ²	\$148,379,626	1.1%				\$148,379,626	
2009 ²	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010 ²	\$147,009,545	1.7%				\$147,009,545	
2011 ²	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012 ²	\$154,039,000	4.5%		\$2,606,000		\$151,433,000	
2013	\$158,557,000	2.9%	\$312,596,000	\$3,756,000	\$6,362,000	\$154,801,000	\$306,234,000
2014	\$164,243,000	3.6%		\$3,831,000		\$160,412,000	
2015	\$171,455,000	4.4%	\$335,698,000	\$3,915,000	\$7,746,000	\$167,540,000	\$327,952,000
2016	\$178,944,000	4.4%		\$3,987,000		\$174,957,000	
2017	\$186,719,000	4.3%	\$365,663,000	\$4,060,000	\$8,047,000	\$182,659,000	\$357,616,000
2018	\$195,307,000	4.6%		\$4,140,000		\$191,167,000	
2019	\$204,106,000	4.5%	\$399,413,000	\$4,218,000	\$8,358,000	\$199,888,000	\$391,055,000
2020	\$212,985,000	4.4%		\$4,297,000		\$208,688,000	
2021	\$221,765,000	4.1%	\$434,750,000	\$4,370,000	\$8,667,000	\$217,395,000	\$426,083,000
2022	\$229,593,000	3.5%		\$4,422,000		\$225,171,000	
2023	\$237,908,000	3.6%	\$467,501,000	\$4,473,000	\$8,895,000	\$233,435,000	\$458,606,000
2024	\$246,624,000	3.7%		\$4,529,000		\$242,095,000	
2025	\$255,683,000	3.7%	\$502,307,000	\$4,586,000	\$9,115,000	\$251,097,000	\$493,192,000
2026	\$264,695,000	3.5%		\$4,638,000		\$260,057,000	
2027	\$274,025,000	3.5%	\$538,720,000	\$4,690,000	\$9,328,000	\$269,335,000	\$529,392,000

¹ The Alternative 1 Forecast includes a 2.5% fare increase on October 1, 2011, a 3.0% fare increase on May 1, 2012, the fare revisions associated with creating a new under 14' vehicle category, and the effects of a 25¢ per fare surcharge for capital. The Alternative 1 Forecast also assumes 2.5% annual base fare increases, starting October 1, 2013. This results in increasing real fares under the current inflation projection. The Alternative 1 Forecast also reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

Washington State Ferries — Revenue History and Forecast Trends

November 2011 Forecast Scenarios – Fiscal Years 2006-2027



RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

November 2011 Forecast – Fiscal Years 2012-2027

Fiscal Year	November 2011 Unconstrained Demand Forecast*	November 2011 Capacity Constrained Projections				September 2011 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Nov. % Chg from Sep.
2008²		12,889,403	10,392,148	23,281,551	(2.9%)		
2009²		12,572,707	9,904,766	22,477,473	(3.5%)		
2010²		12,453,226	10,134,311	22,587,537	0.5%		
2011²		12,369,167	9,968,632	22,337,799	(1.1%)	22,215,000	0.6%
2012²	22,325,000	12,380,000	9,945,000	22,325,000	(0.1%)	22,157,000	0.8%
2013	22,452,000	12,254,000	9,909,000	22,163,000	(0.7%)	22,205,000	(0.2%)
2014	23,041,000	12,617,000	10,127,000	22,744,000	2.6%	22,834,000	(0.4%)
2015	23,815,000	13,141,000	10,364,000	23,505,000	3.3%	23,582,000	(0.3%)
2016	24,465,000	13,504,000	10,642,000	24,146,000	2.7%	24,192,000	(0.2%)
2017	25,129,000	13,861,000	10,941,000	24,802,000	2.7%	24,811,000	(0.0%)
2018	25,848,000	14,225,000	11,273,000	25,498,000	2.8%	25,453,000	0.2%
2019	26,581,000	14,605,000	11,578,000	26,183,000	2.7%	26,110,000	0.3%
2020	27,340,000	14,993,000	11,846,000	26,839,000	2.5%	26,777,000	0.2%
2021	28,097,000	15,395,000	12,071,000	27,466,000	2.3%	27,398,000	0.2%
2022	28,754,000	15,809,000	12,202,000	28,011,000	2.0%	27,950,000	0.2%
2023	29,438,000	16,205,000	12,346,000	28,551,000	1.9%	28,444,000	0.4%
2024	30,165,000	16,628,000	12,470,000	29,098,000	1.9%	28,947,000	0.5%
2025	30,921,000	17,075,000	12,564,000	29,639,000	1.9%	29,478,000	0.5%
2026	31,699,000	17,541,000	12,643,000	30,184,000	1.8%	30,022,000	0.5%
2027	32,497,000	18,024,000	12,707,000	30,731,000	1.8%	30,557,000	0.6%

¹ The Baseline Forecast includes a 2.5% fare increase on October 1, 2011, a 3.0% fare increase on May 1, 2012, the fare revisions associated with creating a new under 14' vehicle category, and the effects of a 25¢ per fare surcharge for capital. The Baseline Forecast assumes no further changes to the nominal fares thereafter. This leads to declining real fares over the forecast horizon

The Baseline Forecast also reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

* Before the demand impact of the capital surcharge

Washington State Ferries

RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2012-27¹

November 2011 Forecast – Fiscal Years 2012-2027

Fiscal Year	November 2011 Unconstrained Demand Forecast*	November 2011 Capacity Constrained Projections				September 2011 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Nov. % Chg from Sep.
2008²		12,889,403	10,392,148	23,281,551	(2.9%)		
2009²		12,572,707	9,904,766	22,477,473	(3.5%)		
2010²		12,453,226	10,134,311	22,587,537	0.5%		
2011²		12,369,167	9,968,632	22,337,799	(1.1%)	22,215,000	0.6%
2012²	22,325,000	12,380,000	9,945,000	22,325,000	(0.1%)	22,157,000	0.8%
2013	22,496,000	12,254,000	9,909,000	22,163,000	(0.7%)	22,205,000	(0.2%)
2014	22,988,000	12,559,000	10,078,000	22,637,000	2.1%	22,729,000	(0.4%)
2015	23,576,000	12,961,000	10,238,000	23,199,000	2.5%	23,278,000	(0.3%)
2016	24,031,000	13,200,000	10,432,000	23,632,000	1.9%	23,688,000	(0.2%)
2017	24,489,000	13,418,000	10,646,000	24,064,000	1.8%	24,091,000	(0.1%)
2018	24,983,000	13,634,000	10,896,000	24,530,000	1.9%	24,500,000	0.1%
2019	25,475,000	13,859,000	11,126,000	24,985,000	1.9%	24,927,000	0.2%
2020	25,986,000	14,087,000	11,360,000	25,447,000	1.8%	25,370,000	0.3%
2021	26,491,000	14,324,000	11,564,000	25,888,000	1.7%	25,803,000	0.3%
2022	26,611,000	14,570,000	11,664,000	26,234,000	1.3%	26,193,000	0.2%
2023	27,001,000	14,794,000	11,779,000	26,573,000	1.3%	26,538,000	0.1%
2024	27,422,000	15,035,000	11,901,000	26,936,000	1.4%	26,903,000	0.1%
2025	27,857,000	15,283,000	12,025,000	27,308,000	1.4%	27,262,000	0.2%
2026	28,293,000	15,534,000	12,128,000	27,662,000	1.3%	27,607,000	0.2%
2027	28,738,000	15,793,000	12,228,000	28,021,000	1.3%	27,939,000	0.3%

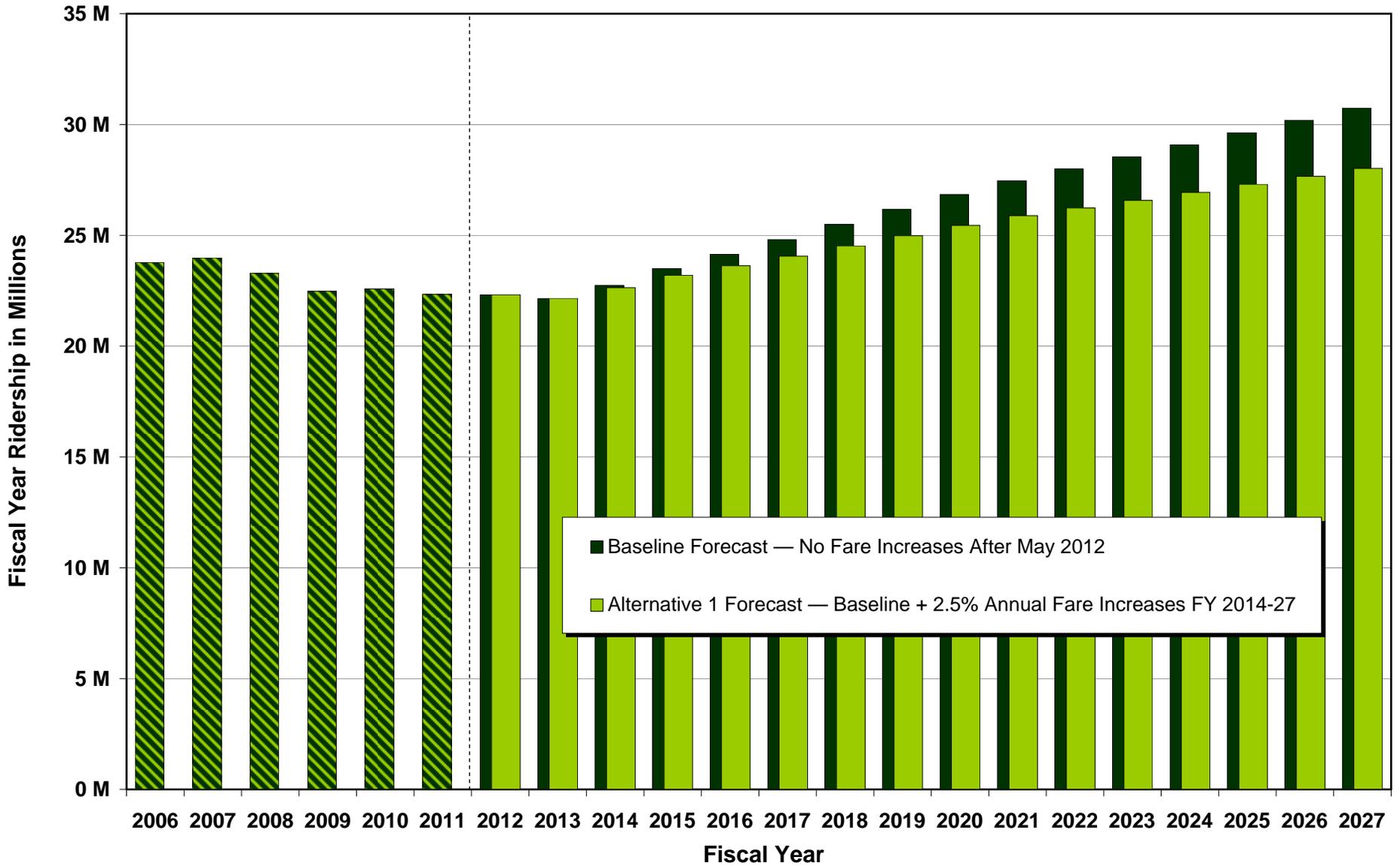
¹ The Alternative 1 Forecast includes a 2.5% fare increase on October 1, 2011, a 3.0% fare increase on May 1, 2012, the fare revisions associated with creating a new under 14' vehicle category, and the effects of a 25¢ per fare surcharge for capital. The Alternative 1 Forecast also assumes 2.5% annual base fare increases, starting October 1, 2013. This results in increasing real fares under the current inflation projection. The Alternative 1 Forecast also reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

* Before the demand impact of the capital surcharge

Washington State Ferries — Ridership History and Forecast Trends

November 2011 Forecast Scenarios – Fiscal Years 2006-2027



Federal Funds Alternate Forecast November 2011

Contact: Kasi Reeves, Washington State Department of Transportation, 360-705-7935,
reevesk@wsdot.wa.gov

Alternative Federal Forecast – November 2011

Pending Federal Legislation

- On November 15th, the House Appropriations Committee filed the joint House-Senate conference report on the "minibus" appropriations package that contains the FFY2012 Agriculture, Commerce-Justice-Science, and Transportation-HUD appropriations bills.
- The conference agreement lowers the obligation limitation on the federal-aid highways program by roughly \$2 billion, from the 2010 and 2011 level of \$41.107 billion per year down to \$39.144 billion in 2012 (much better than the House bill that went all the way down to \$27 billion, which is what the Highway Trust Fund can support).
- The conference agreement adds \$1.662 billion in direct appropriations for Emergency Relief highway funding, meaning that the total reduction for FHWA funding is only \$201 million below the FFY2011 level.
- This FFY2012 Minibus Appropriations Bill was signed into law by the President on November 18, 2011.

Impact from Proposed Legislation

- Current FFY2012 OA level is set at pre-rescission FFY2011 level for 6 months but also reduces revenue by 20% for the remaining 6 months.
- This alternate federal forecast increases the Obligation Authority in FFY2012 from \$540 million to \$609 million based on November 15th FFY2012 proposed appropriation bill which set OA.
- The bill provides obligation limitation for the rest of FFY2012, but we only have contract authority through the end of March (the length of the current continuing resolution of SAFETEA-LU).
- The only impact for this alternative forecast from baseline November 2011 forecast is to raise OA in FFY2012 by \$69 million.

Washington's Apportionment of FHWA Programs
November 2011 ALTERNATE Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

<i>ALTERNATE FORECAST</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)							Pre Rescission Forecast 2011 * Post Rescission Rescission 2011 Post Rescission Forecast 2011 *		
	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Actual 2009	Actual 2010	2011 *	2011	2011 *
Interstate Maintenance ¹	104.8	88.3	88.0	98.4	97.3	99.1	109.0	113.1	(36.8)	76.3
National Highway System ¹	116.7	98.0	97.0	112.8	110.2	74.7	152.3	129.4	-	129.4
Minimum Guarantee Flexible	27.1	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	-	7.4	1.7	14.1	12.8	13.6	13.6	14.3	-	14.3
Surface Transportation Program ¹	134.5	113.1	111.6	126.3	123.4	81.4	152.7	145.1	-	145.1
Safety Setaside ²	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	14.9	12.4	12.4	12.6	12.4	(2.8)	11.7	15.0	-	15.0
Areas Over 200,000	42.2	35.1	35.0	40.2	39.2	27.1	57.9	47.6	-	47.6
Areas Under 200,000	21.3	17.2	15.8	19.8	19.0	19.0	24.1	25.4	-	25.4
Areas Under 5,000	11.1	11.1	11.1	11.1	11.1	10.7	11.6	11.1	-	11.1
STP Flexible	44.8	37.2	37.2	42.7	41.6	27.4	47.4	46.0	-	46.0
<i>Redistributed Certain Programs N4510.725</i>	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program	12.2	9.7	17.3	18.4	19.2	2.8	37.3	23.2	-	23.2
Railway-Highway Crossings	2.7	2.7	4.0	4.0	4.0	0.6	8.8	4.7	-	4.7
Bridge	125.0	147.7	144.8	153.3	153.1	103.7	205.2	180.2	(3.7)	176.6
Border Infrastructure Program	-	7.3	8.5	9.9	11.3	10.9	15.1	15.1	-	15.1
CMAQ	29.2	28.5	28.4	32.4	32.4	(12.0)	49.2	39.1	(3.3)	35.8
Safe Routes to Schools	-	1.0	1.7	2.3	2.8	2.9	4.1	4.2	-	4.2
MPO Planning	5.1	6.3	6.1	6.3	6.4	6.5	6.5	7.6	-	7.6
Recreational Trails	1.4	1.4	1.6	1.7	1.8	1.8	1.8	2.1	-	2.1
SPR from all Programs	11.3	10.1	10.0	11.3	11.2	11.4	12.3	13.1	-	13.1
Subtotal Apportionments	570.0	521.3	520.7	591.2	585.9	397.3	767.9	691.3	(43.7)	647.6
Civil Penalty - Section 164 ¹	-	-	-	-	-	-	(11.5)	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	12.0	-	-	-
Redistributed Certain Programs N4510.725	-	-	-	-	-	-	4.9	-	-	-
Extension of Allocated Programs Notice N4510.726	-	-	-	-	-	-	38.4	-	-	-
High Priority Projects	-	55.3	54.8	55.3	55.3	55.3	-	-	-	-
Total Apportionments	570.0	576.6	575.5	646.5	641.3	452.6	811.6	691.3	(43.7)	647.6

* The forecast for FFY 2011 is based on continuing resolution H.R. 1473, Public Law 112-10 which funds the federal government through the remainder of the federal fiscal year 2011. The forecast for 2011 includes a rescission in FFY 2011. The national rescission of unobligated apportionment balances will total \$2.5 billion dollars per section 2207 of H.R.1473. Washington's share of the rescission is \$43.5 million dollars in FFY 2011. The distribution of the rescission between the programs is preliminary.

¹ The federal apportionment forecast includes an annual civil penalty for Washington state beginning in FFY 2010 per notice N4510.723. This civil penalty is assumed to extend in subsequent years of the forecast horizon. The civil penalty is due to Washington States current repeat DUI offender law not meeting federal standards. The civil penalty is distributed beginning in 2011 between Interstate Maintenance, NHS and STP.

Washington's Apportionment of FHWA Programs
November 2011 ALTERNATE Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>ALTERNATE FORECAST</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users											
	Chg from		Chg from		Chg from		Chg from		Chg from		Chg from	
	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11
	2004		2005	2006		2007		2008		2009		
Interstate Maintenance	104.8	-	88.3	-	88.0	-	98.4	-	97.3	-	99.1	-
National Highway System	116.7	-	98.0	-	97.0	-	112.8	-	110.2	-	74.7	-
Minimum Guarantee Flexible	27.1	-	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	-	-	7.4	-	1.7	-	14.1	-	12.8	-	13.6	-
Surface Transportation Program	134.5	-	113.1	-	111.6	-	126.3	-	123.4	-	81.4	-
Safety Setaside ²	-	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	14.9	-	12.4	-	12.4	-	12.6	-	12.4	-	(2.8)	-
Areas Over 200,000	42.2	-	35.1	-	35.0	-	40.2	-	39.2	-	27.1	-
Areas Under 200,000	21.3	-	17.2	-	15.8	-	19.8	-	19.0	-	19.0	-
Areas Under 5,000	11.1	-	11.1	-	11.1	-	11.1	-	11.1	-	10.7	-
STP Flexible	44.8	-	37.2	-	37.2	-	42.7	-	41.6	-	27.4	-
Highway Safety Improvement Program	12.2	-	9.7	-	17.3	-	18.4	-	19.2	-	2.8	-
Railway-Highway Crossings²	2.7	-	2.7	-	4.0	-	4.0	-	4.0	-	0.6	-
Bridge	125.0	-	147.7	-	144.8	-	153.3	-	153.1	-	103.7	-
Border Infrastructure Program	-	-	7.3	-	8.5	-	9.9	-	11.3	-	10.9	-
CMAQ	29.2	-	28.5	-	28.4	-	32.4	-	32.4	-	(12.0)	-
Safe Routes to Schools	-	-	1.0	-	1.7	-	2.3	-	2.8	-	2.9	-
MPO Planning	5.1	-	6.3	-	6.1	-	6.3	-	6.4	-	6.5	-
Recreational Trails	1.4	-	1.4	-	1.6	-	1.7	-	1.8	-	1.8	-
SPR from all Programs	11.3	-	10.1	-	10.0	-	11.3	-	11.2	-	11.4	-
Subtotal Apportionments	570.0	-	521.3	-	520.7	-	591.2	-	585.9	-	397.3	-
Civil Penalty - Section 164												
Section 122 LHIP Funds												
Redistributed Certain Programs N4510.725												
Extension of Allocated Programs Notice N4510.726												
High Priority Projects	-	-	55.3	-	54.8	-	55.3	-	55.3	-	55.3	-
Total Apportionments	570.0	-	576.6	-	575.5	-	646.5	-	641.3	-	452.6	-

Washington's Apportionment of FHWA Programs
November 2011 ALTERNATE Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU ALTERNATE FORECAST	Chg from		Chg from		Forecast	Chg from											
	Nov 11	Sep-11	Nov 11	Sep-11	Nov 11	Nov 11	Sep-11										
	Alt.	2010	Alt.	2011	Alt.	2012 *	2013	2014	2015	Alt.	2010	Alt.	2011	Alt.	2010	Alt.	2011
Interstate Maintenance	109.0	-	76.3	-	97.0	-	89.4	0.0	90.9	0.1	90.9	0.4					
National Highway System	152.3	-	129.4	-	111.4	-	102.7	0.0	104.5	0.2	104.4	0.4					
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-					
Equity Bonus Flexible	13.6	-	14.3	-	12.2	-	11.2	-	11.4	0.0	11.4	0.0					
Surface Transportation Program	152.7	-	145.1	-	125.6	-	115.8	0.0	117.8	0.2	117.8	1.5					
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-					
Enhancements Setaside	11.7	-	15.0	-	12.6	-	12.4	-	12.4	-	12.4	-					
Areas Over 200,000	57.9	-	47.6	-	39.9	-	36.5	0.0	37.2	0.1	37.2	0.2					
Areas Under 200,000	24.1	-	25.4	-	19.6	-	17.0	0.0	17.5	0.0	17.5	0.1					
Areas Under 5,000	11.6	-	11.1	-	11.1	-	11.1	-	11.1	-	11.1	-					
STP Flexible	47.4	-	46.0	-	42.4	-	38.8	0.0	39.5	0.1	39.5	0.2					
Redistributed Certain Programs N4510.725	-	-	-	-	-	-	-	-	-	-	-	-					
Highway Safety Improvement Program	37.3	-	23.2	-	20.0	1.0	18.5	-	18.9	0.0	18.9	0.1					
Railway-Highway Crossings	8.8	-	4.7	-	4.1	-	3.8	-	3.8	0.0	3.8	0.0					
Bridge	205.2	-	176.6	-	156.0	-	143.5	0.0	146.0	0.2	146.0	0.6					
Border Infrastructure Program	15.1	-	15.1	-	13.1	-	12.1	-	12.3	0.0	12.3	0.0					
CMAQ	49.2	-	35.8	-	33.8	-	31.3	-	31.8	0.0	31.8	0.1					
Safe Routes to Schools	4.1	-	4.2	-	3.6	-	3.4	-	3.4	0.0	3.4	0.0					
MPO Planning	6.5	-	7.6	-	6.4	-	6.0	-	6.1	0.0	6.1	0.0					
Recreational Trails	1.8	-	2.1	-	1.9	-	1.7	-	1.7	0.0	1.7	0.0					
SPR from all Programs	12.3	-	13.1	-	11.3	-	10.5	0.0	10.6	0.0	10.6	0.0					
Subtotal Apportionments	767.9	-	647.6	-	596.3	-	549.8	0.4	559.4	0.8	559.1	2.3					
Civil Penalty - Section 164 ¹	(11.5)	-	-	-	-	-	-	-	-	-	-	-					
Section 122 LHIP Funds	12.0	-	-	-	-	-	-	-	-	-	-	-					
Redistributed Certain Programs N4510.725	4.9	-	-	-	-	-	-	-	-	-	-	-					
Extension of Allocated Programs Notice N4510.726	38.4	-	-	-	-	-	-	-	-	-	-	-					
High Priority Projects	-	-	-	-	-	-	-	-	-	-	-	-					
Total Apportionments	811.6	-	647.6	-	596.3	-	549.8	0.4	559.4	0.8	559.1	2.3					

* 2012 has a 7% reduction for 6 months per HR 2887 plus a 20% reduction for the remaining 6 months.

¹ The federal apportionment forecast includes an annual civil penalty for Washington state beginning in FFY 2010 per notice N4510.723. This civil penalty is assumed to extend in subsequent years of the forecast horizon. The civil penalty is due to Washington States current repeat DUI offender law not meeting federal standards. The civil penalty is distributed between Interstate Maintenance, NHS and STP programs beginning in 2011.

The reduction in the forecast for FFY 2013 - 2027 is based on the projected shortfall in the Highway Trust Fund and its expected inability to sustain current funding levels into the future.

Washington's Apportionment of FHWA Programs
November 2011 ALTERNATE Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU	Forecast		Forecast		Forecast		Forecast		Forecast		Forecast	
	Chg from	Chg from	Chg from	Chg from	Chg from	Chg from	Chg from	Chg from	Chg from	Chg from	Chg from	
	Nov 11 Alt. 2016	Sep-11	Nov 11 Alt. 2017	Sep-11	Nov 11 Alt. 2018	Sep-11	Nov 11 Alt. 2019	Sep-11	Nov 11 Alt. 2020	Sep-11	Nov 11 Alt. 2021	Sep-11
ALTERNATE FORECAST												
Interstate Maintenance	91.7	0.4	91.7	0.8	92.4	0.8	92.5	2.2	92.9	1.3	93.0	1.6
National Highway System	105.4	0.5	105.4	1.0	106.2	0.9	106.3	1.4	106.8	2.5	106.9	1.8
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	11.5	0.1	11.5	0.1	11.6	0.1	11.6	1.2	11.7	0.2	11.7	0.2
Surface Transportation Program	118.9	0.6	118.9	1.1	119.8	1.0	119.9	1.6	120.4	1.6	120.5	3.1
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	12.4	-	12.4	-	12.4	-	12.4	-	12.4	-	12.4	-
Areas Over 200,000	37.6	0.2	37.6	0.4	37.9	0.4	38.0	0.6	38.2	0.6	38.2	0.7
Areas Under 200,000	17.8	0.2	17.8	0.3	18.1	0.3	18.1	0.4	18.2	0.4	18.3	0.6
Areas Under 5,000	11.1	-	11.1	-	11.1	-	11.1	-	11.1	-	11.1	-
STP Flexible	39.9	0.2	39.9	0.4	40.3	0.4	40.3	0.6	40.5	0.6	40.6	0.8
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program	19.0	0.1	19.0	0.2	19.2	0.2	19.2	0.3	19.3	0.3	19.3	0.3
Railway-Highway Crossings	3.9	0.0	3.9	0.0	3.9	0.0	3.9	0.1	3.9	0.1	3.9	0.1
Bridge	147.3	0.7	147.3	1.3	148.4	1.3	148.6	2.0	149.2	2.0	149.4	1.6
Border Infrastructure Program	12.4	0.1	12.4	0.1	12.5	0.1	12.5	0.2	12.6	1.2	12.6	0.2
CMAQ	32.1	0.1	32.1	0.3	32.4	0.3	32.4	0.4	32.5	1.4	32.6	0.6
Safe Routes to Schools	3.4	0.0	3.4	0.0	3.5	0.0	3.5	0.0	3.5	0.0	3.5	0.1
MPO Planning	6.1	0.0	6.1	0.1	6.2	0.1	6.2	0.1	6.2	0.1	6.2	0.1
Recreational Trails	1.8	0.0	1.8	0.0	1.8	0.0	1.8	0.0	1.8	0.0	1.8	0.0
SPR from all Programs	10.7	0.1	10.7	0.1	10.8	0.1	10.8	0.1	10.9	0.1	10.9	0.2
Subtotal Apportionments	564.3	2.7	564.2	5.2	568.7	4.8	569.4	7.5	571.7	8.8	572.2	9.8
Civil Penalty - Section 164	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	-	-	-	-	-	-
Redistributed Certain Programs N4510.725	-	-	-	-	-	-	-	-	-	-	-	-
Extension of Allocated Programs Notice N4510.726	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects	-	-	-	-	-	-	-	-	-	-	-	-
Total Apportionments	564.3	2.7	564.2	5.2	568.7	4.8	569.4	7.5	571.7	7.8	572.2	9.8

The reduction in the forecast for FFY 2013 - 2027 is based on the projected shortfall in the Highway Trust Fund and its expected inability to sustain current funding levels into the future.

Annual Civil penalties are being forecasted in FFY 2012 - FFY2027 due to Washington States current repeat DUI offender law not meeting federal standards. . The civil penalty is distributed between Interstate Maintenance, NHS and STP programs beginning in 2011.

Washington's Apportionment of FHWA Programs
November 2011 ALTERNATE Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU	Forecast											
	Chg from		Chg from		Chg from		Chg from		Chg from		Chg from	
	Nov 11		Nov 11		Nov 11		Nov 11		Nov 11		Nov 11	
	Alt.	Sep-11										
ALTERNATE FORECAST	2022		2023		2024		2025		2026		2027	
Interstate Maintenance	93.2	0.8	93.5	1.1	93.8	0.9	94.1	1.5	94.5	1.4	94.9	1.8
National Highway System	107.1	1.0	107.4	1.3	107.8	1.0	108.1	1.7	108.5	1.6	109.0	2.0
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	11.7	0.1	11.8	0.1	11.8	0.1	11.8	0.2	11.9	0.2	11.9	0.2
Surface Transportation Program	120.8	1.1	121.1	1.4	121.6	2.2	122.0	1.9	122.4	1.8	122.9	2.3
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	12.4	-	12.4	-	12.4	-	12.4	-	12.4	-	12.4	-
Areas Over 200,000	38.3	0.4	38.4	0.5	38.6	0.4	38.7	0.7	38.9	0.6	39.0	0.8
Areas Under 200,000	18.3	0.3	18.4	0.4	18.5	0.3	18.6	0.5	18.8	0.5	18.9	0.6
Areas Under 5,000	11.1	-	11.1	-	11.1	-	11.1	-	11.1	-	11.1	-
STP Flexible	40.7	0.4	40.8	0.5	41.0	0.4	41.1	0.7	41.3	0.7	41.4	0.9
	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program	19.3	0.2	19.4	0.2	19.5	0.2	18.5	0.3	19.6	1.3	19.7	1.4
Railway-Highway Crossings	3.9	0.0	4.0	0.0	4.0	0.0	4.0	0.1	4.0	0.1	4.0	0.1
Bridge	149.7	2.3	150.1	1.8	150.7	1.4	151.1	2.4	151.7	3.3	152.3	2.8
Border Infrastructure Program	12.6	0.1	12.6	0.1	12.7	0.1	12.7	0.2	12.8	0.2	12.8	0.2
CMAQ	32.6	0.3	32.7	1.4	32.8	0.3	32.9	0.5	33.1	0.5	33.2	0.6
Safe Routes to Schools	3.5	0.0	3.5	1.0	3.5	0.0	3.5	0.1	3.6	1.1	3.6	0.1
MPO Planning	6.2	0.1	6.2	0.1	6.3	0.1	6.3	0.1	6.3	0.1	6.3	0.1
Recreational Trails	1.8	0.0	1.8	0.0	1.8	0.0	1.8	0.0	1.8	0.0	1.8	0.0
SPR from all Programs	10.9	0.1	10.9	0.1	11.0	0.1	11.0	0.2	11.1	0.2	11.1	0.2
Subtotal Apportionments	573.5	5.2	575.0	6.7	577.3	5.5	577.9	8.1	581.1	9.7	583.6	10.9
Civil Penalty - Section 164	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	-	-	-	-	-	-
Redistributed Certain Programs N4510.725	-	-	-	-	-	-	-	-	-	-	-	-
Extension of Allocated Programs Notice N4510.726	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects	-	-	-	-	-	-	-	-	-	-	-	-
Total Apportionments	573.5	5.2	575.0	6.7	577.3	5.5	577.9	8.1	581.1	8.7	583.6	10.9

The reduction in the forecast for FFY 2013 - 2027 is based on the projected shortfall in the Highway Trust Fund and its expected inability to sustain current funding levels into the future.

Annual Civil penalties are being forecasted in FFY 2012 - FFY2027 due to Washington States current repeat DUI offender law not meeting federal standards. . The civil penalty is distributed between Interstate Maintenance, NHS and STP programs beginning in 2011.

Washington's Apportionment of FHWA Programs

November 2011 *ALTERNATE* Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU <i>ALTERNATE FORECAST</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users							
	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Actual 2009*	Actual 2010**	Actual 2011***
State Programs								
Interstate Maintenance	105	88	88	88	97	99	109	76
National Highway System ¹	113	95	94	95	106	109	147	124
Statewide Flexible ²	35	27	24	27	30	35	37	36
Surface Transportation Program ³	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	7	-	5	10	11	7
Railway-Highway Crossings	3	3	4	3	4	4	9	5
Bridge ⁵	79	93	91	93	96	100	156	134
Border Infrastructure Program ⁶	-	7	9	7	11	13	15	15
Statewide Planning and Research	11	10	10	10	11	11	12	13
Legislative Projects	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	8	-
<i>Redistributed Certain Programs N4510.725</i>	-	-	-	-	-	-	3	-
<i>Extension of Allocated Programs Notice N4510.726</i>	-	-	-	-	-	-	23	-
State Subtotal	345	323	326	323	362	381	530	411
A Obligation Authority -	308	273	281	335	354	356	434	416
Local Programs								
National Highway System ¹	4	3	3	4	4	4	5	5
Statewide Flexible ²	16	18	15	25	24	22	24	24
Surface Transportation Program ³	90	76	74	81	82	84	105	99
Highway Safety Improvement Program ⁴	12	10	10	10	14	10	26	16
Bridge ⁵	46	55	54	57	57	53	49	42
Border Infrastructure Program ⁶	-	-	-	0	-	-	-	-
CMAQ	29	28	28	32	32	33	49	36
Safe Routes to Schools	-	1	2	2	3	4	4	4
MPO Planning	5	6	6	6	6	6	6	8
Legislative Projects	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	4	-
<i>Redistributed Certain Programs N4510.725</i>	-	-	-	-	-	-	2	-
<i>Extension of Allocated Programs Notice N4510.726</i>	-	-	-	-	-	-	15	-
Local Subtotal	203	197	193	218	222	216	291	234
A Obligation Authority -	181	181	181	181	181	181	229	221
Freight Projects²	21	-	-	-	-	-	-	-
A Obligation Authority -	18	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-
Recreational Trails	1	1	2	2	2	2	2	2
A Obligation Authority -	1	1	2	2	2	2	2	2
Civil Penalties - Section 164⁷	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-
High Priority Projects	-	55	55	55	55	55	-	-
A Obligation Authority -	-	47	48	51	51	52	-	-
STATEWIDE TOTAL	570	577	576	598	641	654	824	648
A Obligation Authority -	508	503	511	568	588	590	665	639
Statewide Flexible Summary								
Equity Bonus Flexible	27	7	2	14	13	14	14	14
Surface Transportation Program Flexible	45	37	37	43	42	43	47	46
Total	72	45	39	57	54	57	61	60

* The 2009 rescission of \$148 million was taken from unobligated balances of apportionment as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008.

** The forecast for FFY 2010 is based on continuing resolution Notice N4510.712 dated April 20, 2010. This continuing resolution extends the surface transportation programs under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) through December 31, 2010. This continuing resolution is based on pre rescission 2009 apportionment levels and has High Priority project apportionment distributed into the formula programs.

*** The forecast for FFY 2011 is based on continuing resolution H.R. 1473, Public Law 112-10 which funds the federal government through the remainder of the federal fiscal year 2011. The forecast for 2011 includes a rescission in FFY 2011. The national rescission of unobligated apportionment balances will total \$2.5 billion dollars per section 2207 of H.R.1473. Washington's share of the rescission is \$43.5 million dollars in FFY 2011.

¹ National Highway System split 2004-2009: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split 2004: 34.76% WSDOT, 22.24% Local, 28.88% Freight, 14.12% Legislative Projects. Statewide Flexible split 2005-2009: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Enhancements Setaside split 2007: 24.595% WSDOT, 75.405% Local.

⁴ Highway Safety Improvement Program split 2004-2005: 100% Local.
 Highway Safety Improvement Program split 2006: 41.475% WSDOT, 58.525% Local.
 Highway Safety Improvement Program split 2007: 100% WSDOT.
 Highway Safety Improvement Program split 2008: 26.73% WSDOT, 73.27% Highway Safety Improvement Projects.
 Highway Safety Improvement Program split 2009: 100% Highway Safety Improvement Projects.

⁵ Highway Bridge Program split 2004-2009: 63% WSDOT, 37% Local.

⁶ Border Infrastructure Program split 2007: 97.195% WSDOT, 2.805% Local.

Washington's Apportionment of FHWA Programs

November 2011 *ALTERNATE* Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users													
ALTERNATE FORECAST	Chg from		Chg from		Chg from		Chg from		Forecast	Chg from		Forecast	Chg from	
	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11	Actual	Sep-11
	2004		2005		2006		2007		2008		2009*		2009*	
State Programs														
Interstate Maintenance	105	-	88	-	88	-	98	-	97	-	99	-	99	-
National Highway System ¹	113	-	95	-	94	-	109	-	106	-	72	-	72	-
Statewide Flexible ²	35	-	27	-	24	-	32	-	30	-	25	-	25	-
Surface Transportation Program ³	-	-	-	-	-	-	3	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	7	-	8	-	5	-	1	-	1	-
Railway-Highway Crossings	3	-	3	-	4	-	4	-	4	-	1	-	1	-
Bridge ⁵	79	-	93	-	91	-	97	-	96	-	69	-	69	-
Border Infrastructure Program ⁶	-	-	7	-	9	-	10	-	11	-	11	-	11	-
Statewide Planning and Research	11	-	10	-	10	-	11	-	11	-	11	-	11	-
Legislative Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds														
<i>Redistributed Certain Programs N4510.725</i>														
<i>Extension of Allocated Programs Notice N4510.726</i>														
State Subtotal	345	-	323	-	326	-	371	-	362	-	289	-	289	-
A Obligation Authority -	308	-	273	-	281	-	335	-	354	-	356	-	356	-
Local Programs														
National Highway System ¹	4	-	3	-	3	-	4	-	4	-	3	-	3	-
Statewide Flexible ²	16	-	18	-	15	-	25	-	24	-	16	-	16	-
Surface Transportation Program ³	90	-	76	-	74	-	81	-	82	-	54	-	54	-
Highway Safety Improvement Program ⁴	12	-	10	-	10	-	10	-	14	-	1	-	1	-
Bridge ⁵	46	-	55	-	54	-	57	-	57	-	35	-	35	-
Border Infrastructure Program ⁶	-	-	-	-	-	-	0	-	-	-	-	-	-	-
CMAQ	29	-	28	-	28	-	32	-	32	-	(12)	-	(12)	-
Safe Routes to Schools	-	-	1	-	2	-	2	-	3	-	3	-	3	-
MPO Planning	5	-	6	-	6	-	6	-	6	-	6	-	6	-
Legislative Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds														
<i>Redistributed Certain Programs N4510.725</i>														
<i>Extension of Allocated Programs Notice N4510.726</i>														
Local Subtotal	203	-	197	-	193	-	218	-	222	-	106	-	106	-
A Obligation Authority -	181	-	167	-	166	-	197	-	217	-	202	-	202	-
Freight Projects²	21	-	-	-										
A Obligation Authority -	18	-	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1	-	1	-	2	-								
A Obligation Authority -	1	-	1	-	2	-	2	-	2	-	2	-	2	-
Civil Penalties - Section 164⁷	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects	-	-	55	-										
A Obligation Authority -	-	-	47	-	48	-	51	-	51	-	52	-	52	-
STATEWIDE TOTAL	570	-	577	-	576	-	647	-	641	-	453	-	453	-
A Obligation Authority -	508	-	489	-	497	-	584	-	624	-	612	-	612	-
Statewide Flexible Summary														
Equity Bonus Flexible	27	-	7	-	2	-	14	-	13	-	14	-	14	-
Surface Transportation Program Flexible	45	-	37	-	37	-	43	-	42	-	27	-	27	-
Total	72	-	45	-	39	-	57	-	54	-	41	-	41	-

*The 2009 rescission of \$148 million was taken from unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008.

¹ National Highway System split 2004-2009: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split 2004: 34.76% WSDOT, 22.24% Local, 28.88% Freight, 14.12% Legislative Projects. Statewide Flexible split 2005-2009: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Enhancements Setaside split 2007: 24.595% WSDOT, 75.405% Local.

⁴ Highway Safety Improvement Program split 2004-2005: 100% Local.
 Highway Safety Improvement Program split 2006: 41.475% WSDOT, 58.525% Local.
 Highway Safety Improvement Program split 2007: 100% WSDOT.
 Highway Safety Improvement Program split 2008: 26.73% WSDOT, 73.27% Highway Safety Improvement Projects.
 Highway Safety Improvement Program split 2009: 100% Highway Safety Improvement Projects.
 Some Highway Safety Improvement Projects in 2008-2009 are yet to be determined.

⁵ Highway Bridge Program split 2004-2009: 63% WSDOT, 37% Local.

⁶ Border Infrastructure Program split 2007: 97.195% WSDOT, 2.805% Local.

Washington's Apportionment of FHWA Programs

November 2011 *ALTERNATE* Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU <i>ALTERNATE FORECAST</i>	Chg from		Chg from		Forecast	Chg from		Forecast	Chg from		Forecast	Chg from		Forecast	Chg from	
	Nov 11	Sep-11	Nov 11	Sep-11	Nov 11	Nov 11	Sep-11	Nov 11	Nov 11	Sep-11	Nov 11	Nov 11	Sep-11	Nov 11	Nov 11	Sep-11
	Alt.	Sep-11	Alt.	Sep-11	Alt.	Alt.	Sep-11	Alt.	Alt.	Sep-11	Alt.	Alt.	Sep-11	Alt.	Alt.	Sep-11
	2010		2011**		2012			2013		2014		2015				
State Programs																
Interstate Maintenance	109	-	76	-	97	-	89	0	91	0	91	0	91	0	91	0
National Highway System ¹	147	-	124	-	108	-	99	0	101	0	101	0	101	0	101	0
Statewide Flexible ²	37	-	36	-	33	-	30	0	31	0	31	0	31	0	31	0
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	11	-	7	-	6	-	6	-	6	0	6	0	6	0	6	0
Railway-Highway Crossings	9	-	5	-	4	-	4	-	4	0	4	0	4	0	4	0
Bridge ⁵	156	-	134	-	119	-	109	0	111	0	111	0	111	0	111	0
Border Infrastructure Program ⁶	15	-	15	-	13	-	12	-	12	0	12	0	12	0	12	0
Statewide Planning and Research	12	-	13	-	11	-	10	0	11	0	11	0	11	0	11	0
Legislative Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Redistributed Certain Programs N4510.725</i>	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Extension of Allocated Programs Notice N4510.726</i>	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
State Subtotal	530	-	411	-	390	-	359	0	366	1	366	1	366	1	366	2
A Obligation Authority -	434	-	416	-	398	46	326	0	331	1	331	1	331	1	331	1
Local Programs																
National Highway System ¹	5	-	5	-	4	-	4	0	4	0	4	0	4	0	4	0
Statewide Flexible ²	24	-	24	-	22	-	20	0	20	0	20	0	20	0	20	0
Surface Transportation Program ³	105	-	99	-	83	-	77	0	78	0	78	0	78	0	78	0
Highway Safety Improvement Program ⁴	26	-	16	-	14	-	13	-	13	0	13	0	13	0	13	0
Bridge ⁵	49	-	42	-	37	-	34	0	35	0	35	0	35	0	35	0
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	49	-	36	-	34	-	31	-	32	0	32	0	32	0	32	0
Safe Routes to Schools	4	-	4	-	4	-	3	-	3	0	3	0	3	0	3	0
MPO Planning	6	-	8	-	6	-	6	-	6	0	6	0	6	0	6	0
Legislative Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Redistributed Certain Programs N4510.725</i>	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Extension of Allocated Programs Notice N4510.726</i>	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Subtotal	291	-	234	-	204	-	189	0	192	0	192	0	192	0	192	1
A Obligation Authority -	229	-	221	-	208	24	171	0	174	0	174	0	174	0	174	1
Freight Projects²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	2	-	2	-	2	-	2	-	2	0	2	0	2	0	2	0
A Obligation Authority -	2	-	2	-	2	-	2	-	2	0	2	0	2	0	2	0
Civil Penalties - Section 164⁷	(11)	-	-	-												
A Obligation Authority -	(11)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
STATEWIDE TOTAL	812	-	648	-	596	-	550	0	559	1	559	1	559	1	559	2
A Obligation Authority -	653	-	639	-	609	69	498	0	507	1	507	1	507	1	507	2
Statewide Flexible Summary																
Equity Bonus Flexible	14	-	14	-	12	-	11	-	11	0	11	0	11	0	11	0
Surface Transportation Program Flexible	47	-	46	-	42	-	39	0	40	0	40	0	40	0	40	0
Total	61	-	60	-	55	-	50	0	51	0	51	0	51	0	51	0

**

The forecast for FFY 2011 is based on continuing resolution H.R. 1473, Public Law 112-10 which funds the federal government through the remainder of the federal fiscal year 2011. The forecast for 2011 includes a rescission in FFY 2011. The national rescission of unobligated apportionment balances will total \$2.5 billion dollars per section 2207 of H.R.1473. Washington's share of the rescission is \$43.5 million dollars in FFY 2011.

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split: 60% WSDOT, 40% Local.

³ Surface Transportation Program: 100% Local

⁴ Highway Safety Improvement Program split: 30% WSDOT, 70% Local.

⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.

⁶ Border Infrastructure Program: 100% WSDOT

⁷ The federal apportionment forecast includes an annual civil penalty for Washington state beginning in FFY 2010 per notice N4510.723. This civil penalty is assumed to extend in subsequent years of the forecast horizon. The civil penalty is due to Washington States current repeat DUI offender law not meeting federal standards. The civil penalty is distributed between Interstate Maintenance, NHS and STP programs beginning in 2011.

Washington's Apportionment of FHWA Programs

November 2011 ALTERNATE Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU												
ALTERNATE FORECAST	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Nov 11		Nov 11		Nov 11		Nov 11		Nov 11		Nov 11	
	Alt.	Sep-11										
	2016		2017		2018		2019		2020		2021	
State Programs												
Interstate Maintenance	92	0	92	1	92	1	93	1	93	2	93	2
National Highway System ¹	102	0	102	1	103	1	103	1	103	2	103	2
Statewide Flexible ²	31	0	31	0	31	0	31	0	31	0	31	1
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	6	0	6	0	6	0	6	0	6	0	6	0
Railway-Highway Crossings	4	0	4	0	4	0	4	0	4	0	4	0
Bridge ⁵	112	1	112	1	113	1	113	1	113	2	114	2
Border Infrastructure Program ⁶	12	0	12	0	13	0	13	0	13	0	13	0
Statewide Planning and Research	11	0	11	0	11	0	11	0	11	0	11	0
Legislative Projects												
Section 122 LHIP Funds												
Redistributed Certain Programs N4510.725												
Extension of Allocated Programs Notice N4510.726												
State Subtotal	369	2	369	3	372	3	372	5	374	5	374	6
A Obligation Authority -	334	2	334	3	337	3	337	4	339	5	339	6
Local Programs												
National Highway System ¹	4	0	4	0	4	0	4	0	4	0	4	0
Statewide Flexible ²	21	0	21	0	21	0	21	0	21	0	21	0
Surface Transportation Program ³	79	0	79	1	80	1	80	1	80	1	80	1
Highway Safety Improvement Program ⁴	13	0	13	0	13	0	13	0	13	0	14	0
Bridge ⁵	35	0	35	0	36	0	36	0	36	0	36	1
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	32	0	32	0	32	0	32	0	33	0	33	1
Safe Routes to Schools	3	0	3	0	3	0	3	0	3	0	3	0
MPO Planning	6	0	6	0	6	0	6	0	6	0	6	0
Legislative Projects	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	-	-	-	-	-	-
Redistributed Certain Programs N4510.725	-	-	-	-	-	-	-	-	-	-	-	-
Extension of Allocated Programs Notice N4510.726	-	-	-	-	-	-	-	-	-	-	-	-
Local Subtotal	194	1	193	2	195	2	195	3	196	3	196	3
A Obligation Authority -	181	6	181	7	181	5	181	6	181	5	181	6
Freight Projects²	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	2	0										
A Obligation Authority -	2	0	2	0	2	0	2	0	2	0	2	0
Civil Penalties - Section 164⁷	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
STATEWIDE TOTAL	564	3	564	5	569	5	569	8	572	9	572	10
A Obligation Authority -	511	2	511	5	515	4	516	7	518	7	518	9
Statewide Flexible Summary												
Equity Bonus Flexible	12	0	12	0	12	0	12	0	12	0	12	0
Surface Transportation Program Flexible	40	0	40	0	40	0	40	1	41	1	41	1
Total	51	0	51	1	52	0	52	1	52	1	52	1

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split: 60% WSDOT, 40% Local, 8.708% Legislative Projects.

³ Surface Transportation Program: 100% Local

⁴ Highway Safety Improvement Program split: 30% WSDOT, 70% Local.

⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.

⁶ Border Infrastructure Program: 100% WSDOT

⁷ The federal apportionment forecast includes an annual civil penalty for Washington state beginning in FFY 2010 per notice N4510.723. This civil penalty is assumed to extend in subsequent years of the forecast horizon. The civil penalty is due to Washington States current repeat DUI offender law not meeting federal standards. The civil penalty is distributed between Interstate Maintenance, NHS and STP programs beginning in 2011.

Washington's Apportionment of FHWA Programs

November 2011 **ALTERNATE** Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU	Forecast		Forecast									
ALTERNATE FORECAST	Nov 11	Chg from	Nov 11	Chg from								
	Alt.	Sep-11	Alt.	Sep-11								
	2022		2023		2024		2025		2026		2027	
State Programs												
Interstate Maintenance	93	1	93	1	94	1	94	1	94	1	95	2
National Highway System ¹	103	1	104	1	104	1	104	2	105	2	105	2
Statewide Flexible ²	31	0	32	0	32	0	32	1	32	1	32	1
Surface Transportation Program ³	-		-		-		-		-		-	
Highway Safety Improvement Program ⁴	6	0	6	0	6	0	6	0	6	0	6	0
Railway-Highway Crossings	4	0	4	0	4	0	4	0	4	0	4	0
Bridge ⁵	114	1	114	1	115	1	115	2	115	2	116	2
Border Infrastructure Program ⁶	13	0	13	0	13	0	13	0	13	0	13	0
Statewide Planning and Research	11	0	11	0	11	0	11	0	11	0	11	0
Legislative Projects												
Section 122 LHIP Funds												
Redistributed Certain Programs N4510.725												
Extension of Allocated Programs Notice N4510.726												
State Subtotal	375	3	376	4	378	4	379	6	380	6	382	7
A Obligation Authority -	340	3	341	4	342	3	343	5	344	5	346	6
Local Programs												
National Highway System ¹	4	0	4	0	4	0	4	0	4	0	4	0
Statewide Flexible ²	21	0	21	0	21	0	21	0	21	0	21	0
Surface Transportation Program ³	80	1	80	1	81	1	81	1	81	1	81	1
Highway Safety Improvement Program ⁴	14	0	14	0	14	0	14	0	14	0	14	0
Bridge ⁵	36	0	36	0	36	0	36	1	36	1	37	1
Border Infrastructure Program ⁶	-		-		-		-		-		-	
CMAQ	33	0	33	0	33	0	33	1	33	0	33	1
Safe Routes to Schools	4	0	4	0	4	0	4	0	4	0	4	0
MPO Planning	6	0	6	0	6	0	6	0	6	0	6	0
Legislative Projects	-	-	-	-	-	-	-	-	-	-	-	-
Section 122 LHIP Funds	-	-	-	-	-	-	-	-	-	-	-	-
Redistributed Certain Programs N4510.725	-	-	-	-	-	-	-	-	-	-	-	-
Extension of Allocated Programs Notice N4510.726	-	-	-	-	-	-	-	-	-	-	-	-
Local Subtotal	197	2	197	2	198	2	198	3	199	3	200	4
A Obligation Authority -	181	4	181	4	181	3	181	4	181	3	181	3
Freight Projects²	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	2	0	2	0								
A Obligation Authority -	2	0	2	0	2	0	2	0	2	0	2	0
Civil Penalties - Section 164⁷	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
STATEWIDE TOTAL	574	5	575	7	577	5	578	7	581	10	584	11
A Obligation Authority -	520	5	521	6	523	5	525	8	526	8	529	10
Statewide Flexible Summary												
Equity Bonus Flexible	12	0	12	0	12	0	12	0	12	0	12	0
Surface Transportation Program Flexible	41	0	41	1	41	0	41	1	41	1	41	1
Total	52	1	53	1	53	1	53	1	53	1	53	1

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Surface Transportation Program: 100% Local

⁴ Highway Safety Improvement Program split: 30% WSDOT, 70% Local.

⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.

⁶ Border Infrastructure Program: 100% WSDOT

⁷ The federal apportionment forecast includes an annual civil penalty for Washington state beginning in FFY 2010 per notice N4510.723. This civil penalty is assumed to extend in subsequent years of the forecast horizon. The civil penalty is due to Washington States current repeat DUI offender law not meeting federal standards. The civil penalty is distributed between Interstate Maintenance, NHS and STP programs beginning in 2011.