

**Transportation Revenue
Forecast Council
November 2012 Transportation
Economic and Revenue Forecasts**

Volume IV: Alternate Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

November 2012

- **Alternate Hot Lanes Forecast.....IV-3**
- **Alternate Ferry Forecasts.....IV-6**
- **Alternate Federal Forecast and SAFETEA-LU.....IV-16**
- **Transit Forecasts.....IV-31**

**Alternate Hot Lanes Forecast
December 2012**

Transportation Revenue Forecast Council –
November 2012 TOLL Alternative Forecast for SR 167 HOT Lanes Extension

SR 167 High Occupancy Toll (HOT) Lanes Transactions and Revenue

- Under current law, SR 167 HOT lanes pilot program will expire in June 2013. The baseline toll revenue forecast has the HOT lanes traffic and revenue ending at the end of FY 2013.
- WSDOT completed an alternative long term traffic and revenue forecast for extending the HOT lanes pilot program out through the remainder of the forecast horizon FY 2027. This extension beginning FY2014 is based on the short term model trend line which is gradually increasing.
- The last time WSOT published this long term traffic and revenue forecasts for extending the HOT lanes pilot program was an alternative forecast in September 2012 in TRFC Volume IV.
- This current November 2012 alternative forecast used monthly preliminary data through September FY 2013.

HOT Lanes Traffic Volume Forecast Extended

- In FY 2012 the actual traffic was 31.4% higher than in 2011. FY 2012 traffic is used as a new baseline, which is followed by moderate growth.
- Beginning FY 2014, the HOT lanes traffic volume is estimated at 942,000 with a year over year traffic volume growth of 6.7%.
- In FY 2015, the HOT lanes traffic volume is estimated at 972,000 with a year over year traffic volume growth of 3.2%.
- Between FY 2016 and FY 2021, the annual average growth rate was between 3% and 3.4%. The growth rate of traffic volume continues to increase to between 3.6% and 4.0% for the remainder of the forecast.

HOT Lanes Revenue Forecast Extended

- The HOT lanes extended revenue forecast is the same as it was in the September quarterly forecast.
- The average toll rate per transaction increased in the last nine months (April through December 2011). It is assumed that the average toll rate for FY 2014 and beyond will increase further because traffic is increasing, the number of carpools is increasing and roadways become congested. Travel demand for HOT lanes is increasing.
- Beginning in FY 2014, SR 167 HOT lanes extension would generate an additional \$1,097,000 in toll revenue and \$1,136,000 in FY 2015. The projected growth in revenue is faster than the traffic volume growth for HOT lanes in this new long-term forecast because the average toll rate per transaction is projected to increase over time.
- The revenue forecast for HOT lanes grows faster from FY 2021 through the remainder of the forecast horizon so by FY 2027, total HOT lanes revenue is projected to be \$2.37 million.

HOT LANES PILOT PROGRAM EXTENDED TRAFFIC VOLUME

Transactions

| | Fiscal Year 2014 | Fiscal Year 2015 | Fiscal Year 2016 | Fiscal Year 2017 | Fiscal Year 2018 | Fiscal Year 2019 | Fiscal Year 2020 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| SR 167 HOT Lanes Traffic Volume (June 2012 Forecast) | 942,000 | 972,000 | 1,001,000 | 1,031,000 | 1,061,000 | 1,093,000 | 1,125,000 |
| Annual Percentage Change | 6.7% | 3.2% | 3.0% | 3.0% | 2.9% | 3.0% | 2.9% |

Transactions

| | Fiscal Year 2021 | Fiscal Year 2022 | Fiscal Year 2023 | Fiscal Year 2024 | Fiscal Year 2025 | Fiscal Year 2026 | Fiscal Year 2027 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| SR 167 HOT Lanes Traffic Volume (June 2012 Forecast) | 1,163,000 | 1,206,000 | 1,250,000 | 1,297,000 | 1,346,000 | 1,400,000 | 1,455,000 |
| Annual Percentage Change | 3.4% | 3.7% | 3.6% | 3.8% | 3.8% | 4.0% | 3.9% |

HOT LANES PILOT PROGRAM EXTENDED REVENUE

Revenue

| | Fiscal Year 2014 | Fiscal Year 2015 | Fiscal Year 2016 | Fiscal Year 2017 | Fiscal Year 2018 | Fiscal Year 2019 | Fiscal Year 2020 |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| SR 167 High Occupancy Toll Lanes Revenue | | | | | | | |
| Toll Revenue | 1,097,000 | \$1,136,000 | \$1,172,000 | \$1,228,000 | 1,284,000 | 1,341,000 | 1,399,000 |
| Transponder/Shield Sales | \$39,482 | \$40,739 | 41,955 | 43,212 | 44,470 | 45,811 | 47,152 |
| Fees | \$4,268 | \$4,404 | 4,536 | 4,672 | 4,808 | 4,953 | 5,098 |
| Total SR 167 Revenue | \$1,140,750 | \$1,181,144 | \$1,218,491 | \$1,275,884 | 1,333,277 | 1,391,763 | 1,451,250 |

Revenue

| | Fiscal Year 2021 | Fiscal Year 2022 | Fiscal Year 2023 | Fiscal Year 2024 | Fiscal Year 2025 | Fiscal Year 2026 | Fiscal Year 2027 |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| SR 167 High Occupancy Toll Lanes Revenue | | | | | | | |
| Toll Revenue | \$1,505,000 | \$1,621,000 | \$1,744,000 | \$1,874,000 | \$2,015,000 | \$2,166,000 | \$2,327,000 |
| Transponder/Shield Sales | \$48,745 | \$50,547 | \$52,391 | \$54,361 | \$56,415 | \$58,678 | \$60,983 |
| Fees | \$5,270 | \$5,465 | \$5,664 | \$5,877 | \$6,099 | \$6,344 | \$6,593 |
| Total SR 167 Revenue | \$1,559,015 | \$1,677,012 | \$1,802,055 | \$1,934,238 | \$2,077,514 | \$2,231,022 | \$2,394,576 |

**REVENUE AND RIDERSHIP PROJECTIONS
NOVEMBER 2012 FORECAST
FISCAL YEARS 2013-2027**

Prepared for
Washington State Ferries

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

November 15, 2012 Meeting

Prepared by
Parsons Brinckerhoff

November 13, 2012

Washington State Ferries

November 2012 Revenue and Ridership Forecasts — Fiscal Years 2013-2027

NOVEMBER 2012 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.

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 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.

For the November 2012 forecast, the passenger and vehicle/driver “commuter” econometric models were re-specified using ridership-weighted, working age population indexes for the ferry served communities 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 November:

- **Baseline Forecast** – The Baseline Forecast assumes no changes to fares beyond the recent 3.0% fare increase on May 1, 2012, resulting in declining real fares through the forecast horizon due to general inflation.
- **Alternative 1 Forecast** – builds on the Baseline Forecast by adding consecutive 2.5% increases each October, from 2013 (FY 2014) through 2026 (FY 2027), which amounts to slightly increasing real fares under inflation projections.

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

Ridership Impacts

The November 2012 ridership demand forecasts reflect the latest data, revised commuter ridership models, and the updated economic variable projections produced by the State and Global Insight. A summary of the ridership impacts follows.

- The unconstrained overall demand projections for November range from 0.4% to 6.4% lower than September. On average, approximately three quarters of the decrease is driven by the re-specified commuter forecast models, with changes in the forecast variables accounting for the remaining quarter of the difference.
- The November forecasts for employment have been revised lower throughout the forecast horizon, compared to September. This yields lower ridership forecasts.
- The real personal income projection has also been revised downward throughout the forecast horizon, further contributing to a decrease in forecasted ridership.
- The forecast for inflation has been revised increasingly downward over the forecast horizon. With nominal fares remaining unchanged, real fares will be higher over time, which tends to have a downward effect on forecasted ridership.
- Projections for real gasoline prices have been revised generally higher through FY 2024, putting upward pressure on vehicle fare demand in the near- and mid-term years of the forecast period. Beyond FY 2024, projected real gas prices have been revised downward, pushing up the outer year vehicle fare forecasts.

Revenue Impacts

- The Baseline and Alternative 1 Forecast fare revenue projections for the 2011/13 biennium both equal \$316.8 M, or \$0.7 M (0.2%) lower than in September.
- The 2011/13 biennium revenue forecast is distributed as \$310.5 M fare revenue to the operating account and \$6.3 M in surcharge revenue to the capital account.
- For the 2013/15 biennium, the Baseline Forecast fare revenue is projected to be \$329.4 M, or \$8.2 M (2.4%) lower than forecast in September. This amount is distributed as \$321.7 M in fare revenue for operations and \$7.7 M in surcharges for capital. For the Alternative 1 Forecast, revenue is projected to be nearly \$337.1 M, or \$8.5 M (2.5%) less than in September. Of this amount, \$329.4 is for operations, with the remaining \$7.7 M in surcharges reserved for capital.
- Beyond FY 2015, revenues under both the Baseline and Alternative 1 Forecasts are projected to range from 2.8% to 5.2% lower than their September Forecast levels. Excluding the passenger and vehicle commuter model revisions, the Baseline Forecast revenue would have been, on average, about 1.0% lower than forecasted in September.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

November 2012 Forecast – Fiscal Years 2013-2027

| Fiscal Year | November 2012 Capacity- Constrained Revenue Forecast | Fiscal Year Annual Growth Rate | November Biennium Total | November vs. September Forecast | | | September 2012 Baseline | |
|-------------------------|---|---|-------------------------------|---------------------------------|---------------------------------------|--------|--|-------------------|
| | | | | % Change by Fiscal Year | \$ Change and % Change by Biennium | | Capacity- Constrained Revenue Forecast | Biennium Total |
| 2008² | \$148,380,000 | 1.1% | | | | | | |
| 2009² | \$144,540,000 | (2.6%) | \$292,920,000 | | | | | |
| 2010² | \$147,010,000 | 1.7% | | | | | | |
| 2011² | \$147,448,000 | 0.3% | \$294,458,000 | | | | | |
| 2012² | \$155,085,000 | 5.2% | | 0.0% | | | \$155,085,000 | |
| 2013² | \$161,727,000 | 4.3% | \$316,812,000 | (0.4%) | (\$676,000) | (0.2%) | \$162,403,000 | \$317,488,000 |
| 2014 | \$163,096,000 | 0.8% | | (1.9%) | | | \$166,297,000 | |
| 2015 | \$166,324,000 | 2.0% | \$329,420,000 | (2.9%) | (\$8,195,000) | (2.4%) | \$171,318,000 | \$337,615,000 |
| 2016 | \$169,663,000 | 2.0% | | (3.6%) | | | \$175,948,000 | |
| 2017 | \$172,672,000 | 1.8% | \$342,335,000 | (3.9%) | (\$13,304,000) | (3.7%) | \$179,691,000 | \$355,639,000 |
| 2018 | \$175,203,000 | 1.5% | | (4.2%) | | | \$182,824,000 | |
| 2019 | \$177,130,000 | 1.1% | \$352,333,000 | (4.5%) | (\$15,982,000) | (4.3%) | \$185,491,000 | \$368,315,000 |
| 2020 | \$179,378,000 | 1.3% | | (4.5%) | | | \$187,856,000 | |
| 2021 | \$181,758,000 | 1.3% | \$361,136,000 | (4.5%) | (\$17,035,000) | (4.5%) | \$190,315,000 | \$378,171,000 |
| 2022 | \$184,155,000 | 1.3% | | (4.3%) | | | \$192,423,000 | |
| 2023 | \$186,380,000 | 1.2% | \$370,535,000 | (4.1%) | (\$16,149,000) | (4.2%) | \$194,261,000 | \$386,684,000 |
| 2024 | \$188,589,000 | 1.2% | | (3.7%) | | | \$195,870,000 | |
| 2025 | \$190,767,000 | 1.2% | \$379,356,000 | (3.5%) | (\$14,146,000) | (3.6%) | \$197,632,000 | \$393,502,000 |
| 2026 | \$193,016,000 | 1.2% | | (3.1%) | | | \$199,170,000 | |
| 2027 | \$194,983,000 | 1.0% | \$387,999,000 | (2.8%) | (\$11,695,000) | (2.9%) | \$200,524,000 | \$399,694,000 |

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 2012 Forecast – Fiscal Years 2013-2027

| <i>Fiscal Year</i> | <i>November 2012 Capacity-Constrained Revenue Forecast</i> | <i>Fiscal Year Annual Growth Rate</i> | <i>November 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> |
| 2008² | \$148,380,000 | 1.1% | | | | \$148,380,000 | |
| 2009² | \$144,540,000 | (2.6%) | \$292,920,000 | | | \$144,540,000 | \$292,920,000 |
| 2010² | \$147,010,000 | 1.7% | | | | \$147,010,000 | |
| 2011² | \$147,448,000 | 0.3% | \$294,458,000 | | | \$147,448,000 | \$294,458,000 |
| 2012² | \$155,085,000 | 5.2% | | \$2,545,000 | | \$152,540,000 | |
| 2013² | \$161,727,000 | 4.3% | \$316,812,000 | \$3,754,000 | \$6,299,000 | \$157,973,000 | \$310,513,000 |
| 2014 | \$163,096,000 | 0.8% | | \$3,830,000 | | \$159,266,000 | |
| 2015 | \$166,324,000 | 2.0% | \$329,420,000 | \$3,905,000 | \$7,735,000 | \$162,419,000 | \$321,685,000 |
| 2016 | \$169,663,000 | 2.0% | | \$3,986,000 | | \$165,677,000 | |
| 2017 | \$172,672,000 | 1.8% | \$342,335,000 | \$4,064,000 | \$8,050,000 | \$168,608,000 | \$334,285,000 |
| 2018 | \$175,203,000 | 1.5% | | \$4,135,000 | | \$171,068,000 | |
| 2019 | \$177,130,000 | 1.1% | \$352,333,000 | \$4,192,000 | \$8,327,000 | \$172,938,000 | \$344,006,000 |
| 2020 | \$179,378,000 | 1.3% | | \$4,260,000 | | \$175,118,000 | |
| 2021 | \$181,758,000 | 1.3% | \$361,136,000 | \$4,328,000 | \$8,588,000 | \$177,430,000 | \$352,548,000 |
| 2022 | \$184,155,000 | 1.3% | | \$4,399,000 | | \$179,756,000 | |
| 2023 | \$186,380,000 | 1.2% | \$370,535,000 | \$4,467,000 | \$8,866,000 | \$181,913,000 | \$361,669,000 |
| 2024 | \$188,589,000 | 1.2% | | \$4,536,000 | | \$184,053,000 | |
| 2025 | \$190,767,000 | 1.2% | \$379,356,000 | \$4,603,000 | \$9,139,000 | \$186,164,000 | \$370,217,000 |
| 2026 | \$193,016,000 | 1.2% | | \$4,675,000 | | \$188,341,000 | |
| 2027 | \$194,983,000 | 1.0% | \$387,999,000 | \$4,742,000 | \$9,417,000 | \$190,241,000 | \$378,582,000 |

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 2012 Forecast – Fiscal Years 2013-2027

| <i>Fiscal Year</i> | <i>November 2012 Capacity-Constrained Revenue Forecast</i> | <i>Fiscal Year Annual Growth Rate</i> | <i>November Biennium Total</i> | <i>November vs. September Forecast</i> | | | <i>September 2012 Alternative</i> | |
|-------------------------|--|---------------------------------------|--------------------------------|--|---|--------|--|-----------------------|
| | | | | <i>% Change by Fiscal Year</i> | <i>\$ Change and % Change by Biennium</i> | | <i>Capacity-Constrained Revenue Forecast</i> | <i>Biennium Total</i> |
| 2008² | \$148,380,000 | 1.1% | | | | | | |
| 2009² | \$144,540,000 | (2.6%) | \$292,920,000 | | | | | |
| 2010² | \$147,010,000 | 1.7% | | | | | | |
| 2011² | \$147,448,000 | 0.3% | \$294,458,000 | | | | | |
| 2012² | \$155,085,000 | 5.2% | | 0.0% | | | \$155,085,000 | |
| 2013² | \$161,727,000 | 4.3% | \$316,812,000 | (0.4%) | (\$676,000) | (0.2%) | \$162,403,000 | \$317,488,000 |
| 2014 | \$165,427,000 | 2.3% | | (1.9%) | | | \$168,695,000 | |
| 2015 | \$171,621,000 | 3.7% | \$337,048,000 | (3.0%) | (\$8,509,000) | (2.5%) | \$176,862,000 | \$345,557,000 |
| 2016 | \$178,052,000 | 3.7% | | (3.6%) | | | \$184,789,000 | |
| 2017 | \$184,459,000 | 3.6% | \$362,511,000 | (4.0%) | (\$14,461,000) | (3.8%) | \$192,183,000 | \$376,972,000 |
| 2018 | \$190,806,000 | 3.4% | | (4.4%) | | | \$199,546,000 | |
| 2019 | \$196,484,000 | 3.0% | \$387,290,000 | (4.8%) | (\$18,694,000) | (4.6%) | \$206,438,000 | \$405,984,000 |
| 2020 | \$202,562,000 | 3.1% | | (5.0%) | | | \$213,242,000 | |
| 2021 | \$208,953,000 | 3.2% | \$411,515,000 | (5.3%) | (\$22,276,000) | (5.1%) | \$220,549,000 | \$433,791,000 |
| 2022 | \$215,838,000 | 3.3% | | (5.2%) | | | \$227,749,000 | |
| 2023 | \$222,868,000 | 3.3% | \$438,706,000 | (5.2%) | (\$24,180,000) | (5.2%) | \$235,137,000 | \$462,886,000 |
| 2024 | \$230,199,000 | 3.3% | | (5.2%) | | | \$242,828,000 | |
| 2025 | \$237,945,000 | 3.4% | \$468,144,000 | (5.2%) | (\$25,630,000) | (5.2%) | \$250,946,000 | \$493,774,000 |
| 2026 | \$245,961,000 | 3.4% | | (5.0%) | | | \$258,932,000 | |
| 2027 | \$254,102,000 | 3.3% | \$500,063,000 | (4.9%) | (\$25,959,000) | (4.9%) | \$267,090,000 | \$526,022,000 |

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

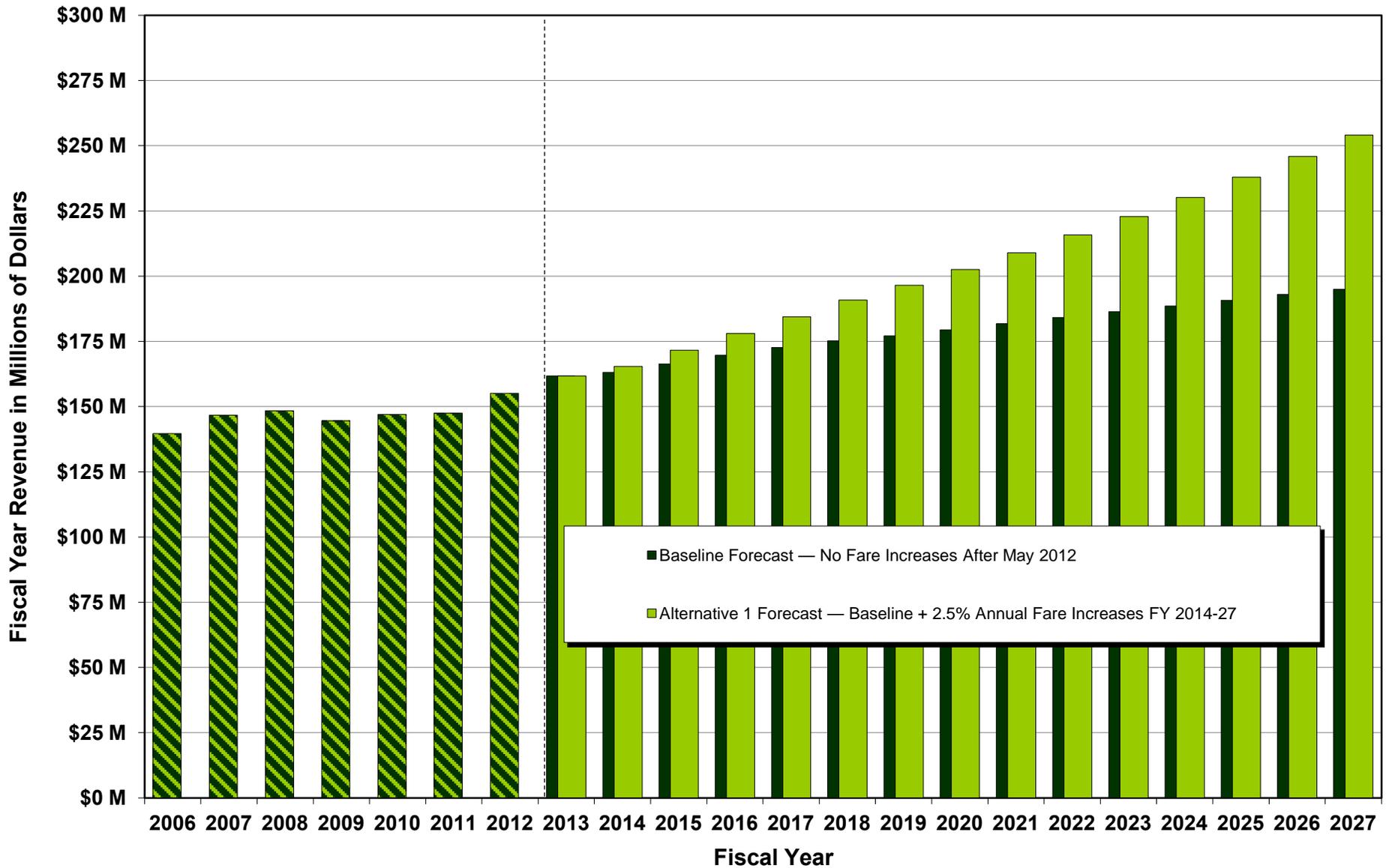
November 2012 Forecast – Fiscal Years 2013-2027

| <i>Fiscal Year</i> | <i>November 2012 Capacity-Constrained Revenue Forecast</i> | <i>Fiscal Year Annual Growth Rate</i> | <i>November 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> |
| 2008² | \$148,380,000 | 1.1% | | | | \$148,380,000 | |
| 2009² | \$144,540,000 | (2.6%) | \$292,920,000 | | | \$144,540,000 | \$292,920,000 |
| 2010² | \$147,010,000 | 1.7% | | | | \$147,010,000 | |
| 2011² | \$147,448,000 | 0.3% | \$294,458,000 | | | \$147,448,000 | \$294,458,000 |
| 2012² | \$155,085,000 | 5.2% | | \$2,545,000 | | \$152,540,000 | |
| 2013² | \$161,727,000 | 4.3% | \$316,812,000 | \$3,754,000 | \$6,299,000 | \$157,973,000 | \$310,513,000 |
| 2014 | \$165,427,000 | 2.3% | | \$3,816,000 | | \$161,611,000 | |
| 2015 | \$171,621,000 | 3.7% | \$337,048,000 | \$3,859,000 | \$7,675,000 | \$167,762,000 | \$329,373,000 |
| 2016 | \$178,052,000 | 3.7% | | \$3,909,000 | | \$174,143,000 | |
| 2017 | \$184,459,000 | 3.6% | \$362,511,000 | \$3,955,000 | \$7,864,000 | \$180,504,000 | \$354,647,000 |
| 2018 | \$190,806,000 | 3.4% | | \$3,991,000 | | \$186,815,000 | |
| 2019 | \$196,484,000 | 3.0% | \$387,290,000 | \$4,013,000 | \$8,004,000 | \$192,471,000 | \$379,286,000 |
| 2020 | \$202,562,000 | 3.1% | | \$4,045,000 | | \$198,517,000 | |
| 2021 | \$208,953,000 | 3.2% | \$411,515,000 | \$4,077,000 | \$8,122,000 | \$204,876,000 | \$403,393,000 |
| 2022 | \$215,838,000 | 3.3% | | \$4,116,000 | | \$211,722,000 | |
| 2023 | \$222,868,000 | 3.3% | \$438,706,000 | \$4,154,000 | \$8,270,000 | \$218,714,000 | \$430,436,000 |
| 2024 | \$230,199,000 | 3.3% | | \$4,194,000 | | \$226,005,000 | |
| 2025 | \$237,945,000 | 3.4% | \$468,144,000 | \$4,234,000 | \$8,428,000 | \$233,711,000 | \$459,716,000 |
| 2026 | \$245,961,000 | 3.4% | | \$4,277,000 | | \$241,684,000 | |
| 2027 | \$254,102,000 | 3.3% | \$500,063,000 | \$4,319,000 | \$8,596,000 | \$249,783,000 | \$491,467,000 |

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.

November 2012 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries

RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

November 2012 Forecast – Fiscal Years 2013-2027

| Fiscal Year | November 2012 Unconstrained Demand Forecast* | November 2012 Capacity Constrained Projections | | | | September 2012 Projections | |
|-------------------------|--|--|--------------------------|-----------------|-----------------------|----------------------------|----------------------|
| | | Passenger Ridership | Vehicle/Driver Ridership | Total Ridership | Annual Rate of Growth | Total Ridership | Nov. % Chg from Sep. |
| 2008² | | 12,926,006 | 10,441,798 | 23,367,804 | (2.8%) | | |
| 2009² | | 12,580,511 | 9,917,249 | 22,497,760 | (3.7%) | | |
| 2010² | | 12,453,226 | 10,134,311 | 22,587,537 | 0.4% | | |
| 2011² | | 12,242,320 | 9,968,973 | 22,211,293 | (1.7%) | | |
| 2012² | | 12,236,081 | 9,983,059 | 22,219,140 | 0.0% | | |
| 2013² | 22,616,000 | 12,334,000 | 10,077,000 | 22,411,000 | 0.9% | 22,510,000 | (0.4%) |
| 2014 | 22,900,000 | 12,497,000 | 10,100,000 | 22,597,000 | 0.8% | 23,030,000 | (1.9%) |
| 2015 | 23,372,000 | 12,784,000 | 10,279,000 | 23,063,000 | 2.1% | 23,767,000 | (3.0%) |
| 2016 | 23,871,000 | 13,078,000 | 10,477,000 | 23,555,000 | 2.1% | 24,481,000 | (3.8%) |
| 2017 | 24,358,000 | 13,371,000 | 10,661,000 | 24,032,000 | 2.0% | 25,128,000 | (4.4%) |
| 2018 | 24,808,000 | 13,646,000 | 10,820,000 | 24,466,000 | 1.8% | 25,691,000 | (4.8%) |
| 2019 | 25,193,000 | 13,926,000 | 10,915,000 | 24,841,000 | 1.5% | 26,201,000 | (5.2%) |
| 2020 | 25,637,000 | 14,223,000 | 11,048,000 | 25,271,000 | 1.7% | 26,689,000 | (5.3%) |
| 2021 | 26,080,000 | 14,519,000 | 11,184,000 | 25,703,000 | 1.7% | 27,190,000 | (5.5%) |
| 2022 | 26,571,000 | 14,830,000 | 11,327,000 | 26,157,000 | 1.8% | 27,655,000 | (5.4%) |
| 2023 | 27,055,000 | 15,141,000 | 11,455,000 | 26,596,000 | 1.7% | 28,108,000 | (5.4%) |
| 2024 | 27,572,000 | 15,479,000 | 11,576,000 | 27,055,000 | 1.7% | 28,570,000 | (5.3%) |
| 2025 | 28,092,000 | 15,819,000 | 11,688,000 | 27,507,000 | 1.7% | 29,060,000 | (5.3%) |
| 2026 | 28,665,000 | 16,183,000 | 11,812,000 | 27,995,000 | 1.8% | 29,549,000 | (5.3%) |
| 2027 | 29,237,000 | 16,547,000 | 11,913,000 | 28,460,000 | 1.7% | 30,040,000 | (5.3%) |

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 2012 Forecast – Fiscal Years 2013-2027

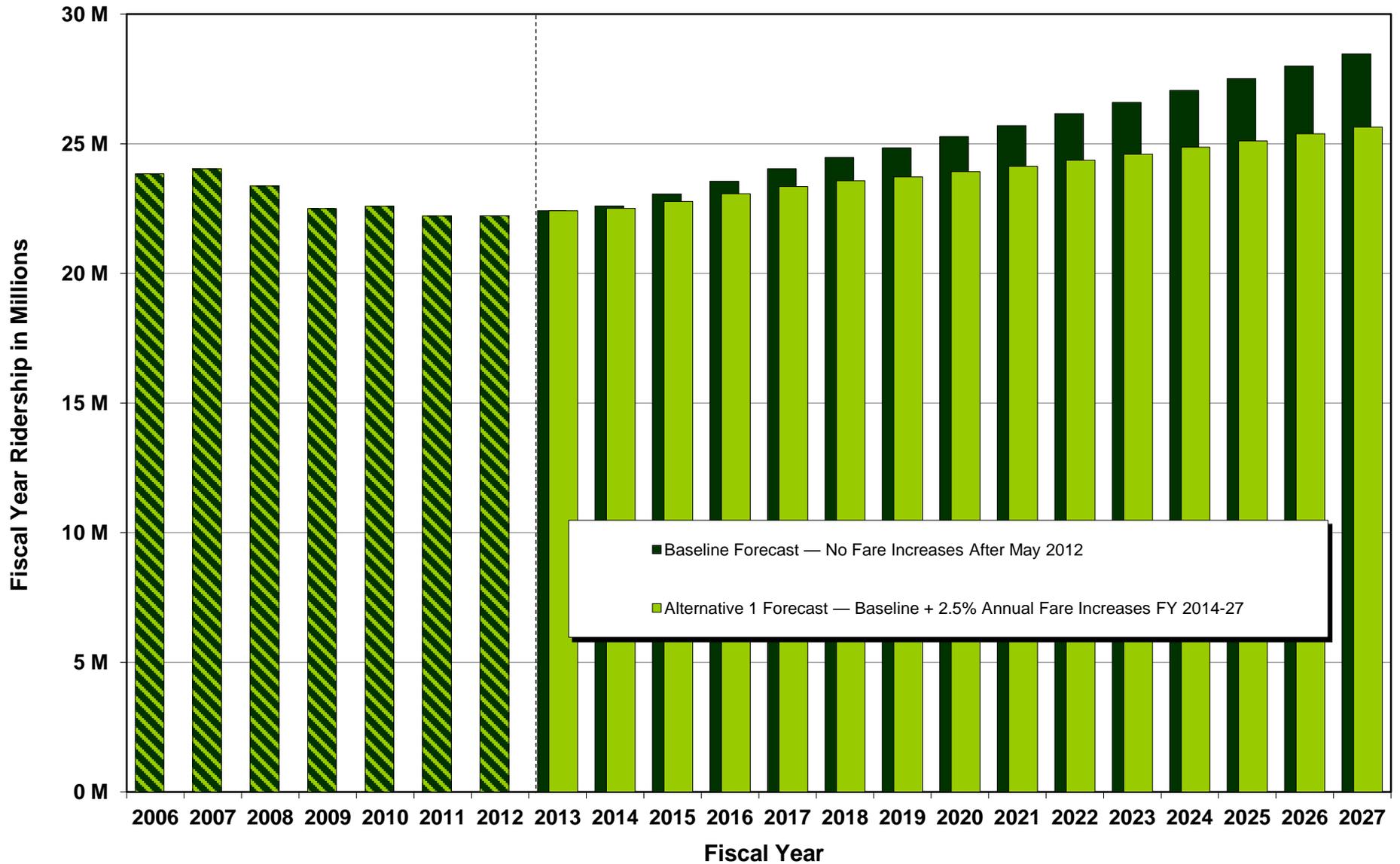
| Fiscal Year | November 2012 Unconstrained Demand Forecast* | November 2012 Capacity Constrained Projections | | | | September 2012 Projections | |
|-------------------------|--|--|--------------------------|-----------------|-----------------------|----------------------------|----------------------|
| | | Passenger Ridership | Vehicle/Driver Ridership | Total Ridership | Annual Rate of Growth | Total Ridership | Nov. % Chg from Sep. |
| 2008² | | 12,926,006 | 10,441,798 | 23,367,804 | (2.8%) | | |
| 2009² | | 12,580,511 | 9,917,249 | 22,497,760 | (3.7%) | | |
| 2010² | | 12,453,226 | 10,134,311 | 22,587,537 | 0.4% | | |
| 2011² | | 12,242,320 | 9,968,973 | 22,211,293 | (1.7%) | | |
| 2012² | | 12,236,081 | 9,983,059 | 22,219,140 | 0.0% | | |
| 2013² | 22,616,000 | 12,334,000 | 10,077,000 | 22,411,000 | 0.9% | 22,510,000 | (0.4%) |
| 2014 | 22,805,000 | 12,438,000 | 10,071,000 | 22,509,000 | 0.4% | 22,939,000 | (1.9%) |
| 2015 | 23,068,000 | 12,602,000 | 10,174,000 | 22,776,000 | 1.2% | 23,474,000 | (3.0%) |
| 2016 | 23,363,000 | 12,773,000 | 10,301,000 | 23,074,000 | 1.3% | 23,986,000 | (3.8%) |
| 2017 | 23,632,000 | 12,931,000 | 10,416,000 | 23,347,000 | 1.2% | 24,424,000 | (4.4%) |
| 2018 | 23,846,000 | 13,059,000 | 10,508,000 | 23,567,000 | 0.9% | 24,779,000 | (4.9%) |
| 2019 | 23,992,000 | 13,190,000 | 10,528,000 | 23,718,000 | 0.6% | 25,067,000 | (5.4%) |
| 2020 | 24,195,000 | 13,335,000 | 10,588,000 | 23,923,000 | 0.9% | 25,344,000 | (5.6%) |
| 2021 | 24,396,000 | 13,475,000 | 10,650,000 | 24,125,000 | 0.8% | 25,647,000 | (5.9%) |
| 2022 | 24,638,000 | 13,629,000 | 10,738,000 | 24,367,000 | 1.0% | 25,923,000 | (6.0%) |
| 2023 | 24,873,000 | 13,784,000 | 10,818,000 | 24,602,000 | 1.0% | 26,199,000 | (6.1%) |
| 2024 | 25,133,000 | 13,961,000 | 10,901,000 | 24,862,000 | 1.1% | 26,503,000 | (6.2%) |
| 2025 | 25,380,000 | 14,127,000 | 10,983,000 | 25,110,000 | 1.0% | 26,812,000 | (6.3%) |
| 2026 | 25,663,000 | 14,299,000 | 11,082,000 | 25,381,000 | 1.1% | 27,108,000 | (6.4%) |
| 2027 | 25,941,000 | 14,469,000 | 11,174,000 | 25,643,000 | 1.0% | 27,411,000 | (6.4%) |

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 2012 Forecast Scenarios – Fiscal Years 2006-2027



**Alternative Federal Revenue Forecast
November 2012**

V ember 2012 Alternate Federal Funds Forecast Key Assumptions

FFY 2010 – 2012

- The alternative forecast for FFY2010 through FFY2012 has been adjusted to reflect actual FHWA distribution for both Apportionment and Obligation Authority.

FFY 2013 & 2014

- The alternative apportionment forecast for FFY2013 and FFY2014 are based on P.L. 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21). This law reauthorizes the federal surface transportation policy and program at the Congressional Budget Office's baseline level equal to current funding levels plus inflation which equals \$105 billion for two years.
- The alternate apportionment forecast for FFY 2013 is \$655.0 million and is based on FHWA Notice N4510.759 dated October 1, 2012.
- The alternate apportionment forecast for FFY 2014 is \$657.6 million and is based on FHWA Summary of Estimated FFY 2013 Apportionments under the Conference Report for the MAP-21 Act.

FFY2015 and Beyond

- In FFY2015 and beyond, the growth rates in federal funds mirrors the WA State fuel gallons consumed in June forecast. This is the same assumption as the baseline forecast for federal funds.
- The alternative forecast assumes that new transportation revenue will be found to sure up the Highway Trust Fund and that funding levels beyond FFY2014 will not be reduced.
- In FFY2015, the alternative apportionment forecast anticipated \$96.3 million in additional revenue which is 17% higher than the baseline forecast.
- In FFY2016, the alternative apportionment forecast anticipated \$143.4 million in additional revenue which is 28% higher than the baseline forecast. This difference grows slightly over the forecast horizon to \$144.2 million.

[Return to Table of Contents](#)

Transportation Revenue Forecast Council

Table G.1. Washington Federal Revenue Federal Fiscal Year Forecast Alternate to Baseline

November 2012

| | 2010 | 2011 | Current Biennium | | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|---------|---------|------------------|---------|---------|---------|---------|---------|---------|
| | | | 2012 | 2013 | | | | | |
| Million Dollars | | | | | | | | | |
| Apportionment (Alternate Nov 2012 Forecast) | 921.597 | 723.274 | 715.175 | 655.048 | 657.574 | 664.572 | 665.478 | 665.375 | 666.512 |
| Annual Percentage Change | 86.1% | -21.5% | -1.1% | -8.4% | 0.4% | 1.1% | 0.1% | 0.0% | 0.2% |
| Apportionment (Baseline Nov 2012 Forecast) | 921.597 | 723.274 | 715.175 | 655.048 | 657.574 | 568.274 | 522.073 | 521.993 | 522.885 |
| Annual Percentage Change | | -21.5% | -1.1% | -8.4% | 0.4% | -13.6% | -8.1% | 0.0% | 0.2% |
| Percentage Change, Alt. to Baseline | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 16.9% | 27.5% | 27.5% | 27.5% |
| Obligation Authority (Alternate Nov 2012 Forecast) | 602.875 | 638.909 | 607.066 | 638.946 | 644.422 | 651.186 | 652.704 | 652.179 | 653.764 |
| Annual Percentage Change | 7.7% | -2.2% | -5.0% | 5.3% | 0.9% | 1.0% | 0.2% | -0.1% | 0.2% |
| Obligation Authority (Baseline Nov 2012 Forecast) | 832.079 | 725.595 | 696.066 | 626.022 | 644.422 | 556.909 | 511.632 | 511.553 | 512.427 |
| Annual Percentage Change | | -2.2% | -4.1% | -10.1% | 2.9% | -13.6% | -8.1% | 0.0% | 0.2% |
| Percentage Change, Alt. to Baseline | -27.5% | -11.9% | -12.8% | 2.1% | 0.0% | 16.9% | 27.6% | 27.5% | 27.6% |
| | | | | | | | | | |
| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
| Million Dollars | | | | | | | | | |
| Apportionment (Alternate Nov 2012 Forecast) | 667.868 | 666.432 | 666.049 | 666.090 | 666.438 | 666.349 | 667.957 | 668.572 | 669.012 |
| Annual Percentage Change | 0.2% | -0.2% | -0.1% | 0.0% | 0.1% | 0.0% | 0.2% | 0.1% | 0.1% |
| Apportionment (Baseline Nov 2012 Forecast) | 523.948 | 522.822 | 522.521 | 522.553 | 522.826 | 522.756 | 524.020 | 524.503 | 524.849 |
| Annual Percentage Change | 0.2% | -0.2% | -0.1% | 0.0% | 0.1% | 0.0% | 0.2% | 0.1% | 0.1% |
| Percentage Change, Alt. to Baseline | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% |
| Obligation Authority (Alternate Nov 2012 Forecast) | 654.511 | 653.103 | 652.728 | 652.768 | 653.109 | 653.022 | 654.598 | 655.201 | 655.632 |
| Annual Percentage Change | 0.1% | -0.2% | -0.1% | 0.0% | 0.1% | 0.0% | 0.2% | 0.1% | 0.1% |
| Obligation Authority (Baseline Nov 2012 Forecast) | 513.469 | 512.366 | 512.071 | 512.102 | 512.369 | 512.301 | 513.540 | 514.013 | 514.352 |
| Annual Percentage Change | 0.2% | -0.2% | -0.1% | 0.0% | 0.1% | 0.0% | 0.2% | 0.1% | 0.1% |
| Percentage Change, Alt. to Baseline | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% | 27.5% |
| | | | | | | | | | |

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | CURRENT FFY | | | | 2014 Nov-12 | 2014 Sep-12 | Difference | |
|--|----------------------|----------------------|--------------------|-------------|----------------------|----------------------|----------------------|-------------|
| | 2013 Nov-12 | 2013 Sep-12 | Value | Percent | | | Value | Percent |
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$364,129,805 | \$363,386,018 | \$743,787 | 0% | \$366,129,494 | \$366,463,810 | (\$334,315) | 0% |
| Surface Transportation Program (STP) | 167,488,278 | \$167,146,159 | 342,119 | 0% | 168,408,072 | \$168,561,846 | (153,775) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,083,487 | \$40,977,884 | 105,603 | 0% | 41,308,630 | \$41,324,957 | (16,327) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,502,948 | \$34,661,521 | 841,427 | 2% | 34,940,986 | \$34,955,096 | (14,110) | 0% |
| Metropolitan Planning (MPO) | 6,967,021 | \$6,937,912 | 29,109 | 0% | 6,996,675 | \$6,996,675 | - | 0% |
| Subtotal Core Programs | \$615,171,539 | \$613,109,494 | \$2,062,045 | 0% | \$617,783,856 | \$618,302,383 | (\$518,527) | 0% |
| State Planning and Research (SPR) | 12,958,866 | \$12,654,283 | 304,583 | 2% | 13,008,828 | \$12,761,462 | 247,367 | 2% |
| Transportation Alternatives | 12,712,430 | \$12,334,077 | 378,353 | 3% | 12,503,967 | \$12,503,968 | (1) | 0% |
| Redistribution of section 164 Penalty | 14,205,376 | \$13,888,277 | 317,099 | 2% | 14,277,068 | \$14,005,907 | 271,161 | N/A |
| Total Washington State MAP - 21 Apportionment | \$655,048,211 | \$651,986,130 | \$3,062,081 | 0% | \$657,573,720 | \$657,573,720 | \$0 | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$641,947,247 | \$638,946,407 | \$3,000,839 | 0% | \$644,422,246 | \$638,946,407 | \$5,475,838 | 1% |
| Ferry Boats and Terminal Facilities # | 15,000,000 | 15,000,000 | - | N/A | 15,000,000 | 15,000,000 | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$342,282,017 | \$343,750,975 | (\$1,468,958) | 0% | \$344,161,725 | \$346,662,463 | (\$2,500,738) | -1% |
| Surface Transportation Program (27% of total STP) | 44,727,283 | \$42,315,977 | 2,411,306 | 6% | 45,083,568 | \$42,674,383 | 2,409,184 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,164,430 | \$16,119,855 | (955,425) | -6% | 15,246,303 | \$16,256,387 | (1,010,084) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$707,378) | 707,378 | N/A | - | (\$713,369) | 713,369 | N/A |
| Subtotal Core Programs | \$402,173,731 | \$401,479,429 | \$694,301 | 0% | \$404,491,595 | \$404,879,863 | (\$388,268) | 0% |
| State Planning and Research (100% state) | 12,958,866 | 12,654,283 | 304,583 | 2% | 13,008,828 | 12,761,462 | 247,367 | 2% |
| SHRP2 | 518,355 | 506,171 | 12,183 | 2% | 520,353 | 510,458 | 9,895 | 2% |
| NCHRP | 712,738 | 668,146 | 44,592 | 7% | 715,486 | 673,805 | 41,680 | 6% |
| Research | 2,397,390 | 2,368,882 | 28,508 | 1% | 2,406,633 | 2,388,946 | 17,688 | 1% |
| Amount remaining for SPR | 9,330,384 | 9,111,084 | 219,300 | 2% | 9,366,356 | 9,188,252 | 178,104 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,205,376 | \$13,888,277 | 317,099 | 2% | 14,277,068 | \$14,005,907 | 271,161 | 2% |
| Total State MAP - 21 Apportionment | \$431,237,972 | \$428,021,989 | \$3,215,984 | 1% | \$433,677,492 | \$431,647,232 | \$2,030,260 | 0% |
| State Program Obligation Authority | \$422,613,213 | \$419,461,549 | \$3,151,664 | 1% | \$425,003,942 | \$423,014,287 | \$1,989,655 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$21,847,788 | \$19,635,043 | \$2,212,745 | 11% | \$21,967,770 | \$19,801,347 | \$2,166,422 | 11% |
| Surface Transportation Program (73% of total STP) | 122,760,995 | \$124,830,182 | (2,069,187) | -2% | 123,324,504 | \$125,887,463 | (2,562,959) | -2% |
| Bridge Program (Off the federal aid system) | 21,900,000 | 21,900,000 | - | 0% | 21,900,000 | 21,900,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,116,856 | \$17,468,012 | (351,156) | -2% | 17,220,468 | \$17,647,440 | (426,972) | -2% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 52,513,421 | \$53,590,746 | (1,077,325) | -2% | 52,801,808 | \$54,141,221 | (1,339,413) | -2% |
| Areas over 5,000 | 16,483,406 | \$16,821,567 | (338,161) | -2% | 14,828,299 | \$16,994,355 | (2,166,056) | -13% |
| Areas under 5,000 | 14,747,312 | \$15,049,856 | (302,545) | -2% | 16,573,928 | \$15,204,446 | 1,369,482 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 25,919,056 | \$24,858,028 | 1,061,028 | 4% | 26,062,327 | \$25,068,570 | 993,757 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,502,948 | \$35,368,899 | 134,049 | 0% | 34,940,986 | \$35,668,465 | (727,479) | -2% |
| Metropolitan Planning (100% of total MPO) | 6,967,021 | \$6,937,912 | 29,109 | 0% | 6,996,675 | \$6,996,675 | - | 0% |
| Subtotal Core Programs | \$212,997,809 | \$211,630,064 | \$1,367,744 | 1% | \$213,292,261 | \$213,422,520 | (\$130,259) | 0% |
| Transportation Alternatives | 10,812,430 | 12,334,077 | (1,521,647) | -12% | 10,603,967 | 12,503,968 | (1,900,001) | -15% |
| 50% Distribution Any of the state programs | 5,406,215 | 6,167,038 | (760,823) | -12% | 6,251,984 | 6,251,984 | (1) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,485,704 | (95,630) | -3% | 3,390,074 | 3,533,717 | (143,642) | -4% |
| Areas over 5,000 | 1,064,108 | 2,437,120 | (1,373,011) | -56% | 1,064,108 | 2,470,689 | (1,406,580) | -57% |
| Under 5,000 | 952,032 | 244,215 | 707,818 | 290% | 952,032 | 247,579 | 704,454 | 285% |
| Total Local MAP - 21 Apportionment | \$223,810,239 | \$223,964,141 | (\$153,903) | 0% | \$223,896,228 | \$225,926,488 | (\$2,030,260) | -1% |
| Local Program Obligation Authority | \$219,334,034 | \$219,484,858 | (\$150,824) | 0% | \$219,418,303 | \$221,407,959 | (\$1,989,655) | -1% |
| Total Washington State MAP - 21 Apportionment | \$655,048,211 | \$651,986,130 | \$3,062,081 | 0.5% | \$657,573,720 | \$657,573,720 | \$0 | 0.0% |
| Total Washington State MAP - 21 Obligation Authority | \$641,947,247 | \$638,946,407 | \$3,000,839 | 0.5% | \$644,422,246 | \$644,422,246 | \$0 | 0.0% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | 2015 | 2015 | Difference | | 2016 | 2016 | Difference | |
|--|----------------------|----------------------|----------------------|-------------|----------------------|----------------------|----------------------|--------------|
| | Nov-12 | Sep-12 | Value | Percent | Nov-12 | Sep-12 | Value | Percent |
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$370,027,000 | \$370,310,000 | (\$283,000) | 0% | \$370,531,000 | \$371,174,000 | (\$643,000) | 0% |
| Surface Transportation Program (STP) | 170,200,000 | \$170,331,000 | (131,000) | 0% | 170,432,000 | \$170,729,000 | (297,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,748,000 | \$41,759,000 | (11,000) | 0% | 41,805,000 | \$41,856,000 | (51,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,313,000 | \$35,322,000 | (9,000) | 0% | 35,361,000 | \$35,404,000 | (43,000) | 0% |
| Metropolitan Planning (MPO) | 7,071,000 | \$7,070,000 | 1,000 | 0% | 7,081,000 | \$7,086,000 | (5,000) | 0% |
| Subtotal Core Programs | \$624,359,000 | \$624,792,000 | (\$433,000) | 0% | \$625,210,000 | \$626,249,000 | (\$1,039,000) | 0% |
| State Planning and Research (SPR) | 13,147,000 | \$12,895,000 | 252,000 | 2% | 13,165,000 | \$12,925,000 | 240,000 | 2% |
| Transportation Alternatives | 12,637,000 | \$12,635,000 | 2,000 | 0% | 12,654,000 | \$12,664,000 | (10,000) | 0% |
| Redistribution of section 164 Penalty | 14,429,000 | \$14,153,000 | 276,000 | N/A | 14,449,000 | \$14,186,000 | 263,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$664,572,000 | \$664,475,000 | \$97,000 | 0% | \$665,478,000 | \$666,024,000 | (\$546,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$651,281,000 | \$638,946,407 | \$12,334,593 | 2% | \$652,168,000 | \$638,946,407 | \$13,221,593 | 2% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A | - | - | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$347,825,000 | \$350,301,000 | (\$2,476,000) | -1% | \$348,299,000 | \$351,118,000 | (\$2,819,000) | -1% |
| Surface Transportation Program (27% of total STP) | 45,761,420 | \$43,122,000 | 2,639,420 | 6% | 45,849,060 | \$43,224,000 | 2,625,060 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,407,000 | \$16,427,000 | (1,020,000) | -6% | 15,430,000 | \$16,465,000 | (1,035,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$721,000) | 721,000 | N/A | - | (\$723,000) | 723,000 | N/A |
| Subtotal Core Programs | \$408,993,420 | \$409,129,000 | (\$135,580) | 0% | \$409,578,060 | \$410,084,000 | (\$505,940) | 0% |
| State Planning and Research (100% state) | 13,147,000 | 12,895,000 | 252,000 | 2% | 13,165,000 | 12,925,000 | 240,000 | 2% |
| SHRP2 | 525,880 | 515,800 | 10,080 | 2% | 526,600 | 517,000 | 9,600 | 2% |
| NCHRP | 723,085 | 681,000 | 42,085 | 6% | 724,075 | 682,440 | 41,635 | 6% |
| Research | 2,432,195 | 2,414,000 | 18,195 | 1% | 2,435,525 | 2,419,560 | 15,965 | 1% |
| Amount remaining for SPR | 9,465,840 | 9,300,000 | 165,840 | 2% | 9,478,800 | 9,306,000 | 172,800 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,429,000 | \$14,153,000 | 276,000 | 2% | 14,449,000 | \$14,186,000 | 263,000 | 2% |
| Total State MAP - 21 Apportionment | \$438,469,420 | \$436,177,000 | \$2,292,420 | 1% | \$439,092,060 | \$437,195,000 | \$1,897,060 | 0% |
| State Program Obligation Authority | \$429,700,000 | \$427,454,000 | \$2,246,000 | 1% | \$430,310,000 | \$428,451,000 | \$1,859,000 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,202,000 | \$20,009,162 | \$2,192,838 | 11% | \$22,232,000 | \$20,055,862 | \$2,176,138 | 11% |
| Surface Transportation Program (73% of total STP) | 124,438,580 | \$127,208,676 | (2,770,096) | -2% | 124,582,940 | \$127,505,378 | (2,922,438) | -2% |
| Bridge Program (Off the federal aid system) | 22,133,000 | 22,133,000 | - | 0% | 22,163,000 | 22,163,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,438,580 | \$17,832,118 | (393,538) | -2% | 17,466,940 | \$17,877,379 | (410,439) | -2% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 53,363,641 | \$54,707,801 | (1,344,160) | -2% | 53,436,381 | \$54,846,660 | (1,410,279) | -3% |
| Areas over 5,000 | 14,986,078 | \$17,172,199 | (2,186,120) | -13% | 15,006,506 | \$17,215,785 | (2,209,279) | -13% |
| Areas under 5,000 | 16,750,281 | \$15,363,558 | 1,386,723 | 9% | 16,773,113 | \$15,402,554 | 1,370,560 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,340,000 | \$25,331,736 | 1,008,264 | 4% | 26,375,000 | \$25,390,591 | 984,409 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,313,000 | \$36,043,000 | (730,000) | -2% | 35,361,000 | \$36,127,000 | (766,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,071,000 | \$7,070,000 | 1,000 | 0% | 7,081,000 | \$7,086,000 | (5,000) | 0% |
| Subtotal Core Programs | \$215,364,580 | \$215,662,575 | (\$297,995) | 0% | \$215,631,940 | \$216,164,830 | (\$532,890) | 0% |
| Transportation Alternatives | 10,737,000 | 12,635,500 | (1,898,500) | -15% | 10,754,000 | 12,664,000 | (1,910,000) | -15% |
| 50% Distribution Any of the state programs | 6,319,000 | 6,317,500 | 1,500 | 0% | 6,327,000 | 6,332,000 | (5,000) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,571,000 | (180,926) | -5% | 3,390,074 | 3,579,000 | (188,926) | -5% |
| Areas over 5,000 | 1,064,108 | 2,497,000 | (1,432,892) | -57% | 1,064,108 | 2,502,000 | (1,437,892) | -57% |
| Under 5,000 | 952,032 | 214,000 | 738,032 | 345% | 952,032 | 197,000 | 755,032 | 383% |
| Total Local MAP - 21 Apportionment | \$226,101,580 | \$228,298,075 | (\$2,196,495) | -1% | \$226,385,940 | \$228,828,830 | (\$2,442,890) | -1% |
| Local Program Obligation Authority | \$221,581,000 | \$223,732,000 | (\$2,151,000) | -1% | \$221,858,000 | \$224,253,000 | (\$2,395,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$664,571,000 | \$664,475,075 | \$95,925 | 0.0% | \$665,478,000 | \$666,023,830 | (\$545,830) | -0.1% |
| Total Washington State MAP - 21 Obligation Authority | \$651,281,000 | \$651,186,000 | \$95,000 | 0.0% | \$652,168,000 | \$652,704,000 | (\$536,000) | -0.1% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | 2017 | 2017 | Difference | | 2018 | 2018 | Difference | |
|--|----------------------|----------------------|----------------------|-------------|----------------------|----------------------|----------------------|--------------|
| | Nov-12 | Sep-12 | Value | Percent | Nov-12 | Sep-12 | Value | Percent |
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$370,474,000 | \$370,876,000 | (\$402,000) | 0% | \$371,107,000 | \$371,777,000 | (\$670,000) | 0% |
| Surface Transportation Program (STP) | 170,407,000 | \$170,590,000 | (183,000) | 0% | 170,698,000 | \$171,005,000 | (307,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,798,000 | \$41,822,000 | (24,000) | 0% | 41,870,000 | \$41,924,000 | (54,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,355,000 | \$35,376,000 | (21,000) | 0% | 35,416,000 | \$35,462,000 | (46,000) | 0% |
| Metropolitan Planning (MPO) | 7,080,000 | \$7,080,000 | - | 0% | 7,092,000 | \$7,097,000 | (5,000) | 0% |
| Subtotal Core Programs | \$625,114,000 | \$625,744,000 | (\$630,000) | 0% | \$626,183,000 | \$627,265,000 | (\$1,082,000) | 0% |
| State Planning and Research (SPR) | 13,163,000 | \$12,916,000 | 247,000 | 2% | 13,185,000 | \$12,947,000 | 238,000 | 2% |
| Transportation Alternatives | 12,652,000 | \$12,654,000 | (2,000) | 0% | 12,673,000 | \$12,685,000 | (12,000) | 0% |
| Redistribution of section 164 Penalty | 14,446,000 | \$14,175,000 | 271,000 | N/A | 14,471,000 | \$14,209,000 | 262,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$665,375,000 | \$665,489,000 | (\$114,000) | 0% | \$666,512,000 | \$667,106,000 | (\$594,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$652,068,000 | \$638,946,407 | \$13,121,593 | 2% | \$653,182,000 | \$638,946,407 | \$14,235,593 | 2% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A | - | - | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$348,246,000 | \$350,836,000 | (\$2,590,000) | -1% | \$348,841,000 | \$351,689,000 | (\$2,848,000) | -1% |
| Surface Transportation Program (27% of total STP) | 45,839,855 | \$43,187,000 | 2,652,855 | 6% | 45,949,990 | \$43,293,000 | 2,656,990 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,427,000 | \$16,452,000 | (1,025,000) | -6% | 15,453,000 | \$16,492,000 | (1,039,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$722,000) | 722,000 | N/A | - | (\$724,000) | 724,000 | N/A |
| Subtotal Core Programs | \$409,512,855 | \$409,753,000 | (\$240,145) | 0% | \$410,243,990 | \$410,750,000 | (\$506,010) | 0% |
| State Planning and Research (100% state) | 13,163,000 | 12,916,000 | 247,000 | 2% | 13,185,000 | 12,947,000 | 238,000 | 2% |
| SHRP2 | 526,520 | 516,640 | 9,880 | 2% | 527,400 | 517,880 | 9,520 | 2% |
| NCHRP | 723,965 | 681,965 | 42,000 | 6% | 725,175 | 683,602 | 41,573 | 6% |
| Research | 2,435,155 | 2,417,875 | 17,280 | 1% | 2,439,225 | 2,423,678 | 15,547 | 1% |
| Amount remaining for SPR | 9,477,360 | 9,299,520 | 177,840 | 2% | 9,493,200 | 9,321,840 | 171,360 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,446,000 | \$14,175,000 | 271,000 | 2% | 14,471,000 | \$14,209,000 | 262,000 | 2% |
| Total State MAP - 21 Apportionment | \$439,021,855 | \$436,844,000 | \$2,177,855 | 0% | \$439,799,990 | \$437,906,000 | \$1,893,990 | 0% |
| State Program Obligation Authority | \$430,242,000 | \$428,107,000 | \$2,135,000 | 0% | \$431,004,000 | \$429,148,000 | \$1,856,000 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,228,000 | \$20,039,762 | \$2,188,238 | 11% | \$22,266,000 | \$20,088,423 | \$2,177,577 | 11% |
| Surface Transportation Program (73% of total STP) | 124,567,145 | \$127,402,673 | (2,835,528) | -2% | 124,748,010 | \$127,712,213 | (2,964,203) | -2% |
| Bridge Program (Off the federal aid system) | 22,160,000 | 22,160,000 | - | 0% | 22,198,000 | 22,198,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,463,645 | \$17,860,459 | (396,814) | -2% | 17,499,010 | \$17,906,541 | (407,531) | -2% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 53,428,542 | \$54,794,748 | (1,366,206) | -2% | 53,519,781 | \$54,936,126 | (1,416,345) | -3% |
| Areas over 5,000 | 15,004,305 | \$17,199,491 | (2,195,186) | -13% | 15,029,927 | \$17,243,867 | (2,213,940) | -13% |
| Areas under 5,000 | 16,770,653 | \$15,387,976 | 1,382,677 | 9% | 16,799,292 | \$15,427,678 | 1,371,613 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,371,000 | \$25,370,378 | 1,000,622 | 4% | 26,417,000 | \$25,432,205 | 984,795 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,355,000 | \$36,098,000 | (743,000) | -2% | 35,416,000 | \$36,186,000 | (770,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,080,000 | \$7,080,000 | - | 0% | 7,092,000 | \$7,097,000 | (5,000) | 0% |
| Subtotal Core Programs | \$215,601,145 | \$215,990,814 | (\$389,669) | 0% | \$215,939,010 | \$216,515,841 | (\$576,831) | 0% |
| Transportation Alternatives | 10,752,000 | 12,654,000 | (1,902,000) | -15% | 10,773,000 | 12,684,500 | (1,911,500) | -15% |
| 50% Distribution Any of the state programs | 6,326,000 | 6,327,000 | (1,000) | 0% | 6,337,000 | 6,342,500 | (5,500) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,576,000 | (185,926) | -5% | 3,390,074 | 3,585,000 | (194,926) | -5% |
| Areas over 5,000 | 1,064,108 | 2,500,000 | (1,435,892) | -57% | 1,064,108 | 2,506,000 | (1,441,892) | -58% |
| Under 5,000 | 952,032 | 196,000 | 756,032 | 386% | 952,032 | 197,000 | 755,032 | 383% |
| Total Local MAP - 21 Apportionment | \$226,353,145 | \$228,644,814 | (\$2,291,669) | -1% | \$226,712,010 | \$229,200,341 | (\$2,488,331) | -1% |
| Local Program Obligation Authority | \$221,826,000 | \$224,072,000 | (\$2,246,000) | -1% | \$222,178,000 | \$224,616,000 | (\$2,438,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$665,375,000 | \$665,488,814 | (\$113,814) | 0.0% | \$666,512,000 | \$667,106,341 | (\$594,341) | -0.1% |
| Total Washington State MAP - 21 Obligation Authority | \$652,068,000 | \$652,179,000 | (\$111,000) | 0.0% | \$653,182,000 | \$653,764,000 | (\$582,000) | -0.1% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | 2019 | 2019 | Difference | | 2020 | 2020 | Difference | |
|--|----------------------|----------------------|----------------------|--------------|----------------------|----------------------|----------------------|--------------|
| | Nov-12 | Sep-12 | Value | Percent | Nov-12 | Sep-12 | Value | Percent |
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$371,862,000 | \$372,615,000 | (\$753,000) | 0% | \$371,062,000 | \$372,523,000 | (\$1,461,000) | 0% |
| Surface Transportation Program (STP) | 171,045,000 | \$171,391,000 | (346,000) | 0% | 170,676,000 | \$171,349,000 | (673,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,955,000 | \$42,018,000 | (63,000) | 0% | 41,865,000 | \$42,009,000 | (144,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,488,000 | \$35,543,000 | (55,000) | 0% | 35,413,000 | \$35,534,000 | (121,000) | 0% |
| Metropolitan Planning (MPO) | 7,107,000 | \$7,113,000 | (6,000) | 0% | 7,091,000 | \$7,111,000 | (20,000) | 0% |
| Subtotal Core Programs | \$627,457,000 | \$628,680,000 | (\$1,223,000) | 0% | \$626,107,000 | \$628,526,000 | (\$2,419,000) | 0% |
| State Planning and Research (SPR) | 13,213,000 | \$12,975,000 | 238,000 | 2% | 13,184,000 | \$12,972,000 | 212,000 | 2% |
| Transportation Alternatives | 12,698,000 | \$12,714,000 | (16,000) | 0% | 12,671,000 | \$12,711,000 | (40,000) | 0% |
| Redistribution of section 164 Penalty | 14,500,000 | \$14,241,000 | 259,000 | N/A | 14,470,000 | \$14,238,000 | 232,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$667,868,000 | \$668,610,000 | (\$742,000) | 0% | \$666,432,000 | \$668,447,000 | (\$2,015,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$654,511,000 | \$638,946,407 | \$15,564,593 | 2% | \$653,103,000 | \$638,946,407 | \$14,156,593 | 2% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A | - | - | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$349,550,000 | \$352,481,000 | (\$2,931,000) | -1% | \$348,798,000 | \$352,394,000 | (\$3,596,000) | -1% |
| Surface Transportation Program (27% of total STP) | 46,080,965 | \$43,391,000 | 2,689,965 | 6% | 45,941,220 | \$43,380,000 | 2,561,220 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,484,000 | \$16,529,000 | (1,045,000) | -6% | 15,452,000 | \$16,526,000 | (1,074,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$725,000) | 725,000 | N/A | - | (\$725,000) | 725,000 | N/A |
| Subtotal Core Programs | \$411,114,965 | \$411,676,000 | (\$561,035) | 0% | \$410,191,220 | \$411,575,000 | (\$1,383,780) | 0% |
| State Planning and Research (100% state) | 13,213,000 | 12,975,000 | 238,000 | 2% | 13,184,000 | 12,972,000 | 212,000 | 2% |
| SHRP2 | 528,520 | 519,000 | 9,520 | 2% | 527,360 | 518,880 | 8,480 | 2% |
| NCHRP | 726,715 | 685,080 | 41,635 | 6% | 725,120 | 684,922 | 40,198 | 6% |
| Research | 2,444,405 | 2,428,920 | 15,485 | 1% | 2,439,040 | 2,428,358 | 10,682 | 0% |
| Amount remaining for SPR | 9,513,360 | 9,342,000 | 171,360 | 2% | 9,492,480 | 9,339,840 | 152,640 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,500,000 | \$14,241,000 | 259,000 | 2% | 14,470,000 | \$14,238,000 | 232,000 | 2% |
| Total State MAP - 21 Apportionment | \$440,727,965 | \$438,892,000 | \$1,835,965 | 0% | \$439,745,220 | \$438,785,000 | \$960,220 | 0% |
| State Program Obligation Authority | \$431,914,000 | \$430,114,000 | \$1,800,000 | 0% | \$430,950,000 | \$430,009,000 | \$941,000 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,312,000 | \$20,133,678 | \$2,178,322 | 11% | \$22,264,000 | \$20,128,776 | \$2,135,224 | 11% |
| Surface Transportation Program (73% of total STP) | 124,964,035 | \$128,000,356 | (3,036,321) | -2% | 124,734,780 | \$127,968,974 | (3,234,194) | -3% |
| Bridge Program (Off the federal aid system) | 22,243,000 | 22,243,000 | - | 0% | 22,195,000 | 22,195,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,541,535 | \$17,947,804 | (406,269) | -2% | 17,496,780 | \$17,950,625 | (453,845) | -3% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 53,628,578 | \$55,062,718 | (1,434,141) | -3% | 53,512,883 | \$55,071,371 | (1,558,488) | -3% |
| Areas over 5,000 | 15,060,481 | \$17,283,604 | (2,223,123) | -13% | 15,027,990 | \$17,286,319 | (2,258,329) | -13% |
| Areas under 5,000 | 16,833,442 | \$15,463,229 | 1,370,212 | 9% | 16,797,127 | \$15,465,659 | 1,331,467 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,471,000 | \$25,489,276 | 981,724 | 4% | 26,413,000 | \$25,483,331 | 929,669 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,488,000 | \$36,268,000 | (780,000) | -2% | 35,413,000 | \$36,259,000 | (846,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,107,000 | \$7,113,000 | (6,000) | 0% | 7,091,000 | \$7,111,000 | (20,000) | 0% |
| Subtotal Core Programs | \$216,342,035 | \$217,004,309 | (\$662,274) | 0% | \$215,915,780 | \$216,951,080 | (\$1,035,300) | 0% |
| Transportation Alternatives | 10,798,000 | 12,714,000 | (1,916,000) | -15% | 10,771,000 | 12,711,500 | (1,940,500) | -15% |
| 50% Distribution Any of the state programs | 6,349,000 | 6,357,000 | (8,000) | 0% | 6,336,000 | 6,355,500 | (19,500) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,593,000 | (202,926) | -6% | 3,390,074 | 3,592,000 | (201,926) | -6% |
| Areas over 5,000 | 1,064,108 | 2,512,000 | (1,447,892) | -58% | 1,064,108 | 2,512,000 | (1,447,892) | -58% |
| Under 5,000 | 952,032 | 197,000 | 755,032 | 383% | 952,032 | 197,000 | 755,032 | 383% |
| Total Local MAP - 21 Apportionment | \$227,140,035 | \$229,718,309 | (\$2,578,274) | -1% | \$226,686,780 | \$229,662,580 | (\$2,975,800) | -1% |
| Local Program Obligation Authority | \$222,597,000 | \$225,124,000 | (\$2,527,000) | -1% | \$222,153,000 | \$225,069,000 | (\$2,916,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$667,868,000 | \$668,610,309 | (\$742,309) | -0.1% | \$666,432,000 | \$668,447,580 | (\$2,015,580) | -0.3% |
| Total Washington State MAP - 21 Obligation Authority | \$654,511,000 | \$655,238,000 | (\$727,000) | -0.1% | \$653,103,000 | \$655,078,000 | (\$1,975,000) | -0.3% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA administration of the program

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | 2021 Nov-12 | 2021 Sep-12 | Difference Value | Percent | 2022 Nov-12 | 2022 Sep-12 | Difference Value | Percent |
|--|----------------------|----------------------|----------------------|--------------|----------------------|----------------------|----------------------|--------------|
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$370,849,000 | \$372,495,000 | (\$1,646,000) | 0% | \$370,872,000 | \$372,027,000 | (\$1,155,000) | 0% |
| Surface Transportation Program (STP) | 170,578,000 | \$171,336,000 | (758,000) | 0% | 170,589,000 | \$171,119,000 | (530,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,840,000 | \$42,006,000 | (166,000) | 0% | 41,843,000 | \$41,953,000 | (110,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,392,000 | \$35,531,000 | (139,000) | 0% | 35,394,000 | \$35,486,000 | (92,000) | 0% |
| Metropolitan Planning (MPO) | 7,087,000 | \$7,110,000 | (23,000) | 0% | 7,087,000 | \$7,101,000 | (14,000) | 0% |
| Subtotal Core Programs | \$625,746,000 | \$628,478,000 | (\$2,732,000) | 0% | \$625,785,000 | \$627,686,000 | (\$1,901,000) | 0% |
| State Planning and Research (SPR) | 13,177,000 | \$12,971,000 | 206,000 | 2% | 13,178,000 | \$12,955,000 | 223,000 | 2% |
| Transportation Alternatives | 12,665,000 | \$12,710,000 | (45,000) | 0% | 12,665,000 | \$12,694,000 | (29,000) | 0% |
| Redistribution of section 164 Penalty | 14,461,000 | \$14,236,000 | 225,000 | N/A | 14,462,000 | \$14,219,000 | 243,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$666,049,000 | \$668,395,000 | (\$2,346,000) | 0% | \$666,090,000 | \$667,554,000 | (\$1,464,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$652,728,000 | \$638,946,407 | \$13,781,593 | 2% | \$652,768,000 | \$638,946,407 | \$13,821,593 | 2% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A | - | - | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$348,598,000 | \$352,368,000 | (\$3,770,000) | -1% | \$348,620,000 | \$351,925,000 | (\$3,305,000) | -1% |
| Surface Transportation Program (27% of total STP) | 45,904,150 | \$43,377,000 | 2,527,150 | 6% | 45,908,245 | \$43,321,000 | 2,587,245 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,441,000 | \$16,524,000 | (1,083,000) | -7% | 15,443,000 | \$16,504,000 | (1,061,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$725,000) | 725,000 | N/A | - | (\$724,000) | 724,000 | N/A |
| Subtotal Core Programs | \$409,943,150 | \$411,544,000 | (\$1,600,850) | 0% | \$409,971,245 | \$411,026,000 | (\$1,054,755) | 0% |
| State Planning and Research (100% state) | 13,177,000 | 12,971,000 | 206,000 | 2% | 13,178,000 | 12,955,000 | 223,000 | 2% |
| SHRP2 | 527,080 | 518,840 | 8,240 | 2% | 527,120 | 518,200 | 8,920 | 2% |
| NCHRP | 724,735 | 684,869 | 39,866 | 6% | 724,790 | 684,024 | 40,766 | 6% |
| Research | 2,437,745 | 2,428,171 | 9,574 | 0% | 2,437,930 | 2,425,176 | 12,754 | 1% |
| Amount remaining for SPR | 9,487,440 | 9,339,120 | 148,320 | 2% | 9,488,160 | 9,327,600 | 160,560 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,461,000 | \$14,236,000 | 225,000 | 2% | 14,462,000 | \$14,219,000 | 243,000 | 2% |
| Total State MAP - 21 Apportionment | \$439,481,150 | \$438,751,000 | \$730,150 | 0% | \$439,511,245 | \$438,200,000 | \$1,311,245 | 0% |
| State Program Obligation Authority | \$430,692,000 | \$429,976,000 | \$716,000 | 0% | \$430,721,000 | \$429,436,000 | \$1,285,000 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,251,000 | \$20,127,228 | \$2,123,772 | 11% | \$22,252,000 | \$20,101,943 | \$2,150,057 | 11% |
| Surface Transportation Program (73% of total STP) | 124,673,850 | \$127,958,989 | (3,285,139) | -3% | 124,680,755 | \$127,797,800 | (3,117,045) | -2% |
| Bridge Program (Off the federal aid system) | 22,182,000 | 22,182,000 | - | 0% | 22,183,000 | 22,183,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,484,850 | \$17,951,136 | (466,286) | -3% | 17,486,255 | \$17,923,612 | (437,357) | -2% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 53,482,157 | \$55,072,940 | (1,590,784) | -3% | 53,485,606 | \$54,988,497 | (1,502,891) | -3% |
| Areas over 5,000 | 15,019,361 | \$17,286,812 | (2,267,451) | -13% | 15,020,330 | \$17,260,306 | (2,239,976) | -13% |
| Areas under 5,000 | 16,787,482 | \$15,466,100 | 1,321,382 | 9% | 16,788,565 | \$15,442,386 | 1,346,179 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,398,000 | \$25,481,547 | 916,453 | 4% | 26,400,000 | \$25,449,445 | 950,555 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,392,000 | \$36,256,000 | (864,000) | -2% | 35,394,000 | \$36,210,000 | (816,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,087,000 | \$7,110,000 | (23,000) | 0% | 7,087,000 | \$7,101,000 | (14,000) | 0% |
| Subtotal Core Programs | \$215,801,850 | \$216,933,764 | (\$1,131,914) | -1% | \$215,813,755 | \$216,660,188 | (\$846,433) | 0% |
| Transportation Alternatives | 10,765,000 | 12,710,000 | (1,945,000) | -15% | 10,765,000 | 12,693,000 | (1,928,000) | -15% |
| 50% Distribution Any of the state programs | 6,333,000 | 6,355,000 | (22,000) | 0% | 6,333,000 | 6,347,000 | (14,000) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,592,000 | (201,926) | -6% | 3,390,074 | 3,587,000 | (196,926) | -5% |
| Areas over 5,000 | 1,064,108 | 2,511,000 | (1,446,892) | -58% | 1,064,108 | 2,508,000 | (1,443,892) | -58% |
| Under 5,000 | 952,032 | 197,000 | 755,032 | 383% | 952,032 | 197,000 | 755,032 | 383% |
| Total Local MAP - 21 Apportionment | \$226,566,850 | \$229,643,764 | (\$3,076,914) | -1% | \$226,578,755 | \$229,353,188 | (\$2,774,433) | -1% |
| Local Program Obligation Authority | \$222,036,000 | \$225,051,000 | (\$3,015,000) | -1% | \$222,047,000 | \$224,767,000 | (\$2,720,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$666,048,000 | \$668,394,764 | (\$2,346,764) | -0.4% | \$666,090,000 | \$667,553,188 | (\$1,463,188) | -0.2% |
| Total Washington State MAP - 21 Obligation Authority | \$652,728,000 | \$655,027,000 | (\$2,299,000) | -0.4% | \$652,768,000 | \$654,203,000 | (\$1,435,000) | -0.2% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | 2023 | 2023 | Difference | | 2024 | 2024 | Difference | |
|--|----------------------|----------------------|----------------------|--------------|----------------------|----------------------|----------------------|--------------|
| | Nov-12 | Sep-12 | Value | Percent | Nov-12 | Sep-12 | Value | Percent |
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$371,066,000 | \$372,037,000 | (\$971,000) | 0% | \$371,016,000 | \$371,988,000 | (\$972,000) | 0% |
| Surface Transportation Program (STP) | 170,677,000 | \$171,124,000 | (447,000) | 0% | 170,655,000 | \$171,103,000 | (448,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,866,000 | \$41,954,000 | (88,000) | 0% | 41,860,000 | \$41,948,000 | (88,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,413,000 | \$35,487,000 | (74,000) | 0% | 35,408,000 | \$35,482,000 | (74,000) | 0% |
| Metropolitan Planning (MPO) | 7,091,000 | \$7,101,000 | (10,000) | 0% | 7,090,000 | \$7,100,000 | (10,000) | 0% |
| Subtotal Core Programs | \$626,113,000 | \$627,703,000 | (\$1,590,000) | 0% | \$626,029,000 | \$627,621,000 | (\$1,592,000) | 0% |
| State Planning and Research (SPR) | 13,184,000 | \$12,955,000 | 229,000 | 2% | 13,182,000 | \$12,953,000 | 229,000 | 2% |
| Transportation Alternatives | 12,671,000 | \$12,694,000 | (23,000) | 0% | 12,670,000 | \$12,692,000 | (22,000) | 0% |
| Redistribution of section 164 Penalty | 14,470,000 | \$14,219,000 | 251,000 | N/A | 14,468,000 | \$14,217,000 | 251,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$666,438,000 | \$667,571,000 | (\$1,133,000) | 0% | \$666,349,000 | \$667,483,000 | (\$1,134,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$653,109,000 | \$638,946,407 | \$14,162,593 | 2% | \$653,022,000 | \$638,946,407 | \$14,075,593 | 2% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A | - | - | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$348,802,000 | \$351,935,000 | (\$3,133,000) | -1% | \$348,755,000 | \$351,888,000 | (\$3,133,000) | -1% |
| Surface Transportation Program (27% of total STP) | 45,941,645 | \$43,323,000 | 2,618,645 | 6% | 45,933,455 | \$43,318,000 | 2,615,455 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,452,000 | \$16,504,000 | (1,052,000) | -6% | 15,449,000 | \$16,502,000 | (1,053,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$724,000) | 724,000 | N/A | - | (\$724,000) | 724,000 | N/A |
| Subtotal Core Programs | \$410,195,645 | \$411,038,000 | (\$842,355) | 0% | \$410,137,455 | \$410,984,000 | (\$846,545) | 0% |
| State Planning and Research (100% state) | 13,184,000 | 12,955,000 | 229,000 | 2% | 13,182,000 | 12,953,000 | 229,000 | 2% |
| SHRP2 | 527,360 | 518,200 | 9,160 | 2% | 527,280 | 518,120 | 9,160 | 2% |
| NCHRP | 725,120 | 684,024 | 41,096 | 6% | 725,010 | 683,918 | 41,092 | 6% |
| Research | 2,439,040 | 2,425,176 | 13,864 | 1% | 2,438,670 | 2,424,802 | 13,868 | 1% |
| Amount remaining for SPR | 9,492,480 | 9,327,600 | 164,880 | 2% | 9,491,040 | 9,326,160 | 164,880 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,470,000 | \$14,219,000 | 251,000 | 2% | 14,468,000 | \$14,217,000 | 251,000 | 2% |
| Total State MAP - 21 Apportionment | \$439,749,645 | \$438,212,000 | \$1,537,645 | 0% | \$439,687,455 | \$438,154,000 | \$1,533,455 | 0% |
| State Program Obligation Authority | \$430,954,000 | \$429,448,000 | \$1,506,000 | 0% | \$430,894,000 | \$429,391,000 | \$1,503,000 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,264,000 | \$20,102,459 | \$2,161,541 | 11% | \$22,261,000 | \$20,099,827 | \$2,161,173 | 11% |
| Surface Transportation Program (73% of total STP) | 124,735,355 | \$127,801,366 | (3,066,011) | -2% | 124,721,545 | \$127,784,962 | (3,063,417) | -2% |
| Bridge Program (Off the federal aid system) | 22,195,000 | 22,195,000 | - | 0% | 22,192,000 | 22,192,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,496,855 | \$17,922,180 | (425,325) | -2% | 17,494,045 | \$17,919,905 | (425,860) | -2% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 53,513,197 | \$54,984,105 | (1,470,909) | -3% | 52,513,421 | \$54,977,127 | (2,463,705) | -4% |
| Areas over 5,000 | 15,028,078 | \$17,258,928 | (2,230,850) | -13% | 14,747,312 | \$17,256,737 | (2,509,425) | -15% |
| Areas under 5,000 | 16,797,225 | \$15,441,153 | 1,356,072 | 9% | 16,483,406 | \$15,439,193 | 1,044,213 | 7% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,414,000 | \$25,450,039 | 963,961 | 4% | 26,410,000 | \$25,446,472 | 963,528 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,413,000 | \$36,211,000 | (798,000) | -2% | 35,408,000 | \$36,206,000 | (798,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,091,000 | \$7,101,000 | (10,000) | 0% | 7,090,000 | \$7,100,000 | (10,000) | 0% |
| Subtotal Core Programs | \$215,917,355 | \$216,665,864 | (\$748,509) | 0% | \$215,890,545 | \$216,637,261 | (\$746,716) | 0% |
| Transportation Alternatives | 10,771,000 | 12,693,000 | (1,922,000) | -15% | 10,770,000 | 12,692,000 | (1,922,000) | -15% |
| 50% Distribution Any of the state programs | 6,336,000 | 6,347,000 | (11,000) | 0% | 6,335,000 | 6,346,000 | (11,000) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,587,000 | (196,926) | -5% | 3,390,074 | 3,587,000 | (196,926) | -5% |
| Areas over 5,000 | 1,064,108 | 2,508,000 | (1,443,892) | -58% | 1,064,108 | 2,508,000 | (1,443,892) | -58% |
| Under 5,000 | 952,032 | 197,000 | 755,032 | 383% | 952,032 | 197,000 | 755,032 | 383% |
| Total Local MAP - 21 Apportionment | \$226,688,355 | \$229,358,864 | (\$2,670,509) | -1% | \$226,660,545 | \$229,329,261 | (\$2,668,716) | -1% |
| Local Program Obligation Authority | \$222,155,000 | \$224,772,000 | (\$2,617,000) | -1% | \$222,128,000 | \$224,742,000 | (\$2,614,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$666,438,000 | \$667,570,864 | (\$1,132,864) | -0.2% | \$666,348,000 | \$667,483,261 | (\$1,135,261) | -0.2% |
| Total Washington State MAP - 21 Obligation Authority | \$653,109,000 | \$654,220,000 | (\$1,111,000) | -0.2% | \$653,022,000 | \$654,133,000 | (\$1,111,000) | -0.2% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
NOVEMBER 2012 Alternate

MAP - 21

| | 2025 Nov-12 | 2025 Sep-12 | Difference Value | Percent | 2026 Nov-12 | 2026 Sep-12 | Difference Value | Percent |
|--|----------------------|----------------------|----------------------|--------------|----------------------|----------------------|----------------------|--------------|
| State Apportionment and Obligation Authority Forecast | | | | | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | | | | | |
| National Highway Performance Program (NHPP) | \$371,913,000 | \$373,001,000 | (\$1,088,000) | 0% | \$372,255,000 | \$373,279,000 | (\$1,024,000) | 0% |
| Surface Transportation Program (STP) | 171,067,000 | \$171,569,000 | (502,000) | 0% | 171,224,000 | \$171,696,000 | (472,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 41,961,000 | \$42,063,000 | (102,000) | 0% | 41,999,000 | \$42,094,000 | (95,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,493,000 | \$35,579,000 | (86,000) | 0% | 35,525,000 | \$35,605,000 | (80,000) | 0% |
| Metropolitan Planning (MPO) | 7,107,000 | \$7,119,000 | (12,000) | 0% | 7,114,000 | \$7,124,000 | (10,000) | 0% |
| Subtotal Core Programs | \$627,541,000 | \$629,331,000 | (\$1,790,000) | 0% | \$628,117,000 | \$629,798,000 | (\$1,681,000) | 0% |
| State Planning and Research (SPR) | 13,214,000 | \$12,989,000 | 225,000 | 2% | 13,227,000 | \$12,999,000 | 228,000 | 2% |
| Transportation Alternatives | 12,700,000 | \$12,727,000 | (27,000) | 0% | 12,712,000 | \$12,736,000 | (24,000) | 0% |
| Redistribution of section 164 Penalty | 14,502,000 | \$14,255,000 | 247,000 | N/A | 14,516,000 | \$14,267,000 | 249,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$667,957,000 | \$669,302,000 | (\$1,345,000) | 0% | \$668,572,000 | \$669,800,000 | (\$1,228,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$654,598,000 | \$638,946,407 | \$15,651,593 | 2% | \$655,201,000 | \$638,946,407 | \$16,254,593 | 3% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A | - | - | - | N/A |
| Forecast Distributions ¶ | | | | | | | | |
| State Programs | | | | | | | | |
| Federal Aid Highway Core Programs ** | | | | | | | | |
| National Highway Performance Program (94% of total NHPP) | \$349,598,000 | \$352,846,000 | (\$3,248,000) | -1% | \$349,920,000 | \$353,109,000 | (\$3,189,000) | -1% |
| Surface Transportation Program (27% of total STP) | 46,089,475 | \$43,436,000 | 2,653,475 | 6% | 46,148,400 | \$43,467,000 | 2,681,400 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,486,000 | \$16,547,000 | (1,061,000) | -6% | 15,501,000 | \$16,559,000 | (1,058,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$726,000) | 726,000 | N/A | - | (\$727,000) | 727,000 | N/A |
| Subtotal Core Programs | \$411,173,475 | \$412,103,000 | (\$929,525) | 0% | \$411,569,400 | \$412,408,000 | (\$838,600) | 0% |
| State Planning and Research (100% state) | 13,214,000 | 12,989,000 | 225,000 | 2% | 13,227,000 | 12,999,000 | 228,000 | 2% |
| SHRP2 | 528,560 | 519,560 | 9,000 | 2% | 529,080 | 519,960 | 9,120 | 2% |
| NCHRP | 726,770 | 685,819 | 40,951 | 6% | 727,485 | 686,347 | 41,138 | 6% |
| Research | 2,444,590 | 2,431,541 | 13,049 | 1% | 2,446,995 | 2,433,413 | 13,582 | 1% |
| Amount remaining for SPR | 9,514,080 | 9,352,080 | 162,000 | 2% | 9,523,440 | 9,359,280 | 164,160 | 2% |
| Transportation Alternatives | | | | | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,502,000 | \$14,255,000 | 247,000 | 2% | 14,516,000 | \$14,267,000 | 249,000 | 2% |
| Total State MAP - 21 Apportionment | \$440,789,475 | \$439,347,000 | \$1,442,475 | 0% | \$441,212,400 | \$439,674,000 | \$1,538,400 | 0% |
| State Program Obligation Authority | \$431,974,000 | \$430,560,000 | \$1,414,000 | 0% | \$432,388,000 | \$430,881,000 | \$1,507,000 | 0% |
| Local Programs | | | | | | | | |
| Federal Aid Highway Core Programs | | | | | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,315,000 | \$20,154,577 | \$2,160,423 | 11% | \$22,335,000 | \$20,169,593 | \$2,165,407 | 11% |
| Surface Transportation Program (73% of total STP) | 124,977,525 | \$128,133,016 | (3,155,491) | -2% | 125,075,600 | \$128,228,588 | (3,152,988) | -2% |
| Bridge Program (Off the federal aid system) | 22,246,000 | 22,246,000 | - | 0% | 22,266,000 | 22,266,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,544,025 | \$17,969,809 | (425,784) | -2% | 17,563,600 | \$17,982,634 | (419,034) | -2% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 53,635,475 | \$55,130,226 | (1,494,751) | -3% | 53,684,700 | \$55,169,573 | (1,484,873) | -3% |
| Areas over 5,000 | 15,062,418 | \$17,304,793 | (2,242,376) | -13% | 15,076,241 | \$17,317,144 | (2,240,903) | -13% |
| Areas under 5,000 | 16,835,607 | \$15,482,188 | 1,353,419 | 9% | 16,851,058 | \$15,493,237 | 1,357,821 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,474,000 | \$25,516,028 | 957,972 | 4% | 26,498,000 | \$25,535,051 | 962,949 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,493,000 | \$36,305,000 | (812,000) | -2% | 35,525,000 | \$36,332,000 | (807,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,107,000 | \$7,119,000 | (12,000) | 0% | 7,114,000 | \$7,124,000 | (10,000) | 0% |
| Subtotal Core Programs | \$216,366,525 | \$217,227,620 | (\$861,095) | 0% | \$216,547,600 | \$217,389,232 | (\$841,632) | 0% |
| Transportation Alternatives | 10,800,000 | 12,727,500 | (1,927,500) | -15% | 10,812,000 | 12,736,000 | (1,924,000) | -15% |
| 50% Distribution Any of the state programs | 6,350,000 | 6,363,500 | (13,500) | 0% | 6,356,000 | 6,368,000 | (12,000) | 0% |
| 50% Population Distribution | | | | | | | | |
| Areas over 200,000 | 3,390,074 | 3,597,000 | (206,926) | -6% | 3,390,074 | 3,599,000 | (208,926) | -6% |
| Areas over 5,000 | 1,064,108 | 2,515,000 | (1,450,892) | -58% | 1,064,108 | 2,517,000 | (1,452,892) | -58% |
| Under 5,000 | 952,032 | 198,000 | 754,032 | 381% | 952,032 | 198,000 | 754,032 | 381% |
| Total Local MAP - 21 Apportionment | \$227,166,525 | \$229,955,120 | (\$2,788,595) | -1% | \$227,359,600 | \$230,125,232 | (\$2,765,632) | -1% |
| Local Program Obligation Authority | \$222,624,000 | \$225,356,000 | (\$2,732,000) | -1% | \$222,813,000 | \$225,523,000 | (\$2,710,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$667,956,000 | \$669,302,120 | (\$1,346,120) | -0.2% | \$668,572,000 | \$669,799,232 | (\$1,227,232) | -0.2% |
| Total Washington State MAP - 21 Obligation Authority | \$654,598,000 | \$655,916,000 | (\$1,318,000) | -0.2% | \$655,201,000 | \$656,404,000 | (\$1,203,000) | -0.2% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 NOVEMBER 2012 Alternate

MAP - 21

| | 2027 Nov-12 | 2027 Sep-12 | Difference Value | Percent |
|--|----------------------|----------------------|----------------------|--------------|
| State Apportionment and Obligation Authority Forecast | | | | |
| Federal Aid Highway Core Programs Apportionment | | | | |
| National Highway Performance Program (NHPP) | \$372,501,000 | \$373,615,000 | (\$1,114,000) | 0% |
| Surface Transportation Program (STP) | 171,337,000 | \$171,851,000 | (514,000) | 0% |
| Highway Safety Improvement Program (HSIP) | 42,026,000 | \$42,132,000 | (106,000) | 0% |
| Congestion Mitigation and Air Quality Program (CMAQ) | 35,549,000 | \$35,638,000 | (89,000) | 0% |
| Metropolitan Planning (MPO) | 7,119,000 | \$7,130,000 | (11,000) | 0% |
| Subtotal Core Programs | \$628,532,000 | \$630,366,000 | (\$1,834,000) | 0% |
| State Planning and Research (SPR) | 13,235,000 | \$13,010,000 | 225,000 | 2% |
| Transportation Alternatives | 12,720,000 | \$12,747,000 | (27,000) | 0% |
| Redistribution of section 164 Penalty | 14,525,000 | \$14,280,000 | 245,000 | N/A |
| Total Washington State MAP - 21 Apportionment | \$669,012,000 | \$670,403,000 | (\$1,391,000) | 0% |
| Total Washington State MAP - 21 Obligation Authority | \$655,632,000 | \$638,946,407 | \$16,685,593 | 3% |
| Ferry Boats and Terminal Facilities # | - | - | - | N/A |
| Forecast Distributions ¶ | | | | |
| State Programs | | | | |
| Federal Aid Highway Core Programs ** | | | | |
| National Highway Performance Program (94% of total NHPP) | \$350,151,000 | \$353,427,000 | (\$3,276,000) | -1% |
| Surface Transportation Program (27% of total STP) | 46,191,525 | \$43,507,000 | 2,684,525 | 6% |
| Highway Safety Improvement Program (36% of total HSIP) | 15,510,000 | \$16,574,000 | (1,064,000) | -6% |
| Congestion Mitigation and Air Quality Program (0% of total CMAQ) | - | (\$727,000) | 727,000 | N/A |
| Subtotal Core Programs | \$411,852,525 | \$412,781,000 | (\$928,475) | 0% |
| State Planning and Research (100% state) | 13,235,000 | 13,010,000 | 225,000 | 2% |
| SHRP2 | 529,400 | 520,400 | 9,000 | 2% |
| NCHRP | 727,925 | 686,928 | 40,997 | 6% |
| Research | 2,448,475 | 2,435,472 | 13,003 | 1% |
| Amount remaining for SPR | 9,529,200 | 9,367,200 | 162,000 | 2% |
| Transportation Alternatives | | | | |
| Recreation Trails ^ | 1,900,000 | - | 1,900,000 | 100% |
| Redistribution of section 164 Penalty | 14,525,000 | \$14,280,000 | 245,000 | 2% |
| Total State MAP - 21 Apportionment | \$441,512,525 | \$440,071,000 | \$1,441,525 | 0% |
| State Program Obligation Authority | \$432,682,000 | \$431,270,000 | \$1,412,000 | 0% |
| Local Programs | | | | |
| Federal Aid Highway Core Programs | | | | |
| National Highway Performance Program (6% of total NHPP) | \$22,350,000 | \$20,187,757 | \$2,162,243 | 11% |
| Surface Transportation Program (73% of total STP) | 125,145,475 | \$128,344,130 | (3,198,655) | -2% |
| Bridge Program (Off the federal aid system) | 22,281,000 | 22,281,000 | - | 0% |
| 50% Distribution Any of the state programs | 17,576,975 | \$17,999,697 | (422,722) | -2% |
| 50% Population Distribution | | | | |
| Areas over 200,000 | 53,720,130 | \$55,221,920 | (1,501,791) | -3% |
| Areas over 5,000 | 15,086,191 | \$17,333,575 | (2,247,384) | -13% |
| Areas under 5,000 | 16,862,179 | \$15,507,938 | 1,354,241 | 9% |
| Highway Safety Improvement Program (64% of total HSIP) | 26,515,000 | \$25,558,236 | 956,764 | 4% |
| Congestion Mitigation and Air Quality Program (100% of total CMAQ) | 35,549,000 | \$36,365,000 | (816,000) | -2% |
| Metropolitan Planning (100% of total MPO) | 7,119,000 | \$7,130,000 | (11,000) | 0% |
| Subtotal Core Programs | \$216,678,475 | \$217,585,124 | (\$906,649) | 0% |
| Transportation Alternatives | 10,820,000 | 12,746,500 | (1,926,500) | -15% |
| 50% Distribution Any of the state programs | 6,360,000 | 6,373,500 | (13,500) | 0% |
| 50% Population Distribution | | | | |
| Areas over 200,000 | 3,390,074 | 3,602,000 | (211,926) | -6% |
| Areas over 5,000 | 1,064,108 | 2,519,000 | (1,454,892) | -58% |
| Under 5,000 | 952,032 | 198,000 | 754,032 | 381% |
| Total Local MAP - 21 Apportionment | \$227,498,475 | \$230,331,624 | (\$2,833,149) | -1% |
| Local Program Obligation Authority | \$222,950,000 | \$225,725,000 | (\$2,775,000) | -1% |
| Total Washington State MAP - 21 Apportionment | \$669,011,000 | \$670,402,624 | (\$1,391,624) | -0.2% |
| Total Washington State MAP - 21 Obligation Authority | \$655,632,000 | \$656,995,000 | (\$1,363,000) | -0.2% |

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and 2014.

¶ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits in the Sep-12 forecast. Beginning with the Nov-12 forecast the split of funds between State and Local programs is based on the recent Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.

^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

FEDERAL FUNDS HISTORY

ACTUAL DISTRIBUTIONS OF WASHINGTON'S **APPORTIONMENT** 2010 – 2012

FHWA Programs included in Actual Distributions:

Formula Programs

- Interstate Maintenance
- National Highway System
- Minimum Guarantee Flexible
- Equity Bonus Flexible
- Surface Transportation Program
- Highway Safety Improvement Program
- Railway-Highway Crossings
- Bridge
- Border Infrastructure Program
- Congestion Mitigation Air Quality (CMAQ)
- Safe Routes To Schools
- MPO Planning
- Recreational Trails
- State Planning and Research

Discretionary/Allocated Programs

- Section 122 LHIP Funds
- ARRA
- Discretionary
- Other Allocated Programs
- TIGER Grants
- Emergency Relief
- Demonstration Programs
- Projects of National and Regional Significance (PNRS)
- High Priority Projects

-The Formula Programs in the quarterly Federal forecast document will match the Historical federal fund distributions, but the quarterly Federal funds forecast document will not include all the discretionary / allocated programs.

-This historical database will be updated once a year after the Federal Fiscal Year ends on September 30.

-The actual distributions are based on reports from the Federal Management Information System (FMIS).

FEDERAL FUNDS HISTORY

ACTUAL DISTRIBUTIONS OF WASHINGTON'S **OBLIGATION LIMITATION** 2010 – 2012

FHWA Programs included in Actual Distributions:

Formula Programs

- Formula Obligation Limitation
- Equity Bonus (Special)
- Equity Bonus (Exempt)

Discretionary/Allocated Programs

- Redistributed
- Allocated Programs
- Emergency Relief
- ARRA
- TIGER Grants
- Highway Infrastructure – General Fund
- Minimum Guarantee
- Demonstration
- Demonstration Section 117
- High Priority Projects
- Projects of National and Regional Significance (PNRS)
- Special Bridge
- Demonstration Section 129
- Demonstration Section 112
- FTA/ Federal Lands and Other Transfers Out

-The Formula Programs in the quarterly Federal forecast document will match the Historical federal fund distributions, but the quarterly Federal funds forecast document will not include all the discretionary / allocated programs.

-This historical database will be updated once a year after the Federal Fiscal Year ends on September 30.

-The actual distributions are based on reports from the Federal Management Information System (FMIS).

| SAFETEA-LU | | | | | | |
|--|--------------|----------|--------------|----------|--------------|-------------|
| CURRENT LAW FORECAST | Chg from | | Chg from | | Forecast | Chg from |
| | Nov-12 | Sep-12 | Nov-12 | Sep-12 | Nov-12 | Sep-12 |
| | 2010* | | 2011* | | 2012* | |
| Interstate Maintenance | 48.5 | - | 76.3 | - | 53.2 | (53.2) |
| National Highway System | 152.3 | - | 129.4 | - | 117.3 | (4.3) |
| Minimum Guarantee Flexible | - | - | 0.0 | - | - | - |
| Equity Bonus Flexible | 13.6 | - | 14.3 | - | 13.5 | 0.2 |
| Surface Transportation Program | 204.1 | - | 156.3 | - | 191.6 | 55.1 |
| Safety Setaside | - | - | - | - | - | - |
| Enhancements Setaside | 11.7 | - | 12.4 | - | 12.2 | (1.5) |
| Areas Over 200,000 | 55.6 | - | 47.1 | - | 44.5 | 1.1 |
| Areas Under 200,000 | 23.9 | - | 25.1 | - | 21.5 | (0.8) |
| Areas Under 5,000 | 11.6 | - | 11.1 | - | 10.4 | (0.7) |
| STP Flexible | 101.2 | - | 60.6 | - | 103.0 | 56.9 |
| Redistributed Certain Programs N4510.725 | - | - | - | - | - | - |
| Highway Safety Improvement Program | 39.4 | - | 11.2 | - | 21.8 | (0.0) |
| Railway-Highway Crossings | 6.1 | - | 4.7 | - | 3.8 | 0.0 |
| Bridge | 205.2 | - | 176.6 | - | 169.8 | 0.2 |
| Border Infrastructure Program | 15.1 | - | 15.1 | - | 12.0 | 0.0 |
| CMAQ | 20.0 | - | 19.6 | - | 29.5 | (7.2) |
| Safe Routes to Schools | 4.1 | - | 4.2 | - | 3.3 | 0.0 |
| MPO Planning | 6.5 | - | 7.6 | - | 10.2 | 4.1 |
| Recreational Trails | 1.8 | - | 2.1 | - | 2.0 | 0.2 |
| SPR from all Programs | 12.0 | - | 12.7 | - | 11.7 | (0.7) |
| Subtotal Apportionments | 728.6 | - | 630.1 | - | 639.7 | (5.6) |
| Section 122 LHIP Funds | - | - | - | - | - | - |
| ARRA | 12.0 | - | - | - | - | - |
| Discretionary | 0.0 | - | - | - | - | - |
| Other Allocated Programs | 10.9 | - | 14.9 | - | 2.7 | 2.7 |
| Tiger Discretionary Grants | 46.3 | - | 7.8 | - | 0.3 | 0.3 |
| Emergency Relief | 65.0 | - | 45.0 | - | - | - |
| Demonstration Programs | 39.1 | - | 25.5 | - | 73.7 | 73.7 |
| PRNS | 20.1 | - | - | - | 0.0 | 0.0 |
| High Priority Projects | (0.4) | - | - | - | (1.2) | (1.2) |
| Total Apportionments | 921.6 | - | 723.3 | - | 715.2 | 69.9 |

* FFY2010 , FFY2011 and FFY2012 have been adjusted to reflect actual FHWA distributions for both Apportionment and Obligation Authority. The Apportionment and OA amounts above for FFY2010 through FFY2012 represent only program distributions and do not include discretionary and allocated

** The apportionment forecast for FFY 2012 is based FHWA Notice N4510.756.

Washington's Apportionment of FHWA Programs November 2012 Historical Data
Includes RABA and Rescission Adjustments
(Millions of Dollars)

| SAFETEA-LU | | | | | | |
|--|--------------|----------|--------------|----------|----------------|---------------|
| CURRENT LAW FORECAST | Chg from | | Chg from | | Chg from | |
| | Nov-12 | Sep-12 | Nov-12 | Sep-12 | Nov-12 | Sep-12 |
| | 2010 * | | 2011 * | | 2012* | |
| State Programs | | | | | | |
| Interstate Maintenance | 48.5 | - | 76.3 | - | 53.2 | (53.2) |
| National Highway System ¹ | 147.0 | - | 124.3 | - | 113.3 | (4.2) |
| Statewide Flexible ² | 68.9 | - | 45.0 | - | 69.9 | 34.3 |
| Surface Transportation Program ³ | - | - | - | - | - | - |
| Highway Safety Improvement Program ⁴ | 11.8 | - | 3.4 | - | 6.5 | (0.0) |
| Railway-Highway Crossings | 6.1 | - | 4.7 | - | 3.8 | 0.0 |
| Bridge ⁵ | 156.0 | - | 134.2 | - | 129.0 | 0.2 |
| Border Infrastructure Program ⁶ | 15.1 | - | 15.1 | - | 12.0 | 0.0 |
| Statewide Planning and Research | 12.0 | - | 12.7 | - | 11.7 | (0.7) |
| Legislative Projects | - | - | - | - | - | - |
| State Subtotal | 465.3 | - | 415.7 | - | 399.5 | (23.6) |
| Obligation Authority - | 384.8 | - | 421.5 | - | 386.6 | (11.3) |
| Local Programs | | | | | | |
| National Highway System ¹ | 5.3 | - | 5.0 | - | 4.1 | (0.2) |
| Statewide Flexible ² | 45.9 | - | 30.0 | - | 46.6 | 22.9 |
| Surface Transportation Program ³ | 102.9 | - | 95.6 | - | 88.6 | (1.9) |
| Highway Safety Improvement Program ⁴ | 27.6 | - | 7.8 | - | 15.2 | (0.0) |
| Bridge ⁵ | 49.3 | - | 42.4 | - | 40.7 | 0.1 |
| Border Infrastructure Program ⁶ | - | - | - | - | - | - |
| CMAQ | 20.0 | - | 19.6 | - | 29.5 | (7.2) |
| Safe Routes to Schools | 4.1 | - | 4.2 | - | 3.3 | 0.0 |
| MPO Planning | 6.5 | - | 7.6 | - | 10.2 | 4.1 |
| Legislative Projects | - | - | - | - | - | - |
| Local Subtotal | 261.5 | - | 212.3 | - | 238.2 | 17.8 |
| Obligation Authority - | 216.2 | - | 215.3 | - | 230.7 | 23.3 |
| Freight Projects² | - | - | - | - | - | - |
| Obligation Authority - | - | - | - | - | - | - |
| Legislative Projects² | - | - | - | - | - | - |
| Obligation Authority - | - | - | - | - | - | - |
| Discretionary / Allocated OA | 193.0 | - | 93.2 | - | 75.5 | 75.5 |
| Obligation Authority - | 229.2 | - | 86.7 | - | 76.8 | 76.8 |
| Recreational Trails | 1.8 | - | 2.1 | - | 2.0 | 0.2 |
| Obligation Authority - | 1.8 | - | 2.1 | - | 2.0 | 0.2 |
| Civil Penalties - Section 164⁷ | - | - | - | - | - | - |
| Obligation Authority - | - | - | - | - | - | - |
| High Priority Projects | - | - | - | - | - | - |
| Obligation Authority - | - | - | - | - | - | - |
| STATEWIDE TOTAL | 921.6 | - | 723.3 | - | 715.175 | 69.9 |
| Obligation Authority - | 832.1 | - | 725.6 | - | 696.1 | 89.0 |
| Statewide Flexible Summary | | | | | | |
| Equity Bonus Flexible | 13.6 | - | 14.3 | - | 13.5 | 0.2 |
| Surface Transportation Program Flexible | 101.2 | - | 60.6 | - | 103.0 | 56.9 |
| Total | 114.9 | - | 75.0 | - | 116.5 | 57.1 |
| | | | | | | |

* FFY2010 , FFY2011 and FFY2012 have been adjusted to reflect actual FHWA disributions for both Apportionment and Obligation Authority. T Apportionment and OA amounts above for FFY2010 through FFY2012 represent only program distributions and do not include discretionary an

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

Transit Forecasts November 2012

Contact: Lizbeth Martin-Mahar, Washington State Department of Transportation, 360-705-7942,
martinli@wsdot.wa.gov

TRANSPORTATION REVENUE FORECAST COUNCIL NOVEMBER 2012

TABLE T.1: TRANSIT SYSTEM LOCALLY GENERATED TAX DISTRIBUTIONS

| County | Transit System | Actuals 2010 | Actuals 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|-----------------|---------------------------------------|---------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|
| Adams | None | | | | | | | | | | |
| Asotin | Asotin County Transit | 555,100 | 566,500 | 611,600 | 638,500 | 670,500 | 705,300 | 739,900 | 775,400 | 786,200 | 797,200 |
| Benton/Franklin | Ben Franklin Transit | 23,897,100 | 26,440,100 | 28,187,300 | 29,427,500 | 30,898,900 | 32,505,600 | 34,098,400 | 35,735,100 | 36,231,800 | 36,739,100 |
| Chelan/Douglas | Link Transit | 7,317,600 | 7,487,700 | 7,578,600 | 7,912,100 | 8,307,700 | 8,739,700 | 9,167,900 | 9,608,000 | 9,741,500 | 9,877,900 |
| Clallam | Clallam Transit System | 5,835,800 | 5,915,800 | 6,193,900 | 6,466,400 | 6,789,800 | 7,142,800 | 7,492,800 | 7,852,500 | 7,961,600 | 8,073,100 |
| Clark | C-TRAN | 21,862,500 | 22,574,300 | 23,345,300 | 24,372,500 | 25,591,100 | 26,921,800 | 28,241,000 | 29,596,600 | 30,008,000 | 30,428,100 |
| Columbia | Columbia County Public Transportation | 211,000 | 238,200 | 261,000 | 272,500 | 286,100 | 301,000 | 315,800 | 330,900 | 335,500 | 340,200 |
| Cowlitz | Community Urban Bus System | 2,832,300 | 2,839,400 | 2,548,700 | 2,660,900 | 2,793,900 | 2,939,200 | 3,083,200 | 3,231,200 | 3,276,100 | 3,322,000 |
| Ferry | None | | | | | | | | | | |
| Garfield | Garfield Transit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grant | Grant Transit Authority | 2,328,300 | 3,092,700 | 2,902,500 | 3,030,200 | 3,181,700 | 3,347,100 | 3,511,100 | 3,679,700 | 3,730,800 | 3,783,100 |
| Grays Harbor | Grays Harbor Transportation Authority | 5,206,000 | 5,710,000 | 6,047,300 | 6,313,400 | 6,629,100 | 6,973,800 | 7,315,500 | 7,666,700 | 7,773,200 | 7,882,100 |
| Island | Island Transit | 6,384,600 | 6,698,200 | 7,115,600 | 7,428,700 | 7,800,200 | 8,205,800 | 8,607,900 | 9,021,000 | 9,146,400 | 9,274,500 |
| Jefferson | Jefferson Transit Authority | 2,132,500 | 2,572,500 | 3,328,800 | 3,475,300 | 3,649,100 | 3,838,800 | 4,026,900 | 4,220,200 | 4,278,900 | 4,338,800 |
| King | Metro Transit | 366,303,200 | 391,175,200 | 400,267,700 | 417,879,500 | 438,773,500 | 461,589,700 | 484,207,600 | 507,449,600 | 514,503,100 | 521,706,200 |
| Kitsap | Kitsap Transit | 25,366,100 | 25,789,600 | 26,611,100 | 27,782,000 | 29,171,100 | 30,688,000 | 32,191,700 | 33,736,900 | 34,205,800 | 34,684,700 |
| Kittitas | None | | | | | | | | | | |
| Klickitat | None | | | | | | | | | | |
| Lewis | Twin Transit | 1,213,900 | 1,253,500 | 1,300,000 | 1,357,200 | 1,425,100 | 1,499,200 | 1,572,600 | 1,648,100 | 1,671,000 | 1,694,400 |
| Lincoln | None | | | | | | | | | | |
| Mason | Mason Transportation Authority | 3,125,300 | 3,200,000 | 3,281,000 | 3,425,400 | 3,596,600 | 3,783,700 | 3,969,100 | 4,159,600 | 4,217,400 | 4,276,400 |
| Okanogan | None | | | | | | | | | | |
| Pacific | Pacific Transit System | 672,000 | 662,500 | 686,300 | 716,500 | 752,300 | 791,500 | 830,200 | 870,100 | 882,200 | 894,500 |
| Pend Oreille | None | | | | | | | | | | |
| Pierce | Pierce Transit | 64,070,600 | 63,758,300 | 67,590,000 | 70,564,000 | 74,092,200 | 77,945,000 | 81,764,300 | 85,689,000 | 86,880,100 | 88,096,400 |
| San Juan | None | | | | | | | | | | |
| Skagit | Skagit Transit | 7,801,400 | 8,356,800 | 9,344,600 | 9,755,800 | 10,243,600 | 10,776,200 | 11,304,300 | 11,846,900 | 12,011,600 | 12,179,700 |
| Skamania | None | | | | | | | | | | |
| Snohomish | Everett Transit System | 15,181,500 | 15,424,300 | 15,959,600 | 16,661,800 | 17,494,900 | 18,404,600 | 19,306,500 | 20,233,200 | 20,514,400 | 20,801,600 |
| | Community Transit | 62,485,200 | 63,758,300 | 66,112,500 | 69,021,400 | 72,472,500 | 76,241,100 | 79,976,900 | 83,815,800 | 84,980,800 | 86,170,600 |
| Spokane | Spokane Transit Authority | 40,403,500 | 41,563,800 | 43,781,500 | 45,707,900 | 47,993,300 | 50,488,900 | 52,962,900 | 55,505,100 | 56,276,600 | 57,064,500 |
| Stevens | None | | | | | | | | | | |
| Thurston | Intercity Transit | 21,009,700 | 26,589,300 | 30,645,000 | 31,993,400 | 33,593,100 | 35,339,900 | 37,071,600 | 38,851,000 | 39,391,100 | 39,942,500 |
| Wahkiakum | None | | | | | | | | | | |
| Walla Walla | Valley Transit | 2,469,800 | 3,834,400 | 4,272,700 | 4,460,700 | 4,683,700 | 4,927,300 | 5,168,700 | 5,416,800 | 5,492,100 | 5,569,000 |
| Whatcom | Whatcom Transportation Authority | 17,851,900 | 18,615,200 | 19,703,500 | 20,570,400 | 21,599,000 | 22,722,100 | 23,835,500 | 24,979,600 | 25,326,800 | 25,681,400 |
| Whitman | Pullman Transit | 999,000 | 1,088,000 | 1,238,600 | 1,293,100 | 1,357,800 | 1,428,400 | 1,498,400 | 1,570,300 | 1,592,100 | 1,614,400 |
| Yakima | Selah | 281,500 | 303,900 | 304,100 | 317,500 | 333,400 | 350,700 | 367,900 | 385,500 | 390,900 | 396,400 |
| | Union Gap | 770,700 | 774,000 | 827,500 | 863,900 | 907,100 | 954,300 | 1,001,000 | 1,049,100 | 1,063,700 | 1,078,500 |
| | Yakima Transit | 4,484,500 | 4,443,600 | 4,844,700 | 5,057,900 | 5,310,800 | 5,587,000 | 5,860,700 | 6,142,000 | 6,227,400 | 6,314,600 |
| Total | | 713,052,500 | 754,726,000 | 784,891,300 | 819,426,500 | 860,397,800 | 905,138,500 | 949,490,300 | 995,065,800 | 1,008,897,200 | 1,023,021,800 |

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 | 808,400 | 820,200 | 833,100 | 845,300 | 857,600 | 870,100 | 882,800 | 895,700 |
| Benton/Franklin | Ben Franklin Transit | 37,257,100 | 37,801,000 | 38,394,500 | 38,955,100 | 39,523,800 | 40,100,900 | 40,686,300 | 41,280,400 |
| Chelan/Douglas | Link Transit | 10,017,200 | 10,163,400 | 10,323,000 | 10,473,700 | 10,626,600 | 10,781,800 | 10,939,200 | 11,098,900 |
| Clallam | Clallam Transit System | 8,186,900 | 8,306,500 | 8,436,900 | 8,560,100 | 8,685,000 | 8,811,800 | 8,940,500 | 9,071,000 |
| Clark | C-TRAN | 30,857,100 | 31,307,600 | 31,799,200 | 32,263,400 | 32,734,500 | 33,212,400 | 33,697,300 | 34,189,300 |
| Columbia | Columbia County Public Transportation | 345,000 | 350,100 | 355,600 | 360,800 | 366,000 | 371,400 | 376,800 | 382,300 |
| Cowlitz | Community Urban Bus System | 3,368,800 | 3,418,000 | 3,471,700 | 3,522,400 | 3,573,800 | 3,626,000 | 3,678,900 | 3,732,600 |
| Ferry | None | | | | | | | | |
| Garfield | Garfield Transit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grant | Grant Transit Authority | 3,836,400 | 3,892,400 | 3,953,500 | 4,011,200 | 4,069,800 | 4,129,200 | 4,189,500 | 4,250,700 |
| Grays Harbor | Grays Harbor Transportation Authority | 7,993,200 | 8,109,900 | 8,237,200 | 8,357,500 | 8,479,500 | 8,603,300 | 8,728,900 | 8,856,400 |
| Island | Island Transit | 9,405,200 | 9,542,600 | 9,692,400 | 9,833,900 | 9,977,500 | 10,123,100 | 10,270,900 | 10,420,900 |
| Jefferson | Jefferson Transit Authority | 4,400,000 | 4,464,200 | 4,534,300 | 4,600,500 | 4,667,700 | 4,735,800 | 4,805,000 | 4,875,100 |
| King | Metro Transit | 529,062,200 | 536,786,500 | 545,214,100 | 553,174,200 | 561,250,500 | 569,444,800 | 577,758,700 | 586,194,000 |
| Kitsap | Kitsap Transit | 35,173,800 | 35,687,300 | 36,247,600 | 36,776,800 | 37,313,700 | 37,858,500 | 38,411,300 | 38,972,100 |
| Kittitas | None | | | | | | | | |
| Klickitat | None | | | | | | | | |
| Lewis | Twin Transit | 1,718,300 | 1,743,400 | 1,770,800 | 1,796,600 | 1,822,800 | 1,849,500 | 1,876,500 | 1,903,900 |
| Lincoln | None | | | | | | | | |
| Mason | Mason Transportation Authority | 4,336,700 | 4,400,100 | 4,469,100 | 4,534,400 | 4,600,600 | 4,667,800 | 4,735,900 | 4,805,100 |
| Okanogan | None | | | | | | | | |
| Pacific | Pacific Transit System | 907,200 | 920,400 | 934,900 | 948,500 | 962,300 | 976,400 | 990,700 | 1,005,100 |
| Pend Oreille | None | | | | | | | | |
| Pierce | Pierce Transit | 89,338,500 | 90,642,900 | 92,066,000 | 93,410,100 | 94,773,900 | 96,157,600 | 97,561,500 | 98,985,900 |
| San Juan | None | | | | | | | | |
| Skagit | Skagit Transit | 12,351,400 | 12,531,800 | 12,728,500 | 12,914,400 | 13,102,900 | 13,294,200 | 13,488,300 | 13,685,200 |
| Skamania | None | | | | | | | | |
| Snohomish | Everett Transit System | 21,094,900 | 21,402,900 | 21,738,900 | 22,056,300 | 22,378,400 | 22,705,100 | 23,036,600 | 23,372,900 |
| | Community Transit | 87,385,600 | 88,661,400 | 90,053,400 | 91,368,100 | 92,702,100 | 94,055,600 | 95,428,800 | 96,822,000 |
| Spokane | Spokane Transit Authority | 57,869,100 | 58,714,000 | 59,635,800 | 60,506,500 | 61,389,900 | 62,286,200 | 63,195,500 | 64,118,200 |
| Stevens | None | | | | | | | | |
| Thurston | Intercity Transit | 40,505,700 | 41,097,100 | 41,742,300 | 42,351,800 | 42,970,100 | 43,597,500 | 44,234,000 | 44,879,800 |
| Wahkiakum | None | | | | | | | | |
| Walla Walla | Valley Transit | 5,647,500 | 5,730,000 | 5,820,000 | 5,904,900 | 5,991,100 | 6,078,600 | 6,167,400 | 6,257,400 |
| Whatcom | Whatcom Transportation Authority | 26,043,500 | 26,423,700 | 26,838,600 | 27,230,400 | 27,628,000 | 28,031,400 | 28,440,600 | 28,855,900 |
| Whitman | Pullman Transit | 1,637,200 | 1,661,100 | 1,687,100 | 1,711,800 | 1,736,800 | 1,762,100 | 1,787,800 | 1,814,000 |
| Yakima | Selah | 402,000 | 407,800 | 414,200 | 420,300 | 426,400 | 432,600 | 439,000 | 445,400 |
| | Union Gap | 1,093,800 | 1,109,700 | 1,127,100 | 1,143,600 | 1,160,300 | 1,177,200 | 1,194,400 | 1,211,900 |
| | Yakima Transit | 6,403,600 | 6,497,100 | 6,599,100 | 6,695,500 | 6,793,200 | 6,892,400 | 6,993,000 | 7,095,100 |
| Total | | 1,037,446,400 | 1,052,593,100 | 1,069,118,800 | 1,084,728,000 | 1,100,565,000 | 1,116,633,300 | 1,132,936,100 | 1,149,477,000 |

Transportation Revenue Forecast Council
Table ST. 1. Sound Transit Revenue Forecast - CY Biennium Comparison
November 2012

| | 2009-2011 | | Difference | | 2012-2013 | | Difference | |
|---------------------------|---------------------------|---------------------------|--------------------|---------------|---------------------------|---------------------------|------------------|--------------|
| | Biennium November 2012 | Biennium November 2011 | Value | Percentage | Biennium November 2012 | Biennium November 2011 | Value | Percentage |
| Sales & Use Tax Revenue * | 1,026,049,000 | 1,029,418,020 | (3,369,020) | -0.33% | 1,123,397,000 | 1,123,205,737 | 191,263 | 0.02% |
| MVET Tax Revenue | 134,099,304 | 134,099,304 | - | 0% | 141,622,464 | 141,622,464 | 0 | 0% |
| Rental Car Tax Revenue | 4,959,486 | 4,910,332 | 49,154 | 1.00% | 5,109,320 | 5,109,320 | (0) | 0% |
| Total Tax Revenue | 1,165,107,790 | 1,168,427,657 | (3,319,866) | -0.28% | 1,270,128,784 | 1,269,937,521 | 191,263 | 0.02% |
| | 2014-2015 | | Difference | | 2016-2017 | | Difference | |
| | Biennium November 2012 | Biennium November 2011 | Value | Percentage | Biennium November 2012 | Biennium November 2011 | Value | Percentage |
| Sales & Use Tax Revenue * | 1,277,852,000 | 1,277,677,972 | 174,028 | 0.01% | 1,435,920,000 | 1,435,646,039 | 273,961 | 0.02% |
| MVET Tax Revenue | 151,756,441 | 151,756,441 | - | 0% | 164,636,077 | 164,636,077 | - | 0% |
| Rental Car Tax Revenue | 5,373,104 | 5,373,104 | - | 0% | 5,650,506 | 5,650,506 | - | 0% |
| Total Tax Revenue | 1,434,981,545 | 1,434,807,518 | 174,028 | 0.01% | 1,606,206,583 | 1,605,932,621 | 273,961 | 0.02% |
| | 2018-2019 | | Difference | | 2020-2021 | | Difference | |
| | Biennium November 2012 | Biennium November 2011 | Value | Percentage | Biennium November 2012 | Biennium November 2011 | Value | Percentage |
| Sales & Use Tax Revenue * | 1,587,522,000 | 1,586,976,311 | 545,689 | 0.03% | 1,742,228,000 | 1,741,408,474 | 819,526 | 0.05% |
| MVET Tax Revenue | 177,503,558 | 177,503,558 | - | 0% | 190,272,205 | 190,272,205 | - | 0% |
| Rental Car Tax Revenue | 5,942,230 | 5,942,230 | - | 0% | 6,249,015 | 6,249,015 | - | 0% |
| Total Tax Revenue | 1,770,967,788 | 1,770,422,099 | 545,689 | 0.03% | 1,938,749,220 | 1,937,929,695 | 819,526 | 0.04% |
| | 2021-2023 | | Difference | | 2023-2025 | | Difference | |
| | Biennium November 2012 | Biennium November 2011 | Value | Percentage | Biennium November 2012 | Biennium November 2011 | Value | Percentage |
| Sales & Use Tax Revenue * | 1,910,136,000 | 1,909,104,085 | 1,031,915 | 0.05% | 2,086,136,000 | 2,084,815,398 | 1,320,602 | 0.06% |
| MVET Tax Revenue | 204,128,293 | 204,128,293 | - | 0% | 218,419,221 | 218,419,221 | - | 0% |
| Rental Car Tax Revenue | 6,571,639 | 6,571,639 | - | 0% | 6,910,919 | 6,910,919 | - | 0% |
| Total Tax Revenue | 2,120,835,932 | 2,119,804,017 | 1,031,915 | 0.05% | 2,311,466,139 | 2,310,145,537 | 1,320,602 | 0.06% |
| | 2025-2027 | | Difference | | | | | |
| | Biennium November 2012 | Biennium November 2011 | Value | Percentage | | | | |
| Sales & Use Tax Revenue * | 2,278,767,000 | 2,277,140,266 | 1,626,734 | 0.07% | | | | |
| MVET Tax Revenue | 234,154,158 | 234,154,158 | - | 0% | | | | |
| Rental Car Tax Revenue | 7,267,715 | 7,267,715 | - | 0% | | | | |
| Total Tax Revenue | 2,520,188,873 | 2,518,562,139 | 1,626,734 | 0.06% | | | | |

* 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 2012**

| | 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 | 525,430,626 | 539,839,776 | 583,557,210 | 619,039,164 | 658,812,969 | 698,119,893 | 737,800,290 |
| 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 | 595,494,960 | 612,249,966 | 657,878,804 | 695,988,185 | 738,993,493 | 781,583,316 | 824,623,450 |

| | 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 | 775,254,425 | 812,267,637 | 849,924,061 | 892,304,223 | 933,953,785 | 976,182,219 | 1,020,000,723 | 1,066,135,696 |
| 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 | 865,357,008 | 905,610,842 | 946,482,041 | 992,267,464 | 1,037,521,873 | 1,083,314,063 | 1,130,799,027 | 1,180,667,531 |

| | Calendar Year 2026 | Calendar Year 2027 |
|--------------------------|-----------------------|-----------------------|
| Sales & Use Tax Revenue | 1,114,541,148 | 1,164,225,413 |
| MVET Tax Revenue | 114,988,797 | 119,165,361 |
| Rental Car Tax Revenue | 3,588,128 | 3,679,587 |
| Total Tax Revenue | 1,233,118,073 | 1,287,070,361 |

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