

**Transportation Revenue
Forecast Council
Bcj Ya VYf 201(Transportation
Economic and Revenue Forecasts**

Volume IV: Alternate Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

November 2013

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**REVENUE AND RIDERSHIP PROJECTIONS
NOVEMBER 2014 FORECAST
FISCAL YEARS 2015-2027**

Prepared for
Washington State Ferries

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

November 20, 2014 Meeting

Prepared by
Parsons Brinckerhoff

November 17, 2014

Washington State Ferries

November 2014 Revenue and Ridership Forecasts — Fiscal Years 2015-2027

NOVEMBER 2014 FORECAST NOTES

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

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

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

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

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

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

Two scenarios differing in fare assumptions were prepared for November:

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

The FY 2014 projections include actual ridership through October 2014 and actual revenue through September 2014.

Ridership Impacts

- The November 2014 ridership forecasts reflect the latest updated demographic and economic variable forecasts provided by the State and commercial sources.
- Population forecasts have been revised slightly higher, lifting ridership forecasts.
- The forecast for real personal income has been revised slightly higher through FY 2027. However, similar revisions to recent history for real personal income diminish any upward effect this would've otherwise had on forecasted ridership.
- Forecasts for employment have been revised from essentially unchanged to slightly lower over the forecast horizon. This tends to minimally decrease the ridership forecasts relative to their previous levels.
- The inflation projections have been revised marginally lower through FY 2018 and marginally higher from FY 2020 forward. This causes real fares to be marginally higher through FY 2019, slightly lowering projected ridership, and marginally lowers thereafter, slightly increasing ridership.
- Real gasoline prices have been revised slightly lower through FY 2024, and slightly thereafter. Lower real gas prices over the next 10 years help to offset other downward forces on the vehicle/driver ridership forecasts.
- Ridership for the months of September and October 2014 came in 0.9% and 0.2% higher, respectively, than projected; however, the overall ridership forecast for FY 2015 is essentially unchanged from the September forecast.
- Overall, the November ridership forecasts range from unchanged to 0.3% lower than in September.

Revenue Impacts

- For the 2013/15 biennium, the Baseline and Alternative 1 revenue forecasts total \$340.3 M, or \$0.5 M (0.2%) higher than projected in September. Collectively, actual revenue for August and September 2014 came \$0.08 M (0.2%) higher than in forecasted in September.
- The 2013/15 biennium forecast is distributed as nearly \$332.9 M in fares to the operating account and nearly \$7.5 M in surcharge revenue to the capital account.
- Beyond FY 2015, revenues under both forecast scenarios are projected to be slightly lower, up to 0.4% lower by FY 2027.
- The percentage decreases in revenue slightly exceed those of ridership. This is primarily due to a small relative shift from higher, regular and oversize vehicle fares to lower commuter and other discounted vehicle fares, relative to the September forecast.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

November 2014 Forecast – Fiscal Years 2015-2027

Fiscal Year	November 2014 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November Biennium Total	November vs. September Forecast			September 2014 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008	\$148,379,626	1.1%						
2009	\$144,540,455	(2.6%)	\$292,920,081					
2010	\$147,009,545	1.7%						
2011	\$147,447,850	0.3%	\$294,457,395					
2012	\$155,085,373	5.2%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015 ²	\$172,901,000	3.3%	\$340,342,867	0.3%	\$511,000	0.2%	\$172,390,000	\$339,831,867
2016	\$174,333,000	0.8%		(0.4%)			\$174,953,000	
2017	\$177,539,000	1.8%	\$351,872,000	(0.2%)	(\$1,040,000)	(0.3%)	\$177,959,000	\$352,912,000
2018	\$180,077,000	1.4%		(0.3%)			\$180,625,000	
2019	\$182,035,000	1.1%	\$362,112,000	(0.4%)	(\$1,291,000)	(0.4%)	\$182,778,000	\$363,403,000
2020	\$184,109,000	1.1%		(0.3%)			\$184,697,000	
2021	\$185,897,000	1.0%	\$370,006,000	(0.3%)	(\$1,172,000)	(0.3%)	\$186,481,000	\$371,178,000
2022	\$187,854,000	1.1%		(0.2%)			\$188,286,000	
2023	\$189,688,000	1.0%	\$377,542,000	(0.2%)	(\$875,000)	(0.2%)	\$190,131,000	\$378,417,000
2024	\$191,554,000	1.0%		(0.2%)			\$192,001,000	
2025	\$193,671,000	1.1%	\$385,225,000	(0.3%)	(\$1,009,000)	(0.3%)	\$194,233,000	\$386,234,000
2026	\$195,795,000	1.1%		(0.4%)			\$196,530,000	
2027	\$197,761,000	1.0%	\$393,556,000	(0.4%)	(\$1,439,000)	(0.4%)	\$198,465,000	\$394,995,000

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

² FY 2015 includes historical data through September 2014.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

November 2014 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>November 2014 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>
2008	\$148,379,626	1.1%				\$148,379,626	
2009	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010	\$147,009,545	1.7%				\$147,009,545	
2011	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012	\$155,085,373	5.2%		\$2,544,970		\$152,540,403	
2013	\$162,047,033	4.5%	\$317,132,406	\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867	3.3%		\$3,662,690		\$163,779,177	
2015²	\$172,901,000	3.3%	\$340,342,867	\$3,811,000	\$7,473,690	\$169,090,000	\$332,869,177
2016	\$174,333,000	0.8%		\$3,887,000		\$170,446,000	
2017	\$177,539,000	1.8%	\$351,872,000	\$3,959,000	\$7,846,000	\$173,580,000	\$344,026,000
2018	\$180,077,000	1.4%		\$4,023,000		\$176,054,000	
2019	\$182,035,000	1.1%	\$362,112,000	\$4,076,000	\$8,099,000	\$177,959,000	\$354,013,000
2020	\$184,109,000	1.1%		\$4,132,000		\$179,977,000	
2021	\$185,897,000	1.0%	\$370,006,000	\$4,181,000	\$8,313,000	\$181,716,000	\$361,693,000
2022	\$187,854,000	1.1%		\$4,232,000		\$183,622,000	
2023	\$189,688,000	1.0%	\$377,542,000	\$4,282,000	\$8,514,000	\$185,406,000	\$369,028,000
2024	\$191,554,000	1.0%		\$4,334,000		\$187,220,000	
2025	\$193,671,000	1.1%	\$385,225,000	\$4,391,000	\$8,725,000	\$189,280,000	\$376,500,000
2026	\$195,795,000	1.1%		\$4,450,000		\$191,345,000	
2027	\$197,761,000	1.0%	\$393,556,000	\$4,507,000	\$8,957,000	\$193,254,000	\$384,599,000

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

² FY 2015 includes historical data through September 2014.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST
2.5% Annual Fare Increases FY 2016-27¹

November 2014 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>November 2014 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 2014 Alternative 1</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008	\$148,379,626	1.1%						
2009	\$144,540,455	(2.6%)	\$292,920,081					
2010	\$147,009,545	1.7%						
2011	\$147,447,850	0.3%	\$294,457,395					
2012	\$155,085,373	5.2%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015²	\$172,901,000	3.3%	\$340,342,867	0.3%	\$511,000	0.2%	\$172,390,000	\$339,831,867
2016	\$176,810,000	2.3%		(0.4%)			\$177,441,000	
2017	\$183,350,000	3.7%	\$360,160,000	(0.3%)	(\$1,131,000)	(0.3%)	\$183,850,000	\$361,291,000
2018	\$189,470,000	3.3%		(0.3%)			\$190,071,000	
2019	\$195,075,000	3.0%	\$384,545,000	(0.4%)	(\$1,429,000)	(0.4%)	\$195,903,000	\$385,974,000
2020	\$201,016,000	3.0%		(0.3%)			\$201,701,000	
2021	\$206,844,000	2.9%	\$407,860,000	(0.3%)	(\$1,396,000)	(0.3%)	\$207,555,000	\$409,256,000
2022	\$212,921,000	2.9%		(0.4%)			\$213,684,000	
2023	\$219,166,000	2.9%	\$432,087,000	(0.4%)	(\$1,600,000)	(0.4%)	\$220,003,000	\$433,687,000
2024	\$225,662,000	3.0%		(0.3%)			\$226,388,000	
2025	\$232,748,000	3.1%	\$458,410,000	(0.3%)	(\$1,519,000)	(0.3%)	\$233,541,000	\$459,929,000
2026	\$240,137,000	3.2%		(0.4%)			\$241,042,000	
2027	\$247,597,000	3.1%	\$487,734,000	(0.4%)	(\$1,876,000)	(0.4%)	\$248,568,000	\$489,610,000

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

² FY 2015 includes historical data through September 2014.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST
2.5% Annual Fare Increases FY 2016-27¹

November 2014 Forecast – Fiscal Years 2015-2027

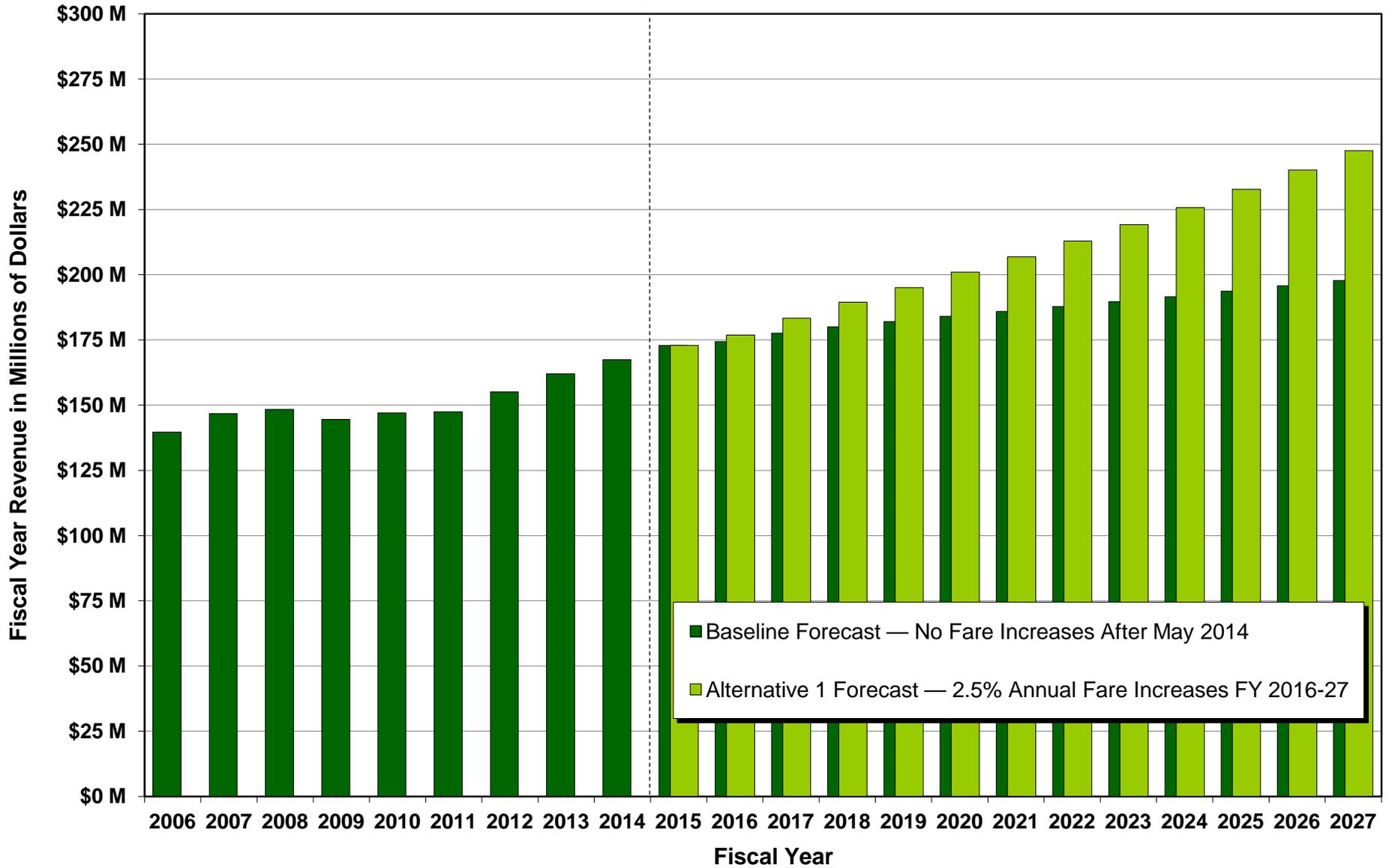
<i>Fiscal Year</i>	<i>November 2014 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>November Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008	\$148,379,626	1.1%				\$148,379,626	
2009	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010	\$147,009,545	1.7%				\$147,009,545	
2011	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012	\$155,085,373	5.2%		\$2,544,970		\$152,540,403	
2013	\$162,047,033	4.5%	\$317,132,406	\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867	3.3%		\$3,662,690		\$163,779,177	
2015²	\$172,901,000	3.3%	\$340,342,867	\$3,811,000	\$7,473,690	\$169,090,000	\$332,869,177
2016	\$176,810,000	2.3%		\$3,876,000		\$172,934,000	
2017	\$183,350,000	3.7%	\$360,160,000	\$3,921,000	\$7,797,000	\$179,429,000	\$352,363,000
2018	\$189,470,000	3.3%		\$3,961,000		\$185,509,000	
2019	\$195,075,000	3.0%	\$384,545,000	\$3,989,000	\$7,950,000	\$191,086,000	\$376,595,000
2020	\$201,016,000	3.0%		\$4,018,000		\$196,998,000	
2021	\$206,844,000	2.9%	\$407,860,000	\$4,041,000	\$8,059,000	\$202,803,000	\$399,801,000
2022	\$212,921,000	2.9%		\$4,066,000		\$208,855,000	
2023	\$219,166,000	2.9%	\$432,087,000	\$4,091,000	\$8,157,000	\$215,075,000	\$423,930,000
2024	\$225,662,000	3.0%		\$4,117,000		\$221,545,000	
2025	\$232,748,000	3.1%	\$458,410,000	\$4,146,000	\$8,263,000	\$228,602,000	\$450,147,000
2026	\$240,137,000	3.2%		\$4,177,000		\$235,960,000	
2027	\$247,597,000	3.1%	\$487,734,000	\$4,210,000	\$8,387,000	\$243,387,000	\$479,347,000

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

² FY 2015 includes historical data through September 2014.

Washington State Ferries — Revenue History and Forecast Trends

November 2014 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries
RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

November 2014 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>November 2014 Unconstrained Demand Forecast*</i>	<i>November 2014 Capacity Constrained Projections</i>			<i>September 2014 Projections</i>		
		<i>Passenger Ridership</i>	<i>Vehicle/Driver Ridership</i>	<i>Total Ridership</i>	<i>Annual Rate of Growth</i>	<i>Total Ridership</i>	<i>Nov. % Chg from Sep.</i>
2008		12,926,006	10,441,798	23,367,804	(2.8%)		
2009		12,580,511	9,917,249	22,497,760	(3.7%)		
2010		12,453,226	10,134,311	22,587,537	0.4%		
2011		12,242,320	9,968,973	22,211,293	(1.7%)		
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015²	23,267,000	12,792,000	10,301,000	23,093,000	1.1%	23,095,000	(0.0%)
2016	23,551,000	12,867,000	10,412,000	23,279,000	0.8%	23,316,000	(0.2%)
2017	24,000,000	13,132,000	10,591,000	23,723,000	1.9%	23,752,000	(0.1%)
2018	24,421,000	13,403,000	10,730,000	24,133,000	1.7%	24,168,000	(0.1%)
2019	24,784,000	13,656,000	10,829,000	24,485,000	1.5%	24,538,000	(0.2%)
2020	25,151,000	13,903,000	10,939,000	24,842,000	1.5%	24,882,000	(0.2%)
2021	25,490,000	14,141,000	11,030,000	25,171,000	1.3%	25,214,000	(0.2%)
2022	25,839,000	14,382,000	11,128,000	25,510,000	1.3%	25,548,000	(0.1%)
2023	26,197,000	14,630,000	11,218,000	25,848,000	1.3%	25,894,000	(0.2%)
2024	26,569,000	14,888,000	11,310,000	26,198,000	1.4%	26,251,000	(0.2%)
2025	26,975,000	15,158,000	11,420,000	26,578,000	1.5%	26,650,000	(0.3%)
2026	27,400,000	15,427,000	11,538,000	26,965,000	1.5%	27,057,000	(0.3%)
2027	27,836,000	15,696,000	11,649,000	27,345,000	1.4%	27,439,000	(0.3%)

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

² FY 2015 includes historical data through October 2014.

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

Washington State Ferries
RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2016-27¹

November 2014 Forecast – Fiscal Years 2015-2027

Fiscal Year	November 2014 Unconstrained Demand Forecast*	November 2014 Capacity Constrained Projections			September 2014 Projections		
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Nov. % Chg from Sep.
2008		12,926,006	10,441,798	23,367,804	(2.8%)		
2009		12,580,511	9,917,249	22,497,760	(3.7%)		
2010		12,453,226	10,134,311	22,587,537	0.4%		
2011		12,242,320	9,968,973	22,211,293	(1.7%)		
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015²	23,267,000	12,792,000	10,301,000	23,093,000	1.1%	23,095,000	(0.0%)
2016	23,473,000	12,817,000	10,390,000	23,207,000	0.5%	23,243,000	(0.2%)
2017	23,743,000	12,973,000	10,508,000	23,481,000	1.2%	23,513,000	(0.1%)
2018	23,990,000	13,135,000	10,595,000	23,730,000	1.1%	23,764,000	(0.1%)
2019	24,175,000	13,276,000	10,640,000	23,916,000	0.8%	23,968,000	(0.2%)
2020	24,365,000	13,414,000	10,693,000	24,107,000	0.8%	24,145,000	(0.2%)
2021	24,520,000	13,538,000	10,726,000	24,264,000	0.7%	24,305,000	(0.2%)
2022	24,685,000	13,665,000	10,765,000	24,430,000	0.7%	24,478,000	(0.2%)
2023	24,854,000	13,792,000	10,808,000	24,600,000	0.7%	24,656,000	(0.2%)
2024	25,020,000	13,913,000	10,855,000	24,768,000	0.7%	24,823,000	(0.2%)
2025	25,214,000	14,043,000	10,915,000	24,958,000	0.8%	25,024,000	(0.3%)
2026	25,423,000	14,175,000	10,983,000	25,158,000	0.8%	25,235,000	(0.3%)
2027	25,642,000	14,306,000	11,060,000	25,366,000	0.8%	25,450,000	(0.3%)

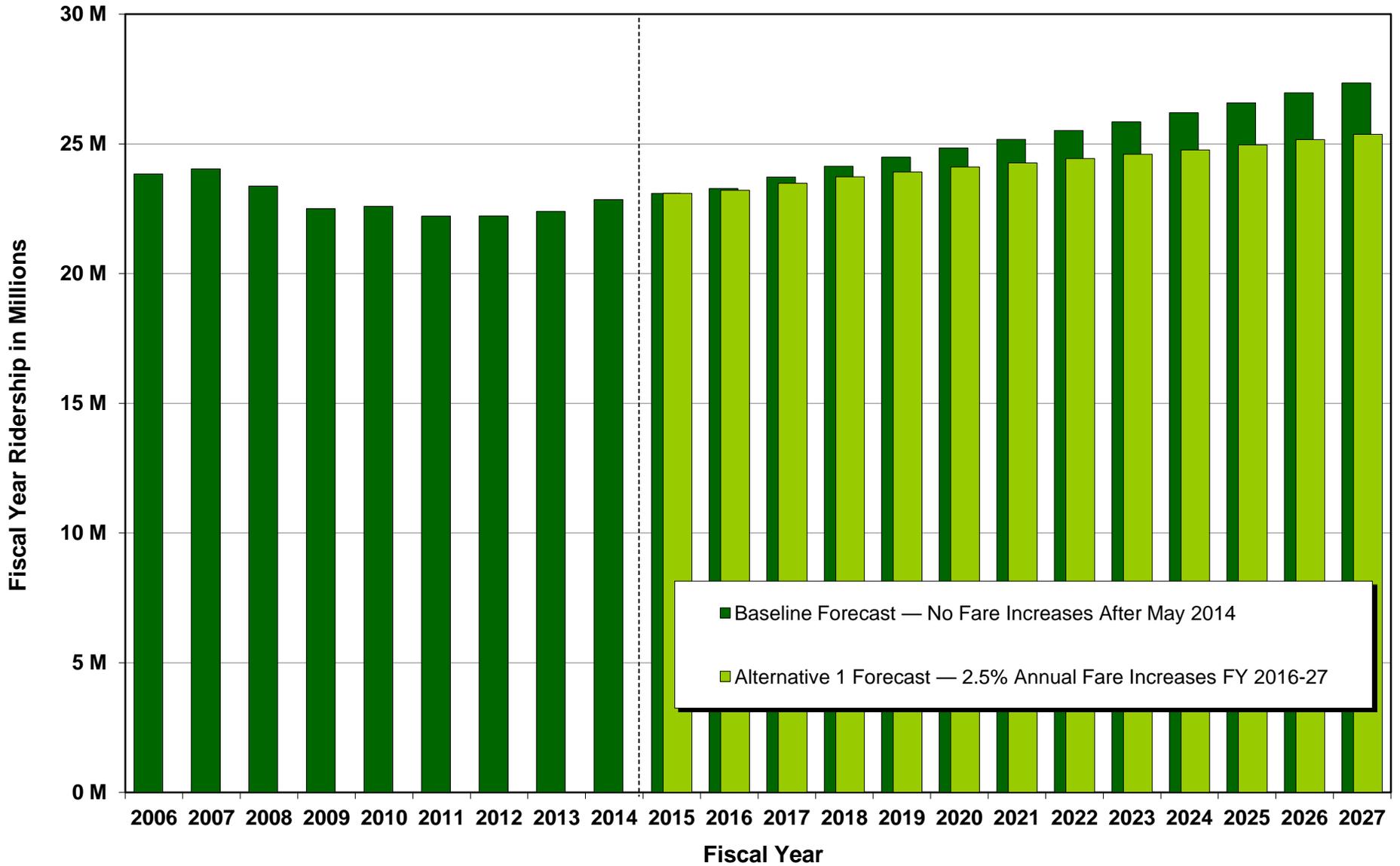
¹ The Alternative 1 Forecast includes the 2.0% passenger and 2.5% vehicle fare increases on May 1, 2014, followed by annual 2.5% fare increases each October, starting in 2015 (FY 2016), plus the 25¢ surcharge per fare sold for funding capital expenditures. Projected annual inflation is less than the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

² FY 2015 includes historical data through October 2014.

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

Washington State Ferries — Ridership History and Forecast Trends

November 2014 Forecast Scenarios – Fiscal Years 2006-2027



**Alternative Federal Revenue Forecast
November 2014**

November 2014 Alternate Federal Funds Forecast Key Assumptions

FFY 2013 & 2014 & 2015

- The alternative apportionment forecast for FFY2013 and FFY2014 are based on P.L. 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21). This law reauthorizes the federal surface transportation policy and program at the Congressional Budget Office's baseline level equal to current funding levels plus inflation which equals \$105 billion for two years.
- The alternate apportionment forecast for FFY 2013 is \$728.1 million and is based on actual FHWA distributions as recorded in FIMS.
- The alternate apportionment forecast for FFY 2014 is \$737.1 million and is based on FHWA Notice N4510.772 dated January 31, 2013 and on actual FHWA distributions as recorded in FIMS.
- The alternate apportionment forecast for FFY 2015 is \$665.6 million and is based on FHWA Notice N4510.778 dated October 1, 2014.
- The alternative OA and apportionment forecasts are the same as the baseline for FFY2013 & FFY2014 & 2015.

FFY2016 and Beyond

- In FFY2016 and beyond, the growth rates in federal funds mirrors the WA State fuel gallons consumed in the June forecast. This is in contrast to the baseline which has a drop in apportionment in FFY2016 of 26.7%.
- The alternate forecast assumes that new transportation revenue will be found to sure up the Highway Trust Fund and that funding levels beyond FFY2014 will not be reduced.
- In FFY2016, the alternative apportionment forecast anticipated \$183.9 million in additional revenue which is 37.7% higher than the baseline forecast.
- In FFY 2017 and throughout the forecast horizon, the alternate apportionment forecast is 37.7% higher than the baseline.

Transportation Revenue Forecast Council

Table G.1. Washington Federal Revenue Federal Fiscal Year Forecast *Alternate*

November 2014

	2010	2011	2012	2013	Current Biennium		2016	2017	2018
					2014	2015			
Million Dollars									
Apportionment (Nov. 2014 Alternate Forecast)	921.597	723.273	645.245	720.579	737.106	665.564	671.761	674.106	676.152
Annual Percentage Change	86.1%	-21.5%	-10.8%	11.7%	2.3%	-9.7%	0.9%	0.3%	0.3%
Apportionment (Nov. 2014 Baseline Forecast)	921.597	723.273	645.245	720.579	737.106	665.564	487.859	489.560	491.044
Annual Percentage Change	86.1%	-21.5%	-10.8%	11.7%	2.3%	-9.7%	-26.7%	0.3%	0.3%
Percentage Change, Nov. 2014 Alternate vs. Nov. 2014 Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.7%	37.7%	37.7%
Obligation Authority (Nov. 2014 Alternate Forecast)	832.079	725.595	696.066	717.863	703.314	663.537	640.965	643.202	645.155
Annual Percentage Change	7.7%	-2.2%	-4.1%	3.1%	-2.0%	-5.7%	-3.4%	0.3%	0.3%
Obligation Authority (Nov. 2014 Baseline Forecast)	832.079	725.595	696.066	717.863	703.314	663.537	486.373	488.069	489.548
Annual Percentage Change	7.7%	-2.2%	-4.1%	3.1%	-2.0%	-5.7%	-26.7%	0.3%	0.3%
Percentage Change, Nov. 2014 Alternate vs. Nov. 2014 Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.8%	31.8%	31.8%
	2019	2020	2021	2022	2023	2024	2025	2026	2027
Million Dollars									
Apportionment (Nov. 2014 Alternate Forecast)	677.970	680.260	682.159	683.910	685.254	686.497	688.518	689.557	690.325
Annual Percentage Change	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.3%	0.2%	0.1%
Apportionment (Nov. 2014 Baseline Forecast)	492.364	494.028	495.403	496.677	497.655	498.559	500.025	500.779	501.338
Annual Percentage Change	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.3%	0.2%	0.1%
Percentage Change, Nov. 2014 Alternate vs. Nov. 2014 Baseline	37.7%	37.7%	37.7%	37.7%	37.7%	37.7%	37.7%	37.7%	37.7%
Obligation Authority (Nov. 2014 Alternate Forecast)	646.889	649.074	650.886	652.557	653.839	655.025	656.954	657.945	658.678
Annual Percentage Change	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.3%	0.2%	0.1%
Obligation Authority (Nov. 2014 Baseline Forecast)	490.864	492.523	493.894	495.164	496.139	497.040	498.502	499.254	499.811
Annual Percentage Change	0.3%	0.3%	0.3%	0.3%	0.2%	0.2%	0.3%	0.2%	0.1%
Percentage Change, Nov. 2014 Alternate vs. Nov. 2014 Baseline	31.8%	31.8%	31.8%	31.8%	31.8%	31.8%	31.8%	31.8%	31.8%

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

MAP - 21

	Actual	Forecast	Difference		2014		2014		Difference	
	2013	2013			2014	2014				
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Value	Percent
State Apportionment and Obligation Authority Forecast										
Federal Aid Highway Core Programs Apportionment										
National Highway Performance Program (NHPP)	\$363,030,307	\$363,030,307	\$0	0.0%	\$359,315,130	\$359,315,130	\$0	0.0%	\$0	0.0%
Surface Transportation Program (STP)	168,610,051	\$168,610,051	-	0.0%	171,800,292	\$171,800,292	-	0.0%	-	0.0%
Highway Safety Improvement Program (HSIP)	41,178,651	\$41,178,651	-	0.0%	41,203,842	\$41,203,842	-	0.0%	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	35,448,943	\$35,448,943	-	0.0%	35,469,204	\$35,469,204	-	0.0%	-	0.0%
Metropolitan Planning (MPO)	6,956,355	\$6,956,355	-	0.0%	6,960,373	\$6,960,373	-	0.0%	-	0.0%
Subtotal Core Programs	\$615,224,307	\$615,224,307	\$0	0.0%	\$614,748,841	\$614,748,841	\$0	0.0%	\$0	0.0%
State Planning and Research (SPR)	12,852,433	\$12,852,433	-	0.0%	12,862,896	\$12,862,896	-	0.0%	-	0.0%
Transportation Alternatives	12,309,447	\$12,309,447	-	0.0%	12,503,968	\$12,503,968	-	0.0%	-	0.0%
Redistribution of section 164 Penalty #	14,177,525	\$14,177,525	-	0.0%	14,189,258	\$14,189,258	-	0.0%	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	3,900,000	\$3,900,000	-	0.0%	21,758,808	\$21,758,808	-	0.0%	-	0.0%
Discretionary and Allocated Programs	62,115,211	\$62,115,211	-	100.0%	61,041,969	\$61,041,969	-	100.0%	-	100.0%
Total Washington State MAP - 21 Apportionment	\$720,578,923	\$720,578,923	\$0	0.0%	\$737,105,740	\$737,105,740	\$0	0.0%	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority *	\$717,862,540	\$717,862,540	\$0	0.0%	703,313,900	\$703,313,900	\$0	0.0%	\$0	0.0%
Forecast Distributions ¶										
State Programs										
Federal Aid Highway Core Programs										
National Highway Performance Program (94% of total NHPP)	\$341,249,623	\$341,249,623	\$0	0.0%	\$337,756,222	\$337,756,222	\$0	0.0%	\$0	0.0%
Surface Transportation Program (27% of total STP)	46,672,106	\$46,672,106	-	0.0%	49,801,362	\$49,801,362	-	0.0%	-	0.0%
Highway Safety Improvement Program (36% of total HSIP)	15,187,300	\$15,187,300	-	0.0%	15,205,493	\$15,205,493	-	0.0%	-	0.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A	-	N/A
Subtotal Core Programs	\$403,109,029	\$403,109,029	\$0	0.0%	\$402,763,077	\$402,763,077	\$0	0.0%	\$0	0.0%
State Planning and Research (100% state)	12,852,433	\$12,852,433	-	0.0%	12,862,896	\$12,862,896	-	0.0%	-	0.0%
SHRP2	514,097	\$514,097	-	0.0%	514,516	\$514,516	-	0.0%	-	0.0%
NCHRP	706,884	\$706,884	-	0.0%	707,459	\$707,459	-	0.0%	-	0.0%
Research	1,992,127	\$1,992,127	-	0.0%	1,993,749	\$1,993,749	-	0.0%	-	0.0%
Amount remaining for SPR	9,639,325	\$9,639,325	-	0.0%	9,647,172	\$9,647,172	-	0.0%	-	0.0%
Transportation Alternatives										
Recreation Trails (1% paid to FHWA for program administration)	1,882,535	\$1,882,535	-	0.0%	1,886,270	\$1,886,270	-	0.0%	-	0.0%
Redistribution of section 164 Penalty	14,177,525	\$14,177,525	-	0.0%	14,189,258	\$14,189,258	-	0.0%	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	3,900,000	\$3,900,000	-	0.0%	20,437,057	\$20,437,057	-	0.0%	-	0.0%
Discretionary and Allocated Programs	41,620,923	\$41,620,923	-	100.0%	59,643,593	\$59,643,593	-	0.0%	-	0.0%
Total State MAP - 21 Apportionment	\$477,542,446	\$477,542,446	\$0	0.0%	\$511,782,151	\$511,782,151	\$0	0.0%	\$0	0.0%
State Obligation Authority *	\$475,742,243	\$478,236,074	(\$2,493,831)	-0.5%	\$504,316,835	\$504,316,835	\$0	0.0%	\$0	0.0%
Local Programs										
Federal Aid Highway Core Programs										
National Highway Performance Program (6% of total NHPP)	\$21,780,684	\$21,780,684	\$0	0.0%	\$21,558,908	\$21,558,908	\$0	0.0%	\$0	0.0%
Surface Transportation Program (73% of total STP)	121,937,945	\$121,937,945	-	0.0%	121,998,930	\$121,998,930	-	0.0%	-	0.0%
Bridge Program (Off the federal aid system)	22,884,303	\$22,884,303	-	0.0%	22,930,163	\$22,930,163	-	0.0%	-	0.0%
50% Distribution Any of the state programs	13,202,564	\$13,202,564	-	0.0%	13,168,621	\$13,168,621	-	0.0%	-	0.0%
50% Population Distribution										
Areas over 200,000	51,294,287	\$51,294,287	-	0.0%	51,323,604	\$51,323,604	-	0.0%	-	0.0%
Areas over 5,000	19,435,473	\$19,435,473	-	0.0%	19,446,581	\$19,446,581	-	0.0%	-	0.0%
Areas under 5,000	15,121,318	\$15,121,318	-	0.0%	15,129,961	\$15,129,961	-	0.0%	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	25,991,351	\$25,991,351	-	0.0%	25,998,350	\$25,998,350	-	0.0%	-	0.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,448,943	\$35,448,943	-	0.0%	35,469,204	\$35,469,204	-	0.0%	-	0.0%
Metropolitan Planning (100% of total MPO)	6,956,355	\$6,956,355	-	0.0%	6,960,373	\$6,960,373	-	0.0%	-	0.0%
Subtotal Core Programs	\$212,115,278	\$212,115,278	\$0	0.0%	\$211,985,764	\$211,985,764	\$0	0.0%	\$0	0.0%
Transportation Alternatives	10,426,912	\$10,426,912	-	0.0%	10,617,698	\$10,617,698	-	0.0%	-	0.0%
50% Distribution Any of the state programs	5,213,456	\$5,213,456	-	0.0%	5,308,849	\$5,308,849	-	0.0%	-	0.0%
50% Population Distribution										
Areas over 200,000	3,114,935	\$3,114,935	-	0.0%	3,171,930	\$3,171,930	-	0.0%	-	0.0%
Areas over 5,000	1,180,253	\$1,180,253	-	0.0%	1,201,849	\$1,201,849	-	0.0%	-	0.0%
Under 5,000	918,268	\$918,268	-	0.0%	935,070	\$935,070	-	0.0%	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	1,321,751	\$1,321,751	-	0.0%	-	0.0%
Discretionary and Allocated Programs	20,494,288	\$20,494,288	-	100.0%	1,398,376	\$1,398,376	-	0.0%	-	0.0%
Total Local MAP - 21 Apportionment	\$243,036,478	\$243,036,478	\$0	0.0%	\$225,323,589	\$225,323,589	\$0	0.0%	\$0	0.0%
Local Obligation Authority *	\$242,120,297	\$239,626,466	\$2,493,831	1.0%	\$198,997,065	\$198,997,065	\$0	0.0%	\$0	0.0%
Total Washington State MAP - 21 Apportionment	\$720,578,923	\$720,578,923	\$0	0.0%	\$737,105,740	\$737,105,740	\$0	0.0%	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$717,862,540	\$717,862,540	\$0	0.0%	703,313,900	\$703,313,900	\$0	0.0%	\$0	0.0%

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

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

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

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

MAP - 21

	2015		CURRENT FFY 2015		Difference		2016		2016		Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast												
Federal Aid Highway Core Programs Apportionment												
National Highway Performance Program (NHPP)	\$372,980,000	\$372,980,000	\$0	0.0%	\$376,452,000	\$273,395,000	\$103,057,000	37.7%				
Surface Transportation Program (STP)	171,798,000	\$171,798,000	-	0.0%	173,397,000	\$125,928,000	47,469,000	37.7%				
Highway Safety Improvement Program (HSIP)	41,203,000	\$41,203,000	-	0.0%	41,587,000	\$30,202,000	11,385,000	37.7%				
Congestion Mitigation and Air Quality Program (CMAQ)	35,469,000	\$35,469,000	-	0.0%	35,799,000	\$25,998,000	9,801,000	37.7%				
Metropolitan Planning (MPO)	6,960,000	\$6,960,000	-	0.0%	7,025,000	\$5,102,000	1,923,000	37.7%				
Subtotal Core Programs	\$628,410,000	\$628,410,000	\$0	0.0%	\$634,260,000	\$460,625,000	\$173,635,000	37.7%				
State Planning and Research (SPR)	12,851,000	\$12,851,000	-	0.0%	12,972,000	\$9,420,000	3,552,000	37.7%				
Transportation Alternatives	12,504,000	\$12,504,000	-	0.0%	12,620,000	\$9,165,000	3,455,000	37.7%				
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%				
Ferry Boats and Terminal Facilities Apportionment	11,799,000	\$11,799,000	-	0.0%	11,909,000	\$8,649,000	3,260,000	37.7%				
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%				
Total Washington State MAP - 21 Apportionment	\$665,564,000	\$665,564,000	\$0	0.0%	\$671,761,000	\$487,859,000	\$183,902,000	37.7%				
Total Washington State MAP - 21 Obligation Authority *	\$663,537,000	\$663,537,000	\$0	0.0%	\$640,965,000	\$486,373,000	\$154,592,000	31.8%				
Forecast Distributions ¶												
State Programs												
Federal Aid Highway Core Programs												
National Highway Performance Program (94% of total NHPP)	\$350,601,000	\$350,601,000	\$0	0.0%	\$353,865,000	\$256,991,000	\$96,874,000	37.7%				
Surface Transportation Program (27% of total STP)	51,004,000	\$51,004,000	-	0.0%	54,203,000	\$32,427,000	21,776,000	67.2%				
Highway Safety Improvement Program (36% of total HSIP)	15,205,000	\$15,205,000	-	0.0%	15,347,000	\$11,145,000	4,202,000	37.7%				
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A				
Subtotal Core Programs	\$416,810,000	\$416,810,000	\$0	0.0%	\$423,415,000	\$300,563,000	\$122,852,000	40.9%				
State Planning and Research (100% state)	12,851,000	\$12,851,000	-	0.0%	12,972,000	\$9,420,000	3,552,000	37.7%				
SHRP2	514,040	\$514,040	-	0.0%	518,880	\$376,800	142,080	37.7%				
NCHRP	706,805	\$706,805	-	0.0%	713,460	\$518,100	195,360	37.7%				
Research	1,991,905	\$1,991,905	-	0.0%	2,010,660	\$1,460,100	550,560	37.7%				
Amount remaining for SPR	9,638,250	\$9,638,250	-	0.0%	9,729,000	\$7,065,000	2,664,000	37.7%				
Transportation Alternatives												
Recreation Trails (1% paid to FHWA for program administration)	1,886,000	\$1,886,000	-	0.0%	1,904,000	\$1,382,000	522,000	37.8%				
Redistribution of section 164 Penalty	-	\$0	-	0.0%	-	\$0	-	0.0%				
Ferry Boats and Terminal Facilities Apportionment	11,799,000	\$11,799,000	-	0.0%	11,909,000	\$8,649,000	3,260,000	37.7%				
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%				
Total State MAP - 21 Apportionment	\$443,346,000	\$443,346,000	\$0	0.0%	\$450,200,000	\$320,014,000	\$130,186,000	40.7%				
State Obligation Authority *	\$441,996,000	\$441,996,000	\$0	0.0%	\$429,561,000	\$319,039,000	\$110,522,000	34.6%				
Local Programs												
Federal Aid Highway Core Programs												
National Highway Performance Program (6% of total NHPP)	\$22,379,000	\$22,379,000	\$0	0.0%	\$22,587,000	\$16,404,000	\$6,183,000	37.7%				
Surface Transportation Program (73% of total STP)	120,794,000	\$120,794,000	-	0.0%	119,194,000	\$93,501,000	25,693,000	27.5%				
Bridge Program (Off the federal aid system)	22,930,000	\$22,930,000	-	0.0%	23,143,000	\$16,808,000	6,335,000	37.7%				
50% Distribution Any of the state programs	11,964,000	\$11,964,000	-	0.0%	9,565,000	\$7,607,000	1,958,000	25.7%				
50% Population Distribution												
Areas over 200,000	51,323,000	\$51,323,000	-	0.0%	51,801,000	\$37,620,000	14,181,000	37.7%				
Areas over 5,000	19,446,000	\$19,446,000	-	0.0%	19,627,000	\$14,254,000	5,373,000	37.7%				
Areas under 5,000	15,130,000	\$15,130,000	-	0.0%	15,271,000	\$11,090,000	4,181,000	37.7%				
Highway Safety Improvement Program (64% of total HSIP)	25,998,000	\$25,998,000	-	0.0%	26,240,000	\$19,057,000	7,183,000	37.7%				
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,469,000	\$35,469,000	-	0.0%	35,799,000	\$25,998,000	9,801,000	37.7%				
Metropolitan Planning (100% of total MPO)	6,960,000	\$6,960,000	-	0.0%	7,025,000	\$5,102,000	1,923,000	37.7%				
Subtotal Core Programs	\$211,600,000	\$211,600,000	\$0	0.0%	\$210,845,000	\$160,062,000	\$50,783,000	31.7%				
Transportation Alternatives	10,618,000	\$10,618,000	-	0.0%	10,716,000	\$7,783,000	2,933,000	37.7%				
50% Distribution Any of the state programs	5,309,000	\$5,309,000	-	0.0%	5,358,000	\$3,891,500	1,466,500	37.7%				
50% Population Distribution												
Areas over 200,000	3,172,000	\$3,172,000	-	0.0%	3,201,000	\$2,325,000	876,000	37.7%				
Areas over 5,000	1,202,000	\$1,202,000	-	0.0%	1,213,000	\$881,000	332,000	37.7%				
Under 5,000	935,000	\$935,000	-	0.0%	944,000	\$685,000	259,000	37.8%				
Ferry Boats and Terminal Facilities Apportionment	-	\$0	-	0.0%	-	\$0	-	0.0%				
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%				
Total Local MAP - 21 Apportionment	\$222,218,000	\$222,218,000	\$0	0.0%	\$221,561,000	\$167,845,000	\$53,716,000	32.0%				
Local Obligation Authority *	\$221,541,000	\$221,541,000	\$0	0.0%	\$211,404,000	\$167,334,000	\$44,070,000	26.3%				
Total Washington State MAP - 21 Apportionment	\$665,564,000	\$665,564,000	\$0	0.0%	\$671,761,000	\$487,859,000	\$183,902,000	37.7%				
Total Washington State MAP - 21 Obligation Authority	\$663,537,000	\$663,537,000	\$0	0.0%	\$640,965,000	\$486,373,000	\$154,592,000	31.8%				

* Obligation Authority includes formula program, redistributed, allocated programs and exempt programs.
 # In 2014 the Section 164 Penalty has been reduced 100% from NHPP and applied 100% into HSIP.
 ¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

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

MAP - 21

	2017		Difference		2018		Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$377,767,000	\$274,349,000	\$103,418,000	37.7%	\$378,914,000	\$275,182,000	\$103,732,000	37.7%
Surface Transportation Program (STP)	174,003,000	\$126,366,000	47,637,000	37.7%	174,531,000	\$126,749,000	47,782,000	37.7%
Highway Safety Improvement Program (HSIP)	41,731,000	\$30,307,000	11,424,000	37.7%	41,858,000	\$30,399,000	11,459,000	37.7%
Congestion Mitigation and Air Quality Program (CMAQ)	35,923,000	\$26,088,000	9,835,000	37.7%	36,033,000	\$26,167,000	9,866,000	37.7%
Metropolitan Planning (MPO)	7,050,000	\$5,120,000	1,930,000	37.7%	7,071,000	\$5,135,000	1,936,000	37.7%
Subtotal Core Programs	\$636,474,000	\$462,230,000	\$174,244,000	37.7%	\$638,407,000	\$463,632,000	\$174,775,000	37.7%
State Planning and Research (SPR)	13,017,000	\$9,454,000	3,563,000	37.7%	13,056,000	\$9,482,000	3,574,000	37.7%
Transportation Alternatives	12,664,000	\$9,197,000	3,467,000	37.7%	12,702,000	\$9,225,000	3,477,000	37.7%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,951,000	\$8,679,000	3,272,000	37.7%	11,987,000	\$8,705,000	3,282,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$674,106,000	\$489,560,000	\$184,546,000	37.7%	\$676,152,000	\$491,044,000	\$185,108,000	37.7%
Total Washington State MAP - 21 Obligation Authority *	\$643,202,000	\$488,069,000	\$155,133,000	31.8%	\$645,155,000	\$489,548,000	\$155,607,000	31.8%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$355,101,000	\$257,888,000	\$97,213,000	37.7%	\$356,179,000	\$258,671,000	\$97,508,000	37.7%
Surface Transportation Program (27% of total STP)	54,461,000	\$32,605,000	21,856,000	67.0%	54,685,000	\$32,760,000	21,925,000	66.9%
Highway Safety Improvement Program (36% of total HSIP)	15,400,000	\$11,184,000	4,216,000	37.7%	15,446,000	\$11,218,000	4,228,000	37.7%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$424,962,000	\$301,677,000	\$123,285,000	40.9%	\$426,310,000	\$302,649,000	\$123,661,000	40.9%
State Planning and Research (100% state)	13,017,000	9,454,000	3,563,000	37.7%	13,056,000	9,482,000	3,574,000	37.7%
SHRP2	520,680	378,160	142,520	37.7%	522,240	379,280	142,960	37.7%
NCHRP	715,935	519,970	195,965	37.7%	718,080	521,510	196,570	37.7%
Research	2,017,635	1,465,370	552,265	37.7%	2,023,680	1,469,710	553,970	37.7%
Amount remaining for SPR	9,762,750	7,090,500	2,672,250	37.7%	9,792,000	7,111,500	2,680,500	37.7%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,911,000	1,387,000	524,000	37.8%	1,917,000	1,391,000	526,000	37.8%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,951,000	8,679,000	3,272,000	37.7%	11,987,000	8,705,000	3,282,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$451,841,000	\$321,197,000	\$130,644,000	40.7%	\$453,270,000	\$322,227,000	\$131,043,000	40.7%
State Obligation Authority *	\$431,127,000	\$320,219,000	\$110,908,000	34.6%	\$432,491,000	\$321,245,000	\$111,246,000	34.6%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,666,000	\$16,461,000	\$6,205,000	37.7%	\$22,735,000	\$16,511,000	\$6,224,000	37.7%
Surface Transportation Program (73% of total STP)	119,542,000	\$93,761,000	25,781,000	27.5%	119,846,000	\$93,989,000	25,857,000	27.5%
Bridge Program (Off the federal aid system)	23,224,000	\$16,867,000	6,357,000	37.7%	23,295,000	\$16,918,000	6,377,000	37.7%
50% Distribution Any of the state programs	9,610,000	\$7,648,000	1,962,000	25.7%	9,650,000	\$7,684,000	1,966,000	25.6%
50%Population Distribution								
Areas over 200,000	51,982,000	\$37,751,000	14,231,000	37.7%	52,139,000	\$37,865,000	14,274,000	37.7%
Areas over 5,000	19,696,000	\$14,304,000	5,392,000	37.7%	19,756,000	\$14,347,000	5,409,000	37.7%
Areas under 5,000	15,324,000	\$11,129,000	4,195,000	37.7%	15,370,000	\$11,162,000	4,208,000	37.7%
Highway Safety Improvement Program (64% of total HSIP)	26,331,000	\$19,123,000	7,208,000	37.7%	26,412,000	\$19,181,000	7,231,000	37.7%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,923,000	\$26,088,000	9,835,000	37.7%	36,033,000	\$26,167,000	9,866,000	37.7%
Metropolitan Planning (100% of total MPO)	7,050,000	\$5,120,000	1,930,000	37.7%	7,071,000	\$5,135,000	1,936,000	37.7%
Subtotal Core Programs	\$211,512,000	\$160,553,000	\$50,959,000	31.7%	\$212,097,000	\$160,983,000	\$51,114,000	31.8%
Transportation Alternatives	10,753,000	\$7,810,000	2,943,000	37.7%	10,785,000	\$7,834,000	2,951,000	37.7%
50% Distribution Any of the state programs	5,376,500	\$3,905,000	1,471,500	37.7%	5,392,500	\$3,917,000	1,475,500	37.7%
50%Population Distribution								
Areas over 200,000	3,212,000	\$2,333,000	879,000	37.7%	3,222,000	\$2,340,000	882,000	37.7%
Areas over 5,000	1,217,000	\$884,000	333,000	37.7%	1,221,000	\$887,000	334,000	37.7%
Under 5,000	947,000	\$688,000	259,000	37.6%	950,000	\$690,000	260,000	37.7%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$222,265,000	\$168,363,000	\$53,902,000	32.0%	\$222,882,000	\$168,817,000	\$54,065,000	32.0%
Local Obligation Authority *	\$212,075,000	\$167,850,000	\$44,225,000	26.3%	\$212,664,000	\$168,303,000	\$44,361,000	26.4%
Total Washington State MAP - 21 Apportionment	\$674,106,000	\$489,560,000	\$184,546,000	37.7%	\$676,152,000	\$491,044,000	\$185,108,000	37.7%
Total Washington State MAP - 21 Obligation Authority	\$643,202,000	\$488,069,000	\$155,133,000	31.8%	\$645,155,000	\$489,548,000	\$155,607,000	31.8%

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

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

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

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

MAP - 21

	2019		Difference		2020		Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$379,933,000	\$275,921,000	\$104,012,000	37.7%	\$381,216,000	\$276,853,000	\$104,363,000	37.7%
Surface Transportation Program (STP)	175,000,000	\$127,090,000	47,910,000	37.7%	175,591,000	\$127,520,000	48,071,000	37.7%
Highway Safety Improvement Program (HSIP)	41,970,000	\$30,481,000	11,489,000	37.7%	42,113,000	\$30,584,000	11,529,000	37.7%
Congestion Mitigation and Air Quality Program (CMAQ)	36,130,000	\$26,237,000	9,893,000	37.7%	36,252,000	\$26,326,000	9,926,000	37.7%
Metropolitan Planning (MPO)	7,090,000	\$5,149,000	1,941,000	37.7%	7,113,000	\$5,167,000	1,946,000	37.7%
Subtotal Core Programs	\$640,123,000	\$464,878,000	\$175,245,000	37.7%	\$642,285,000	\$466,450,000	\$175,835,000	37.7%
State Planning and Research (SPR)	13,092,000	\$9,508,000	3,584,000	37.7%	13,136,000	\$9,540,000	3,596,000	37.7%
Transportation Alternatives	12,736,000	\$9,250,000	3,486,000	37.7%	12,779,000	\$9,281,000	3,498,000	37.7%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,019,000	\$8,728,000	3,291,000	37.7%	12,060,000	\$8,757,000	3,303,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$677,970,000	\$492,364,000	\$185,606,000	37.7%	\$680,260,000	\$494,028,000	\$186,232,000	37.7%
Total Washington State MAP - 21 Obligation Authority *	\$646,889,000	\$490,864,000	\$156,025,000	31.8%	\$649,074,000	\$492,523,000	\$156,551,000	31.8%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$357,137,000	\$259,366,000	\$97,771,000	37.7%	\$358,343,000	\$260,242,000	\$98,101,000	37.7%
Surface Transportation Program (27% of total STP)	54,884,000	\$32,898,000	21,986,000	66.8%	55,136,000	\$33,072,000	22,064,000	66.7%
Highway Safety Improvement Program (36% of total HSIP)	15,487,000	\$11,247,000	4,240,000	37.7%	15,540,000	\$11,286,000	4,254,000	37.7%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$427,508,000	\$303,511,000	\$123,997,000	40.9%	\$429,019,000	\$304,600,000	\$124,419,000	40.8%
State Planning and Research (100% state)	13,092,000	9,508,000	3,584,000	37.7%	13,136,000	9,540,000	3,596,000	37.7%
SHRP2	523,680	380,320	143,360	37.7%	525,440	381,600	143,840	37.7%
NCHRP	720,060	522,940	197,120	37.7%	722,480	524,700	197,780	37.7%
Research	2,029,260	1,473,740	555,520	37.7%	2,036,080	1,478,700	557,380	37.7%
Amount remaining for SPR	9,819,000	7,131,000	2,688,000	37.7%	9,852,000	7,155,000	2,697,000	37.7%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,922,000	1,395,000	527,000	37.8%	1,928,000	1,400,000	528,000	37.7%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,019,000	8,728,000	3,291,000	37.7%	12,060,000	8,757,000	3,303,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$454,541,000	\$323,142,000	\$131,399,000	40.7%	\$456,143,000	\$324,297,000	\$131,846,000	40.7%
State Obligation Authority *	\$433,703,000	\$322,158,000	\$111,545,000	34.6%	\$435,231,000	\$323,309,000	\$111,922,000	34.6%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,796,000	\$16,555,000	\$6,241,000	37.7%	\$22,873,000	\$16,611,000	\$6,262,000	37.7%
Surface Transportation Program (73% of total STP)	120,116,000	\$94,192,000	25,924,000	27.5%	120,455,000	\$94,448,000	26,007,000	27.5%
Bridge Program (Off the federal aid system)	23,358,000	\$16,963,000	6,395,000	37.7%	23,437,000	\$17,020,000	6,417,000	37.7%
50% Distribution Any of the state programs	9,686,000	\$7,717,000	1,969,000	25.5%	9,729,000	\$7,758,000	1,971,000	25.4%
50%Population Distribution								
Areas over 200,000	52,279,000	\$37,967,000	14,312,000	37.7%	52,456,000	\$38,095,000	14,361,000	37.7%
Areas over 5,000	19,809,000	\$14,386,000	5,423,000	37.7%	19,876,000	\$14,434,000	5,442,000	37.7%
Areas under 5,000	15,412,000	\$11,192,000	4,220,000	37.7%	15,464,000	\$11,230,000	4,234,000	37.7%
Highway Safety Improvement Program (64% of total HSIP)	26,483,000	\$19,234,000	7,249,000	37.7%	26,573,000	\$19,298,000	7,275,000	37.7%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,130,000	\$26,237,000	9,893,000	37.7%	36,252,000	\$26,326,000	9,926,000	37.7%
Metropolitan Planning (100% of total MPO)	7,090,000	\$5,149,000	1,941,000	37.7%	7,113,000	\$5,167,000	1,946,000	37.7%
Subtotal Core Programs	\$212,615,000	\$161,367,000	\$51,248,000	31.8%	\$213,266,000	\$161,850,000	\$51,416,000	31.8%
Transportation Alternatives	10,814,000	\$7,855,000	2,959,000	37.7%	10,851,000	\$7,881,000	2,970,000	37.7%
50% Distribution Any of the state programs	5,407,000	\$3,927,500	1,479,500	37.7%	5,425,500	\$3,940,500	1,485,000	37.7%
50%Population Distribution								
Areas over 200,000	3,231,000	\$2,347,000	884,000	37.7%	3,242,000	\$2,354,000	888,000	37.7%
Areas over 5,000	1,224,000	\$889,000	335,000	37.7%	1,228,000	\$892,000	336,000	37.7%
Under 5,000	952,000	\$692,000	260,000	37.6%	956,000	\$694,000	262,000	37.8%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$223,429,000	\$169,222,000	\$54,207,000	32.0%	\$224,117,000	\$169,731,000	\$54,386,000	32.0%
Local Obligation Authority *	\$213,186,000	\$168,706,000	\$44,480,000	26.4%	\$213,843,000	\$169,214,000	\$44,629,000	26.4%
Total Washington State MAP - 21 Apportionment	\$677,970,000	\$492,364,000	\$185,606,000	37.7%	\$680,260,000	\$494,028,000	\$186,232,000	37.7%
Total Washington State MAP - 21 Obligation Authority	\$646,889,000	\$490,864,000	\$156,025,000	31.8%	\$649,074,000	\$492,523,000	\$156,551,000	31.8%

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

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

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

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

MAP - 21

	2021		Difference		2022		Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$382,280,000	\$277,626,000	\$104,654,000	37.7%	\$383,261,000	\$278,337,000	\$104,924,000	37.7%
Surface Transportation Program (STP)	176,081,000	\$127,875,000	48,206,000	37.7%	176,532,000	\$128,204,000	48,328,000	37.7%
Highway Safety Improvement Program (HSIP)	42,231,000	\$30,668,000	11,563,000	37.7%	42,340,000	\$30,748,000	11,592,000	37.7%
Congestion Mitigation and Air Quality Program (CMAQ)	36,353,000	\$26,398,000	9,955,000	37.7%	36,446,000	\$26,467,000	9,979,000	37.7%
Metropolitan Planning (MPO)	7,133,000	\$5,181,000	1,952,000	37.7%	7,152,000	\$5,195,000	1,957,000	37.7%
Subtotal Core Programs	\$644,078,000	\$467,748,000	\$176,330,000	37.7%	\$645,731,000	\$468,951,000	\$176,780,000	37.7%
State Planning and Research (SPR)	13,172,000	\$9,567,000	3,605,000	37.7%	13,206,000	\$9,591,000	3,615,000	37.7%
Transportation Alternatives	12,815,000	\$9,307,000	3,508,000	37.7%	12,848,000	\$9,331,000	3,517,000	37.7%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,094,000	\$8,781,000	3,313,000	37.7%	12,125,000	\$8,804,000	3,321,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$682,159,000	\$495,403,000	\$186,756,000	37.7%	\$683,910,000	\$496,677,000	\$187,233,000	37.7%
Total Washington State MAP - 21 Obligation Authority *	\$650,886,000	\$493,894,000	\$156,992,000	31.8%	\$652,557,000	\$495,164,000	\$157,393,000	31.8%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$359,343,000	\$260,968,000	\$98,375,000	37.7%	\$360,265,000	\$261,637,000	\$98,628,000	37.7%
Surface Transportation Program (27% of total STP)	55,344,000	\$33,216,000	22,128,000	66.6%	55,535,000	\$33,349,000	22,186,000	66.5%
Highway Safety Improvement Program (36% of total HSIP)	15,583,000	\$11,316,000	4,267,000	37.7%	15,625,000	\$11,346,000	4,279,000	37.7%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$430,270,000	\$305,500,000	\$124,770,000	40.8%	\$431,425,000	\$306,332,000	\$125,093,000	40.8%
State Planning and Research (100% state)	13,172,000	9,567,000	3,605,000	37.7%	13,206,000	9,591,000	3,615,000	37.7%
<i>SHRP2</i>	526,880	382,680	144,200	37.7%	528,240	383,640	144,600	37.7%
<i>NCHRP</i>	724,460	526,185	198,275	37.7%	726,330	527,505	198,825	37.7%
<i>Research</i>	2,041,660	1,482,885	558,775	37.7%	2,046,930	1,486,605	560,325	37.7%
<i>Amount remaining for SPR</i>	9,879,000	7,175,250	2,703,750	37.7%	9,904,500	7,193,250	2,711,250	37.7%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,933,000	1,404,000	529,000	37.7%	1,938,000	1,408,000	530,000	37.6%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,094,000	8,781,000	3,313,000	37.7%	12,125,000	8,804,000	3,321,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$457,469,000	\$325,252,000	\$132,217,000	40.7%	\$458,694,000	\$326,135,000	\$132,559,000	40.6%
State Obligation Authority *	\$436,497,000	\$324,261,000	\$112,236,000	34.6%	\$437,666,000	\$325,142,000	\$112,524,000	34.6%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,937,000	\$16,658,000	\$6,279,000	37.7%	\$22,996,000	\$16,700,000	\$6,296,000	37.7%
Surface Transportation Program (73% of total STP)	120,737,000	\$94,659,000	26,078,000	27.5%	120,997,000	\$94,855,000	26,142,000	27.6%
<i>Bridge Program (Off the federal aid system)</i>	23,502,000	\$17,068,000	6,434,000	37.7%	23,562,000	\$17,112,000	6,450,000	37.7%
<i>50% Distribution Any of the state programs</i>	9,766,000	\$7,791,000	1,975,000	25.3%	9,801,000	\$7,823,000	1,978,000	25.3%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	52,602,000	\$38,201,000	14,401,000	37.7%	52,737,000	\$38,300,000	14,437,000	37.7%
<i>Areas over 5,000</i>	19,931,000	\$14,475,000	5,456,000	37.7%	19,982,000	\$14,512,000	5,470,000	37.7%
<i>Areas under 5,000</i>	15,507,000	\$11,262,000	4,245,000	37.7%	15,547,000	\$11,291,000	4,256,000	37.7%
Highway Safety Improvement Program (64% of total HSIP)	26,648,000	\$19,353,000	7,295,000	37.7%	26,715,000	\$19,401,000	7,314,000	37.7%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,353,000	\$26,398,000	9,955,000	37.7%	36,446,000	\$26,467,000	9,979,000	37.7%
Metropolitan Planning (100% of total MPO)	7,133,000	\$5,181,000	1,952,000	37.7%	7,152,000	\$5,195,000	1,957,000	37.7%
Subtotal Core Programs	\$213,808,000	\$162,249,000	\$51,559,000	31.8%	\$214,306,000	\$162,618,000	\$51,688,000	31.8%
Transportation Alternatives	10,882,000	\$7,903,000	2,979,000	37.7%	10,910,000	\$7,923,000	2,987,000	37.7%
<i>50% Distribution Any of the state programs</i>	5,441,000	\$3,951,500	1,489,500	37.7%	5,455,000	\$3,961,500	1,493,500	37.7%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,251,000	\$2,361,000	890,000	37.7%	3,259,000	\$2,367,000	892,000	37.7%
<i>Areas over 5,000</i>	1,232,000	\$895,000	337,000	37.7%	1,235,000	\$897,000	338,000	37.7%
<i>Under 5,000</i>	958,000	\$696,000	262,000	37.6%	961,000	\$698,000	263,000	37.7%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$224,690,000	\$170,152,000	\$54,538,000	32.1%	\$225,216,000	\$170,541,000	\$54,675,000	32.1%
Local Obligation Authority *	\$214,389,000	\$169,633,000	\$44,756,000	26.4%	\$214,891,000	\$170,022,000	\$44,869,000	26.4%
Total Washington State MAP - 21 Apportionment	\$682,159,000	\$495,404,000	\$186,755,000	37.7%	\$683,910,000	\$496,676,000	\$187,234,000	37.7%
Total Washington State MAP - 21 Obligation Authority	\$650,886,000	\$493,894,000	\$156,992,000	31.8%	\$652,557,000	\$495,164,000	\$157,393,000	31.8%

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

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

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

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

MAP - 21

	2023		Difference		2024		Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$384,015,000	\$278,885,000	\$105,130,000	37.7%	\$384,711,000	\$279,392,000	\$105,319,000	37.7%
Surface Transportation Program (STP)	176,879,000	\$128,457,000	48,422,000	37.7%	177,200,000	\$128,690,000	48,510,000	37.7%
Highway Safety Improvement Program (HSIP)	42,422,000	\$30,809,000	11,613,000	37.7%	42,500,000	\$30,865,000	11,635,000	37.7%
Congestion Mitigation and Air Quality Program (CMAQ)	36,519,000	\$26,519,000	10,000,000	37.7%	36,584,000	\$26,567,000	10,017,000	37.7%
Metropolitan Planning (MPO)	7,165,000	\$5,205,000	1,960,000	37.7%	7,178,000	\$5,215,000	1,963,000	37.6%
Subtotal Core Programs	\$647,000,000	\$469,875,000	\$177,125,000	37.7%	\$648,173,000	\$470,729,000	\$177,444,000	37.7%
State Planning and Research (SPR)	13,232,000	\$9,610,000	3,622,000	37.7%	13,257,000	\$9,627,000	3,630,000	37.7%
Transportation Alternatives	12,873,000	\$9,349,000	3,524,000	37.7%	12,896,000	\$9,366,000	3,530,000	37.7%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,149,000	\$8,821,000	3,328,000	37.7%	12,171,000	\$8,837,000	3,334,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$685,254,000	\$497,655,000	\$187,599,000	37.7%	\$686,497,000	\$498,559,000	\$187,938,000	37.7%
Total Washington State MAP - 21 Obligation Authority *	\$653,839,000	\$496,139,000	\$157,700,000	31.8%	\$655,025,000	\$497,040,000	\$157,985,000	31.8%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$360,974,000	\$262,152,000	\$98,822,000	37.7%	\$361,628,000	\$262,628,000	\$99,000,000	37.7%
Surface Transportation Program (27% of total STP)	55,683,000	\$33,452,000	22,231,000	66.5%	55,819,000	\$33,546,000	22,273,000	66.4%
Highway Safety Improvement Program (36% of total HSIP)	15,655,000	\$11,369,000	4,286,000	37.7%	15,683,000	\$11,389,000	4,294,000	37.7%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$432,312,000	\$306,973,000	\$125,339,000	40.8%	\$433,130,000	\$307,563,000	\$125,567,000	40.8%
State Planning and Research (100% state)	13,232,000	9,610,000	3,622,000	37.7%	13,257,000	9,627,000	3,630,000	37.7%
<i>SHRP2</i>	529,280	384,400	144,880	37.7%	530,280	385,080	145,200	37.7%
<i>NCHRP</i>	727,760	528,550	199,210	37.7%	729,135	529,485	199,650	37.7%
<i>Research</i>	2,050,960	1,489,550	561,410	37.7%	2,054,835	1,492,185	562,650	37.7%
<i>Amount remaining for SPR</i>	9,924,000	7,207,500	2,716,500	37.7%	9,942,750	7,220,250	2,722,500	37.7%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,942,000	1,411,000	531,000	37.6%	1,946,000	1,414,000	532,000	37.6%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,149,000	8,821,000	3,328,000	37.7%	12,171,000	8,837,000	3,334,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$459,635,000	\$326,815,000	\$132,820,000	40.6%	\$460,504,000	\$327,441,000	\$133,063,000	40.6%
State Obligation Authority *	\$438,563,000	\$325,819,000	\$112,744,000	34.6%	\$439,392,000	\$326,443,000	\$112,949,000	34.6%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,041,000	\$16,733,000	\$6,308,000	37.7%	\$23,083,000	\$16,764,000	\$6,319,000	37.7%
Surface Transportation Program (73% of total STP)	121,196,000	\$95,005,000	26,191,000	27.6%	121,381,000	\$95,144,000	26,237,000	27.6%
<i>Bridge Program (Off the federal aid system)</i>	23,608,000	\$17,146,000	6,462,000	37.7%	23,651,000	\$17,177,000	6,474,000	37.7%
<i>50% Distribution Any of the state programs</i>	9,826,000	\$7,846,000	1,980,000	25.2%	9,851,000	\$7,869,000	1,982,000	25.2%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	52,841,000	\$38,375,000	14,466,000	37.7%	51,294,000	\$51,294,000	-	0.0%
<i>Areas over 5,000</i>	20,021,000	\$14,540,000	5,481,000	37.7%	19,435,000	\$19,435,000	-	0.0%
<i>Areas under 5,000</i>	15,577,000	\$11,313,000	4,264,000	37.7%	15,121,000	\$15,121,000	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	26,767,000	\$19,440,000	7,327,000	37.7%	26,817,000	\$19,476,000	7,341,000	37.7%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,519,000	\$26,519,000	10,000,000	37.7%	36,584,000	\$26,567,000	10,017,000	37.7%
Metropolitan Planning (100% of total MPO)	7,165,000	\$5,205,000	1,960,000	37.7%	7,178,000	\$5,215,000	1,963,000	37.6%
Subtotal Core Programs	\$214,688,000	\$162,902,000	\$51,786,000	31.8%	\$215,043,000	\$163,166,000	\$51,877,000	31.8%
Transportation Alternatives	10,931,000	\$7,938,000	2,993,000	37.7%	10,950,000	\$7,952,000	2,998,000	37.7%
<i>50% Distribution Any of the state programs</i>	5,465,500	\$3,969,000	1,496,500	37.7%	5,475,000	\$3,976,000	1,499,000	37.7%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,266,000	\$2,371,000	895,000	37.7%	3,271,000	\$2,376,000	895,000	37.7%
<i>Areas over 5,000</i>	1,237,000	\$899,000	338,000	37.6%	1,239,000	\$900,000	339,000	37.7%
<i>Under 5,000</i>	963,000	\$699,000	264,000	37.8%	964,000	\$700,000	264,000	37.7%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$225,619,000	\$170,840,000	\$54,779,000	32.1%	\$225,993,000	\$171,118,000	\$54,875,000	32.1%
Local Obligation Authority *	\$215,276,000	\$170,320,000	\$44,956,000	26.4%	\$215,633,000	\$170,597,000	\$45,036,000	26.4%
Total Washington State MAP - 21 Apportionment	\$685,254,000	\$497,655,000	\$187,599,000	37.7%	\$686,497,000	\$498,559,000	\$187,938,000	37.7%
Total Washington State MAP - 21 Obligation Authority	\$653,839,000	\$496,139,000	\$157,700,000	31.8%	\$655,025,000	\$497,040,000	\$157,985,000	31.8%

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

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

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

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

MAP - 21

	2025		Difference		2026		Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$385,845,000	\$280,214,000	\$105,631,000	37.7%	\$386,427,000	\$280,636,000	\$105,791,000	37.7%
Surface Transportation Program (STP)	177,721,000	\$129,069,000	48,652,000	37.7%	177,990,000	\$129,264,000	48,726,000	37.7%
Highway Safety Improvement Program (HSIP)	42,623,000	\$30,955,000	11,668,000	37.7%	42,687,000	\$31,002,000	11,685,000	37.7%
Congestion Mitigation and Air Quality Program (CMAQ)	36,692,000	\$26,644,000	10,048,000	37.7%	36,748,000	\$26,684,000	10,064,000	37.7%
Metropolitan Planning (MPO)	7,200,000	\$5,230,000	1,970,000	37.7%	7,211,000	\$5,238,000	1,973,000	37.7%
Subtotal Core Programs	\$650,081,000	\$472,112,000	\$177,969,000	37.7%	\$651,063,000	\$472,824,000	\$178,239,000	37.7%
State Planning and Research (SPR)	13,296,000	\$9,656,000	3,640,000	37.7%	13,315,000	\$9,671,000	3,644,000	37.7%
Transportation Alternatives	12,934,000	\$9,394,000	3,540,000	37.7%	12,954,000	\$9,408,000	3,546,000	37.7%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,207,000	\$8,863,000	3,344,000	37.7%	12,225,000	\$8,876,000	3,349,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$688,518,000	\$500,025,000	\$188,493,000	37.7%	\$689,557,000	\$500,779,000	\$188,778,000	37.7%
Total Washington State MAP - 21 Obligation Authority *	\$656,954,000	\$498,502,000	\$158,452,000	31.8%	\$657,945,000	\$499,254,000	\$158,691,000	31.8%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$362,694,000	\$263,401,000	\$99,293,000	37.7%	\$363,241,000	\$263,798,000	\$99,443,000	37.7%
Surface Transportation Program (27% of total STP)	56,041,000	\$33,700,000	22,341,000	66.3%	56,155,000	\$33,778,000	22,377,000	66.2%
Highway Safety Improvement Program (36% of total HSIP)	15,728,000	\$11,422,000	4,306,000	37.7%	15,752,000	\$11,441,000	4,311,000	37.7%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$434,463,000	\$308,523,000	\$125,940,000	40.8%	\$435,148,000	\$309,017,000	\$126,131,000	40.8%
State Planning and Research (100% state)	13,296,000	9,656,000	3,640,000	37.7%	13,315,000	9,671,000	3,644,000	37.7%
<i>SHRP2</i>	531,840	386,240	145,600	37.7%	532,600	386,840	145,760	37.7%
<i>NCHRP</i>	731,280	531,080	200,200	37.7%	732,325	531,905	200,420	37.7%
<i>Research</i>	2,060,880	1,496,680	564,200	37.7%	2,063,825	1,499,005	564,820	37.7%
<i>Amount remaining for SPR</i>	9,972,000	7,242,000	2,730,000	37.7%	9,986,250	7,253,250	2,733,000	37.7%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,952,000	1,418,000	534,000	37.7%	1,955,000	1,420,000	535,000	37.7%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,207,000	8,863,000	3,344,000	37.7%	12,225,000	8,876,000	3,349,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$461,918,000	\$328,460,000	\$133,458,000	40.6%	\$462,643,000	\$328,984,000	\$133,659,000	40.6%
State Obligation Authority *	\$440,742,000	\$327,460,000	\$113,282,000	34.6%	\$441,434,000	\$327,982,000	\$113,452,000	34.6%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,151,000	\$16,813,000	\$6,338,000	37.7%	\$23,186,000	\$16,838,000	\$6,348,000	37.7%
Surface Transportation Program (73% of total STP)	121,680,000	\$95,369,000	26,311,000	27.6%	121,835,000	\$95,486,000	26,349,000	27.6%
<i>Bridge Program (Off the federal aid system)</i>	23,721,000	\$17,228,000	6,493,000	37.7%	23,757,000	\$17,254,000	6,503,000	37.7%
<i>50% Distribution Any of the state programs</i>	9,889,000	\$7,904,000	1,985,000	25.1%	9,910,000	\$7,924,000	1,986,000	25.1%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	53,092,000	\$38,558,000	14,534,000	37.7%	53,173,000	\$38,616,000	14,557,000	37.7%
<i>Areas over 5,000</i>	20,117,000	\$14,610,000	5,507,000	37.7%	20,147,000	\$14,632,000	5,515,000	37.7%
<i>Areas under 5,000</i>	15,651,000	\$11,367,000	4,284,000	37.7%	15,675,000	\$11,384,000	4,291,000	37.7%
Highway Safety Improvement Program (64% of total HSIP)	26,895,000	\$19,533,000	7,362,000	37.7%	26,935,000	\$19,562,000	7,373,000	37.7%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,692,000	\$26,644,000	10,048,000	37.7%	36,748,000	\$26,684,000	10,064,000	37.7%
Metropolitan Planning (100% of total MPO)	7,200,000	\$5,230,000	1,970,000	37.7%	7,211,000	\$5,238,000	1,973,000	37.7%
Subtotal Core Programs	\$215,618,000	\$163,589,000	\$52,029,000	31.8%	\$215,915,000	\$163,808,000	\$52,107,000	31.8%
Transportation Alternatives	10,982,000	\$7,976,000	3,006,000	37.7%	10,999,000	\$7,988,000	3,011,000	37.7%
<i>50% Distribution Any of the state programs</i>	5,491,000	\$3,988,000	1,503,000	37.7%	5,499,500	\$3,994,000	1,505,500	37.7%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,281,000	\$2,383,000	898,000	37.7%	3,286,000	\$2,386,000	900,000	37.7%
<i>Areas over 5,000</i>	1,243,000	\$903,000	340,000	37.7%	1,245,000	\$904,000	341,000	37.7%
<i>Under 5,000</i>	967,000	\$702,000	265,000	37.7%	969,000	\$703,000	266,000	37.8%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$226,600,000	\$171,565,000	\$55,035,000	32.1%	\$226,914,000	\$171,796,000	\$55,118,000	32.1%
Local Obligation Authority *	\$216,212,000	\$171,042,000	\$45,170,000	26.4%	\$216,511,000	\$171,272,000	\$45,239,000	26.4%
Total Washington State MAP - 21 Apportionment	\$688,518,000	\$500,025,000	\$188,493,000	37.7%	\$689,557,000	\$500,780,000	\$188,777,000	37.7%
Total Washington State MAP - 21 Obligation Authority	\$656,954,000	\$498,502,000	\$158,452,000	31.8%	\$657,945,000	\$499,254,000	\$158,691,000	31.8%

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

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

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

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

MAP - 21

	2027	2027	Difference	
	Nov. 14 Alternte	Nov. 14 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast				
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$386,857,000	\$280,949,000	\$105,908,000	37.7%
Surface Transportation Program (STP)	178,189,000	\$129,408,000	48,781,000	37.7%
Highway Safety Improvement Program (HSIP)	42,735,000	\$31,037,000	11,698,000	37.7%
Congestion Mitigation and Air Quality Program (CMAQ)	36,789,000	\$26,715,000	10,074,000	37.7%
Metropolitan Planning (MPO)	7,218,000	\$5,244,000	1,974,000	37.6%
Subtotal Core Programs	\$651,788,000	\$473,353,000	\$178,435,000	37.7%
State Planning and Research (SPR)	13,330,000	\$9,681,000	3,649,000	37.7%
Transportation Alternatives	12,968,000	\$9,418,000	3,550,000	37.7%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,239,000	\$8,886,000	3,353,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$690,325,000	\$501,338,000	\$188,987,000	37.7%
Total Washington State MAP - 21 Obligation Authority *	\$658,678,000	\$499,811,000	\$158,867,000	31.8%
Forecast Distributions ¶				
State Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (94% of total NHPP)	\$363,646,000	\$264,092,000	\$99,554,000	37.7%
Surface Transportation Program (27% of total STP)	56,240,000	\$33,837,000	22,403,000	66.2%
Highway Safety Improvement Program (36% of total HSIP)	15,769,000	\$11,452,000	4,317,000	37.7%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A
Subtotal Core Programs	\$435,655,000	\$309,381,000	\$126,274,000	40.8%
State Planning and Research (100% state)	13,330,000	9,681,000	3,649,000	37.7%
SHRP2	533,200	387,240	145,960	37.7%
NCHRP	733,150	532,455	200,695	37.7%
Research	2,066,150	1,500,555	565,595	37.7%
Amount remaining for SPR	9,997,500	7,260,750	2,736,750	37.7%
Transportation Alternatives				
Recreation Trails (1% paid to FHWA for program administration)	1,957,000	1,422,000	535,000	37.6%
Redistribution of section 164 Penalty	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,239,000	8,886,000	3,353,000	37.7%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$463,181,000	\$329,370,000	\$133,811,000	40.6%
State Obligation Authority *	\$441,947,000	\$328,367,000	\$113,580,000	34.6%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (6% of total NHPP)	\$23,211,000	\$16,857,000	\$6,354,000	37.7%
Surface Transportation Program (73% of total STP)	121,949,000	\$95,571,000	26,378,000	27.6%
Bridge Program (Off the federal aid system)	23,783,000	\$17,273,000	6,510,000	37.7%
50% Distribution Any of the state programs	9,924,000	\$7,937,000	1,987,000	25.0%
50% Population Distribution				
Areas over 200,000	53,232,000	\$38,659,000	14,573,000	37.7%
Areas over 5,000	20,170,000	\$14,648,000	5,522,000	37.7%
Areas under 5,000	15,693,000	\$11,397,000	4,296,000	37.7%
Highway Safety Improvement Program (64% of total HSIP)	26,966,000	\$19,585,000	7,381,000	37.7%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,789,000	\$26,715,000	10,074,000	37.7%
Metropolitan Planning (100% of total MPO)	7,218,000	\$5,244,000	1,974,000	37.6%
Subtotal Core Programs	\$216,133,000	\$163,972,000	\$52,161,000	31.8%
Transportation Alternatives	11,011,000	\$7,996,000	3,015,000	37.7%
50% Distribution Any of the state programs	5,505,500	\$3,998,000	1,507,500	37.7%
50% Population Distribution				
Areas over 200,000	3,289,000	\$2,389,000	900,000	37.7%
Areas over 5,000	1,246,000	\$905,000	341,000	37.7%
Under 5,000	970,000	\$704,000	266,000	37.8%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$227,144,000	\$171,968,000	\$55,176,000	32.1%
Local Obligation Authority *	\$216,731,000	\$171,444,000	\$45,287,000	26.4%
Total Washington State MAP - 21 Apportionment	\$690,325,000	\$501,338,000	\$188,987,000	37.7%
Total Washington State MAP - 21 Obligation Authority	\$658,678,000	\$499,811,000	\$158,867,000	31.8%

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

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

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

**Transportation Revenue Forecast Council
Table G. 3. Federal Funds Distributions
Federal Fiscal Year Comparison Actual Dollars
2005 - 2014**

Washington's Apportionment of FHWA Programs

(Dollars in Millions)

	SAFETEA-LU									MAP-21	
	2005	2006	2007	2008	2009*	2010	2011	2012	2013	2014	
Formula Apportionment	\$ 531.483	\$ 448.567	\$ 491.720	\$ 512.764	\$ 391.572	\$ 728.615	\$ 630.113	\$ 647.140	\$ 658.464	\$ 676.064	
Discretionary / Allocated Obligation Authority											
Civil Penalty - Section 164						\$ 11.987					
Section 122 LHIP Funds						\$ 0.017					
ARRA					\$ 491.276						
Descretionary	\$ 24.873	\$ 13.472	\$ 6.421	\$ 83.974	\$ 32.244	\$ 10.893	\$ 14.901	\$ 1.148	\$ 1.000		
Other Allocated Programs	\$ 8.552	\$ 8.658	\$ 3.947	\$ 14.565	\$ 10.052	\$ 46.267	\$ 7.781	\$ 6.607	\$ 3.310	\$ 3.158	
Tiger Discretionary Grants						\$ 65.000	\$ 45.010		\$ 39.000	\$ 14.000	
Emergency Relief	\$ 22.604	\$ 30.387	\$ 31.315	\$ 1.000	\$ 94.376	\$ 39.130	\$ 25.468	\$ 74.350	\$ 18.320	\$ 42.450	
Demonstration Programs	\$ 25.669	\$ 21.483	\$ 49.154	\$ 10.599	\$ 10.954	\$ 20.089			\$ 0.485	\$ 1.434	
PRNS		\$ 56.707	\$ 50.820	\$ 50.820	\$ 41.129						
High Priority Projects		\$ 110.135	\$ 55.945	\$ 55.218	\$ 54.928	\$ (0.401)		\$ -			
Total Apportionments	\$ 613.182	\$ 689.411	\$ 638.503	\$ 728.939	\$ 1,126.532	\$ 921.597	\$ 723.274	\$ 729.244	\$ 720.579	\$ 737.106	

Washington's Obligation Authority Distribution

(Dollars in Millions)

	SAFETEA-LU									MAP-21	
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	
Formula Obligation Limitation											
Formula Obligation Limitation	\$ 433.925	\$ 447.230	\$ 519.209	\$ 526.398	\$ 546.111	\$ 589.229	\$ 624.563	\$ 612.304	\$ 634.406	\$ 620.543	
Discretionary									\$ 25.835	\$ 27.231	
Equity Bonus (Special)	\$ 8.827	\$ 1.316	\$ 10.686	\$ 9.718	\$ 10.342	\$ 10.342	\$ 10.873	\$ 10.285			
Equity Bonus (Exempt)		\$ 0.420	\$ 3.414	\$ 3.105	\$ 3.304	\$ 3.304	\$ 3.474	\$ 3.286			
Previous Year Adjustment	\$ 14.059									-1.565733	
Total Formula Obligation Authority	\$ 456.810	\$ 448.966	\$ 533.309	\$ 539.222	\$ 559.757	\$ 602.875	\$ 638.909	\$ 625.875	\$ 660.241	\$ 646.208	
Discretionary / Allocated Obligation Authority											
Redistributed/Bonus OA	\$ 19.553	\$ 55.422	\$ 72.087	\$ 16.181	\$ 30.713	\$ 68.425	\$ 9.976505				
Allocated Programs	\$ 34.260	\$ 23.144	\$ 10.370	\$ 99.482	\$ 42.993	\$ 60.595	\$ 28.487036	\$ 2.885			
Emergency Relief	22.604381	30.387481	31.315385	1	94.376182	\$ 39.130	\$ 25.468000	\$ 74.350	\$ 18.257	\$ 42.513	
ARRA					\$ 491.276	\$ 0.017					
TIGER Grants						\$ 65.000	\$ 45.010000		\$ 39.000	\$ 14.000	
Highway Infrastructure - General Fund						\$ 11.987					
Minimum Guarantee	\$ 2.143						\$ (0.000244)				
Demonstration	\$ 1.739				\$ 11.743	\$ 20.089			\$ 0.365	\$ 0.593	
Demo. Sec. 117	\$ 23.930	\$ 10.098									
High Priority - SAFETY-LU		\$ 95.039	\$ 50.623	\$ 51.040	\$ 51.702						
PRNS		\$ 56.707	\$ 50.639	\$ 50.820	\$ 41.129						
Special Bridge				\$ 34.840							
Demo. Sec. 129				\$ 10.599	\$ (0.789)						
Demo. Sec. 112		\$ 11.385	\$ (1.485)								
FTA/Fed Lands & Other Transfers Out	\$ (18.204)	\$ (5.447)	\$ (23.528)	\$ (22.973)	\$ (9.215)	\$ (36.038)	\$ (22.255513)				
Total Discretionary / Allocated OA	\$ 86.025	\$ 276.737	\$ 190.023	\$ 240.988	\$ 753.929	\$ 229.204	\$ 86.686	\$ 77.235	\$ 57.622	\$ 57.106	
Total Obligation Authority	\$ 542.835	\$ 725.703	\$ 723.331	\$ 780.209	\$ 1,313.686	\$ 832.079	\$ 725.595	\$ 703.110	\$ 717.863	\$ 703.314	

**Alternative SR 167 High Occupancy Toll (HOT) Lanes Transactions and Revenue
Forecast
November 2014**

Contact: Ed Shumpert, Washington State Department of Transportation, 206-464-1226, shumped@wsdot.wa.gov

Transportation Revenue Forecast Council –

November 2014 TOLL Alternative Forecast: Extension of Pilot Program

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

- Under current law, SR 167 HOT lanes pilot program will expire in June 2015. The baseline toll revenue forecast has the HOT lanes traffic and revenue ending at the end of FY 2015.
- 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 FY2016 is based on the short term model trend line. The trend line shows that long term traffic is gradually increasing.
- Each WSDOT published this long term traffic and revenue as an alternative forecast in TRFC Volume IV.
- This current V 2014 alternative forecast used monthly preliminary traffic and revenue data through December 2013.

HOT Lanes Traffic Volume Forecast Extended

- In FY 2016 the actual traffic is projected to be 3.0% higher than in FY2015. For this forecast FY 2014 and 2015 traffic is used as a new baseline due to the extension of the pilot project in 2013.
- FY 2014 has year over year growth of 9.8%, and FY 2015 has -1.3% annual growth for the baseline forecast.
- In FY 2016, the HOT lanes traffic volume is estimated at 1,154,000, which is a 3.0% year over year traffic volume growth.
- In FY 2017, the HOT lanes traffic volume forecast increases to 1,188,000 by 2.9% and the annual growth rate remains at around 2.9% until FY 2020 and then it grows throughout the remainder of the forecast horizon.

HOT Lanes Revenue Forecast

- The average toll rate per transaction has steadily increased over time. It is assumed that the average toll rate for FY 2016 will be \$1.165 and beyond will increase further to \$1.591 by FY 2027 because traffic and the number of carpools are increasing and roadways become congested. Travel demand for HOT lanes is projected to increase.
- Beginning in FY 2016, SR 167 HOT lanes will generate \$1,344,000 in toll revenue and toll revenue is estimated to increase to \$1,407,000 in FY 2017 and continue to increase annually to \$2,665,000 by FY2027.
- Transponder sales revenue estimate is \$35,000 in FY2016 and it increases to \$51,000 by FY2027.
- Fees revenue is estimated to grow from \$4,000 in FY2016 to \$6,000 by FY2017.
- Total SR167 Revenues forecast steadily increases from \$1.383 million in FY2016 to \$2.722 million in FY2027

Transportation Revenue Forecast Council

167 HOT Lane Toll Operations Forecast By Fiscal Year

November 2014

HOT LANES PILOT PROGRAM EXTENDED TRAFFIC VOLUME

	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021
Transactions						
SR 167 HOT Lanes Traffic Volume (February 2014 Forecast)	1,154,000	1,188,000	1,222,000	1,258,000	1,295,000	1,338,000
Annual Percentage Change	3.0%	2.9%	2.9%	2.9%	2.9%	3.3%

	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027
Transactions						
SR 167 HOT Lanes Traffic Volume (February 2014 Forecast)	1,388,000	1,439,000	1,493,000	1,549,000	1,611,000	1,675,000
Annual Percentage Change	3.7%	3.7%	3.8%	3.8%	4.0%	4.0%

HOT LANES PILOT PROGRAM EXTENDED REVENUE

	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020	Fiscal Year 2021
Revenue						
SR 167 High Occupancy Toll Lanes Revenue						
Toll Revenue	\$1,344,000	\$1,407,000	1,470,000	1,535,000	1,601,000	\$1,721,000
Transponder/Shield Sales	35,000	36,000	37,000	38,000	39,000	\$41,000
Fees	4,000	4,000	4,000	4,000	5,000	\$5,000
Total SR 167 Revenue	\$1,383,000	\$1,447,000	\$ 1,511,000	\$ 1,577,000	\$1,645,000	\$1,767,000

	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027
Revenue						
SR 167 High Occupancy Toll Lanes Revenue						
Toll Revenue	\$1,855,000	\$1,997,000	\$2,145,000	\$2,306,000	\$2,479,000	\$2,665,000
Transponder/Shield Sales	\$42,000	\$44,000	45,000	47,000	\$49,000	\$51,000
Fees	\$5,000	\$5,000	5,000	6,000	\$6,000	\$6,000
Total SR 167 Revenue	\$ 1,902,000	\$ 2,046,000	\$2,195,000	\$2,359,000	\$ 2,534,000	\$ 2,722,000

Transit Forecasts November 2014

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

TRANSPORTATION REVENUE FORECAST COUNCIL NOVEMBER 2014

TABLE T.1: TRANSIT SYSTEM

<u>County</u>	<u>Transit System</u>	<u>Actuals</u> <u>2011</u>	<u>Actuals</u> <u>2012</u>	<u>Actuals</u> <u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Adams	None										
Asotin	Asotin County Transit	566,467	558,844	605,118	643,846	676,682	710,516	745,331	779,616	812,360	830,135
Benton/Franklin	Ben Franklin Transit	26,440,116	25,112,677	26,610,668	28,313,751	29,757,752	31,245,640	32,776,676	34,284,403	35,724,348	36,506,003
Chelan/Douglas	Link Transit	7,487,655	7,684,232	8,803,274	9,366,684	9,844,384	10,336,604	10,843,097	11,341,880	11,818,239	12,076,824
Clallam	Clallam Transit System	5,915,786	5,621,240	5,910,695	6,288,979	6,609,717	6,940,203	7,280,273	7,615,166	7,935,003	8,108,622
Clark	C-TRAN	22,574,256	29,007,352	32,286,940	34,353,304	36,105,323	37,910,589	39,768,208	41,597,545	43,344,642	44,293,031
Columbia	Columbia County Public Transportation	238,190	304,914	334,747	356,171	374,336	393,052	412,312	431,278	449,392	459,225
Cowlitz	Community Urban Bus System	2,839,374	2,843,283	2,983,382	3,174,318	3,336,209	3,503,019	3,674,667	3,843,702	4,005,137	4,092,770
Ferry	None										
Garfield	Garfield Transit										
Grant	Grant Transit Authority	3,092,668	3,625,596	3,960,221	4,213,675	4,428,573	4,650,001	4,877,851	5,102,232	5,316,526	5,432,853
Grays Harbor	Grays Harbor Transportation Authority	5,709,975	5,161,845	5,175,323	5,357,821	5,631,070	5,912,624	6,202,342	6,487,650	6,760,131	6,908,044
Island	Island Transit	6,698,183	6,564,607	7,003,607	7,451,838	7,831,882	8,223,476	8,626,426	9,023,242	9,402,218	9,607,940
Jefferson	Jefferson Transit Authority	2,572,525	3,226,040	3,639,308	3,872,224	4,069,707	4,273,192	4,482,579	4,688,778	4,885,706	4,992,606
King	Metro Transit	391,175,223	402,074,303	431,805,474	459,441,024	482,872,517	507,016,142	531,859,933	556,325,490	579,691,161	592,374,906
Kitsap	Kitsap Transit	25,789,561	26,178,800	27,276,244	29,021,924	30,502,042	32,027,144	33,596,474	35,141,912	36,617,872	37,419,077
Kittitas	None										
Klickitat	None										
Lewis	Twin Transit	1,253,489	1,293,142	1,388,994	1,477,890	1,553,262	1,630,925	1,710,840	1,789,539	1,864,700	1,905,500
Lincoln	None										
Mason	Mason Transportation Authority	3,200,012	3,186,115	3,184,327	3,388,124	3,560,918	3,738,964	3,922,173	4,102,593	4,274,902	4,368,438
Okanogan	Okanogan County PTBA				150,754	158,443	166,365	174,517	182,545	190,212	194,374
Pacific	Pacific Transit System	662,498	667,138	753,351	801,565	842,445	884,568	927,911	970,595	1,011,360	1,033,489
Pend Oreille	None										
Pierce	Pierce Transit	63,758,339	64,964,695	62,075,731	66,048,578	69,417,055	72,887,908	76,459,416	79,976,549	83,335,564	85,158,960
San Juan	None										
Skagit	Skagit Transit	8,356,820	8,785,188	9,419,323	10,022,160	10,533,290	11,059,954	11,601,892	12,135,579	12,645,273	12,921,954
Skamania	None										
Snohomish	Everett Transit System	15,424,318	15,450,581	16,272,481	17,313,920	18,196,930	19,106,776	20,043,008	20,964,987	21,845,516	22,323,500
	Community Transit	63,758,339	66,492,128	73,729,713	78,448,415	82,449,284	86,571,748	90,813,764	94,991,197	98,980,827	101,146,545
Spokane	Spokane Transit Authority	41,563,781	42,398,806	44,832,062	47,701,314	50,134,081	52,640,785	55,220,183	57,760,312	60,186,245	61,503,131
Stevens	None										
Thurston	Intercity Transit	26,589,302	28,175,394	29,250,739	31,122,786	32,710,048	34,345,551	36,028,483	37,685,793	39,268,596	40,127,800
Wahkiakum	None										
Walla Walla	Valley Transit	3,834,440	4,059,509	4,139,343	4,404,261	4,628,878	4,860,322	5,098,478	5,333,008	5,556,994	5,678,582
Whatcom	Whatcom Transportation Authority	18,615,185	19,759,796	21,070,077	22,418,562	23,561,909	24,740,004	25,952,264	27,146,068	28,286,203	28,905,110
Whitman	Pullman Transit	1,088,000	1,250,000	1,180,846	1,256,420	1,320,498	1,386,522	1,454,462	1,521,367	1,585,265	1,619,951
Yakima	Selah	303,881	298,215	325,537	346,371	364,036	382,238	400,968	419,412	437,028	446,590
	Union Gap	773,995	857,982	914,743	973,287	1,022,924	1,074,070	1,126,700	1,178,528	1,228,026	1,254,896
	Yakima Transit	4,443,641	4,762,882	5,081,200	5,406,397	5,682,123	5,966,229	6,258,574	6,546,469	6,821,421	6,970,674
Total		754,726,019	780,365,304	830,013,468	883,136,362	928,176,316	974,585,132	1,022,339,804	1,069,367,435	1,114,280,867	1,138,661,529

TRANSPORTATION REVENUE FORECAST COUNCIL NOVEMBER 2014

TABLE T.1: TRANSIT SYSTEM

<u>County</u>	<u>Transit System</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	848,078	866,101	884,599	904,645	925,767	947,415	970,014
Benton/Franklin	Ben Franklin Transit	37,295,093	38,087,665	38,901,126	39,782,646	40,711,534	41,663,524	42,657,320
Chelan/Douglas	Link Transit	12,337,869	12,600,065	12,869,172	13,160,795	13,468,087	13,783,022	14,111,787
Clallam	Clallam Transit System	8,283,893	8,459,937	8,640,621	8,836,422	9,042,744	9,254,198	9,474,937
Clark	C-TRAN	45,250,440	46,212,074	47,199,053	48,268,609	49,395,635	50,550,692	51,756,474
Columbia	Columbia County Public Transportation	469,151	479,121	489,354	500,443	512,128	524,103	536,605
Cowlitz	Community Urban Bus System	4,181,237	4,270,094	4,361,293	4,460,122	4,564,262	4,670,992	4,782,408
Ferry	None							
Garfield	Garfield Transit							
Grant	Grant Transit Authority	5,550,286	5,668,237	5,789,297	5,920,485	6,058,723	6,200,399	6,348,297
Grays Harbor	Grays Harbor Transportation Authority	7,057,364	7,207,343	7,361,274	7,528,084	7,703,858	7,884,004	8,072,060
Island	Island Transit	9,815,619	10,024,214	10,238,307	10,470,313	10,714,785	10,965,337	11,226,892
Jefferson	Jefferson Transit Authority	5,100,523	5,208,916	5,320,166	5,440,724	5,567,760	5,697,955	5,833,868
King	Metro Transit	605,179,301	618,040,190	631,240,045	645,544,280	660,617,134	676,064,863	692,190,979
Kitsap	Kitsap Transit	38,227,904	39,040,299	39,874,107	40,777,675	41,729,796	42,705,596	43,724,249
Kittitas	None							
Klickitat	None							
Lewis	Twin Transit	1,946,688	1,988,058	2,030,518	2,076,530	2,125,015	2,174,706	2,226,579
Lincoln	None							
Mason	Mason Transportation Authority	4,462,863	4,557,705	4,655,047	4,760,533	4,871,687	4,985,605	5,104,526
Okanogan	Okanogan County PTBA	198,575	202,795	207,126	211,820	216,766	221,834	227,126
Pacific	Pacific Transit System	1,055,828	1,078,266	1,101,295	1,126,251	1,152,548	1,179,499	1,207,634
Pend Oreille	None							
Pierce	Pierce Transit	86,999,702	88,848,565	90,746,157	92,802,513	94,969,365	97,190,108	99,508,375
San Juan	None							
Skagit	Skagit Transit	13,201,267	13,481,812	13,769,751	14,081,781	14,410,577	14,747,551	15,099,323
Skamania	None							
Snohomish	Everett Transit System	22,806,030	23,290,690	23,788,123	24,327,174	24,895,191	25,477,335	26,085,043
	Community Transit	103,332,864	105,528,829	107,782,671	110,225,084	112,798,736	115,436,397	118,189,892
Spokane	Spokane Transit Authority	62,832,543	64,167,820	65,538,291	67,023,424	68,588,358	70,192,213	71,866,502
Stevens	None							
Thurston	Intercity Transit	40,995,177	41,866,381	42,760,546	43,729,523	44,750,566	45,797,004	46,889,396
Wahkiakum	None							
Walla Walla	Valley Transit	5,801,327	5,924,613	6,051,149	6,188,271	6,332,761	6,480,845	6,635,432
Whatcom	Whatcom Transportation Authority	29,529,905	30,157,456	30,801,546	31,499,526	32,235,010	32,988,787	33,775,665
Whitman	Pullman Transit	1,654,966	1,690,137	1,726,234	1,765,351	1,806,571	1,848,815	1,892,915
Yakima	Selah	456,243	465,939	475,890	486,674	498,038	509,684	521,841
	Union Gap	1,282,021	1,309,265	1,337,228	1,367,530	1,399,461	1,432,186	1,466,347
	Yakima Transit	7,121,348	7,272,686	7,428,014	7,596,336	7,773,704	7,955,482	8,145,244
Total		1,163,274,104	1,187,995,273	1,213,368,000	1,240,863,565	1,269,836,566	1,299,530,150	1,330,527,729

TRANSPORTATION FORECAST COUNCIL NOVEMBER 2014

TABLE T.2: TRANSIT BENEFIT DISTRICT LOCALLY GENERATED SALES AND USE TAX

<u>County</u>	<u>Transportation Benefit District</u>	<u>Actuals</u>									
		<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
Chelan	City of Leavenworth TBD	0	89,418	243,526	259,112	272,326	285,943	299,954	313,752	326,929	334,083
Clallam	Sequim TBD	535,413	511,030	532,577	566,662	595,562	625,340	655,981	686,157	714,975	730,619
Clark	Ridgefield TBD	37,256	19,248	-3,839	0	0	0	0	0	0	0
Cowlitz	Castle Rock TBD	0	0	52,623	74,654	78,462	82,385	86,422	90,397	94,194	96,255
Grays Harbor	Aberdeen TBD	0	0	180,975	385,115	404,756	424,993	445,818	466,326	485,911	496,543
King	North Bend TBD	0	149,165	446,069	474,617	498,823	523,764	549,428	574,702	598,840	611,942
Snohomish	Arlington TBD	0	0	50,566	53,803	56,546	59,374	62,283	65,148	67,884	69,370
Snohomish	Marysville TBD	0	0	107,733	114,628	120,474	126,498	132,696	138,800	144,630	147,794
Snohomish	City of Snohomish TBD	0	241,572	754,904	803,218	844,182	886,391	929,824	972,596	1,013,445	1,035,620
Snohomish	Stanwood TBD	1,253,489	0	84,052	178,863	187,985	197,384	207,056	216,580	225,677	230,614
Spokane	Airway Heights TBD	0	0	0	16,681	17,532	18,409	19,311	20,199	21,047	21,508
Walla Walla	Waitsburg TBD	3,200,012	532	7,090	7,544	7,928	8,325	8,733	9,135	9,518	9,726
Walla Walla	City of Walla Walla TBD	0	346,987	1,022,533	1,087,975	1,143,462	1,200,635	1,259,466	1,317,401	1,372,732	1,402,768
Whatcom	Bellingham TBD	0	1,513,265	4,655,993	4,953,977	5,206,629	5,466,961	5,734,842	5,998,645	6,250,588	6,387,352
Whatcom	Ferndale TBD	0	116,979	355,553	378,308	397,602	417,482	437,939	458,084	477,324	487,767
Whatcom	Lynden TBD	0	0	262,754	372,760	391,771	411,360	431,516	451,366	470,323	480,614
	Total	5,026,170	2,988,196	8,753,109	9,727,917	10,224,041	10,735,243	11,261,270	11,779,288	12,274,018	12,542,576

TRANSPORTATION FORECAST COUNCIL NOVEMBER 2014

TABLE T.2: TRANSIT BENEFIT DISTRICT LOCALLY GENERATED SALES AND USE TAX

<u>County</u>	<u>Transportation Benefit District</u>							
		<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
Chelan	City of Leavenworth TBD	341,304	348,557	356,001	364,069	372,569	381,281	390,376
Clallam	Sequim TBD	746,412	762,274	778,554	796,197	814,787	833,840	853,729
Clark	Ridgefield TBD	0	0	0	0	0	0	0
Cowlitz	Castle Rock TBD	98,335	100,425	102,570	104,894	107,344	109,854	112,474
Grays Harbor	Aberdeen TBD	507,276	518,057	529,121	541,111	553,746	566,694	580,212
King	North Bend TBD	625,170	638,455	652,091	666,868	682,439	698,397	715,056
Snohomish	Arlington TBD	70,869	72,375	73,921	75,596	77,361	79,170	81,059
Snohomish	Marysville TBD	150,989	154,198	157,491	161,060	164,820	168,674	172,698
Snohomish	City of Snohomish TBD	1,058,005	1,080,489	1,103,566	1,128,573	1,154,924	1,181,931	1,210,123
Snohomish	Stanwood TBD	235,599	240,606	245,745	251,314	257,182	263,195	269,473
Spokane	Airway Heights TBD	21,973	22,440	22,919	23,438	23,986	24,547	25,132
Walla Walla	Waitsburg TBD	9,937	10,148	10,365	10,599	10,847	11,101	11,365
Walla Walla	City of Walla Walla TBD	1,433,089	1,463,544	1,494,802	1,528,675	1,564,368	1,600,949	1,639,137
Whatcom	Bellingham TBD	6,525,417	6,664,091	6,806,420	6,960,657	7,123,181	7,289,748	7,463,630
Whatcom	Ferndale TBD	498,311	508,901	519,769	531,548	543,959	556,679	569,957
Whatcom	Lynden TBD	491,003	501,437	512,147	523,752	535,981	548,515	561,598
	Total	12,813,688	13,085,996	13,365,482	13,668,351	13,987,494	14,314,574	14,656,019

Transportation Revenue Forecast Council

**Table ST. 1. Sound Transit Revenue Forecast - CY Biennium Comparison of November 2013 and 2014 Forecasts
November 2014**

	2011-2013 Biennium November 2014	2011-2013 Biennium November 2013	Difference Value	Difference Percent	2013-2015 Biennium November 2014	2013-2015 Biennium November 2013	Difference Value	Difference Percent
Sales & Use Tax Revenue	1,123,205,737	1,123,396,986	(191,249)	0.0%	1,277,677,972	1,277,852,133	(174,161)	0.0%
MVET Tax Revenue	131,904,795	141,622,464	(9,717,668)	-6.9%	146,466,390	151,756,441	(5,290,052)	-3.5%
Rental Car Tax Revenue	4,959,486	5,109,320	(149,834)	-2.9%	5,456,655	5,373,104	83,551	1.6%
Total Tax Revenue	1,260,070,019	1,270,128,770	(10,058,751)	-0.8%	1,429,601,017	1,434,981,678	(5,380,661)	-0.4%
	2015-2017 Biennium November 2014	2015-2017 Biennium November 2013	Difference Value	Difference Percent	2017-2019 Biennium November 2014	2017-2019 Biennium November 2013	Difference Value	Difference Percent
Sales & Use Tax Revenue	1,435,646,039	1,435,920,183	(274,144)	0.0%	1,586,976,311	1,587,522,062	(545,751)	0.0%
MVET Tax Revenue	158,228,946	164,636,077	(6,407,131)	-3.9%	170,494,725	177,503,558	(7,008,833)	-3.9%
Rental Car Tax Revenue	5,738,371	5,650,506	87,865	1.6%	6,034,631	5,942,230	92,401	1.6%
Total Tax Revenue	1,599,613,356	1,606,206,766	(6,593,410)	-0.4%	1,763,505,667	1,770,967,850	(7,462,183)	-0.4%
	2019-2021 Biennium November 2014	2019-2021 Biennium November 2013	Difference Value	Difference Percent	2021-2023 Biennium November 2014	2021-2023 Biennium November 2013	Difference Value	Difference Percent
Sales & Use Tax Revenue	1,741,408,474	1,742,228,284	(819,810)	0.0%	1,909,104,085	1,910,136,004	(1,031,919)	-0.1%
MVET Tax Revenue	182,713,002	190,272,205	(7,559,203)	-4.0%	195,825,714	204,128,293	(8,302,579)	-4.1%
Rental Car Tax Revenue	6,346,187	6,249,015	97,172	1.6%	6,673,827	6,571,639	102,189	1.6%
Total Tax Revenue	1,930,467,663	1,938,749,504	(8,281,841)	-0.4%	2,111,603,626	2,120,835,936	(9,232,310)	-0.4%
	2023-2025 Biennium November 2014	2023-2025 Biennium November 2013	Difference Value	Difference Percent	2025-2027 Biennium November 2014	2025-2027 Biennium November 2013	Difference Value	Difference Percent
Sales & Use Tax Revenue	2,084,815,398	2,086,136,419	(1,321,021)	-0.1%	2,277,140,266	2,278,766,562	(1,626,295)	-0.1%
MVET Tax Revenue	209,827,654	218,419,221	(8,591,567)	-3.9%	224,589,084	234,154,158	(9,565,075)	-4.1%
Rental Car Tax Revenue	7,018,383	6,910,919	107,464	1.6%	7,380,727	7,267,715	113,012	1.6%
Total Tax Revenue	2,301,661,434	2,311,466,558	(9,805,124)	-0.4%	2,509,110,077	2,520,188,435	(11,078,358)	-0.4%

Transportation Revenue Forecast Council

Table ST. 2. Sound Transit Revenue Forecast by Calendar Year

November 2014

	Calendar Year 2012	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015	Calendar Year 2016	Calendar Year 2017	Calendar Year 2018	Calendar Year 2019
Sales & Use Tax Revenue	539,744,489	583,461,248	618,951,601	658,726,371	698,007,270	737,638,768	775,021,504	811,954,807
MVET Tax Revenue	66,248,596	68,576,051	71,690,931	74,775,459	77,611,670	80,617,276	83,722,422	86,772,303
Rental Car Tax Revenue	1,979,016	2,758,696	2,693,994	2,762,661	2,833,079	2,905,292	2,979,345	3,055,286
Total Tax Revenue	607,972,101	654,795,995	693,336,526	736,264,491	778,452,019	821,161,336	861,723,271	901,782,396
	Calendar Year 2020	Calendar Year 2021	Calendar Year 2022	Calendar Year 2023	Calendar Year 2024	Calendar Year 2025	Calendar Year 2026	Calendar Year 2027
Sales & Use Tax Revenue	849,514,261	891,894,213	933,475,375	975,628,710	1,019,376,446	1,065,438,952	1,113,769,018	1,163,371,248
MVET Tax Revenue	89,767,005	92,945,997	96,217,368	99,608,346	103,135,314	106,692,340	110,381,294	114,207,790
Rental Car Tax Revenue	3,133,163	3,213,024	3,294,921	3,378,906	3,465,031	3,553,352	3,643,923	3,736,804
Total Tax Revenue	942,414,429	988,053,235	1,032,987,665	1,078,615,962	1,125,976,791	1,175,684,643	1,227,794,236	1,281,315,841