

**Transportation Revenue
Forecast Council
GWhYa VYf 2012 Transportation
Economic and Revenue Forecasts**

Volume IV: AlternatY Forecast Tables

**Transportation Revenue
Forecast Council
September 2012**

- **Alternate Hot Lanes ForecastIV-3**

- **Alternate Ferry ForecastIV-6**

- **Alternate Federal Forecast 'UbX'G5: 9H95!@ ".....IV-16**

- **Vehicle Miles Travelled Forecast "....IV- 2,**

**Alternate Hot Lanes Forecast
September 2012**

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

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

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

HOT Lanes Traffic Volume Forecast Extended

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

HOT Lanes Revenue Forecast Extended

- The average toll rate per transaction increased in the last nine months. It is assumed that the average toll rate for FY 2014 and beyond will increase further because traffic is increasing, the number of carpools is increasing and roadways become congested. Travel demand for HOT lanes is increasing.
- Beginning in FY 2014, SR 167 HOT lanes extension would generate an additional \$1,097,000 in toll revenue and \$1,136,000 in FY 2015. The projected growth in revenue is faster than the traffic volume growth for HOT lanes because the average toll rate per transaction is projected to increase over time.
- The revenue forecast for HOT lanes grows faster from FY 2021 through the remainder of the forecast horizon so by FY 2027, total HOT lanes revenue is projected to be \$2.327 million.

Transportation Revenue Forecast Council

SR 167 HOT Lanes Toll Operations Alternative Forecast By Fiscal Year

September 2012

HOT LANES PILOT PROGRAM EXTENDED TRAFFIC VOLUME

Traffic Volume

SR 167 HOT Lanes Traffic Volume (June 2012 Forecast)
Annual Percentage Change

Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
942,000	972,000	1,001,000	1,031,000	1,061,000	1,093,000	1,125,000
6.7%	3.2%	3.0%	3.0%	2.9%	3.0%	2.9%

Traffic Volume

SR 167 HOT Lanes Traffic Volume (June 2012 Forecast)
Annual Percentage Change

Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027
1,163,000	1,206,000	1,250,000	1,297,000	1,346,000	1,400,000	1,455,000
3.4%	3.7%	3.6%	3.8%	3.8%	4.0%	3.9%

HOT LANES PILOT PROGRAM EXTENDED REVENUE

Revenue

SR 167 High Occupancy Toll Lanes Revenue

Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
1,097,000	\$1,136,000	\$1,172,000	\$1,228,000	1,284,000	1,341,000	1,399,000
\$26,023	\$26,852	27,653	28,482	29,310	30,194	31,078
\$2,570	\$2,651	2,730	2,812	2,894	2,981	3,069
\$1,125,592	\$1,165,503	\$1,202,383	\$1,259,294	1,316,204	1,374,176	1,433,147

Revenue

SR 167 High Occupancy Toll Lanes Revenue

Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027
\$1,505,000	\$1,621,000	\$1,744,000	\$1,874,000	\$2,015,000	\$2,166,000	\$2,327,000
\$32,128	\$33,316	\$34,531	\$35,830	\$37,184	\$38,675	\$40,195
\$3,172	\$3,290	\$3,410	\$3,538	\$3,672	\$3,819	\$3,969
\$1,540,300	\$1,657,606	\$1,781,941	\$1,913,368	\$2,055,855	\$2,208,494	\$2,371,164

REVENUE AND RIDERSHIP PROJECTIONS
SEPTEMBER 2012 FORECAST
FISCAL YEARS 2013-2027

Prepared for
Washington State Ferries

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

September 20, 2012 Meeting

Prepared by
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September 17, 2012

Washington State Ferries

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

SEPTEMBER 2012 FORECAST NOTES

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

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

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

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 September:

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

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

Ridership Impacts

The September 2012 ridership demand forecasts reflect the latest ridership data and updated economic variable projections produced by the State and Global Insight. The following points summarize the updated ridership forecast.

- The unconstrained overall demand projections for September are higher than June throughout the forecast horizon—nearly 1.7% higher by FY 2017—before gradually declining to just under 1.0% higher by FY 2027. After accounting for vessel capacity constraints, the percentage increases over June are slightly lower.
- The September forecasts for employment have been revised higher throughout the forecast horizon, compared to June. This yields higher ridership forecasts.
- The forecast for real personal income has also been revised upward throughout the forecast horizon relative to June, further contributing to an increase in projected ridership.
- The forecast for inflation has been revised slightly upward over the forecast period. With nominal fares remaining unchanged, real fares are lower over time, which tends to have an upward effect on future ridership levels.
- Projections for real gasoline prices have been revised lower through FY 2019, putting upward pressure on vehicle fare ridership demand in the early years of the forecast period. However, by FY 2020, projected real gas prices have exceeded their June values, pulling down the vehicle ridership forecasts below their prior levels by FY 2021, though overall ridership remains higher.

Revenue Impacts

- The Baseline and Alternative 1 Forecast fare revenue projections for the 2011/13 biennium both equal \$317.5 M, or \$3.3 M (1.0%) higher than in June.
- The 2011/13 biennium revenue forecast is distributed as \$311.2 M fare revenue to the operating account and \$6.3 M in surcharge revenue to the capital account.
- For the 2013/15 biennium, revenue is projected to be \$337.6 M, or \$5.7 M (1.7%) higher than forecast in June. This amount is distributed as \$329.7 M in fare revenue for operations and \$7.9 M in surcharges for capital.
- Revenues under both the Baseline and Alternative 1 Forecasts are projected to be higher than their June Forecast levels through most of the forecast horizon. Baseline Forecast increases reach 2.0% higher in FY 2016 and then gradually decrease to 0.1% lower by FY 2027, relative to the June revenue projections. Alternative 1 Forecast increases peak at 2.2% higher in FY 2017 and gradually decrease to 0.1% higher by FY 2027.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

September 2012 Forecast – Fiscal Years 2013-2027

Fiscal Year	September 2012 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	September Biennium Total	September vs. June Forecast			June 2012 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008 ²	\$148,380,000	1.1%						
2009 ²	\$144,540,000	(2.6%)	\$292,920,000					
2010 ²	\$147,010,000	1.7%						
2011 ²	\$147,448,000	0.3%	\$294,458,000					
2012 ²	\$155,085,000	5.2%		0.1%			\$154,904,000	
2013	\$162,403,000	4.7%	\$317,488,000	1.9%	\$3,257,000	1.0%	\$159,327,000	\$314,231,000
2014	\$166,297,000	2.4%		1.6%			\$163,624,000	
2015	\$171,318,000	3.0%	\$337,615,000	1.8%	\$5,704,000	1.7%	\$168,287,000	\$331,911,000
2016	\$175,948,000	2.7%		2.0%			\$172,563,000	
2017	\$179,691,000	2.1%	\$355,639,000	1.9%	\$6,758,000	1.9%	\$176,318,000	\$348,881,000
2018	\$182,824,000	1.7%		1.6%			\$179,989,000	
2019	\$185,491,000	1.5%	\$368,315,000	1.1%	\$4,925,000	1.4%	\$183,401,000	\$363,390,000
2020	\$187,856,000	1.3%		0.6%			\$186,670,000	
2021	\$190,315,000	1.3%	\$378,171,000	0.4%	\$1,880,000	0.5%	\$189,621,000	\$376,291,000
2022	\$192,423,000	1.1%		0.3%			\$191,865,000	
2023	\$194,261,000	1.0%	\$386,684,000	0.1%	\$706,000	0.2%	\$194,113,000	\$385,978,000
2024	\$195,870,000	0.8%		(0.1%)			\$196,142,000	
2025	\$197,632,000	0.9%	\$393,502,000	(0.1%)	(\$499,000)	(0.1%)	\$197,859,000	\$394,001,000
2026	\$199,170,000	0.8%		(0.1%)			\$199,375,000	
2027	\$200,524,000	0.7%	\$399,694,000	(0.1%)	(\$416,000)	(0.1%)	\$200,735,000	\$400,110,000

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

² Reflects/includes historical data.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

September 2012 Forecast – Fiscal Years 2013-2027

<i>Fiscal Year</i>	<i>September 2012 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>September Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008²	\$148,380,000	1.1%				\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000			\$144,540,000	\$292,920,000
2010²	\$147,010,000	1.7%				\$147,010,000	
2011²	\$147,448,000	0.3%	\$294,458,000			\$147,448,000	\$294,458,000
2012²	\$155,085,000	5.2%		\$2,545,000		\$152,540,000	
2013	\$162,403,000	4.7%	\$317,488,000	\$3,792,000	\$6,337,000	\$158,611,000	\$311,151,000
2014	\$166,297,000	2.4%		\$3,903,000		\$162,394,000	
2015	\$171,318,000	3.0%	\$337,615,000	\$4,026,000	\$7,929,000	\$167,292,000	\$329,686,000
2016	\$175,948,000	2.7%		\$4,146,000		\$171,802,000	
2017	\$179,691,000	2.1%	\$355,639,000	\$4,251,000	\$8,397,000	\$175,440,000	\$347,242,000
2018	\$182,824,000	1.7%		\$4,342,000		\$178,482,000	
2019	\$185,491,000	1.5%	\$368,315,000	\$4,422,000	\$8,764,000	\$181,069,000	\$359,551,000
2020	\$187,856,000	1.3%		\$4,497,000		\$183,359,000	
2021	\$190,315,000	1.3%	\$378,171,000	\$4,573,000	\$9,070,000	\$185,742,000	\$369,101,000
2022	\$192,423,000	1.1%		\$4,641,000		\$187,782,000	
2023	\$194,261,000	1.0%	\$386,684,000	\$4,706,000	\$9,347,000	\$189,555,000	\$377,337,000
2024	\$195,870,000	0.8%		\$4,771,000		\$191,099,000	
2025	\$197,632,000	0.9%	\$393,502,000	\$4,839,000	\$9,610,000	\$192,793,000	\$383,892,000
2026	\$199,170,000	0.8%		\$4,906,000		\$194,264,000	
2027	\$200,524,000	0.7%	\$399,694,000	\$4,971,000	\$9,877,000	\$195,553,000	\$389,817,000

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

² Reflects/includes historical data.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST
2.5% Annual Fare Increases FY 2012-27¹

September 2012 Forecast – Fiscal Years 2013-2027

<i>Fiscal Year</i>	<i>September 2012 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>September Biennium Total</i>	<i>September vs. June Forecast</i>			<i>June 2012 Alternative</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008²	\$148,380,000	1.1%						
2009²	\$144,540,000	(2.6%)	\$292,920,000					
2010²	\$147,010,000	1.7%						
2011²	\$147,448,000	0.3%	\$294,458,000					
2012²	\$155,085,000	5.2%		0.1%			\$154,904,000	
2013	\$162,403,000	4.7%	\$317,488,000	1.9%	\$3,257,000	1.0%	\$159,327,000	\$314,231,000
2014	\$168,695,000	3.9%		1.7%			\$165,883,000	
2015	\$176,862,000	4.8%	\$345,557,000	1.9%	\$6,140,000	1.8%	\$173,534,000	\$339,417,000
2016	\$184,789,000	4.5%		2.1%			\$180,936,000	
2017	\$192,183,000	4.0%	\$376,972,000	2.2%	\$7,955,000	2.2%	\$188,081,000	\$369,017,000
2018	\$199,546,000	3.8%		1.9%			\$195,756,000	
2019	\$206,438,000	3.5%	\$405,984,000	1.5%	\$6,859,000	1.7%	\$203,369,000	\$399,125,000
2020	\$213,242,000	3.3%		1.1%			\$211,000,000	
2021	\$220,549,000	3.4%	\$433,791,000	0.7%	\$3,851,000	0.9%	\$218,940,000	\$429,940,000
2022	\$227,749,000	3.3%		0.7%			\$226,105,000	
2023	\$235,137,000	3.2%	\$462,886,000	0.6%	\$3,042,000	0.7%	\$233,739,000	\$459,844,000
2024	\$242,828,000	3.3%		0.5%			\$241,622,000	
2025	\$250,946,000	3.3%	\$493,774,000	0.4%	\$2,264,000	0.5%	\$249,888,000	\$491,510,000
2026	\$258,932,000	3.2%		0.3%			\$258,194,000	
2027	\$267,090,000	3.2%	\$526,022,000	0.1%	\$1,138,000	0.2%	\$266,690,000	\$524,884,000

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

² Reflects/includes historical data.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST
2.5% Annual Fare Increases FY 2012-27¹

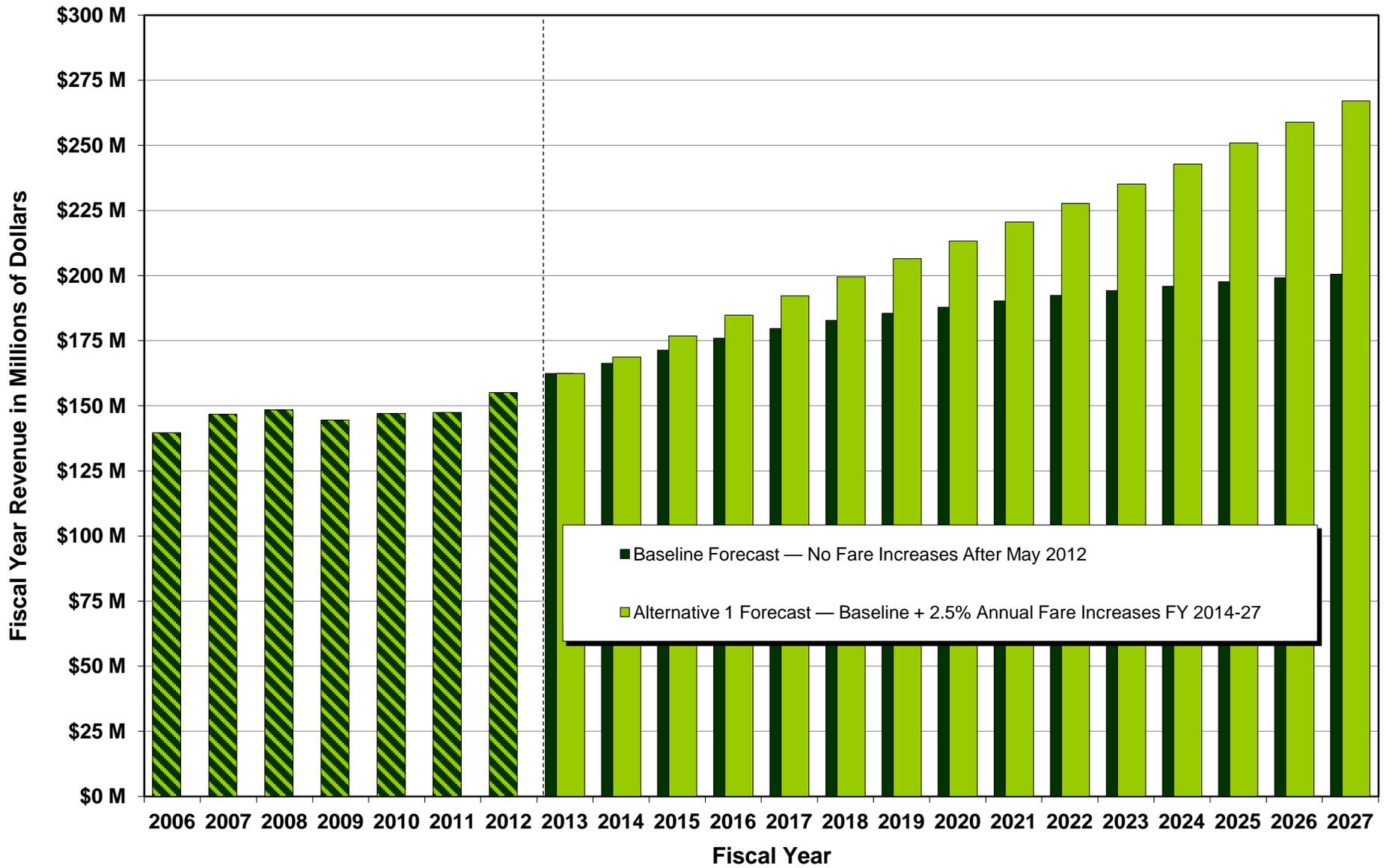
September 2012 Forecast – Fiscal Years 2013-2027

<i>Fiscal Year</i>	<i>September 2012 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>September Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008²	\$148,380,000	1.1%				\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000			\$144,540,000	\$292,920,000
2010²	\$147,010,000	1.7%				\$147,010,000	
2011²	\$147,448,000	0.3%	\$294,458,000			\$147,448,000	\$294,458,000
2012²	\$155,085,000	5.2%		\$2,545,000		\$152,540,000	
2013	\$162,403,000	4.7%	\$317,488,000	\$3,792,000	\$6,337,000	\$158,611,000	\$311,151,000
2014	\$168,695,000	3.9%		\$3,888,000		\$164,807,000	
2015	\$176,862,000	4.8%	\$345,557,000	\$3,978,000	\$7,866,000	\$172,884,000	\$337,691,000
2016	\$184,789,000	4.5%		\$4,066,000		\$180,723,000	
2017	\$192,183,000	4.0%	\$376,972,000	\$4,138,000	\$8,204,000	\$188,045,000	\$368,768,000
2018	\$199,546,000	3.8%		\$4,197,000		\$195,349,000	
2019	\$206,438,000	3.5%	\$405,984,000	\$4,243,000	\$8,440,000	\$202,195,000	\$397,544,000
2020	\$213,242,000	3.3%		\$4,287,000		\$208,955,000	
2021	\$220,549,000	3.4%	\$433,791,000	\$4,336,000	\$8,623,000	\$216,213,000	\$425,168,000
2022	\$227,749,000	3.3%		\$4,379,000		\$223,370,000	
2023	\$235,137,000	3.2%	\$462,886,000	\$4,421,000	\$8,800,000	\$230,716,000	\$454,086,000
2024	\$242,828,000	3.3%		\$4,467,000		\$238,361,000	
2025	\$250,946,000	3.3%	\$493,774,000	\$4,512,000	\$8,979,000	\$246,434,000	\$484,795,000
2026	\$258,932,000	3.2%		\$4,556,000		\$254,376,000	
2027	\$267,090,000	3.2%	\$526,022,000	\$4,599,000	\$9,155,000	\$262,491,000	\$516,867,000

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

² Reflects/includes historical data.

September 2012 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries

RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

September 2012 Forecast – Fiscal Years 2013-2027

Fiscal Year	September 2012 Unconstrained Demand Forecast*	September 2012 Capacity Constrained Projections			June 2012 Projections		
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Sep. % Chg from Jun.
2008²		12,926,006	10,441,798	23,367,804	(2.8%)		
2009²		12,580,511	9,917,249	22,497,760	(3.7%)		
2010²		12,453,226	10,134,311	22,587,537	0.4%		
2011²		12,242,320	9,968,973	22,211,293	(1.7%)		
2012²		12,236,081	9,983,059	22,219,140	0.0%		
2013	22,717,000	12,415,000	10,095,000	22,510,000	1.3%	22,306,000	0.9%
2014	23,337,000	12,685,000	10,345,000	23,030,000	2.3%	22,896,000	0.6%
2015	24,090,000	13,081,000	10,686,000	23,767,000	3.2%	23,565,000	0.9%
2016	24,830,000	13,464,000	11,017,000	24,481,000	3.0%	24,204,000	1.1%
2017	25,509,000	13,852,000	11,276,000	25,128,000	2.6%	24,782,000	1.4%
2018	26,126,000	14,200,000	11,491,000	25,691,000	2.2%	25,356,000	1.3%
2019	26,686,000	14,539,000	11,662,000	26,201,000	2.0%	25,913,000	1.1%
2020	27,238,000	14,879,000	11,810,000	26,689,000	1.9%	26,460,000	0.9%
2021	27,833,000	15,235,000	11,955,000	27,190,000	1.9%	26,990,000	0.7%
2022	28,410,000	15,585,000	12,070,000	27,655,000	1.7%	27,460,000	0.7%
2023	28,991,000	15,942,000	12,166,000	28,108,000	1.6%	27,945,000	0.6%
2024	29,612,000	16,341,000	12,229,000	28,570,000	1.6%	28,437,000	0.5%
2025	30,283,000	16,769,000	12,291,000	29,060,000	1.7%	28,921,000	0.5%
2026	30,978,000	17,211,000	12,338,000	29,549,000	1.7%	29,406,000	0.5%
2027	31,702,000	17,671,000	12,369,000	30,040,000	1.7%	29,889,000	0.5%

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

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

² Reflects/includes historical data.

* Before the demand impact of the capital surcharge

Washington State Ferries
RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2012-27¹

September 2012 Forecast – Fiscal Years 2013-2027

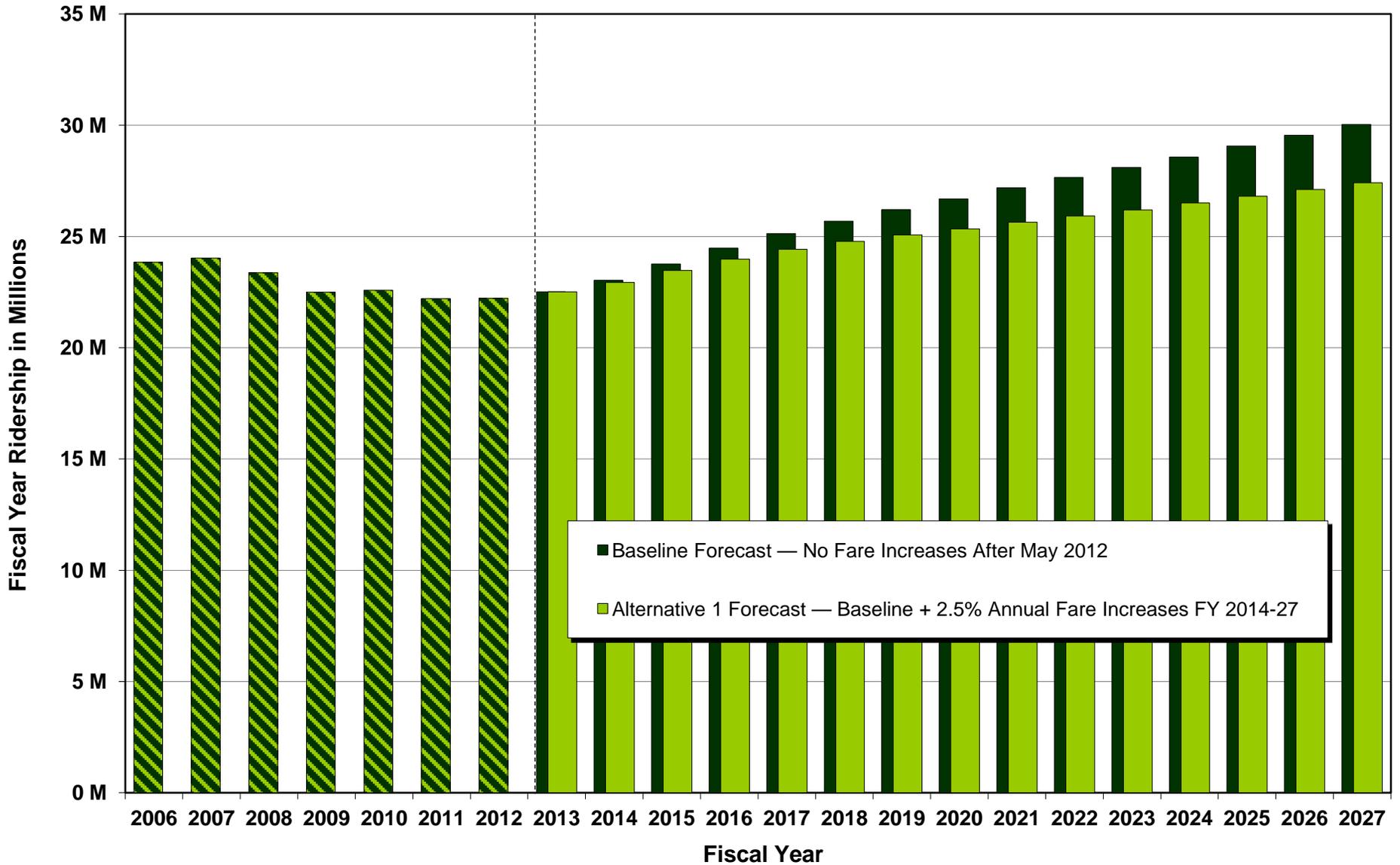
Fiscal Year	September 2012 Unconstrained Demand Forecast*	September 2012 Capacity Constrained Projections			June 2012 Projections		
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Sep. % Chg from Jun.
2008²		12,926,006	10,441,798	23,367,804	(2.8%)		
2009²		12,580,511	9,917,249	22,497,760	(3.7%)		
2010²		12,453,226	10,134,311	22,587,537	0.4%		
2011²		12,242,320	9,968,973	22,211,293	(1.7%)		
2012²		12,236,081	9,983,059	22,219,140	0.0%		
2013	22,717,000	12,415,000	10,095,000	22,510,000	1.3%	22,306,000	0.9%
2014	23,240,000	12,625,000	10,314,000	22,939,000	1.9%	22,794,000	0.6%
2015	23,775,000	12,897,000	10,577,000	23,474,000	2.3%	23,256,000	0.9%
2016	24,300,000	13,154,000	10,832,000	23,986,000	2.2%	23,691,000	1.2%
2017	24,745,000	13,400,000	11,024,000	24,424,000	1.8%	24,049,000	1.6%
2018	25,108,000	13,593,000	11,186,000	24,779,000	1.5%	24,400,000	1.6%
2019	25,407,000	13,775,000	11,292,000	25,067,000	1.2%	24,735,000	1.3%
2020	25,698,000	13,955,000	11,389,000	25,344,000	1.1%	25,072,000	1.1%
2021	26,025,000	14,146,000	11,501,000	25,647,000	1.2%	25,417,000	0.9%
2022	26,330,000	14,329,000	11,594,000	25,923,000	1.1%	25,687,000	0.9%
2023	26,637,000	14,519,000	11,680,000	26,199,000	1.1%	25,979,000	0.8%
2024	26,974,000	14,740,000	11,763,000	26,503,000	1.2%	26,292,000	0.8%
2025	27,338,000	14,969,000	11,843,000	26,812,000	1.2%	26,609,000	0.8%
2026	27,707,000	15,193,000	11,915,000	27,108,000	1.1%	26,921,000	0.7%
2027	28,097,000	15,429,000	11,982,000	27,411,000	1.1%	27,235,000	0.6%

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

² Reflects/includes historical data. * Before the demand impact of the capital surcharge

Washington State Ferries — Ridership History and Forecast Trends

September 2012 Forecast Scenarios – Fiscal Years 2006-2027



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[Return to Table of Contents](#)

Transportation Revenue Forecast Council

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

September 2012

	2010	2011	Current Biennium		2014	2015	2016	2017	2018
			2012	2013					
Million Dollars									
Apportionment (Alternate Sept 2012 Forecast)	728.615	630.113	645.245	651.986	657.574	664.475	666.024	665.489	667.106
Annual Percentage Change	86.1%	-13.5%	2.4%	1.0%	0.9%	1.0%	0.2%	-0.1%	0.2%
Apportionment (Baseline Sept 2012 Forecast)	728.615	630.113	645.245	651.986	657.574	568.276	522.074	521.654	522.920
Annual Percentage Change		-13.5%	2.4%	1.0%	0.9%	-13.6%	-8.1%	-0.1%	0.2%
Percentage Change, Alt. to Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	16.9%	27.6%	27.6%	27.6%
Obligation Authority (Alternate Sept 2012 Forecast)	602.875	638.909	607.066	638.946	644.422	651.186	652.704	652.179	653.764
Annual Percentage Change	7.7%	-2.2%	-5.0%	5.3%	0.9%	1.0%	0.2%	-0.1%	0.2%
Obligation Authority (Baseline Sept 2012 Forecast)	602.875	638.909	607.066	638.946	644.422	556.910	511.633	511.221	512.462
Annual Percentage Change		-2.2%	-5.0%	5.3%	0.9%	-13.6%	-8.1%	-0.1%	0.2%
Percentage Change, Alt. to Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	16.9%	27.6%	27.6%	27.6%
	2019	2020	2021	2022	2023	2024	2025	2026	2027
Million Dollars									
Apportionment (Alternate Sept 2012 Forecast)	668.610	668.447	668.395	667.554	667.571	667.483	669.302	669.800	670.403
Annual Percentage Change	0.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.3%	0.1%	0.1%
Apportionment (Baseline Sept 2012 Forecast)	524.099	523.973	523.932	523.273	523.287	523.219	524.644	525.034	525.507
Annual Percentage Change	0.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.3%	0.1%	0.1%
Percentage Change, Alt. to Baseline	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%
Obligation Authority (Alternate Sept 2012 Forecast)	655.238	655.078	655.027	654.203	654.220	654.133	655.916	656.404	656.995
Annual Percentage Change	0.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.3%	0.1%	0.1%
Obligation Authority (Baseline Sept 2012 Forecast)	513.617	513.494	513.453	512.808	512.821	512.755	514.151	514.533	514.997
Annual Percentage Change	0.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.3%	0.1%	0.1%
Percentage Change, Alt. to Baseline	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%	27.6%

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

MAP-21

Apportionment and Obligation Authority forecast

	CURRENT FFY				FFY 2014 Sept. 12 Alternate	FFY 2014 Sept. 12 Baseline	Difference	
	FFY 2013 Sept. 12 Alternate	FFY 2013 Sept. 12 Baseline	Value	Percent			Value	Percentage
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$363,386,018	\$363,386,018	\$0	0%	\$366,463,810	\$366,463,810	\$0	0%
Surface Transportation Program (STP)	167,146,159	\$167,146,159	-	0%	168,561,846	\$168,561,846	-	0%
Highway Safety Improvement Program (HSIP)	40,977,884	\$40,977,884	-	0%	41,324,957	\$41,324,957	-	0%
Congestion Mitigation and Air Quality Program (CMAQ)	34,661,521	\$34,661,521	-	0%	34,955,096	\$34,955,096	-	0%
Metropolitan Planning (MPO)	6,937,912	\$6,937,912	-	0%	6,996,675	\$6,996,675	-	0%
Subtotal Core Programs	\$613,109,494	\$613,109,494	\$0	0%	\$618,302,383	\$618,302,383	\$0	0%
State Planning and Research (SPR)	12,654,283	\$12,654,283	-	0%	12,761,462	\$12,761,462	-	0%
Transportation Alternatives	12,334,077	\$12,334,077	-	0%	12,503,968	\$12,503,968	-	0%
50% Distribution								
Any of the state	6,167,038				6,251,984			
50% Distribution								
Areas over 200,000	3,485,704				3,533,717			
Areas over 5,000	244,215				247,579			
Other areas of the state	2,437,120				2,470,689			
Redistribution of section 164 Penalty	13,888,277	\$13,888,277	-	0%	14,005,907	\$14,005,907	-	0%
Total Washington State MAP - 21 Apportionment	\$651,986,130	\$651,986,130	\$0	0%	\$657,573,720	\$657,573,720	\$0	0%
Total Washington State MAP - 21 Obligation Authority	\$638,946,407	\$638,946,407	\$0	0%	\$644,422,246	\$644,422,246	\$0	0%
Ferry Boats and Terminal Facilities #	15,000,000	\$15,000,000	\$0	0%	15,000,000	\$15,000,000	\$0	0%

Forecast Distributions £

State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$343,750,975	\$343,750,975	-	0%	\$346,662,463	\$346,662,463	-	0%
Surface Transportation Program (29% of total STP)	42,315,977	\$42,315,977	-	0%	42,674,383	\$42,674,383	-	0%
Highway Safety Improvement Program (41% of total HSIP)	16,119,855	\$16,119,855	-	0%	16,256,387	\$16,256,387	-	0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(707,378)	(\$707,378)	-	0%	(713,369)	(\$713,369)	-	0%
Subtotal Core Programs	\$414,133,712	\$414,133,712	\$0	0%	\$417,641,324	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,654,283	\$12,654,283	-	0%	12,761,462	\$12,761,462	-	0%
SHRP2	506,171	\$506,171	-	0%	510,458	\$510,458	-	0%
Research	3,037,028	\$3,037,028	-	0%	3,062,751	\$3,062,751	-	0%
Amount remaining for SPR	9,111,084	\$9,111,084	-	0%	9,188,252	\$9,188,252	-	0%
Redistribution of section 164 Penalty	13,888,277	\$13,888,277	-	0%	14,005,907	\$14,005,907	-	0%
Total State MAP - 21 Apportionment	\$428,021,989	\$428,021,989	\$0	0%	\$431,647,232	\$428,021,989	\$0	0%
State Program Obligation Authority	419,461,549	\$419,461,549	\$0	0%	\$423,014,287	\$423,014,287	\$0	0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$19,635,043	\$19,635,043	\$0	0%	\$19,801,347	\$19,801,347	\$0	0%
Surface Transportation Program (71% of total STP)	124,830,182	\$124,830,182	-	0%	125,887,463	\$125,887,463	-	0%
Highway Safety Improvement Program (59% of total HSIP)	24,858,028	\$24,858,028	-	0%	25,068,570	\$25,068,570	-	0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,368,899	\$35,368,899	-	0%	35,668,465	\$35,668,465	-	0%
Metropolitan Planning (100% of total MPO)	6,937,912	\$6,937,912	-	0%	6,996,675	\$6,996,675	-	0%
Subtotal Core Programs	\$211,630,064	\$211,630,064	\$0	0%	\$213,422,520	\$213,422,520	\$0	0%
Transportation Alternatives	12,334,077	\$12,334,077	-	0%	12,503,968	\$12,503,968	-	0%
50% Distribution								
Any of the state programs	6,167,038	\$6,167,038	-	0%	6,251,984	\$6,251,984	-	0%
50% Distribution								
Areas over 200,000	3,485,704	\$3,485,704	-	0%	3,533,717	\$3,533,717	-	0%
Areas over 5,000	244,215	\$244,215	-	0%	247,579	\$247,579	-	0%
Other areas of the state	2,437,120	\$2,437,120	-	0%	2,470,689	\$2,470,689	-	0%
Total Local MAP - 21 Apportionment	\$223,964,141	\$223,964,141	\$0	0%	\$225,926,488	\$225,926,488	\$0	0%
Local Program Obligation Authority	\$219,484,858	\$219,484,858	\$0	0%	\$221,407,959	\$221,407,959	\$0	0%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

** The state share of the NHPP Program and SPR Program is reduced by the section 164 civil penalty of 2.5%.

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference		FFY	FFY	Difference	
	2015	2015	Value	Percentage	2016	2016	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline			Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$370,310,000	\$316,698,000	\$53,612,000	17%	\$371,174,000	\$290,950,000	\$80,224,000	28%
Surface Transportation Program (STP)	170,331,000	\$145,671,000	24,660,000	17%	170,729,000	\$133,828,000	36,901,000	28%
Highway Safety Improvement Program (HSIP)	41,759,000	\$35,713,000	6,046,000	17%	41,856,000	\$32,809,000	9,047,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,322,000	\$30,208,000	5,114,000	17%	35,404,000	\$27,753,000	7,651,000	28%
Metropolitan Planning (MPO)	7,070,000	\$6,047,000	1,023,000	17%	7,086,000	\$5,555,000	1,531,000	28%
Subtotal Core Programs	\$624,792,000	\$534,337,000	\$90,455,000	17%	\$626,249,000	\$490,895,000	\$135,354,000	28%
State Planning and Research (SPR)	12,895,000	\$11,029,000	1,866,000	17%	12,925,000	\$10,132,000	2,793,000	28%
Transportation Alternatives	12,635,000	\$10,806,000	1,829,000	17%	12,664,000	\$9,927,000	2,737,000	28%
50% Distribution								
Any of the state	6,317,500				6,332,000			
50% Distribution								
Areas over 200,000	3,571,000				3,579,000			
Areas over 5,000	250,000				251,000			
Other areas of the state	2,497,000				2,502,000			
Redistribution of section 164 Penalty	14,153,000	\$12,104,000	2,049,000	17%	14,186,000	\$11,120,000	3,066,000	28%
Total Washington State MAP - 21 Apportionment	\$664,475,000	\$568,276,000	\$96,199,000	17%	\$666,024,000	\$522,074,000	\$143,950,000	28%
Total Washington State MAP - 21 Obligation Authority	\$651,186,000	\$556,910,000	\$94,276,000	17%	\$652,704,000	\$511,633,000	\$141,071,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A	-	\$0	\$0	N/A

Forecast Distributions £

State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$350,301,000	\$299,586,000	50,715,000	17%	\$351,118,000	\$275,229,000	75,889,000	28%
Surface Transportation Program (29% of total STP)	43,122,000	\$36,879,000	6,243,000	17%	43,224,000	\$33,881,000	9,343,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,427,000	\$14,049,000	2,378,000	17%	16,465,000	\$12,906,000	3,559,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(721,000)	(\$617,000)	(104,000)	17%	(723,000)	(\$566,000)	(157,000)	28%
Subtotal Core Programs	\$422,024,000	\$414,133,712	\$0	0%	\$423,009,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,895,000	\$11,029,000	1,866,000	17%	12,925,000	\$10,132,000	2,793,000	28%
SHRP2	515,800	\$441,160	74,640	17%	517,000	\$405,280	111,720	28%
Research	3,094,800	\$2,646,960	447,840	17%	3,102,000	\$2,431,680	670,320	28%
Amount remaining for SPR	9,284,400	\$7,940,880	1,343,520	17%	9,306,000	\$7,295,040	2,010,960	28%
Redistribution of section 164 Penalty	14,153,000	\$12,104,000	2,049,000	17%	14,186,000	\$11,120,000	3,066,000	28%
Total State MAP - 21 Apportionment	\$436,177,000	\$428,021,989	\$0	0%	\$437,195,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$427,454,000	\$365,569,000	\$61,885,000	17%	\$428,451,000	\$335,848,000	\$92,603,000	28%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$20,009,162	\$17,112,326	\$2,896,836	17%	\$20,055,862	\$15,721,083	\$4,334,779	28%
Surface Transportation Program (71% of total STP)	127,208,676	\$108,791,779	18,416,897	17%	127,505,378	\$99,947,076	27,558,302	28%
Highway Safety Improvement Program (59% of total HSIP)	25,331,736	\$21,664,339	3,667,398	17%	25,390,591	\$19,902,870	5,487,720	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,043,000	\$30,825,000	5,218,000	17%	36,127,000	\$28,319,000	7,808,000	28%
Metropolitan Planning (100% of total MPO)	7,070,000	\$6,047,000	1,023,000	17%	7,086,000	\$5,555,000	1,531,000	28%
Subtotal Core Programs	\$215,662,575	\$184,440,444	\$31,222,131	17%	\$216,164,830	\$169,445,029	\$46,719,802	28%
Transportation Alternatives	12,635,500	\$10,806,000	1,829,500	17%	12,664,000	\$9,926,500	2,737,500	28%
50% Distribution								
Any of the state programs	6,317,500	\$5,403,000	914,500	17%	6,332,000	\$4,963,500	1,368,500	28%
50% Distribution								
Areas over 200,000	3,571,000	\$3,054,000	517,000	17%	3,579,000	\$2,805,000	774,000	28%
Areas over 5,000	250,000	\$214,000	36,000	17%	251,000	\$197,000	54,000	27%
Other areas of the state	2,497,000	\$2,135,000	362,000	17%	2,502,000	\$1,961,000	541,000	28%
Total Local MAP - 21 Apportionment	\$228,298,075	\$195,246,444	\$33,051,631	17%	\$228,828,830	\$179,371,529	\$49,457,302	28%
Local Program Obligation Authority	\$223,732,000	\$191,341,000	\$32,391,000	17%	\$224,253,000	\$175,785,000	\$48,468,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference		FFY	FFY	Difference	
	2017	2017	Value	Percentage	2018	2018	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline			Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$370,876,000	\$290,717,000	\$80,159,000	28%	\$371,777,000	\$291,422,000	\$80,355,000	28%
Surface Transportation Program (STP)	170,590,000	\$133,720,000	36,870,000	28%	171,005,000	\$134,045,000	36,960,000	28%
Highway Safety Improvement Program (HSIP)	41,822,000	\$32,783,000	9,039,000	28%	41,924,000	\$32,862,000	9,062,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,376,000	\$27,730,000	7,646,000	28%	35,462,000	\$27,798,000	7,664,000	28%
Metropolitan Planning (MPO)	7,080,000	\$5,551,000	1,529,000	28%	7,097,000	\$5,564,000	1,533,000	28%
Subtotal Core Programs	\$625,744,000	\$490,501,000	\$135,243,000	28%	\$627,265,000	\$491,691,000	\$135,574,000	28%
State Planning and Research (SPR)	12,916,000	\$10,123,000	2,793,000	28%	12,947,000	\$10,148,000	2,799,000	28%
Transportation Alternatives	12,654,000	\$9,919,000	2,735,000	28%	12,685,000	\$9,943,000	2,742,000	28%
50% Distribution								
Any of the state	6,327,000				6,342,500			
50% Distribution								
Areas over 200,000	3,576,000				3,585,000			
Areas over 5,000	251,000				251,000			
Other areas of the state	2,500,000				2,506,000			
Redistribution of section 164 Penalty	14,175,000	\$11,111,000	3,064,000	28%	14,209,000	\$11,138,000	3,071,000	28%
Total Washington State MAP - 21 Apportionment	\$665,489,000	\$521,654,000	\$143,835,000	28%	\$667,106,000	\$522,920,000	\$144,186,000	28%
Total Washington State MAP - 21 Obligation Authority	\$652,179,000	\$511,221,000	\$140,958,000	28%	\$653,764,000	\$512,462,000	\$141,302,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A	-	\$0	\$0	N/A

Forecast Distributions £

State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$350,836,000	\$275,009,000	75,827,000	28%	\$351,689,000	\$275,675,000	76,014,000	28%
Surface Transportation Program (29% of total STP)	43,187,000	\$33,854,000	9,333,000	28%	43,293,000	\$33,936,000	9,357,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,452,000	\$12,896,000	3,556,000	28%	16,492,000	\$12,927,000	3,565,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(722,000)	(\$566,000)	(156,000)	28%	(724,000)	(\$567,000)	(157,000)	28%
Subtotal Core Programs	\$422,669,000	\$414,133,712	\$0	0%	\$423,697,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,916,000	\$10,123,000	2,793,000	28%	12,947,000	\$10,148,000	2,799,000	28%
SHRP2	516,640	\$404,920	111,720	28%	517,880	\$405,920	111,960	28%
Research	3,099,840	\$2,429,520	670,320	28%	3,107,280	\$2,435,520	671,760	28%
Amount remaining for SPR	9,299,520	\$7,288,560	2,010,960	28%	9,321,840	\$7,306,560	2,015,280	28%
Redistribution of section 164 Penalty	14,175,000	\$11,111,000	3,064,000	28%	14,209,000	\$11,138,000	3,071,000	28%
Total State MAP - 21 Apportionment	\$436,844,000	\$428,021,989	\$0	0%	\$437,906,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$428,107,000	\$335,579,000	\$92,528,000	28%	\$429,148,000	\$336,392,000	\$92,756,000	28%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$20,039,762	\$15,708,440	\$4,331,322	28%	\$20,088,423	\$15,746,574	\$4,341,849	28%
Surface Transportation Program (71% of total STP)	127,402,673	\$99,866,481	27,536,192	28%	127,712,213	\$100,108,978	27,603,235	28%
Highway Safety Improvement Program (59% of total HSIP)	25,370,378	\$19,886,819	5,483,559	28%	25,432,205	\$19,934,972	5,497,232	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,098,000	\$28,296,000	7,802,000	28%	36,186,000	\$28,365,000	7,821,000	28%
Metropolitan Planning (100% of total MPO)	7,080,000	\$5,551,000	1,529,000	28%	7,097,000	\$5,564,000	1,533,000	28%
Subtotal Core Programs	\$215,990,814	\$169,308,741	\$46,682,073	28%	\$216,515,841	\$169,719,525	\$46,796,316	28%
Transportation Alternatives	12,654,000	\$9,918,500	2,735,500	28%	12,684,500	\$9,943,500	2,741,000	28%
50% Distribution								
Any of the state programs	6,327,000	\$4,959,500	1,367,500	28%	6,342,500	\$4,971,500	1,371,000	28%
50% Distribution								
Areas over 200,000	3,576,000	\$2,803,000	773,000	28%	3,585,000	\$2,810,000	775,000	28%
Areas over 5,000	251,000	\$196,000	55,000	28%	251,000	\$197,000	54,000	27%
Other areas of the state	2,500,000	\$1,960,000	540,000	28%	2,506,000	\$1,965,000	541,000	28%
Total Local MAP - 21 Apportionment	\$228,644,814	\$179,227,241	\$49,417,573	28%	\$229,200,341	\$179,663,025	\$49,537,316	28%
Local Program Obligation Authority	\$224,072,000	\$175,642,000	\$48,430,000	28%	\$224,616,000	\$176,070,000	\$48,546,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference		FFY	FFY	Difference	
	2019	2019	Value	Percentage	2020	2020	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline			Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$372,615,000	\$292,079,000	\$80,536,000	28%	\$372,523,000	\$292,009,000	\$80,514,000	28%
Surface Transportation Program (STP)	171,391,000	\$134,346,000	37,045,000	28%	171,349,000	\$134,314,000	37,035,000	28%
Highway Safety Improvement Program (HSIP)	42,018,000	\$32,937,000	9,081,000	28%	42,009,000	\$32,929,000	9,080,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,543,000	\$27,860,000	7,683,000	28%	35,534,000	\$27,854,000	7,680,000	28%
Metropolitan Planning (MPO)	7,113,000	\$5,577,000	1,536,000	28%	7,111,000	\$5,576,000	1,535,000	28%
Subtotal Core Programs	\$628,680,000	\$492,799,000	\$135,881,000	28%	\$628,526,000	\$492,682,000	\$135,844,000	28%
State Planning and Research (SPR)	12,975,000	\$10,172,000	2,803,000	28%	12,972,000	\$10,168,000	2,804,000	28%
Transportation Alternatives	12,714,000	\$9,965,000	2,749,000	28%	12,711,000	\$9,963,000	2,748,000	28%
50% Distribution								
Any of the state	6,357,000				6,355,500			
50% Distribution								
Areas over 200,000	3,593,000				3,592,000			
Areas over 5,000	252,000				252,000			
Other areas of the state	2,512,000				2,512,000			
Redistribution of section 164 Penalty	14,241,000	\$11,163,000	3,078,000	28%	14,238,000	\$11,160,000	3,078,000	28%
Total Washington State MAP - 21 Apportionment	\$668,610,000	\$524,099,000	\$144,511,000	28%	\$668,447,000	\$523,973,000	\$144,474,000	28%
Total Washington State MAP - 21 Obligation Authority	\$655,238,000	\$513,617,000	\$141,621,000	28%	\$655,078,000	\$513,494,000	\$141,584,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A	-	\$0	\$0	N/A

Forecast Distributions £

State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$352,481,000	\$276,297,000	76,184,000	28%	\$352,394,000	\$276,231,000	76,163,000	28%
Surface Transportation Program (29% of total STP)	43,391,000	\$34,012,000	9,379,000	28%	43,380,000	\$34,004,000	9,376,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,529,000	\$12,957,000	3,572,000	28%	16,526,000	\$12,954,000	3,572,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(725,000)	(\$569,000)	(156,000)	27%	(725,000)	(\$568,000)	(157,000)	28%
Subtotal Core Programs	\$424,651,000	\$414,133,712	\$0	0%	\$424,547,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,975,000	\$10,172,000	2,803,000	28%	12,972,000	\$10,168,000	2,804,000	28%
SHRP2	519,000	\$406,880	112,120	28%	518,880	\$406,720	112,160	28%
Research	3,114,000	\$2,441,280	672,720	28%	3,113,280	\$2,440,320	672,960	28%
Amount remaining for SPR	9,342,000	\$7,323,840	2,018,160	28%	9,339,840	\$7,320,960	2,018,880	28%
Redistribution of section 164 Penalty	14,241,000	\$11,163,000	3,078,000	28%	14,238,000	\$11,160,000	3,078,000	28%
Total State MAP - 21 Apportionment	\$438,892,000	\$428,021,989	\$0	0%	\$438,785,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$430,114,000	\$337,151,000	\$92,963,000	28%	\$430,009,000	\$337,070,000	\$92,939,000	28%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$20,133,678	\$15,782,077	\$4,351,602	28%	\$20,128,776	\$15,778,258	\$4,350,518	28%
Surface Transportation Program (71% of total STP)	128,000,356	\$100,334,357	27,665,999	28%	127,968,974	\$100,310,107	27,658,867	28%
Highway Safety Improvement Program (59% of total HSIP)	25,489,276	\$19,980,154	5,509,122	28%	25,483,331	\$19,975,398	5,507,933	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,268,000	\$28,429,000	7,839,000	28%	36,259,000	\$28,422,000	7,837,000	28%
Metropolitan Planning (100% of total MPO)	7,113,000	\$5,577,000	1,536,000	28%	7,111,000	\$5,576,000	1,535,000	28%
Subtotal Core Programs	\$217,004,309	\$170,102,587	\$46,901,722	28%	\$216,951,080	\$170,061,763	\$46,889,317	28%
Transportation Alternatives	12,714,000	\$9,964,500	2,749,500	28%	12,711,500	\$9,963,500	2,748,000	28%
50% Distribution								
Any of the state programs	6,357,000	\$4,982,500	1,374,500	28%	6,355,500	\$4,981,500	1,374,000	28%
50% Distribution								
Areas over 200,000	3,593,000	\$2,816,000	777,000	28%	3,592,000	\$2,816,000	776,000	28%
Areas over 5,000	252,000	\$197,000	55,000	28%	252,000	\$197,000	55,000	28%
Other areas of the state	2,512,000	\$1,969,000	543,000	28%	2,512,000	\$1,969,000	543,000	28%
Total Local MAP - 21 Apportionment	\$229,718,309	\$180,067,087	\$49,651,222	28%	\$229,662,580	\$180,025,263	\$49,637,317	28%
Local Program Obligation Authority	\$225,124,000	\$176,466,000	\$48,658,000	28%	\$225,069,000	\$176,424,000	\$48,645,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference		FFY	FFY	Difference	
	2021	2021	Value	Percentage	2022	2022	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline			Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$372,495,000	\$291,985,000	\$80,510,000	28%	\$372,027,000	\$291,619,000	\$80,408,000	28%
Surface Transportation Program (STP)	171,336,000	\$134,303,000	37,033,000	28%	171,119,000	\$134,135,000	36,984,000	28%
Highway Safety Improvement Program (HSIP)	42,006,000	\$32,926,000	9,080,000	28%	41,953,000	\$32,885,000	9,068,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,531,000	\$27,852,000	7,679,000	28%	35,486,000	\$27,816,000	7,670,000	28%
Metropolitan Planning (MPO)	7,110,000	\$5,576,000	1,534,000	28%	7,101,000	\$5,569,000	1,532,000	28%
Subtotal Core Programs	\$628,478,000	\$492,642,000	\$135,836,000	28%	\$627,686,000	\$492,024,000	\$135,662,000	28%
State Planning and Research (SPR)	12,971,000	\$10,168,000	2,803,000	28%	12,955,000	\$10,155,000	2,800,000	28%
Transportation Alternatives	12,710,000	\$9,962,000	2,748,000	28%	12,694,000	\$9,949,000	2,745,000	28%
50% Distribution								
Any of the state	6,355,000				6,347,000			
50% Distribution								
Areas over 200,000	3,592,000				3,587,000			
Areas over 5,000	252,000				251,000			
Other areas of the state	2,511,000				2,508,000			
Redistribution of section 164 Penalty	14,236,000	\$11,160,000	3,076,000	28%	14,219,000	\$11,145,000	3,074,000	28%
Total Washington State MAP - 21 Apportionment	\$668,395,000	\$523,932,000	\$144,463,000	28%	\$667,554,000	\$523,273,000	\$144,281,000	28%
Total Washington State MAP - 21 Obligation Authority	\$655,027,000	\$513,453,000	\$141,574,000	28%	\$654,203,000	\$512,808,000	\$141,395,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A	-	\$0	\$0	N/A

Forecast Distributions £

State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$352,368,000	\$276,208,000	76,160,000	28%	\$351,925,000	\$275,862,000	76,063,000	28%
Surface Transportation Program (29% of total STP)	43,377,000	\$34,001,000	9,376,000	28%	43,321,000	\$33,959,000	9,362,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,524,000	\$12,952,000	3,572,000	28%	16,504,000	\$12,936,000	3,568,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(725,000)	(\$568,000)	(157,000)	28%	(724,000)	(\$568,000)	(156,000)	27%
Subtotal Core Programs	\$424,515,000	\$414,133,712	\$0	0%	\$423,981,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,971,000	\$10,168,000	2,803,000	28%	12,955,000	\$10,155,000	2,800,000	28%
SHRP2	518,840	\$406,720	112,120	28%	518,200	\$406,200	112,000	28%
Research	3,113,040	\$2,440,320	672,720	28%	3,109,200	\$2,437,200	672,000	28%
Amount remaining for SPR	9,339,120	\$7,320,960	2,018,160	28%	9,327,600	\$7,311,600	2,016,000	28%
Redistribution of section 164 Penalty	14,236,000	\$11,160,000	3,076,000	28%	14,219,000	\$11,145,000	3,074,000	28%
Total State MAP - 21 Apportionment	\$438,751,000	\$428,021,989	\$0	0%	\$438,200,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$429,976,000	\$337,042,000	\$92,934,000	28%	\$429,436,000	\$336,620,000	\$92,816,000	28%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$20,127,228	\$15,777,020	\$4,350,208	28%	\$20,101,943	\$15,757,204	\$4,344,738	28%
Surface Transportation Program (71% of total STP)	127,958,989	\$100,302,262	27,656,727	28%	127,797,800	\$100,176,021	27,621,779	28%
Highway Safety Improvement Program (59% of total HSIP)	25,481,547	\$19,973,614	5,507,933	28%	25,449,445	\$19,948,646	5,500,799	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,256,000	\$28,420,000	7,836,000	28%	36,210,000	\$28,384,000	7,826,000	28%
Metropolitan Planning (100% of total MPO)	7,110,000	\$5,576,000	1,534,000	28%	7,101,000	\$5,569,000	1,532,000	28%
Subtotal Core Programs	\$216,933,764	\$170,048,896	\$46,884,868	28%	\$216,660,188	\$169,834,871	\$46,825,316	28%
Transportation Alternatives	12,710,000	\$9,961,000	2,749,000	28%	12,693,000	\$9,949,500	2,743,500	28%
50% Distribution								
Any of the state programs	6,355,000	\$4,981,000	1,374,000	28%	6,347,000	\$4,974,500	1,372,500	28%
50% Distribution								
Areas over 200,000	3,592,000	\$2,815,000	777,000	28%	3,587,000	\$2,812,000	775,000	28%
Areas over 5,000	252,000	\$197,000	55,000	28%	251,000	\$197,000	54,000	27%
Other areas of the state	2,511,000	\$1,968,000	543,000	28%	2,508,000	\$1,966,000	542,000	28%
Total Local MAP - 21 Apportionment	\$229,643,764	\$180,009,896	\$49,633,868	28%	\$229,353,188	\$179,784,371	\$49,568,816	28%
Local Program Obligation Authority	\$225,051,000	\$176,411,000	\$48,640,000	28%	\$224,767,000	\$176,188,000	\$48,579,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference		FFY	FFY	Difference	
	2023	2023	Value	Percentage	2024	2024	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline			Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$372,037,000	\$291,627,000	\$80,410,000	28%	\$371,988,000	\$291,588,000	\$80,400,000	28%
Surface Transportation Program (STP)	171,124,000	\$134,139,000	36,985,000	28%	171,103,000	\$134,121,000	36,982,000	28%
Highway Safety Improvement Program (HSIP)	41,954,000	\$32,886,000	9,068,000	28%	41,948,000	\$32,882,000	9,066,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,487,000	\$27,817,000	7,670,000	28%	35,482,000	\$27,813,000	7,669,000	28%
Metropolitan Planning (MPO)	7,101,000	\$5,569,000	1,532,000	28%	7,100,000	\$5,568,000	1,532,000	28%
Subtotal Core Programs	\$627,703,000	\$492,038,000	\$135,665,000	28%	\$627,621,000	\$491,972,000	\$135,649,000	28%
State Planning and Research (SPR)	12,955,000	\$10,155,000	2,800,000	28%	12,953,000	\$10,155,000	2,798,000	28%
Transportation Alternatives	12,694,000	\$9,949,000	2,745,000	28%	12,692,000	\$9,948,000	2,744,000	28%
50% Distribution								
Any of the state	6,347,000				6,346,000			
50% Distribution								
Areas over 200,000	3,587,000				3,587,000			
Areas over 5,000	251,000				251,000			
Other areas of the state	2,508,000				2,508,000			
Redistribution of section 164 Penalty	14,219,000	\$11,145,000	3,074,000	28%	14,217,000	\$11,144,000	3,073,000	28%
Total Washington State MAP - 21 Apportionment	\$667,571,000	\$523,287,000	\$144,284,000	28%	\$667,483,000	\$523,219,000	\$144,264,000	28%
Total Washington State MAP - 21 Obligation Authority	\$654,220,000	\$512,821,000	\$141,399,000	28%	\$654,133,000	\$512,755,000	\$141,378,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A	-	\$0	\$0	N/A

Forecast Distributions £

State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$351,935,000	\$275,869,000	76,066,000	28%	\$351,888,000	\$275,832,000	76,056,000	28%
Surface Transportation Program (29% of total STP)	43,323,000	\$33,960,000	9,363,000	28%	43,318,000	\$33,955,000	9,363,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,504,000	\$12,937,000	3,567,000	28%	16,502,000	\$12,935,000	3,567,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(724,000)	(\$568,000)	(156,000)	27%	(724,000)	(\$568,000)	(156,000)	27%
Subtotal Core Programs	\$423,993,000	\$414,133,712	\$0	0%	\$423,937,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,955,000	\$10,155,000	2,800,000	28%	12,953,000	\$10,155,000	2,798,000	28%
SHRP2	518,200	\$406,200	112,000	28%	518,120	\$406,200	111,920	28%
Research	3,109,200	\$2,437,200	672,000	28%	3,108,720	\$2,437,200	671,520	28%
Amount remaining for SPR	9,327,600	\$7,311,600	2,016,000	28%	9,326,160	\$7,311,600	2,014,560	28%
Redistribution of section 164 Penalty	14,219,000	\$11,145,000	3,074,000	28%	14,217,000	\$11,144,000	3,073,000	28%
Total State MAP - 21 Apportionment	\$438,212,000	\$428,021,989	\$0	0%	\$438,154,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$429,448,000	\$336,628,000	\$92,820,000	28%	\$429,391,000	\$336,584,000	\$92,807,000	28%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$20,102,459	\$15,757,617	\$4,344,842	28%	\$20,099,827	\$15,755,553	\$4,344,274	28%
Surface Transportation Program (71% of total STP)	127,801,366	\$100,178,874	27,622,492	28%	127,784,962	\$100,166,036	27,618,926	28%
Highway Safety Improvement Program (59% of total HSIP)	25,450,039	\$19,949,240	5,500,799	28%	25,446,472	\$19,946,862	5,499,610	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,211,000	\$28,385,000	7,826,000	28%	36,206,000	\$28,381,000	7,825,000	28%
Metropolitan Planning (100% of total MPO)	7,101,000	\$5,569,000	1,532,000	28%	7,100,000	\$5,568,000	1,532,000	28%
Subtotal Core Programs	\$216,665,864	\$169,839,731	\$46,826,133	28%	\$216,637,261	\$169,817,451	\$46,819,810	28%
Transportation Alternatives	12,693,000	\$9,949,500	2,743,500	28%	12,692,000	\$9,948,000	2,744,000	28%
50% Distribution								
Any of the state programs	6,347,000	\$4,974,500	1,372,500	28%	6,346,000	\$4,974,000	1,372,000	28%
50% Distribution								
Areas over 200,000	3,587,000	\$2,812,000	775,000	28%	3,587,000	\$2,811,000	776,000	28%
Areas over 5,000	251,000	\$197,000	54,000	27%	251,000	\$197,000	54,000	27%
Other areas of the state	2,508,000	\$1,966,000	542,000	28%	2,508,000	\$1,966,000	542,000	28%
Total Local MAP - 21 Apportionment	\$229,358,864	\$179,789,231	\$49,569,633	28%	\$229,329,261	\$179,765,451	\$49,563,810	28%
Local Program Obligation Authority	\$224,772,000	\$176,193,000	\$48,579,000	28%	\$224,742,000	\$176,171,000	\$48,571,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference		FFY	FFY	Difference	
	2025	2025	Value	Percentage	2026	2026	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline			Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,001,000	\$292,383,000	\$80,618,000	28%	\$373,279,000	\$292,600,000	\$80,679,000	28%
Surface Transportation Program (STP)	171,569,000	\$134,487,000	37,082,000	28%	171,696,000	\$134,587,000	37,109,000	28%
Highway Safety Improvement Program (HSIP)	42,063,000	\$32,971,000	9,092,000	28%	42,094,000	\$32,996,000	9,098,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,579,000	\$27,889,000	7,690,000	28%	35,605,000	\$27,909,000	7,696,000	28%
Metropolitan Planning (MPO)	7,119,000	\$5,583,000	1,536,000	28%	7,124,000	\$5,587,000	1,537,000	28%
Subtotal Core Programs	\$629,331,000	\$493,313,000	\$136,018,000	28%	\$629,798,000	\$493,679,000	\$136,119,000	28%
State Planning and Research (SPR)	12,989,000	\$10,181,000	2,808,000	28%	12,999,000	\$10,190,000	2,809,000	28%
Transportation Alternatives	12,727,000	\$9,975,000	2,752,000	28%	12,736,000	\$9,982,000	2,754,000	28%
50% Distribution								
Any of the state	6,363,500				6,368,000			
50% Distribution								
Areas over 200,000	3,597,000				3,599,000			
Areas over 5,000	252,000				252,000			
Other areas of the state	2,515,000				2,517,000			
Redistribution of section 164 Penalty	14,255,000	\$11,175,000	3,080,000	28%	14,267,000	\$11,183,000	3,084,000	28%
Total Washington State MAP - 21 Apportionment	\$669,302,000	\$524,644,000	\$144,658,000	28%	\$669,800,000	\$525,034,000	\$144,766,000	28%
Total Washington State MAP - 21 Obligation Authority	\$655,916,000	\$514,151,000	\$141,765,000	28%	\$656,404,000	\$514,533,000	\$141,871,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A	-	\$0	\$0	N/A

Forecast Distributions £

State Programs

Federal Aid Highway Core Programs **								
National Highway Performance Program (95% of total NHPP)	\$352,846,000	\$276,585,000	76,261,000	28%	\$353,109,000	\$276,790,000	76,319,000	28%
Surface Transportation Program (29% of total STP)	43,436,000	\$34,048,000	9,388,000	28%	43,467,000	\$34,073,000	9,394,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,547,000	\$12,970,000	3,577,000	28%	16,559,000	\$12,980,000	3,579,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(726,000)	(\$569,000)	(157,000)	28%	(727,000)	(\$570,000)	(157,000)	28%
Subtotal Core Programs	\$425,092,000	\$414,133,712	\$0	0%	\$425,407,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	12,989,000	\$10,181,000	2,808,000	28%	12,999,000	\$10,190,000	2,809,000	28%
SHRP2	519,560	\$407,240	112,320	28%	519,960	\$407,600	112,360	28%
Research	3,117,360	\$2,443,440	673,920	28%	3,119,760	\$2,445,600	674,160	28%
Amount remaining for SPR	9,352,080	\$7,330,320	2,021,760	28%	9,359,280	\$7,336,800	2,022,480	28%
Redistribution of section 164 Penalty	14,255,000	\$11,175,000	3,080,000	28%	14,267,000	\$11,183,000	3,084,000	28%
Total State MAP - 21 Apportionment	\$439,347,000	\$428,021,989	\$0	0%	\$439,674,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$430,560,000	\$337,502,000	\$93,058,000	28%	\$430,881,000	\$337,753,000	\$93,128,000	28%

Local Programs

Federal Aid Highway Core Programs								
National Highway Performance Program (5% of total NHPP)	\$20,154,577	\$15,798,486	\$4,356,091	28%	\$20,169,593	\$15,810,251	\$4,359,342	28%
Surface Transportation Program (71% of total STP)	128,133,016	\$100,439,201	27,693,815	28%	128,228,588	\$100,514,090	27,714,498	28%
Highway Safety Improvement Program (59% of total HSIP)	25,516,028	\$20,000,961	5,515,067	28%	25,535,051	\$20,015,823	5,519,228	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,305,000	\$28,458,000	7,847,000	28%	36,332,000	\$28,479,000	7,853,000	28%
Metropolitan Planning (100% of total MPO)	7,119,000	\$5,583,000	1,536,000	28%	7,124,000	\$5,587,000	1,537,000	28%
Subtotal Core Programs	\$217,227,620	\$170,279,648	\$46,947,972	28%	\$217,389,232	\$170,406,164	\$46,983,068	28%
Transportation Alternatives	12,727,500	\$9,975,500	2,752,000	28%	12,736,000	\$9,982,000	2,754,000	28%
50% Distribution								
Any of the state programs	6,363,500	\$4,987,500	1,376,000	28%	6,368,000	\$4,991,000	1,377,000	28%
50% Distribution								
Areas over 200,000	3,597,000	\$2,819,000	778,000	28%	3,599,000	\$2,821,000	778,000	28%
Areas over 5,000	252,000	\$198,000	54,000	27%	252,000	\$198,000	54,000	27%
Other areas of the state	2,515,000	\$1,971,000	544,000	28%	2,517,000	\$1,972,000	545,000	28%
Total Local MAP - 21 Apportionment	\$229,955,120	\$180,255,148	\$49,699,972	28%	\$230,125,232	\$180,388,164	\$49,737,068	28%
Local Program Obligation Authority	\$225,356,000	\$176,649,000	\$48,707,000	28%	\$225,523,000	\$176,780,000	\$48,743,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

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

MAP-21

Apportionment and Obligation Authority forecast

	FFY	FFY	Difference	
	2027	2027	Value	Percentage
	Sept. 12 Alternate	Sept. 12 Baseline		
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$373,615,000	\$292,864,000	\$80,751,000	28%
Surface Transportation Program (STP)	171,851,000	\$134,709,000	37,142,000	28%
Highway Safety Improvement Program (HSIP)	42,132,000	\$33,025,000	9,107,000	28%
Congestion Mitigation and Air Quality Program (CMAQ)	35,638,000	\$27,935,000	7,703,000	28%
Metropolitan Planning (MPO)	7,130,000	\$5,592,000	1,538,000	28%
Subtotal Core Programs	\$630,366,000	\$494,125,000	\$136,241,000	28%
State Planning and Research (SPR)	13,010,000	\$10,198,000	2,812,000	28%
Transportation Alternatives	12,747,000	\$9,991,000	2,756,000	28%
50% Distribution				
Any of the state	6,373,500			
50% Distribution				
Areas over 200,000	3,602,000			
Areas over 5,000	252,000			
Other areas of the state	2,519,000			
Redistribution of section 164 Penalty	14,280,000	\$11,193,000	3,087,000	28%
Total Washington State MAP - 21 Apportionment	\$670,403,000	\$525,507,000	\$144,896,000	28%
Total Washington State MAP - 21 Obligation Authority	\$656,995,000	\$514,997,000	\$141,998,000	28%
Ferry Boats and Terminal Facilities #	-	\$0	\$0	N/A

Forecast Distributions £

State Programs				
Federal Aid Highway Core Programs **				
National Highway Performance Program (95% of total NHPP)	\$353,427,000	\$277,040,000	76,387,000	28%
Surface Transportation Program (29% of total STP)	43,507,000	\$34,104,000	9,403,000	28%
Highway Safety Improvement Program (41% of total HSIP)	16,574,000	\$12,991,000	3,583,000	28%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	(727,000)	(\$570,000)	(157,000)	28%
Subtotal Core Programs	\$425,791,000	\$414,133,712	\$0	0%
State Planning and Research (100% state)	13,010,000	\$10,198,000	2,812,000	28%
SHRP2	520,400	\$407,920	112,480	28%
Research	3,122,400	\$2,447,520	674,880	28%
Amount remaining for SPR	9,367,200	\$7,342,560	2,024,640	28%
Redistribution of section 164 Penalty	14,280,000	\$11,193,000	3,087,000	28%
Total State MAP - 21 Apportionment	\$440,071,000	\$428,021,989	\$0	0%
State Program Obligation Authority	\$431,270,000	\$338,057,000	\$93,213,000	28%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (5% of total NHPP)	\$20,187,757	\$15,824,493	\$4,363,264	28%
Surface Transportation Program (71% of total STP)	128,344,130	\$100,604,669	27,739,461	28%
Highway Safety Improvement Program (59% of total HSIP)	25,558,236	\$20,033,657	5,524,579	28%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,365,000	\$28,505,000	7,860,000	28%
Metropolitan Planning (100% of total MPO)	7,130,000	\$5,592,000	1,538,000	28%
Subtotal Core Programs	\$217,585,124	\$170,559,820	\$47,025,303	28%
Transportation Alternatives	12,746,500	\$9,991,500	2,755,000	28%
50% Distribution				
Any of the state programs	6,373,500	\$4,995,500	1,378,000	28%
50% Distribution				
Areas over 200,000	3,602,000	\$2,824,000	778,000	28%
Areas over 5,000	252,000	\$198,000	54,000	27%
Other areas of the state	2,519,000	\$1,974,000	545,000	28%
Total Local MAP - 21 Apportionment	\$230,331,624	\$180,551,320	\$49,780,303	28%
Local Program Obligation Authority	\$225,725,000	\$176,940,000	\$48,785,000	28%

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

£ The split of Federal funds between the State and Local programs is based on historical SAFETEA-LU splits and will be revised if a new agreement is reached.

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

^ Obligation Authority is calculated at 98% of apportionment which is consistent with the MAP-21 OA ratio set in Section 1101 and 1102.

**Vehicle Miles Travelled Forecast
September 2012**

WSDOT VEHICLE MILES TRAVELLED FORECAST FOR SEPTEMBER 2012

- WSDOT has produced a statewide VMT forecast for more than twenty years
- Through February 2008, the VMT forecast was a byproduct of the fuel consumption forecast
- WSDOT convened a multiagency work group in 2009 and 2010 to select a better statewide VMT forecast model
- While all independent variables have been updated from the latest data. WSDOT Statewide Travel & Collision Data Office (STCDO) provides estimated Vehicle Miles Travelled data for calendar year 20110.
- The current forecast is below the previous forecast in the first three years. This is due primarily to lower employment projections and a Lower projected vehicle registrations. However, in the out-years, VMT is higher due to higher employment projections.

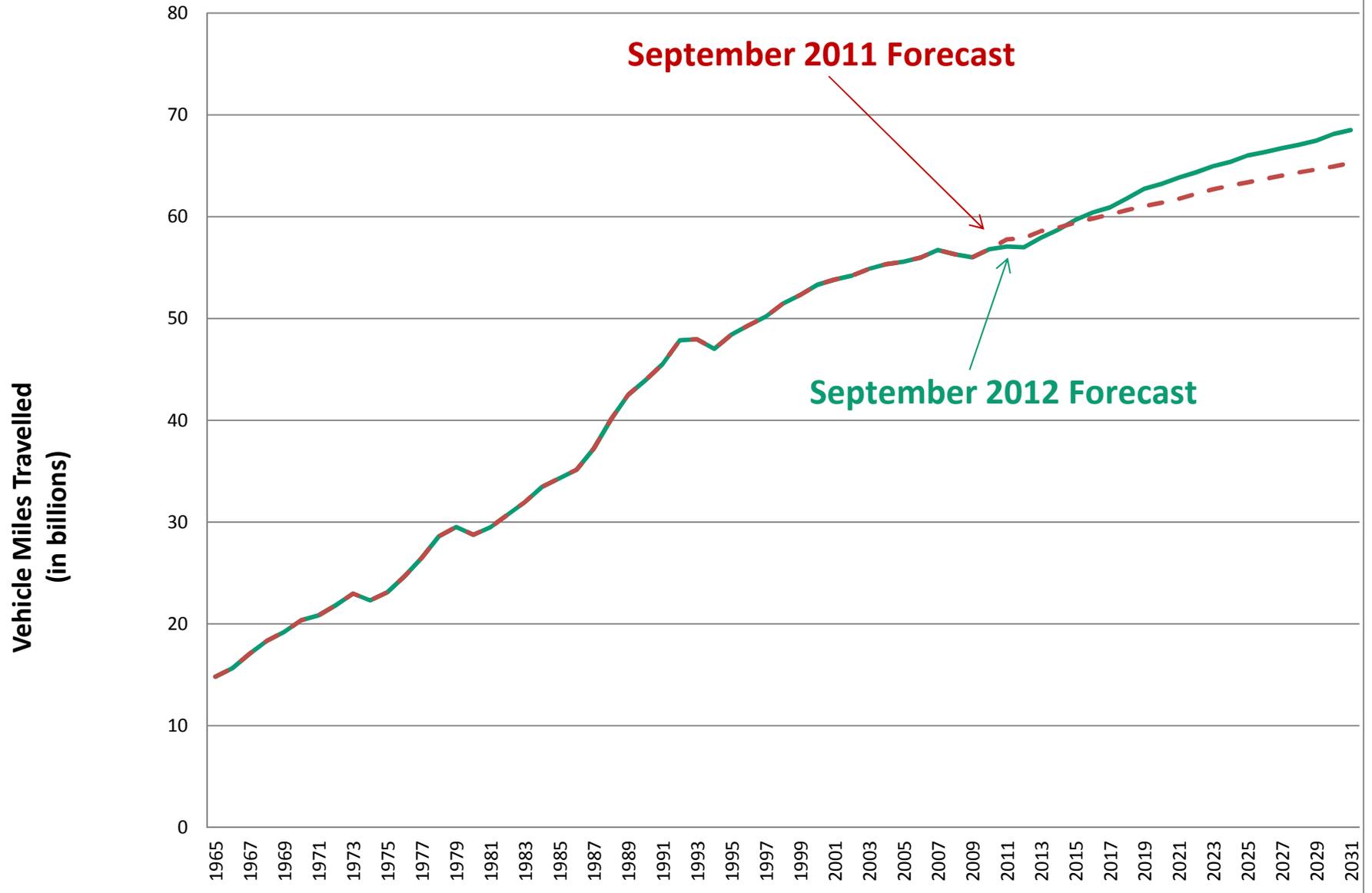
STATEWIDE VMT FORECAST METHODOLOGY

- The Statewide VMT model is of log-log functional form which includes log of the following independent variables:
 - Washington employment
 - Washington motor vehicle registrations
 - Washington gas prices
- The forecast model considers three separate types of impacts on VMT: economic activity, vehicles registered, and gas prices
- This model had the best overall fit, most significant t-statistics, and other critical statistics were better than other models
- Each of the independent variables has their own separate and distinct forecast which can be used to project statewide VMT

SOURCE OF INDEPENDENT FORECASTED VARIABLES

- Washington employment – Economic and Revenue Forecast Council September 2012 forecast in the near-term and from OFM’s long-term non-farm employment projections for Washington.
- Washington motorized vehicle registrations –WSDOT-Economic Analysis section for the Transportation Revenue Council September 2012 forecast
- Washington gasoline prices –WSDOT forecast for the Transportation Revenue Council September 2012 forecast

Vehicle Miles Travel Forecast Comparison



September 2012 Forecast of Vehicle Miles Travelled (History and Forecast), VMT per capita, and Independent Variables.

YEAR	Total VMT						Independent Variables					
	(Billion Miles)	Percent Change	VMT Per Capita	Percent Change	VMT Per Driver Pop	Percent Change	washington Employment ¹ (in Thousands)	Percent Change	Registered ² (in Thousands)	Percent Change	Gas Prices ³	Percent Change
1965	14.803						869		1,525		0.19	
1966	15.645	5.69%					940	8.12%	1,619	6.16%	0.19	3.08%
1967	17.067	9.09%					1021	8.63%	1,727	6.67%	0.20	3.48%
1968	18.347	7.50%					1075	5.27%	1,834	6.20%	0.20	1.69%
1969	19.211	4.71%					1116	3.82%	1,971	7.47%	0.21	3.47%
1970	20.371	6.04%	5,968		9,048		1109	-0.65%	1,971	0.00%	0.21	2.50%
1971	20.844	2.32%	6,066	1.64%	9,122	0.81%	1062	-4.16%	1,998	1.37%	0.22	2.12%
1972	21.835	4.75%	6,365	4.94%	9,493	4.06%	1079	1.60%	2,078	4.00%	0.22	-0.82%
1973	22.977	5.23%	6,671	4.80%	9,835	3.60%	1127	4.41%	2,200	5.87%	0.23	7.72%
1974	22.317	-2.97%	6,360	-4.66%	9,272	-5.72%	1172	3.96%	2,288	4.00%	0.36	54.69%
1975	23.106	3.54%	6,476	1.82%	9,340	0.73%	1217	3.86%	2,358	3.06%	0.40	10.11%
1976	24.685	6.83%	6,791	4.86%	9,690	3.75%	1249	2.62%	2,483	5.30%	0.41	4.09%
1977	26.485	7.29%	7,128	4.97%	10,077	3.99%	1322	5.88%	2,649	6.69%	0.43	4.44%
1978	28.605	8.00%	7,457	4.60%	10,445	3.65%	1427	7.94%	2,743	3.55%	0.44	1.64%
1979	29.511	3.17%	7,416	-0.54%	10,307	-1.32%	1534	7.48%	2,969	8.24%	0.69	57.50%
1980	28.765	-2.53%	6,961	-6.14%	9,611	-6.75%	1607	4.75%	3,092	4.14%	1.25	81.05%
1981	29.487	2.51%	6,972	0.16%	9,579	-0.33%	1615	0.49%	3,219	4.11%	1.40	11.96%
1982	30.744	4.26%	7,189	3.11%	9,831	2.63%	1590	-1.53%	3,214	-0.16%	1.29	-7.98%
1983	31.965	3.97%	7,421	3.23%	10,114	2.87%	1564	-1.61%	3,256	1.31%	1.23	-4.13%
1984	33.459	4.67%	7,685	3.55%	10,450	3.33%	1623	3.77%	3,328	2.21%	1.20	-2.33%
1985	34.308	2.54%	7,769	1.10%	10,553	0.98%	1685	3.82%	3,422	2.82%	1.20	-0.17%
1986	35.152	2.46%	7,878	1.39%	10,688	1.28%	1741	3.30%	3,569	4.30%	0.98	-18.14%
1987	37.207	5.85%	8,219	4.33%	11,129	4.13%	1805	3.66%	3,768	5.58%	1.01	2.87%
1988	40.101	7.78%	8,686	5.68%	11,738	5.47%	1897	5.12%	3,876	2.87%	1.02	0.63%
1989	42.494	5.97%	8,988	3.48%	12,128	3.32%	1992	4.99%	4,007	3.38%	1.13	10.90%
1990	43.934	3.39%	9,027	0.44%	12,207	0.65%	2104	5.63%	4,219	5.29%	1.33	17.70%
1991	45.536	3.65%	9,068	0.45%	12,295	0.72%	2160	2.69%	4,293	1.75%	1.22	-8.27%
1992	47.858	5.10%	9,309	2.65%	12,654	2.92%	2201	1.90%	4,448	3.61%	1.24	1.64%
1993	47.965	0.22%	9,109	-2.15%	12,407	-1.95%	2237	1.60%	4,480	0.72%	1.19	-4.03%
1994	47.025	-1.96%	8,766	-3.76%	11,951	-3.68%	2280	1.93%	4,512	0.71%	1.26	5.88%
1995	48.430	2.99%	8,854	1.00%	12,071	1.01%	2332	2.29%	4,581	1.53%	1.28	1.59%
1996	49.323	1.84%	8,859	0.06%	12,070	-0.01%	2371	1.67%	4,587	0.13%	1.32	3.13%
1997	50.206	1.79%	8,864	0.06%	12,064	-0.05%	2465	3.96%	4,701	2.49%	1.20	-9.09%
1998	51.482	2.54%	8,953	1.00%	12,149	0.71%	2558	3.80%	4,847	3.11%	1.10	-8.33%
1999	52.303	1.59%	8,970	0.19%	12,130	-0.16%	2622	2.48%	4,930	1.71%	1.43	30.00%
2000	53.319	1.94%	9,046	0.85%	12,172	0.35%	2683	2.32%	5,195	5.38%	1.59	11.19%
2001	53.829	0.96%	9,016	-0.33%	12,092	-0.66%	2716	1.23%	5,256	1.17%	1.37	-13.84%
2002	54.201	0.69%	8,945	-0.79%	11,959	-1.11%	2665	-1.85%	5,422	3.16%	1.56	13.87%
2003	54.890	1.27%	8,959	0.15%	11,933	-0.21%	2655	-0.40%	5,472	0.92%	1.79	14.74%
2004	55.331	0.80%	8,912	-0.52%	11,831	-0.86%	2673	0.71%	5,645	3.16%	2.12	18.44%
2005	55.585	0.46%	8,825	-0.98%	11,682	-1.26%	2737	2.39%	5,720	1.33%	2.67	25.94%
2006	55.989	0.73%	8,721	-1.18%	11,514	-1.44%	2821	3.04%	5,832	1.96%	2.64	-1.12%
2007	56.739	1.34%	8,696	-0.29%	11,454	-0.52%	2897	2.70%	5,912	1.37%	2.88	9.09%
2008	56.309	-0.76%	8,521	-2.01%	11,192	-2.28%	2960	2.19%	6,161	4.21%	3.34	15.97%
2009	56.013	-0.53%	8,395	-1.48%	10,995	-1.77%	2900	-2.03%	6,030	-2.13%	2.83	-15.39%
2010	56.812	1.43%	8,448	0.64%	11,046	0.47%	2786	-3.93%	5,950	-1.32%	2.93	3.77%
2011	57.083	0.48%	8,434	-0.17%	10,992	-0.49%	2802	0.59%	6,153	3.41%	3.38	15.20%
2012	57.008	-0.13%	8,363	-0.84%	10,873	-1.08%	2846	1.55%	6,104	-0.79%	3.84	13.68%
2013	57.937	1.63%	8,426	0.75%	10,936	0.58%	2900	1.91%	6,178	1.21%	3.71	-3.28%
2014	58.728	1.36%	8,456	0.36%	10,962	0.24%	2963	2.15%	6,298	1.94%	3.77	1.60%
2015	59.686	1.63%	8,500	0.51%	11,009	0.42%	3026	2.12%	6,417	1.90%	3.69	-2.30%
2016	60.408	1.21%	8,508	0.09%	11,011	0.02%	3083	1.89%	6,528	1.73%	3.75	1.58%
2017	60.925	0.86%	8,487	-0.24%	10,977	-0.31%	3135	1.71%	6,637	1.66%	3.94	5.17%
2018	61.815	1.46%	8,518	0.37%	11,010	0.30%	3176	1.30%	6,712	1.13%	3.76	-4.58%
2019	62.754	1.52%	8,556	0.44%	11,053	0.39%	3204	0.88%	6,790	1.15%	3.52	-6.21%
2020	63.224	0.75%	8,530	-0.30%	11,019	-0.31%	3232	0.88%	6,867	1.14%	3.60	2.01%
2021	63.828	0.95%	8,522	-0.09%	11,008	-0.09%	3263	0.96%	6,945	1.14%	3.59	-0.14%
2022	64.361	0.84%	8,506	-0.19%	10,986	-0.21%	3289	0.78%	7,026	1.17%	3.61	0.63%
2023	64.954	0.92%	8,499	-0.08%	10,974	-0.11%	3313	0.74%	7,109	1.17%	3.58	-0.98%
2024	65.386	0.66%	8,473	-0.31%	10,936	-0.34%	3341	0.85%	7,191	1.15%	3.66	2.43%
2025	66.006	0.95%	8,470	-0.03%	10,924	-0.11%	3373	0.94%	7,276	1.18%	3.62	-1.30%
2026	66.364	0.54%	8,435	-0.41%	10,871	-0.49%	3406	0.99%	7,360	1.16%	3.75	3.73%
2027	66.727	0.55%	8,403	-0.38%	10,824	-0.43%	3442	1.06%	7,444	1.14%	3.88	3.54%
2028	67.075	0.52%	8,370	-0.39%	10,778	-0.42%	3479	1.06%	7,528	1.13%	4.02	3.47%
2029	67.491	0.62%	8,348	-0.26%	10,748	-0.28%	3515	1.06%	7,610	1.09%	4.10	2.07%
2030	68.139	0.96%	8,356	0.10%	10,755	0.07%	3553	1.08%	7,692	1.07%	4.01	-2.34%
2031	68.527	0.57%	8,334	-0.27%	10,722	-0.31%	3592	1.08%	7,771	1.03%	4.10	2.40%

¹Forecast 2012-2017 from Economic and Revenue Forecast Council's September 2012 Forecast

Forecast 2017-2031 extended based on OFM forecast growth rate February 2012

²Forecast 2012-2031 from Transportation Revenue Forecast Council's September 2012 Forecast

³Forecast 2012-2031 from Transportation Revenue Forecast Council's September 2012 Forecast