

**Transportation Revenue
Forecast Council
>i bY'201' Transportation
Economic and Revenue Forecasts**

Volume IV: Alternate Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

K 2013

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Alternate Hot Lanes Forecast
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Transportation Revenue Forecast Council –

June 2013 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 quarterly forecast WSDOT published this long term traffic and revenue as an alternative forecast in TRFC Volume IV.
- This current June 2013 alternative forecast used monthly preliminary traffic and revenue data through April FY2013.

HOT Lanes Traffic Volume Forecast Extended

- In FY 2013 the actual traffic is projected to be 22.4% higher than in FY2012. 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 minimal year over year growth, 1.6%, and FY 2015 has 3.2% annual growth for the baseline forecast.
- In FY 2016, the HOT lanes traffic volume is estimated at 1,111,000, which is also a 3% year over year traffic volume growth.
- In FY 2017, the HOT lanes traffic volume forecast increases to 1,144,000 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.
- This extended June forecast for HOT lanes is lower than the forecast in March by less than 1% initially and the difference grows over time.

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 \$1.122 and beyond will increase further to \$1.53 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 \$1,246,000 in toll revenue and toll revenue is estimated to increase to \$1,305,000 in FY 2017 and continue to increase annually to \$2,471,000 by FY2027.
- Transponder sales revenue estimate is \$35,008 in FY2016 and it increases to \$50,827 by FY2027.
- Fees revenue is estimated to grow from \$4,119 in FY2016 to \$5,980 by FY2017.
- Total SR167 Revenues forecast steadily increases from \$1.285 million in FY2016 to \$2.53 million in FY2027

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 (June 2013 Forecast)	1,111,000	1,144,000	1,177,000	1,212,000	1,247,000	1,289,000
Annual Percentage Change	3.0%	3.0%	2.9%	3.0%	2.9%	3.4%

	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 (June 2013 Forecast)	1,337,000	1,386,000	1,438,000	1,492,000	1,552,000	1,613,000
Annual Percentage Change	3.7%	3.7%	3.8%	3.8%	4.0%	3.9%

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	\$1,246,000	\$1,305,000	1,364,000	1,424,000	1,485,000	\$1,597,000
Transponder/Shield Sales	35,008	36,048	37,088	38,191	39,294	\$40,617
Fees	4,119	4,241	4,363	4,493	4,623	\$4,778
Total SR 167 Revenue	\$1,285,127	\$1,345,289	1,405,451	1,466,684	1,528,917	\$1,642,396

	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	\$1,721,000	\$1,852,000	\$1,990,000	\$2,139,000	\$2,300,000	\$2,471,000
Transponder/Shield Sales	\$42,130	\$43,674	\$45,312	\$47,014	\$48,905	\$50,827
Fees	\$4,956	\$5,138	\$5,331	\$5,531	\$5,753	\$5,980
Total SR 167 Revenue	\$1,768,086	\$1,900,812	\$2,040,643	\$2,191,545	\$2,354,658	\$2,527,806

**REVENUE AND RIDERSHIP PROJECTIONS
JUNE 2013 FORECAST
FISCAL YEARS 2013-2027**

Prepared for
Washington State Ferries

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

June 20, 2013 Meeting

Prepared by
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Washington State Ferries

June 2013 Revenue and Ridership Forecasts — Fiscal Years 2013-2027

JUNE 2013 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, the passenger and vehicle/driver commuter fare econometric forecasting models were re-specified to better capture the effects of an aging population base and changing workforce demographics.

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

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

Two scenarios differing in fare assumptions were prepared for June:

- **Baseline Forecast** – The Baseline Forecast assumes no changes to the current fare schedule last revised with a 3% general 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.

Results for FY 2013 reflect temporary service and capacity reductions on the Seattle-Bremerton and Fauntleroy-Vashon-Southworth routes last December, and include actual ridership and revenue through May 2013.

Ridership Impacts

- The June 2013 ridership demand forecasts reflect the latest updated demographic and economic variable projections produced by the State and others. Compared to March, the unconstrained demand projections for June are 0.9% higher in FY 2014 but then taper off to negligible increases over the remainder of the forecast.
- In general, the passenger fare ridership projections are slightly higher and the vehicle/driver fare projections are slightly lower than in March.
- The June forecast for inflation has been revised slightly downward over the forecast horizon. With nominal fares remaining unchanged, real fares will trend a bit higher, which tends to have a small downward effect on forecasted ridership.
- The projection for real personal income projection has been revised upward slightly throughout the forecast horizon. This contributes to the increase in passenger fare ridership forecasts.
- The June employment projections range from essentially unchanged to down slightly over the forecast horizon compared to March. This contributes to the decreases in the vehicle/driver ridership forecasts.
- Projections for real gasoline prices have been revised slightly to modestly higher through the forecast horizon. Higher real gas prices also contribute to the decrease in vehicle/driver fare projections.

Revenue Impacts

- The Baseline and Alternative 1 Forecast fare revenue projections for the 2011/13 biennium both equal \$316.7 M, or \$0.8 M (0.3%) higher than in March, due to actual collections coming in higher than forecast.
- The 2011/13 biennium revenue forecast is distributed as over \$310.5 M fare revenue to the operating account and nearly \$6.2 M in surcharge revenue to the capital account.
- For the 2013/15 biennium, the Baseline Forecast fare revenue is projected to be \$328.4 M, or \$0.3 M (0.1%) higher than forecast in March. This amount is distributed as \$320.7 M in fare revenue for operations and \$7.7 M in surcharges for capital. For the Alternative 1 Forecast, revenue is projected to be \$336.2 M, or \$0.5 M (0.2%) more than in March. This amount is distributed as \$328.5 in fare revenue for operations and \$7.7 M in surcharges for capital.
- Beyond FY 2015, revenues under both the Baseline and Alternative 1 Forecasts are projected to be marginally lower (0.3% or less) than in March.

Washington State Ferries
REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

June 2013 Forecast – Fiscal Years 2013-2027

Fiscal Year	June 2013 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June vs. March Forecast			March 2013 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%		0.0%			\$155,085,000	
2013 ²	\$161,650,000	4.2%	\$316,735,000	0.5%	\$857,000	0.3%	\$160,793,000	\$315,878,000
2014	\$162,609,000	0.6%		0.2%			\$162,261,000	
2015	\$165,772,000	1.9%	\$328,381,000	(0.0%)	\$319,000	0.1%	\$165,801,000	\$328,062,000
2016	\$168,690,000	1.8%		(0.2%)			\$169,091,000	
2017	\$171,327,000	1.6%	\$340,017,000	(0.2%)	(\$779,000)	(0.2%)	\$171,705,000	\$340,796,000
2018	\$173,651,000	1.4%		(0.2%)			\$173,973,000	
2019	\$175,607,000	1.1%	\$349,258,000	(0.2%)	(\$699,000)	(0.2%)	\$175,984,000	\$349,957,000
2020	\$177,452,000	1.1%		(0.2%)			\$177,890,000	
2021	\$179,321,000	1.1%	\$356,773,000	(0.3%)	(\$974,000)	(0.3%)	\$179,857,000	\$357,747,000
2022	\$181,394,000	1.2%		(0.3%)			\$181,923,000	
2023	\$183,412,000	1.1%	\$364,806,000	(0.2%)	(\$945,000)	(0.3%)	\$183,828,000	\$365,751,000
2024	\$185,373,000	1.1%		(0.2%)			\$185,746,000	
2025	\$187,567,000	1.2%	\$372,940,000	(0.1%)	(\$619,000)	(0.2%)	\$187,813,000	\$373,559,000
2026	\$189,578,000	1.1%		(0.1%)			\$189,818,000	
2027	\$191,478,000	1.0%	\$381,056,000	(0.1%)	(\$390,000)	(0.1%)	\$191,628,000	\$381,446,000

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

June 2013 Forecast – Fiscal Years 2013-2027

Fiscal Year	June 2013 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	Distribution of Revenue to Operating and Capital Programs			
				25¢ Surcharge Revenue for Capital Program	Capital Biennium Total	Base Fare Revenue for Operating Program	Operating Biennium Total
2008 ²	\$148,380,000	1.1%				\$148,380,000	
2009 ²	\$144,540,000	(2.6%)	\$292,920,000			\$144,540,000	\$292,920,000
2010 ²	\$147,010,000	1.7%				\$147,010,000	
2011 ²	\$147,448,000	0.3%	\$294,458,000			\$147,448,000	\$294,458,000
2012 ²	\$155,085,000	5.2%		\$2,545,000		\$152,540,000	
2013 ²	\$161,650,000	4.2%	\$316,735,000	\$3,632,000	\$6,177,000	\$158,018,000	\$310,558,000
2014	\$162,609,000	0.6%		\$3,834,000		\$158,775,000	
2015	\$165,772,000	1.9%	\$328,381,000	\$3,897,000	\$7,731,000	\$161,875,000	\$320,650,000
2016	\$168,690,000	1.8%		\$3,966,000		\$164,724,000	
2017	\$171,327,000	1.6%	\$340,017,000	\$4,036,000	\$8,002,000	\$167,291,000	\$332,015,000
2018	\$173,651,000	1.4%		\$4,104,000		\$169,547,000	
2019	\$175,607,000	1.1%	\$349,258,000	\$4,161,000	\$8,265,000	\$171,446,000	\$340,993,000
2020	\$177,452,000	1.1%		\$4,211,000		\$173,241,000	
2021	\$179,321,000	1.1%	\$356,773,000	\$4,264,000	\$8,475,000	\$175,057,000	\$348,298,000
2022	\$181,394,000	1.2%		\$4,320,000		\$177,074,000	
2023	\$183,412,000	1.1%	\$364,806,000	\$4,377,000	\$8,697,000	\$179,035,000	\$356,109,000
2024	\$185,373,000	1.1%		\$4,437,000		\$180,936,000	
2025	\$187,567,000	1.2%	\$372,940,000	\$4,502,000	\$8,939,000	\$183,065,000	\$364,001,000
2026	\$189,578,000	1.1%		\$4,565,000		\$185,013,000	
2027	\$191,478,000	1.0%	\$381,056,000	\$4,626,000	\$9,191,000	\$186,852,000	\$371,865,000

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 2014-27¹

June 2013 Forecast – Fiscal Years 2013-2027

<i>Fiscal Year</i>	<i>June 2013 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>June Biennium Total</i>	<i>June vs. March Forecast</i>			<i>March 2013 Alternative</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008²	\$148,380,000	1.1%						
2009²	\$144,540,000	(2.6%)	\$292,920,000					
2010²	\$147,010,000	1.7%						
2011²	\$147,448,000	0.3%	\$294,458,000					
2012²	\$155,085,000	5.2%		0.0%			\$155,085,000	
2013²	\$161,650,000	4.2%	\$316,735,000	0.5%	\$857,000	0.3%	\$160,793,000	\$315,878,000
2014	\$165,016,000	2.1%		0.3%			\$164,585,000	
2015	\$171,188,000	3.7%	\$336,204,000	0.1%	\$537,000	0.2%	\$171,082,000	\$335,667,000
2016	\$177,178,000	3.5%		(0.2%)			\$177,446,000	
2017	\$183,162,000	3.4%	\$360,340,000	(0.1%)	(\$454,000)	(0.1%)	\$183,348,000	\$360,794,000
2018	\$189,229,000	3.3%		(0.0%)			\$189,312,000	
2019	\$194,970,000	3.0%	\$384,199,000	(0.1%)	(\$206,000)	(0.1%)	\$195,093,000	\$384,405,000
2020	\$200,598,000	2.9%		(0.1%)			\$200,815,000	
2021	\$206,496,000	2.9%	\$407,094,000	(0.1%)	(\$469,000)	(0.1%)	\$206,748,000	\$407,563,000
2022	\$212,824,000	3.1%		(0.1%)			\$213,061,000	
2023	\$219,460,000	3.1%	\$432,284,000	(0.1%)	(\$454,000)	(0.1%)	\$219,677,000	\$432,738,000
2024	\$226,358,000	3.1%		(0.1%)			\$226,545,000	
2025	\$233,902,000	3.3%	\$460,260,000	(0.1%)	(\$384,000)	(0.1%)	\$234,099,000	\$460,644,000
2026	\$241,565,000	3.3%		(0.0%)			\$241,662,000	
2027	\$249,477,000	3.3%	\$491,042,000	(0.0%)	(\$190,000)	(0.0%)	\$249,570,000	\$491,232,000

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 2014-27¹

June 2013 Forecast – Fiscal Years 2013-2027

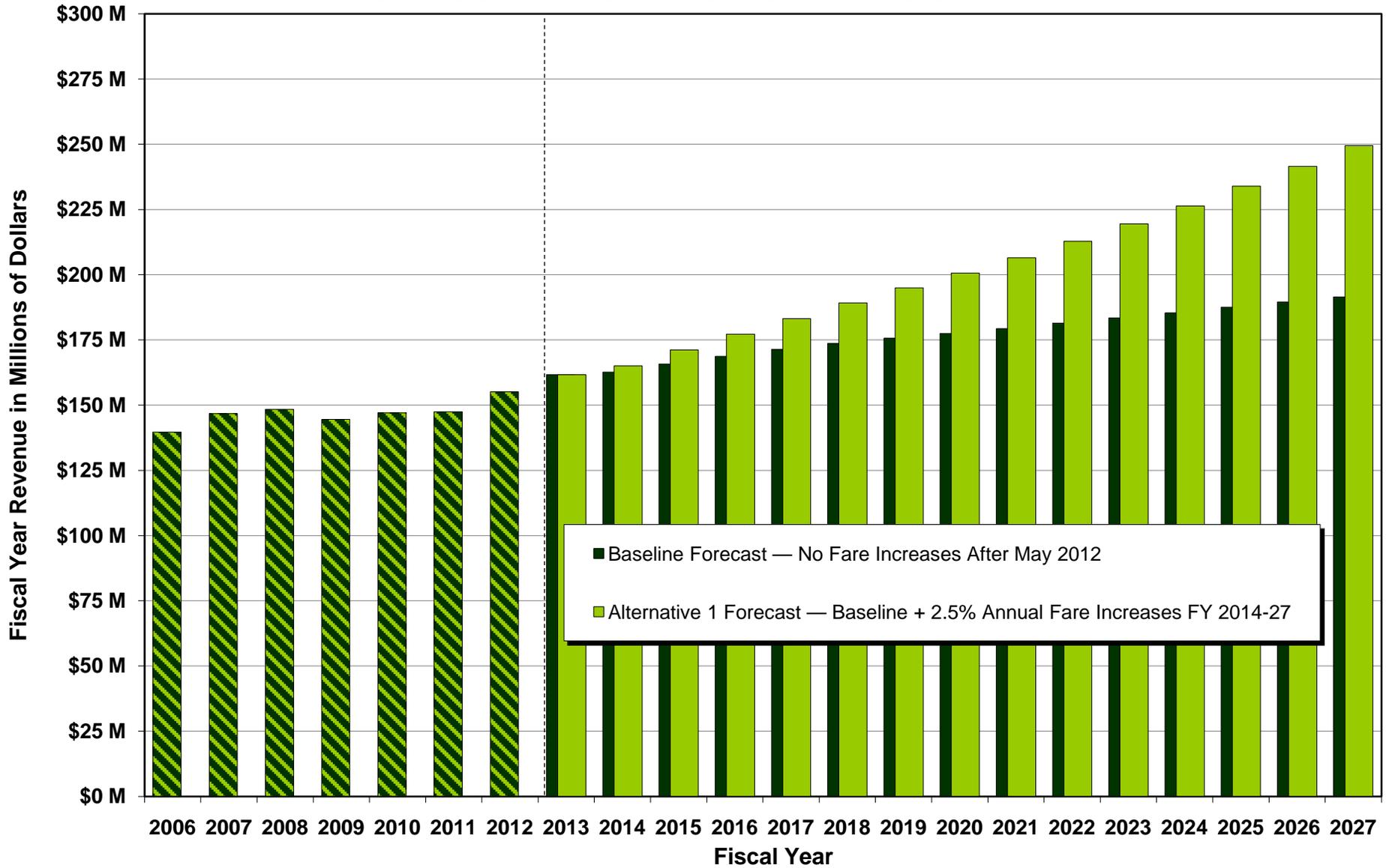
<i>Fiscal Year</i>	<i>June 2013 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>June Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008²	\$148,380,000	1.1%				\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000			\$144,540,000	\$292,920,000
2010²	\$147,010,000	1.7%				\$147,010,000	
2011²	\$147,448,000	0.3%	\$294,458,000			\$147,448,000	\$294,458,000
2012²	\$155,085,000	5.2%		\$2,545,000		\$152,540,000	
2013²	\$161,650,000	4.2%	\$316,735,000	\$3,632,000	\$6,177,000	\$158,018,000	\$310,558,000
2014	\$165,016,000	2.1%		\$3,820,000		\$161,196,000	
2015	\$171,188,000	3.7%	\$336,204,000	\$3,851,000	\$7,671,000	\$167,337,000	\$328,533,000
2016	\$177,178,000	3.5%		\$3,890,000		\$173,288,000	
2017	\$183,162,000	3.4%	\$360,340,000	\$3,929,000	\$7,819,000	\$179,233,000	\$352,521,000
2018	\$189,229,000	3.3%		\$3,962,000		\$185,267,000	
2019	\$194,970,000	3.0%	\$384,199,000	\$3,985,000	\$7,947,000	\$190,985,000	\$376,252,000
2020	\$200,598,000	2.9%		\$4,001,000		\$196,597,000	
2021	\$206,496,000	2.9%	\$407,094,000	\$4,021,000	\$8,022,000	\$202,475,000	\$399,072,000
2022	\$212,824,000	3.1%		\$4,045,000		\$208,779,000	
2023	\$219,460,000	3.1%	\$432,284,000	\$4,073,000	\$8,118,000	\$215,387,000	\$424,166,000
2024	\$226,358,000	3.1%		\$4,104,000		\$222,254,000	
2025	\$233,902,000	3.3%	\$460,260,000	\$4,141,000	\$8,245,000	\$229,761,000	\$452,015,000
2026	\$241,565,000	3.3%		\$4,179,000		\$237,386,000	
2027	\$249,477,000	3.3%	\$491,042,000	\$4,217,000	\$8,396,000	\$245,260,000	\$482,646,000

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

² Reflects/includes historical data.

Washington State Ferries — Revenue History and Forecast Trends

June 2013 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries

RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

June 2013 Forecast – Fiscal Years 2013-2027

Fiscal Year	June 2013 Unconstrained Demand Forecast*	June 2013 Capacity Constrained Projections				March 2013 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Jun. % Chg from Mar.
2008²		12,926,006	10,441,798	23,367,804	(2.8%)		
2009²		12,580,511	9,917,249	22,497,760	(3.7%)		
2010²		12,453,226	10,134,311	22,587,537	0.4%		
2011²		12,242,320	9,968,973	22,211,293	(1.7%)		
2012²		12,236,081	9,983,059	22,219,140	0.0%		
2013²	22,499,000	12,335,000	10,030,000	22,365,000	0.7%	22,300,000	0.3%
2014	22,951,000	12,549,000	10,101,000	22,650,000	1.3%	22,455,000	0.9%
2015	23,329,000	12,744,000	10,278,000	23,022,000	1.6%	22,932,000	0.4%
2016	23,764,000	13,010,000	10,441,000	23,451,000	1.9%	23,414,000	0.2%
2017	24,215,000	13,299,000	10,595,000	23,894,000	1.9%	23,864,000	0.1%
2018	24,659,000	13,601,000	10,722,000	24,323,000	1.8%	24,286,000	0.2%
2019	25,032,000	13,849,000	10,837,000	24,686,000	1.5%	24,654,000	0.1%
2020	25,341,000	14,028,000	10,957,000	24,985,000	1.2%	24,960,000	0.1%
2021	25,679,000	14,220,000	11,086,000	25,306,000	1.3%	25,288,000	0.1%
2022	26,046,000	14,430,000	11,217,000	25,647,000	1.3%	25,628,000	0.1%
2023	26,436,000	14,655,000	11,346,000	26,001,000	1.4%	25,975,000	0.1%
2024	26,870,000	14,925,000	11,460,000	26,385,000	1.5%	26,356,000	0.1%
2025	27,356,000	15,235,000	11,578,000	26,813,000	1.6%	26,777,000	0.1%
2026	27,857,000	15,550,000	11,684,000	27,234,000	1.6%	27,199,000	0.1%
2027	28,373,000	15,869,000	11,784,000	27,653,000	1.5%	27,612,000	0.1%

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 2014-27¹
June 2013 Forecast – Fiscal Years 2013-2027

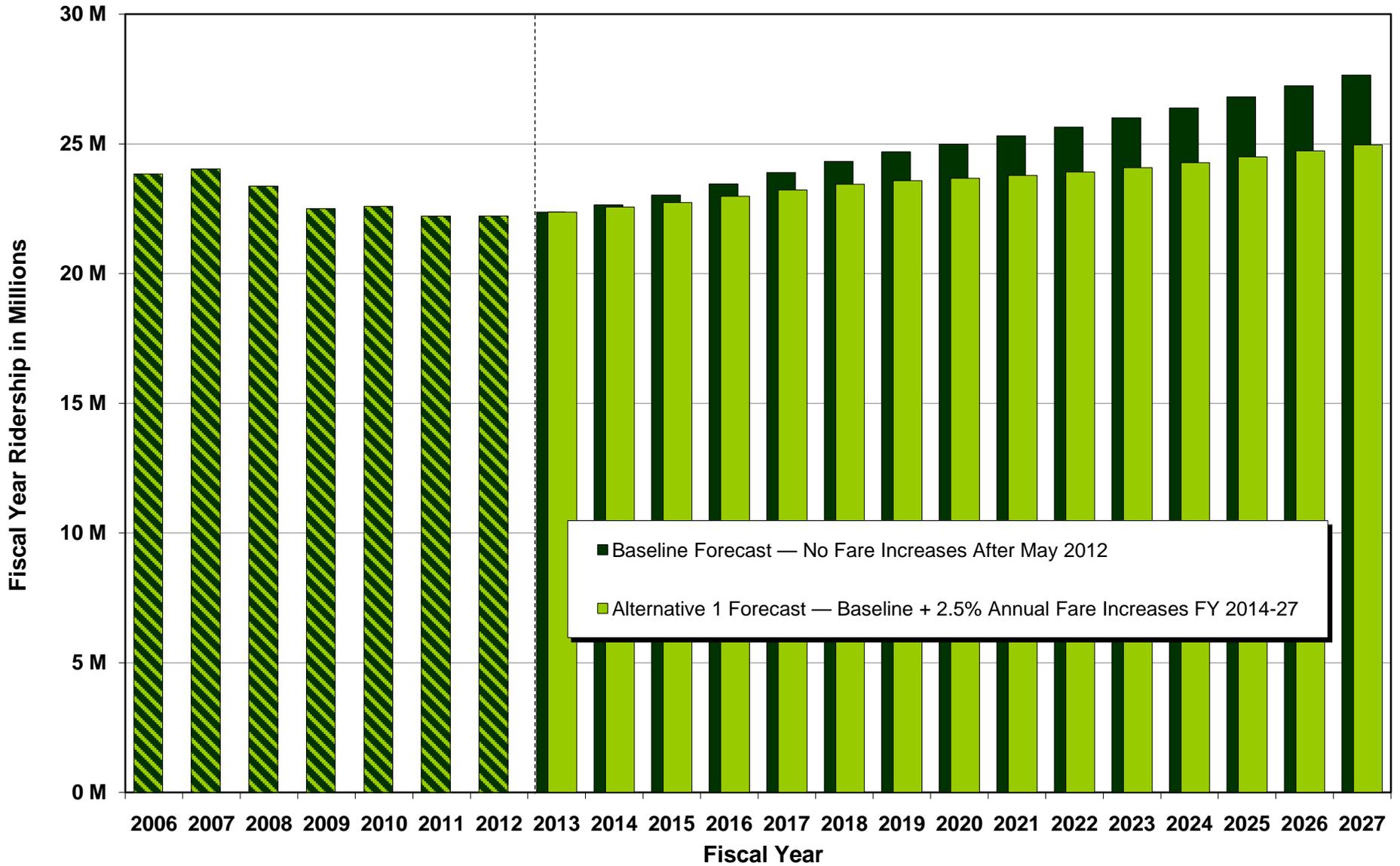
<i>Fiscal Year</i>	<i>June 2013 Unconstrained Demand Forecast*</i>	<i>June 2013 Capacity Constrained Projections</i>			<i>March 2013 Projections</i>		
		<i>Passenger Ridership</i>	<i>Vehicle/Driver Ridership</i>	<i>Total Ridership</i>	<i>Annual Rate of Growth</i>	<i>Total Ridership</i>	<i>Jun. % Chg from Mar.</i>
2008²		12,926,006	10,441,798	23,367,804	(2.8%)		
2009²		12,580,511	9,917,249	22,497,760	(3.7%)		
2010²		12,453,226	10,134,311	22,587,537	0.4%		
2011²		12,242,320	9,968,973	22,211,293	(1.7%)		
2012²		12,236,081	9,983,059	22,219,140	0.0%		
2013²	22,499,000	12,335,000	10,030,000	22,365,000	0.7%	22,300,000	0.3%
2014	22,859,000	12,492,000	10,071,000	22,563,000	0.9%	22,369,000	0.9%
2015	23,031,000	12,568,000	10,174,000	22,742,000	0.8%	22,650,000	0.4%
2016	23,267,000	12,715,000	10,266,000	22,981,000	1.1%	22,938,000	0.2%
2017	23,503,000	12,871,000	10,351,000	23,222,000	1.1%	23,183,000	0.2%
2018	23,715,000	13,028,000	10,411,000	23,439,000	0.9%	23,389,000	0.2%
2019	23,854,000	13,132,000	10,452,000	23,584,000	0.6%	23,534,000	0.2%
2020	23,935,000	13,170,000	10,500,000	23,670,000	0.4%	23,628,000	0.2%
2021	24,044,000	13,219,000	10,563,000	23,782,000	0.5%	23,739,000	0.2%
2022	24,178,000	13,285,000	10,632,000	23,917,000	0.6%	23,874,000	0.2%
2023	24,335,000	13,369,000	10,707,000	24,076,000	0.7%	24,031,000	0.2%
2024	24,529,000	13,491,000	10,779,000	24,270,000	0.8%	24,221,000	0.2%
2025	24,756,000	13,638,000	10,861,000	24,499,000	0.9%	24,447,000	0.2%
2026	24,984,000	13,775,000	10,949,000	24,724,000	0.9%	24,666,000	0.2%
2027	25,224,000	13,916,000	11,040,000	24,956,000	0.9%	24,894,000	0.2%

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

June 2013 Forecast Scenarios – Fiscal Years 2006-2027



Alternative Federal Revenue Forecast
..... K 2013

Transportation Revenue Forecast Council

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

June 2013

	2010	2011	Current Biennium		2014	2015	2016	2017	2018
			2012	2013					
Million Dollars									
Apportionment (Alternate June 2013 Forecast)	921.597	723.273	645.245	653.761	660.662	664.797	664.902	667.895	667.218
Annual Percentage Change	86.1%	-21.5%	-10.8%	1.3%	1.1%	0.6%	0.0%	0.5%	-0.1%
Apportionment (Baseline June 2013 Forecast)	921.597	723.273	645.245	653.761	660.662	557.598	513.549	515.860	515.337
Annual Percentage Change	86.1%	-21.5%	-10.8%	1.3%	1.1%	-15.6%	-7.9%	0.5%	-0.1%
Percentage Change, Alt. to Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	19.2%	29.5%	29.5%	29.5%
Obligation Authority (Alternate June 2013 Forecast)	832.079	725.595	696.066	651.886	658.650	647.501	647.603	650.518	649.859
Annual Percentage Change	7.7%	-2.2%	-4.1%	-6.3%	1.0%	-1.7%	0.0%	0.5%	-0.1%
Obligation Authority (Baseline June 2013 Forecast)	832.079	725.595	696.066	651.886	658.650	555.899	511.985	514.289	513.767
Annual Percentage Change	7.7%	-2.2%	-4.1%	-6.3%	1.0%	-15.6%	-7.9%	0.5%	-0.1%
Percentage Change, Alt. to Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	16.5%	26.5%	26.5%	26.5%
	2019	2020	2021	2022	2023	2024	2025	2026	2027
Million Dollars									
Apportionment (Alternate June 2013 Forecast)	666.915	665.693	665.429	664.478	664.375	663.367	663.857	664.055	665.072
Annual Percentage Change	0.0%	-0.2%	0.0%	-0.1%	0.0%	-0.2%	0.1%	0.0%	0.2%
Apportionment (Baseline June 2013 Forecast)	515.104	514.160	513.958	513.224	513.145	512.367	512.744	512.898	513.685
Annual Percentage Change	0.0%	-0.2%	0.0%	-0.1%	0.0%	-0.2%	0.1%	0.0%	0.2%
Percentage Change, Alt. to Baseline	29.5%	29.5%	29.5%	29.5%	29.5%	29.5%	29.5%	29.5%	29.5%
Obligation Authority (Alternate June 2013 Forecast)	649.564	648.374	648.117	647.191	647.091	646.109	646.586	646.779	647.770
Annual Percentage Change	0.0%	-0.2%	0.0%	-0.1%	0.0%	-0.2%	0.1%	0.0%	0.2%
Obligation Authority (Baseline June 2013 Forecast)	513.535	512.594	512.392	511.661	511.582	510.806	511.182	511.336	512.120
Annual Percentage Change	0.0%	-0.2%	0.0%	-0.1%	0.0%	-0.2%	0.1%	0.0%	0.2%
Percentage Change, Alt. to Baseline	26.5%	26.5%	26.5%	26.5%	26.5%	26.5%	26.5%	26.5%	26.5%

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	CURRENT FFY				2014			
	2013 June 2013 Alternate	2013 June 2013 Baseline	Difference		2014 June 2013 Alternate	2014 June 2013 Baseline	Difference	
			Value	Percent			Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$363,586,799	\$363,586,799	\$0	0.0%	\$367,393,131	\$367,393,131	\$0	0.0%
Surface Transportation Program (STP)	167,228,867	\$167,228,867	-	0.0%	168,989,305	\$168,989,305	-	0.0%
Highway Safety Improvement Program (HSIP)	41,177,185	\$41,177,185	-	0.0%	41,609,627	\$41,609,627	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	35,447,543	\$35,447,543	-	0.0%	35,820,763	\$35,820,763	-	0.0%
Metropolitan Planning (MPO)	6,956,086	\$6,956,086	-	0.0%	7,029,333	\$7,029,333	-	0.0%
Subtotal Core Programs	\$614,396,480	\$614,396,480	\$0	0.0%	\$620,842,159	\$620,842,159	\$0	0.0%
State Planning and Research (SPR)	12,852,433	\$12,852,433	-	0.0%	12,988,800	\$12,988,800	-	0.0%
Transportation Alternatives	12,334,077	\$12,334,077	-	0.0%	12,503,968	\$12,503,968	-	0.0%
Redistribution of section 164 Penalty	14,177,525	14,177,525	(0)	0.0%	14,327,117	14,327,117	-	0.0%
Total Washington State MAP - 21 Apportionment	\$653,760,515	\$653,760,515	(\$0)	0.0%	\$660,662,044	\$660,662,044	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$651,886,085	651,886,085	(\$0)	0.0%	658,649,583.12	\$658,649,583	\$0	0.0%
Ferry Boats and Terminal Facilities	14,921,035	14,921,035	-	0.0%	14,921,035	14,921,035	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$341,771,591	\$341,771,591	\$0	0.0%	\$345,349,543	\$345,349,543	\$0	0.0%
Surface Transportation Program (27% of total STP)	45,961,188	\$46,138,984	(177,796)	-0.4%	43,247,887	\$43,247,887	-	0.0%
Highway Safety Improvement Program (36% of total HSIP)	15,186,860	\$15,186,860	-	0.0%	15,322,272	\$15,322,272	-	0.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$402,919,639	\$403,097,435	(\$177,796)	0.0%	\$403,919,703	\$403,919,703	\$0	0.0%
State Planning and Research (100% state)	12,852,433	\$12,852,433	-	0.0%	12,988,800	\$12,988,800	-	0.0%
SHRP2	514,097	\$514,097	-	0.0%	519,552	\$519,552	-	0.0%
NCHRP	706,884	\$706,884	-	0.0%	714,384	\$714,384	-	0.0%
Research	2,377,700	\$2,377,700	-	0.0%	2,402,928	\$2,402,928	-	0.0%
Amount remaining for SPR	9,253,752	\$9,253,752	-	0.0%	9,351,936	\$9,351,936	-	0.0%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,886,270	\$1,886,270	-	100.0%	1,886,270	\$1,886,270	-	100.0%
Redistribution of section 164 Penalty	14,177,525	\$14,177,525	(0)	0.0%	14,327,117	\$14,327,117	-	0.0%
Total State MAP - 21 Apportionment	\$431,835,868	\$432,013,664	(\$177,796)	0.0%	\$433,121,890	\$433,121,890	\$0	0.0%
State Program Obligation Authority	\$430,597,729	\$430,775,015	(\$177,286)	0.0%	\$431,802,545	\$431,802,545	\$0	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$21,815,208	\$21,815,208	\$0	0.0%	\$22,043,588	\$22,043,588	\$0	0.0%
Surface Transportation Program (73% of total STP)	121,267,679	\$121,089,883	177,796	0.1%	125,741,418	\$125,741,418	-	0.0%
Bridge Program (Off the federal aid system)	22,930,163	\$22,930,163	-	0.0%	22,930,163	\$22,930,163	-	0.0%
50% Distribution Any of the state programs	12,489,830	\$12,312,034	177,796	1.4%	16,059,696	\$16,059,696	-	0.0%
50% Population Distribution								
Areas over 200,000	51,292,261	\$51,292,261	-	0.0%	51,832,306	\$51,832,306	-	0.0%
Areas over 5,000	19,434,705	\$19,434,705	-	0.0%	19,639,329	\$19,639,329	-	0.0%
Areas under 5,000	15,120,720	\$15,120,720	-	0.0%	15,279,923	\$15,279,923	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	25,990,324	\$25,990,324	-	0.0%	26,287,355	\$26,287,355	-	0.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,447,543	\$35,447,543	-	0.0%	35,820,763	\$35,820,763	-	0.0%
Metropolitan Planning (100% of total MPO)	6,956,086	\$6,956,086	-	0.0%	7,029,333	\$7,029,333	-	0.0%
Subtotal Core Programs	\$211,476,840	\$211,299,044	\$177,796	0.1%	\$216,922,456	\$216,922,456	\$0	0.0%
Transportation Alternatives	10,447,807	\$10,447,807	-	0.0%	10,617,698	\$10,617,698	-	0.0%
50% Distribution Any of the state programs	5,223,904	\$5,223,904	-	0.0%	5,308,849	\$5,308,849	-	0.0%
50% Population Distribution								
Areas over 200,000	3,121,177	\$3,121,177	-	0.0%	3,171,930	\$3,171,930	-	0.0%
Areas over 5,000	1,182,618	\$1,182,618	-	0.0%	1,201,849	\$1,201,849	-	0.0%
Under 5,000	920,108	\$920,108	-	0.0%	935,070	\$935,070	-	0.0%
Total Local MAP - 21 Apportionment	\$221,924,647	\$221,746,851	\$177,796	0.1%	\$227,540,154	\$227,540,154	\$0	0.0%
Local Program Obligation Authority	\$221,288,356	\$221,111,070	\$177,286	0.1%	\$226,847,038	\$226,847,038	\$0	0.0%
Total Washington State MAP - 21 Apportionment	\$653,760,515	\$653,760,515	(\$0)	0.0%	\$660,662,044	\$660,662,044	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$651,886,085	651,886,085	(\$0)	0.0%	658,649,583	658,649,583	\$0	0.0%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 JUNE 2013 Alternate

MAP - 21

	2015	2015	Difference		2016	2016	Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$369,692,000	\$310,080,000	\$59,612,000	19.2%	\$369,751,000	\$285,584,000	\$84,167,000	29.5%
Surface Transportation Program (STP)	170,046,000	\$142,626,000	27,420,000	19.2%	170,073,671	\$131,359,000	38,714,671	29.5%
Highway Safety Improvement Program (HSIP)	41,871,153	\$35,118,000	6,753,153	19.2%	41,877,037	\$32,344,000	9,533,037	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,045,000	\$30,233,000	5,812,000	19.2%	36,050,601	\$27,844,000	8,206,601	29.5%
Metropolitan Planning (MPO)	7,074,000	\$5,933,000	1,141,000	19.2%	7,074,662	\$5,464,000	1,610,662	29.5%
Subtotal Core Programs	\$624,728,153	\$523,990,000	\$100,738,153	19.2%	\$624,826,970	\$482,595,000	\$142,231,970	29.5%
State Planning and Research (SPR)	13,070,000	\$10,963,000	2,107,000	19.2%	13,072,000	\$10,098,000	2,974,000	29.5%
Transportation Alternatives	12,582,000	\$10,553,000	2,029,000	19.2%	12,584,000	\$9,719,000	2,865,000	29.5%
Redistribution of section 164 Penalty	14,417,000	12,092,000	2,325,000	19.2%	14,419,000	11,137,000	3,282,000	29.5%
Total Washington State MAP - 21 Apportionment	\$664,797,153	\$557,598,000	\$107,199,153	19.2%	\$664,901,970	\$513,549,000	\$151,352,970	29.5%
Total Washington State MAP - 21 Obligation Authority	\$647,500,000	\$555,899,485	\$91,600,515	16.5%	\$647,603,000	\$511,984,664	\$135,618,336	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$347,510,000	\$291,475,000	\$56,035,000	19.2%	\$347,566,000	\$268,449,000	\$79,117,000	29.5%
Surface Transportation Program (27% of total STP)	43,640,500	\$33,460,000	10,180,500	30.4%	43,650,500	\$29,277,000	14,373,500	49.1%
Highway Safety Improvement Program (36% of total HSIP)	15,418,000	\$12,931,000	2,487,000	19.2%	15,421,000	\$11,910,000	3,511,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$406,568,500	\$337,866,000	\$68,702,500	20.3%	\$406,637,500	\$309,636,000	\$97,001,500	31.3%
State Planning and Research (100% state)	13,070,000	\$10,963,000	2,107,000	19.2%	13,072,000	\$10,098,000	2,974,000	29.5%
SHRP2	522,800	\$438,520	84,280	19.2%	522,880	\$403,920	118,960	29.5%
NCHRP	718,850	\$602,965	115,885	19.2%	718,960	\$555,390	163,570	29.5%
Research	2,417,950	\$2,028,155	389,795	19.2%	2,418,320	\$1,868,130	550,190	29.5%
Amount remaining for SPR	9,410,400	\$7,893,360	1,517,040	19.2%	9,411,840	\$7,270,560	2,141,280	29.5%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,898,000	\$1,592,000	306,000	100.0%	1,898,000	\$1,466,000	432,000	100.0%
Redistribution of section 164 Penalty	14,417,000	\$12,092,000	2,325,000	19.2%	14,419,000	\$11,137,000	3,282,000	29.5%
Total State MAP - 21 Apportionment	\$435,953,500	\$362,513,000	\$73,440,500	20.3%	\$436,026,500	\$332,337,000	\$103,689,500	31.2%
State Program Obligation Authority	\$427,234,000	\$361,409,000	\$65,825,000	18.2%	\$427,306,000	\$331,325,000	\$95,981,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,182,000	\$18,605,000	\$3,577,000	19.2%	\$22,185,000	\$17,135,000	\$5,050,000	29.5%
Surface Transportation Program (73% of total STP)	126,406,000	\$109,166,000	17,240,000	15.8%	126,423,000	\$102,082,000	24,341,000	23.8%
Bridge Program (Off the federal aid system)	23,074,000	\$19,353,000	3,721,000	19.2%	23,078,000	\$17,824,000	5,254,000	29.5%
50% Distribution Any of the state programs	16,181,000	\$13,018,000	3,163,000	24.3%	16,185,000	\$11,718,000	4,467,000	38.1%
50%Population Distribution								
Areas over 200,000	52,156,000	\$43,746,000	8,410,000	19.2%	52,165,000	\$40,290,000	11,875,000	29.5%
Areas over 5,000	19,762,000	\$16,576,000	3,186,000	19.2%	19,765,000	\$15,266,000	4,499,000	29.5%
Areas under 5,000	15,375,000	\$12,896,000	2,479,000	19.2%	15,378,000	\$11,877,000	3,501,000	29.5%
Highway Safety Improvement Program (64% of total HSIP)	26,452,000	\$22,187,000	4,265,000	19.2%	26,456,000	\$20,434,000	6,022,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,045,000	\$30,233,000	5,812,000	19.2%	36,051,000	\$27,844,000	8,207,000	29.5%
Metropolitan Planning (100% of total MPO)	7,074,000	\$5,933,000	1,141,000	19.2%	7,075,000	\$5,464,000	1,611,000	29.5%
Subtotal Core Programs	\$218,159,000	\$186,124,000	\$32,035,000	17.2%	\$218,190,000	\$172,959,000	\$45,231,000	26.2%
Transportation Alternatives	10,684,000	\$8,961,000	1,723,000	19.2%	10,686,000	\$8,253,000	2,433,000	29.5%
50% Distribution Any of the state programs	5,342,000	\$4,480,500	861,500	19.2%	5,343,000	\$4,126,500	1,216,500	29.5%
50%Population Distribution								
Areas over 200,000	3,192,000	\$2,677,000	515,000	19.2%	3,192,000	\$2,466,000	726,000	29.4%
Areas over 5,000	1,209,000	\$1,014,000	195,000	19.2%	1,210,000	\$934,000	276,000	29.6%
Under 5,000	941,000	\$789,000	152,000	19.3%	941,000	\$727,000	214,000	29.4%
Total Local MAP - 21 Apportionment	\$228,843,000	\$195,085,000	\$33,758,000	17.3%	\$228,876,000	\$181,212,000	\$47,664,000	26.3%
Local Program Obligation Authority	\$220,266,000	\$194,490,485	\$25,775,515	13.3%	\$220,297,000	\$180,659,664	\$39,637,336	21.9%
Total Washington State MAP - 21 Apportionment	\$664,796,500	\$557,598,000	\$107,198,500	19.2%	\$664,902,500	\$513,549,000	\$151,353,500	29.5%
Total Washington State MAP - 21 Obligation Authority	\$647,500,000	\$555,899,485	\$91,600,515	16.5%	\$647,603,000	\$511,984,664	\$135,618,336	26.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	2017		Difference		2018		Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$371,414,945	\$286,870,000	\$84,544,945	29.5%	\$371,037,729	\$286,578,000	\$84,459,729	29.5%
Surface Transportation Program (STP)	170,838,998	\$131,950,000	38,888,998	29.5%	170,665,572	\$131,817,000	38,848,572	29.5%
Highway Safety Improvement Program (HSIP)	42,065,646	\$32,490,000	9,575,646	29.5%	42,023,419	\$32,457,000	9,566,419	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,212,363	\$27,970,000	8,242,363	29.5%	36,176,097	\$27,940,000	8,236,097	29.5%
Metropolitan Planning (MPO)	7,106,048	\$5,488,000	1,618,048	29.5%	7,099,184	\$5,483,000	1,616,184	29.5%
Subtotal Core Programs	\$627,638,000	\$484,768,000	\$142,870,000	29.5%	\$627,002,000	\$484,275,000	\$142,727,000	29.5%
State Planning and Research (SPR)	13,132,000	\$10,142,000	2,990,000	29.5%	13,118,000	\$10,133,000	2,985,000	29.5%
Transportation Alternatives	12,641,000	\$9,763,000	2,878,000	29.5%	12,628,000	\$9,753,000	2,875,000	29.5%
Redistribution of section 164 Penalty	14,484,000	11,187,000	3,297,000	29.5%	14,470,000	11,176,000	3,294,000	29.5%
Total Washington State MAP - 21 Apportionment	\$667,895,000	\$515,860,000	\$152,035,000	29.5%	\$667,218,000	\$515,337,000	\$151,881,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$650,518,000	\$514,288,625	\$136,229,375	26.5%	\$649,859,000	\$513,767,218	\$136,091,782	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$349,130,000	\$269,658,000	\$79,472,000	29.5%	\$348,775,000	\$269,383,000	\$79,392,000	29.5%
Surface Transportation Program (27% of total STP)	43,935,000	\$29,496,000	14,439,000	49.0%	43,870,000	\$29,447,000	14,423,000	49.0%
Highway Safety Improvement Program (36% of total HSIP)	15,491,000	\$11,964,000	3,527,000	29.5%	15,475,000	\$11,952,000	3,523,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$408,556,000	\$311,118,000	\$97,438,000	31.3%	\$408,120,000	\$310,782,000	\$97,338,000	31.3%
State Planning and Research (100% state)	13,132,000	\$10,142,000	2,990,000	29.5%	13,118,000	\$10,133,000	2,985,000	29.5%
SHRP2	525,280	\$405,680	119,600	29.5%	524,720	\$405,320	119,400	29.5%
NCHRP	722,260	\$557,810	164,450	29.5%	721,490	\$557,315	164,175	29.5%
Research	2,429,420	\$1,876,270	553,150	29.5%	2,426,830	\$1,874,605	552,225	29.5%
Amount remaining for SPR	9,455,040	\$7,302,240	2,152,800	29.5%	9,444,960	\$7,295,760	2,149,200	29.5%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,907,000	\$1,473,000	434,000	100.0%	1,905,000	\$1,472,000	433,000	100.0%
Redistribution of section 164 Penalty	14,484,000	\$11,187,000	3,297,000	29.5%	14,470,000	\$11,176,000	3,294,000	29.5%
Total State MAP - 21 Apportionment	\$438,079,000	\$333,920,000	\$104,159,000	31.2%	\$437,613,000	\$333,563,000	\$104,050,000	31.2%
State Program Obligation Authority	\$429,317,000	\$332,903,000	\$96,414,000	29.0%	\$428,861,000	\$332,547,000	\$96,314,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,285,000	\$17,212,000	\$5,073,000	29.5%	\$22,262,000	\$17,195,000	\$5,067,000	29.5%
Surface Transportation Program (73% of total STP)	126,904,000	\$102,454,000	24,450,000	23.9%	126,796,000	\$102,370,000	24,426,000	23.9%
Bridge Program (Off the federal aid system)	23,182,000	\$17,904,000	5,278,000	29.5%	23,158,000	\$17,886,000	5,272,000	29.5%
50% Distribution Any of the state programs	16,273,000	\$11,786,000	4,487,000	38.1%	16,253,000	\$11,771,000	4,482,000	38.1%
50%Population Distribution	-	-	-	-	-	-	-	-
Areas over 200,000	52,400,000	\$40,472,000	11,928,000	29.5%	52,347,000	\$40,431,000	11,916,000	29.5%
Areas over 5,000	19,854,000	\$15,335,000	4,519,000	29.5%	19,834,000	\$15,319,000	4,515,000	29.5%
Areas under 5,000	15,447,000	\$11,931,000	3,516,000	29.5%	15,432,000	\$11,919,000	3,513,000	29.5%
Highway Safety Improvement Program (64% of total HSIP)	26,576,000	\$20,526,000	6,050,000	29.5%	26,548,000	\$20,505,000	6,043,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,212,000	\$27,970,000	8,242,000	29.5%	36,176,000	\$27,940,000	8,236,000	29.5%
Metropolitan Planning (100% of total MPO)	7,106,000	\$5,488,000	1,618,000	29.5%	7,099,000	\$5,483,000	1,616,000	29.5%
Subtotal Core Programs	\$219,083,000	\$173,650,000	\$45,433,000	26.2%	\$218,881,000	\$173,493,000	\$45,388,000	26.2%
Transportation Alternatives	10,734,000	\$8,290,000	2,444,000	29.5%	10,723,000	\$8,281,000	2,442,000	29.5%
50% Distribution Any of the state programs	5,367,000	\$4,145,000	1,222,000	29.5%	5,361,500	\$4,140,500	1,221,000	29.5%
50%Population Distribution	-	-	-	-	-	-	-	-
Areas over 200,000	3,207,000	\$2,477,000	730,000	29.5%	3,203,000	\$2,474,000	729,000	29.5%
Areas over 5,000	1,215,000	\$938,000	277,000	29.5%	1,214,000	\$937,000	277,000	29.6%
Under 5,000	945,000	\$730,000	215,000	29.5%	944,000	\$729,000	215,000	29.5%
Total Local MAP - 21 Apportionment	\$229,817,000	\$181,940,000	\$47,877,000	26.3%	\$229,604,000	\$181,774,000	\$47,830,000	26.3%
Local Program Obligation Authority	\$221,201,000	\$181,385,625	\$39,815,375	22.0%	\$220,998,000	\$181,220,218	\$39,777,782	21.9%
Total Washington State MAP - 21 Apportionment	\$667,896,000	\$515,860,000	\$152,036,000	29.5%	\$667,217,000	\$515,337,000	\$151,880,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$650,518,000	\$514,288,625	\$136,229,375	26.5%	\$649,859,000	\$513,767,218	\$136,091,782	26.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	2019	2019	Difference		2020	2020	Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$370,870,317	\$286,449,000	\$84,421,317	29.5%	\$370,191,072	\$285,924,000	\$84,267,072	29.5%
Surface Transportation Program (STP)	170,588,226	\$131,758,000	38,830,226	29.5%	170,275,554	\$131,516,000	38,759,554	29.5%
Highway Safety Improvement Program (HSIP)	42,003,778	\$32,443,000	9,560,778	29.5%	41,926,142	\$32,383,000	9,543,142	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,159,436	\$27,929,000	8,230,436	29.5%	36,093,743	\$27,878,000	8,215,743	29.5%
Metropolitan Planning (MPO)	7,096,244	\$5,480,000	1,616,244	29.5%	7,083,490	\$5,470,000	1,613,490	29.5%
Subtotal Core Programs	\$626,718,000	\$484,059,000	\$142,659,000	29.5%	\$625,570,000	\$483,171,000	\$142,399,000	29.5%
State Planning and Research (SPR)	13,112,000	\$10,126,000	2,986,000	29.5%	13,088,000	\$10,108,000	2,980,000	29.5%
Transportation Alternatives	12,622,000	\$9,749,000	2,873,000	29.5%	12,599,000	\$9,731,000	2,868,000	29.5%
Redistribution of section 164 Penalty	14,463,000	11,170,000	3,293,000	29.5%	14,436,000	11,150,000	3,286,000	29.5%
Total Washington State MAP - 21 Apportionment	\$666,915,000	\$515,104,000	\$151,811,000	29.5%	\$665,693,000	\$514,160,000	\$151,533,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$649,564,000	\$513,534,927	\$136,029,073	26.5%	\$648,374,000	\$512,593,803	\$135,780,197	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$348,618,000	\$269,262,000	\$79,356,000	29.5%	\$347,980,000	\$268,769,000	\$79,211,000	29.5%
Surface Transportation Program (27% of total STP)	43,841,500	\$29,426,000	14,415,500	49.0%	43,726,000	\$29,336,000	14,390,000	49.1%
Highway Safety Improvement Program (36% of total HSIP)	15,467,000	\$11,946,000	3,521,000	29.5%	15,439,000	\$11,925,000	3,514,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$407,926,500	\$310,634,000	\$97,292,500	31.3%	\$407,145,000	\$310,030,000	\$97,115,000	31.3%
State Planning and Research (100% state)	13,112,000	\$10,126,000	2,986,000	29.5%	13,088,000	\$10,108,000	2,980,000	29.5%
SHRP2	524,480	\$405,040	119,440	29.5%	523,520	\$404,320	119,200	29.5%
NCHRP	721,160	\$556,930	164,230	29.5%	719,840	\$555,940	163,900	29.5%
Research	2,425,720	\$1,873,310	552,410	29.5%	2,421,280	\$1,869,980	551,300	29.5%
Amount remaining for SPR	9,440,640	\$7,290,720	2,149,920	29.5%	9,423,360	\$7,277,760	2,145,600	29.5%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,904,000	\$1,471,000	433,000	100.0%	1,901,000	\$1,468,000	433,000	100.0%
Redistribution of section 164 Penalty	14,463,000	\$11,170,000	3,293,000	29.5%	14,436,000	\$11,150,000	3,286,000	29.5%
Total State MAP - 21 Apportionment	\$437,405,500	\$333,401,000	\$104,004,500	31.2%	\$436,570,000	\$332,756,000	\$103,814,000	31.2%
State Program Obligation Authority	\$428,658,000	\$332,385,000	\$96,273,000	29.0%	\$427,839,000	\$331,742,000	\$96,097,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,252,000	\$17,187,000	\$5,065,000	29.5%	\$22,211,000	\$17,155,000	\$5,056,000	29.5%
Surface Transportation Program (73% of total STP)	126,747,000	\$102,332,000	24,415,000	23.9%	126,550,000	\$102,180,000	24,370,000	23.9%
Bridge Program (Off the federal aid system)	23,147,000	\$17,878,000	5,269,000	29.5%	23,105,000	\$17,845,000	5,260,000	29.5%
50% Distribution Any of the state programs	16,244,000	\$11,763,000	4,481,000	38.1%	16,208,000	\$11,735,000	4,473,000	38.1%
50%Population Distribution								
Areas over 200,000	52,323,000	\$40,413,000	11,910,000	29.5%	52,227,000	\$40,339,000	11,888,000	29.5%
Areas over 5,000	19,825,000	\$15,312,000	4,513,000	29.5%	19,789,000	\$15,284,000	4,505,000	29.5%
Areas under 5,000	15,425,000	\$11,913,000	3,512,000	29.5%	15,396,000	\$11,892,000	3,504,000	29.5%
Highway Safety Improvement Program (64% of total HSIP)	26,536,000	\$20,496,000	6,040,000	29.5%	26,487,000	\$20,458,000	6,029,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,159,000	\$27,929,000	8,230,000	29.5%	36,094,000	\$27,878,000	8,216,000	29.5%
Metropolitan Planning (100% of total MPO)	7,096,000	\$5,480,000	1,616,000	29.5%	7,083,000	\$5,470,000	1,613,000	29.5%
Subtotal Core Programs	\$218,790,000	\$173,424,000	\$45,366,000	26.2%	\$218,425,000	\$173,141,000	\$45,284,000	26.2%
Transportation Alternatives	10,718,000	\$8,278,000	2,440,000	29.5%	10,698,000	\$8,263,000	2,435,000	29.5%
50% Distribution Any of the state programs	5,359,000	\$4,139,000	1,220,000	29.5%	5,349,000	\$4,131,500	1,217,500	29.5%
50%Population Distribution								
Areas over 200,000	3,202,000	\$2,473,000	729,000	29.5%	3,196,000	\$2,468,000	728,000	29.5%
Areas over 5,000	1,213,000	\$937,000	276,000	29.5%	1,211,000	\$935,000	276,000	29.5%
Under 5,000	944,000	\$729,000	215,000	29.5%	942,000	\$728,000	214,000	29.4%
Total Local MAP - 21 Apportionment	\$229,508,000	\$181,702,000	\$47,806,000	26.3%	\$229,123,000	\$181,404,000	\$47,719,000	26.3%
Local Program Obligation Authority	\$220,906,000	\$181,149,927	\$39,756,073	21.9%	\$220,535,000	\$180,851,803	\$39,683,197	21.9%
Total Washington State MAP - 21 Apportionment	\$666,913,500	\$515,103,000	\$151,810,500	29.5%	\$665,693,000	\$514,160,000	\$151,533,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$649,564,000	\$513,534,927	\$136,029,073	26.5%	\$648,374,000	\$512,593,803	\$135,780,197	26.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	2021		Difference		2022		Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$370,045,049	\$285,812,000	\$84,233,049	29.5%	\$369,515,811	\$285,403,000	\$84,112,811	29.5%
Surface Transportation Program (STP)	170,208,928	\$131,464,000	38,744,928	29.5%	169,964,880	\$131,277,000	38,687,880	29.5%
Highway Safety Improvement Program (HSIP)	41,909,447	\$32,370,000	9,539,447	29.5%	41,849,514	\$32,324,000	9,525,514	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,079,029	\$27,867,000	8,212,029	29.5%	36,027,058	\$27,828,000	8,199,058	29.5%
Metropolitan Planning (MPO)	7,080,547	\$5,468,000	1,612,547	29.5%	7,070,738	\$5,460,000	1,610,738	29.5%
Subtotal Core Programs	\$625,323,000	\$482,981,000	\$142,342,000	29.5%	\$624,428,000	\$482,292,000	\$142,136,000	29.5%
State Planning and Research (SPR)	13,082,000	\$10,104,000	2,978,000	29.5%	13,064,000	\$10,090,000	2,974,000	29.5%
Transportation Alternatives	12,594,000	\$9,727,000	2,867,000	29.5%	12,576,000	\$9,713,000	2,863,000	29.5%
Redistribution of section 164 Penalty	14,430,000	11,146,000	3,284,000	29.5%	14,410,000	11,129,000	3,281,000	29.5%
Total Washington State MAP - 21 Apportionment	\$665,429,000	\$513,958,000	\$151,471,000	29.5%	\$664,478,000	\$513,224,000	\$151,254,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$648,117,000	\$512,392,418	\$135,724,582	26.5%	\$647,191,000	\$511,660,654	\$135,530,346	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$347,842,000	\$268,663,000	\$79,179,000	29.5%	\$347,345,000	\$268,279,000	\$79,066,000	29.5%
Surface Transportation Program (27% of total STP)	43,701,000	\$29,316,000	14,385,000	49.1%	43,610,000	\$29,247,000	14,363,000	49.1%
Highway Safety Improvement Program (36% of total HSIP)	15,431,000	\$11,919,000	3,512,000	29.5%	15,410,000	\$11,903,000	3,507,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$406,974,000	\$309,898,000	\$97,076,000	31.3%	\$406,365,000	\$309,429,000	\$96,936,000	31.3%
State Planning and Research (100% state)	13,082,000	\$10,104,000	2,978,000	29.5%	13,064,000	\$10,090,000	2,974,000	29.5%
SHRP2	523,280	\$404,160	119,120	29.5%	522,560	\$403,600	118,960	29.5%
NCHRP	719,510	\$555,720	163,790	29.5%	718,520	\$554,950	163,570	29.5%
Research	2,420,170	\$1,869,240	550,930	29.5%	2,416,840	\$1,866,650	550,190	29.5%
Amount remaining for SPR	9,419,040	\$7,274,880	2,144,160	29.5%	9,406,080	\$7,264,800	2,141,280	29.5%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,900,000	\$1,467,000	433,000	100.0%	1,897,000	\$1,465,000	432,000	100.0%
Redistribution of section 164 Penalty	14,430,000	\$11,146,000	3,284,000	29.5%	14,410,000	\$11,129,000	3,281,000	29.5%
Total State MAP - 21 Apportionment	\$436,386,000	\$332,615,000	\$103,771,000	31.2%	\$435,736,000	\$332,113,000	\$103,623,000	31.2%
State Program Obligation Authority	\$427,658,000	\$331,602,000	\$96,056,000	29.0%	\$427,021,000	\$331,101,000	\$95,920,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,203,000	\$17,149,000	\$5,054,000	29.5%	\$22,171,000	\$17,124,000	\$5,047,000	29.5%
Surface Transportation Program (73% of total STP)	126,508,000	\$102,148,000	24,360,000	23.8%	126,355,000	\$102,030,000	24,325,000	23.8%
Bridge Program (Off the federal aid system)	23,096,000	\$17,838,000	5,258,000	29.5%	23,063,000	\$17,813,000	5,250,000	29.5%
50% Distribution Any of the state programs	16,200,000	\$11,730,000	4,470,000	38.1%	16,172,000	\$11,708,000	4,464,000	38.1%
50%Population Distribution								
Areas over 200,000	52,206,000	\$40,323,000	11,883,000	29.5%	52,132,000	\$40,265,000	11,867,000	29.5%
Areas over 5,000	19,781,000	\$15,278,000	4,503,000	29.5%	19,753,000	\$15,256,000	4,497,000	29.5%
Areas under 5,000	15,390,000	\$11,887,000	3,503,000	29.5%	15,368,000	\$11,870,000	3,498,000	29.5%
Highway Safety Improvement Program (64% of total HSIP)	26,477,000	\$20,450,000	6,027,000	29.5%	26,440,000	\$20,421,000	6,019,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,079,000	\$27,867,000	8,212,000	29.5%	36,027,000	\$27,828,000	8,199,000	29.5%
Metropolitan Planning (100% of total MPO)	7,081,000	\$5,468,000	1,613,000	29.5%	7,071,000	\$5,460,000	1,611,000	29.5%
Subtotal Core Programs	\$218,348,000	\$173,082,000	\$45,266,000	26.2%	\$218,064,000	\$172,863,000	\$45,201,000	26.1%
Transportation Alternatives	10,694,000	\$8,260,000	2,434,000	29.5%	10,679,000	\$8,248,000	2,431,000	29.5%
50% Distribution Any of the state programs	5,347,000	\$4,130,000	1,217,000	29.5%	5,339,500	\$4,124,000	1,215,500	29.5%
50%Population Distribution								
Areas over 200,000	3,195,000	\$2,468,000	727,000	29.5%	3,190,000	\$2,464,000	726,000	29.5%
Areas over 5,000	1,210,000	\$935,000	275,000	29.4%	1,209,000	\$934,000	275,000	29.4%
Under 5,000	942,000	\$727,000	215,000	29.6%	940,000	\$726,000	214,000	29.5%
Total Local MAP - 21 Apportionment	\$229,042,000	\$181,342,000	\$47,700,000	26.3%	\$228,743,000	\$181,111,000	\$47,632,000	26.3%
Local Program Obligation Authority	\$220,459,000	\$180,790,418	\$39,668,582	21.9%	\$220,170,000	\$180,559,654	\$39,610,346	21.9%
Total Washington State MAP - 21 Apportionment	\$665,428,000	\$513,957,000	\$151,471,000	29.5%	\$664,479,000	\$513,224,000	\$151,255,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$648,117,000	\$512,392,418	\$135,724,582	26.5%	\$647,191,000	\$511,660,654	\$135,530,346	26.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	2023		Difference		2024		Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$369,459,007	\$285,359,000	\$84,100,007	29.5%	\$368,897,365	\$284,927,000	\$83,970,365	29.5%
Surface Transportation Program (STP)	169,939,429	\$131,255,000	38,684,429	29.5%	169,681,644	\$131,057,000	38,624,644	29.5%
Highway Safety Improvement Program (HSIP)	41,842,631	\$32,319,000	9,523,631	29.5%	41,778,769	\$32,270,000	9,508,769	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,021,175	\$27,824,000	8,197,175	29.5%	35,966,256	\$27,781,000	8,185,256	29.5%
Metropolitan Planning (MPO)	7,069,757	\$5,459,000	1,610,757	29.5%	7,058,966	\$5,451,000	1,607,966	29.5%
Subtotal Core Programs	\$624,332,000	\$482,216,000	\$142,116,000	29.5%	\$623,383,000	\$481,486,000	\$141,897,000	29.5%
State Planning and Research (SPR)	13,062,000	\$10,089,000	2,973,000	29.5%	13,043,000	\$10,072,000	2,971,000	29.5%
Transportation Alternatives	12,574,000	\$9,712,000	2,862,000	29.5%	12,555,000	\$9,697,000	2,858,000	29.5%
Redistribution of section 164 Penalty	14,407,000	11,128,000	3,279,000	29.5%	14,386,000	11,112,000	3,274,000	29.5%
Total Washington State MAP - 21 Apportionment	\$664,375,000	\$513,145,000	\$151,230,000	29.5%	\$663,367,000	\$512,367,000	\$151,000,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$647,091,000	\$511,581,895	\$135,509,105	26.5%	\$646,109,000	\$510,806,265	\$135,302,735	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$347,291,000	\$268,237,000	\$79,054,000	29.5%	\$346,764,000	\$267,831,000	\$78,933,000	29.5%
Surface Transportation Program (27% of total STP)	43,601,500	\$29,239,000	14,362,500	49.1%	43,505,000	\$29,165,000	14,340,000	49.2%
Highway Safety Improvement Program (36% of total HSIP)	15,408,000	\$11,901,000	3,507,000	29.5%	15,383,000	\$11,882,000	3,501,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$406,300,500	\$309,377,000	\$96,923,500	31.3%	\$405,652,000	\$308,878,000	\$96,774,000	31.3%
State Planning and Research (100% state)	13,062,000	\$10,089,000	2,973,000	29.5%	13,043,000	\$10,072,000	2,971,000	29.5%
SHRP2	522,480	\$403,560	118,920	29.5%	521,720	\$402,880	118,840	29.5%
NCHRP	718,410	\$554,895	163,515	29.5%	717,365	\$553,960	163,405	29.5%
Research	2,416,470	\$1,866,465	550,005	29.5%	2,412,955	\$1,863,320	549,635	29.5%
Amount remaining for SPR	9,404,640	\$7,264,080	2,140,560	29.5%	9,390,960	\$7,251,840	2,139,120	29.5%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,897,000	\$1,465,000	432,000	100.0%	1,894,000	\$1,463,000	431,000	100.0%
Redistribution of section 164 Penalty	14,407,000	\$11,128,000	3,279,000	29.5%	14,386,000	\$11,112,000	3,274,000	29.5%
Total State MAP - 21 Apportionment	\$435,666,500	\$332,059,000	\$103,607,500	31.2%	\$434,975,000	\$331,525,000	\$103,450,000	31.2%
State Program Obligation Authority	\$426,953,000	\$331,048,000	\$95,905,000	29.0%	\$426,275,000	\$330,515,000	\$95,760,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,168,000	\$17,122,000	\$5,046,000	29.5%	\$22,134,000	\$17,096,000	\$5,038,000	29.5%
Surface Transportation Program (73% of total STP)	126,338,000	\$102,016,000	24,322,000	23.8%	126,177,000	\$101,892,000	24,285,000	23.8%
Bridge Program (Off the federal aid system)	23,059,000	\$17,810,000	5,249,000	29.5%	23,024,000	\$17,783,000	5,241,000	29.5%
50% Distribution Any of the state programs	16,169,000	\$11,705,000	4,464,000	38.1%	16,140,000	\$11,683,000	4,457,000	38.1%
50%Population Distribution								
Areas over 200,000	52,124,000	\$40,258,000	11,866,000	29.5%	51,292,000	\$51,292,000	-	0.0%
Areas over 5,000	19,750,000	\$15,254,000	4,496,000	29.5%	19,435,000	\$19,435,000	-	0.0%
Areas under 5,000	15,366,000	\$11,868,000	3,498,000	29.5%	15,121,000	\$15,121,000	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	26,436,000	\$20,418,000	6,018,000	29.5%	26,395,000	\$20,387,000	6,008,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,021,000	\$27,824,000	8,197,000	29.5%	35,966,000	\$27,781,000	8,185,000	29.5%
Metropolitan Planning (100% of total MPO)	7,070,000	\$5,459,000	1,611,000	29.5%	7,059,000	\$5,451,000	1,608,000	29.5%
Subtotal Core Programs	\$218,033,000	\$172,839,000	\$45,194,000	26.1%	\$217,731,000	\$172,607,000	\$45,124,000	26.1%
Transportation Alternatives	10,677,000	\$8,247,000	2,430,000	29.5%	10,661,000	\$8,234,000	2,427,000	29.5%
50% Distribution Any of the state programs	5,338,500	\$4,123,500	1,215,000	29.5%	5,330,500	\$4,117,000	1,213,500	29.5%
50%Population Distribution								
Areas over 200,000	3,190,000	\$2,464,000	726,000	29.5%	3,185,000	\$2,460,000	725,000	29.5%
Areas over 5,000	1,209,000	\$934,000	275,000	29.4%	1,207,000	\$932,000	275,000	29.5%
Under 5,000	940,000	\$726,000	214,000	29.5%	939,000	\$725,000	214,000	29.5%
Total Local MAP - 21 Apportionment	\$228,710,000	\$181,086,000	\$47,624,000	26.3%	\$228,392,000	\$180,841,000	\$47,551,000	26.3%
Local Program Obligation Authority	\$220,138,000	\$180,533,895	\$39,604,105	21.9%	\$219,834,000	\$180,291,265	\$39,542,735	21.9%
Total Washington State MAP - 21 Apportionment	\$664,376,500	\$513,145,000	\$151,231,500	29.5%	\$663,367,000	\$512,366,000	\$151,001,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$647,091,000	\$511,581,895	\$135,509,105	26.5%	\$646,109,000	\$510,806,265	\$135,302,735	26.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	2025		Difference		2026		Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$369,169,987	\$285,138,000	\$84,031,987	29.5%	\$369,280,591	\$285,223,000	\$84,057,591	29.5%
Surface Transportation Program (STP)	169,806,168	\$131,153,000	38,653,168	29.5%	169,857,071	\$131,193,000	38,664,071	29.5%
Highway Safety Improvement Program (HSIP)	41,810,233	\$32,292,000	9,518,233	29.5%	41,821,990	\$32,302,000	9,519,990	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	35,993,738	\$27,801,000	8,192,738	29.5%	36,004,515	\$27,810,000	8,194,515	29.5%
Metropolitan Planning (MPO)	7,063,874	\$5,455,000	1,608,874	29.5%	7,065,833	\$5,457,000	1,608,833	29.5%
Subtotal Core Programs	\$623,844,000	\$481,839,000	\$142,005,000	29.5%	\$624,030,000	\$481,985,000	\$142,045,000	29.5%
State Planning and Research (SPR)	13,052,000	\$10,082,000	2,970,000	29.5%	13,056,000	\$10,084,000	2,972,000	29.5%
Transportation Alternatives	12,564,000	\$9,704,000	2,860,000	29.5%	12,568,000	\$9,707,000	2,861,000	29.5%
Redistribution of section 164 Penalty	14,397,000	11,119,000	3,278,000	29.5%	14,401,000	11,122,000	3,279,000	29.5%
Total Washington State MAP - 21 Apportionment	\$663,857,000	\$512,744,000	\$151,113,000	29.5%	\$664,055,000	\$512,898,000	\$151,157,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$646,586,000	\$511,182,116	\$135,403,884	26.5%	\$646,779,000	\$511,335,647	\$135,443,353	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$347,020,000	\$268,030,000	\$78,990,000	29.5%	\$347,124,000	\$268,110,000	\$79,014,000	29.5%
Surface Transportation Program (27% of total STP)	43,550,500	\$29,201,000	14,349,500	49.1%	43,569,500	\$29,216,000	14,353,500	49.1%
Highway Safety Improvement Program (36% of total HSIP)	15,395,000	\$11,890,000	3,505,000	29.5%	15,400,000	\$11,895,000	3,505,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$405,965,500	\$309,121,000	\$96,844,500	31.3%	\$406,093,500	\$309,221,000	\$96,872,500	31.3%
State Planning and Research (100% state)	13,052,000	\$10,082,000	2,970,000	29.5%	13,056,000	\$10,084,000	2,972,000	29.5%
SHRP2	522,080	\$403,280	118,800	29.5%	522,240	\$403,360	118,880	29.5%
NCHRP	717,860	\$554,510	163,350	29.5%	718,080	\$554,620	163,460	29.5%
Research	2,414,620	\$1,865,170	549,450	29.5%	2,415,360	\$1,865,540	549,820	29.5%
Amount remaining for SPR	9,397,440	\$7,259,040	2,138,400	29.5%	9,400,320	\$7,260,480	2,139,840	29.5%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,895,000	\$1,464,000	431,000	100.0%	1,896,000	\$1,464,000	432,000	100.0%
Redistribution of section 164 Penalty	14,397,000	\$11,119,000	3,278,000	29.5%	14,401,000	\$11,122,000	3,279,000	29.5%
Total State MAP - 21 Apportionment	\$435,309,500	\$331,786,000	\$103,523,500	31.2%	\$435,446,500	\$331,891,000	\$103,555,500	31.2%
State Program Obligation Authority	\$426,603,000	\$330,775,000	\$95,828,000	29.0%	\$426,737,000	\$330,880,000	\$95,857,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,150,000	\$17,108,000	\$5,042,000	29.5%	\$22,157,000	\$17,113,000	\$5,044,000	29.5%
Surface Transportation Program (73% of total STP)	126,255,000	\$101,952,000	24,303,000	23.8%	126,287,000	\$101,977,000	24,310,000	23.8%
Bridge Program (Off the federal aid system)	23,041,000	\$17,796,000	5,245,000	29.5%	23,048,000	\$17,801,000	5,247,000	29.5%
50% Distribution Any of the state programs	16,154,000	\$11,694,000	4,460,000	38.1%	16,160,000	\$11,698,000	4,462,000	38.1%
50%Population Distribution								
Areas over 200,000	52,083,000	\$40,227,000	11,856,000	29.5%	52,098,000	\$40,239,000	11,859,000	29.5%
Areas over 5,000	19,734,000	\$15,242,000	4,492,000	29.5%	19,740,000	\$15,247,000	4,493,000	29.5%
Areas under 5,000	15,354,000	\$11,859,000	3,495,000	29.5%	15,358,000	\$11,862,000	3,496,000	29.5%
Highway Safety Improvement Program (64% of total HSIP)	26,415,000	\$20,401,000	6,014,000	29.5%	26,422,000	\$20,407,000	6,015,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,994,000	\$27,801,000	8,193,000	29.5%	36,005,000	\$27,810,000	8,195,000	29.5%
Metropolitan Planning (100% of total MPO)	7,064,000	\$5,455,000	1,609,000	29.5%	7,066,000	\$5,457,000	1,609,000	29.5%
Subtotal Core Programs	\$217,878,000	\$172,717,000	\$45,161,000	26.1%	\$217,937,000	\$172,764,000	\$45,173,000	26.1%
Transportation Alternatives	10,669,000	\$8,240,000	2,429,000	29.5%	10,672,000	\$8,243,000	2,429,000	29.5%
50% Distribution Any of the state programs	5,334,500	\$4,120,000	1,214,500	29.5%	5,336,000	\$4,121,500	1,214,500	29.5%
50%Population Distribution								
Areas over 200,000	3,187,000	\$2,462,000	725,000	29.4%	3,188,000	\$2,463,000	725,000	29.4%
Areas over 5,000	1,208,000	\$933,000	275,000	29.5%	1,208,000	\$933,000	275,000	29.5%
Under 5,000	940,000	\$726,000	214,000	29.5%	940,000	\$726,000	214,000	29.5%
Total Local MAP - 21 Apportionment	\$228,547,000	\$180,957,000	\$47,590,000	26.3%	\$228,609,000	\$181,007,000	\$47,602,000	26.3%
Local Program Obligation Authority	\$219,983,000	\$180,407,116	\$39,575,884	21.9%	\$220,042,000	\$180,455,647	\$39,586,353	21.9%
Total Washington State MAP - 21 Apportionment	\$663,856,500	\$512,743,000	\$151,113,500	29.5%	\$664,055,500	\$512,898,000	\$151,157,500	29.5%
Total Washington State MAP - 21 Obligation Authority	\$646,586,000	\$511,182,116	\$135,403,884	26.5%	\$646,779,000	\$511,335,647	\$135,443,353	26.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
JUNE 2013 Alternate

MAP - 21

	2027	2027	Difference	
	June 2013 Alternate	June 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast				
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$369,847,221	\$285,660,000	\$84,187,221	29.5%
Surface Transportation Program (STP)	170,117,846	\$131,393,000	38,724,846	29.5%
Highway Safety Improvement Program (HSIP)	41,885,862	\$32,352,000	9,533,862	29.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,059,444	\$27,852,000	8,207,444	29.5%
Metropolitan Planning (MPO)	7,076,626	\$5,466,000	1,610,626	29.5%
Subtotal Core Programs	\$624,987,000	\$482,723,000	\$142,264,000	29.5%
State Planning and Research (SPR)	13,075,000	\$10,100,000	2,975,000	29.5%
Transportation Alternatives	12,587,000	\$9,722,000	2,865,000	29.5%
Redistribution of section 164 Penalty	14,423,000	11,140,000	3,283,000	29.5%
Total Washington State MAP - 21 Apportionment	\$665,072,000	\$513,685,000	\$151,387,000	29.5%
Total Washington State MAP - 21 Obligation Authority	\$647,770,000	\$512,120,250	\$135,649,750	26.5%
Ferry Boats and Terminal Facilities	-	-	-	0.0%
Forecast Distributions ¶				
State Programs				
Federal Aid Highway Core Programs **				
National Highway Performance Program (94% of total NHPP)	\$347,656,000	\$268,520,000	\$79,136,000	29.5%
Surface Transportation Program (27% of total STP)	43,666,500	\$29,290,000	14,376,500	49.1%
Highway Safety Improvement Program (36% of total HSIP)	15,422,000	\$11,912,000	3,510,000	29.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A
Subtotal Core Programs	\$406,744,500	\$309,722,000	\$97,022,500	31.3%
State Planning and Research (100% state)	13,075,000	\$10,100,000	2,975,000	29.5%
SHRP2	523,000	\$404,000	119,000	29.5%
NCHRP	719,125	\$555,500	163,625	29.5%
Research	2,418,875	\$1,868,500	550,375	29.5%
Amount remaining for SPR	9,414,000	\$7,272,000	2,142,000	29.5%
Transportation Alternatives	-	-	-	-
Recreation Trails ^	1,899,000	\$1,466,000	433,000	100.0%
Redistribution of section 164 Penalty	14,423,000	\$11,140,000	3,283,000	29.5%
Total State MAP - 21 Apportionment	\$436,141,500	\$332,428,000	\$103,713,500	31.2%
State Program Obligation Authority	\$427,419,000	\$331,415,000	\$96,004,000	29.0%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (6% of total NHPP)	\$22,191,000	\$17,140,000	\$5,051,000	29.5%
Surface Transportation Program (73% of total STP)	126,451,000	\$102,103,000	24,348,000	23.8%
Bridge Program (Off the federal aid system)	23,083,000	\$17,828,000	5,255,000	29.5%
50% Distribution Any of the state programs	16,190,000	\$11,721,000	4,469,000	38.1%
50% Population Distribution				
Areas over 200,000	52,178,000	\$40,301,000	11,877,000	29.5%
Areas over 5,000	19,770,000	\$15,270,000	4,500,000	29.5%
Areas under 5,000	15,382,000	\$11,881,000	3,501,000	29.5%
Highway Safety Improvement Program (64% of total HSIP)	26,463,000	\$20,439,000	6,024,000	29.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,059,000	\$27,852,000	8,207,000	29.5%
Metropolitan Planning (100% of total MPO)	7,077,000	\$5,466,000	1,611,000	29.5%
Subtotal Core Programs	\$218,241,000	\$173,000,000	\$45,241,000	26.2%
Transportation Alternatives	10,688,000	\$8,256,000	2,432,000	29.5%
50% Distribution Any of the state programs	5,344,000	\$4,128,000	1,216,000	29.5%
50% Population Distribution				
Areas over 200,000	3,193,000	\$2,466,000	727,000	29.5%
Areas over 5,000	1,210,000	\$935,000	275,000	29.4%
Under 5,000	941,000	\$727,000	214,000	29.4%
Total Local MAP - 21 Apportionment	\$228,929,000	\$181,256,000	\$47,673,000	26.3%
Local Program Obligation Authority	\$220,351,000	\$180,705,250	\$39,645,750	21.9%
Total Washington State MAP - 21 Apportionment	\$665,070,500	\$513,684,000	\$151,386,500	29.5%
Total Washington State MAP - 21 Obligation Authority	\$647,770,000	\$512,120,250	\$135,649,750	26.5%

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

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

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