Transportation Revenue Forecast Council

March 2011 Transportation Economic and Revenue Forecasts

Volume I: Summary Document

Washington Transportation Economic and Revenue Forecast March 2011 Forecast

Summary Report (Volume I)

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Preface

Washington law mandates the preparation and adoption of economic and revenue forecasts. The organizations primarily responsible for revenue forecasts are the Economic and Revenue Forecast Council and the Office of Financial Management. The Office of Financial Management has the statutory responsibility to prepare and adopt those forecasts not made by the Economic and Revenue Forecast Council (RCW 43.88.020). The Office of Financial Management carries out its forecast responsibilities for transportation revenues through the Transportation Revenue Forecast Council. Each quarter, technical staff of the Department of Licensing, Department of Transportation and the Office of Forecast Council, produces forecasts. The revenue forecasts agreed upon by the Transportation Revenue Forecast Council members become the official estimated revenues under RCW 43.88.020 21.

Transportation Forecast Summary

Forecast Overview

Here are key conclusions from the March 2011 transportation revenue forecast.

- March 2011 transportation forecast of revenues: $4.062 billion for the current biennium which represents a decrease of 0.4% over the prior 2007-09 biennium.
- Overall transportation revenue is down 0.02% in the current biennium ($0.8 million) with the largest share of the reduction being reduced motor fuel tax collections in the near term due to lower economic variables and higher fuel prices projections. Other revenue sources like ferry fare collections and toll revenue are also down in the current biennium. All other revenues are up in the current biennium with miscellaneous business revenue being up the most at $3.6 million
- In the upcoming 2011-13 biennium, total transportation revenues are down $25 million. For the entire 16-year forecast horizon, total revenues are down 0.3% or $90 million from the November forecast. This reduction is primarily due to lower gas tax collections from higher fuel prices and lower employment projections and modifications to the tribal fuel tax refunds forecast.
- New February projections of near-term real personal income are up over the last forecast but non-farm employment growth rates are down slightly in March from the prior forecast. These economic variable adjustments caused some transportation revenues to be lower in the near-term and throughout the forecast horizon. In the current fiscal year, on average retail gas price forecasts are up 8% from the prior forecast and retail diesel prices are up 11%. Wholesale diesel prices are up even more significantly 18% from prior projections for FY 2011.
- The primary reason for the change in fuel taxes in the current year has been the change in tax collections since the last forecast and modifications to the forecast of tribal fuel tax refunds. For the current biennium, gasoline and diesel consumption have been revised downward slightly from November forecast and revenues are down in total $4.7 million: $3.6 million for gas tax collections and $1.1 million for diesel tax collections. This is a reduction of 0.19% from the prior forecast. Tribal fuel tax refunds are up $10 million in the 2011-13 biennium and throughout the forecast horizon.
- In the 2009-11 biennium, the vehicle licenses, permits and fee forecast increased by $0.9 million or 0.1% from the last forecast due to higher Washington personal income projections from the last forecast. In subsequent biennia, the vehicle licenses, permits and fees revenue forecast is also up slightly due to higher projections in the near-term carrying forward to the long-term projections.
- Baseline total ferry revenue is down $0.8 million (0.3%) in the current biennium from the prior forecast and down $5.2 million (1.6%) in the 2011-13 biennium. Over the entire 16-year forecast horizon, ferry revenue is down $31.4 million (1.1%) over the November 2010 forecast.
- Toll revenue is down 2% or $1.9 million in the current biennium and $3.9 million (3.7%) in the upcoming 2011-13 biennium over the prior forecast. Over the entire 16 year forecast horizon, toll revenue is down 2.3% or $22 million from the last forecast.

In FY 2010, transportation revenues were $2.014 billion which was a decline of 1% over the prior fiscal year as the economy struggled from the recession. In FY 2011, transportation revenues are projected to be $2.05 billion or 1.7% over FY 2010. This is a slight decrease in total transportation revenue of 0.04% from the November forecast. Overall during the entire 16-year forecast horizon, transportation revenues are projected to grow on average 0.9% each year.

Figure 1 Total Transportation Revenues Comparison
March 2011 vs. November 2010 forecast
millions of dollars

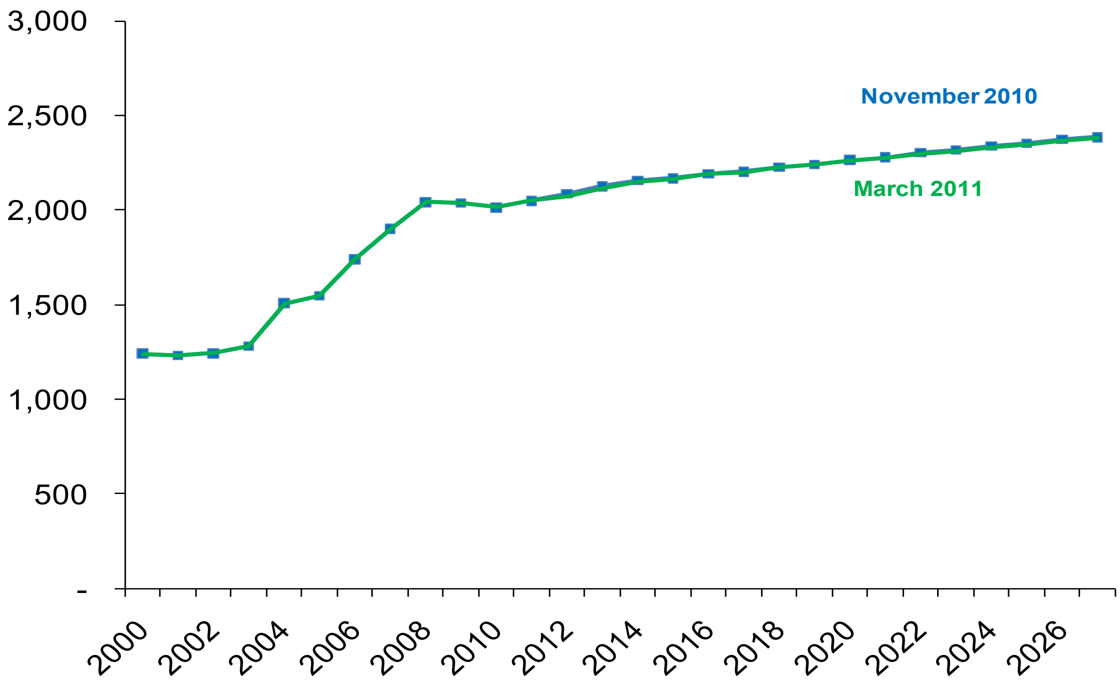
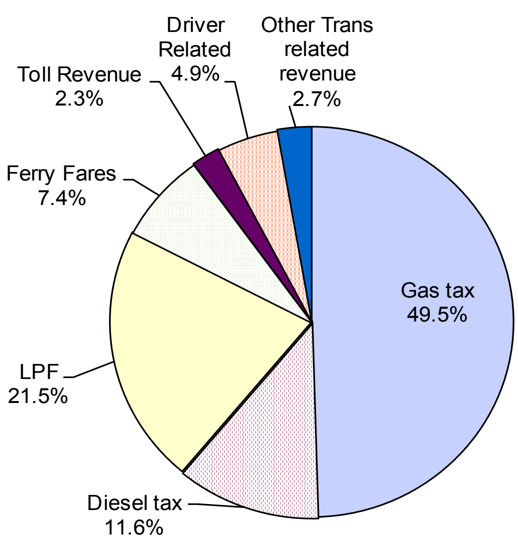


Figure 2 Revenue by Source
March 2011 forecast for 2009-11 biennium ($4.06 billion)



Washington's state transportation revenues come from numerous taxes, fees, permits, tolls, other revenues. Washington's transportation revenues forecasted each quarter include the revenue sources contained in Figure 2. This pie graph reveals the share of each state revenue source to the total transportation revenues forecasted ($4.06 billion) in March 2011 for the 2009-11 biennium. Gasoline fuel taxes comprise the share of all transportation revenue at 49.5% of all transportation revenue in the 2009-11 biennium. With the addition of diesel fuel taxes, all motor vehicle fuel taxes comprise 61.1% of all transportation revenues. Licenses, permits and fee revenues comprise the second largest share at 21.5% of all transportation revenues in the 2009-11 biennium. The largest three revenue sources (gasoline and diesel fuel taxes and licenses, permits and fees) are projected to consist of 82.6% of state transportation revenues in the 2009-11 biennium. The remaining 17.4% consists of ferry fares, toll revenue, driver related revenue and other transportation related revenue.

As Figure 3 indicates, in the current biennium, transportation revenues are down $0.8 million or 0.02% of $4.062 billion projected of total transportation revenues in March since the last forecast. The largest decline in revenues has been due to lower fuel tax revenue at $4.7 million. Over the entire 16-year forecast horizon (2011-2027), the transportation revenue forecast for March 2011 is down $90 million or 0.3% from the November 2010 forecast due primarily to gas tax revenue reduction. Motor fuel tax refunds are also up from the last forecast. Throughout forecast horizon, refunds and transfers increased by $138.9 million due to higher projections in tribal fuel tax refunds.

Figure 3 Forecast to Forecast Biennium Comparison of All Transportation Revenues
March 2011 forecast - 16 year period *millions of dollars*

Forecast to Forecast Comparison for Transportation Revenues and Distributions **16-Year Period**
March 2011 • millions of dollars

	Current Biennium 2009-2011			2011-2013			16-Year Period (2011-2027)		
	Forecast Mar-11	Chg from Nov-10	Percent Change	Forecast Mar-11	Chg from Nov-10	Percent Change	Forecast Mar-11	Chg from Nov-10	Percent Change
Sources of Transportation Revenue									
Motor Vehicle Fuel Tax Collections	2,479.9	(4.7)	-0.2%	2,531.4	(18.2)	-0.7%	20,994.6	(53.4)	-0.3%
Licenses, Permits and Fees	873.9	0.9	0.1%	915.0	2.2	0.2%	8,079.0	6.6	0.1%
Ferry Revenue†	300.5	(0.8)	-0.3%	312.7	(5.2)	-1.6%	2,892.4	(31.4)	-1.1%
Toll Revenue	93.9	(1.9)	-2.0%	100.4	(3.9)	-3.7%	925.6	(22.1)	-2.3%
Aviation Revenues ‡	4.9	(0.3)	-5.3%	5.9	(0.1)	-1.6%	49.0	(0.8)	-1.6%
Rental Car Tax	44.1	0.4	0.9%	48.5	1.1	2.3%	502.4	6.4	1.3%
Vehicle Sales Tax	54.1	0.0	0.1%	60.4	(0.2)	-0.3%	662.1	(4.3)	-0.7%
Driver-Related Fees	199.9	1.9	1.0%	204.0	2.2	1.1%	1,735.4	11.7	0.7%
Business/Other Revenues ‡	11.0	3.6	49.3%	10.0	(3.0)	-23.2%	94.1	(2.8)	-2.9%
Total Revenues	**4,062.1**	**(0.8)**	**0.0%**	**4,188.3**	**(25.1)**	**-0.6%**	**35,934.6**	**(90.2)**	**-0.3%**
Distribution of Revenue									
Motor Fuel Tax Refunds and Transfers	**115.1**	**(1.6)**	**-1.3%**	**128.0**	**4.1**	**3.3%**	**1,205.2**	**138.9**	**13.0%**
State Uses									
Motor Vehicle Account (108)	1,034.7	2.2	0.2%	1,064.4	(9.5)	-0.9%	8,972.3	(69.3)	-0.8%
Transportation 2003 (Nickel) Account (550)	346.0	(0.1)	0.0%	352.4	(2.4)	-0.7%	2,916.5	(21.4)	-0.7%
Transportation 2005 Partnership Account (09H)	573.4	0.1	0.0%	582.2	(4.3)	-0.7%	4,821.5	(36.4)	-0.7%
Multimodal Account (218)	221.7	(0.1)	0.0%	238.9	0.9	0.4%	2,315.9	1.5	0.1%
Special Category C Account (215)	47.0	(0.0)	0.0%	47.7	(0.4)	-0.8%	392.9	(3.3)	-0.8%
Puget Sound Capital Construction Account (099)	34.2	(0.0)	0.0%	34.7	(0.3)	-0.8%	285.8	(2.4)	-0.8%
Puget Sound Ferry Operations Account (109)	358.3	(0.8)	-0.2%	372.0	(5.5)	-1.5%	3,392.7	(34.2)	-1.0%
Tacoma Narrows Bridge Account (511)	92.7	(1.9)	-2.1%	99.8	(3.9)	-3.8%	925.1	(22.1)	-2.3%
High Occupancy Toll Lanes Account (09F)*	1.2	0.0	1.8%	0.5	0.0	7.7%	0.5	0.0	7.7%
Aeronautics Account (039)	5.5	(0.3)	-4.8%	5.9	(0.1)	-1.6%	49.0	(0.8)	-1.6%
State Patrol Highway Account (081)	314.6	0.3	0.1%	329.3	0.7	0.2%	2,928.0	1.2	0.0%
Highway/Motorcycle Safety Accts. (106 & 082)	167.0	1.5	0.9%	170.9	1.6	1.0%	1,451.1	8.6	0.6%
Other accounts (201, 06T, 097, 09E, 216, 07C)	15.8	(0.0)	0.0%	16.3	0.0	0.1%	138.9	0.2	0.2%
Ignition Interlock Deviuces Revolving Acct 14V	2.4	0.1	6.4%	1.7	0.1	6.6%	13.2	0.8	6.6%
Total for State Use	**3,214.4**	**1.0**	**0.0%**	**3,316.6**	**(23.1)**	**-0.7%**	**28,603.5**	**(177.5)**	**-0.6%**
Local Uses									
Cities	180.2	(0.1)	0.0%	182.9	(1.5)	-0.8%	1,506.6	(12.8)	-0.8%
Counties	295.0	(0.1)	0.0%	299.6	(2.5)	-0.8%	2,468.2	(20.6)	-0.8%
Transportation Improvement Board (112 & 144)	192.6	(0.1)	0.0%	195.5	(1.6)	-0.8%	1,609.8	(13.6)	-0.8%
County Road Administration Board (102 & 186)	64.7	(0.0)	0.0%	65.7	(0.5)	-0.8%	541.3	(4.6)	-0.8%
Total for Local Use	**732.5**	**(0.3)**	**0.0%**	**743.7**	**(6.2)**	**-0.8%**	**6,126.0**	**(51.6)**	**-0.8%**
Total Distribution of Revenue	**4,062.1**	**(0.8)**	**0.0%**	**4,188.3**	**(25.1)**	**-0.6%**	**35,934.6**	**(90.2)**	**-0.3%**

+ Fares plus non-farebox revenue

** HOT Lanes toll revenue and account is due to expire in early May 2012; March 2009 is the first forecast to include revenue from transponder sales, violation fines and fees; ± Aviation Revenues and Business / Other Revenues net of amount transferred to General Fund*

Figure 4 Forecast to Forecast Biennium Comparison of All Transportation Revenues
March 2011 forecast - 10 year period *millions of dollars*

Forecast to Forecast Comparison for Transportation Revenues and Distributions 10-Year Period
March 2011• *millions of dollars*

	Current Biennium 2009-2011			2011-2013			10-Year Period (2011-2021)		
	Forecast Mar-11	Chg from Nov-10	Percent Change	Forecast Mar-11	Chg from Nov-10	Percent Change	Forecast Mar-11	Chg from Nov-10	Percent Change
Sources of Transportation Revenue									
Motor Vehicle Fuel Tax Collections	2,479.9	(4.7)	-0.2%	2,531.4	(18.2)	-0.7%	12,963.6	(29.6)	-0.2%
Licenses, Permits and Fees	873.9	0.9	0.1%	915.0	2.2	0.2%	4,846.5	6.7	0.1%
Ferry Revenue†	300.5	(0.8)	-0.3%	312.7	(5.2)	-1.6%	1,723.3	(26.1)	-1.5%
Toll Revenue	93.9	(1.9)	-2.0%	100.4	(3.9)	-3.7%	553.5	(13.9)	-2.4%
Aviation Revenues ‡	4.9	(0.3)	-5.3%	5.9	(0.1)	-1.6%	30.3	(0.5)	-1.6%
Rental Car Tax	44.1	0.4	0.9%	48.5	1.1	2.3%	285.2	4.6	1.6%
Vehicle Sales Tax	54.1	0.0	0.1%	60.4	(0.2)	-0.3%	378.1	(1.3)	-0.4%
Driver-Related Fees	199.9	1.9	1.0%	204.0	2.2	1.1%	1,058.5	7.8	0.7%
Business/Other Revenues ‡	11.0	3.6	49.3%	10.0	(3.0)	-23.2%	55.5	(2.9)	-5.0%
Total Revenues	**4,062.1**	**(0.8)**	**0.0%**	**4,188.3**	**(25.1)**	**-0.6%**	**21,894.6**	**(55.1)**	**-0.3%**
Distribution of Revenue									
Motor Fuel Tax Refunds and Transfers	115.1	(1.6)	-1.3%	128.0	4.1	3.3%	715.7	69.0	10.7%
State Uses									
Motor Vehicle Account (108)	1,035.3	2.2	0.2%	1,064.4	(9.5)	-0.9%	5,489.3	(36.4)	-0.7%
Transportation 2003 (Nickel) Account (550)	346.0	(0.1)	0.0%	352.4	(2.4)	-0.7%	1,802.5	(10.5)	-0.6%
Transportation 2005 Partnership Account (09H)	573.4	0.1	0.0%	582.2	(4.3)	-0.7%	2,977.3	(18.1)	-0.6%
Multimodal Account (218)	221.7	(0.1)	0.0%	238.9	0.9	0.4%	1,353.7	3.2	0.2%
Special Category C Account (215)	47.0	(0.0)	0.0%	47.7	(0.4)	-0.8%	243.2	(1.7)	-0.7%
Puget Sound Capital Construction Account (099)	34.2	(0.0)	0.0%	34.7	(0.3)	-0.8%	177.0	(1.2)	-0.7%
Puget Sound Ferry Operations Account (109)	358.3	(0.8)	-0.2%	372.0	(5.5)	-1.5%	2,029.6	(27.4)	-1.3%
Tacoma Narrows Bridge Account (511)	92.7	(1.9)	-2.1%	99.8	(3.9)	-3.8%	552.9	(13.9)	-2.5%
High Occupancy Toll Lanes Account (09F)*	1.2	0.0	1.8%	0.5	0.0	7.7%	0.5	0.0	7.7%
Aeronautics Account (039)	5.5	(0.3)	-4.8%	5.9	(0.1)	-1.6%	30.3	(0.5)	-1.6%
State Patrol Highway Account (081)	314.6	0.3	0.1%	329.3	0.7	0.2%	1,752.3	1.7	0.1%
Highway/Motorcycle Safety Accts. (106 & 082)	167.0	1.5	0.9%	170.9	1.6	1.0%	885.4	5.9	0.7%
Other accounts (201, 06T, 097, 09E, 216, 07C)	15.8	(0.0)	0.0%	16.3	0.0	0.1%	84.5	0.1	0.2%
Ignition Interlock Deviuces Revolving Acct 14V	2.4	0.1	6.4%	1.7	0.1	6.6%	8.3	0.5	6.6%
Total for State Use	**3,215.0**	**1.0**	**0.0%**	**3,316.6**	**(23.1)**	**-0.7%**	**17,386.8**	**(98.2)**	**-0.6%**
Local Uses									
Cities	180.2	(0.1)	0.0%	182.9	(1.5)	-0.8%	932.7	(6.4)	-0.7%
Counties	295.0	(0.1)	0.0%	299.6	(2.5)	-0.8%	1,527.7	(10.3)	-0.7%
Transportation Improvement Board (112 & 144)	192.6	(0.1)	0.0%	195.5	(1.6)	-0.8%	996.6	(6.8)	-0.7%
County Road Administration Board (102 & 186)	64.7	(0.0)	0.0%	65.7	(0.5)	-0.8%	335.1	(2.3)	-0.7%
Total for Local Use	**732.5**	**(0.3)**	**0.0%**	**743.7**	**(6.2)**	**-0.8%**	**3,792.1**	**(25.9)**	**-0.7%**
Total Distribution of Revenue	**4,062.6**	**(0.8)**	**0.0%**	**4,188.3**	**(25.1)**	**-0.6%**	**21,894.6**	**(55.1)**	**-0.3%**

+ Fares plus non-farebox revenue
** HOT Lanes toll revenue and account is due to expire in early May 2012; March 2009 is the first forecast to include revenue from transponder sales, violation fines and fees; ± Aviation Revenues and Business / Other Revenues net of amount transferred to General Fund*

Figure 5 Forecast to Baseline (February 2010) Biennium Comparison of All Transportation Revenues - March 2011 forecast - 16 year period *millions of dollars*

Forecast to Baseline Comparison for Transportation Revenues and Distributions 16-Year Period

March 2011 • millions of dollars

	Current Biennium 2009-2011			2011-2013			16-Year Period (2011-2027)		
	Forecast Mar-11	Chg from Baseline ¥	Percent Change	Forecast Mar-11	Chg from Baseline ¥	Percent Change	Forecast Mar-11	Chg from Baseline ¥	Percent Change
Sources of Transportation Revenue									
Motor Vehicle Fuel Tax Collections	2,479.9	(47.6)	-1.9%	2,531.4	(66.5)	-2.6%	20,994.6	(2,454.5)	-10.5%
Licenses, Permits and Fees	873.9	(9.0)	-1.0%	915.0	(9.9)	-1.1%	8,079.0	(119.7)	-1.5%
Ferry Revenue†	300.5	(0.3)	-0.1%	312.7	(10.0)	-3.1%	2,892.4	(51.3)	-1.7%
Toll Revenue	93.9	(4.9)	-5.0%	100.4	(4.9)	-4.7%	925.6	(15.5)	-1.6%
Aviation Revenues ±	4.9	(0.1)	-1.9%	5.9	0.9	18.1%	49.0	5.7	13.3%
Rental Car Tax	44.1	0.3	0.7%	48.5	(0.2)	-0.3%	502.4	(50.5)	-9.1%
Vehicle Sales Tax	54.1	(4.3)	-7.3%	60.4	(9.1)	-13.0%	662.1	(72.2)	-9.8%
Driver-Related Fees	199.9	4.1	2.1%	204.0	3.7	1.8%	1,735.4	(12.6)	-0.7%
Business/Other Revenues ±	11.0	(5.5)	-33.2%	10.0	(4.7)	-31.7%	94.1	(21.5)	-18.6%
Total Revenues	**4,062.1**	**(67.3)**	**-1.6%**	**4,188.3**	**(100.5)**	**-2.3%**	**35,934.6**	**(2,792.0)**	**-7.2%**
Distribution of Revenue									
Motor Fuel Tax Refunds and Transfers	**115.1**	**(5.6)**	**-4.6%**	**128.0**	**(1.7)**	**-1.3%**	**1,205.2**	**(22.9)**	**-1.9%**
State Uses									
Motor Vehicle Account (108)	1,034.7	(27.0)	-2.5%	1,064.4	(30.4)	-2.8%	8,972.3	(791.0)	-8.1%
Transportation 2003 (Nickel) Account (550)	346.0	(4.1)	-1.2%	352.4	(8.0)	-2.2%	2,916.5	(317.6)	-9.8%
Transportation 2005 Partnership Account (09H)	573.4	(8.0)	-1.4%	582.2	(14.4)	-2.4%	4,821.5	(544.7)	-10.2%
Multimodal Account (218)	221.7	(4.3)	-1.9%	238.9	(9.3)	-3.8%	2,315.9	(128.3)	-5.2%
Special Category C Account (215)	47.0	(0.7)	-1.6%	47.7	(1.2)	-2.5%	392.9	(47.6)	-10.8%
Puget Sound Capital Construction Account (099)	34.2	(0.5)	-1.6%	34.7	(0.9)	-2.5%	285.8	(34.6)	-10.8%
Puget Sound Ferry Operations Account (109)	358.3	(1.2)	-0.3%	372.0	(11.2)	-2.9%	3,392.7	(96.8)	-2.8%
Tacoma Narrows Bridge Account (511)	92.7	(4.7)	-4.8%	99.8	(4.4)	-4.3%	925.1	(15.0)	-1.6%
High Occupancy Toll Lanes Account (09F)*	1.2	(0.3)	-17.6%	0.5	(0.5)	-48.1%	0.5	(0.5)	-48.1%
Aeronautics Account (039)	5.5	0.5	9.4%	5.9	0.9	18.1%	49.0	5.7	13.3%
State Patrol Highway Account (081)	314.6	(3.5)	-1.1%	329.3	(4.1)	-1.2%	2,928.0	(45.5)	-1.5%
Highway/Motorcycle Safety Accts. (106 & 082)	167.0	3.4	2.1%	170.9	4.2	2.5%	1,451.1	(8.3)	-0.6%
Other accounts (201, 06T, 097, 09E, 216, 07C)	15.8	(0.1)	-0.3%	16.3	0.0	0.0%	138.9	(0.1)	-0.1%
Ignition Interlock Device Revolving Acct 14V	2.4	0.7	36.9%	1.7	(0.0)	-2.0%	13.2	(0.3)	-2.0%
Total for State Use	**3,214.4**	**(49.9)**	**-1.5%**	**3,316.6**	**(79.4)**	**-2.3%**	**28,603.5**	**(2,024.6)**	**-6.6%**
Local Uses									
Cities	180.2	(2.9)	-1.6%	182.9	(4.7)	-2.5%	1,506.6	(182.5)	-10.8%
Counties	295.0	(4.8)	-1.6%	299.6	(8.0)	-2.6%	2,468.2	(301.0)	-10.9%
Transportation Improvement Board (112 & 144)	192.6	(3.1)	-1.6%	195.5	(5.0)	-2.5%	1,609.8	(195.0)	-10.8%
County Road Administration Board (102 & 186)	64.7	(1.0)	-1.6%	65.7	(1.7)	-2.5%	541.3	(65.6)	-10.8%
Total for Local Use	**732.5**	**(11.8)**	**-1.6%**	**743.7**	**(19.4)**	**-2.5%**	**6,126.0**	**(744.0)**	**-10.8%**
Total Distribution of Revenue	**4,062.1**	**(67.3)**	**-1.6%**	**4,188.3**	**(100.5)**	**-2.3%**	**35,934.6**	**(2,791.6)**	**-7.2%**

¥ Baseline is the February 2010 Forecast

+ Fares plus non-farebox revenue

** HOT Lanes toll revenue and account is due to expire in early May 2012; March 2009 is the first forecast to include revenue from transponder sales, violation fines and fees; ± Aviation Revenues and Business / Other Revenues net of amount transferred to General Fund*

Figure 5 reveals the change in forecasts since the baseline supplement 2010 budget forecast in February 2010. In the current biennium, transportation revenues are down $67.3 million or 1.6% from the February baseline forecast. The March 2011 forecast is down $2,792 million or 7.2% from the February 2010 forecast over the entire 16 year forecast horizon. Motor fuel tax collections are down the most over the 16 year horizon at $2,454.5 million due to forecast model methodology changes during the November 2010 forecast. Aviation revenues were the only revenues still up over the forecast horizon from the February forecast due to upward revisions in the aviation fuel forecast.

Figure 6 Forecast to Baseline (February 2010) Biennium Comparison of All Transportation Revenues - March 2011 forecast - 10 year period *millions of dollars*

Forecast to Baseline Comparison for Transportation Revenues and Distributions 10-Year Period
March 2011 • millions of dollars

	Current Biennium 2009-2011			2011-2013			10-Year Period (2011-2021)		
	Forecast Mar-11	Chg from Baseline ¥	Percent Change	Forecast Mar-11	Chg from Baseline ¥	Percent Change	Forecast Mar-11	Chg from Baseline ¥	Percent Change
Sources of Transportation Revenue									
Motor Vehicle Fuel Tax Collections	2,479.9	(47.6)	-1.9%	2,531.4	(66.5)	-2.6%	12,963.6	(907.8)	-6.5%
Licenses, Permits and Fees	873.9	(9.0)	-1.0%	915.0	(9.9)	-1.1%	4,846.5	(63.4)	-1.3%
Ferry Revenue†	300.5	(0.3)	-0.1%	312.7	(10.0)	-3.1%	1,723.3	(41.4)	-2.3%
Toll Revenue	93.9	(4.9)	-5.0%	100.4	(4.9)	-4.7%	553.5	(10.6)	-1.9%
Aviation Revenues ±	4.9	(0.1)	-1.9%	5.9	0.9	18.1%	30.3	4.3	16.5%
Rental Car Tax	44.1	0.3	0.7%	48.5	(0.2)	-0.3%	285.2	(18.4)	-6.0%
Vehicle Sales Tax	54.1	(4.3)	-7.3%	60.4	(9.1)	-13.0%	378.1	(39.6)	-9.5%
Driver-Related Fees	199.9	4.1	2.1%	204.0	3.7	1.8%	1,058.5	1.4	0.1%
Business/Other Revenues ±	11.0	(5.5)	-33.2%	10.0	(4.7)	-31.7%	55.5	(18.1)	-24.6%
Total Revenues	**4,062.1**	**(67.3)**	**-1.6%**	**4,188.3**	**(100.5)**	**-2.3%**	**21,894.6**	**(1,093.5)**	**-4.8%**
Distribution of Revenue									
Motor Fuel Tax Refunds and Transfers	115.1	(5.6)	-4.6%	128.0	(1.7)	-1.3%	715.7	3.1	0.4%
State Uses									
Motor Vehicle Account (108)	1,034.7	(27.0)	-2.5%	1,064.4	(30.4)	-2.8%	5,489.3	(325.9)	-5.6%
Transportation 2003 (Nickel) Account (550)	346.0	(4.1)	-1.2%	352.4	(8.0)	-2.2%	1,802.5	(116.5)	-6.1%
Transportation 2005 Partnership Account (09H)	573.4	(8.0)	-1.4%	582.2	(14.4)	-2.4%	2,977.3	(202.3)	-6.4%
Multimodal Account (218)	221.7	(4.3)	-1.9%	238.9	(9.3)	-3.8%	1,353.7	(60.0)	-4.2%
Special Category C Account (215)	47.0	(0.7)	-1.6%	47.7	(1.2)	-2.5%	243.2	(17.6)	-6.7%
Puget Sound Capital Construction Account (099)	34.2	(0.5)	-1.6%	34.7	(0.9)	-2.5%	177.0	(12.8)	-6.7%
Puget Sound Ferry Operations Account (109)	358.3	(1.2)	-0.3%	372.0	(11.2)	-2.9%	2,029.6	(58.6)	-2.8%
Tacoma Narrows Bridge Account (511)	92.7	(4.7)	-4.8%	99.8	(4.4)	-4.3%	552.9	(10.1)	-1.8%
High Occupancy Toll Lanes Account (09F)*	1.2	(0.3)	-17.6%	0.5	(0.5)	-48.1%	0.5	(0.5)	-48.1%
Aeronautics Account (039)	5.5	0.5	9.4%	5.9	0.9	18.1%	30.3	4.3	16.5%
State Patrol Highway Account (081)	314.6	(3.5)	-1.1%	329.3	(4.1)	-1.2%	1,752.3	(24.7)	-1.4%
Highway/Motorcycle Safety Accts. (106 & 082)	167.0	3.4	2.1%	170.9	4.2	2.5%	885.4	3.9	0.4%
Other accounts (201, 06T, 097, 09E, 216, 07C)	15.8	(0.1)	-0.3%	16.3	0.0	0.0%	84.5	(0.0)	-0.1%
Ignition Interlock Device Revolving Acct 14V	2.4	0.7	36.9%	1.7	(0.0)	-2.0%	8.3	(0.2)	-2.0%
Total for State Use	**3,214.4**	**(49.9)**	**-1.5%**	**3,316.6**	**(79.4)**	**-2.3%**	**17,386.8**	**(820.9)**	**-4.5%**
Local Uses									
Cities	180.2	(2.9)	-1.6%	182.9	(4.7)	-2.5%	932.7	(67.4)	-6.7%
Counties	295.0	(4.8)	-1.6%	299.6	(8.0)	-2.6%	1,527.7	(111.9)	-6.8%
Transportation Improvement Board (112 & 144)	192.6	(3.1)	-1.6%	195.5	(5.0)	-2.5%	996.6	(72.1)	-6.7%
County Road Administration Board (102 & 186)	64.7	(1.0)	-1.6%	65.7	(1.7)	-2.5%	335.1	(24.2)	-6.7%
Total for Local Use	**732.5**	**(11.8)**	**-1.6%**	**743.7**	**(19.4)**	**-2.5%**	**3,792.1**	**(275.6)**	**-6.8%**
Total Distribution of Revenue	**4,062.1**	**(67.3)**	**-1.6%**	**4,188.3**	**(100.5)**	**-2.3%**	**21,894.6**	**(1,093.5)**	**-4.8%**

¥ Baseline is the February 2010 Forecast
+ Fares plus non-farebox revenue
** HOT Lanes toll revenue and account is due to expire in early May 2012; March 2009 is the first forecast to include revenue from transponder sales, violation fines and fees; ± Aviation Revenues and Business / Other Revenues net of amount transferred to General Fund*

Economic Variables Forecast

Several economic variables are used in forecasting Washington's transportation revenues each quarter. Key economic variables include the following: Washington personal income, population, inflation, employment, oil price index, fuel efficiency, US sales of light vehicles and Washington driver in-migration.

WA Personal Income
The forecast of Washington personal income is projected by the Washington Economic and Revenue Forecast Council (ERFC), based on the February Global Insight forecast, February Blue Chip average US GDP growth rates, NYMEX fuel prices and other forecasted economic variables in the near term. The March 2011 forecast of Washington personal income had minor revisions to history in 2010 as well as new projections. The March 2011 forecast of Washington personal income is slightly higher due to ERFC higher projections of personal income which raised the 2010 history. Figure 8 illustrates that the current quarterly projections of Washington real personal income being higher than the November forecast due to the improved economic outlook for Washington in the near term.

In fiscal year 2010, Washington's real personal income came in at $261.4 billion which was lower than the prior year by 0.7%. On a quarterly basis, the March 2011 Washington personal income forecast is $269.9 billion for the first quarter of 2011 which is 1.3% higher than the previous forecast of $266.5 billion. In FY 2011, the annual growth rate in real personal income is projected to be 2.8% annual growth as compared to 1.8% projected in November. This current forecast is a minor upward revision in the growth rates of Washington real personal income. This revision reflects higher wage projections and a new federal tax cut which stimulates US GDP and Washington State. For FY 2012, the current forecast increases from FY 2011 by 3.2% versus the November 2010 forecast which projected a 2.8% growth. In FY 2013, the current forecast of Washington real personal income is 3.5% from the November forecast of 3.8% so here the forecast has been slightly lowered. The March 2011 forecast uses OFM's 2010 long-term personal income projections which did not change from the November forecast. The 2010 OFM forecast of personal income growth for fiscal years 2015 thru 2020 is 3.1% and for the remaining years beyond FY 2020 the personal income growth rate is 2.9%. Figure 9 reveals the change in the annual growth rates for Washington personal income. For fiscal years FY 2011-13 the current annual growth rates are higher than the past forecast. For the remaining fiscal years of the forecast horizon, the current growth rates of Washington personal income are the slowly lower and then the same as prior forecasts due to OFM's long-term income growth remaining unchanged.

WA Population
In November 2010, OFM released the 2010 long-term statewide population forecast. These population estimates were first incorporated into the November 2010 forecast. For FY 2011, the 2010 statewide population forecast is 1.3% annual growth. The 2010 population growth rate in FY 2012 is forecasted to be 1.27% annually. Yet, the 2010 population growth rate for FY 2013 is up year over year to 1.4%. In fiscal years 2014 - 2024, the 2010 population forecast growth rates are slowly declining until the growth rate reaches 1.07%.

WA Driver In-Migration
In 2010, Washington's new drivers in the state declined year over year by 1%, Figure 10. In FY 2011, the in-migration of drivers is projected to increase to 23.7% as opposed to 16.2% in the November forecast due to higher actuals of in-drivers than anticipated in the past forecast. By FY 2012, the March 2011 forecast of Washington driver in-migration is projected to be slightly down at -4.4% as opposed to -2.1% in the November forecast due to higher projections in the current fiscal year and lower projections in the outer biennium.

U.S. Inflation
The U.S. inflation rate forecast is from Global Insight's February 2011 projection of the implicit price deflator (IPDC), (Figure 11). The current forecast of the U.S. inflation rate as measured by the change in the IPDC is 1.3% slightly below the November forecast of 1.5% for the current fiscal year. In FY 2012, the inflation rate is 1.47% which is slightly below the last forecast at 1.52%. In FY 2013, the inflation forecast is projected to grow to 1.6% which is nearly the same as the previous forecast of 1.62%. Then beginning in FY 2014, the current forecast for inflation grows to 1.85%; in the last forecast the inflation was projected at 1.83%. For the remainder of the forecast horizon, the inflation rates, projected in the current forecast, remain at slightly above or the same as the prior forecast.

U.S. Petroleum Products Price Index
The February 2011 Global Insight forecast for U.S. petroleum products price index has increased significantly in the current fiscal year since the last forecast, see Figure 12. The annual year over year change in this fuel price index is 11.8% for FY 2011 as opposed to 4.7% in the last forecast. In FY 2012, the growth rate in the US fuel price index is projected to be 5.7% which is lower by 2.1% than the November forecast for the petroleum products index. In the long-term, the current forecast of the petroleum products price index growth rates is quite close to the last forecast. The annual percentage change in the oil price index begins to go negative starting in FY 2020 and FY 2021 but then turns positive in FY 2022 and falls again in FY 2023. Finally by FY 2024-2027, the petroleum products price index gradually grows to nearly 2% annually and stays at that level.

Figure 7 Annual Percentage Change (%) in Select Economic Variables
March 2011 forecast

Fiscal Year	WA Personal Income	Annual Population	US General Prices (IPDC)	US Oil & Gas Price Index	US Fuel Efficiency (MPG)	WA Employ -ment	Nominal Consumer Sales on New Vehicles	WA Driver In-Migration
2010	-0.7	1.3	1.3	3.3	0.6	-4.0	7.3	-1.0
2011	2.8	1.3	1.3	11.8	0.9	0.1	14.7	23.7
2012	3.2	1.4	1.5	5.7	1.3	2.2	8.5	-4.4
2013	3.5	1.4	1.6	2.7	1.4	2.8	4.9	-3.6
2014	3.5	1.3	1.9	2.9	1.5	2.4	3.7	-3.3
2015	3.1	1.3	2.1	2.9	1.6	1.9	14.1	-2.3
2016	3.1	1.3	2.1	2.7	1.7	1.5	8.9	-1.5
2017	3.1	1.3	2.0	1.9	1.9	1.3	-2.1	-1.3
2018	3.1	1.2	2.0	1.3	2.0	1.0	-1.7	-1.1
2019	3.1	1.2	2.0	0.4	2.0	0.8	1.5	-0.8
2020	3.1	1.2	1.9	-0.7	2.1	0.9	1.8	-0.5
2021	2.9	1.1	1.9	-0.4	2.2	0.8	0.8	-0.4
2022	2.9	1.1	1.9	1.2	2.3	0.7	3.5	-0.3
2023	2.9	1.1	1.8	-0.3	2.2	0.9	2.1	-0.2
2024	2.9	1.1	1.9	0.7	2.2	0.9	2.1	-0.1
2025	2.9	1.1	1.9	1.9	2.2	0.9	1.9	-0.1
2026	2.9	1.1	1.9	1.9	2.2	0.9	1.3	-0.1
2027	2.9	1.1	1.9	1.9	2.2	0.9	1.7	-0.1

Source: Washington Economic and Revenue Forecast Council, Washington Office of Financial Management, February 2011 Global Insight forecast adjusted for Blue Chip average GDP growth rates and NYMEX crude oil prices

U.S. Fuel Efficiency (MPG)
U.S. Fuel Efficiency variable for the March 2011 forecast has changed from the November 2010 forecast by Global Insight releasing a new energy group forecast. In particular, the assumptions, regarding the effective fuel efficiency level for the entire US fleet, were adjusted downward. The fuel efficiency variable estimate in 2011 is assumed to be 20.4 miles per gallon for the entire US fleet of light vehicles instead of 21 miles per gallon in the last forecast. The vehicle fuel efficiency will grow to 27.8 miles per gallon by 2027 instead of 29 miles per gallon in the November forecast. This new long-term forecast represents 32% growth between 2011 and 2027 which is lower expectations than the prior forecast growth of 38%.

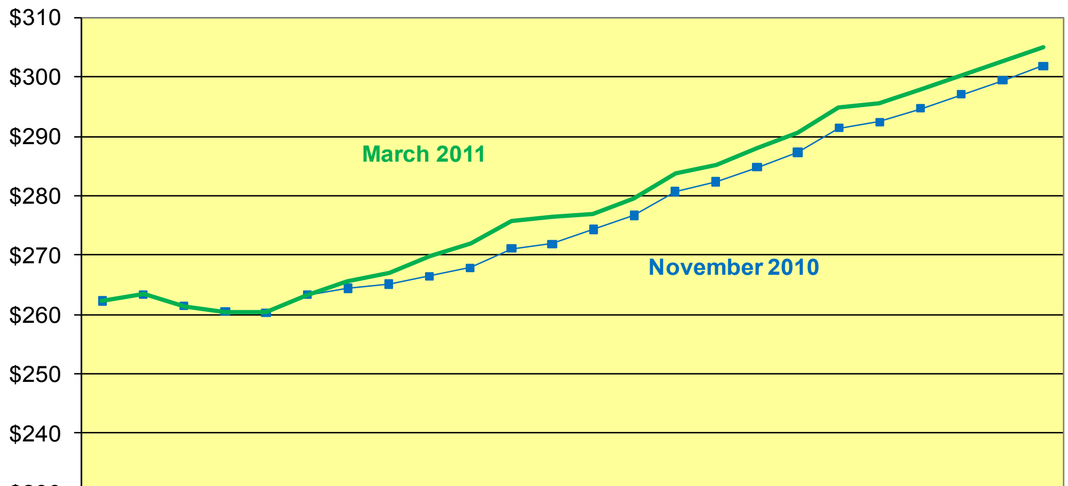
WA Total Non-Farm Employment and Employment in the Trade, Transportation and Utilities Sectors
Washington total non-farm employment declined 4% year over year in FY 2010. In this March forecast, Washington employment is projected to increase year over year by 0.1% in FY 2011. This is a minor

revision downward from the November forecast of 0.2%. The recovery in the economy is expected to pick up in FY 2012 and FY 2013 with year over year growth rates in employment of 2.2% and 2.8% respectively instead of 2.2% and 3.0% from the November forecast. This is a minor revision downward from the last forecast reflecting the slower than anticipated recovery in employment from the recession in Washington State. The economic growth in Washington employment slows in subsequent years. In FY 2014, Washington employment is forecasted to grow at 2.4%; in FY 2015, employment is expected to grow at 1.9%; in FY 2016, employment is projected to grow at 1.5%. Beginning in FY 2017, employment is projected to increase by 1.3% which is nearly the same grow rate as projected in the last forecast. This current employment forecast is lower than the last forecast throughout the forecast horizon.

Washington’s employment in the trade, transportation and utilities sectors follows similar trends with the overall non-farm employment trends. In FY 2011, this industry category is anticipated to grow by 0.6% Annually slightly faster than non-farm employment and slower than the 1.3% projected in March. In FY 2012, and 2013, growth rates in this employment sector are also expected to pick up and grow at 2.8% and 3.2% respectively which are slightly higher than anticipated in the last forecast.

U.S. Consumer Spending on New Motor Vehicles
Consumer spending on new motor vehicles throughout the U.S. has declined significantly in recent years, -11% in FY 2009 and increased 7% in FY 2010. The big recovery in auto sales is projected to occur in FY 2011. Current projections are for consumer spending on new motor vehicles to increase by 14.7% which is lower than the last forecasted growth rate of 19%. In FY 2012, the recovery for light vehicle sales continues with an 8.5% growth rate, which is a lower growth rate than projected last forecast at 16.5%. In fiscal years 2013 and 2014, the consumer spending on new vehicles is anticipated to be higher than the last forecast of 1-2% with growth rates of 4.9% and 3.7%. By FY 2015, consumer spending is projected to spike again year or year to 14.1%.

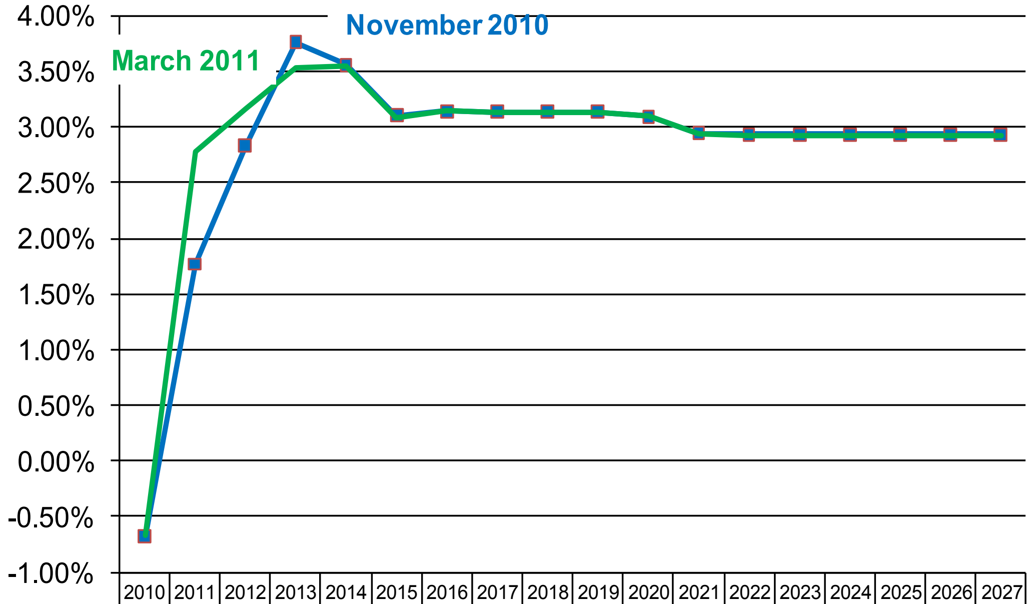
Figure 8 Comparison of Quarterly Washington Real Personal Income
March 2011 vs. November 2010 forecast
billions of dollars



	2009 Qtr 1	2009 Qtr 2	2009 Qtr 3	2009 Qtr 4	2010 Qtr 1	2010 Qtr 2	2010 Qtr 3	2010 Qtr 4	2011 Qtr 1	2011 Qtr 2	2011 Qtr 3	2011 Qtr 4	2012 Qtr 1	2012 Qtr 2	2012 Qtr 3	2012 Qtr 4	2013 Qtr 1	2013 Qtr 2	2013 Qtr 3	2013 Qtr 4	2014 Qtr 1	2014 Qtr 2	2014 Qtr 3	2014 Qtr 4
Nov-10	262	263	261	260	260	263	264	265	266	268	271	272	274	277	281	282	285	287	291	292	295	297	299	302
Mar-11	262	263	261	260	260	263	266	267	270	272	276	276	277	280	284	285	288	291	295	296	298	300	303	305

Source: Washington Economic and Revenue Forecast Council (February economic variables) and OFM

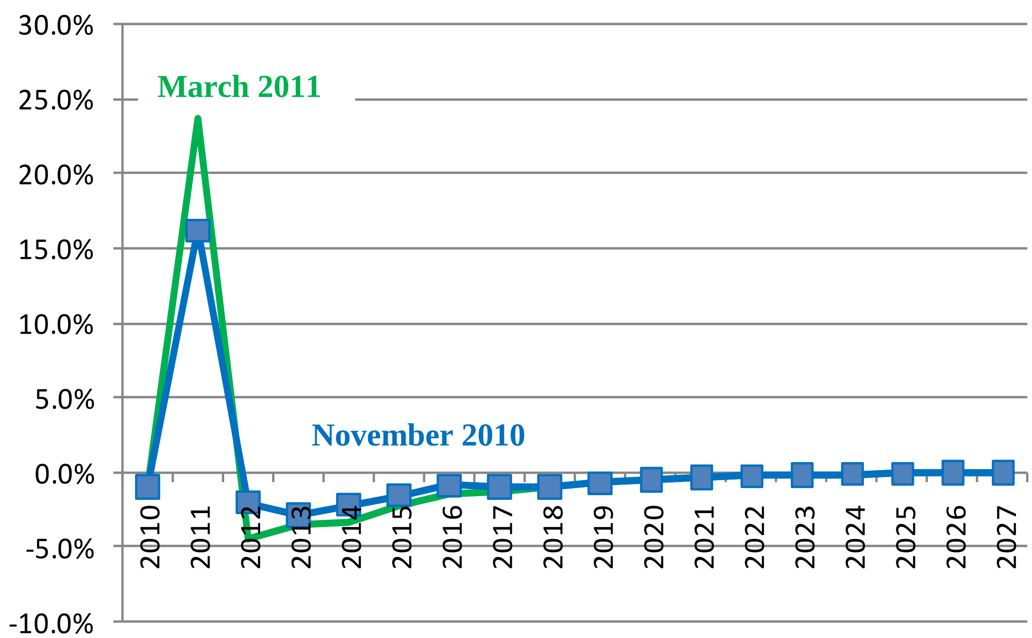
Figure 9 Forecast Comparison of Annual Growth Rates for Washington Real Personal Income March 2011 vs. November 2010



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
1-Nov	-0.7	1.8%	2.8%	3.8%	3.6%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
Mar-11	-0.7	2.8%	3.2%	3.5%	3.5%	3.1%	3.1%	3.1%	3.1%	3.1%	3.1%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%

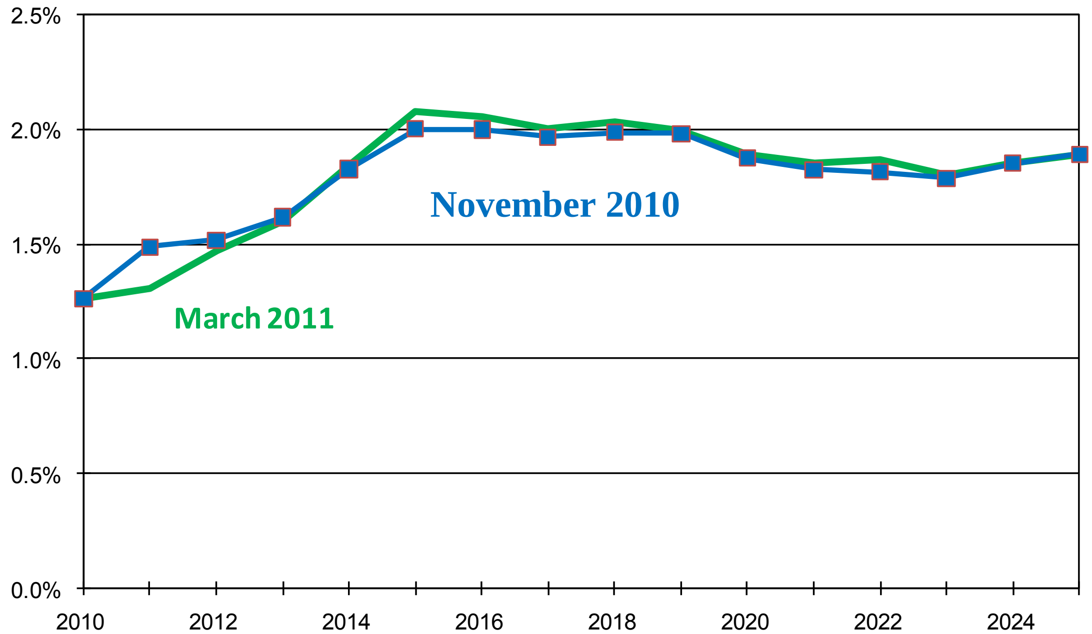
Source: Washington Economic and Revenue Forecast Council and OFM

Figure 10 Forecast Comparison of 2009 and 2010 Annual Growth Rates for Driver In Population – March 2011 vs. November 2010



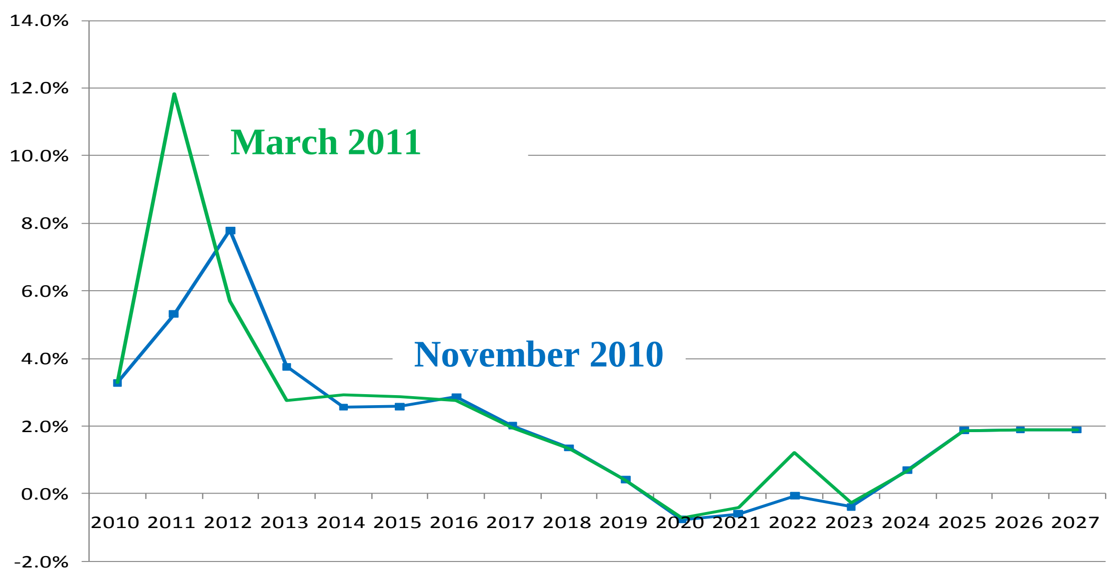
Source: Washington Office of Financial Management

Figure 11 Inflation Forecast Comparison – Annual Percent Change in U.S. Implicit Price Deflator for Personal Consumption   March 2011 vs. November 2010



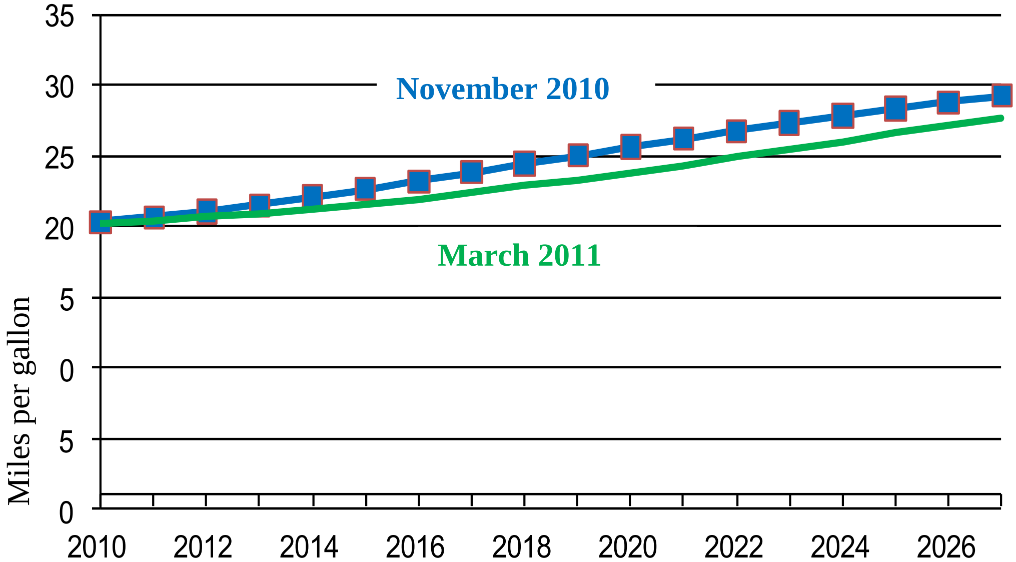
Source: Washington Economic and Revenue Forecast Council and February 2011 Global Insight forecast

Figure 12 Global Insight Oil/Gas Price Index Forecasts: Growth Rate Comparison March 2011 vs. November 2010



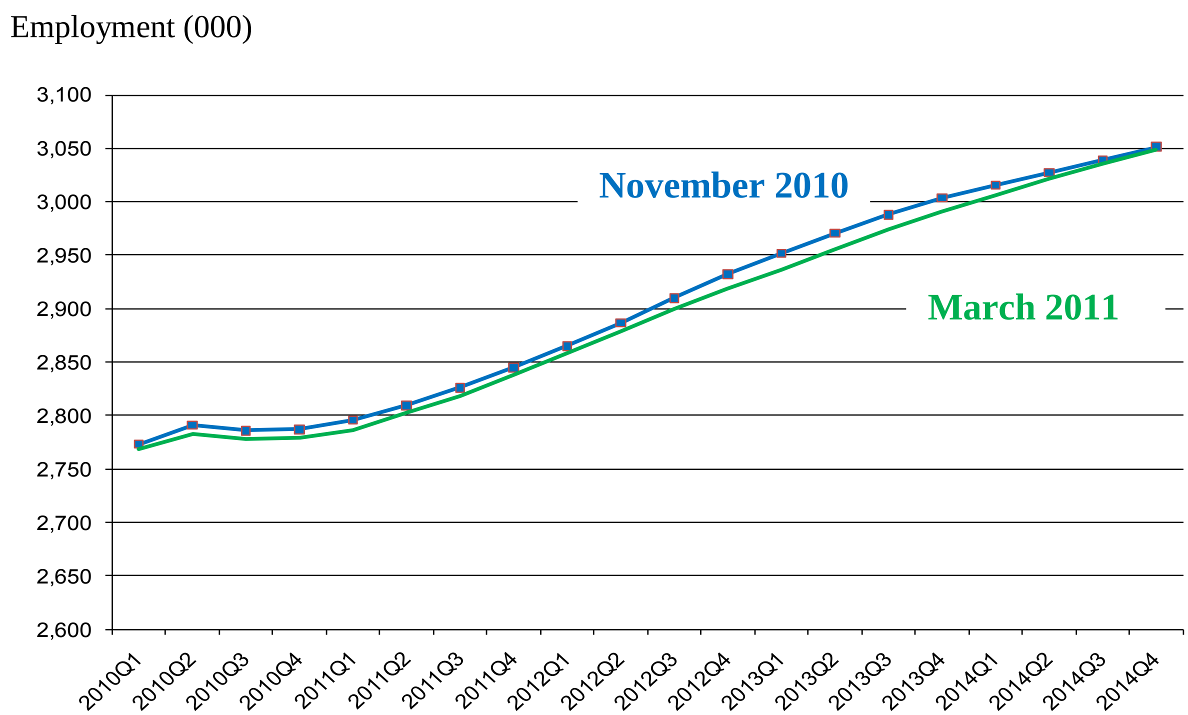
Source: February 2011 Global Insight forecast

Figure 13 US Average Fuel Efficiency: March 2011 vs. November 2010



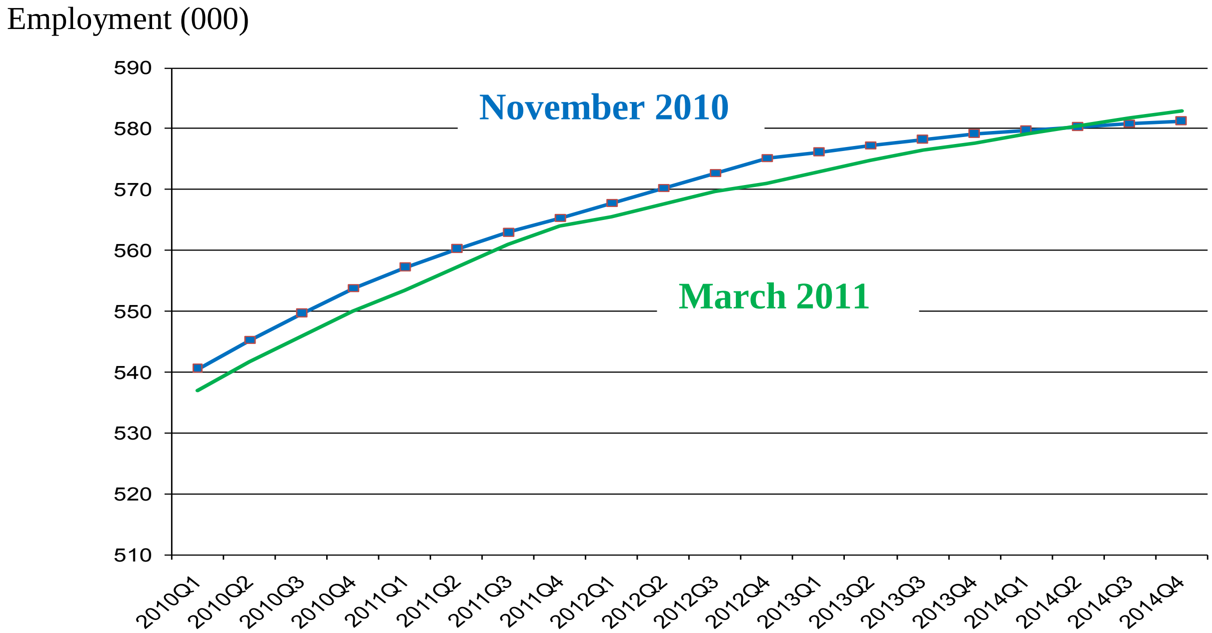
Source: February 2011 Global Insight US average fuel efficiency

Figure 14 Washington Nonfarm Payroll Employment Forecasts: March 2011 vs. November 2010



Source: February 2011 ERFC and Global Insight national employment forecast

Figure 15 Washington Nonfarm Payroll Employment – Trade, Transportation and Utilities Sectors (TTU) Forecasts: March 2011 vs. November 2010



Source: February 2011 ERFC and Global Insight national employment forecast

Motor Fuel Price Forecast

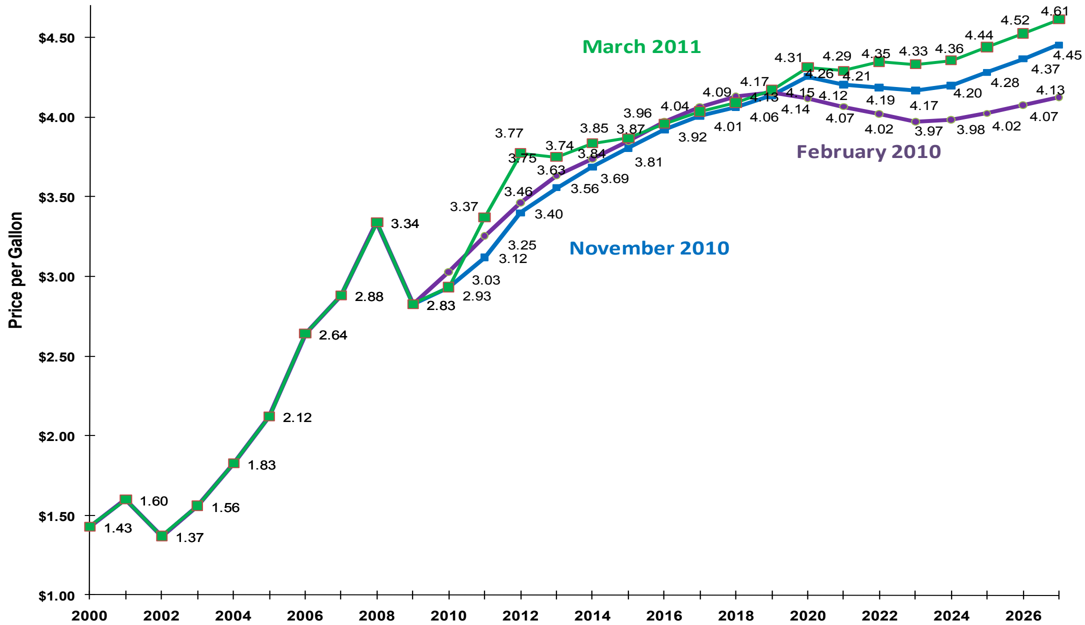
Washington's transportation revenues are affected by fuel prices. In particular, gasoline tax collections are negatively related with the price of gasoline. In addition, the Washington State Department of Transportation budget is heavily impacted by changes in fuel prices. Therefore, projections of fuel prices are made quarterly to assist in the near and long-term budgeting process for WSDOT. The price forecast includes the following fuel price projections: U.S. West Texas crude oil, Washington retail prices of gasoline, diesel and biodiesel and wholesale prices of diesel and biodiesel without taxes.

The March 2011 gas and diesel price forecasts are down from the November 2010 forecast throughout the forecast horizon. The March 2011 fuel price forecasts are also higher than the February 2010 forecast for all years of diesel and for most years in gasoline prices. Both gas and diesel price forecasts reveal the sharp run up in prices in recent months making the recent and former forecasts quite different in the current fiscal year. Then the current gas price forecast rises until FY 2013 and then it flattens and comes close to the last forecast for a few years and then the growth rate exceeds the November forecast and the February forecast. The wholesale and retail diesel prices have the sharp increase in the current fiscal year and then have similar growth rates as the prior forecasts on at a higher starting point.

Source of data for forecast

For the Washington retail price of gasoline, the actual fuel prices are collected from the Energy Information Administration (EIA) survey of retail prices for all grades of gasoline in the state. For the retail price of diesel, the actual prices are collected from AAA's weekly publication of retail prices for diesel in Washington. The actual wholesale diesel prices are reported by the Washington State Ferries. In the short term (thorough calendar year 2012), the fuel price forecasts are based on the Energy Information Agency (EIA) projections. In the long-term beyond calendar year 2012, the fuel price projections are based on Global Insight's national gas price forecast for the gas price forecast and the producer price index (PPI) for petroleum products projections for the diesel price forecasts from March 2011 forecast.

Figure 16 Forecast of Washington Retail Gasoline Prices, All Grades
March 2011 vs. November and February 2010 forecasts



U.S. crude oil price trend
U.S. crude oil prices of West Texas Intermediate Crude (WTI) were $75.2 per barrel on average in FY 2010. The projection for fiscal year 2011 is $91.62 per barrel which is $10 per barrel higher than the $81.6 per barrel projected in the last forecast. This represents a 12.3% increase in crude oil prices over fiscal year 2010. In the long-term, quarterly crude oil prices are expected to hit over $100 per barrel beginning in second quarter average of 2011 which is the much sooner than in the last forecast. From 2012, crude oil prices are projected to drop below $100 per barrel only twice in FY 2014 and FY 2015. The long-term forecast for crude oil prices grows to a high point of $109.84 per barrel in FY 2027.

Washington retail price of gasoline trend
Washington retail price of gasoline is projected to be higher than the November forecast for the current and subsequent fiscal years. In recent months, projections of retail gas prices have underestimated recent increases. Washington retail gas prices on average in FY 2010 were $2.93 per gallon. In FY 2011, Washington average retail gas price is currently projected to be up to $3.37 per gallon as opposed to $3.12 per gallon forecasted in November. In subsequent years the March forecast is higher than the November forecast but the February projected retail gasoline prices are above the March forecast for FY 2016-2018. The March forecast retail gas prices reach $4.00/gallon by second quarter of 2013 but the November forecast didn't hit $4.00 per gallon until FY 2017. In the long-term, the March gasoline prices are expected to remain above the November projections in fiscal years 2024 and beyond. This March 2011 Washington retail gas price is projected to hit as high as $4.61 in FY 2027 which is a level not projected in November or February projections.

Washington retail price of diesel trend
Washington's retail price of diesel was on average $3.02 in FY 2010. The March forecast for all retail diesel prices is higher than the November forecast in FY2011 and all subsequent years. In FY 2011, the retail price of diesel is estimated to be $3.73 per gallon as opposed to $3.36 per gallon in the last forecast. In FY 2012, the March forecast for diesel prices is anticipated to be increase by more than $1 to $4.33 per gallon. The price differential between retail gas and diesel was just 9 cents on average in FY 2010. In FY 2011, the price differential between retail gas and diesel grows to 36 cents per gallon. Over time, the differential between retail gas and diesel is expected to continue to hover at around 50 to 60 cents by FY 2012. Then the price differential begins to slowly decline again.

Washington wholesale price of WSF diesel fuel trend

The trend in Washington's wholesale price of diesel is similar to the trend of the retail price of diesel as seen in the following Figure 17. Washington's wholesale price of diesel, excluding fuel taxes, is the diesel cost to Washington State Ferries, and on average it was $2.38 per gallon in FY 2010. In FY 2011, the wholesale price of diesel is expected to increase to $3.14 per gallon as opposed to $2.67 per gallon which was projected in November. Wholesale diesel prices are anticipated to grow some to $2.85 per gallon on average in FY 2012 as opposed to $2.85 per gallon forecasted in November. In the long-term, the March forecast of wholesale diesel prices continues to be significantly higher than in November 2010.

Figure 17 Forecast of Washington Wholesale Diesel Prices, March 2011 versus November and February 2010 forecasts

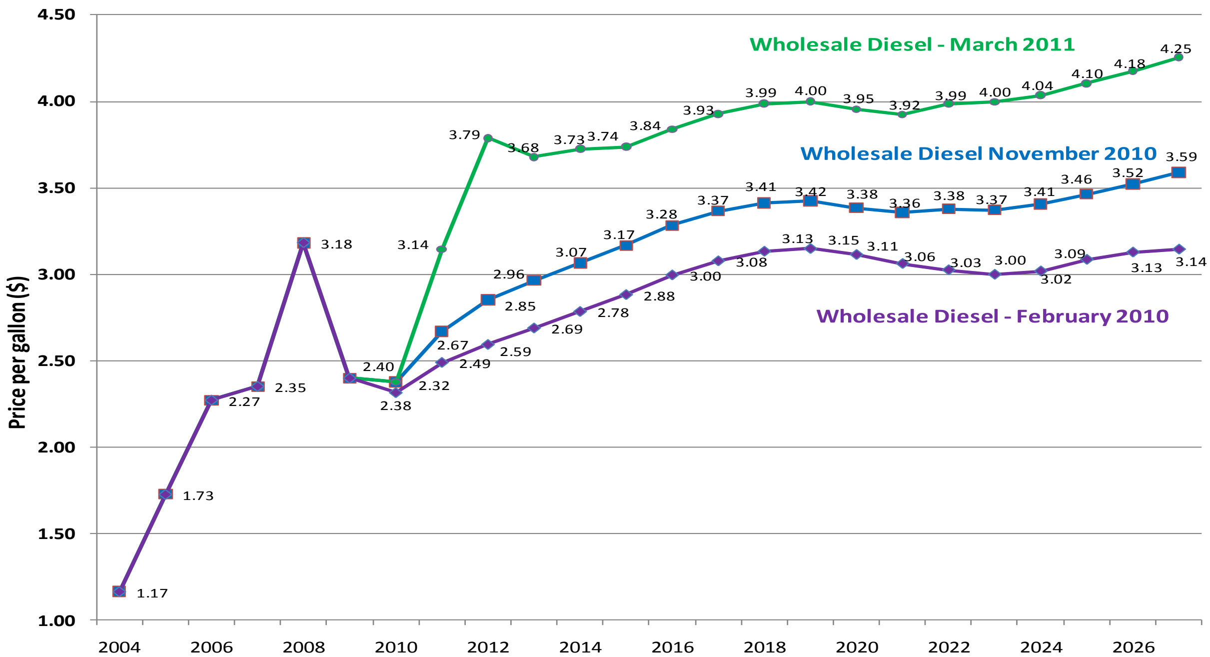


Figure 18 Near-term Quarterly Fuel Prices
March 2011 forecast

Fiscal Year Quarter	Crude Oil Price ($/barrel)	WA Retail Gasoline Price ($/gal)	WA Retail Diesel Price ($/gal)	Ex-tax Wholesale Diesel Price ($/gal)	Biodiesel Price with tax ($/gal)	Biodiesel Price Ex tax ($/gal)
2010: Q3	76.12	3.05	3.24	2.59	4.83	4.21
2010: Q4	85.10	3.10	3.48	2.85	5.23	4.61
2011: Q1	96.44	3.41	3.84	3.32	5.35	4.74
2011: Q2	108.83	3.92	4.37	3.83	6.00	5.38
FY 2011	91.62	3.37	3.73	3.14	5.35	4.73
2011: Q3	108.00	3.84	4.34	3.79	5.82	5.20
2011: Q4	107.50	3.67	4.26	3.73	5.58	4.96
2012: Q1	107.83	3.75	4.35	3.81	5.55	4.93
2012: Q2	106.50	3.84	4.37	3.82	5.46	4.84
FY 2012	107.46	3.77	4.33	3.79	5.60	4.98
2012: Q3	105.17	3.77	4.28	3.74	5.30	4.68
2012: Q4	104.50	3.58	4.17	3.65	5.14	4.52
2013: Q1	97.66	3.58	4.17	3.65	4.92	4.30
2013: Q2	98.66	4.06	4.20	3.68	4.85	4.23
FY 2013	101.50	3.75	4.20	3.68	5.05	4.43

Figure 19 Near- and Long-term Annual Fuel Price
March 2011 forecast

Fiscal Year	Crude Oil Prices ($/barrel)	WA Retail Gasoline Price ($/gal)	WA Retail Diesel Price ($/gal)	Ex-tax Wholesale Diesel Price ($/gal)	Biodiesel Price with tax ($/gal)	Biodiesel Price Ex tax ($/gal)
2008	97.03	3.34	3.76	2.90	3.80	3.18
2009	69.69	2.83	3.21	2.40	4.68	4.06
2010	75.20	2.93	3.02	2.38	3.99	3.37
2011	91.62	3.37	3.73	3.14	5.35	4.73
2012	107.46	3.77	4.33	3.79	5.60	4.98
2013	101.50	3.75	4.20	3.68	5.05	4.43
2014	94.62	3.84	4.26	3.73	5.07	4.45
2015	98.17	3.87	4.27	3.74	5.02	4.40
2016	102.30	3.96	4.39	3.84	5.08	4.46
2017	105.20	4.04	4.49	3.93	5.13	4.51
2018	107.08	4.09	4.56	3.99	5.13	4.51
2019	107.46	4.17	4.57	4.00	5.08	4.47
2020	105.92	4.31	4.52	3.95	5.03	4.41
2021	104.56	4.29	4.48	3.92	4.99	4.37
2022	104.18	4.35	4.56	3.99	5.07	4.45
2023	103.29	4.33	4.57	4.00	5.08	4.46
2024	103.78	4.36	4.61	4.04	5.13	4.51
2025	105.74	4.44	4.69	4.10	5.22	4.60
2026	107.77	4.52	4.77	4.18	5.31	4.69
2027	109.84	4.61	4.86	4.25	5.41	4.79

Biodiesel price trend
The forecast of the retail price of biodiesel is based on surveys found in the EIA Clean Cities Alternative Fuel Price Reports, www.eere.energy.gov/afdc/price_report.html as well as OPIS biodiesel prices for Tacoma, Washington. The EIA reports are conducted quarterly and include West regional biodiesel prices. The Washington biodiesel price forecast is for B99/B100. According to the latest survey in January 2011, the West biodiesel price B99/B100 was more than 11% above the reported West coast regular diesel price. In examining the price differential between biodiesel and regular diesel over a longer time period, an average price differential of 17% was determined. This percentage was used as the long-term price differential between the WA retail diesel prices versus biodiesel prices in Washington. To begin the new B99/B100 biodiesel forecast, the forecast incorporates actual Washington state biodiesel prices (Tacoma, Washington) reported by OPIS for Washington state General Administration. This March biodiesel price forecast is much higher than the November forecast with this current estimate being $5.35 per gallon which is higher by $0.55 per gallon than FY 2010. In FY 2012, the B100 biodiesel price is expected to increase to $5.60 per gallon.

Comparison of several current U.S. crude oil price forecasts
In March 2011, the West Texas Intermediate (WTI) crude oil price forecasts for FY 2011 differ by approximately 2.4% on average; $85.81 to $91.62 per barrel. The five surveyed forecasting entities, EIA, NYMEX, Global Insight, Consensus Economics and Economy.com, had forecasts with price forecasts ranging from WTI crude oil price for FY 2011 which averaged $89.41 per barrel. WSDOT uses the Energy Information Administration (EIA) forecasts in the near-term thru calendar year 2012 and then it uses the growth rates from Global Insight forecasts for subsequent years for the baseline fuel price projections. The projected price forecasts for crude oil in FY 2012, ranged from $92.42 per barrel by Global Insight to $107.46 per barrel from WSDOT with the average being nearly $100 per barrel. The average forecast for WTI crude oil in FY 2013, ranged from $94.20 per barrel by Consensus Economics to $103.91 per barrel from NYMEX future prices with the average being $98.65 per barrel. Figure 20 reveals that projections by Global Insight for crude oil prices were lowest in years 2011 and 2012. For fiscal year 2013, future Consensus Economics crude oil price projections are lower than the other four forecasting entities but that may be because the forecast came out in February instead of March 2011.

Figure 20 Near-term Annual Crude Oil Price Forecasts – 5 Different Forecast Comparisons
March 2011 forecast
Dollars per barrel

Fiscal Year	WSDOT (EIA)	NYMEX	Global Insight	Economy.com	Consensus Economics	5 Entity Avg	% Difference Lowest	% Difference Highest	% Difference Average
2011	$91.62	$90.47	$85.81	$88.89	$90.28	$89.41	-1.3%	-2.9%	-2.4%
2012	$107.46	$107.09	$92.42	$97.24	$93.63	$99.57	-0.3%	-9.5%	-7.3%
2013	$101.50	$103.91	$97.16	$96.48	$94.20	$98.65	2.4%	-4.3%	-2.8%

For budgeting purposes, WSDOT is applying the five forecast entity average adjustment to its baseline March 2011 retail gasoline, diesel and wholesale diesel prices. These fuel prices listed in Figure 21 will be used in WSDOT's 2011 Supplemental and the 2011-13 Biennium budget to estimate the future cost to the agency of gas and diesel fuel. The March forecast for adjusted fuel prices is higher by 8.6% for gas prices and 11.7% and 18.4% for retail and wholesale diesel prices respectively in the current fiscal year from the November forecast. In FY 2012, retail gas prices are higher by a little less than 3.3% and retail and wholesale diesel prices are higher by 12.3% and 23.6% respectively from the prior forecast projections. In FY 2013, the growth in prices over the prior forecast is higher by 4.2% in retail gas prices and 11.5% and 22.7% in wholesale and retail diesel prices over the prior forecast.

Figure 21 Near-term Average Adjusted Quarterly Fuel Prices Used for Budgeting Purposes
March 2011 forecast and Percent Change from Prior Forecast

Fiscal Year Quarter	Adjusted WA Retail Gasoline Price ($/gal)	Adjusted WA Retail Diesel Price ($/gal)	Adjusted Ex-tax Wholesale Diesel Price ($/gal)	% Chg Prior Forecast Retail Gas Price	% Chg Prior Forecast Retail Diesel Price	% Chg Prior Forecast Wholesale Diesel Price
2010: Q3	$3.05	$3.24	$2.59	5.07%	4.39%	4.78%
2010: Q4	$3.10	$3.48	$2.85	2.35%	5.19%	8.42%
2011: Q1	$3.41	$3.84	$3.32	9.70%	14.09%	24.04%
2011: Q2	$3.82	$4.27	$3.73	16.58%	22.12%	34.42%
FY 2011	**$3.35**	**$3.71**	**$3.12**	**8.63%**	**11.72%**	**18.38%**
2011: Q3	$3.56	$4.02	$3.51	6.26%	13.11%	24.51%
2011: Q4	$3.40	$3.95	$3.46	5.88%	12.19%	23.50%
2012: Q1	$3.47	$4.03	$3.53	6.68%	12.15%	23.45%
2012: Q2	$3.56	$4.05	$3.54	-4.40%	11.66%	22.92%
FY 2012	**$3.50**	**$4.01**	**$3.51**	**3.34%**	**12.28%**	**23.59%**
2012: Q3	$3.67	$4.16	$3.64	5.47%	15.22%	26.83%
2012: Q4	$3.48	$4.05	$3.54	4.47%	10.95%	22.13%
2013: Q1	$3.48	$4.05	$3.54	3.84%	9.80%	20.98%
2013: Q2	$3.95	$4.09	$3.57	3.27%	9.99%	21.07%
FY 2013	**$3.64**	**$4.09**	**$3.58**	**4.24%**	**11.49%**	**22.73%**

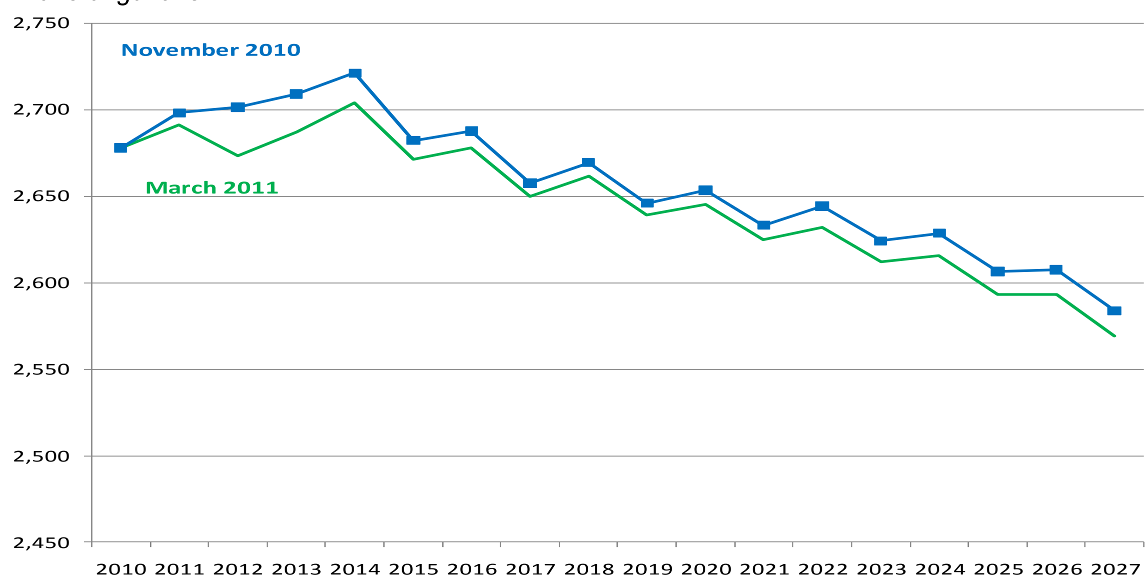
Motor Vehicle Fuel Tax Forecast

The March 2011 gross motor vehicle fuel tax projection for the 2009-11 biennium is $2.479 billion which is a slight decrease of 0.42% from the 2007-09 biennium. Since the November 2010 forecast, gas tax collections came in under forecast for two of the four months: November collections were up by $1.3 million; December collections down by $1.5 million; January collections down by $2.2 million; February collections up by $0.9 million and four months combined gas collections were down $1.6 million. Diesel tax collections came in under forecast for two of the four months as well. November diesel tax collections were down $1.5 million; December collections were nearly equal to the forecast; January diesel tax collections were up $1 million; February diesel tax collections were under forecast by $0.4 million and the four month combined total for diesel was $0.9 million under forecast. Overall for all four months combined, the actual gross motor vehicle fuel tax collections came in under forecast by $2.4 million or 0.6% of those monthly collections. Total motor fuel tax revenue projections are down $4.7 million (0.19%) from the prior forecast in the current biennium. Gross motor fuel tax revenues for the 2011–13 biennium are projected to be approximately $2.531 billion, which is -0.7% below the prior forecast by $18.2 million. The overall reduction in motor fuel tax revenue for the 16-year period ending in 2025-27 biennium is 0.3% or $53.4 million when compared to the November 2010 revenue forecast. The primary reason for the significant decline in revenues from the last forecast is the lower actuals in the near-term and the lower employment projections and higher oil price projections in this forecast.

Trends in gasoline consumption and tax revenue
Gasoline consumption was 2,678 million gallons for FY 2010 which was a decrease of 0.4% over the FY 2009 consumption level. For FY 2011, the March gasoline consumption projection is 2,691 million gallons which is below the November forecast by 0.3%. Year over year, this gas consumption level corresponds to a 0.5% growth over FY 2010. In FY 2012, gasoline consumption is projected to be down 0.7% from consumption in FY 2011, which is 1% below the November forecast. Figure 22 shows the forecast to forecast comparison of projected gasoline gallons consumed. Initially, gas consumption will decline more in FY 2011 and 2012 due to higher gas prices, lower actuals and employment.

In FY 2013, gasoline consumption is projected to be higher by 0.5% over the prior year. The year over year percentage change in gasoline consumption in the March 2011 forecast is essentially flat with a small decline. The overall trend in the forecast is gradual reduction. The biggest projected year over year increase is in fiscal year 2014 at 0.6% and the largest annual decrease is in FY 2015 at 1.2%. These current annual grow rates for gasoline consumption are slower than the growth rates from the November forecast by as much as 1% in FY 2012 and as little as 0.3% in years 2017-2021. Figure 22 illustrates the difference between the March 2011 and November 2010 projections.

Figure 22 Gasoline Motor Fuel Consumption Comparison
March 2011 vs. November 2010 forecast
millions of gallons

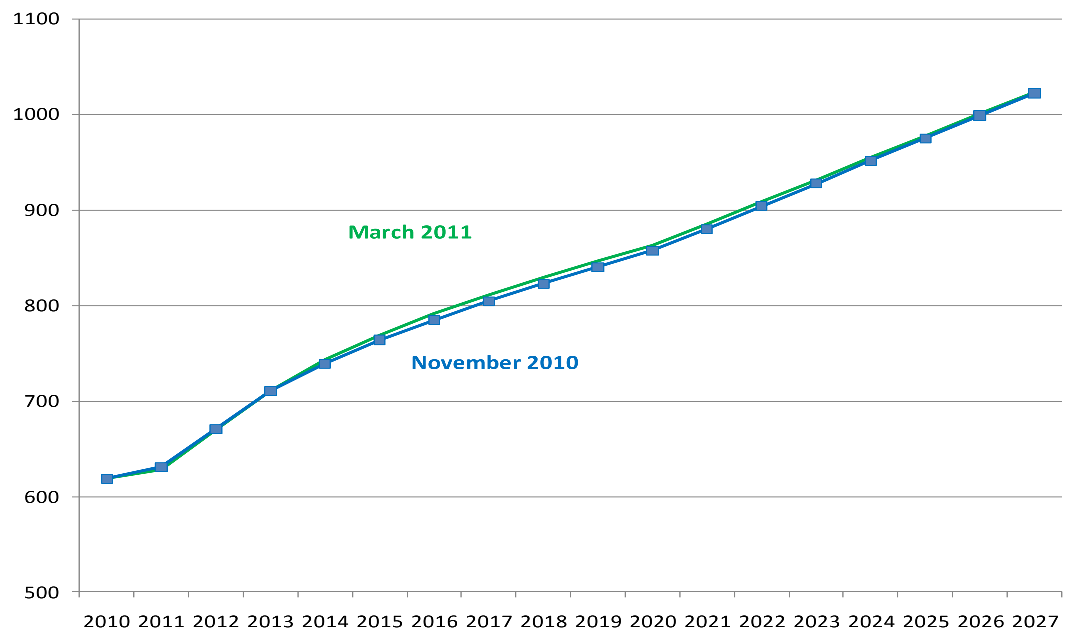


In the current biennium, gas tax revenue is down $3.533 million from the last forecast. In the 2011-13 biennium, the drop in gas tax revenue from the November forecast is $18.36 million or -0.9%. By the 2013-15 biennium, the gas tax revenue is down $10.34 million from the prior forecast. This biennia decline from the prior forecast drops to 0.56% by the 2025-27 biennium and results in a reduction of $10.8 million. Overall, the gas tax revenue forecast is down approximately $77 million over the March forecast for the 16 year forecast period beginning in FY 2012 and ending in FY 2027. The primary reason for the decline in gas tax collections is due to lower actual collections and lower employment projections and higher fuel prices.

Trends in diesel consumption and tax revenue

Fiscal year 2009 diesel consumption was 650 million gallons which represented a year over year decline of 16.4%. In FY 2010, diesel consumption was 619 million gallons which was also a 4.8% decrease over the prior year diesel consumption level. The March projection of diesel consumption in FY 2011 is 628 million gallons which is a year over year increase of 1.5% but a slight decrease of 0.5% over the November diesel consumption projection. In FY 2012, diesel consumption is projected to be 670 million or 6.7% above FY 2011, which is a decline of 0.1% from the prior forecast. In FY 2013 and 2014, the annual growth rates of diesel consumption are projected at 6.1% and 4.5% respectively which was approximately 0.1% and 0.6% higher than the last forecast due to higher Washington personal income projections. Even though diesel consumption is down slightly over the last forecast initially, by FY 2013, diesel consumption is slightly above the prior forecast. Diesel consumption is not expected to exceed its high 2008 consumption level of 777 million gallons until FY 2016.

Figure 23 Diesel Fuel Consumption Forecast Comparison
March 2011 vs. November 2010



Diesel tax collections are down $1.145 million (0.24%) over the November forecast for the 2009-11 biennium for total tax collections of $469.25 million. This was the result of tax collections coming in lower than projected for four months: November through February, by $0.9 million. Diesel tax revenue is projected to be $520.23 million in the 2011-13 biennium which is an increase of $156,800 over the prior forecast. In the 2013-15 biennium, diesel tax revenue is expected to be $568.76 million which is higher than the last forecast by $3.68 million. In the 2015-17 biennium, diesel tax revenue is expected to be $602.2 million which is higher than the last forecast by $5.1 million. In the subsequent biennia, the increase in diesel tax collections over the prior forecast declines. By the 2025-27 biennium, diesel tax collections are projected to be above the November forecast by $0.9 million. The major reasons for the diesel consumption and revenue changes in March are due to lower actual and higher projections for Washington personal income.

Motor fuel tax refunds

Non-highway and tribal refunds for gasoline and diesel fuel are accounted for in the motor fuel tax forecast. These refunds reduce net motor fuel tax distributions. The current biennium forecast of non-highway gas funds are projected to be $8.7 million which is down $1.5 million from the last forecast and $35.2 million for special fuel which is a decline of $1.95 million or 5% from the prior forecast in the 2009-11 biennium. The reason for the large reduction in non-highway gas and special fuel refunds is because the fuel tax refunds have come in under forecast during FY 2011, therefore the assumed refund rates were revised downward in this March forecast to better reflect actual non-highway refunds. Beyond the current biennium, gasoline non-highway refunds are expected to be down at the same rate as the gross gas tax revenue. Special fuel non-highway refunds also reduced at the same rate as gross diesel tax revenue but in this forecast there is also the impact from the fuel tax refund rate being reduced to reflect the 2011 actual level of non-highway special fuel tax refunds.

In recent months, tax collection reports for gasoline and special fuel tax tribal refunds have come in much higher than last year and above forecast. The current forecast for gas tribal refunds in the 2009-11 biennium is projected to be $40.65 million which is above the last forecast due to refunds coming in close to projections. In the 2011-13 biennium, gasoline tribal tax refunds are projected at $52.3 million which is $10 million above the prior forecast. Subsequent biennia projections are also up from the November forecast because the tribal fuel tax refund forecasts have been modified to include a base growth rate in existing stations' refunds and the addition of new tribal fueling stations. The special fuel tax tribal refunds are forecasted at $3.9 million in the 2009-11 biennium which is higher than estimated in November by $0.56 million. In the 2011-13 biennia, special fuel tribal tax refunds are projected to be $6.7 million or $3 million above the diesel tribal fuel tax refunds than projected in November. In subsequent biennia, special fuel tribal refunds are forecasted to be up over the prior forecast due to change in methodology of growing the existing stations' refunds and adding new tribal stations and refunds versus the November projections which were based on the change in gross motor fuel consumption.

The following charts, Figures 24 and 25, reveal the growth in tribal fuel tax refunds for the first 8 months of FY 2010 versus FY 2011. The charts reveal that gasoline tribal fuel tax refunds have increased by 25% year over year for the first 8 months from $11.5 million to $14.4 million. Diesel tribal fuel tax refunds have increased by 57% for the first 8 months from $1 million to $1.58 million in FY 2011.

Figure 24 Gas Tribal Fuel Tax Refund ($) Comparison (1st 8 months of FY 2010 and FY 2011)March 2011 vs. November 2010 forecast

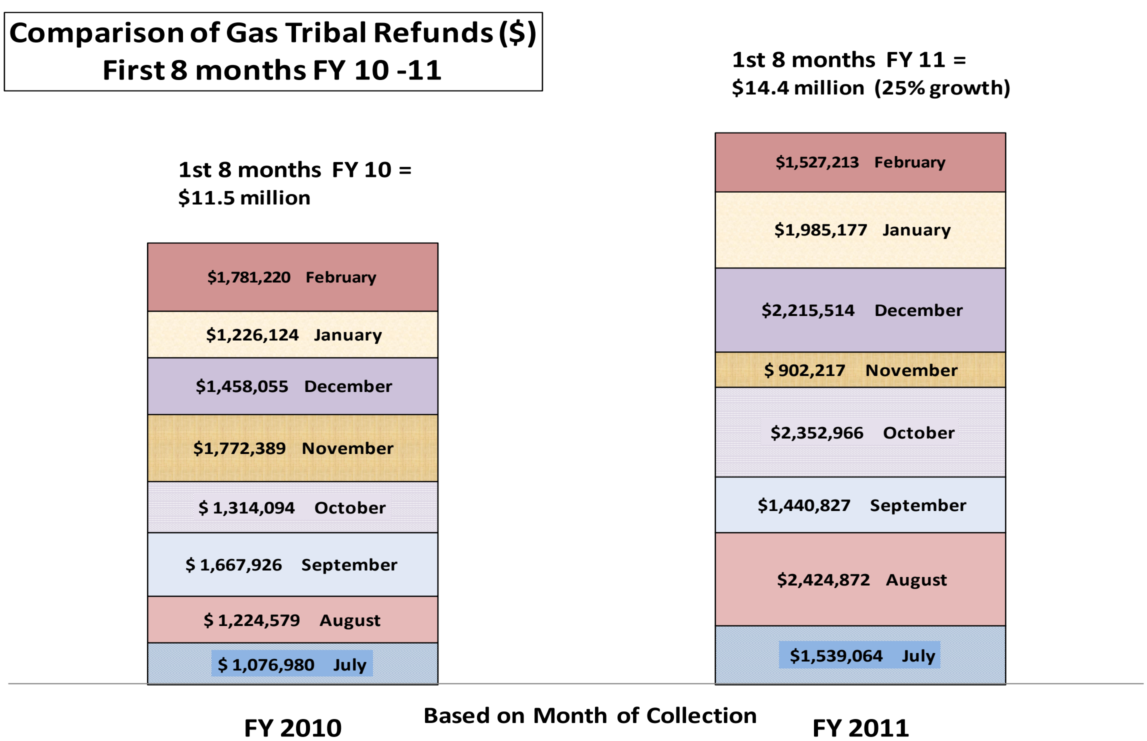
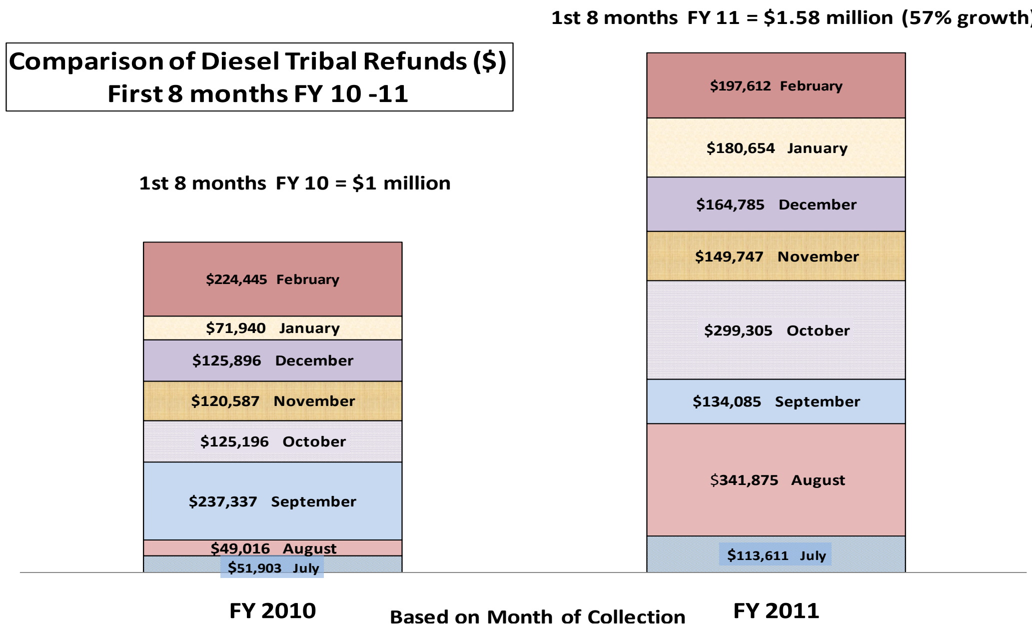


Figure 25 Diesel Tribal Fuel Tax Comparison (1st 8 months of FY 2010 and FY 2011)
March 2011 vs. November 2010 forecast



Primary reasons for the forecast changes

- Total fuel tax collections have come in slightly below forecast for the past four months. Gas tax collections have even come within $0.9 million of forecast and diesel tax collections came in $1.5 million below forecast so overall, fuel tax collections came in $2.4 million below prior forecasts.
- Throughout the forecast horizon, the March gasoline prices are higher than the last forecast beginning in the current fiscal year and in the long-term gasoline prices grow to higher prices than anticipated in November 2010.
- Washington's real personal income growth rates in this March forecast are up in the current fiscal year and growth rates are up in the near term from the November forecast projections due to changes in the Office of Forecast Council estimates. OFM's 2010 long-term personal income projections did not change since the last forecast. The higher Washington personal income projection, in the near-term, raised the diesel consumption projections.
- Washington's non-farm employment projections have been reduced in the near-term which brings down both the gas and diesel consumption model estimates.
- End result in the current forecast is slightly lower gasoline and diesel tax projections (-$4.7 million) in the current biennia. In subsequent biennia for gasoline, projections are also down but diesel projections grow in the long term due to higher Washington personal income.
- Future fuel tax tribal refunds are up in the current and future biennia. In the 2009-11 biennium gas and diesel tribal refunds are up by $1.8 million from the last forecast, primarily due to changes in fuel tax refunds during FY 2011. In the 2011-13 biennium, combined gasoline and diesel tribal fuel tax refunds are up approximately $13.3 million from the November forecast.

Figure 26 Short-term Motor Fuel Tax Forecast – By Month of Collection
March 2011 forecast
millions of dollars

	FY 2010	FY 2011	2009-11 Biennium	FY 2012	FY 2013	2011-13 Biennium
Gasoline Taxes	**$1,001.4**	**$1,009.1**	**$2,010.5**	**$1,002.5**	**$1,007.7**	**$2,010.2**
Special Fuel Taxes	**232.4**	**235.5**	**467.9**	**251.3**	**266.6**	**517.9**
Total Fuel Revenue	**$1,233.8**	**$1,244.6**	**$2,478.4**	**$1,253.8**	**$1,274.3**	**$2,528.1**
% Change from Prior Fcst	0%	-0.49%	**-0.25%**	-1.0%	-0.7%	**-0.8%**

Motor Vehicle Revenue (Licenses, Permits, and Fees)

The 2007-09 biennium licenses, permits, and fees (LPF) collections were $896 million, which is higher than the current projections of $874 million for the 2009-11 biennium. The forecast for revenue from licenses, permits, and fees is up slightly from the November estimate of $873 million. The March 2011 estimate for 2009-11 is up $926 thousand (0.11%) from the prior forecast. In the upcoming 2011-13 biennium, revenue projections are up $2.2 million (0.24%) from the prior forecast. The primary reasons for the forecast change are higher actual vehicle registrations than previously forecasted and revised higher personal income growth than projected in the last forecast.

Trends in vehicle registrations

This forecast, as well as the previous five forecasts, assumes a U-shaped recovery from the current recession for cars. The recession was deeper and sharper for trucks, and the recovery was slowed, however, the truck recession is still V-shaped. In the current biennium and beyond, the March 2011 forecast assumes year to year growth rates for 2011 of 2.6% for passenger cars and for trucks at 2.2%. In FY 2012 and 2013, vehicle forecasts reflect the slower growth of personal income, than in the last forecast. In 2014 and beyond, the forecast growth rates mirror Washington population growth. The March 2011 forecast for passenger car and truck registrations is up 0.3% for FY 2011 and is 0.5% above last forecast for FY 2012.

Figure 27 Passenger Car Comparison
March 2011 vs. November 2010 forecast
millions of vehicles

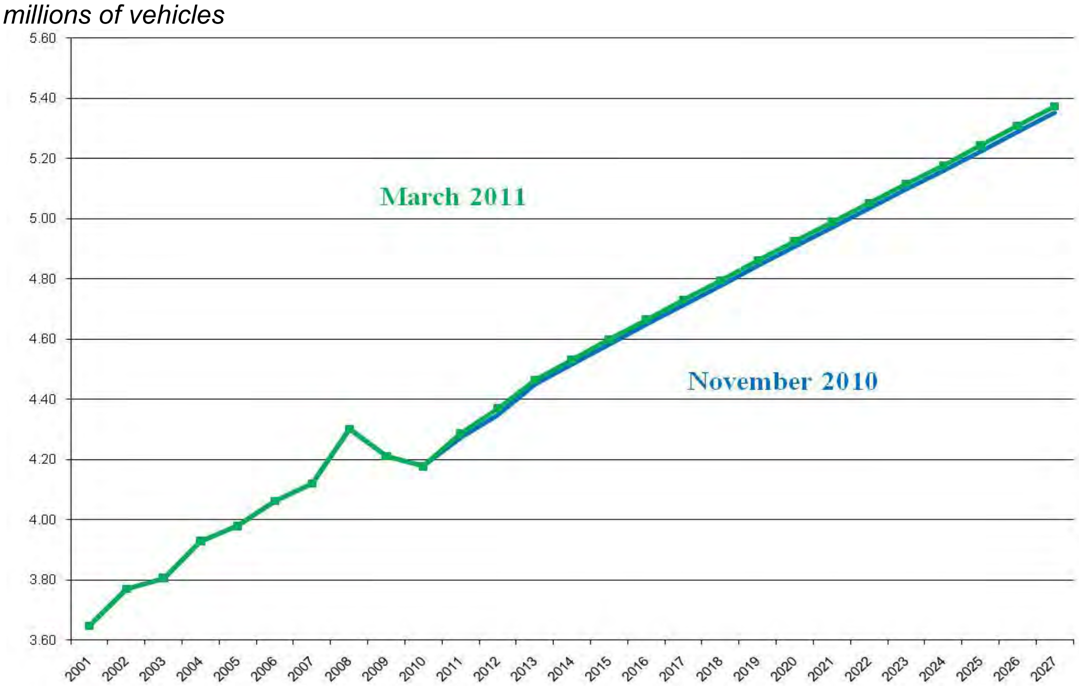
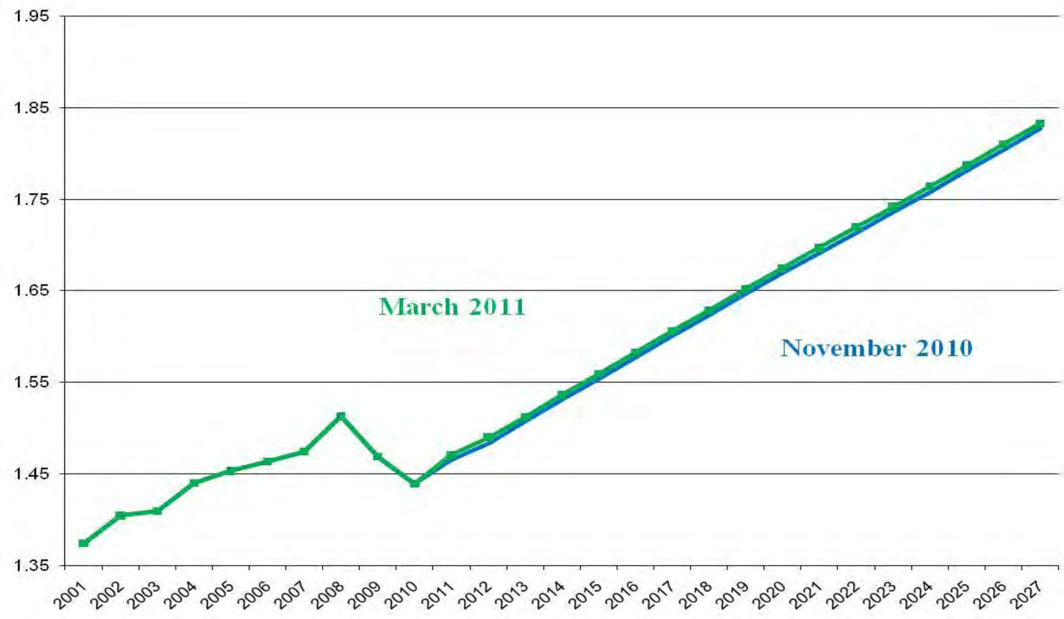


Figure 28 Truck Comparison
March 2011 vs. November 2010 forecast
millions of vehicles



Trends in LPF revenue
The LPF 2007-09 biennium revenues came in at $896 million, which is above the March 2011 projection for the 2009-11 biennium of $874 million. The current 2009-11 biennium LPF forecast has increased for vehicles paying the $30 basic fee by $340 thousand (0.12%) and increased for combined license fee vehicles (trucks) by $956 thousand (0.29%) from the last forecast. The increase in revenue is due to actual registrations coming in higher than the previous forecast. Total LPF revenues are up $925 thousand for the current biennium. LPF revenues are up by $2.2 million in the 2011-13 biennium, and up from $1 to $2 million in the outer biennia of the forecast horizon. However the forecast is lower in the last two biennia due decreased revenues in Safety Inspection Fees and dealer temporary permits.

Passenger vehicle registration revenue and combined license fee revenue are slightly above the prior forecast throughout the forecast horizon due to higher actual registrations and slightly higher revenue projections.

Passenger weight fees are slightly above the prior forecast, reflecting higher passenger vehicle expectations, while motor home weight fees are down from the prior forecast, reflecting continued decline in motor home registrations.

License plate reflectivity and license plate replacement fees are higher than the previous forecast by $417.5 thousand (1.17%) in the 2009-2011 Biennium and $836.1 thousand (1.07%) in the 2011-13 biennium. The forecast still anticipates a rebound of light vehicle sales in the near term. The forecast -to-forecast changes for fiscal years 2012-2016 reflect that expectation.

Title fees are unchanged in the 2009-11 Biennium, but title fee distributions were updated with current revenue trends. The resulting change in distribution to the Multimodal Account was a decrease of $119.6 thousand (-2.1%) and to the Nickel Account an increase of $120.7 thousand (0.9%). The dealer temporary permits on the other hand are down over the prior forecast. These vehicle sales related revenues are down $85.1 thousand (-0.26%) in the 2011-13 biennium over the previous forecast. These changes are related to the combination of projected lower Washington – U.S. Real Income Share with a slightly higher light vehicle sales projection in the near term.

Primary reasons for the forecast changes

- Actual passenger vehicle registrations and truck registrations were up leading to minor revisions in tax revenues.
- The Economic and Revenue Forecast Council projections of Washington personal income growth rates are slightly higher, which increases the passenger car and truck registration forecasts.
- Overall, LPF revenues are up compared to the last forecast. There were a few LPF revenues which were slightly lower but not enough to surpass the gains in other revenues.

Figure 29 Short-term Motor Vehicle Related Revenue (Licenses, Permits and Fees)
March 2011 forecast
millions of dollars

	FY 2010	FY 2011	2009-11 Biennium	FY 2012	FY 2013	2011-13 Biennium
Basic $30 License Fee	**$139.4**	**$143.2**	**$282.5**	**$145.9**	**$149.0**	**$295.0**
Combined License Fee	**164.8**	**169.4**	**334.3**	**172.1**	**174.7**	**346.9**
All Other Fees	**126.4**	**130.7**	**257.1**	**134.5**	**138.8**	**273.1**
Total LPF Revenue	**$430.6**	**$443.3**	**$873.9**	**$452.5**	**$462.5**	**$915.0**
% Change from Prior Fcst	0%	0.20%	**0.11%**	0.27%	0.22%	**0.24%**

Driver Related Revenue Forecasts

The March 2011 forecast of driver related revenue projected by the Department of Licensing includes the following revenues: driver license fees, copies of records, motorcycle operator fees, ignition interlock fees, and other miscellaneous fees. The miscellaneous fees include vehicle filing fees, fines and forfeitures, and driver school instructor license fees. These driver-related fees are deposited into the Highway Safety Fund (HSF), Motorcycle Safety Education Account (MSEA), the State Patrol Highway Account (SPHA), and Ignition Interlock Revolving Account (IIRA). All driver-related revenue collected (with actual through February 2011) totals approximately $200 million in the 2009-2011 Biennium, **up $1.9 million (1%) from the prior forecast**. In the 2011-2013 Biennium, the March 2011 forecast of driver related revenue is $204 million - **an increase of $2.1 million (1%) from the prior forecast**.

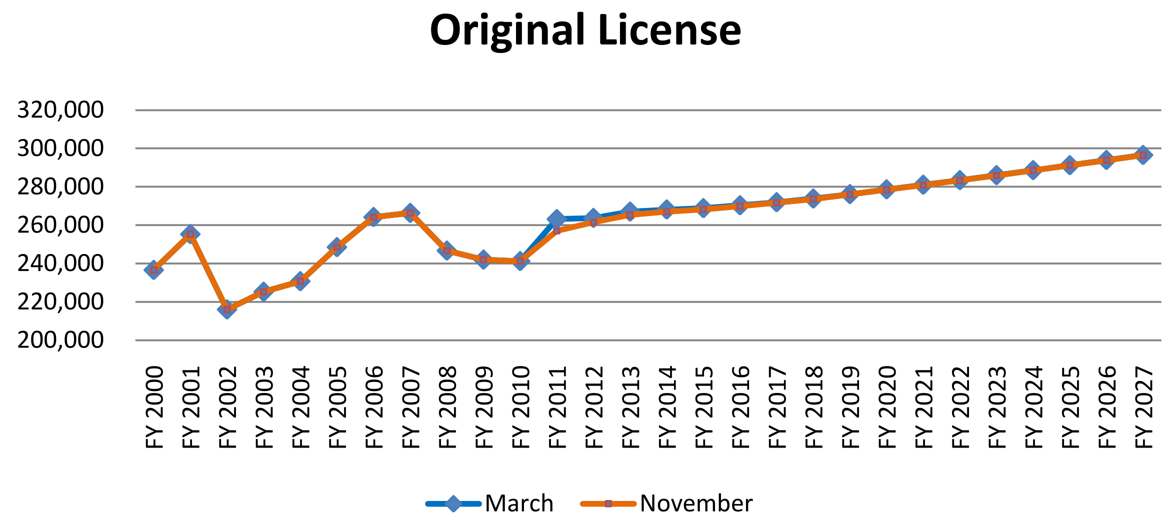
It is important to note that most of the driver related revenue streams follow a five-year renewal cycle. Therefore, caution is advised in year over year comparisons.

Trends in Driver's Licenses and Abstracts of Driver Records

Original driver license issuances continued to exceed expectations from the prior forecast. As a result, OFM's forecast of driver in-migration is revised up for the near term.

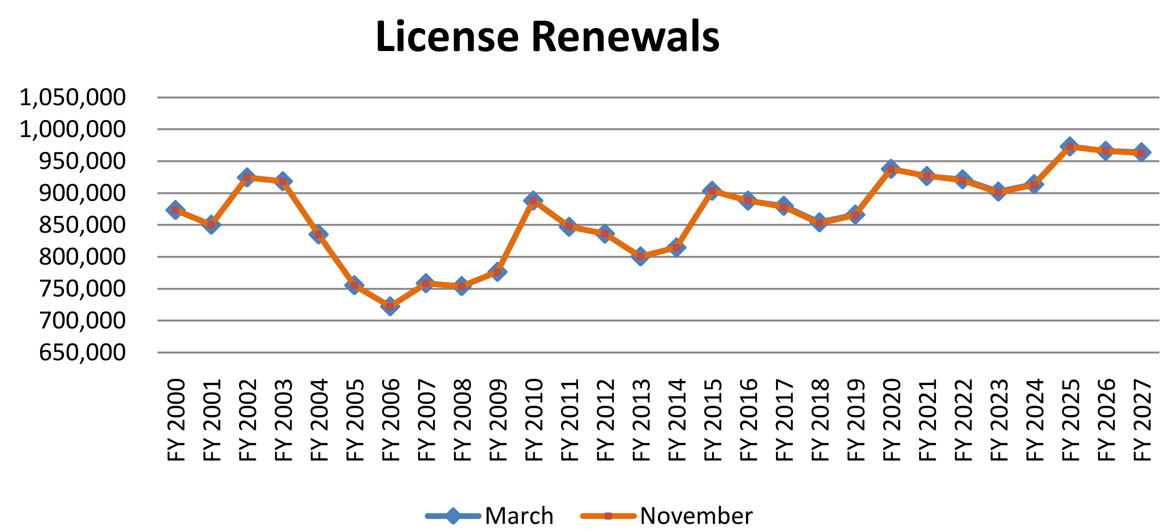
The **original driver license** forecast for Fiscal Year 2011 is revised up by 2.4 %, followed by 0.8 % increase in FY12 and 0.6 % increase in FY13. FY14 through FY18 see minor revisions up and further out the forecast is unchanged.

Figure 30 Driver License Originals March 2011 v. November 2010



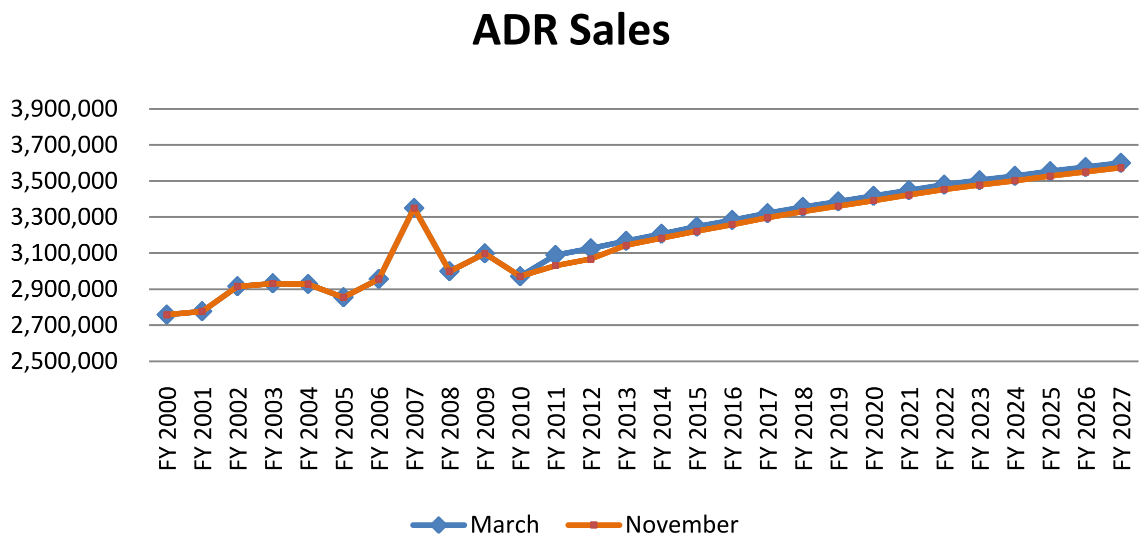
The **Driver license renewal** forecast is tracking very close to prior forecast, with only -0.1 % reduction for FY 2011 and no change through FY2015. Beginning in FY 2017, renewals are slightly higher than prior forecasts, as higher original licenses projected for the near term become due for renewals.

Figure 31 Driver License Renewals March 2011 v. November 2010



Sales of **Abstracts of Driver Record (ADR)** Revenue collection to date has been higher than November forecast, resulting in about 1.9% increase in FY 12 and FY13 estimates, and about .8 % up throughout the forecast horizon.

Figure 32 Sales of ADR, Mar. 2011 v. Nov. 2010



Trends in Driver Related Revenue

Highway Safety Fund

The largest source of revenue in the Highway Safety Fund (HSF) is driver license fees. Current biennium collections are expected to be about $1.05 million (1.7 %) higher than the prior forecast, primarily due to recent higher original driver license issuances. The 2011-2013 Biennium revenue is revised upwards by $1.1 million (0.9 %). The gain in total driver license fees averages 0.5 % in the out years. As driver license projections also impact several other smaller revenue streams, total HSF revenue is up approximately $1.4 million for Fiscal Year 2011 and approximately $1.6 million for Fiscal Years 2012-2013 compared to the prior forecast.

Revenue from the copies of records fee is projected to be $300,000 (1.9%) higher for FY2011, due entirely to better than expected collections to date. Revenue for FY11-13 is expected to be $440,000 (1.3 %) higher than prior forecast. Similarly, a 0.8 % revision up is expected throughout the forecast horizon.

A few other Highway Safety Fund revenue streams (motor vehicle filing fees, driving school, fines and forfeitures, and misc. revenue) make up a little over $2 million a year. The March forecast projects a revision upward by 1.5 % for Fiscal Year 2011, and 1.4 % for the next biennium, due primarily to higher than expected collections to date in motor vehicle filing fees and penalties, even with driving school license revenue coming in lower than expected.

State Patrol Highway Account

The State Patrol Highway Account receives $5 for each sale of an Abstract of Driver Record (ADR). As a result of better than expected ADR sales, current biennium revenue is revised up by about $300,000 (up 1.9%) to $30.4 million, followed by about $414,000 (1.3 %) increase to $31.4 million for the next biennium. The rest of the forecast horizon is also revised by about 0.8 %.

Motorcycle Safety Education Account Trends

The Motorcycle Safety Education Account (MSEA) receives revenue from the following sources:

- motorcycle license endorsements
- motorcycle instruction permits
- Motorcycle examination fees.

Revenue in the Motorcycle Safety Education account for Fiscal Year 2011 is up by about $56,000 (+2.7%) over the prior forecast, with a smaller echoing effect every five years out. Fiscal Years 2012-2013 are slightly up, again reflecting a higher driver in migration in the near term.

Ignition Interlock Device Revolving Account

The Ignition Interlock Device Revolving Account is revised upwards for Fiscal Year 2011 by about $146,000 (or 12 %) and the rest of the forecast horizon is up by about 6%. As this is a relatively new program and revenue stream, the forecast estimates future monthly revenue as the average of collections since the inception of the program in April of 2009.

With the implementation of SHB 2742 as of January 2011, lower revenue expectations were already factored in prior forecasts. Still collections in January and February have come in higher than the lowered expectations.

Primary reasons for the forecast changes
- The upward revision to Highway Safety Fund Revenue is the result of 1) increases in original driver license issuances in recent months and 2) incorporating OFM's most recent forecast of drivers moving into Washington, and 3) better than expected ADR sales.
- Better than expected ADR sales also explains the upward revision to State Patrol Highway Account.

Figure 33 Short-term Driver Related Revenue Forecasts
March 2011 forecast
(millions of dollars)

	FY 2010	FY 2011	2009-11 Biennium	FY 2012	FY 2013	2011-13 Biennium
Total Highway Safety Fund	**$79.2**	**$83.6**	**$162.9**	**$83.4**	**$83.1**	**$166.5**
Drivers License Fees	61.3	64.7	126.0	64.5	64.0	128.6
Copies of Record Fees	15.8	16.9	32.7	16.8	17.0	33.8
Other smaller misc. Fees	2.1	2.1	4.2	2.1	2.1	4.2
Total Motorcycle Safety Education Account	**$2.1**	**$2.1**	**$4.2**	**$2.1**	**$2.3**	**$4.4**
Total State Patrol Account	**$15.0**	**$15.5**	**$30.4**	**$15.6**	**$15.8**	**$31.5**
Total Ignition Interlock Device Revolving Account	**$1.2**	**$1.3**	**$2.4**	**$0.8**	**$0.8**	**$1.7**
Total Driver Related Revenue	**$97.5**	**$102.4**	**$199.9**	**$102.0**	**$102.0**	**$204.0**
% change from prior forecast	0%	2%	**1%**	1%	1%	**1%**

Other Transportation Related Revenue Forecast

The category of transportation related revenue forecasts consist of four primary components: vehicle sales and use taxes, rental car sales taxes, business and other revenue and aeronautics revenue.

Vehicle Sales and Use Tax
The forecast of consumer spending on new US light vehicles is $157 billion for FY 2009 and this represents a decline of 28% from the FY 2008 sales level. In FY 2010, consumer spending on new US light vehicles grew to $175.4 billion which represented a 12% annual growth. In FY 2011, consumer spending on light vehicles is projected to be up 10% from FY 2010. Spending is up from the prior forecast 6%. In FY 2012, the growth in the US spending on light vehicle sales is projected to increase by 11% although the level is down 4% from the prior forecast.

The actual vehicle sales and use tax collections in the 2007–09 biennium was $62.7 million, and the sales and use tax collections in the 2009-11 biennium is projected to drop to $54.1 million (14%) decline over the prior biennium. The March 2011 forecast has increased by $ 0.03 million from the November forecast for the 2009-11 biennium. This is due to actual collections coming in $260 thousand higher than anticipated in November. In the 2011-13 biennium, the sales and use tax collections are projected to be down by $0.25 million or 0.4% over the past forecast. Revenues after the 2013-15 biennia are down from the prior forecast but by an increasing percentage so by the last biennia, the decline in revenue in the March forecast is $1.3 million or 1.3% from the last forecast. The primary reason for the change in this forecast is due to the new national forecast on consumer spending on new and used light vehicles.

Rental Car Sales Tax
The forecast for rental car sales was $46.97 million for the 2007-09 biennium and the revenue source is expected to decline 6.1% to $44.13_ million in the 2009-11 biennium. This March 2011 forecast for the 2009-11 biennium projects an increase of 0.9% or $0.4 million over the November forecast. This increase in revenue is due to actual collections coming in higher than anticipated in November if you take into account revenue collected on March 1. In the 2011-13 biennium, the rental car tax is projected to be $48.5 million which is an increase of $4.4 million or 9.9%. In the 2013-15 biennium, revenues are projected to be $53.1 million and $4.6 million up from the prior biennium’s forecast. The primary reason for the change in this forecast is due to new national forecasts of the unemployment rate and personal income.

Business and Other Revenue
The business and other revenue category includes the following revenue sources:

- sales of property
- WSP and DOT services and publications and documents
- Filing fees and legal services
- Property management
- Other revenues

Motor Vehicle Account business and other revenue tax collections for the 2007-09 biennium was $14.5 million. The business related revenue in the 2009-11biennium is projected to be $12.3 million which represents a decrease of $2.2 million from the prior biennium. The March 2009-11biennium forecast increased from the prior forecast due to a property sale previously projected to sell in 2012, selling in October 2010. The 2011-13 biennium total business related revenues are $5.1 million, $276.9 thousand higher or 10.5% increase from the prior forecast. This change is due to actual revenue coming in slightly higher than projected.

Aeronautics Taxes and Fees
The aeronautics tax forecast includes both excise and fuel taxes as well as transfers. The aeronautics tax collections were $5.7 million in the 2007-09 biennium. In this March 2011 forecast, the aircraft registrations, excise and dealers’ taxes are slightly higher from the prior forecast due to the inclusion of the latest actual registrations and revenue and the 2010 population growth rates. In the 2009-11 biennium, the aircraft registrations, excise and dealers’ taxes are forecasted to be $774,300. Ten percent of the excise tax goes to the aeronautics account and the rest goes to the state general fund. The aeronautics transfer from the motor vehicle fund is also part of this forecast and is down $700 from the prior forecast in the current biennium. In subsequent biennia, the aeronautics transfer from the motor vehicle fund is down from the last forecast due to lower motor fuel consumption projections. The aviation fuel tax is the largest component of this aeronautics tax forecast.

The current aviation fuel tax forecast for the 2009-2011 Biennium is lower than the prior forecast $278,800 or -5.65 %. This was mainly due to an unexpected large aviation fuel tax refund. In the 2011-2013 Biennium, the forecast of aviation fuel tax is lower than the prior forecast by $92,700 or -1.79 % and continues to be slightly lower throughout the forecast horizon. The change in the forecast for the current Biennium is primarily due to a rather large unanticipated fuel tax refund in November 2010 related to fuel export. The change in the forecast for subsequent Biennia reflects the updated Federal Aviation Administration's (FAA) General Aviation Fuel Consumption Forecast. The FAA notes in their forecast update ―The downturn in the economy has dampened the near-term prospects for the general aviation industry, but the long-term outlook remains favorable".

Primary reasons for the forecast changes

- Vehicle sales and use tax revenue are up in the current biennium by $0.03 million due to higher collections in recent months and the new forecast is down for the next two biennia due to lower economic variables.
- Rental car revenue is up in the current and next biennium due to higher actuals and economic variables than anticipated in November and up also in the subsequent biennia.
- Business and other miscellaneous revenue is up in the current biennium by $3.6 million from the last forecast. In the 2011-13 biennium, the revenues are down by a similar amount ($3 million) as a property was sold in the current fiscal year that was projected to be sold in the next biennium. In future biennia beyond 2011-13, business related revenues are up minimally from the prior forecast.
- Aircraft fuel tax revenue is down 5.65% from the last forecast in the current biennium due to an unexpected large refund. In 2011-13 and subsequent biennia, the current forecast is lower than the prior forecast due to new FAA projections which are a component of the forecast model. The forecast of aeronautics transfer from the motor fuel taxes is down in all biennia due to the lower motor fuel projections. Other revenue components of the aeronautics taxes/fee forecast are slightly higher in the near-term and slightly lower in the long-term due to changes in population projections.

Figure 34 Short-term Other Transportation Related Revenue
March 2011 forecast
millions of dollars

	FY 2010	FY 2011	2009-11 Biennium	FY 2012	FY 2013	2011-13 Biennium
Rental Car Sales Tax	**$21.5**	**$22.6**	**$44.1**	**$23.7**	**$24.8**	**$48.5**
Vehicle Sales & Use Tax	**26.9**	**27.4**	**54.3**	**29.2**	**31.3**	**60.5**
Business/Other Rev	**4.1**	**8.2**	**12.3**	**5.0**	**5.0**	**10.0**
Aeronautics Taxes/Fees	**3.2**	**2.8**	**6.0**	**3.2**	**3.3**	**6.5**
Total Other Transportation Related Revenue	**$55.7**	**$61.0**	**$116.7**	**$61.1**	**$64.4**	**$125.5**
% Change from Prior Fcst	0%	**6.6%**	**3.4%**	-1.6%	-1.7%	**-1.6%**

Ferry Ridership and Revenue

Ferry Fare Ridership and Revenue Forecasting Process

The fare revenue and ridership forecasts for Washington State Ferries are completed in four stages applying to six fare categories. The six fare categories are:

- Passenger full-fares
- Passenger discounted (commuter) fares
- Passenger other discounted fares (e.g., senior fare, youth fare)
- Vehicle / driver full-fares

- Vehicle / driver discounted (commuter) fares
- Oversize vehicle / driver fares

The March 2011 forecast includes actual ridership counts through January 2011 and revenue collections through February 2011. In addition, the forecast also reflects reduced Mukilteo-Clinton service due to terminal construction closures over three weekends in the late winter / early spring of 2011. The March 2011 forecast also includes the 2.5% fare increase that was implemented January 1, 2011. The Baseline Forecast (Scenario 1) described herein assumes no further fare increases in the future.

Passenger and vehicle/driver "frequent user" or commuter fare ridership, for which fares are pre-sold as a multi-ride discount, have been steadily declining since FY 2000 for a variety of reasons. Commuter passenger fares have increased 118% and vehicle/driver commuter fares have increased 84% since FY 2000.[1] After accounting for inflation, the passenger and vehicle/driver commuter fare increases amount to 73% and 46%, respectively, in real terms. At the same time, employment opportunities on the Kitsap Peninsula have increased while the populations of Vashon, Bainbridge, and south/central Whidbey Islands have aged, shifting a greater share of the islands' populations to retirement age. Telecommuting in the region has also become more prevalent in the past decade. A change in commuter fare media in 2007 has also affected the types of customers that use the discounted fares. All of these factors have contributed to the declining trend in passenger and vehicle/driver commuter ridership.

In this March forecast, a review and modification of the ferry passenger and vehicle/driver commuter forecast models have been implemented, which has contributed to the decline in overall passenger and vehicle/driver ridership in this forecast. The passenger commuter forecast models currently account for the changes in real fares, statewide employment levels, real personal income per capita, and the recent recession. The vehicle/driver forecast modeling process currently accounts for the changes in real fares, statewide employment levels, real personal income, and real vehicle operating costs. In addition, these models were further tailored for the March Forecast to account for the perpetuating effects on commuter ridership attributable to the change in fare media in 2007.[2] The former coupon book of discounted tickets, which could be purchased and split among many riders, was replaced by the *Wave2Go* multi-ride fare card that is more difficult to share among riders not traveling together.

Notwithstanding the decade long decline in passenger commuter fare ridership, the forecast model predicts a return to growth, with commuter ridership levels reaching their FY 2000 values again by FY 2025 under the Baseline Forecast with no further fare increases. Similarly, the vehicle/driver commuter fare forecast model also has vehicle traffic rebounding to a growth trend, with commuter ridership levels reaching their FY 2000 values again by FY 2020. Additional analysis of passenger and vehicle/driver commuter patronage trends is anticipated over the next several months, including research on forthcoming 2010 Census results in the Puget Sound region, all of which may lead to further refinements to the forecasting model for passenger and vehicle/driver commuter fare ridership.

Trends in Passenger Fare Ferry Ridership

FY 2009 passenger ferry ridership reached 12,572,707 which was a decline of 2.5% from the FY 2008 ridership level. Similarly, FY 2010 passenger ferry ridership was 12,453,226, or 1.0% less than in FY 2009. In addition to the general recessionary economic conditions that have flattened ridership growth, the October 2009 2.5% fare increase contributed to the 1.0% decline in FY 2010 passenger ridership relative to FY 2009. Actual passenger ridership for November, December, and January 2011 came in –5.8%, +0.3%, and –1.9%, respectively, relative to the November projections.

For FY 2011, ferry passenger ridership is expected to be 12,284,000 under the Baseline Forecast (Scenario 1), which assumes no future fare increases. This is about 2.0% lower than the prior forecast, and represents a year-over-year decrease of 1.4%. In FY 2012, ferry passenger ridership is expected to be 12,497,000, a decrease from the prior forecast of 3.4%, and which represents annual growth of 1.7%.

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[1] Based on the central sound frequent user discounted fare for Seattle-Bremerton, Seattle-Bainbridge, and Edmonds-Kingston.

[2] Absent this forecast model revision, overall passenger ridership would have been essentially unchanged compared to November.

For the remainder of the forecast horizon, the passenger ridership projections are lower than the prior forecast by 3.2% initially in FY 2013, and tapering off to 1.1% lower by the end of the forecast horizon.

Trends in Vehicle/Driver Fare Ferry Ridership

Vehicle/driver ridership was 9,904,766 in FY 2009, which was a decline of 4.7% from the FY 2008 level. Subsequently, vehicle/driver ridership was 10,134,311 in FY 2010, or 2.3% higher than in FY 2009. This increase for FY 2010 comes despite the dampening effects of the October 2009 2.5% fare increase, and exceeded recent expectations. Actual vehicle/driver ridership for November, December, and January came in –4.0%, +5.2%, and –1.3%, respectively, than forecasted in November.

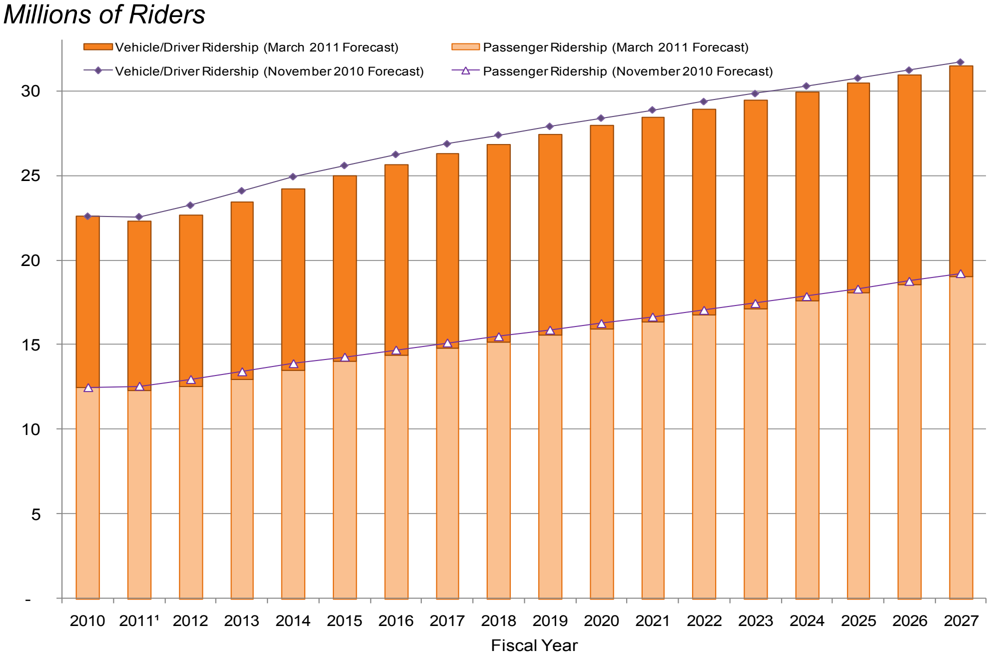
For FY 2011, vehicle/driver ridership is anticipated to be 9,998,000 under the Baseline Forecast (Scenario #1), which assumes no future fare increases. This is about 0.3% less than the prior forecast, and also represents a year-over-year decrease of 1.3%. In FY 2012, the current Baseline Forecast for vehicle/driver ridership is revised to be 10,164,000, or a 1.4% reduction from the November forecast, and represents a year-over-year increase of 1.7% from FY 2011. For the next three forecast years, the distance between the current and previous vehicle/driver ridership projections widens to point where March is 2.9% below November in FY 2015. From FY 2016 through the remainder of the forecast horizon, the March to November differential declines, with March lagging November by only 0.2% by FY 2026 and 2027. Note that while overall vehicle/driver ridership is projected to be lower than in November, higher fare oversize vehicle fare ridership (commercial trucks, RVs, vehicles with trailers, etc.) is expected to be 1% to 2% higher.

Overall Trends in Ferry Ridership

Total ferry ridership finished off FY 2010 at 22,587,537 and is projected to be 22,282,000 for FY 2011. Under the Baseline Forecast (Scenario #1), this makes the projection for the 2009-11 biennium about 0.6% lower than anticipated in November. For the rest of the forecast horizon, projected overall ridership ranges from 2.8% lower in FY 2013 to 0.7% lower in FY 2027, relative to the November values.

Figure 35 illustrates the trends and changes from the prior forecast for passengers, vehicles/drivers and total ferry ridership over the forecast horizon.

Figure 35 Comparison of Ferry Passenger and Vehicle Ridership:
March and November 2010 Baseline Forecasts
Millions of Riders



[1] FY 2011 ridership values include actual data through January 2011.

Trends in Ferry Revenue

The March 2011 ferry revenue projections for the Baseline Forecast (Scenario #1) assume no changes to the current fares. In the 2007-09 biennium, ferry farebox and miscellaneous revenues totaled $300.0 million, with fare revenue comprising $292.9 million of that amount. For the 2009-11 biennium, total fare and miscellaneous revenues are anticipated to increase by 0.2% over the previous biennium to $300.5 million, with fare revenue representing $293.9 million of the total. The current biennium projection of $300.5 million is 0.2% or $0.7 million lower than in November.

Ongoing refinements to the commuter fare models to better reflect recent trends, combined with higher real gasoline prices and a downward revision in the projection for vehicle fleet fuel efficiency (leading to even higher vehicle operating cost forecasts) are the key contributors to the lower fare revenue projections in March 2011 relative to November 2010.

Actual fare revenues for November, December, January and February of FY 2011 fell short of the November projection by about $0.4 million, and actual fare revenue in November matched the prior forecast.

Actual fare revenue for the month of November fell short of the November 2010 projection by about $0.35 million, whereas December fare revenue came in about $0.58 million higher, January about $0.14 million lower, and February about $0.51 million lower.

In the 2011-13 biennium, revenues under the Baseline Forecast are projected to be 1.5%, or $4.7 million lower than projected in November, for a total of $312.7 million, of which $305.6 million represent fare revenues. The current Baseline Forecast for revenue in the 2013-15 and subsequent biennia is anticipated to be lower than in November, due to the commuter fare trends and higher vehicle operating costs

WSF's miscellaneous revenue forecast captures the most recent patterns of actual data. Revenues from on-board vessel galley service have come in at a higher rate than previously forecasted, and revenues from advertising (attributed to the terminal section) have come in at a lower rate than previously forecasted. Overall the higher revenue forecast from vessel galleys are more than offset by the reduced revenue forecast from advertising, meaning an overall reduction in WSF's miscellaneous revenue forecasts in the range of 5% to 6% after the current biennium.

Primary Reasons for the Forecast Changes

- The primary reason for the change in March's Baseline Forecast for ferry ridership and fare revenue in the current biennium — as well as throughout the forecast period — is the refinement to the commuter fare projections for recent trends in demographics, real fares, the economy, and the reduced ability for relatively infrequent customers not traveling together to obtain a discount using the *Wave2Go* fare card.
- Higher real gas prices and lower vehicle fuel efficiency also contribute to the decline in vehicle ridership, though an increase in the oversize vehicle fare category with its significantly higher fares helps to mitigate the revenue impact.
- In addition, the fact that the downward revisions to ridership have been focused primarily in the lowest fare categories for passengers and vehicles, with some partially offsetting increases in other, higher fare categories, further explains why ridership is down a bit more than fare revenue.
- The four most recent monthly ferry fare revenue collections have come in 1.1% lower than forecasted in November, which has contributed to the revisions in the March forecast for the current biennium.
- Ferry miscellaneous revenue projections reflect a growth in onboard galley revenues and a more than offsetting decline in advertising revenues (accounted for at the terminals).

Figure 36 Short-term Ferry Revenue
March 2011 Baseline Forecast
Millions of Dollars

	FY 2010	FY 2011	2009-11 Biennium	FY 2012	FY 2013	2011-13 Biennium
Farebox Revenue	$147.01	$146.91	$293.92	$150.81	$154.80	$305.62
Misc. Ferry Revenue	3.12	3.42	6.55	3.48	3.61	7.10
Total Ferry Revenue	**$150.13**	**$150.33**	**$300.47**	**$154.29**	**$158.42**	**$312.71**
% Change from Prior Forecast	0.0%	-0.6%	-0.3%	-1.2%	-2.1%	-1.6%

Toll Revenue

FY 2010 total toll revenue was $47.21 million which is an increase of 2.8% from the prior fiscal year of $45.9 million.

In the toll revenue baseline forecast, at Tacoma Narrows Bridge, no new future toll rate increases are included so toll rates are assumed to remain at $4.00 for cash and $2.75 for electronic toll collection (ETC). Toll collection for the Tacoma Narrows Bridge began on July 16, 2007. From July 16, 2007 to June 30, 2008, the tolls were $1.75/ETC per 2-axle vehicle and $3.00/cash per 2-axle vehicle with per axle proportional tolls for multi-axle vehicles. Discounted rates apply for multi-axle vehicles with ETC. Toll rates for FY09 and all future fiscal years are $2.75/ETC per 2-axle vehicle and $4.00/cash per 2-axle vehicle.

The SR 167 HOT lanes revenue forecast reflects actual toll collections starting May 2008 through January 2011. SR 167 HOT lanes are a pilot program and are due to expire in early May 2012. Toll rates are set to maximize traffic flow while managing demands to maintain acceptable operating speed on the HOT lanes. The traffic projection model for HOT lanes was modified in June 2010 to reflect the actual usage of these lanes as well as more recent local demographics. The March 2011 traffic and revenue estimates have been updated for new monthly actual traffic and revenue.

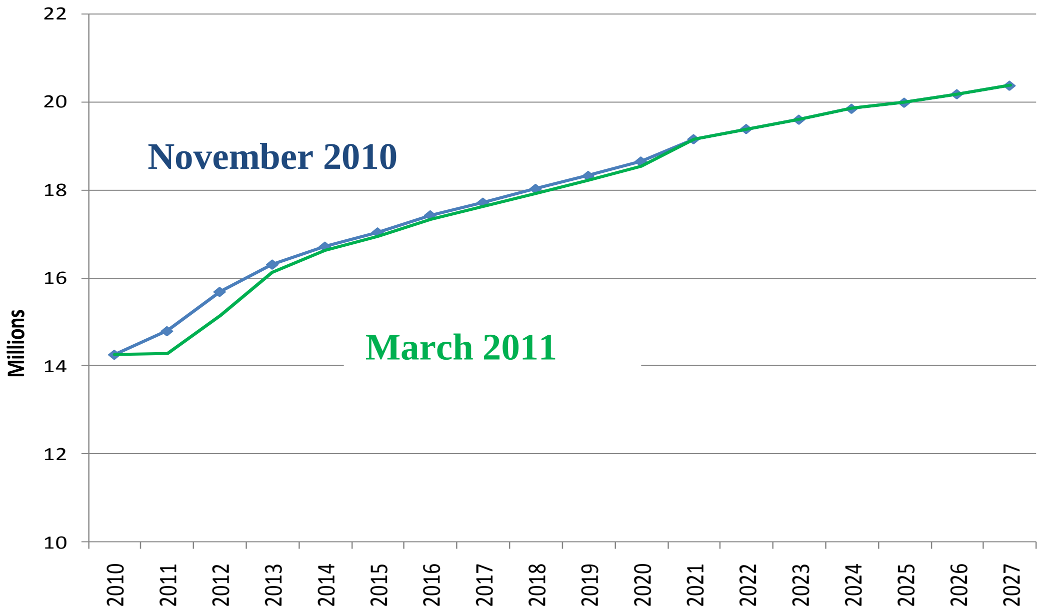
Subject to 2011 legislative action tolls may be paid after using a toll facility via a photo toll that identifies a vehicle by its license plate. The same legislative action introduces alternative toll enforcement, the Notice of Civil Penalty process administered by WSDOT. Failure to pay a toll detected through a photo toll system is a civil penalty to be issued by DOT with a fine of $40, plus the original toll amount and associated fees. The fines and fees revenue projections include violation penalties (for TNS only) and Customer Service Center administration fees.

Sales for FY2009 through FY2011 include revenues from the sales of transformers and disabling shields. Starting FY2011 February sales revenues from transponders and transponder disabling devices decline due to the lower cost of new transponders. Previously, transponders cost $12 each. Now, transponders cost between $5 and $12 with most transponders being sold at $5 each. FY 2012 and beyond growth is based on annual traffic growth. In the March 2011 forecast, the forecast for administration fees at TNB reflect the September and November 2010 redistribution of fees between 167 HOT lanes and TNB. All future projections of administrative fees remain flat.

Trends in Tacoma Narrows Bridge traffic and toll revenue
The Tacoma Narrows Bridge (TNB) average daily traffic grew minimally in FY 2009 by 0.2% to 13.91 million from FY 2008. In FY 2010, the TNB traffic volume was 14.26 million which represents a year over year increase in traffic volume of 2.5%. In FY 2011, the TNB traffic volume is projected to be 14.28 million which is a year over year growth rate of 0.1 % and a decrease of 3.5 % over the November forecast. The decline in traffic volume in the current fiscal year is due to actual traffic coming in lower than anticipated in November. The 3.5% and consecutive drops in March traffic volume over the November forecast are the results of weaker projections of economic variables like higher fuel price and an increase in violations. In fiscal years 2012 and 2013 traffic volume increases by 6.1 and 6.3%, respectively this assumes a rebound in the state's economy. In Fiscal years 2015 through 2020 the average traffic growth of 1.8%. In

fiscal years 2020 through 2027, the TNB traffic volume remains the same as the September and November forecasts.

Figure 37 Comparison of TNB Traffic Volume: March 2011 and November 2010 Forecasts



TNB toll revenue for the 2007-09 biennium was $73.1 million and the 2009-11 biennium forecast is projected to be $90.22 million which is a decrease of $1.77 million or 1.93 % from the November forecast. In the 2011-13 biennium, this March 2011 forecast of toll revenue is projected at $97.03 million which is a decline of 3.1% from the November forecast. Factors contributing to the near term 1.93% and 3.1% revenue declines include lower actual ridership and revenue, 0.9% increase in violations which contributed to a decline in the average toll rate. All future biennia forecasts are about 1.4% lower as in the November forecast.

Beginning in 2011, violations will be phased out and replaced by civil penalties. Fines and fees violations revenue for the 2007-09 biennium was $1.06 million of which $1.01 million was violations revenue. The current biennium forecast for violation fees is $1.13 million which is no change from the prior forecast. In the 2011-13 biennium when civil penalty revenue collection starts, the violations revenue anticipated to be $0. In FY2012 civil penalties revenue is projected to be $0.74 million, which is the same as the November forecast. Beginning in 2011-13 biennium, civil penalties revenue is anticipated to bring in over $2.01 million per biennium and grow over time to $3.6 million by the 2025-27 biennium. For the civil penalties forecast for 2011-13 and all subsequent biennia, the current forecast remains the same as the prior forecast.

The March forecast for administrative fees is projected at $0.21million per biennium over the entire forecast horizon and this is no change from the prior forecast.

Total revenue from all transponders and shield sales was $1.4 million in the 2007-09 biennium and these sales are projected to decrease to $1.11 million in the 2009-11 biennium. This current forecast represents a decrease of 13.61% from the prior forecast. In the 2011-13 biennium, sales revenue of transponders and shield sales is forecasted to drop to $0.58 million which is a decrease of 59.1% from the prior forecast.

Trends in SR 167 High Occupancy Toll Lanes Traffic and Revenue
The traffic volume on the SR 167 HOT lanes was 386,000 vehicles in FY 2009. Traffic volume in FY 2010 increased to 510,969 which represents 31.5% growth year over year from FY 2009. In FY 2011, traffic volume is projected to be 610,000 vehicles which are 19.4% higher than the FY 2010 traffic volume and an increase of 5.9% over the past forecast. This change in the traffic volume forecast for HOT lanes is due to seeing higher traffic volume than anticipated in the last six months.

Revenue from HOT lanes' tolls, sales and fees in FY 2009 was $471,256 and HOT lanes total revenue in FY 2010 was $527,293 which represents a 12% increase annually. For the current biennium, HOT lanes total revenue is projected at $1.19 million, toll revenue is projected at $1.04 million, which is an increase of $0.04 million or 4.15% from the November forecast. Average cost of transaction is around $1.00.

The revenue from transponder and shield sales decreased to $0.14 million which is a decrease of 12.98% from the prior forecast. In fiscal years 2012 and 2013 transponder revenues will be down by 84.44% due to lower prices. Sales of transponder shields will discontinue. Fees are unchanged in the March compared to November forecast.

Trends in Total Toll Revenue
Total revenue (toll, fines and fees and transponder/shields sales) was $76.9 million in the 2007-09 biennium and is projected to increase to $93.9 million in the 2009-11 biennium which is a decrease of $1.93 million over the prior forecast. The decrease in toll revenue is due to increased gas prices and increased rate of violation. In the 2011-13 biennium, the total revenue is projected to be $100.36million which is a decline of $3.9 million or 3.74% from the November forecast. Starting in the 2013-15 biennium through 2025-27 total revenue is projected to be 2.2% lower than in the November forecast.

Primary reasons for the forecast changes

- Overall TNB toll revenue forecast for the current biennium is $92.68 million, which is lower by $1.95 million or 2.06% in the current biennium over the prior forecast. This change is due to the weaker economic outlook in FY2011. Starting in 2013-15 through 2025-27 the anticipated average toll revenue is lower by 2.2% than the November forecast.
- In the current biennium forecast TNB violations revenue increased by 0.01% from the last forecast due to a slight increase in violations. The civil penalty revenue forecast for the 2011-13 is $2.1 million, no change from the November forecast.
- Overall HOT lane revenue forecast in 2009-2011 biennium is $1.19_ million, which is an increase of $0.02 million or 1.76% over the November forecast. This increase in toll revenue is due to the continuing concurrent increases in the traffic volume and average toll rate.

Figure 38 Short-term Toll Facility Revenue
March 2011 forecast
millions of dollars

	FY 2010	FY 2011	2009-11 Biennium	FY 2012	FY 2013	2011-13 Biennium
Tacoma Narrows Bridge						
Toll Revenue	**$ 45.35**	**$44.87**	**$90.22**	**$47.07**	**$49.96**	**$97.03**
Fines and Fees	**0.70**	**0.65**	**1.35**	**0.11**	**0.11**	**0.22**
Civil Penalty Fines	**0.00**	**0.00**	**0.00**	**0.74**	**1.27**	**2.01**
Sales	**0.63**	**0.48**	**1.11**	**0.28**	**0.30**	**0.58**
SR 167 HOT Lane						
Toll Revenue	**$ 0.45**	**$0.59**	**$1.04**	**$0.51**	**-**	**$0.51**
Fines and Fees	**0.00**	**0.00**	**0.00**	**0.00**	**-**	**0.00**
Sales	**0.08**	**0.07**	**0.15**	**0.01**	**-**	**0.01**
Total Toll Facility Revenue						
Total	**$47.21**	**$46.66**	**$93.87**	**$48.72**	**$51.64**	**$100.36**
% Change from Prior Fcst	0.0%	-3.95%	**-2.00%**	-4.86%	-2.75%	**-3.79%**

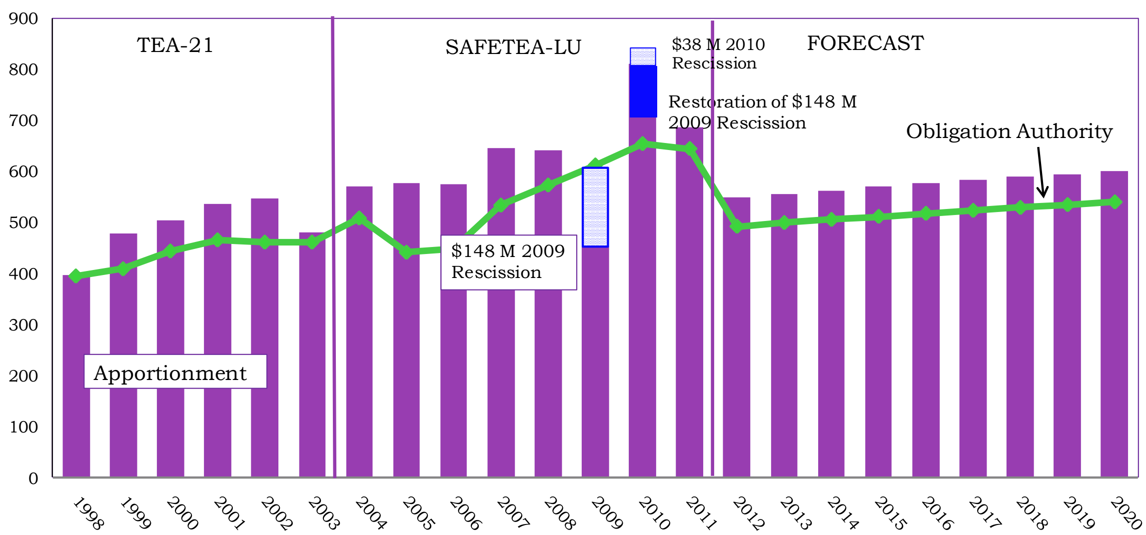
Federal Funds

After state funds, the largest source of transportation revenue is federal funds. The Federal Funds forecast contains the programmatic funds distributed by the Federal Highway Administration (FHWA). Federal funds reported in this forecast are based on federal fiscal year (FFY) which begins on October 1.

Federal apportionment is the funds distributed to states for obligation in an appropriation account. The distribution makes amounts available on the basis of specified time periods, programs, activities, projects, objects, or combinations thereof. Obligation authority is a limitation placed on Federal-aid highway and highway safety construction program obligations to act as a ceiling on the obligation of contract authority that can be made within a specified time period. These limits are imposed in order to control the highway program spending in response to economic and budgetary conditions.

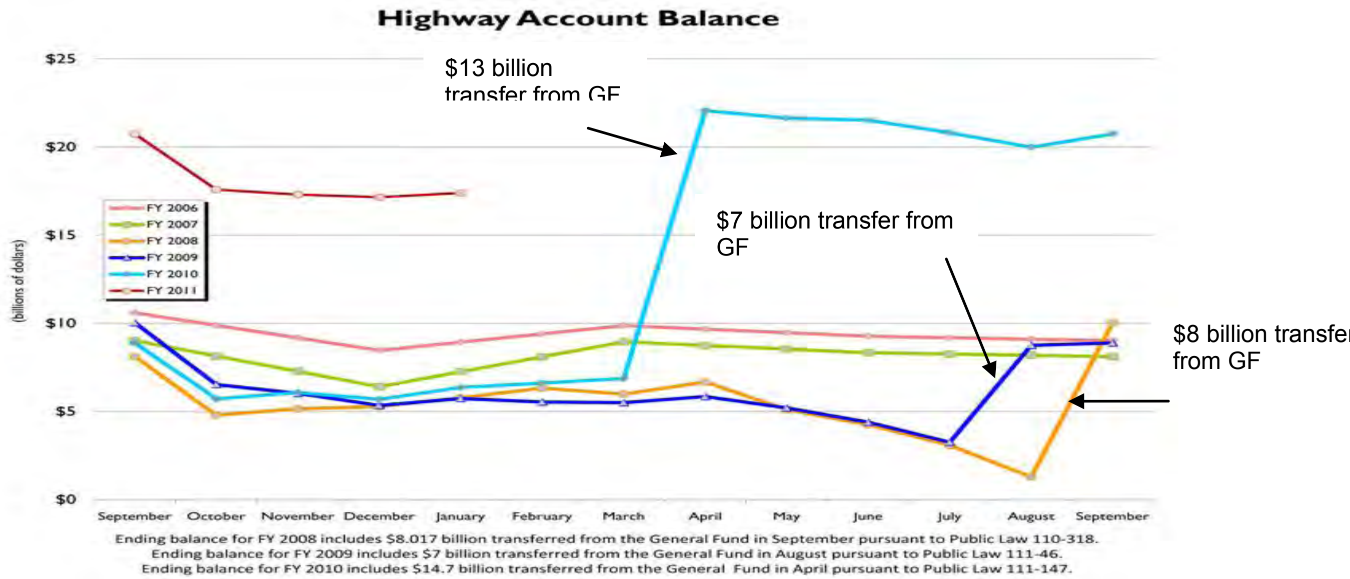
Figure 39 describes the amount of federal apportionment and obligation authority to Washington State since 1998 with the inclusion of the March 2011 forecast of federal funds through FY 2020. This time period includes the Transportation Equity Act for the 21st Century (TEA-21) which was enacted on June 9, 1998 for a 6-year period thru 2003. As the graph reveals, in the last year of TEA-21, Washington's federal apportionment was lower than the previous four years due to a mandatory rescission of more than 30% in 2003. The next federal transportation package passed was the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In that original SAFETEA-LU legislation, the program was due to end in 2009. In the final year of SAFETEA-LU, 2009, a mandatory rescission was imposed of which $148 million was Washington State's portion. Since 2009, the SAFETEA-LU federal program has been extended through continuing resolutions and in 2010, the 2009 rescission was restored adding back $148 million to Washington. Since that restoration of the 2009 rescission, Congress imposed a 2010 rescission of which Washington share was $38 million. The March 2011 federal funds forecast includes HR 662 passed by Congress on March 4, 2011 SAFETEA-LU until September 30, 2011 and continuing resolution H.J. Resolution 44 passed by Congress on March 2, 2011 which continues federal funding for FFY2011 at $687 million for Washington state.

Figure 39 Federal Apportionment and Obligation Authority (OA) to Washington (millions of dollars)- Federal Fiscal Years 1998-2020 with the March 2011 Forecast



The federal Highway Account within the Highway Trust Fund (HTF) is the principal means for funding federal highway programs. Estimated outlays from the Highway Account under SAFETEA-LU exceeded estimated receipts for federal fiscal years 2005-2011. Furthermore, actual account receipts were lower than had been estimated and the account balance dropped more rapidly than anticipated, approaching zero in August 2008. Congress subsequently approved legislation in September 2008 to appropriate $8 billion from the General Fund of the Treasury to replenish the highway account. Again in 2009, Congress also transferred $7 billion and $14.7 billion ($13 billion to the highway account and $1.7 to the mass transit account) in 2010 from the General Fund of the Treasury to the HTF in order to pay for obligated transportation projects.

Figure 40 Monthly Federal Highway Trust Fund Account Balance (billions of dollars): 2006-2010



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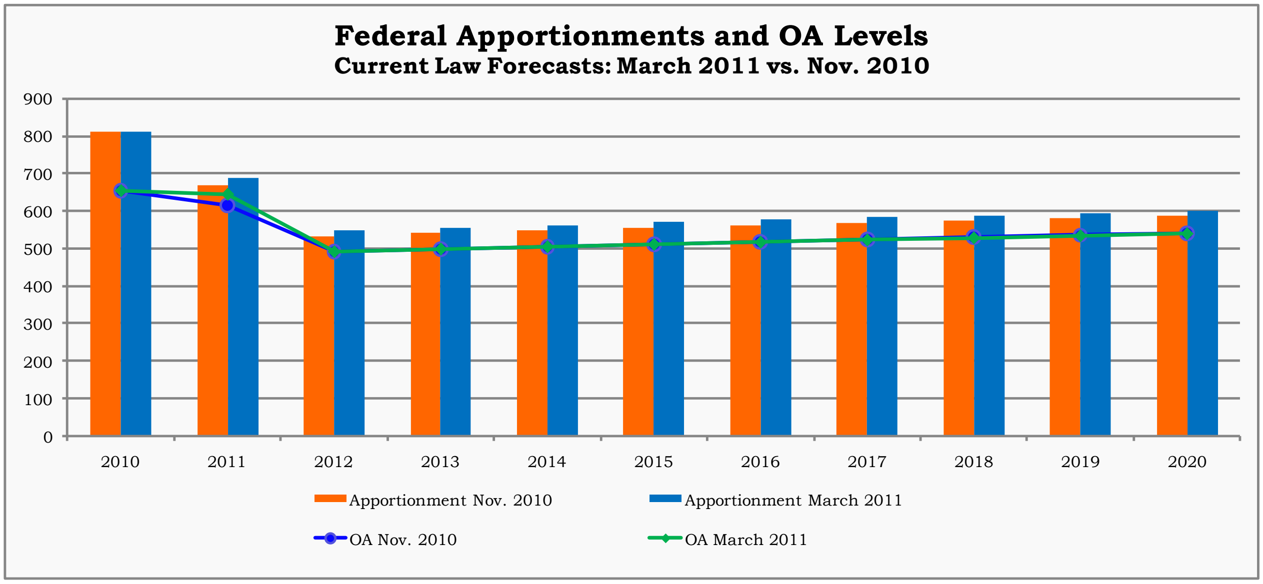
Washington's Federal Apportionment Forecast

The March 2011 forecast for Washington's apportionment of Federal Highway Trust Fund receipts includes the 2005 through 2010 Federal Highway Administration funding as the basis of the federal funds forecast, updated with Federal Highway Administration notices as they are received. For FFY2010, the federal funding level included the restoration of the 2009 rescission amount of $148 million and a new rescission based on notice N4510.729 dated August 10, 2010. The total nationwide rescission was $2.2 billion, Washington's share was $37.5 million. The FFY 2010 federal funding also included a one-time general fund distribution of $11.9 million (notice N4510.719 dated February 12, 2010) to the Federal Highway Trust Fund. Total WA federal apportionment was $812 million for FFY 2010.

March's forecast of Washington apportionment has only minor changes in the forecast from September and November 2010. The federal apportionment forecast for FFY 2011 is based on HR 662 passed by Congress on March 4, 2011 SAFETEA-LU until September 30, 2011 and continuing resolution H.J. Resolution 44 passed by Congress on March 2, 2011 which continues federal funding for FFY2011 at $687 million which is $17 million over the November forecast. The apportionment forecast for FFY 2012 assumes a 20% reduction from FFY 2011 due to the uncertain nature of the funding in the Highway Trust Fund. This is the same methodology adopted in prior forecasts. The apportionment forecast for FFY 2013 assumes a year over year growth rate of 1.5% and then annually the growth rates decline to 1% over the course of the forecast horizon. In this November forecast as well as in the September and June forecasts, the apportionment level for Washington also includes an annual $11 million reduction due to civil penalties being imposed beginning in FFY 2010.

Figure 41 Federal Apportionment and Obligation Authority (OA) to Washington (millions of dollars): March 2011 vs. November 2010 Forecast Comparison Federal Fiscal Years 2010-20



Washington's Obligation Authority Forecast

The obligation authority (OA) forecast for FFY 2010 was based on notice N4520.205, dated April 30, 2010. Obligation authority for the remainder of FFY 2011 is provided by public law 112-4 which provides an appropriations continuing resolution through March 18, 2011. The 169 days of OA issued through Public Law 112-4 is annualized for FFY 2011 OA levels. The current forecast of OA in FFY 2011 is $644 million and OA falls in FFY 2012 to $492 million due to assuming a decline in federal apportionment between FFY 2011 and FFY 2012. The obligation authority forecast for FFY 2012 and beyond is set at 90% of apportionment forecasted for each year, which is consistent with the average obligation authority to apportionment ratio throughout SAFETEA-LU. In federal fiscal years 2013 and beyond, the current OA level did not change from the previous forecast.

Allocations of SAFETEA-LU Funds

The forecasts of the transportation structure for FFY 2010 through 2027 are projected to remain the same as under the SAFETEA-LU program until a new Surface Transportation Package is passed. State and local splits of SAFETEA-LU program funds rely on agreements reached with the Legislature, Governor's office, and other interested parties. The state and local splits were updated for the September 2010 forecast to better reflect current program structure and programming requests but have not been revised since that forecast. Earmarked high priority projects and discretionary authorizations reflect the projects listed in the SAFETEA-LU transportation authorization bill and other subsequent legislation.

Civil Penalties in Federal Forecast

Federal law requires states to impose specific penalties in the case of repeat DUI offenders and if that requirement is not met, penalties can be imposed. In 2010, Washington passed legislation (HB 2742) which allowed the state to use ignition interlocks for repeat DUI offenders and gives judges' the discretion to impose a home alcohol sanction. Washington's new law is more flexible than the federal government allows so beginning in FFY 2010 federal penalties are now being imposed. The cost to Washington State DOT is $11 million per year in lower federal funding. Washington is one of 13 states which receive this penalty. In the June 2010 forecast this $11 million penalty was first shown as a reduction to the Interstate Maintenance program and this same treatment has been in place for the current and past forecasts.

Recent Changes in Federal Forecast

- The March 2011 federal forecast is essentially $ 17 million higher than November's forecast due to the fact that state transportation funding is based on a new legislation, HR 622, which authorizes the Federal Highway Administration operations through September 30, 2011. HR 662 provides apportioned contract authority at base 2009 funding level with a modified distribution of Projects of National and Regional Signifgance and High Priority Projects which increases funding levels for FFY 2011.
- The latest legislations, HR 662 and continuing resolution 112-4, have been incorporated into the forecast but no new long-term federal transportation funding legislation has been adopted to alter past assumptions.

Figure 42 Washington's portion of Federal Highway Funds by Federal Fiscal Year
March 2011 forecast
Millions of dollars

	FFY 2010	FFY 2011	FF 2012	FY 2013
WA Statewide Apportionment of FHWA Programs	**$811.6**	**$687.0**	**$548.1**	**$556.1**
% Change from Prior Fcst	0%	2.6%	2.9%	2.9%
Obligation Authority	**$653.2**	**$643.7**	**$492.2**	**$499.3**
% Change from Prior Fcst	0%	4.7%	.1%	.1%

Forecast Contacts

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Economic Variables and Fuel Price Forecast

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Motor Fuel Tax Revenue Forecast

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Motor Vehicle Licenses, Permits & Fees Revenue Forecast

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Driver Related Revenue Forecasts

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Washington State Ferries Ridership and Revenue Forecast

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Federal Funds Forecast

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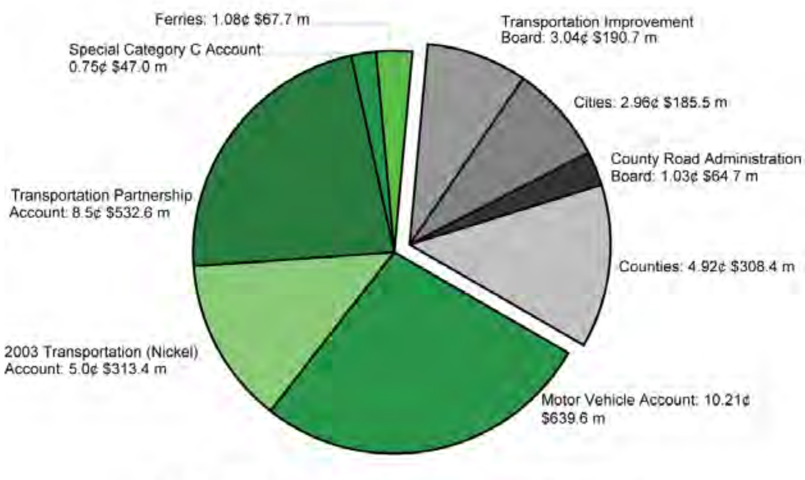
Appendix

Graphs and Tables Related to the March 2011 Forecast
Including distribution of revenues to the major accounts

Motor Fuel Tax Revenue for Distribution

The pie chart below shows the statutory distribution of funds to the various jurisdictions based on the September 2010 fuel tax revenue forecast for the 2009-2011biennium.

Figure 43 Fuel Tax Revenue for Statutory Distribution
2009–11 • $2,349.5 million

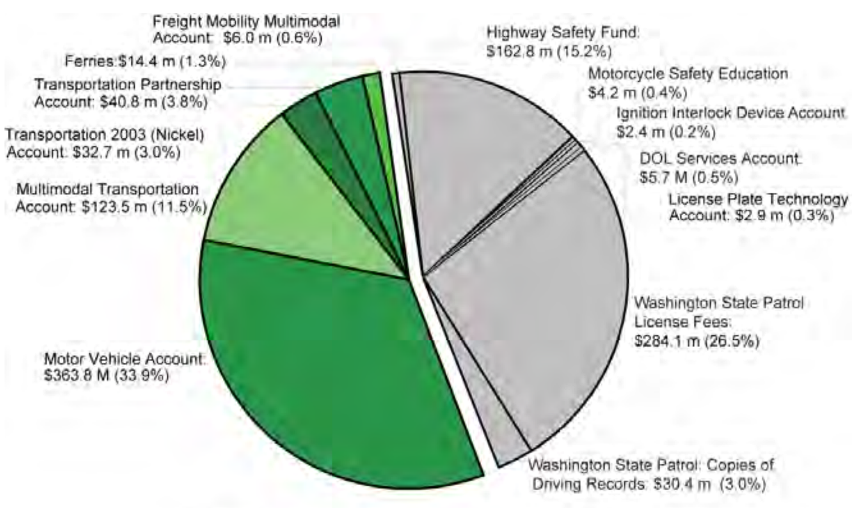


Gas Tax Revenue Distribution based on the March 2011 Transportation Revenue Forecast
Components may not add due to rounding

Licenses, Permits, and Fees Revenue for Distribution (Both Motor Vehicle and Driver Related)

The pie chart below shows the statutory distribution of funds to the various jurisdictions based on the September 2010 Licenses, Permits and Fees revenue forecast for the 2009-2011biennium.

Figure 44 License Permits and Fees Revenue for Distribution (Both Motor Vehicle & Driver Related) 2009–11 $1,073.8 million



LPF Revenue Distribution based on the March 2011 Transportation Revenue Forecast
Components may not add due to rounding

Impact to Transportation Accounts

Motor Vehicle Account Revenue Forecast and Distributions

Many of the forecasted revenues are deposited into the Motor Vehicle Account—the largest transportation account. Initially all fuel tax revenues and all business-related revenues are deposited into this account. Net revenues that remain after statutory distributions are subject to 18th Amendment restrictions.

Figure 45 Motor Vehicle Account Revenue *dollars in millions*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenues						
Gross Fuel Tax Collections (Gas & Diesel)	2,479.9	(4.7)	2,531.4	(18.2)	20,994.6	167.1
Licenses, Permits, & Fees	362.6	1.2	379.8	1.4	3,330.8	5.4
Business-Related Revenue	11.0	3.6	10.0	(3.0)	94.1	(2.8)
Total	**2,853.4**	**0.1**	**2,921.2**	**(19.8)**	**24,419.6**	**169.8**
Distribution						
Refunds-Regular	115.1	(1.6)	128.0	4.1	1,205.2	138.9
Fuel Tax Distributions for Local Uses[1]	732.5	(0.3)	743.7	(6.2)	6,126.0	(51.6)
Fuel Tax Distributions for State Uses[2]	970.5	(0.3)	985.2	(8.2)	8,116.2	(68.8)
Total	**1,818.1**	**(2.1)**	**1,856.8**	**(10.3)**	**15,447.3**	**18.5**
Net Revenue	**1,035.3**	**2.2**	**1,064.4**	**(9.5)**	**8,972.3**	**151.3**

[1] These amounts include distributions to Cities and Counties and to State Agencies that expend funds for the benefit of local jurisdictions, i.e. the Transportation Improvement Board and the County Road Administration Board.
[2] These amounts include distribution to the Nickel, Transportation Partnership, WSF and Special Category C accounts.

Transportation 2003 (Nickel) Account Revenue Forecast

In 2003, the legislature established the Transportation 2003 (Nickel) Account in the state treasury to be the repository of the —nickel” fuel tax increase, and increases in various vehicle licenses, permits, and fees. Since fuel tax receipts are deposited into this account, uses are restricted to highway purposes in accordance with the 18th Amendment to the Washington State Constitution. The —Nickel” Account was established to provide funding for a specific list of highway and ferry projects. The majority of the projects are bond financed and by 2015 the revenues in this account will be almost fully leveraged for debt service.

Figure 46 Transportation 2003 (Nickel) Account *dollars in millions*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
5¢ Gas Tax	313.3	(0.1)	318.0	(2.7)	2,619.0	(22.2)
Licenses, Permits and Fees	32.7	(0.0)	34.4	0.2	297.5	0.7
Total	**346.0**	**(0.1)**	**352.4**	**(2.4)**	**2,916.5**	**(21.4)**

Transportation Partnership Account Revenue Forecast

In 2005, the legislature established the Transportation Partnership Account in the state treasury to be the repository of the state portion of the new 9.5¢ fuel tax increases that took effect between July 1, 2005, and July 1, 2008. The tax revenues support bond sales for specific highway projects adopted by the legislature. Like fuel tax receipts in the Nickel and Motor Vehicle accounts, these funds are protected by the 18th Amendment to the State Constitution and can be used only for highway purposes.

Figure 47 Transportation Partnership Account *dollars in millions*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
5¢ Gas Tax	532.6	(0.2)	540.6	(4.5)	4,452.3	(37.7)
Licenses, Permits and Fees	40.8	0.3	41.6	0.2	369.2	1.3
Total	**573.4**	**0.1**	**582.2**	**(4.3)**	**4,821.5**	**(36.4)**

Washington State Ferry Accounts Revenue Forecast

Revenues deposited into the ferry accounts are used for operating costs and capital construction projects. Since Washington State Ferries are considered part of the Washington highway system, funds that are restricted to highway use can be deposited into ferry accounts.

Figure 48 Washington State Ferries Accounts *dollars in millions*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
Puget Sound Ferry Op. Acct. (109)						
Ferry Fares	293.9	(0.7)	305.6	(4.7)	2,816.4	(27.1)
Concessions & Other Revenue	6.6	(0.2)	7.1	(0.5)	76.0	(4.3)
Fuel Tax	43.4	(0.0)	44.2	(0.4)	366.2	(3.1)
Licenses, Permits and Fees	14.4	0.0	15.1	0.1	134.1	0.4
Subtotal	**358.3**	**(0.8)**	**372.0**	**(5.5)**	**3,392.7**	**(34.2)**
Puget Sound Cap. Const. Acct. (099) Fuel Tax	34.2	(0.0)	34.7	(0.3)	285.8	(2.4)
Total	**392.5**	**(0.9)**	**406.7**	**(5.8)**	**3,678.5**	**(36.6)**

Multimodal Transportation Account Revenue Forecast

Revenues deposited into the Multimodal Transportation Account are not subject to 18th Amendment restrictions and may be used for both highway and non-highway purposes. Tax revenues deposited in the Multimodal Account are from the rental car tax (5.9 percent), sales tax on new and used vehicles (0.3 percent), $2.00 of a $3.00 vehicle registration filing fee, vehicle weight fees imposed in 2005 legislation, and other miscellaneous filing fees. Only those motor vehicle filing fees collected by the Department of Licensing and not by county subagents are deposited in the Multimodal Account.

The Office of the Forecast Council prepares the state rental car tax forecast and the vehicle sales tax forecast. The rental car forecast methodology is based on the assumption that the level of vehicle rental is tied to the overall level of economic activity in Washington. An econometric model is used to estimate future rental car tax receipts based upon the forecast of Washington state personal income prepared by the Office of the Forecast Council as well as past seasonal variations in receipts. The sales tax forecast is also prepared by the Office of the Forecast Council and is based upon an econometric model relating to vehicle sales in Washington.

Figure 49 Multimodal Account *dollars in millions*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
Licenses, Permits and Fees	123.5	(0.5)	130.0	0.0	1,151.5	(0.6)
Rental Car Tax	44.1	0.4	48.5	1.1	502.4	6.4
Vehicle Sales Tax	54.1	0.0	60.4	(0.2)	662.1	(4.3)
Total	**221.7**	**(0.1)**	**238.9**	**0.9**	**2,315.9**	**1.5**

Aeronautics Account Revenue Forecast

Revenues deposited into the Aeronautics Account consist of aircraft fuel tax, aircraft excise tax, aircraft dealer license fees, and the aircraft excise tax. Forecasts of aviation revenues are prepared by the Department of Transportation and the Department of Licensing.

The most significant component of the Aeronautics Account is the aircraft fuel tax forecast. This forecast is a function of three factors: the tax rate, the gallons of fuel delivered, and the gallons of fuel refunded. Aviation fuel consumption is projected based primarily on the annual FAA's general aviation fuel consumption forecast.

Figure 50 Aeronautics Account *dollars in thousands*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
Aircraft Dealer License Fees	8.0	0.0	8.0	0.0	64.0	0.0
Aircraft Excise Tax	55.2	2.4	58.3	3.4	486.3	38.3
Aircraft Fuel Tax	4,652.0	(278.8)	5,086.6	(92.7)	42,486.9	(804.2)
Aeronautics Transfer (from MV Fund)	564.8	(0.7)	562.8	(5.2)	4,435.9	(21.7)
Aircraft Registrations	181.0	0.1	183.4	(0.1)	1,531.6	(0.8)
Total	**5,460.9**	**(277.0)**	**5,899.1**	**(94.6)**	**49,004.7**	**(788.4)**

Toll Revenue Forecast

Currently there are two tolled corridors in Washington, The Tacoma Narrows Bridge and State Route 167 HOT Lanes which has variable tolling rates. Toll collections, transponder sales, violations, and fines and fees are deposited into either the Tacoma Narrows Bridge Account, or the HOT Lanes Operations Account. The SR-167 HOT Lanes is a pilot project, currently set to end in May 2012.

Figure 51 Tolling Accounts *dollars in millions*	2009-11		2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
Tacoma Narrows Bridge Account						
Toll Revenues ^	90.2	(1.8)	97.0	(3.1)	892.6	(14.6)
Transponder Sales	1.1	(0.2)	0.6	(0.8)	5.4	(7.6)
Violations	1.1	0.0	0.0	0.0	0.0	0.0
Civil Penalties	0.0	0.0	2.0	0.0	25.3	0.0
Fees	0.2	0.0	0.2	0.0	1.7	0.0
Subtotal Tacoma Narrows Bridge	**92.7**	**(1.9)**	**99.8**	**(3.9)**	**925.1**	**(22.1)**
HOT Lanes Operations Account						
Toll Revenues	1.0	0.0	0.5	0.1	n/a	n/a
Transponder Sales	0.1	(0.0)	0.0	(0.1)	n/a	n/a
Fees	0.0	0.0	0.0	0.0	n/a	n/a
Subtotal HOT Lanes Operations	1.2	0.0	0.5	0.0	n/a	n/a
Total Tolling Revenues	**93.9**	**(1.9)**	**100.4**	**(3.9)**	**925.1**	**(22.1)**

^ HOT Lanes pilot program expires at the end of April 2012

Washington State Patrol, Highway Safety & Motorcycle Safety Education Accounts Revenue Forecast

Forecasts of revenues for the Washington State Patrol (WSP), Highway Safety Account and the Motorcycle Safety Education Account are prepared by the Department of Licensing. These accounts are supported primarily from driver licensing related revenue. Forecasts include estimates of the following revenue sources.

- Revenues derived from interest on contracts
- Commercial driver training
- Driver's license fees
- Miscellaneous
- Copies of records
- Motorcycle permits and endorsements
- Motor vehicle filing fees

Figure 52 Highway Safety/Motorcycle Safety/WSP *dollars in millions*	2009-11		Current Biennium 2011-13		16-Year Period (2011-2027)	
	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10	Forecast Mar 11	Chg from Nov 10
Revenue						
Highway Safety						
Driver License Fees	126.0	1.1	128.6	1.1	1,084.5	5.9
Copies of Records	32.7	0.3	33.8	0.4	291.0	2.4
Other and Miscellaneous	4.2	(0.0)	4.2	0.0	35.3	0.3
Subtotal	**162.8**	**1.4**	**166.5**	**1.6**	**1,410.7**	**8.5**
Motorcycle Safety Permits/Endorsements	4.2	0.1	4.4	0.0	40.4	0.1
State Patrol Copies of Records (ADR) / LPF	314.6	0.3	329.3	0.7	2,928.0	1.2
Subtotal	**318.7**	**0.4**	**333.7**	**0.7**	**2,968.4**	**1.3**
Total	**481.6**	**1.7**	**500.2**	**2.4**	**4,379.2**	**9.9**