

**Transportation Revenue
Forecast Council
AUFW 201' Transportation
Economic and Revenue Forecasts**

Volume IV: Alternate Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

March 2013

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Alternate Hot Lanes Forecast
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Transportation Revenue Forecast Council –
March 2013 TOLL Alternative Forecast: Extension of Pilot Program

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

- Under current law, SR 167 HOT lanes pilot program will expire in June 2013. The baseline toll revenue forecast has the HOT lanes traffic and revenue ending at the end of FY 2013.
- WSDOT completed an alternative long term traffic and revenue forecast for extending the HOT lanes pilot program out through the remainder of the forecast horizon FY 2027. This extension beginning FY2014 is based on the short term model trend line. The trend line shows that long term traffic is gradually increasing.
- The last time WSDOT published this long term traffic and revenue was an alternative forecast in November 2012 in TRFC Volume IV.
- This current March 2013 alternative forecast used monthly preliminary traffic and revenue data through January FY2013.

HOT Lanes Traffic Volume Forecast Extended

- In FY 2012 the actual traffic was 31.4% higher than in FY2011. For this forecast FY 2012 traffic is used as a new baseline, which is followed by moderate growth.
- Beginning FY 2014, the HOT lanes traffic volume is estimated at 1,054,000, which is a year over year traffic volume growth of 0.6%. Traffic volume forecast increases by 3.2% to 1,088,000 vehicles by FY2015.
- Following FY 2016, the growth rate of traffic volume continues to increase to 4.0% for the remainder of the forecast horizon.

HOT Lanes Revenue Forecast

- The average toll rate per transaction has steadily increased over time. It is assumed that the average toll rate for FY 2014 and beyond will increase further because traffic is increasing, the number of carpools is increasing and roadways become congested. Travel demand for HOT lanes is projected to increase.
- Beginning in FY 2014, SR 167 HOT lanes will generate \$1,230,000 in toll revenue and toll revenue is estimated to increase to \$1,274,000 in FY 2015 and continue to increase annually to \$2,610,000 by FY2027.
- Transponder sales revenue estimate is \$33,444 in FY2014 and it increases to \$51,721 by FY2027.
- Fees revenue is estimated to grow from \$4,352 in FY2014 to \$6,730 by FY2017.
- Total SR167 Revenues forecast steadily increases from \$1.3 million in FY2014 to \$2.7 million in FY2027

Transportation Revenue Forecast Council

167 HOT Lane Toll Operations Forecast By Fiscal Year

March 2013

HOT LANES PILOT PROGRAM EXTENDED TRAFFIC VOLUME

	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Transactions							
SR 167 HOT Lanes Traffic Volume (March 2012 Forecast)	1,054,000	1,088,000	1,120,000	1,154,000	1,188,000	1,224,000	1,260,000
Annual Percentage Change	0.6%	3.2%	2.9%	3.0%	2.9%	3.0%	2.9%

	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027
Transactions							
SR 167 HOT Lanes Traffic Volume (March 2012 Forecast)	1,303,000	1,351,000	1,400,000	1,453,000	1,508,000	1,568,000	1,630,000
Annual Percentage Change	3.4%	3.7%	3.6%	3.8%	3.8%	4.0%	4.0%

HOT LANES PILOT PROGRAM EXTENDED REVENUE

	Fiscal Year 2014	Fiscal Year 2015	Fiscal Year 2016	Fiscal Year 2017	Fiscal Year 2018	Fiscal Year 2019	Fiscal Year 2020
Revenue							
SR 167 High Occupancy Toll Lanes Revenue							
Toll Revenue	1,230,000	\$1,274,000	\$1,314,000	\$1,377,000	1,440,000	1,504,000	1,569,000
Transponder/Shield Sales	\$33,444	\$34,523	35,539	36,617	37,696	38,839	39,981
Fees	\$4,352	\$4,492	4,624	4,765	4,905	5,054	5,203
Total SR 167 Revenue	\$1,267,796	\$1,313,016	\$1,354,163	\$1,418,382	1,482,601	1,547,892	1,614,183

	Fiscal Year 2021	Fiscal Year 2022	Fiscal Year 2023	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027
Revenue							
SR 167 High Occupancy Toll Lanes Revenue							
Toll Revenue	\$1,688,000	\$1,818,000	\$1,956,000	\$2,102,000	\$2,260,000	\$2,429,000	\$2,610,000
Transponder/Shield Sales	\$41,345	\$42,868	\$44,423	\$46,105	\$47,850	\$49,754	\$51,721
Fees	\$5,380	\$5,578	\$5,781	\$5,999	\$6,227	\$6,474	\$6,730
Total SR 167 Revenue	\$1,734,725	\$1,866,447	\$2,006,204	\$2,154,104	\$2,314,077	\$2,485,228	\$2,668,452

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

Prepared for
Washington State Ferries

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

March 20, 2013 Meeting

Prepared by
Parsons Brinckerhoff

March 18, 2013

Washington State Ferries

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

MARCH 2013 FORECAST NOTES

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

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

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

Starting with the November 2012 forecast, the passenger and vehicle/driver commuter fare econometric forecasting models were re-specified to better capture the effects of an aging population base and changing workforce demographics.

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

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

Two scenarios differing in fare assumptions were prepared for March:

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

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

Ridership Impacts

- The March 2013 ridership demand forecasts reflect the latest updated demographic and economic variable projections produced by the State and Global Insight. Overall, the unconstrained demand projections for March range from 0.5% to 3.0% lower than November.
- The working age population index for ferry-served communities has been revised lower across the forecast horizon for March based upon the November 2012 population updates. This reduces the forecast for passenger and vehicle commuter fare ridership.
- The real personal income projection has also been revised downward throughout the forecast horizon, with the rate of decrease growing after FY 2018. This contributes to the decrease in forecasted ridership.
- The March forecast for inflation has been revised slightly downward over the forecast horizon. With nominal fares remaining unchanged, real fares will be higher over time, which tends to have a downward effect on forecasted ridership.
- The March updates to the employment forecasts are mixed but marginal overall and do not have an material impact on the vehicle ridership forecasts.
- Projections for real gasoline prices have been revised modestly lower through FY 2016, somewhat higher for FY 2017-18, and then marginally lower thereafter. In the early years of the forecast horizon, lower real gas prices partially offset other downward trends on the vehicle fare ridership projections.

Revenue Impacts

- The Baseline and Alternative 1 Forecast fare revenue projections for the 2011/13 biennium both equal \$315.9 M, or \$0.9 M (0.3%) lower than in November.
- The 2011/13 biennium revenue forecast is distributed as \$309.7 M fare revenue to the operating account and \$6.2 M in surcharge revenue to the capital account.
- For the 2013/15 biennium, the Baseline Forecast fare revenue is projected to be \$328.1 M, or \$1.4 M (0.4%) lower than forecast in November. This amount is distributed as \$320.4 M in fare revenue for operations and \$7.7 M in surcharges for capital. For the Alternative 1 Forecast, revenue is projected to be nearly \$335.7 M, or \$1.4 M (0.4%) less than in November. Of this amount, \$328.0 is for operations, with nearly \$7.7 M in surcharges for capital remaining.
- Beyond FY 2015, revenues under both the Baseline and Alternative 1 Forecasts are projected to range from 0.4% to 1.8% lower than in November.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

March 2013 Forecast – Fiscal Years 2013-2027

Fiscal Year	March 2013 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	March Biennium Total	March vs. November Forecast			November 2012 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008 ²	\$148,380,000	1.1%						
2009 ²	\$144,540,000	(2.6%)	\$292,920,000					
2010 ²	\$147,010,000	1.7%						
2011 ²	\$147,448,000	0.3%	\$294,458,000					
2012 ²	\$155,085,000	5.2%		0.0%			\$155,085,000	
2013 ²	\$160,793,000	3.7%	\$315,878,000	(0.6%)	(\$934,000)	(0.3%)	\$161,727,000	\$316,812,000
2014	\$162,261,000	0.9%		(0.5%)			\$163,096,000	
2015	\$165,801,000	2.2%	\$328,062,000	(0.3%)	(\$1,358,000)	(0.4%)	\$166,324,000	\$329,420,000
2016	\$169,091,000	2.0%		(0.3%)			\$169,663,000	
2017	\$171,705,000	1.5%	\$340,796,000	(0.6%)	(\$1,539,000)	(0.4%)	\$172,672,000	\$342,335,000
2018	\$173,973,000	1.3%		(0.7%)			\$175,203,000	
2019	\$175,984,000	1.2%	\$349,957,000	(0.6%)	(\$2,376,000)	(0.7%)	\$177,130,000	\$352,333,000
2020	\$177,890,000	1.1%		(0.8%)			\$179,378,000	
2021	\$179,857,000	1.1%	\$357,747,000	(1.0%)	(\$3,389,000)	(0.9%)	\$181,758,000	\$361,136,000
2022	\$181,923,000	1.1%		(1.2%)			\$184,155,000	
2023	\$183,828,000	1.0%	\$365,751,000	(1.4%)	(\$4,784,000)	(1.3%)	\$186,380,000	\$370,535,000
2024	\$185,746,000	1.0%		(1.5%)			\$188,589,000	
2025	\$187,813,000	1.1%	\$373,559,000	(1.5%)	(\$5,797,000)	(1.5%)	\$190,767,000	\$379,356,000
2026	\$189,818,000	1.1%		(1.7%)			\$193,016,000	
2027	\$191,628,000	1.0%	\$381,446,000	(1.7%)	(\$6,553,000)	(1.7%)	\$194,983,000	\$387,999,000

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

² Reflects/includes historical data.

Washington State Ferries
REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

March 2013 Forecast – Fiscal Years 2013-2027

<i>Fiscal Year</i>	<i>March 2013 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>March Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008²	\$148,380,000	1.1%				\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000			\$144,540,000	\$292,920,000
2010²	\$147,010,000	1.7%				\$147,010,000	
2011²	\$147,448,000	0.3%	\$294,458,000			\$147,448,000	\$294,458,000
2012²	\$155,085,000	5.2%		\$2,545,000		\$152,540,000	
2013²	\$160,793,000	3.7%	\$315,878,000	\$3,676,000	\$6,221,000	\$157,117,000	\$309,657,000
2014	\$162,261,000	0.9%		\$3,812,000		\$158,449,000	
2015	\$165,801,000	2.2%	\$328,062,000	\$3,890,000	\$7,702,000	\$161,911,000	\$320,360,000
2016	\$169,091,000	2.0%		\$3,970,000		\$165,121,000	
2017	\$171,705,000	1.5%	\$340,796,000	\$4,041,000	\$8,011,000	\$167,664,000	\$332,785,000
2018	\$173,973,000	1.3%		\$4,108,000		\$169,865,000	
2019	\$175,984,000	1.2%	\$349,957,000	\$4,166,000	\$8,274,000	\$171,818,000	\$341,683,000
2020	\$177,890,000	1.1%		\$4,217,000		\$173,673,000	
2021	\$179,857,000	1.1%	\$357,747,000	\$4,272,000	\$8,489,000	\$175,585,000	\$349,258,000
2022	\$181,923,000	1.1%		\$4,327,000		\$177,596,000	
2023	\$183,828,000	1.0%	\$365,751,000	\$4,382,000	\$8,709,000	\$179,446,000	\$357,042,000
2024	\$185,746,000	1.0%		\$4,441,000		\$181,305,000	
2025	\$187,813,000	1.1%	\$373,559,000	\$4,504,000	\$8,945,000	\$183,309,000	\$364,614,000
2026	\$189,818,000	1.1%		\$4,567,000		\$185,251,000	
2027	\$191,628,000	1.0%	\$381,446,000	\$4,627,000	\$9,194,000	\$187,001,000	\$372,252,000

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

² Reflects/includes historical data.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2014-27¹

March 2013 Forecast – Fiscal Years 2013-2027

<i>Fiscal Year</i>	<i>March 2013 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>March Biennium Total</i>	<i>March vs. November Forecast</i>			<i>November 2012 Alternative</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008²	\$148,380,000	1.1%						
2009²	\$144,540,000	(2.6%)	\$292,920,000					
2010²	\$147,010,000	1.7%						
2011²	\$147,448,000	0.3%	\$294,458,000					
2012²	\$155,085,000	5.2%		0.0%			\$155,085,000	
2013²	\$160,793,000	3.7%	\$315,878,000	(0.6%)	(\$934,000)	(0.3%)	\$161,727,000	\$316,812,000
2014	\$164,585,000	2.4%		(0.5%)			\$165,427,000	
2015	\$171,082,000	3.9%	\$335,667,000	(0.3%)	(\$1,381,000)	(0.4%)	\$171,621,000	\$337,048,000
2016	\$177,446,000	3.7%		(0.3%)			\$178,052,000	
2017	\$183,348,000	3.3%	\$360,794,000	(0.6%)	(\$1,717,000)	(0.5%)	\$184,459,000	\$362,511,000
2018	\$189,312,000	3.3%		(0.8%)			\$190,806,000	
2019	\$195,093,000	3.1%	\$384,405,000	(0.7%)	(\$2,885,000)	(0.7%)	\$196,484,000	\$387,290,000
2020	\$200,815,000	2.9%		(0.9%)			\$202,562,000	
2021	\$206,748,000	3.0%	\$407,563,000	(1.1%)	(\$3,952,000)	(1.0%)	\$208,953,000	\$411,515,000
2022	\$213,061,000	3.1%		(1.3%)			\$215,838,000	
2023	\$219,677,000	3.1%	\$432,738,000	(1.4%)	(\$5,968,000)	(1.4%)	\$222,868,000	\$438,706,000
2024	\$226,545,000	3.1%		(1.6%)			\$230,199,000	
2025	\$234,099,000	3.3%	\$460,644,000	(1.6%)	(\$7,500,000)	(1.6%)	\$237,945,000	\$468,144,000
2026	\$241,662,000	3.2%		(1.7%)			\$245,961,000	
2027	\$249,570,000	3.3%	\$491,232,000	(1.8%)	(\$8,831,000)	(1.8%)	\$254,102,000	\$500,063,000

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

² Reflects/includes historical data.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2014-27¹

March 2013 Forecast – Fiscal Years 2013-2027

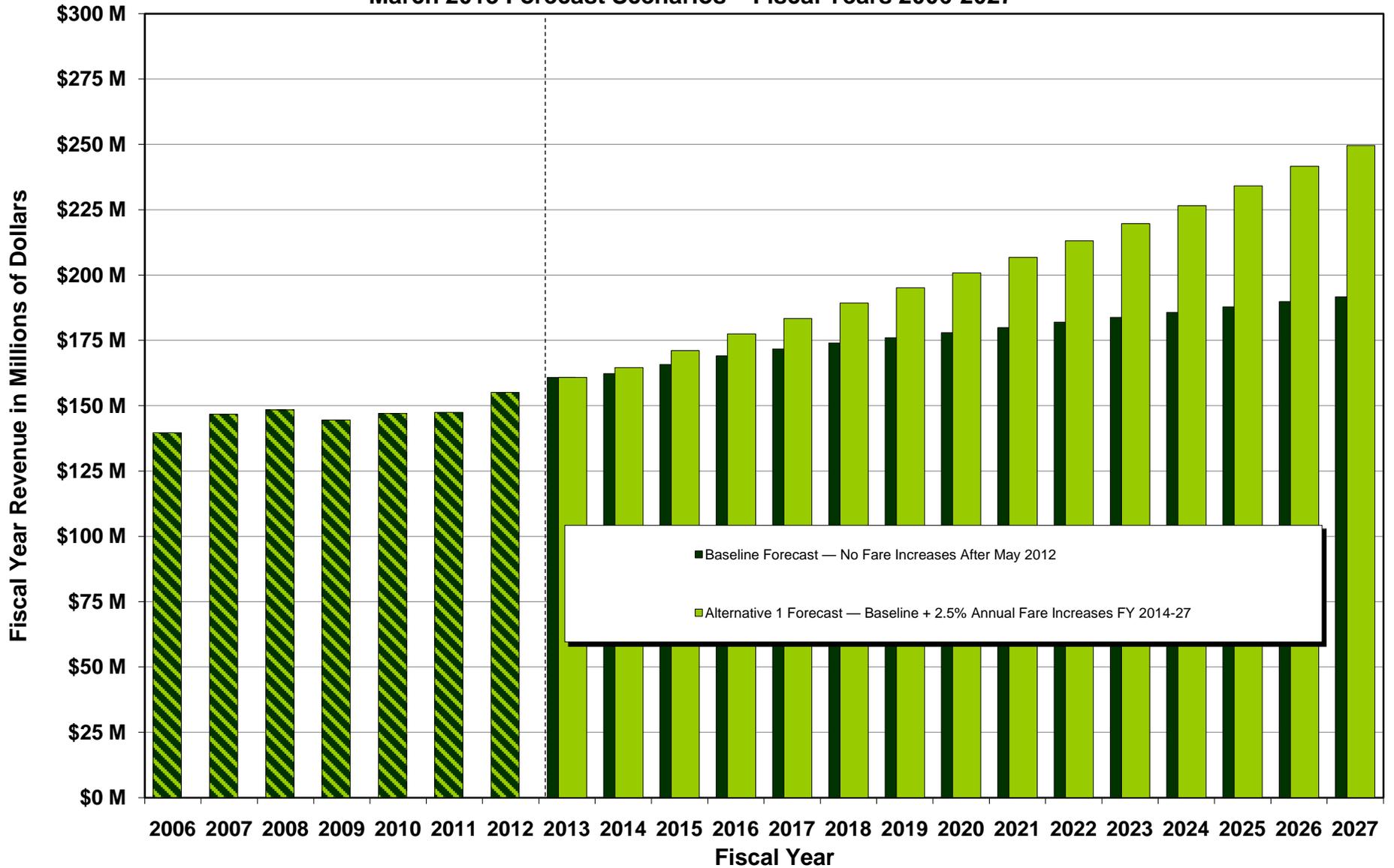
<i>Fiscal Year</i>	<i>March 2013 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>March Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008²	\$148,380,000	1.1%				\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000			\$144,540,000	\$292,920,000
2010²	\$147,010,000	1.7%				\$147,010,000	
2011²	\$147,448,000	0.3%	\$294,458,000			\$147,448,000	\$294,458,000
2012²	\$155,085,000	5.2%		\$2,545,000		\$152,540,000	
2013²	\$160,793,000	3.7%	\$315,878,000	\$3,676,000	\$6,221,000	\$157,117,000	\$309,657,000
2014	\$164,585,000	2.4%		\$3,798,000		\$160,787,000	
2015	\$171,082,000	3.9%	\$335,667,000	\$3,845,000	\$7,643,000	\$167,237,000	\$328,024,000
2016	\$177,446,000	3.7%		\$3,893,000		\$173,553,000	
2017	\$183,348,000	3.3%	\$360,794,000	\$3,932,000	\$7,825,000	\$179,416,000	\$352,969,000
2018	\$189,312,000	3.3%		\$3,964,000		\$185,348,000	
2019	\$195,093,000	3.1%	\$384,405,000	\$3,987,000	\$7,951,000	\$191,106,000	\$376,454,000
2020	\$200,815,000	2.9%		\$4,004,000		\$196,811,000	
2021	\$206,748,000	3.0%	\$407,563,000	\$4,025,000	\$8,029,000	\$202,723,000	\$399,534,000
2022	\$213,061,000	3.1%		\$4,048,000		\$209,013,000	
2023	\$219,677,000	3.1%	\$432,738,000	\$4,076,000	\$8,124,000	\$215,601,000	\$424,614,000
2024	\$226,545,000	3.1%		\$4,107,000		\$222,438,000	
2025	\$234,099,000	3.3%	\$460,644,000	\$4,144,000	\$8,251,000	\$229,955,000	\$452,393,000
2026	\$241,662,000	3.2%		\$4,179,000		\$237,483,000	
2027	\$249,570,000	3.3%	\$491,232,000	\$4,217,000	\$8,396,000	\$245,353,000	\$482,836,000

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

² Reflects/includes historical data.

Washington State Ferries — Revenue History and Forecast Trends

March 2013 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries

RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in the Current Posted Fares¹

March 2013 Forecast – Fiscal Years 2013-2027

Fiscal Year	March 2013 Unconstrained Demand Forecast*	March 2013 Capacity Constrained Projections				November 2012 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Mar. % Chg from Nov.
2008²		12,926,006	10,441,798	23,367,804	(2.8%)		
2009²		12,580,511	9,917,249	22,497,760	(3.7%)		
2010²		12,453,226	10,134,311	22,587,537	0.4%		
2011²		12,242,320	9,968,973	22,211,293	(1.7%)		
2012²		12,236,081	9,983,059	22,219,140	0.0%		
2013²	22,429,000	12,288,000	10,012,000	22,300,000	0.4%	22,411,000	(0.5%)
2014	22,757,000	12,375,000	10,080,000	22,455,000	0.7%	22,597,000	(0.6%)
2015	23,240,000	12,657,000	10,275,000	22,932,000	2.1%	23,063,000	(0.6%)
2016	23,729,000	12,945,000	10,469,000	23,414,000	2.1%	23,555,000	(0.6%)
2017	24,186,000	13,246,000	10,618,000	23,864,000	1.9%	24,032,000	(0.7%)
2018	24,620,000	13,544,000	10,742,000	24,286,000	1.8%	24,466,000	(0.7%)
2019	24,997,000	13,791,000	10,863,000	24,654,000	1.5%	24,841,000	(0.8%)
2020	25,314,000	13,973,000	10,987,000	24,960,000	1.2%	25,271,000	(1.2%)
2021	25,653,000	14,167,000	11,121,000	25,288,000	1.3%	25,703,000	(1.6%)
2022	26,020,000	14,380,000	11,248,000	25,628,000	1.3%	26,157,000	(2.0%)
2023	26,411,000	14,610,000	11,365,000	25,975,000	1.4%	26,596,000	(2.3%)
2024	26,844,000	14,882,000	11,474,000	26,356,000	1.5%	27,055,000	(2.6%)
2025	27,332,000	15,193,000	11,584,000	26,777,000	1.6%	27,507,000	(2.7%)
2026	27,834,000	15,509,000	11,690,000	27,199,000	1.6%	27,995,000	(2.8%)
2027	28,352,000	15,830,000	11,782,000	27,612,000	1.5%	28,460,000	(3.0%)

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

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

² Reflects/includes historical data.

* Before the demand impact of the capital surcharge

Washington State Ferries
RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST
2.5% Annual Fare Increases FY 2014-27¹
March 2013 Forecast – Fiscal Years 2013-2027

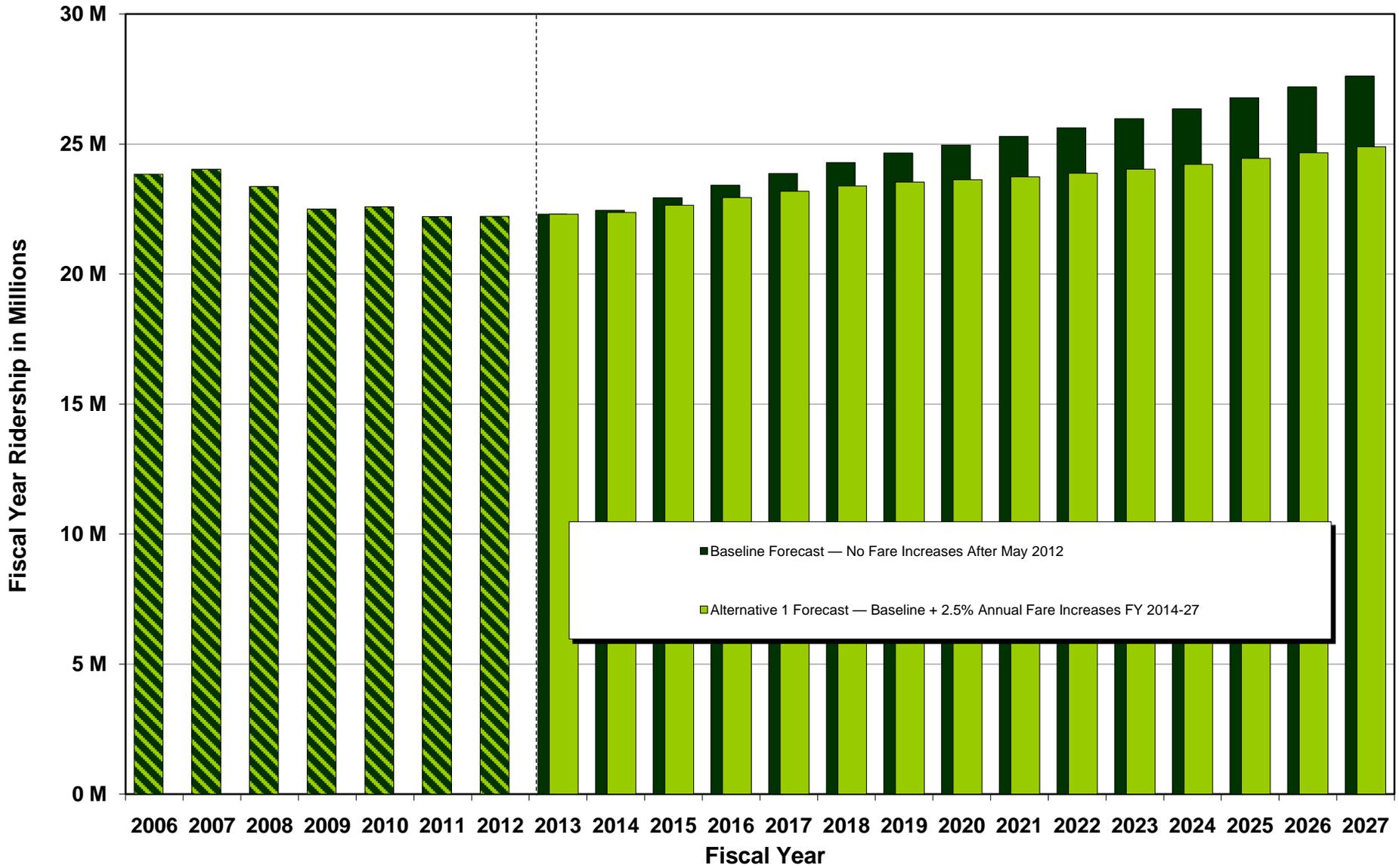
<i>Fiscal Year</i>	<i>March 2013 Unconstrained Demand Forecast*</i>	<i>March 2013 Capacity Constrained Projections</i>			<i>November 2012 Projections</i>		
		<i>Passenger Ridership</i>	<i>Vehicle/Driver Ridership</i>	<i>Total Ridership</i>	<i>Annual Rate of Growth</i>	<i>Total Ridership</i>	<i>Mar. % Chg from Nov.</i>
2008²		12,926,006	10,441,798	23,367,804	(2.8%)		
2009²		12,580,511	9,917,249	22,497,760	(3.7%)		
2010²		12,453,226	10,134,311	22,587,537	0.4%		
2011²		12,242,320	9,968,973	22,211,293	(1.7%)		
2012²		12,236,081	9,983,059	22,219,140	0.0%		
2013²	22,429,000	12,288,000	10,012,000	22,300,000	0.4%	22,411,000	(0.5%)
2014	22,664,000	12,319,000	10,050,000	22,369,000	0.3%	22,509,000	(0.6%)
2015	22,940,000	12,480,000	10,170,000	22,650,000	1.3%	22,776,000	(0.6%)
2016	23,226,000	12,646,000	10,292,000	22,938,000	1.3%	23,074,000	(0.6%)
2017	23,466,000	12,813,000	10,370,000	23,183,000	1.1%	23,347,000	(0.7%)
2018	23,666,000	12,964,000	10,425,000	23,389,000	0.9%	23,567,000	(0.8%)
2019	23,806,000	13,064,000	10,470,000	23,534,000	0.6%	23,718,000	(0.8%)
2020	23,892,000	13,105,000	10,523,000	23,628,000	0.4%	23,923,000	(1.2%)
2021	23,999,000	13,154,000	10,585,000	23,739,000	0.5%	24,125,000	(1.6%)
2022	24,131,000	13,221,000	10,653,000	23,874,000	0.6%	24,367,000	(2.0%)
2023	24,286,000	13,307,000	10,724,000	24,031,000	0.7%	24,602,000	(2.3%)
2024	24,476,000	13,429,000	10,792,000	24,221,000	0.8%	24,862,000	(2.6%)
2025	24,701,000	13,574,000	10,873,000	24,447,000	0.9%	25,110,000	(2.6%)
2026	24,928,000	13,711,000	10,955,000	24,666,000	0.9%	25,381,000	(2.8%)
2027	25,166,000	13,851,000	11,043,000	24,894,000	0.9%	25,643,000	(2.9%)

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

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

Washington State Ferries — Ridership History and Forecast Trends

March 2013 Forecast Scenarios – Fiscal Years 2006-2027



**Alternative Federal Revenue Forecast
March 2013**

March 2013 Alternate Federal Funds Forecast Key Assumptions

FFY 2013 & 2014

- The alternative apportionment forecast for FFY2013 and FFY2014 are based on P.L. 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21). This law reauthorizes the federal surface transportation policy and program at the Congressional Budget Office's baseline level equal to current funding levels plus inflation which equals \$105 billion for two years.
- The alternate apportionment forecast for FFY 2013 is \$655.0 million and is based on FHWA Notice N4510.761 dated January 9, 2013.
- The alternate apportionment forecast for FFY 2014 is \$660.7 million and is based on FHWA Summary of Estimated FFY 2014 Apportionments under the Conference Report for the MAP-21 Act.
- The alternative OA and apportionment forecasts are the same as the baseline for FFY2013 & FFY2014.

FFY2015 and Beyond

- In FFY2015 and beyond, the growth rates in federal funds mirrors the WA State fuel gallons consumed in March forecast. This is in contrast to the baseline which has a drop in apportionment over 2 years of more than 20%.
- The alternate forecast assumes that new transportation revenue will be found to sure up the Highway Trust Fund and that funding levels beyond FFY2014 will not be reduced.
- In FFY2015, the alternative apportionment forecast anticipated \$88.15 million in additional revenue which is 15.1% higher than the baseline forecast.
- In FFY2016, the alternative apportionment forecast anticipated \$147.42 million in additional revenue which is 28.0% higher than the baseline forecast. This difference grows slightly over the forecast horizon.

Transportation Revenue Forecast Council

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

March 2013

	2010	2011	Current Biennium		2014	2015	2016	2017	2018
			2012	2013					
Million Dollars									
Apportionment (Alternate March 2013 Forecast)	921.597	723.273	645.245	655.048	660.662	672.178	673.037	674.217	674.935
Annual Percentage Change	86.1%	-21.5%	-10.8%	1.5%	0.9%	1.7%	0.1%	0.2%	0.1%
Apportionment (Baseline March 2013 Forecast)	921.597	723.273	645.245	655.048	660.662	584.024	525.621	526.543	527.104
Annual Percentage Change	86.1%	-21.5%	-10.8%	1.5%	0.9%	-11.6%	-10.0%	0.2%	0.1%
Percentage Change, Alt. to Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	15.1%	28.0%	28.0%	28.0%
Obligation Authority (Alternate March 2013 Forecast)	832.079	725.595	607.066	653.148	658.650	666.015	666.867	668.037	668.749
Annual Percentage Change	7.7%	-2.2%	-16.3%	7.6%	0.8%	1.1%	0.1%	0.2%	0.1%
Obligation Authority (Baseline March 2013 Forecast)	832.079	725.595	607.066	653.148	658.650	578.670	520.803	521.716	522.272
Annual Percentage Change	7.7%	-2.2%	-16.3%	7.6%	0.8%	-12.1%	-10.0%	0.2%	0.1%
Percentage Change, Alt. to Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	15.1%	28.0%	28.0%	28.0%
	2019	2020	2021	2022	2023	2024	2025	2026	2027
Million Dollars									
Apportionment (Alternate March 2013 Forecast)	674.709	673.535	672.249	671.473	671.015	670.730	671.530	672.401	673.733
Annual Percentage Change	0.0%	-0.2%	-0.2%	-0.1%	-0.1%	0.0%	0.1%	0.1%	0.2%
Apportionment (Baseline March 2013 Forecast)	526.923	526.005	525.003	524.395	524.040	523.817	524.442	525.122	526.164
Annual Percentage Change	0.0%	-0.2%	-0.2%	-0.1%	-0.1%	0.0%	0.1%	0.1%	0.2%
Percentage Change, Alt. to Baseline	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%
Obligation Authority (Alternate March 2013 Forecast)	668.524	667.361	666.087	665.318	664.865	664.582	665.375	666.238	667.558
Annual Percentage Change	0.0%	-0.2%	-0.2%	-0.1%	-0.1%	0.0%	0.1%	0.1%	0.2%
Obligation Authority (Baseline March 2013 Forecast)	522.093	521.184	520.191	519.588	519.237	519.015	519.634	520.308	521.341
Annual Percentage Change	0.0%	-0.2%	-0.2%	-0.1%	-0.1%	0.0%	0.1%	0.1%	0.2%
Percentage Change, Alt. to Baseline	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%	28.0%

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

MAP - 21

	CURRENT FFY 2013				2014			
	2013 March 2013 Alt.	2013 March 2013 Baseline	Difference		2014 March 2013 Alt.	2014 March 2013 Baseline	Difference	
			Value	Percent			Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$364,308,943	\$364,308,943	\$0	0.0%	\$367,393,131	\$367,393,131	\$0	0.0%
Surface Transportation Program (STP)	167,570,675	\$167,570,675	-	0.0%	168,989,305	\$168,989,305	-	0.0%
Highway Safety Improvement Program (HSIP)	41,261,149	\$41,261,149	-	0.0%	41,609,627	\$41,609,627	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	35,519,959	\$35,519,959	-	0.0%	35,820,763	\$35,820,763	-	0.0%
Metropolitan Planning (MPO)	6,970,291	\$6,970,291	-	0.0%	7,029,333	\$7,029,333	-	0.0%
Subtotal Core Programs	\$615,631,017	\$615,631,017	\$0	0.0%	\$620,842,159	\$620,842,159	\$0	0.0%
State Planning and Research (SPR)	12,877,741	\$12,877,741	-	0.0%	12,988,800	\$12,988,800	-	0.0%
Transportation Alternatives	12,334,077	\$12,334,077	-	0.0%	12,503,968	\$12,503,968	-	0.0%
Redistribution of section 164 Penalty	14,205,376	14,205,376	-	0.0%	14,327,117	14,327,117	-	0.0%
Total Washington State MAP - 21 Apportionment	\$655,048,211	\$655,048,211	\$0	0.0%	\$660,662,044	\$660,662,044	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$653,148,027	\$653,148,027	\$0	0.0%	\$658,649,583	658,649,583.12	\$0	0.0%
Ferry Boats and Terminal Facilities #	14,921,035	14,921,035	-	0.0%	14,921,035	14,921,035	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$342,450,406	\$342,450,406	\$0	0.0%	\$345,349,543	\$345,349,543	\$0	0.0%
Surface Transportation Program (27% of total STP)	42,722,141	\$42,722,141	-	0.0%	43,247,887	\$43,247,887	-	0.0%
Highway Safety Improvement Program (36% of total HSIP)	15,217,729	\$15,217,729	-	0.0%	15,322,272	\$15,322,272	-	0.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$400,390,276	\$400,390,276	\$0	0.0%	\$403,919,703	\$403,919,703	\$0	0.0%
State Planning and Research (100% state)	12,877,741	\$12,877,741	-	0.0%	12,988,800	\$12,988,800	-	0.0%
SHRP2	515,110	\$515,110	-	0.0%	519,552	\$519,552	-	0.0%
NCHRP	708,276	\$708,276	-	0.0%	714,384	\$714,384	-	0.0%
Research	2,382,382	\$2,382,382	-	0.0%	2,402,928	\$2,402,928	-	0.0%
Amount remaining for SPR	9,271,973	\$9,271,973	-	0.0%	9,351,936	\$9,351,936	-	0.0%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,886,270	\$1,886,270	-	0.0%	1,886,270	\$1,886,270	-	0.0%
Redistribution of section 164 Penalty	14,205,376	\$14,205,376	-	0.0%	14,327,117	\$14,327,117	-	0.0%
Total State MAP - 21 Apportionment	\$429,359,663	\$429,359,663	\$0	0.0%	\$433,121,890	\$433,121,890	\$0	0.0%
State Program Obligation Authority	\$428,114,163	\$428,114,163	\$0	0.0%	\$431,802,545	\$431,802,545	\$0	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$21,858,537	\$21,858,537	\$0	0.0%	\$22,043,588	\$22,043,588	\$0	0.0%
Surface Transportation Program (73% of total STP)	124,848,534	\$124,848,534	-	0.0%	125,741,418	\$125,741,418	-	0.0%
Bridge Program (Off the federal aid system)	22,930,163	\$22,930,163	-	0.0%	22,930,163	\$22,930,163	-	0.0%
50% Distribution Any of the state programs	15,895,305	\$15,895,305	-	0.0%	16,059,696	\$16,059,696	-	0.0%
50% Population Distribution								
Areas over 200,000	51,397,047	\$51,397,047	-	0.0%	51,832,306	\$51,832,306	-	0.0%
Areas over 5,000	19,474,409	\$19,474,409	-	0.0%	19,639,329	\$19,639,329	-	0.0%
Areas under 5,000	15,151,611	\$15,151,611	-	0.0%	15,279,923	\$15,279,923	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	26,043,420	\$26,043,420	-	0.0%	26,287,355	\$26,287,355	-	0.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,519,959	\$35,519,959	-	0.0%	35,820,763	\$35,820,763	-	0.0%
Metropolitan Planning (100% of total MPO)	6,970,291	\$6,970,291	-	0.0%	7,029,333	\$7,029,333	-	0.0%
Subtotal Core Programs	\$215,240,741	\$215,240,741	\$0	0.0%	\$216,922,456	\$216,922,456	\$0	0.0%
Transportation Alternatives	10,447,807	\$10,447,807	-	0.0%	10,617,698	\$10,617,698	-	0.0%
50% Distribution Any of the state programs	5,223,904	\$5,223,904	-	0.0%	5,308,849	\$5,308,849	-	0.0%
50% Population Distribution								
Areas over 200,000	3,121,177	\$3,121,177	-	0.0%	3,171,930	\$3,171,930	-	0.0%
Areas over 5,000	1,182,618	\$1,182,618	-	0.0%	1,201,849	\$1,201,849	-	0.0%
Under 5,000	920,108	\$920,108	-	0.0%	935,070	\$935,070	-	0.0%
Total Local MAP - 21 Apportionment	\$225,688,548	\$225,688,548	\$0	0.0%	\$227,540,154	\$227,540,154	\$0	0.0%
Local Program Obligation Authority	\$225,033,864	\$225,033,864	\$0	0.0%	\$226,847,038	\$226,847,038	\$0	0.0%
Total Washington State MAP - 21 Apportionment	\$655,048,211	\$655,048,211	\$0	0.0%	\$660,662,044	\$660,662,044	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$653,148,027	653,148,027	\$0	0.0%	\$658,649,583	658,649,583	\$0	0.0%

Ferry Boat and Terminal distributions are still being calculated at the national level. This forecast assumes \$15 million in 2013 and
 ¶ The split of Federal funds between the State and Local programs is based on the 2012 Steering Committee split agreement.

** The state share of each Core Program is reduced by the section 164 civil penalty of 2.5% and the SPR set aside of 2.0%.
 ^ 1% of the Recreational Trails program is paid to FHWA for administration of the program

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

MAP - 21

	2015	2015	Difference		2016	2016	Difference	
	March 2013 Alt.	March 2013 Baseline	Value	Percent	March 2013 Alt.	March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,798,000	\$324,775,000	\$49,023,000	15.1%	\$374,274,965	\$292,297,000	\$81,977,965	28.0%
Surface Transportation Program (STP)	171,934,731	\$149,386,000	22,548,731	15.1%	172,154,333	\$134,447,000	37,707,333	28.0%
Highway Safety Improvement Program (HSIP)	42,334,831	\$36,783,000	5,551,831	15.1%	42,388,877	\$33,104,000	9,284,877	28.0%
Congestion Mitigation and Air Quality Program (CMAQ)	36,445,000	\$31,665,000	4,780,000	15.1%	36,491,840	\$28,499,000	7,992,840	28.0%
Metropolitan Planning (MPO)	7,152,000	\$6,214,000	938,000	15.1%	7,160,986	\$5,593,000	1,567,986	28.0%
Subtotal Core Programs	\$631,664,562	\$548,823,000	\$82,841,562	15.1%	\$632,471,000	\$493,940,000	\$138,531,000	28.0%
State Planning and Research (SPR)	13,215,000	\$11,482,000	1,733,000	15.1%	13,233,000	\$10,334,000	2,899,000	28.1%
Transportation Alternatives	12,722,000	\$11,054,000	1,668,000	15.1%	12,738,000	\$9,949,000	2,789,000	28.0%
Redistribution of section 164 Penalty	14,576,000	12,665,000	1,911,000	15.1%	14,595,000	11,398,000	3,197,000	28.0%
Total Washington State MAP - 21 Apportionment	\$672,177,562	\$584,024,000	\$88,153,562	15.1%	\$673,037,000	\$525,621,000	\$147,416,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$666,015,034	\$578,669,912	\$87,345,123	15.1%	\$666,867,430	\$520,802,721	\$146,064,709	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$351,370,000	\$305,289,000	\$46,081,000	15.1%	\$351,818,000	\$274,759,000	\$77,059,000	28.0%
Surface Transportation Program (27% of total STP)	44,342,000	\$35,970,000	8,372,000	23.3%	44,423,500	\$30,424,000	13,999,500	46.0%
Highway Safety Improvement Program (36% of total HSIP)	15,588,000	\$13,544,000	2,044,000	15.1%	15,609,000	\$12,190,000	3,419,000	28.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$411,300,000	\$354,803,000	\$56,497,000	15.9%	\$411,850,500	\$317,373,000	\$94,477,500	29.8%
State Planning and Research (100% state)	13,215,000	\$11,482,000	1,733,000	15.1%	13,233,000	\$10,334,000	2,899,000	28.1%
<i>SHRP2</i>	528,600	\$459,280	69,320	15.1%	529,320	\$413,360	115,960	28.1%
<i>NCHRP</i>	726,825	\$631,510	95,315	15.1%	727,815	\$568,370	159,445	28.1%
<i>Research</i>	2,444,775	\$2,124,170	320,605	15.1%	2,448,105	\$1,911,790	536,315	28.1%
<i>Amount remaining for SPR</i>	9,514,800	\$8,267,040	1,247,760	15.1%	9,527,760	\$7,440,480	2,087,280	28.1%
Transportation Alternatives	-	-	-	-	-	-	-	-
<i>Recreation Trails ^</i>	1,919,000	\$1,667,000	252,000	15.1%	1,921,000	\$1,500,000	421,000	28.1%
Redistribution of section 164 Penalty	14,576,000	\$12,665,000	1,911,000	15.1%	14,595,000	\$11,398,000	3,197,000	28.0%
Total State MAP - 21 Apportionment	\$441,010,000	\$380,617,000	\$60,393,000	15.9%	\$441,599,500	\$340,605,000	\$100,994,500	29.7%
State Program Obligation Authority	\$439,667,000	\$379,458,000	\$60,209,000	15.9%	\$440,254,000	\$339,567,000	\$100,687,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,428,000	\$19,487,000	\$2,941,000	15.1%	\$22,456,000	\$17,538,000	\$4,918,000	28.0%
Surface Transportation Program (73% of total STP)	127,593,000	\$113,416,000	14,177,000	12.5%	127,731,000	\$104,023,000	23,708,000	22.8%
<i>Bridge Program (Off the federal aid system)</i>	23,330,000	\$20,270,000	3,060,000	15.1%	23,360,000	\$18,243,000	5,117,000	28.0%
<i>50% Distribution Any of the state programs</i>	16,399,000	\$13,798,000	2,601,000	18.9%	16,425,000	\$12,074,000	4,351,000	36.0%
<i>50% Population Distribution</i>								
<i>Areas over 200,000</i>	52,736,000	\$45,820,000	6,916,000	15.1%	52,803,000	\$41,237,000	11,566,000	28.0%
<i>Areas over 5,000</i>	19,982,000	\$17,361,000	2,621,000	15.1%	20,007,000	\$15,625,000	4,382,000	28.0%
<i>Areas under 5,000</i>	15,546,000	\$13,507,000	2,039,000	15.1%	15,566,000	\$12,157,000	3,409,000	28.0%
Highway Safety Improvement Program (64% of total HSIP)	26,746,000	\$23,238,000	3,508,000	15.1%	26,780,000	\$20,914,000	5,866,000	28.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,445,000	\$31,665,000	4,780,000	15.1%	36,492,000	\$28,499,000	7,993,000	28.0%
Metropolitan Planning (100% of total MPO)	7,152,000	\$6,214,000	938,000	15.1%	7,161,000	\$5,593,000	1,568,000	28.0%
Subtotal Core Programs	\$220,364,000	\$194,020,000	\$26,344,000	13.6%	\$220,620,000	\$176,567,000	\$44,053,000	24.9%
Transportation Alternatives	10,803,000	\$9,387,000	1,416,000	15.1%	10,817,000	\$8,449,000	2,368,000	28.0%
<i>50% Distribution Any of the state programs</i>	5,401,500	\$4,693,500	708,000	15.1%	5,408,500	\$4,224,500	1,184,000	28.0%
<i>50% Population Distribution</i>								
<i>Areas over 200,000</i>	3,227,000	\$2,804,000	423,000	15.1%	3,231,000	\$2,524,000	707,000	28.0%
<i>Areas over 5,000</i>	1,223,000	\$1,063,000	160,000	15.1%	1,224,000	\$956,000	268,000	28.0%
<i>Under 5,000</i>	951,000	\$827,000	124,000	15.0%	953,000	\$744,000	209,000	28.1%
Total Local MAP - 21 Apportionment	\$231,167,000	\$203,407,000	\$27,760,000	13.6%	\$231,437,000	\$185,016,000	\$46,421,000	25.1%
Local Program Obligation Authority	\$226,348,034	\$199,211,912	\$27,136,123	13.6%	\$226,613,430	\$181,235,721	\$45,377,709	25.0%
Total Washington State MAP - 21 Apportionment	\$672,177,000	\$584,024,000	\$88,153,000	15.1%	\$673,036,500	\$525,621,000	\$147,415,500	28.0%
Total Washington State MAP - 21 Obligation Authority	\$666,015,034	\$578,669,912	\$87,345,123	15.1%	\$666,867,430	\$520,802,721	\$146,064,709	28.0%

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

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

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

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

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

MAP - 21

	2017		Difference		2018		Difference	
	March 2013 Alt.	2017 March 2013 Baseline	Value	Percent	March 2013 Alt.	2018 March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$374,930,817	\$292,809,000	\$82,121,817	28.0%	\$375,331,445	\$293,121,000	\$82,210,445	28.0%
Surface Transportation Program (STP)	172,456,294	\$134,684,000	37,772,294	28.0%	172,639,451	\$134,827,000	37,812,451	28.0%
Highway Safety Improvement Program (HSIP)	42,462,564	\$33,162,000	9,300,564	28.0%	42,507,740	\$33,196,000	9,311,740	28.1%
Congestion Mitigation and Air Quality Program (CMAQ)	36,556,583	\$28,549,000	8,007,583	28.0%	36,595,779	\$28,580,000	8,015,779	28.0%
Metropolitan Planning (MPO)	7,173,742	\$5,603,000	1,570,742	28.0%	7,181,585	\$5,609,000	1,572,585	28.0%
Subtotal Core Programs	\$633,580,000	\$494,807,000	\$138,773,000	28.0%	\$634,256,000	\$495,333,000	\$138,923,000	28.0%
State Planning and Research (SPR)	13,256,000	\$10,352,000	2,904,000	28.1%	13,269,000	\$10,364,000	2,905,000	28.0%
Transportation Alternatives	12,760,000	\$9,966,000	2,794,000	28.0%	12,774,000	\$9,977,000	2,797,000	28.0%
Redistribution of section 164 Penalty	14,621,000	11,418,000	3,203,000	28.1%	14,636,000	11,430,000	3,206,000	28.0%
Total Washington State MAP - 21 Apportionment	\$674,217,000	\$526,543,000	\$147,674,000	28.0%	\$674,935,000	\$527,104,000	\$147,831,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$668,036,857	\$521,715,931	\$146,320,926	28.0%	\$668,748,682	\$522,272,231	\$146,476,451	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$352,435,000	\$275,240,000	\$77,195,000	28.0%	\$352,812,000	\$275,534,000	\$77,278,000	28.0%
Surface Transportation Program (27% of total STP)	44,535,500	\$30,512,000	14,023,500	46.0%	44,603,000	\$30,565,000	14,038,000	45.9%
Highway Safety Improvement Program (36% of total HSIP)	15,636,000	\$12,212,000	3,424,000	28.0%	15,653,000	\$12,224,000	3,429,000	28.1%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$412,606,500	\$317,964,000	\$94,642,500	29.8%	\$413,068,000	\$318,323,000	\$94,745,000	29.8%
State Planning and Research (100% state)	13,256,000	\$10,352,000	2,904,000	28.1%	13,269,000	\$10,364,000	2,905,000	28.0%
<i>SHRP2</i>	530,240	\$414,080	116,160	28.1%	530,760	\$414,560	116,200	28.0%
<i>NCHRP</i>	729,080	\$569,360	159,720	28.1%	729,795	\$570,020	159,775	28.0%
<i>Research</i>	2,452,360	\$1,915,120	537,240	28.1%	2,454,765	\$1,917,340	537,425	28.0%
<i>Amount remaining for SPR</i>	9,544,320	\$7,453,440	2,090,880	28.1%	9,553,680	\$7,462,080	2,091,600	28.0%
Transportation Alternatives	-	-	-	-	-	-	-	-
<i>Recreation Trails ^</i>	1,924,000	\$1,503,000	421,000	28.0%	1,926,000	\$1,505,000	421,000	28.0%
Redistribution of section 164 Penalty	14,621,000	\$11,418,000	3,203,000	28.1%	14,636,000	\$11,430,000	3,206,000	28.0%
Total State MAP - 21 Apportionment	\$442,407,500	\$341,237,000	\$101,170,500	29.6%	\$442,899,000	\$341,622,000	\$101,277,000	29.6%
State Program Obligation Authority	\$441,060,000	\$340,198,000	\$100,862,000	29.6%	\$441,550,000	\$340,581,000	\$100,969,000	29.6%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,496,000	\$17,569,000	\$4,927,000	28.0%	\$22,520,000	\$17,587,000	\$4,933,000	28.0%
Surface Transportation Program (73% of total STP)	127,921,000	\$104,172,000	23,749,000	22.8%	128,036,000	\$104,262,000	23,774,000	22.8%
<i>Bridge Program (Off the federal aid system)</i>	23,401,000	\$18,275,000	5,126,000	28.0%	23,426,000	\$18,294,000	5,132,000	28.1%
<i>50% Distribution Any of the state programs</i>	16,459,000	\$12,101,000	4,358,000	36.0%	16,481,000	\$12,118,000	4,363,000	36.0%
<i>50% Population Distribution</i>								
<i>Areas over 200,000</i>	52,896,000	\$41,310,000	11,586,000	28.0%	52,952,000	\$41,354,000	11,598,000	28.0%
<i>Areas over 5,000</i>	20,042,000	\$15,652,000	4,390,000	28.0%	20,064,000	\$15,669,000	4,395,000	28.0%
<i>Areas under 5,000</i>	15,593,000	\$12,178,000	3,415,000	28.0%	15,610,000	\$12,191,000	3,419,000	28.0%
Highway Safety Improvement Program (64% of total HSIP)	26,827,000	\$20,950,000	5,877,000	28.1%	26,856,000	\$20,972,000	5,884,000	28.1%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,557,000	\$28,549,000	8,008,000	28.1%	36,596,000	\$28,580,000	8,016,000	28.0%
Metropolitan Planning (100% of total MPO)	7,174,000	\$5,603,000	1,571,000	28.0%	7,182,000	\$5,609,000	1,573,000	28.0%
Subtotal Core Programs	\$220,975,000	\$176,843,000	\$44,132,000	25.0%	\$221,190,000	\$177,010,000	\$44,180,000	25.0%
Transportation Alternatives	10,836,000	\$8,463,000	2,373,000	28.0%	10,848,000	\$8,472,000	2,376,000	28.0%
<i>50% Distribution Any of the state programs</i>	5,418,000	\$4,231,500	1,186,500	28.0%	5,424,000	\$4,236,000	1,188,000	28.0%
<i>50% Population Distribution</i>								
<i>Areas over 200,000</i>	3,237,000	\$2,528,000	709,000	28.0%	3,241,000	\$2,531,000	710,000	28.1%
<i>Areas over 5,000</i>	1,227,000	\$958,000	269,000	28.1%	1,228,000	\$959,000	269,000	28.1%
<i>Under 5,000</i>	954,000	\$745,000	209,000	28.1%	955,000	\$746,000	209,000	28.0%
Total Local MAP - 21 Apportionment	\$231,811,000	\$185,306,000	\$46,505,000	25.1%	\$232,038,000	\$185,482,000	\$46,556,000	25.1%
Local Program Obligation Authority	\$226,976,857	\$181,517,931	\$45,458,926	25.0%	\$227,198,682	\$181,691,231	\$45,507,451	25.0%
Total Washington State MAP - 21 Apportionment	\$674,218,500	\$526,543,000	\$147,675,500	28.0%	\$674,937,000	\$527,104,000	\$147,833,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$668,036,857	\$521,715,931	\$146,320,926	28.0%	\$668,748,682	\$522,272,231	\$146,476,451	28.0%

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

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

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

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

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

MAP - 21

	2019		Difference		2020		Difference	
	March 2013 Alt.	2019 March 2013 Baseline	Value	Percent	March 2013 Alt.	2020 March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$375,203,846	\$293,021,000	\$82,182,846	28.0%	\$374,550,004	\$292,510,000	\$82,040,004	28.0%
Surface Transportation Program (STP)	172,580,553	\$134,780,000	37,800,553	28.0%	172,280,605	\$134,545,000	37,735,605	28.0%
Highway Safety Improvement Program (HSIP)	42,493,971	\$33,185,000	9,308,971	28.1%	42,420,271	\$33,127,000	9,293,271	28.1%
Congestion Mitigation and Air Quality Program (CMAQ)	36,584,011	\$28,570,000	8,014,011	28.1%	36,520,255	\$28,520,000	8,000,255	28.1%
Metropolitan Planning (MPO)	7,179,620	\$5,607,000	1,572,620	28.0%	7,166,865	\$5,597,000	1,569,865	28.0%
Subtotal Core Programs	\$634,042,000	\$495,163,000	\$138,879,000	28.0%	\$632,938,000	\$494,299,000	\$138,639,000	28.0%
State Planning and Research (SPR)	13,265,000	\$10,359,000	2,906,000	28.1%	13,242,000	\$10,342,000	2,900,000	28.0%
Transportation Alternatives	12,770,000	\$9,974,000	2,796,000	28.0%	12,748,000	\$9,957,000	2,791,000	28.0%
Redistribution of section 164 Penalty	14,632,000	11,427,000	3,205,000	28.0%	14,607,000	11,407,000	3,200,000	28.1%
Total Washington State MAP - 21 Apportionment	\$674,709,000	\$526,923,000	\$147,786,000	28.0%	\$673,535,000	\$526,005,000	\$147,530,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$668,524,367	\$522,092,780	\$146,431,588	28.0%	\$667,360,922	\$521,183,558	\$146,177,365	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$352,692,000	\$275,440,000	\$77,252,000	28.0%	\$352,077,000	\$274,959,000	\$77,118,000	28.0%
Surface Transportation Program (27% of total STP)	44,581,000	\$30,547,000	14,034,000	45.9%	44,469,500	\$30,460,000	14,009,500	46.0%
Highway Safety Improvement Program (36% of total HSIP)	15,647,000	\$12,219,000	3,428,000	28.1%	15,621,000	\$12,198,000	3,423,000	28.1%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$412,920,000	\$318,206,000	\$94,714,000	29.8%	\$412,167,500	\$317,617,000	\$94,550,500	29.8%
State Planning and Research (100% state)	13,265,000	\$10,359,000	2,906,000	28.1%	13,242,000	\$10,342,000	2,900,000	28.0%
SHRP2	530,600	\$414,360	116,240	28.1%	529,680	\$413,680	116,000	28.0%
NCHRP	729,575	\$569,745	159,830	28.1%	728,310	\$568,810	159,500	28.0%
Research	2,454,025	\$1,916,415	537,610	28.1%	2,449,770	\$1,913,270	536,500	28.0%
Amount remaining for SPR	9,550,800	\$7,458,480	2,092,320	28.1%	9,534,240	\$7,446,240	2,088,000	28.0%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,925,000	\$1,504,000	421,000	28.0%	1,922,000	\$1,501,000	421,000	28.0%
Redistribution of section 164 Penalty	14,632,000	\$11,427,000	3,205,000	28.0%	14,607,000	\$11,407,000	3,200,000	28.1%
Total State MAP - 21 Apportionment	\$442,742,000	\$341,496,000	\$101,246,000	29.6%	\$441,938,500	\$340,867,000	\$101,071,500	29.7%
State Program Obligation Authority	\$441,393,000	\$340,456,000	\$100,937,000	29.6%	\$440,592,000	\$339,829,000	\$100,763,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,512,000	\$17,581,000	\$4,931,000	28.0%	\$22,473,000	\$17,551,000	\$4,922,000	28.0%
Surface Transportation Program (73% of total STP)	128,000,000	\$104,233,000	23,767,000	22.8%	127,811,000	\$104,085,000	23,726,000	22.8%
Bridge Program (Off the federal aid system)	23,418,000	\$18,288,000	5,130,000	28.1%	23,377,000	\$18,256,000	5,121,000	28.1%
50% Distribution Any of the state programs	16,474,000	\$12,113,000	4,361,000	36.0%	16,440,000	\$12,085,000	4,355,000	36.0%
50% Population Distribution								
Areas over 200,000	52,934,000	\$41,340,000	11,594,000	28.0%	52,842,000	\$41,268,000	11,574,000	28.0%
Areas over 5,000	20,057,000	\$15,664,000	4,393,000	28.0%	20,022,000	\$15,636,000	4,386,000	28.1%
Areas under 5,000	15,605,000	\$12,187,000	3,418,000	28.0%	15,578,000	\$12,166,000	3,412,000	28.0%
Highway Safety Improvement Program (64% of total HSIP)	26,846,000	\$20,965,000	5,881,000	28.1%	26,800,000	\$20,929,000	5,871,000	28.1%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,584,000	\$28,570,000	8,014,000	28.1%	36,520,000	\$28,520,000	8,000,000	28.1%
Metropolitan Planning (100% of total MPO)	7,180,000	\$5,607,000	1,573,000	28.1%	7,167,000	\$5,597,000	1,570,000	28.1%
Subtotal Core Programs	\$221,122,000	\$176,956,000	\$44,166,000	25.0%	\$220,771,000	\$176,682,000	\$44,089,000	25.0%
Transportation Alternatives	10,845,000	\$8,470,000	2,375,000	28.0%	10,826,000	\$8,456,000	2,370,000	28.0%
50% Distribution Any of the state programs	5,422,500	\$4,235,000	1,187,500	28.0%	5,413,000	\$4,228,000	1,185,000	28.0%
50% Population Distribution								
Areas over 200,000	3,240,000	\$2,530,000	710,000	28.1%	3,234,000	\$2,526,000	708,000	28.0%
Areas over 5,000	1,228,000	\$959,000	269,000	28.1%	1,225,000	\$957,000	268,000	28.0%
Under 5,000	955,000	\$746,000	209,000	28.0%	953,000	\$745,000	208,000	27.9%
Total Local MAP - 21 Apportionment	\$231,967,000	\$185,426,000	\$46,541,000	25.1%	\$231,597,000	\$185,138,000	\$46,459,000	25.1%
Local Program Obligation Authority	\$227,131,367	\$181,636,780	\$45,494,588	25.0%	\$226,768,922	\$181,354,558	\$45,414,365	25.0%
Total Washington State MAP - 21 Apportionment	\$674,709,000	\$526,922,000	\$147,787,000	28.0%	\$673,535,000	\$526,005,000	\$147,530,500	28.0%
Total Washington State MAP - 21 Obligation Authority	\$668,524,367	\$522,092,780	\$146,431,588	28.0%	\$667,360,922	\$521,183,558	\$146,177,365	28.0%

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

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

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

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

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

MAP - 21

	2021	2021	Difference		2022	2022	Difference	
	March 2013 Alt.	March 2013 Baseline	Value	Percent	March 2013 Alt.	March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,836,352	\$291,952,000	\$81,884,352	28.0%	\$373,404,320	\$291,615,000	\$81,789,320	28.0%
Surface Transportation Program (STP)	171,952,196	\$134,288,000	37,664,196	28.0%	171,753,321	\$134,134,000	37,619,321	28.0%
Highway Safety Improvement Program (HSIP)	42,339,698	\$33,065,000	9,274,698	28.0%	42,290,593	\$33,026,000	9,264,593	28.1%
Congestion Mitigation and Air Quality Program (CMAQ)	36,449,626	\$28,466,000	7,983,626	28.0%	36,407,482	\$28,432,000	7,975,482	28.1%
Metropolitan Planning (MPO)	7,153,128	\$5,587,000	1,566,128	28.0%	7,145,284	\$5,580,000	1,565,284	28.1%
Subtotal Core Programs	\$631,731,000	\$493,358,000	\$138,373,000	28.0%	\$631,001,000	\$492,787,000	\$138,214,000	28.0%
State Planning and Research (SPR)	13,216,000	\$10,322,000	2,894,000	28.0%	13,201,000	\$10,309,000	2,892,000	28.1%
Transportation Alternatives	12,724,000	\$9,938,000	2,786,000	28.0%	12,709,000	\$9,927,000	2,782,000	28.0%
Redistribution of section 164 Penalty	14,578,000	11,385,000	3,193,000	28.0%	14,562,000	11,372,000	3,190,000	28.1%
Total Washington State MAP - 21 Apportionment	\$672,249,000	\$525,003,000	\$147,246,000	28.0%	\$671,473,000	\$524,395,000	\$147,078,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$666,086,815	\$520,190,592	\$145,896,224	28.0%	\$665,318,164	\$519,588,431	\$145,729,732	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$351,406,000	\$274,435,000	\$76,971,000	28.0%	\$351,000,000	\$274,118,000	\$76,882,000	28.0%
Surface Transportation Program (27% of total STP)	44,348,000	\$30,364,000	13,984,000	46.1%	44,274,000	\$30,308,000	13,966,000	46.1%
Highway Safety Improvement Program (36% of total HSIP)	15,590,000	\$12,175,000	3,415,000	28.0%	15,573,000	\$12,161,000	3,412,000	28.1%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$411,344,000	\$316,974,000	\$94,370,000	29.8%	\$410,847,000	\$316,587,000	\$94,260,000	29.8%
State Planning and Research (100% state)	13,216,000	\$10,322,000	2,894,000	28.0%	13,201,000	\$10,309,000	2,892,000	28.1%
SHRP2	528,640	\$412,880	115,760	28.0%	528,040	\$412,360	115,680	28.1%
NCHRP	726,880	\$567,710	159,170	28.0%	726,055	\$566,995	159,060	28.1%
Research	2,444,960	\$1,909,570	535,390	28.0%	2,442,185	\$1,907,165	535,020	28.1%
Amount remaining for SPR	9,515,520	\$7,431,840	2,083,680	28.0%	9,504,720	\$7,422,480	2,082,240	28.1%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,918,000	\$1,498,000	420,000	28.0%	1,916,000	\$1,496,000	420,000	28.1%
Redistribution of section 164 Penalty	14,578,000	\$11,385,000	3,193,000	28.0%	14,562,000	\$11,372,000	3,190,000	28.1%
Total State MAP - 21 Apportionment	\$441,056,000	\$340,179,000	\$100,877,000	29.7%	\$440,526,000	\$339,764,000	\$100,762,000	29.7%
State Program Obligation Authority	\$439,712,000	\$339,143,000	\$100,569,000	29.7%	\$439,184,000	\$338,729,000	\$100,455,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,430,000	\$17,517,000	\$4,913,000	28.0%	\$22,404,000	\$17,497,000	\$4,907,000	28.0%
Surface Transportation Program (73% of total STP)	127,604,000	\$103,924,000	23,680,000	22.8%	127,480,000	\$103,826,000	23,654,000	22.8%
Bridge Program (Off the federal aid system)	23,332,000	\$18,221,000	5,111,000	28.1%	23,305,000	\$18,200,000	5,105,000	28.0%
50% Distribution Any of the state programs	16,401,000	\$12,056,000	4,345,000	36.0%	16,378,000	\$12,037,000	4,341,000	36.1%
50% Population Distribution								
Areas over 200,000	52,741,000	\$41,189,000	11,552,000	28.0%	52,680,000	\$41,142,000	11,538,000	28.0%
Areas over 5,000	19,984,000	\$15,606,000	4,378,000	28.1%	19,961,000	\$15,589,000	4,372,000	28.0%
Areas under 5,000	15,548,000	\$12,142,000	3,406,000	28.1%	15,530,000	\$12,128,000	3,402,000	28.1%
Highway Safety Improvement Program (64% of total HSIP)	26,749,000	\$20,889,000	5,860,000	28.1%	26,718,000	\$20,865,000	5,853,000	28.1%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,450,000	\$28,466,000	7,984,000	28.0%	36,407,000	\$28,432,000	7,975,000	28.0%
Metropolitan Planning (100% of total MPO)	7,153,000	\$5,587,000	1,566,000	28.0%	7,145,000	\$5,580,000	1,565,000	28.0%
Subtotal Core Programs	\$220,386,000	\$176,383,000	\$44,003,000	24.9%	\$220,154,000	\$176,200,000	\$43,954,000	24.9%
Transportation Alternatives	10,806,000	\$8,440,000	2,366,000	28.0%	10,793,000	\$8,431,000	2,362,000	28.0%
50% Distribution Any of the state programs	5,403,000	\$4,220,000	1,183,000	28.0%	5,396,500	\$4,215,500	1,181,000	28.0%
50% Population Distribution								
Areas over 200,000	3,228,000	\$2,521,000	707,000	28.0%	3,224,000	\$2,519,000	705,000	28.0%
Areas over 5,000	1,223,000	\$955,000	268,000	28.1%	1,222,000	\$954,000	268,000	28.1%
Under 5,000	952,000	\$743,000	209,000	28.1%	951,000	\$742,000	209,000	28.2%
Total Local MAP - 21 Apportionment	\$231,192,000	\$184,823,000	\$46,369,000	25.1%	\$230,947,000	\$184,631,000	\$46,316,000	25.1%
Local Program Obligation Authority	\$226,374,815	\$181,047,592	\$45,327,224	25.0%	\$226,134,164	\$180,859,431	\$45,274,732	25.0%
Total Washington State MAP - 21 Apportionment	\$672,248,000	\$525,002,000	\$147,246,000	28.0%	\$671,473,000	\$524,395,000	\$147,078,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$666,086,815	\$520,190,592	\$145,896,224	28.0%	\$665,318,164	\$519,588,431	\$145,729,732	28.0%

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

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

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

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

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

MAP - 21

	2023	2023	Difference		2024	2024	Difference	
	March 2013 Alt.	March 2013 Baseline	Value	Percent	March 2013 Alt.	March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,149,701	\$291,417,000	\$81,732,701	28.0%	\$372,991,686	\$291,292,000	\$81,699,686	28.0%
Surface Transportation Program (STP)	171,635,793	\$134,043,000	37,592,793	28.0%	171,563,172	\$133,985,000	37,578,172	28.0%
Highway Safety Improvement Program (HSIP)	42,261,127	\$33,004,000	9,257,127	28.0%	42,242,428	\$32,990,000	9,252,428	28.0%
Congestion Mitigation and Air Quality Program (CMAQ)	36,382,996	\$28,414,000	7,968,996	28.0%	36,367,279	\$28,401,000	7,966,279	28.0%
Metropolitan Planning (MPO)	7,140,383	\$5,576,000	1,564,383	28.1%	7,137,436	\$5,574,000	1,563,436	28.0%
Subtotal Core Programs	\$630,570,000	\$492,454,000	\$138,116,000	28.0%	\$630,302,000	\$492,242,000	\$138,060,000	28.0%
State Planning and Research (SPR)	13,193,000	\$10,302,000	2,891,000	28.1%	13,187,000	\$10,299,000	2,888,000	28.0%
Transportation Alternatives	12,700,000	\$9,920,000	2,780,000	28.0%	12,695,000	\$9,916,000	2,779,000	28.0%
Redistribution of section 164 Penalty	14,552,000	11,364,000	3,188,000	28.1%	14,546,000	11,360,000	3,186,000	28.0%
Total Washington State MAP - 21 Apportionment	\$671,015,000	\$524,040,000	\$146,975,000	28.0%	\$670,730,000	\$523,817,000	\$146,913,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$664,864,550	\$519,236,507	\$145,628,043	28.0%	\$664,582,412	\$519,015,183	\$145,567,229	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$350,761,000	\$273,932,000	\$76,829,000	28.0%	\$350,612,000	\$273,814,000	\$76,798,000	28.0%
Surface Transportation Program (27% of total STP)	44,230,000	\$30,274,000	13,956,000	46.1%	44,203,000	\$30,252,000	13,951,000	46.1%
Highway Safety Improvement Program (36% of total HSIP)	15,562,000	\$12,153,000	3,409,000	28.1%	15,554,000	\$12,147,000	3,407,000	28.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$410,553,000	\$316,359,000	\$94,194,000	29.8%	\$410,369,000	\$316,213,000	\$94,156,000	29.8%
State Planning and Research (100% state)	13,193,000	\$10,302,000	2,891,000	28.1%	13,187,000	\$10,299,000	2,888,000	28.0%
SHRP2	527,720	\$412,080	115,640	28.1%	527,480	\$411,960	115,520	28.0%
NCHRP	725,615	\$566,610	159,005	28.1%	725,285	\$566,445	158,840	28.0%
Research	2,440,705	\$1,905,870	534,835	28.1%	2,439,595	\$1,905,315	534,280	28.0%
Amount remaining for SPR	9,498,960	\$7,417,440	2,081,520	28.1%	9,494,640	\$7,415,280	2,079,360	28.0%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,915,000	\$1,495,000	420,000	28.1%	1,914,000	\$1,494,000	420,000	28.1%
Redistribution of section 164 Penalty	14,552,000	\$11,364,000	3,188,000	28.1%	14,546,000	\$11,360,000	3,186,000	28.0%
Total State MAP - 21 Apportionment	\$440,213,000	\$339,520,000	\$100,693,000	29.7%	\$440,016,000	\$339,366,000	\$100,650,000	29.7%
State Program Obligation Authority	\$438,872,000	\$338,486,000	\$100,386,000	29.7%	\$438,676,000	\$338,332,000	\$100,344,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,389,000	\$17,485,000	\$4,904,000	28.0%	\$22,380,000	\$17,478,000	\$4,902,000	28.0%
Surface Transportation Program (73% of total STP)	127,406,000	\$103,769,000	23,637,000	22.8%	127,360,000	\$103,733,000	23,627,000	22.8%
Bridge Program (Off the federal aid system)	23,289,000	\$18,188,000	5,101,000	28.0%	23,279,000	\$18,180,000	5,099,000	28.0%
50% Distribution Any of the state programs	16,365,000	\$12,027,000	4,338,000	36.1%	16,357,000	\$12,021,000	4,336,000	36.1%
50% Population Distribution								
Areas over 200,000	52,644,000	\$41,113,000	11,531,000	28.0%	51,397,000	\$51,397,000	-	0.0%
Areas over 5,000	19,947,000	\$15,578,000	4,369,000	28.0%	19,474,000	\$19,474,000	-	0.0%
Areas under 5,000	15,519,000	\$12,120,000	3,399,000	28.0%	15,152,000	\$15,152,000	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	26,699,000	\$20,851,000	5,848,000	28.0%	26,688,000	\$20,842,000	5,846,000	28.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,383,000	\$28,414,000	7,969,000	28.0%	36,367,000	\$28,401,000	7,966,000	28.0%
Metropolitan Planning (100% of total MPO)	7,140,000	\$5,576,000	1,564,000	28.0%	7,137,000	\$5,574,000	1,563,000	28.0%
Subtotal Core Programs	\$220,017,000	\$176,095,000	\$43,922,000	24.9%	\$219,932,000	\$176,028,000	\$43,904,000	24.9%
Transportation Alternatives	10,785,000	\$8,425,000	2,360,000	28.0%	10,781,000	\$8,422,000	2,359,000	28.0%
50% Distribution Any of the state programs	5,392,500	\$4,212,500	1,180,000	28.0%	5,390,500	\$4,211,000	1,179,500	28.0%
50% Population Distribution								
Areas over 200,000	3,222,000	\$2,517,000	705,000	28.0%	3,221,000	\$2,516,000	705,000	28.0%
Areas over 5,000	1,221,000	\$954,000	267,000	28.0%	1,220,000	\$953,000	267,000	28.0%
Under 5,000	950,000	\$742,000	208,000	28.0%	949,000	\$742,000	207,000	27.9%
Total Local MAP - 21 Apportionment	\$230,802,000	\$184,520,000	\$46,282,000	25.1%	\$230,713,000	\$184,450,000	\$46,263,000	25.1%
Local Program Obligation Authority	\$225,992,550	\$180,750,507	\$45,242,043	25.0%	\$225,906,412	\$180,683,183	\$45,223,229	25.0%
Total Washington State MAP - 21 Apportionment	\$671,015,000	\$524,040,000	\$146,975,000	28.0%	\$670,729,000	\$523,816,000	\$146,913,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$664,864,550	\$519,236,507	\$145,628,043	28.0%	\$664,582,412	\$519,015,183	\$145,567,229	28.0%

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

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

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

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

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

MAP - 21

	2025	2025	Difference		2026	2026	Difference	
	March 2013 Alt.	March 2013 Baseline	Value	Percent	March 2013 Alt.	March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,435,724	\$291,640,000	\$81,795,724	28.0%	\$373,920,556	\$292,019,000	\$81,901,556	28.0%
Surface Transportation Program (STP)	171,769,039	\$134,145,000	37,624,039	28.0%	171,991,367	\$134,319,000	37,672,367	28.0%
Highway Safety Improvement Program (HSIP)	42,293,541	\$33,030,000	9,263,541	28.0%	42,348,521	\$33,072,000	9,276,521	28.0%
Congestion Mitigation and Air Quality Program (CMAQ)	36,410,430	\$28,434,000	7,976,430	28.1%	36,457,468	\$28,471,000	7,986,468	28.1%
Metropolitan Planning (MPO)	7,146,266	\$5,581,000	1,565,266	28.0%	7,155,089	\$5,588,000	1,567,089	28.0%
Subtotal Core Programs	\$631,055,000	\$492,830,000	\$138,225,000	28.0%	\$631,873,000	\$493,469,000	\$138,404,000	28.0%
State Planning and Research (SPR)	13,202,000	\$10,311,000	2,891,000	28.0%	13,219,000	\$10,324,000	2,895,000	28.0%
Transportation Alternatives	12,710,000	\$9,928,000	2,782,000	28.0%	12,727,000	\$9,941,000	2,786,000	28.0%
Redistribution of section 164 Penalty	14,563,000	11,373,000	3,190,000	28.0%	14,582,000	11,388,000	3,194,000	28.0%
Total Washington State MAP - 21 Apportionment	\$671,530,000	\$524,442,000	\$147,088,000	28.0%	\$672,401,000	\$525,122,000	\$147,279,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$665,374,990	\$519,634,291	\$145,740,699	28.0%	\$666,238,352	\$520,308,232	\$145,930,120	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%	-	-	-	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs **								
National Highway Performance Program (94% of total NHPP)	\$351,030,000	\$274,142,000	\$76,888,000	28.0%	\$351,485,000	\$274,498,000	\$76,987,000	28.0%
Surface Transportation Program (27% of total STP)	44,279,500	\$30,311,000	13,968,500	46.1%	44,362,000	\$30,376,000	13,986,000	46.0%
Highway Safety Improvement Program (36% of total HSIP)	15,573,000	\$12,162,000	3,411,000	28.0%	15,594,000	\$12,178,000	3,416,000	28.1%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$410,882,500	\$316,615,000	\$94,267,500	29.8%	\$411,441,000	\$317,052,000	\$94,389,000	29.8%
State Planning and Research (100% state)	13,202,000	\$10,311,000	2,891,000	28.0%	13,219,000	\$10,324,000	2,895,000	28.0%
SHRP2	528,080	\$412,440	115,640	28.0%	528,760	\$412,960	115,800	28.0%
NCHRP	726,110	\$567,105	159,005	28.0%	727,045	\$567,820	159,225	28.0%
Research	2,442,370	\$1,907,535	534,835	28.0%	2,445,515	\$1,909,940	535,575	28.0%
Amount remaining for SPR	9,505,440	\$7,423,920	2,081,520	28.0%	9,517,680	\$7,433,280	2,084,400	28.0%
Transportation Alternatives	-	-	-	-	-	-	-	-
Recreation Trails ^	1,916,000	\$1,496,000	420,000	28.1%	1,918,000	\$1,498,000	420,000	28.0%
Redistribution of section 164 Penalty	14,563,000	\$11,373,000	3,190,000	28.0%	14,582,000	\$11,388,000	3,194,000	28.0%
Total State MAP - 21 Apportionment	\$440,563,500	\$339,795,000	\$100,768,500	29.7%	\$441,160,000	\$340,262,000	\$100,898,000	29.7%
State Program Obligation Authority	\$439,221,000	\$338,760,000	\$100,461,000	29.7%	\$439,816,000	\$339,226,000	\$100,590,000	29.7%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,406,000	\$17,498,000	\$4,908,000	28.0%	\$22,435,000	\$17,521,000	\$4,914,000	28.0%
Surface Transportation Program (73% of total STP)	127,489,000	\$103,834,000	23,655,000	22.8%	127,629,000	\$103,943,000	23,686,000	22.8%
Bridge Program (Off the federal aid system)	23,307,000	\$18,202,000	5,105,000	28.0%	23,337,000	\$18,226,000	5,111,000	28.0%
50% Distribution Any of the state programs	16,381,000	\$12,040,000	4,341,000	36.1%	16,407,000	\$12,059,000	4,348,000	36.1%
50% Population Distribution								
Areas over 200,000	52,685,000	\$41,145,000	11,540,000	28.0%	52,753,000	\$41,198,000	11,555,000	28.0%
Areas over 5,000	19,962,000	\$15,590,000	4,372,000	28.0%	19,988,000	\$15,610,000	4,378,000	28.0%
Areas under 5,000	15,531,000	\$12,129,000	3,402,000	28.0%	15,551,000	\$12,145,000	3,406,000	28.0%
Highway Safety Improvement Program (64% of total HSIP)	26,720,000	\$20,867,000	5,853,000	28.0%	26,755,000	\$20,894,000	5,861,000	28.1%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,410,000	\$28,434,000	7,976,000	28.1%	36,457,000	\$28,471,000	7,986,000	28.0%
Metropolitan Planning (100% of total MPO)	7,146,000	\$5,581,000	1,565,000	28.0%	7,155,000	\$5,588,000	1,567,000	28.0%
Subtotal Core Programs	\$220,171,000	\$176,214,000	\$43,957,000	24.9%	\$220,431,000	\$176,417,000	\$44,014,000	24.9%
Transportation Alternatives	10,794,000	\$8,432,000	2,362,000	28.0%	10,809,000	\$8,443,000	2,366,000	28.0%
50% Distribution Any of the state programs	5,397,000	\$4,216,000	1,181,000	28.0%	5,404,500	\$4,221,500	1,183,000	28.0%
50% Population Distribution								
Areas over 200,000	3,225,000	\$2,519,000	706,000	28.0%	3,229,000	\$2,522,000	707,000	28.0%
Areas over 5,000	1,222,000	\$954,000	268,000	28.1%	1,224,000	\$956,000	268,000	28.0%
Under 5,000	951,000	\$743,000	208,000	28.0%	952,000	\$744,000	208,000	28.0%
Total Local MAP - 21 Apportionment	\$230,965,000	\$184,646,000	\$46,319,000	25.1%	\$231,240,000	\$184,860,000	\$46,380,000	25.1%
Local Program Obligation Authority	\$226,153,990	\$180,874,291	\$45,279,699	25.0%	\$226,422,352	\$181,082,232	\$45,340,120	25.0%
Total Washington State MAP - 21 Apportionment	\$671,528,500	\$524,441,000	\$147,087,500	28.0%	\$672,400,000	\$525,122,000	\$147,278,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$665,374,990	\$519,634,291	\$145,740,699	28.0%	\$666,238,352	\$520,308,232	\$145,930,120	28.0%

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

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

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

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

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

MAP - 21

	2027	2027	Difference	
	March 2013 Alt.	March 2013 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast				
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$374,662,601	\$292,598,000	\$82,064,601	28.0%
Surface Transportation Program (STP)	172,332,494	\$134,586,000	37,746,494	28.0%
Highway Safety Improvement Program (HSIP)	42,432,029	\$33,138,000	9,294,029	28.0%
Congestion Mitigation and Air Quality Program (CMAQ)	36,530,051	\$28,528,000	8,002,051	28.0%
Metropolitan Planning (MPO)	7,168,825	\$5,598,000	1,570,825	28.1%
Subtotal Core Programs	\$633,126,000	\$494,448,000	\$138,678,000	28.0%
State Planning and Research (SPR)	13,245,000	\$10,344,000	2,901,000	28.0%
Transportation Alternatives	12,752,000	\$9,961,000	2,791,000	28.0%
Redistribution of section 164 Penalty	14,610,000	11,411,000	3,199,000	28.0%
Total Washington State MAP - 21 Apportionment	\$673,733,000	\$526,164,000	\$147,569,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$667,558,319	\$521,341,076	\$146,217,243	28.0%
Ferry Boats and Terminal Facilities #	-	-	-	0.0%
Forecast Distributions ¶				
State Programs				
Federal Aid Highway Core Programs **				
National Highway Performance Program (94% of total NHPP)	\$352,183,000	\$275,042,000	\$77,141,000	28.0%
Surface Transportation Program (27% of total STP)	44,489,000	\$30,475,000	14,014,000	46.0%
Highway Safety Improvement Program (36% of total HSIP)	15,623,000	\$12,201,000	3,422,000	28.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A
Subtotal Core Programs	\$412,295,000	\$317,718,000	\$94,577,000	29.8%
State Planning and Research (100% state)	13,245,000	\$10,344,000	2,901,000	28.0%
<i>SHRP2</i>	529,800	\$413,760	116,040	28.0%
<i>NCHRP</i>	728,475	\$568,920	159,555	28.0%
<i>Research</i>	2,450,325	\$1,913,640	536,685	28.0%
<i>Amount remaining for SPR</i>	9,536,400	\$7,447,680	2,088,720	28.0%
Transportation Alternatives	-	-	-	-
<i>Recreation Trails ^</i>	1,922,000	\$1,501,000	421,000	28.0%
Redistribution of section 164 Penalty	14,610,000	\$11,411,000	3,199,000	28.0%
Total State MAP - 21 Apportionment	\$442,072,000	\$340,974,000	\$101,098,000	29.6%
State Program Obligation Authority	\$440,725,000	\$339,935,000	\$100,790,000	29.6%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (6% of total NHPP)	\$22,480,000	\$17,556,000	\$4,924,000	28.0%
Surface Transportation Program (73% of total STP)	127,843,000	\$104,111,000	23,732,000	22.8%
<i>Bridge Program (Off the federal aid system)</i>	23,383,000	\$18,262,000	5,121,000	28.0%
50% Distribution Any of the state programs	16,446,000	\$12,090,000	4,356,000	36.0%
50% Population Distribution				
<i>Areas over 200,000</i>	52,858,000	\$41,280,000	11,578,000	28.0%
<i>Areas over 5,000</i>	20,028,000	\$15,641,000	4,387,000	28.0%
<i>Areas under 5,000</i>	15,582,000	\$12,169,000	3,413,000	28.0%
Highway Safety Improvement Program (64% of total HSIP)	26,808,000	\$20,936,000	5,872,000	28.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,530,000	\$28,528,000	8,002,000	28.0%
Metropolitan Planning (100% of total MPO)	7,169,000	\$5,598,000	1,571,000	28.1%
Subtotal Core Programs	\$220,830,000	\$176,729,000	\$44,101,000	25.0%
Transportation Alternatives	10,830,000	\$8,460,000	2,370,000	28.0%
50% Distribution Any of the state programs	5,415,000	\$4,230,000	1,185,000	28.0%
50% Population Distribution				
<i>Areas over 200,000</i>	3,235,000	\$2,527,000	708,000	28.0%
<i>Areas over 5,000</i>	1,226,000	\$958,000	268,000	28.0%
<i>Under 5,000</i>	954,000	\$745,000	209,000	28.1%
Total Local MAP - 21 Apportionment	\$231,660,000	\$185,189,000	\$46,471,000	25.1%
Local Program Obligation Authority	\$226,833,319	\$181,406,076	\$45,427,243	25.0%
Total Washington State MAP - 21 Apportionment	\$673,732,000	\$526,163,000	\$147,569,000	28.0%
Total Washington State MAP - 21 Obligation Authority	\$667,558,319	\$521,341,076	\$146,217,243	28.0%

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

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

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

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