

**Transportation Revenue
Forecast Council
March 2015 Transportation
Economic and Revenue Forecasts**

Volume IV: Alternate Forecast Tables

Transportation Revenue Forecast Council

Alternative Forecasts

March 2015

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REVENUE AND RIDERSHIP PROJECTIONS
MARCH 2015 FORECAST
FISCAL YEARS 2015-2027

Prepared for
Washington State Ferries

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

March 19, 2015 Meeting

Prepared by
Parsons Brinckerhoff

March 17, 2014

Washington State Ferries

March 2015 Revenue and Ridership Forecasts — Fiscal Years 2015-2027

MARCH 2015 FORECAST NOTES

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

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

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

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

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

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

Two scenarios differing in fare assumptions were prepared for March:

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

The FY 2015 projections have been updated to include actual ridership and revenue through February 2015.

Ridership Impacts

- The March 2015 ridership forecasts reflect the latest updated demographic and economic variable forecasts provided by the State and commercial sources.
- The working age population indices for key ferry service areas have been revised downward based upon the new population forecasts released in November 2014. This decreases the ridership forecasts for the two commuter fare categories.
- Forecasts for all measures of employment have been revised upward over the forecast horizon, increasing the ridership forecasts relative to previous levels.
- The forecast for real personal income has been revised slightly higher in the near term through FY 2019 and then lower thereafter. This moves the ridership forecasts a bit higher initially and lower subsequently in a similar pattern.
- Real gasoline prices have been revised substantially downward (30-40% lower) for FY 2015-16, after which they begin to rise but remain below their November forecast levels through FY 2020. This puts significant upward pressure on the vehicle ridership forecasts in the early years, whereas slightly higher real gas prices after FY 2020 reduce the vehicle forecasts. The sizeable effect of lower real gas prices on the vehicle forecasts was manually graduated for FY 2015-17 to better align it with the historical response to a similar price drop in FY 2009.
- The inflation projections are largely unchanged with only very minor revisions, and their effects on real fares, and thus the ridership forecasts, are immaterial.
- Ridership for the months of November 2014 through February 2015 collectively came in 0.5% higher than previously forecasted, with December contributing most of the increase.
- Overall, the March ridership forecasts range from 1.4% higher in FY 2016 to 0.3% lower (Baseline) and 0.6% lower (Alternative 1) by FY 2027, compared to November.

Revenue Impacts

- For the 2013/15 biennium, the Baseline and Alternative 1 revenue forecasts total nearly \$342.3 M, or \$1.9 M (0.6%) higher than projected in November. Collectively, actual revenue for October 2014 through February 2015 came \$0.67 M (0.9%) higher than forecasted in November.
- The 2013/15 biennium forecast is distributed as \$334.8 M in fares to the operating account and \$7.5 M in surcharge revenue to the capital account.
- For the 2015/17 biennium, revenues are projected to be 1.5% higher (Baseline) and 1.4% higher (Alternative 1), compared with November. The increases taper off to unchanged (Baseline) and 0.6% lower (Alternative 1) by FY 2027.

Washington State Ferries
REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

March 2015 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>March 2015 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 2014 Baseline</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008	\$148,379,626	1.1%						
2009	\$144,540,455	(2.6%)	\$292,920,081					
2010	\$147,009,545	1.7%						
2011	\$147,447,850	0.3%	\$294,457,395					
2012	\$155,085,373	5.2%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015²	\$174,847,000	4.4%	\$342,288,867	1.1%	\$1,946,000	0.6%	\$172,901,000	\$340,342,867
2016	\$177,182,000	1.3%		1.6%			\$174,333,000	
2017	\$179,829,000	1.5%	\$357,011,000	1.3%	\$5,139,000	1.5%	\$177,539,000	\$351,872,000
2018	\$182,328,000	1.4%		1.3%			\$180,077,000	
2019	\$184,078,000	1.0%	\$366,406,000	1.1%	\$4,294,000	1.2%	\$182,035,000	\$362,112,000
2020	\$185,984,000	1.0%		1.0%			\$184,109,000	
2021	\$187,362,000	0.7%	\$373,346,000	0.8%	\$3,340,000	0.9%	\$185,897,000	\$370,006,000
2022	\$189,106,000	0.9%		0.7%			\$187,854,000	
2023	\$190,886,000	0.9%	\$379,992,000	0.6%	\$2,450,000	0.6%	\$189,688,000	\$377,542,000
2024	\$192,635,000	0.9%		0.6%			\$191,554,000	
2025	\$194,385,000	0.9%	\$387,020,000	0.4%	\$1,795,000	0.5%	\$193,671,000	\$385,225,000
2026	\$196,059,000	0.9%		0.1%			\$195,795,000	
2027	\$197,728,000	0.9%	\$393,787,000	(0.0%)	\$231,000	0.1%	\$197,761,000	\$393,556,000

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

² FY 2015 includes actual revenue data through February 2015.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

March 2015 Forecast – Fiscal Years 2015-2027

Fiscal Year	March 2015 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	March Biennium Total	Distribution of Revenue to Operating and Capital Programs			
				25¢ Surcharge Revenue for Capital Program	Capital Biennium Total	Base Fare Revenue for Operating Program	Operating Biennium Total
2008	\$148,379,626	1.1%				\$148,379,626	
2009	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010	\$147,009,545	1.7%				\$147,009,545	
2011	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012	\$155,085,373	5.2%		\$2,544,970		\$152,540,403	
2013	\$162,047,033	4.5%	\$317,132,406	\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867	3.3%		\$3,662,690		\$163,779,177	
2015 ²	\$174,847,000	4.4%	\$342,288,867	\$3,882,000	\$7,544,690	\$170,965,000	\$334,744,177
2016	\$177,182,000	1.3%		\$3,951,000		\$173,231,000	
2017	\$179,829,000	1.5%	\$357,011,000	\$4,008,000	\$7,959,000	\$175,821,000	\$349,052,000
2018	\$182,328,000	1.4%		\$4,071,000		\$178,257,000	
2019	\$184,078,000	1.0%	\$366,406,000	\$4,120,000	\$8,191,000	\$179,958,000	\$358,215,000
2020	\$185,984,000	1.0%		\$4,170,000		\$181,814,000	
2021	\$187,362,000	0.7%	\$373,346,000	\$4,206,000	\$8,376,000	\$183,156,000	\$364,970,000
2022	\$189,106,000	0.9%		\$4,252,000		\$184,854,000	
2023	\$190,886,000	0.9%	\$379,992,000	\$4,298,000	\$8,550,000	\$186,588,000	\$371,442,000
2024	\$192,635,000	0.9%		\$4,344,000		\$188,291,000	
2025	\$194,385,000	0.9%	\$387,020,000	\$4,392,000	\$8,736,000	\$189,993,000	\$378,284,000
2026	\$196,059,000	0.9%		\$4,439,000		\$191,620,000	
2027	\$197,728,000	0.9%	\$393,787,000	\$4,487,000	\$8,926,000	\$193,241,000	\$384,861,000

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

² FY 2015 includes actual revenue data through February 2015.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2016-27¹

March 2015 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>March 2015 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 2014 Alternative 1</i>	
				<i>% Change by Fiscal Year</i>	<i>\$ Change and % Change by Biennium</i>		<i>Capacity-Constrained Revenue Forecast</i>	<i>Biennium Total</i>
2008	\$148,379,626	1.1%						
2009	\$144,540,455	(2.6%)	\$292,920,081					
2010	\$147,009,545	1.7%						
2011	\$147,447,850	0.3%	\$294,457,395					
2012	\$155,085,373	5.2%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015²	\$174,847,000	4.4%	\$342,288,867	1.1%	\$1,946,000	0.6%	\$172,901,000	\$340,342,867
2016	\$179,606,000	2.7%		1.6%			\$176,810,000	
2017	\$185,493,000	3.3%	\$365,099,000	1.2%	\$4,939,000	1.4%	\$183,350,000	\$360,160,000
2018	\$191,495,000	3.2%		1.1%			\$189,470,000	
2019	\$196,764,000	2.8%	\$388,259,000	0.9%	\$3,714,000	1.0%	\$195,075,000	\$384,545,000
2020	\$202,453,000	2.9%		0.7%			\$201,016,000	
2021	\$207,832,000	2.7%	\$410,285,000	0.5%	\$2,425,000	0.6%	\$206,844,000	\$407,860,000
2022	\$213,696,000	2.8%		0.4%			\$212,921,000	
2023	\$219,606,000	2.8%	\$433,302,000	0.2%	\$1,215,000	0.3%	\$219,166,000	\$432,087,000
2024	\$225,658,000	2.8%		(0.0%)			\$225,662,000	
2025	\$232,301,000	2.9%	\$457,959,000	(0.2%)	(\$451,000)	(0.1%)	\$232,748,000	\$458,410,000
2026	\$239,191,000	3.0%		(0.4%)			\$240,137,000	
2027	\$246,154,000	2.9%	\$485,345,000	(0.6%)	(\$2,389,000)	(0.5%)	\$247,597,000	\$487,734,000

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

² FY 2015 includes actual revenue data through February 2015.

Washington State Ferries
REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2016-27¹

March 2015 Forecast – Fiscal Years 2015-2027

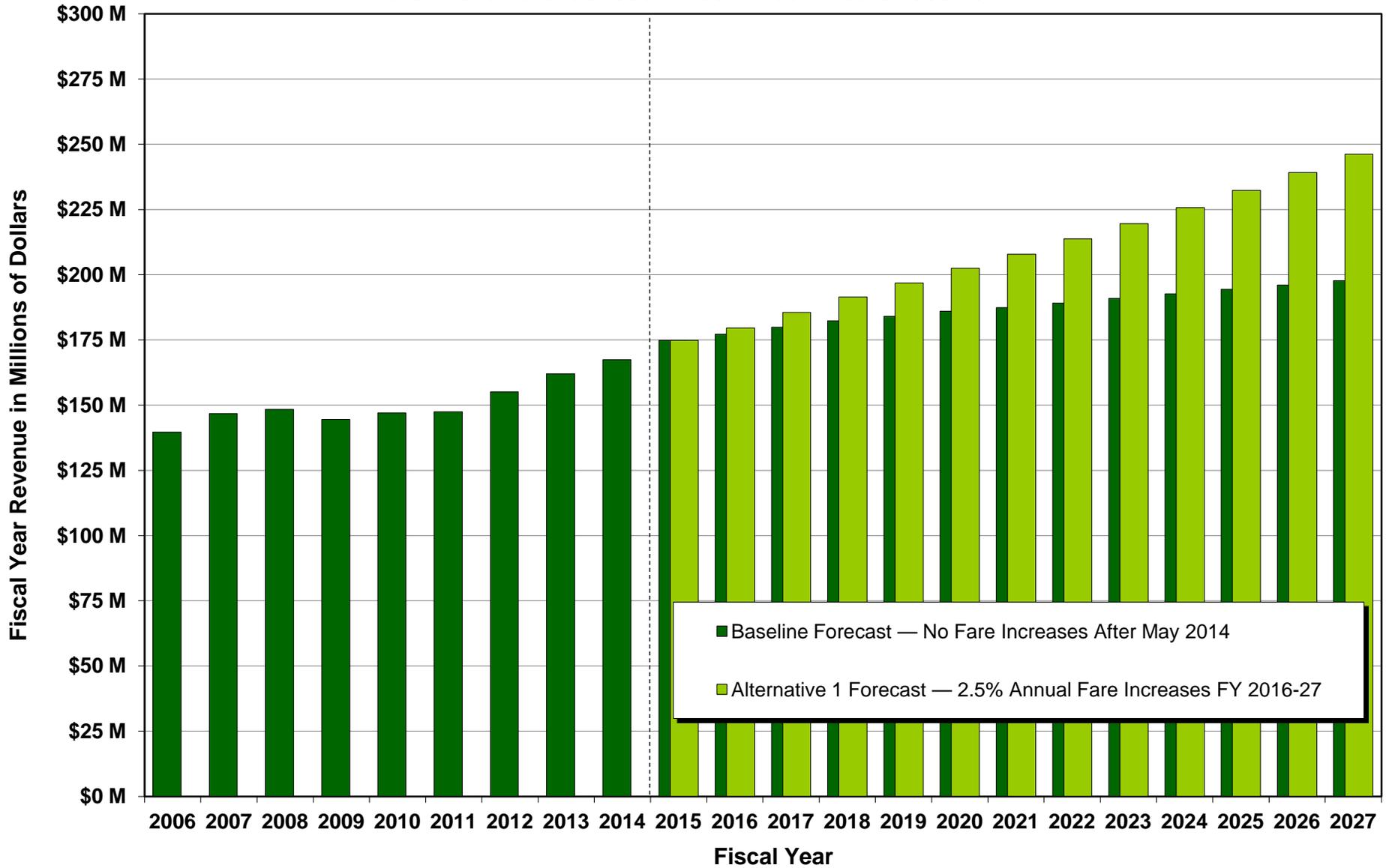
<i>Fiscal Year</i>	<i>March 2015 Capacity-Constrained Revenue Forecast</i>	<i>Fiscal Year Annual Growth Rate</i>	<i>March Biennium Total</i>	<i>Distribution of Revenue to Operating and Capital Programs</i>			
				<i>25¢ Surcharge Revenue for Capital Program</i>	<i>Capital Biennium Total</i>	<i>Base Fare Revenue for Operating Program</i>	<i>Operating Biennium Total</i>
2008	\$148,379,626	1.1%				\$148,379,626	
2009	\$144,540,455	(2.6%)	\$292,920,081			\$144,540,455	\$292,920,081
2010	\$147,009,545	1.7%				\$147,009,545	
2011	\$147,447,850	0.3%	\$294,457,395			\$147,447,850	\$294,457,395
2012	\$155,085,373	5.2%		\$2,544,970		\$152,540,403	
2013	\$162,047,033	4.5%	\$317,132,406	\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867	3.3%		\$3,662,690		\$163,779,177	
2015²	\$174,847,000	4.4%	\$342,288,867	\$3,882,000	\$7,544,690	\$170,965,000	\$334,744,177
2016	\$179,606,000	2.7%		\$3,938,000		\$175,668,000	
2017	\$185,493,000	3.3%	\$365,099,000	\$3,967,000	\$7,905,000	\$181,526,000	\$357,194,000
2018	\$191,495,000	3.2%		\$4,003,000		\$187,492,000	
2019	\$196,764,000	2.8%	\$388,259,000	\$4,024,000	\$8,027,000	\$192,740,000	\$380,232,000
2020	\$202,453,000	2.9%		\$4,047,000		\$198,406,000	
2021	\$207,832,000	2.7%	\$410,285,000	\$4,057,000	\$8,104,000	\$203,775,000	\$402,181,000
2022	\$213,696,000	2.8%		\$4,077,000		\$209,619,000	
2023	\$219,606,000	2.8%	\$433,302,000	\$4,095,000	\$8,172,000	\$215,511,000	\$425,130,000
2024	\$225,658,000	2.8%		\$4,112,000		\$221,546,000	
2025	\$232,301,000	2.9%	\$457,959,000	\$4,132,000	\$8,244,000	\$228,169,000	\$449,715,000
2026	\$239,191,000	3.0%		\$4,155,000		\$235,036,000	
2027	\$246,154,000	2.9%	\$485,345,000	\$4,180,000	\$8,335,000	\$241,974,000	\$477,010,000

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

² FY 2015 includes actual revenue data through February 2015.

Washington State Ferries — Revenue History and Forecast Trends

March 2015 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries
RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

No Changes in Fares after May 2014¹

March 2015 Forecast – Fiscal Years 2015-2027

<i>Fiscal Year</i>	<i>March 2015 Unconstrained Demand Forecast*</i>	<i>March 2015 Capacity Constrained Projections</i>			<i>November 2014 Projections</i>		
		<i>Passenger Ridership</i>	<i>Vehicle/Driver Ridership</i>	<i>Total Ridership</i>	<i>Annual Rate of Growth</i>	<i>Total Ridership</i>	<i>Mar. % Chg from Nov.</i>
2008		12,926,006	10,441,798	23,367,804	(2.8%)		
2009		12,580,511	9,917,249	22,497,760	(3.7%)		
2010		12,453,226	10,134,311	22,587,537	0.4%		
2011		12,242,320	9,968,973	22,211,293	(1.7%)		
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015²	23,335,000	12,947,000	10,353,000	23,300,000	2.0%	23,093,000	0.9%
2016	23,612,000	12,989,000	10,623,000	23,612,000	1.3%	23,279,000	1.4%
2017	23,991,000	13,207,000	10,773,000	23,980,000	1.6%	23,723,000	1.1%
2018	24,410,000	13,468,000	10,916,000	24,384,000	1.7%	24,133,000	1.0%
2019	24,750,000	13,716,000	10,999,000	24,715,000	1.4%	24,485,000	0.9%
2020	25,093,000	13,940,000	11,102,000	25,042,000	1.3%	24,842,000	0.8%
2021	25,361,000	14,128,000	11,164,000	25,292,000	1.0%	25,171,000	0.5%
2022	25,700,000	14,368,000	11,241,000	25,609,000	1.3%	25,510,000	0.4%
2023	26,040,000	14,608,000	11,321,000	25,929,000	1.2%	25,848,000	0.3%
2024	26,386,000	14,855,000	11,396,000	26,251,000	1.2%	26,198,000	0.2%
2025	26,758,000	15,110,000	11,472,000	26,582,000	1.3%	26,578,000	0.0%
2026	27,151,000	15,378,000	11,543,000	26,921,000	1.3%	26,965,000	(0.2%)
2027	27,562,000	15,652,000	11,618,000	27,270,000	1.3%	27,345,000	(0.3%)

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

² FY 2015 includes actual ridership data through February 2015. * Excludes demand adjustments for potential vessel capacity constraints and impacts due to the 25¢ per fare capital surcharge.

Washington State Ferries
RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2016-27¹

March 2015 Forecast – Fiscal Years 2015-2027

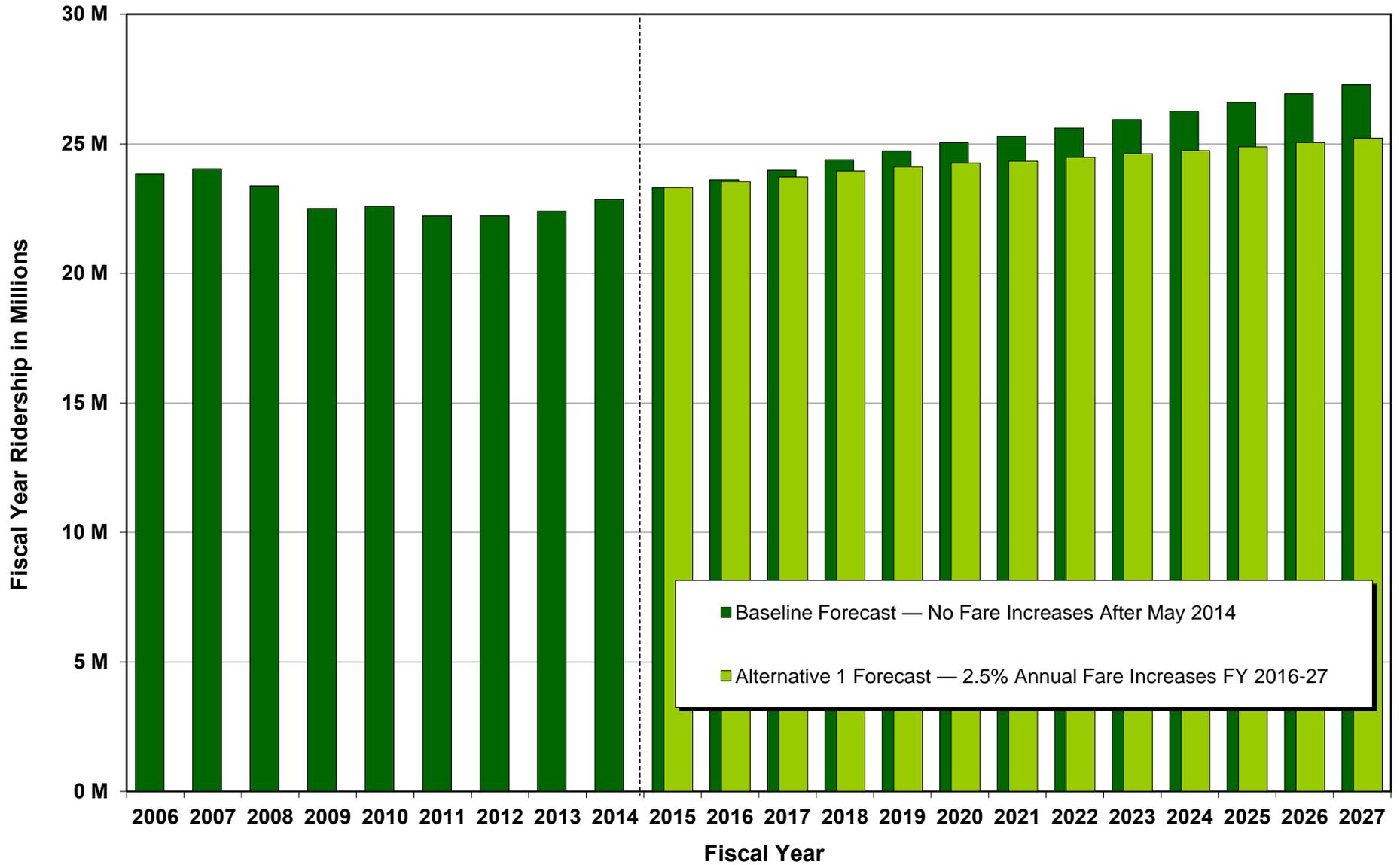
Fiscal Year	March 2015 Unconstrained Demand Forecast*	March 2015 Capacity Constrained Projections			November 2014 Projections		
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Mar. % Chg from Nov.
2008		12,926,006	10,441,798	23,367,804	(2.8%)		
2009		12,580,511	9,917,249	22,497,760	(3.7%)		
2010		12,453,226	10,134,311	22,587,537	0.4%		
2011		12,242,320	9,968,973	22,211,293	(1.7%)		
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015²	23,335,000	12,947,000	10,353,000	23,300,000	2.0%	23,093,000	0.9%
2016	23,531,000	12,939,000	10,592,000	23,531,000	1.0%	23,207,000	1.4%
2017	23,724,000	13,049,000	10,668,000	23,717,000	0.8%	23,481,000	1.0%
2018	23,970,000	13,202,000	10,750,000	23,952,000	1.0%	23,730,000	0.9%
2019	24,129,000	13,339,000	10,766,000	24,105,000	0.6%	23,916,000	0.8%
2020	24,291,000	13,455,000	10,802,000	24,257,000	0.6%	24,107,000	0.6%
2021	24,373,000	13,532,000	10,802,000	24,334,000	0.3%	24,264,000	0.3%
2022	24,524,000	13,660,000	10,819,000	24,479,000	0.6%	24,430,000	0.2%
2023	24,673,000	13,781,000	10,834,000	24,615,000	0.6%	24,600,000	0.1%
2024	24,813,000	13,893,000	10,846,000	24,739,000	0.5%	24,768,000	(0.1%)
2025	24,973,000	14,012,000	10,871,000	24,883,000	0.6%	24,958,000	(0.3%)
2026	25,150,000	14,145,000	10,900,000	25,045,000	0.7%	25,158,000	(0.4%)
2027	25,344,000	14,282,000	10,939,000	25,221,000	0.7%	25,366,000	(0.6%)

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

² FY 2015 includes historical ridership data through February 2015. * Excludes demand adjustments for potential vessel capacity constraints and impacts due to the 25¢ per fare capital surcharge.

Washington State Ferries — Ridership History and Forecast Trends

March 2015 Forecast Scenarios – Fiscal Years 2006-2027



**Alternative Federal Revenue Forecast
March 2015**

March 2015 Alternate Federal Funds Forecast Key Assumptions

FFY 2013 & 2014 & 2015

- The alternative apportionment forecast for FFY2013 and FFY2014 are based on P.L. 112-141, the Moving Ahead for Progress in the 21st Century (MAP-21). This law reauthorizes the federal surface transportation policy and program at the Congressional Budget Office's baseline level equal to current funding levels plus inflation which equals \$105 billion for two years.
- The alternate apportionment forecast for FFY 2013 is \$728.1 million and is based on actual FHWA distributions as recorded in FIMS.
- The alternate apportionment forecast for FFY 2014 is \$737.1 million and is based on FHWA Notice N4510.772 dated January 31, 2013 and on actual FHWA distributions as recorded in FIMS.
- The alternate apportionment forecast for FFY 2015 is \$666.1 million and is based on FHWA Notice N4510.781 dated January 9, 2015.
- The alternative OA and apportionment forecasts are the same as the baseline for FFY2013 & FFY2014 & 2015.

FFY2016 and Beyond

- In FFY2016 and beyond, the growth rates in federal funds mirrors the WA State fuel gallons consumed in the June forecast. This is in contrast to the baseline which has a drop in apportionment in FFY2016 of 15.9% and another drop in FFY2017 of 5.4%.
- The alternate forecast assumes that new transportation revenue will be found to sure up the Highway Trust Fund and that funding levels beyond FFY2014 will not be reduced.
- In FFY2016, the alternative apportionment forecast anticipated \$111.3 million in additional revenue which is 19.9% higher than the baseline forecast.
- In FFY2017, the alternative apportionment forecast anticipated \$145.9 million in additional revenue which is 27.5% higher than the baseline forecast.
- In FFY 2018 and throughout the forecast horizon, the alternate apportionment forecast is 27.5% higher than the baseline.

Transportation Revenue Forecast Council

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

	2010	2011	2012	2013	Current Biennium		2016	2017	2018
					2014	2015			
Million Dollars									
Apportionment (March 2015 Alternate Forecast)	921.597	723.273	645.245	720.579	737.106	666.103	671.487	675.813	681.088
Annual Percentage Change	86.1%	-21.5%	-10.8%	11.7%	2.3%	-9.6%	0.8%	0.6%	0.8%
Apportionment (March 2015 Baseline Forecast)	921.597	723.273	645.245	720.579	737.106	666.103	560.194	529.941	534.080
Annual Percentage Change	86.1%	-21.5%	-10.8%	11.7%	2.3%	-9.6%	-15.9%	-5.4%	0.8%
Percentage Change, March 2015 Alternate vs. March 2015 Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.9%	27.5%	27.5%
Obligation Authority (March 2015 Alternate Forecast)	832.079	725.595	696.066	717.863	703.314	664.075	669.442	673.754	679.013
Annual Percentage Change	7.7%	-2.2%	-4.1%	3.1%	-2.0%	-5.6%	0.8%	0.6%	0.8%
Obligation Authority (March 2015 Baseline Forecast)	832.079	725.595	696.066	717.863	703.314	664.075	558.488	528.327	532.453
Annual Percentage Change	7.7%	-2.2%	-4.1%	3.1%	-2.0%	-5.6%	-15.9%	-5.4%	0.8%
Percentage Change, March 2015 Alternate vs. March 2015 Baseline	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.9%	27.5%	27.5%
<i>FFY 2010 - FFY 2014 are reconciled to actual FHWA distributions</i>									
	2019	2020	2021	2022	2023	2024	2025	2026	2027
Million Dollars									
Apportionment (March 2015 Alternate Forecast)	684.826	688.348	691.025	692.970	694.335	695.507	697.018	698.205	698.683
Annual Percentage Change	0.5%	0.5%	0.4%	0.3%	0.2%	0.2%	0.2%	0.2%	0.1%
Apportionment (March 2015 Baseline Forecast)	537.010	539.771	541.872	543.394	544.462	545.382	546.568	547.499	547.875
Annual Percentage Change	0.5%	0.5%	0.4%	0.3%	0.2%	0.2%	0.2%	0.2%	0.1%
Percentage Change, March 2015 Alternate vs. March 2015 Baseline	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%
Obligation Authority (March 2015 Alternate Forecast)	682.740	686.251	688.920	690.859	692.220	693.388	694.895	696.078	696.555
Annual Percentage Change	0.5%	0.5%	0.4%	0.3%	0.2%	0.2%	0.2%	0.2%	0.1%
Obligation Authority (March 2015 Baseline Forecast)	535.374	538.127	540.221	541.739	542.803	543.721	544.903	545.831	546.206
Annual Percentage Change	0.5%	0.5%	0.4%	0.3%	0.2%	0.2%	0.2%	0.2%	0.1%
Percentage Change, March 2015 Alternate vs. March 2015 Baseline	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%	27.5%

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
March 2015 Alternate

MAP - 21

	2013		Difference		2014		Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$363,030,307	\$363,030,307	\$0	0.0%	\$359,315,130	\$359,315,130	\$0	0.0%
Surface Transportation Program (STP)	168,610,051	\$168,610,051	-	0.0%	171,800,292	\$171,800,292	-	0.0%
Highway Safety Improvement Program (HSIP)	41,178,651	\$41,178,651	-	0.0%	41,203,842	\$41,203,842	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	35,448,943	\$35,448,943	-	0.0%	35,469,204	\$35,469,204	-	0.0%
Metropolitan Planning (MPO)	6,956,355	\$6,956,355	-	0.0%	6,960,373	\$6,960,373	-	0.0%
Subtotal Core Programs	\$615,224,307	\$615,224,307	\$0	0.0%	\$614,748,841	\$614,748,841	\$0	0.0%
State Planning and Research (SPR)	12,852,433	\$12,852,433	-	0.0%	12,862,896	\$12,862,896	-	0.0%
Transportation Alternatives	12,309,447	\$12,309,447	-	0.0%	12,503,968	\$12,503,968	-	0.0%
Redistribution of section 164 Penalty #	14,177,525	\$14,177,525	-	0.0%	14,189,258	14,189,258	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	3,900,000	\$3,900,000	-	0.0%	21,758,808	21,758,808	-	0.0%
Discretionary and Allocated Programs	62,115,211	\$62,115,211	-	100.0%	61,041,969	61,041,969	-	100.0%
Total Washington State MAP - 21 Apportionment	\$720,578,923	\$720,578,923	\$0	0.0%	\$737,105,740	\$737,105,740	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority *	\$717,862,540	\$717,862,540	\$0	0.0%	703,313,900	\$703,313,900	\$0	0.0%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$341,249,623	\$341,249,623	\$0	0.0%	\$337,756,222	\$337,756,222	\$0	0.0%
Surface Transportation Program (27% of total STP)	46,672,106	\$46,672,106	-	0.0%	49,801,362	\$49,801,362	-	0.0%
Highway Safety Improvement Program (36% of total HSIP)	15,187,300	\$15,187,300	-	0.0%	15,205,493	\$15,205,493	-	0.0%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$403,109,029	\$403,109,029	\$0	0.0%	\$402,763,077	\$402,763,077	\$0	0.0%
State Planning and Research (100% state)	12,852,433	\$12,852,433	-	0.0%	12,862,896	12,862,896	-	0.0%
SHRP2	514,097	\$514,097	-	0.0%	514,516	514,516	-	0.0%
NCHRP	706,884	\$706,884	-	0.0%	707,459	707,459	-	0.0%
Research	1,992,127	\$1,992,127	-	0.0%	1,993,749	1,993,749	-	0.0%
Amount remaining for SPR	9,639,325	\$9,639,325	-	0.0%	9,647,172	9,647,172	-	0.0%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,882,535	\$1,882,535	-	0.0%	1,886,270	1,886,270	-	0.0%
Redistribution of section 164 Penalty	14,177,525	\$14,177,525	-	0.0%	14,189,258	14,189,258	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	3,900,000	\$3,900,000	-	0.0%	20,437,057	20,437,057	-	0.0%
Discretionary and Allocated Programs	41,620,923	\$41,620,923	-	100.0%	59,643,593	\$59,643,593	-	0.0%
Total State MAP - 21 Apportionment	\$477,542,446	\$477,542,446	\$0	0.0%	\$511,782,151	\$511,782,151	\$0	0.0%
State Obligation Authority *	\$478,236,074	\$478,236,074	\$0	0.0%	\$504,316,835	\$504,316,765	\$70	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$21,780,684	\$21,780,684	\$0	0.0%	\$21,558,908	\$21,558,908	\$0	0.0%
Surface Transportation Program (73% of total STP)	121,937,945	\$121,937,945	-	0.0%	121,998,930	\$121,998,930	-	0.0%
Bridge Program (Off the federal aid system)	22,884,303	\$22,884,303	-	0.0%	22,930,163	\$22,930,163	-	0.0%
50% Distribution Any of the state programs	13,202,564	\$13,202,564	-	0.0%	13,168,621	\$13,168,621	-	0.0%
50% Population Distribution								
Areas over 200,000	51,294,287	\$51,294,287	-	0.0%	51,323,604	\$51,323,604	-	0.0%
Areas over 5,000	19,435,473	\$19,435,473	-	0.0%	19,446,581	\$19,446,581	-	0.0%
Areas under 5,000	15,121,318	\$15,121,318	-	0.0%	15,129,961	\$15,129,961	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	25,991,351	\$25,991,351	-	0.0%	25,998,350	\$25,998,350	-	0.0%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,448,943	\$35,448,943	-	0.0%	35,469,204	\$35,469,204	-	0.0%
Metropolitan Planning (100% of total MPO)	6,956,355	\$6,956,355	-	0.0%	6,960,373	\$6,960,373	-	0.0%
Subtotal Core Programs	\$212,115,278	\$212,115,278	\$0	0.0%	\$211,985,764	\$211,985,764	\$0	0.0%
Transportation Alternatives	10,426,912	\$10,426,912	-	0.0%	10,617,698	\$10,617,698	-	0.0%
50% Distribution Any of the state programs	5,213,456	\$5,213,456	-	0.0%	5,308,849	\$5,308,849	-	0.0%
50% Population Distribution								
Areas over 200,000	3,114,935	\$3,114,935	-	0.0%	3,171,930	\$3,171,930	-	0.0%
Areas over 5,000	1,180,253	\$1,180,253	-	0.0%	1,201,849	\$1,201,849	-	0.0%
Under 5,000	918,268	\$918,268	-	0.0%	935,070	\$935,070	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	1,321,751	1,321,751	-	0.0%
Discretionary and Allocated Programs	20,494,288	\$20,494,288	-	100.0%	1,398,376	\$1,398,376	-	0.0%
Total Local MAP - 21 Apportionment	\$243,036,478	\$243,036,478	\$0	0.0%	\$225,323,589	\$225,323,589	\$0	0.0%
Local Obligation Authority *	\$239,626,466	\$239,626,466	\$0	0.0%	\$198,997,065	\$198,997,030	\$35	0.0%
Total Washington State MAP - 21 Apportionment	\$720,578,923	\$720,578,923	\$0	0.0%	\$737,105,740	\$737,105,740	\$0	0.0%
Total Washington State MAP - 21 Obligation Authority	\$717,862,540	\$717,862,540	\$0	0.0%	\$703,313,900	703,313,795	\$105	0.0%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 March 2015 Alternate

MAP - 21

	CURRENT FFY		Difference		2016		Difference	
	2015	2015	Value	Percent	2016	2016	Value	Percent
	Mar-15 Alternate	Mar-15 Baseline			Mar-15 Alternate	Mar-15 Baseline		
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,504,000	\$373,504,000	\$0	0.0%	\$376,523,000	\$314,117,000	\$62,406,000	19.9%
Surface Transportation Program (STP)	171,800,294	\$171,800,294	-	0.0%	173,190,000	\$144,484,000	28,706,000	19.9%
Highway Safety Improvement Program (HSIP)	41,203,841	\$41,203,841	-	0.0%	41,537,000	\$34,653,000	6,884,000	19.9%
Congestion Mitigation and Air Quality Program (CMAQ)	35,469,000	\$35,469,000	-	0.0%	35,756,000	\$29,830,000	5,926,000	19.9%
Metropolitan Planning (MPO)	6,960,000	\$6,960,000	-	0.0%	7,016,000	\$5,853,000	1,163,000	19.9%
Subtotal Core Programs	\$628,937,136	\$628,937,136	\$0	0.0%	\$634,022,000	\$528,937,000	\$105,085,000	19.9%
State Planning and Research (SPR)	12,863,000	\$12,863,000	-	0.0%	12,966,000	\$10,818,000	2,148,000	19.9%
Transportation Alternatives	12,503,969	\$12,503,969	-	0.0%	12,605,000	\$10,516,000	2,089,000	19.9%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,799,000	\$11,799,000	-	0.0%	11,894,000	\$9,923,000	1,971,000	19.9%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$666,103,104	\$666,103,104	\$0	0.0%	\$671,487,000	\$560,194,000	\$111,293,000	19.9%
Total Washington State MAP - 21 Obligation Authority *	\$664,074,927	\$664,074,927	\$0	0.0%	\$669,442,000	\$558,488,000	\$110,954,000	19.9%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$351,094,125	\$351,094,125	\$0	0.0%	\$353,932,000	\$295,270,000	\$58,662,000	19.9%
Surface Transportation Program (27% of total STP)	51,005,686	\$51,005,686	-	0.0%	51,569,000	\$39,943,000	11,626,000	29.1%
Highway Safety Improvement Program (36% of total HSIP)	15,205,492	\$15,205,492	-	0.0%	15,328,000	\$12,788,000	2,540,000	19.9%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$417,305,303	\$417,305,303	\$0	0.0%	\$420,829,000	\$348,001,000	\$72,828,000	20.9%
State Planning and Research (100% state)	12,862,896	12,862,896	-	0.0%	12,966,000	10,818,000	2,148,000	19.9%
SHRP2	514,516	514,516	-	0.0%	518,640	432,720	85,920	19.9%
NCHRP	707,459	707,459	-	0.0%	713,130	594,990	118,140	19.9%
Research	1,993,749	1,993,749	-	0.0%	2,009,730	1,676,790	332,940	19.9%
Amount remaining for SPR	9,647,172	9,647,172	-	0.0%	9,724,500	8,113,500	1,611,000	19.9%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,886,270	1,886,270	-	0.0%	1,902,000	1,586,000	316,000	19.9%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,799,000	11,799,000	-	0.0%	11,894,000	9,923,000	1,971,000	19.9%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$443,853,469	\$443,853,469	\$0	0.0%	\$447,591,000	\$370,328,000	\$77,263,000	\$1
State Obligation Authority *	\$442,501,434	\$442,501,434	\$0	0.0%	\$446,228,000	\$369,200,000	\$77,028,000	20.9%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,410,263	\$22,410,263	\$0	0.0%	\$22,591,000	\$18,847,000	\$3,744,000	19.9%
Surface Transportation Program (73% of total STP)	120,794,608	\$120,794,608	-	0.0%	121,621,000	\$104,541,000	17,080,000	16.3%
Bridge Program (Off the federal aid system)	22,930,163	\$22,930,163	-	0.0%	23,116,000	\$19,284,000	3,832,000	19.9%
50% Distribution Any of the state programs	11,964,297	\$11,964,297	-	0.0%	12,096,000	\$9,369,000	2,727,000	29.1%
50% Population Distribution								
Areas over 200,000	51,323,605	\$51,323,605	-	0.0%	51,739,000	\$43,163,000	8,576,000	19.9%
Areas over 5,000	19,446,582	\$19,446,582	-	0.0%	19,604,000	\$16,355,000	3,249,000	19.9%
Areas under 5,000	15,129,960	\$15,129,960	-	0.0%	15,252,000	\$12,724,000	2,528,000	19.9%
Highway Safety Improvement Program (64% of total HSIP)	25,998,349	\$25,998,349	-	0.0%	26,209,000	\$21,865,000	4,344,000	19.9%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,469,203	\$35,469,203	-	0.0%	35,756,000	\$29,830,000	5,926,000	19.9%
Metropolitan Planning (100% of total MPO)	6,960,373	\$6,960,373	-	0.0%	7,016,000	\$5,853,000	1,163,000	19.9%
Subtotal Core Programs	\$211,632,797	\$211,632,797	\$0	0.0%	\$213,193,000	\$180,936,000	\$32,257,000	17.8%
Transportation Alternatives	10,617,699	\$10,617,699	-	0.0%	10,703,000	\$8,930,000	1,773,000	19.9%
50% Distribution Any of the state programs	5,308,849	\$5,308,849	-	0.0%	5,351,500	\$4,465,000	886,500	19.9%
50% Population Distribution								
Areas over 200,000	3,171,930	\$3,171,930	-	0.0%	3,197,000	\$2,668,000	529,000	19.8%
Areas over 5,000	1,201,849	\$1,201,849	-	0.0%	1,212,000	\$1,011,000	201,000	19.9%
Under 5,000	935,070	\$935,070	-	0.0%	943,000	\$786,000	157,000	20.0%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$222,250,496	\$222,250,496	\$0	0.0%	\$223,896,000	\$189,866,000	\$34,030,000	17.9%
Local Obligation Authority *	\$221,573,493	\$221,573,493	\$0	0.0%	\$223,214,000	\$189,288,000	\$33,926,000	17.9%
Total Washington State MAP - 21 Apportionment	\$666,103,965	\$666,103,965	\$0	0.0%	\$671,487,000	\$560,194,000	\$111,293,000	19.9%
Total Washington State MAP - 21 Obligation Authority	\$664,074,927	\$664,074,927	\$0	0.0%	\$669,442,000	\$558,488,000	\$110,954,000	19.9%

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
March 2015 Alternate

MAP - 21

	2017		Difference		2018		Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$378,949,000	\$297,154,000	\$81,795,000	27.5%	\$381,907,000	\$299,475,000	\$82,432,000	27.5%
Surface Transportation Program (STP)	174,305,000	\$136,682,000	37,623,000	27.5%	175,666,000	\$137,750,000	37,916,000	27.5%
Highway Safety Improvement Program (HSIP)	41,804,000	\$32,781,000	9,023,000	27.5%	42,129,000	\$33,036,000	9,093,000	27.5%
Congestion Mitigation and Air Quality Program (CMAQ)	35,987,000	\$28,219,000	7,768,000	27.5%	36,268,000	\$28,439,000	7,829,000	27.5%
Metropolitan Planning (MPO)	7,062,000	\$5,537,000	1,525,000	27.5%	7,116,000	\$5,581,000	1,535,000	27.5%
Subtotal Core Programs	\$638,107,000	\$500,373,000	\$137,734,000	27.5%	\$643,086,000	\$504,281,000	\$138,805,000	27.5%
State Planning and Research (SPR)	13,049,000	\$10,233,000	2,816,000	27.5%	13,153,000	\$10,313,000	2,840,000	27.5%
Transportation Alternatives	12,686,000	\$9,948,000	2,738,000	27.5%	12,785,000	\$10,026,000	2,759,000	27.5%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,971,000	\$9,387,000	2,584,000	27.5%	12,064,000	\$9,460,000	2,604,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$675,813,000	\$529,941,000	\$145,872,000	27.5%	\$681,088,000	\$534,080,000	\$147,008,000	27.5%
Total Washington State MAP - 21 Obligation Authority *	\$673,754,000	\$528,327,000	\$145,427,000	27.5%	\$679,013,000	\$532,453,000	\$146,560,000	27.5%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$356,212,000	\$279,325,000	\$76,887,000	27.5%	\$358,993,000	\$281,507,000	\$77,486,000	27.5%
Surface Transportation Program (27% of total STP)	52,020,000	\$36,783,000	15,237,000	41.4%	52,571,000	\$37,215,000	15,356,000	41.3%
Highway Safety Improvement Program (36% of total HSIP)	15,427,000	\$12,097,000	3,330,000	27.5%	15,547,000	\$12,191,000	3,356,000	27.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$423,659,000	\$328,205,000	\$95,454,000	29.1%	\$427,111,000	\$330,913,000	\$96,198,000	29.1%
State Planning and Research (100% state)	13,049,000	10,233,000	2,816,000	27.5%	13,153,000	10,313,000	2,840,000	27.5%
SHRP2	521,960	409,320	112,640	27.5%	526,120	412,520	113,600	27.5%
NCHRP	717,695	562,815	154,880	27.5%	723,415	567,215	156,200	27.5%
Research	2,022,595	1,586,115	436,480	27.5%	2,038,715	1,598,515	440,200	27.5%
Amount remaining for SPR	9,786,750	7,674,750	2,112,000	27.5%	9,864,750	7,734,750	2,130,000	27.5%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,914,000	1,500,000	414,000	27.6%	1,929,000	1,512,000	417,000	27.6%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	11,971,000	9,387,000	2,584,000	27.5%	12,064,000	9,460,000	2,604,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$450,593,000	\$349,325,000	\$101,268,000	29.0%	\$454,257,000	\$352,198,000	\$102,059,000	29.0%
State Obligation Authority *	\$449,220,000	\$348,261,000	\$100,959,000	29.0%	\$452,873,000	\$351,125,000	\$101,748,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$22,737,000	\$17,829,000	\$4,908,000	27.5%	\$22,914,000	\$17,969,000	\$4,945,000	27.5%
Surface Transportation Program (73% of total STP)	122,285,000	\$99,899,000	22,386,000	22.4%	123,095,000	\$100,535,000	22,560,000	22.4%
Bridge Program (Off the federal aid system)	23,265,000	\$18,243,000	5,022,000	27.5%	23,447,000	\$18,385,000	5,062,000	27.5%
50% Distribution Any of the state programs	12,202,000	\$8,628,000	3,574,000	41.4%	12,332,000	\$8,730,000	3,602,000	41.3%
50%Population Distribution								
Areas over 200,000	52,072,000	\$40,832,000	11,240,000	27.5%	52,478,000	\$41,151,000	11,327,000	27.5%
Areas over 5,000	19,730,000	\$15,471,000	4,259,000	27.5%	19,884,000	\$15,592,000	4,292,000	27.5%
Areas under 5,000	15,351,000	\$12,037,000	3,314,000	27.5%	15,470,000	\$12,131,000	3,339,000	27.5%
Highway Safety Improvement Program (64% of total HSIP)	26,377,000	\$20,684,000	5,693,000	27.5%	26,583,000	\$20,845,000	5,738,000	27.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	35,987,000	\$28,219,000	7,768,000	27.5%	36,268,000	\$28,439,000	7,829,000	27.5%
Metropolitan Planning (100% of total MPO)	7,062,000	\$5,537,000	1,525,000	27.5%	7,116,000	\$5,581,000	1,535,000	27.5%
Subtotal Core Programs	\$214,448,000	\$172,168,000	\$42,280,000	24.6%	\$215,976,000	\$173,369,000	\$42,607,000	24.6%
Transportation Alternatives	10,772,000	\$8,448,000	2,324,000	27.5%	10,856,000	\$8,514,000	2,342,000	27.5%
50% Distribution Any of the state programs	5,386,000	\$4,224,000	1,162,000	27.5%	5,428,000	\$4,257,000	1,171,000	27.5%
50%Population Distribution								
Areas over 200,000	3,218,000	\$2,524,000	694,000	27.5%	3,243,000	\$2,543,000	700,000	27.5%
Areas over 5,000	1,219,000	\$956,000	263,000	27.5%	1,229,000	\$964,000	265,000	27.5%
Under 5,000	949,000	\$744,000	205,000	27.6%	956,000	\$750,000	206,000	27.5%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$225,220,000	\$180,616,000	\$44,604,000	24.7%	\$226,832,000	\$181,883,000	\$44,949,000	24.7%
Local Obligation Authority *	\$224,534,000	\$180,066,000	\$44,468,000	24.7%	\$226,140,000	\$181,328,000	\$44,812,000	24.7%
Total Washington State MAP - 21 Apportionment	\$675,813,000	\$529,941,000	\$145,872,000	27.5%	\$681,089,000	\$534,081,000	\$147,008,000	27.5%
Total Washington State MAP - 21 Obligation Authority	\$673,754,000	\$528,327,000	\$145,427,000	27.5%	\$679,013,000	\$532,453,000	\$146,560,000	27.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
March 2015 Alternate

MAP - 21

	2019	2019	Difference		2020	2020	Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$384,002,000	\$301,118,000	\$82,884,000	27.5%	\$385,978,000	\$302,666,000	\$83,312,000	27.5%
Surface Transportation Program (STP)	176,630,000	\$138,506,000	38,124,000	27.5%	177,539,000	\$139,218,000	38,321,000	27.5%
Highway Safety Improvement Program (HSIP)	42,361,000	\$33,218,000	9,143,000	27.5%	42,578,000	\$33,388,000	9,190,000	27.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,467,000	\$28,595,000	7,872,000	27.5%	36,654,000	\$28,742,000	7,912,000	27.5%
Metropolitan Planning (MPO)	7,156,000	\$5,611,000	1,545,000	27.5%	7,193,000	\$5,639,000	1,554,000	27.6%
Subtotal Core Programs	\$646,616,000	\$507,048,000	\$139,568,000	27.5%	\$649,942,000	\$509,653,000	\$140,289,000	27.5%
State Planning and Research (SPR)	13,225,000	\$10,369,000	2,856,000	27.5%	13,293,000	\$10,424,000	2,869,000	27.5%
Transportation Alternatives	12,855,000	\$10,081,000	2,774,000	27.5%	12,921,000	\$10,133,000	2,788,000	27.5%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,130,000	\$9,512,000	2,618,000	27.5%	12,192,000	\$9,561,000	2,631,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$684,826,000	\$537,010,000	\$147,816,000	27.5%	\$688,348,000	\$539,771,000	\$148,577,000	27.5%
Total Washington State MAP - 21 Obligation Authority *	\$682,740,000	\$535,374,000	\$147,366,000	27.5%	\$686,251,000	\$538,127,000	\$148,124,000	27.5%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$360,962,000	\$283,051,000	\$77,911,000	27.5%	\$362,819,000	\$284,506,000	\$78,313,000	27.5%
Surface Transportation Program (27% of total STP)	52,962,000	\$37,521,000	15,441,000	41.2%	53,330,000	\$37,810,000	15,520,000	41.0%
Highway Safety Improvement Program (36% of total HSIP)	15,631,000	\$12,257,000	3,374,000	27.5%	15,712,000	\$12,321,000	3,391,000	27.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$429,555,000	\$332,829,000	\$96,726,000	29.1%	\$431,861,000	\$334,637,000	\$97,224,000	29.1%
State Planning and Research (100% state)	13,225,000	10,369,000	2,856,000	27.5%	13,293,000	10,424,000	2,869,000	27.5%
<i>SHRP2</i>	529,000	414,760	114,240	27.5%	531,720	416,960	114,760	27.5%
<i>NCHRP</i>	727,375	570,295	157,080	27.5%	731,115	573,320	157,795	27.5%
<i>Research</i>	2,049,875	1,607,195	442,680	27.5%	2,060,415	1,615,720	444,695	27.5%
<i>Amount remaining for SPR</i>	9,918,750	7,776,750	2,142,000	27.5%	9,969,750	7,818,000	2,151,750	27.5%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,940,000	1,520,000	420,000	27.6%	1,950,000	1,528,000	422,000	27.6%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,130,000	9,512,000	2,618,000	27.5%	12,192,000	9,561,000	2,631,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$456,850,000	\$354,230,000	\$102,620,000	29.0%	\$459,296,000	\$356,150,000	\$103,146,000	29.0%
State Obligation Authority *	\$455,458,000	\$353,151,000	\$102,307,000	29.0%	\$457,897,000	\$355,065,000	\$102,832,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,040,000	\$18,067,000	\$4,973,000	27.5%	\$23,159,000	\$18,160,000	\$4,999,000	27.5%
Surface Transportation Program (73% of total STP)	123,668,000	\$100,985,000	22,683,000	22.5%	124,209,000	\$101,408,000	22,801,000	22.5%
<i>Bridge Program (Off the federal aid system)</i>	23,576,000	\$18,486,000	5,090,000	27.5%	23,697,000	\$18,581,000	5,116,000	27.5%
<i>50% Distribution Any of the state programs</i>	12,423,000	\$8,802,000	3,621,000	41.1%	12,509,000	\$8,869,000	3,640,000	41.0%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	52,766,000	\$41,377,000	11,389,000	27.5%	53,038,000	\$41,590,000	11,448,000	27.5%
<i>Areas over 5,000</i>	19,993,000	\$15,678,000	4,315,000	27.5%	20,096,000	\$15,758,000	4,338,000	27.5%
<i>Areas under 5,000</i>	15,555,000	\$12,198,000	3,357,000	27.5%	15,635,000	\$12,261,000	3,374,000	27.5%
Highway Safety Improvement Program (64% of total HSIP)	26,730,000	\$20,961,000	5,769,000	27.5%	26,866,000	\$21,067,000	5,799,000	27.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,467,000	\$28,595,000	7,872,000	27.5%	36,654,000	\$28,742,000	7,912,000	27.5%
Metropolitan Planning (100% of total MPO)	7,156,000	\$5,611,000	1,545,000	27.5%	7,193,000	\$5,639,000	1,554,000	27.6%
Subtotal Core Programs	\$217,061,000	\$174,219,000	\$42,842,000	24.6%	\$218,081,000	\$175,016,000	\$43,065,000	24.6%
Transportation Alternatives	10,915,000	\$8,561,000	2,354,000	27.5%	10,971,000	\$8,605,000	2,366,000	27.5%
<i>50% Distribution Any of the state programs</i>	5,457,500	\$4,280,500	1,177,000	27.5%	5,485,500	\$4,302,500	1,183,000	27.5%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,261,000	\$2,558,000	703,000	27.5%	3,277,000	\$2,571,000	706,000	27.5%
<i>Areas over 5,000</i>	1,236,000	\$969,000	267,000	27.6%	1,242,000	\$974,000	268,000	27.5%
<i>Under 5,000</i>	961,000	\$754,000	207,000	27.5%	966,000	\$758,000	208,000	27.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$227,976,000	\$182,780,000	\$45,196,000	24.7%	\$229,052,000	\$183,621,000	\$45,431,000	24.7%
Local Obligation Authority *	\$227,282,000	\$182,223,000	\$45,059,000	24.7%	\$228,354,000	\$183,062,000	\$45,292,000	24.7%
Total Washington State MAP - 21 Apportionment	\$684,826,000	\$537,010,000	\$147,816,000	27.5%	\$688,348,000	\$539,771,000	\$148,577,000	27.5%
Total Washington State MAP - 21 Obligation Authority	\$682,740,000	\$535,374,000	\$147,366,000	27.5%	\$686,251,000	\$538,127,000	\$148,124,000	27.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 March 2015 Alternate

MAP - 21

	2021		Difference		2022		Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$387,480,000	\$303,845,000	\$83,635,000	27.5%	\$388,570,000	\$304,698,000	\$83,872,000	27.5%
Surface Transportation Program (STP)	178,230,000	\$139,761,000	38,469,000	27.5%	178,731,000	\$140,153,000	38,578,000	27.5%
Highway Safety Improvement Program (HSIP)	42,743,000	\$33,518,000	9,225,000	27.5%	42,864,000	\$33,612,000	9,252,000	27.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,797,000	\$28,853,000	7,944,000	27.5%	36,901,000	\$28,934,000	7,967,000	27.5%
Metropolitan Planning (MPO)	7,221,000	\$5,661,000	1,560,000	27.6%	7,242,000	\$5,677,000	1,565,000	27.6%
Subtotal Core Programs	\$652,471,000	\$511,638,000	\$140,833,000	27.5%	\$654,308,000	\$513,074,000	\$141,234,000	27.5%
State Planning and Research (SPR)	13,344,000	\$10,464,000	2,880,000	27.5%	13,382,000	\$10,494,000	2,888,000	27.5%
Transportation Alternatives	12,971,000	\$10,172,000	2,799,000	27.5%	13,007,000	\$10,201,000	2,806,000	27.5%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,239,000	\$9,598,000	2,641,000	27.5%	12,273,000	\$9,625,000	2,648,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$691,025,000	\$541,872,000	\$149,153,000	27.5%	\$692,970,000	\$543,394,000	\$149,576,000	27.5%
Total Washington State MAP - 21 Obligation Authority *	\$688,920,000	\$540,221,000	\$148,699,000	27.5%	\$690,859,000	\$541,739,000	\$149,120,000	27.5%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$364,231,000	\$285,614,000	\$78,617,000	27.5%	\$365,256,000	\$286,416,000	\$78,840,000	27.5%
Surface Transportation Program (27% of total STP)	53,610,000	\$38,030,000	15,580,000	41.0%	53,813,000	\$38,189,000	15,624,000	40.9%
Highway Safety Improvement Program (36% of total HSIP)	15,772,000	\$12,368,000	3,404,000	27.5%	15,817,000	\$12,403,000	3,414,000	27.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$433,613,000	\$336,012,000	\$97,601,000	29.0%	\$434,886,000	\$337,008,000	\$97,878,000	29.0%
State Planning and Research (100% state)	13,344,000	10,464,000	2,880,000	27.5%	13,382,000	10,494,000	2,888,000	27.5%
SHRP2	533,760	418,560	115,200	27.5%	535,280	419,760	115,520	27.5%
NCHRP	733,920	575,520	158,400	27.5%	736,010	577,170	158,840	27.5%
Research	2,068,320	1,621,920	446,400	27.5%	2,074,210	1,626,570	447,640	27.5%
Amount remaining for SPR	10,008,000	7,848,000	2,160,000	27.5%	10,036,500	7,870,500	2,166,000	27.5%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,958,000	1,534,000	424,000	27.6%	1,964,000	1,538,000	426,000	27.7%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,239,000	9,598,000	2,641,000	27.5%	12,273,000	9,625,000	2,648,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$461,154,000	\$357,608,000	\$103,546,000	29.0%	\$462,505,000	\$358,665,000	\$103,840,000	29.0%
State Obligation Authority *	\$459,749,000	\$356,518,000	\$103,231,000	29.0%	\$461,096,000	\$357,573,000	\$103,523,000	29.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,249,000	\$18,231,000	\$5,018,000	27.5%	\$23,314,000	\$18,282,000	\$5,032,000	27.5%
Surface Transportation Program (73% of total STP)	124,620,000	\$101,731,000	22,889,000	22.5%	124,918,000	\$101,964,000	22,954,000	22.5%
Bridge Program (Off the federal aid system)	23,789,000	\$18,653,000	5,136,000	27.5%	23,856,000	\$18,705,000	5,151,000	27.5%
50% Distribution Any of the state programs	12,575,000	\$8,920,000	3,655,000	41.0%	12,622,000	\$8,957,000	3,665,000	40.9%
50%Population Distribution								
Areas over 200,000	53,244,000	\$41,752,000	11,492,000	27.5%	53,394,000	\$41,869,000	11,525,000	27.5%
Areas over 5,000	20,174,000	\$15,820,000	4,354,000	27.5%	20,231,000	\$15,864,000	4,367,000	27.5%
Areas under 5,000	15,696,000	\$12,308,000	3,388,000	27.5%	15,740,000	\$12,343,000	3,397,000	27.5%
Highway Safety Improvement Program (64% of total HSIP)	26,971,000	\$21,150,000	5,821,000	27.5%	27,046,000	\$21,208,000	5,838,000	27.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,797,000	\$28,853,000	7,944,000	27.5%	36,901,000	\$28,934,000	7,967,000	27.5%
Metropolitan Planning (100% of total MPO)	7,221,000	\$5,661,000	1,560,000	27.6%	7,242,000	\$5,677,000	1,565,000	27.6%
Subtotal Core Programs	\$218,858,000	\$175,626,000	\$43,232,000	24.6%	\$219,421,000	\$176,065,000	\$43,356,000	24.6%
Transportation Alternatives	11,013,000	\$8,638,000	2,375,000	27.5%	11,043,000	\$8,663,000	2,380,000	27.5%
50% Distribution Any of the state programs	5,506,500	\$4,319,000	1,187,500	27.5%	5,521,500	\$4,331,500	1,190,000	27.5%
50%Population Distribution								
Areas over 200,000	3,290,000	\$2,581,000	709,000	27.5%	3,299,000	\$2,588,000	711,000	27.5%
Areas over 5,000	1,247,000	\$978,000	269,000	27.5%	1,250,000	\$981,000	269,000	27.4%
Under 5,000	970,000	\$761,000	209,000	27.5%	973,000	\$763,000	210,000	27.5%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$229,871,000	\$184,264,000	\$45,607,000	24.8%	\$230,464,000	\$184,728,000	\$45,736,000	24.8%
Local Obligation Authority *	\$229,171,000	\$183,703,000	\$45,468,000	24.8%	\$229,763,000	\$184,166,000	\$45,597,000	24.8%
Total Washington State MAP - 21 Apportionment	\$691,025,000	\$541,872,000	\$149,153,000	27.5%	\$692,969,000	\$543,393,000	\$149,576,000	27.5%
Total Washington State MAP - 21 Obligation Authority	\$688,920,000	\$540,221,000	\$148,699,000	27.5%	\$690,859,000	\$541,739,000	\$149,120,000	27.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
March 2015 Alternate

MAP - 21

	2023		Difference		2024		Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$389,335,000	\$305,299,000	\$84,036,000	27.5%	\$389,993,000	\$305,814,000	\$84,179,000	27.5%
Surface Transportation Program (STP)	179,084,000	\$140,429,000	38,655,000	27.5%	179,387,000	\$140,667,000	38,720,000	27.5%
Highway Safety Improvement Program (HSIP)	42,947,000	\$33,678,000	9,269,000	27.5%	43,020,000	\$33,735,000	9,285,000	27.5%
Congestion Mitigation and Air Quality Program (CMAQ)	36,973,000	\$28,991,000	7,982,000	27.5%	37,036,000	\$29,039,000	7,997,000	27.5%
Metropolitan Planning (MPO)	7,257,000	\$5,687,000	1,570,000	27.6%	7,268,000	\$5,697,000	1,571,000	27.6%
Subtotal Core Programs	\$655,596,000	\$514,084,000	\$141,512,000	27.5%	\$656,704,000	\$514,952,000	\$141,752,000	27.5%
State Planning and Research (SPR)	13,409,000	\$10,513,000	2,896,000	27.5%	13,430,000	\$10,532,000	2,898,000	27.5%
Transportation Alternatives	13,033,000	\$10,221,000	2,812,000	27.5%	13,055,000	\$10,238,000	2,817,000	27.5%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,297,000	\$9,644,000	2,653,000	27.5%	12,318,000	\$9,660,000	2,658,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$694,335,000	\$544,462,000	\$149,873,000	27.5%	\$695,507,000	\$545,382,000	\$150,125,000	27.5%
Total Washington State MAP - 21 Obligation Authority *	\$692,220,000	\$542,803,000	\$149,417,000	27.5%	\$693,388,000	\$543,721,000	\$149,667,000	27.5%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$365,975,000	\$286,981,000	\$78,994,000	27.5%	\$366,593,000	\$287,465,000	\$79,128,000	27.5%
Surface Transportation Program (27% of total STP)	53,956,000	\$38,300,000	15,656,000	40.9%	54,078,000	\$38,397,000	15,681,000	40.8%
Highway Safety Improvement Program (36% of total HSIP)	15,848,000	\$12,428,000	3,420,000	27.5%	15,874,000	\$12,448,000	3,426,000	27.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$435,779,000	\$337,709,000	\$98,070,000	29.0%	\$436,545,000	\$338,310,000	\$98,235,000	29.0%
State Planning and Research (100% state)	13,409,000	10,513,000	2,896,000	27.5%	13,430,000	10,532,000	2,898,000	27.5%
<i>SHRP2</i>	536,360	420,520	115,840	27.5%	537,200	421,280	115,920	27.5%
<i>NCHRP</i>	737,495	578,215	159,280	27.5%	738,650	579,260	159,390	27.5%
<i>Research</i>	2,078,395	1,629,515	448,880	27.5%	2,081,650	1,632,460	449,190	27.5%
<i>Amount remaining for SPR</i>	10,056,750	7,884,750	2,172,000	27.5%	10,072,500	7,899,000	2,173,500	27.5%
Transportation Alternatives								
<i>Recreation Trails (1% paid to FHWA for program administration)</i>	1,968,000	1,541,000	427,000	27.7%	1,971,000	1,544,000	427,000	27.7%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,297,000	9,644,000	2,653,000	27.5%	12,318,000	9,660,000	2,658,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$463,453,000	\$359,407,000	\$104,046,000	28.9%	\$464,264,000	\$360,046,000	\$104,218,000	28.9%
State Obligation Authority *	\$462,041,000	\$358,312,000	\$103,729,000	28.9%	\$462,850,000	\$358,949,000	\$103,901,000	28.9%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,360,000	\$18,318,000	\$5,042,000	27.5%	\$23,400,000	\$18,349,000	\$5,051,000	27.5%
Surface Transportation Program (73% of total STP)	125,128,000	\$102,129,000	22,999,000	22.5%	125,309,000	\$102,270,000	23,039,000	22.5%
<i>Bridge Program (Off the federal aid system)</i>	23,903,000	\$18,742,000	5,161,000	27.5%	23,943,000	\$18,774,000	5,169,000	27.5%
<i>50% Distribution Any of the state programs</i>	12,656,000	\$8,984,000	3,672,000	40.9%	12,685,000	\$9,006,000	3,679,000	40.9%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	53,500,000	\$41,952,000	11,548,000	27.5%	51,294,000	\$51,294,000	-	0.0%
<i>Areas over 5,000</i>	20,271,000	\$15,896,000	4,375,000	27.5%	19,435,000	\$19,435,000	-	0.0%
<i>Areas under 5,000</i>	15,771,000	\$12,367,000	3,404,000	27.5%	15,121,000	\$15,121,000	-	0.0%
Highway Safety Improvement Program (64% of total HSIP)	27,099,000	\$21,250,000	5,849,000	27.5%	27,146,000	\$21,287,000	5,859,000	27.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	36,973,000	\$28,991,000	7,982,000	27.5%	37,036,000	\$29,039,000	7,997,000	27.5%
Metropolitan Planning (100% of total MPO)	7,257,000	\$5,687,000	1,570,000	27.6%	7,268,000	\$5,697,000	1,571,000	27.6%
Subtotal Core Programs	\$219,817,000	\$176,375,000	\$43,442,000	24.6%	\$220,159,000	\$176,642,000	\$43,517,000	24.6%
Transportation Alternatives	11,065,000	\$8,680,000	2,385,000	27.5%	11,084,000	\$8,694,000	2,390,000	27.5%
<i>50% Distribution Any of the state programs</i>	5,532,500	\$4,340,000	1,192,500	27.5%	5,542,000	\$4,347,000	1,195,000	27.5%
<i>50%Population Distribution</i>								
<i>Areas over 200,000</i>	3,306,000	\$2,593,000	713,000	27.5%	3,311,000	\$2,597,000	714,000	27.5%
<i>Areas over 5,000</i>	1,252,000	\$983,000	269,000	27.4%	1,255,000	\$984,000	271,000	27.5%
<i>Under 5,000</i>	974,000	\$764,000	210,000	27.5%	976,000	\$766,000	210,000	27.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$230,882,000	\$185,055,000	\$45,827,000	24.8%	\$231,243,000	\$185,336,000	\$45,907,000	24.8%
Local Obligation Authority *	\$230,179,000	\$184,491,000	\$45,688,000	24.8%	\$230,538,000	\$184,772,000	\$45,766,000	24.8%
Total Washington State MAP - 21 Apportionment	\$694,335,000	\$544,462,000	\$149,873,000	27.5%	\$695,507,000	\$545,382,000	\$150,125,000	27.5%
Total Washington State MAP - 21 Obligation Authority	\$692,220,000	\$542,803,000	\$149,417,000	27.5%	\$693,388,000	\$543,721,000	\$149,667,000	27.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
March 2015 Alternate

MAP - 21

	2025	2025	Difference		2026	2026	Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$390,840,000	\$306,479,000	\$84,361,000	27.5%	\$391,505,000	\$307,000,000	\$84,505,000	27.5%
Surface Transportation Program (STP)	179,777,000	\$140,971,000	38,806,000	27.5%	180,082,000	\$141,212,000	38,870,000	27.5%
Highway Safety Improvement Program (HSIP)	43,113,000	\$33,809,000	9,304,000	27.5%	43,187,000	\$33,867,000	9,320,000	27.5%
Congestion Mitigation and Air Quality Program (CMAQ)	37,116,000	\$29,103,000	8,013,000	27.5%	37,180,000	\$29,153,000	8,027,000	27.5%
Metropolitan Planning (MPO)	7,284,000	\$5,710,000	1,574,000	27.6%	7,297,000	\$5,720,000	1,577,000	27.6%
Subtotal Core Programs	\$658,130,000	\$516,072,000	\$142,058,000	27.5%	\$659,251,000	\$516,952,000	\$142,299,000	27.5%
State Planning and Research (SPR)	13,460,000	\$10,555,000	2,905,000	27.5%	13,483,000	\$10,573,000	2,910,000	27.5%
Transportation Alternatives	13,083,000	\$10,260,000	2,823,000	27.5%	13,105,000	\$10,277,000	2,828,000	27.5%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,345,000	\$9,681,000	2,664,000	27.5%	12,366,000	\$9,697,000	2,669,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$697,018,000	\$546,568,000	\$150,450,000	27.5%	\$698,205,000	\$547,499,000	\$150,706,000	27.5%
Total Washington State MAP - 21 Obligation Authority *	\$694,895,000	\$544,903,000	\$149,992,000	27.5%	\$696,078,000	\$545,831,000	\$150,247,000	27.5%
Forecast Distributions ¶								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (94% of total NHPP)	\$367,390,000	\$288,090,000	\$79,300,000	27.5%	\$368,015,000	\$288,580,000	\$79,435,000	27.5%
Surface Transportation Program (27% of total STP)	54,236,000	\$38,520,000	15,716,000	40.8%	54,360,000	\$38,617,000	15,743,000	40.8%
Highway Safety Improvement Program (36% of total HSIP)	15,908,000	\$12,476,000	3,432,000	27.5%	15,936,000	\$12,498,000	3,438,000	27.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A	-	\$0	-	N/A
Subtotal Core Programs	\$437,534,000	\$339,086,000	\$98,448,000	29.0%	\$438,311,000	\$339,695,000	\$98,616,000	29.0%
State Planning and Research (100% state)	13,460,000	10,555,000	2,905,000	27.5%	13,483,000	10,573,000	2,910,000	27.5%
SHRP2	538,400	422,200	116,200	27.5%	539,320	422,920	116,400	27.5%
NCHRP	740,300	580,525	159,775	27.5%	741,565	581,515	160,050	27.5%
Research	2,086,300	1,636,025	450,275	27.5%	2,089,865	1,638,815	451,050	27.5%
Amount remaining for SPR	10,095,000	7,916,250	2,178,750	27.5%	10,112,250	7,929,750	2,182,500	27.5%
Transportation Alternatives								
Recreation Trails (1% paid to FHWA for program administration)	1,975,000	1,547,000	428,000	27.7%	1,978,000	1,550,000	428,000	27.6%
Redistribution of section 164 Penalty	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,345,000	9,681,000	2,664,000	27.5%	12,366,000	9,697,000	2,669,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$465,314,000	\$360,869,000	\$104,445,000	28.9%	\$466,138,000	\$361,515,000	\$104,623,000	28.9%
State Obligation Authority *	\$463,897,000	\$359,770,000	\$104,127,000	28.9%	\$464,718,000	\$360,414,000	\$104,304,000	28.9%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (6% of total NHPP)	\$23,450,000	\$18,389,000	\$5,061,000	27.5%	\$23,490,000	\$18,420,000	\$5,070,000	27.5%
Surface Transportation Program (73% of total STP)	125,541,000	\$102,451,000	23,090,000	22.5%	125,722,000	\$102,595,000	23,127,000	22.5%
Bridge Program (Off the federal aid system)	23,995,000	\$18,815,000	5,180,000	27.5%	24,036,000	\$18,847,000	5,189,000	27.5%
50% Distribution Any of the state programs	12,722,000	\$9,035,000	3,687,000	40.8%	12,751,000	\$9,059,000	3,692,000	40.8%
50% Population Distribution								
Areas over 200,000	53,707,000	\$42,114,000	11,593,000	27.5%	53,798,000	\$42,186,000	11,612,000	27.5%
Areas over 5,000	20,349,000	\$15,957,000	4,392,000	27.5%	20,384,000	\$15,984,000	4,400,000	27.5%
Areas under 5,000	15,832,000	\$12,415,000	3,417,000	27.5%	15,859,000	\$12,436,000	3,423,000	27.5%
Highway Safety Improvement Program (64% of total HSIP)	27,205,000	\$21,334,000	5,871,000	27.5%	27,251,000	\$21,369,000	5,882,000	27.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	37,116,000	\$29,103,000	8,013,000	27.5%	37,180,000	\$29,153,000	8,027,000	27.5%
Metropolitan Planning (100% of total MPO)	7,284,000	\$5,710,000	1,574,000	27.6%	7,297,000	\$5,720,000	1,577,000	27.6%
Subtotal Core Programs	\$220,596,000	\$176,987,000	\$43,609,000	24.6%	\$220,940,000	\$177,257,000	\$43,683,000	24.6%
Transportation Alternatives	11,108,000	\$8,713,000	2,395,000	27.5%	11,127,000	\$8,727,000	2,400,000	27.5%
50% Distribution Any of the state programs	5,554,000	\$4,356,500	1,197,500	27.5%	5,563,500	\$4,363,500	1,200,000	27.5%
50% Population Distribution								
Areas over 200,000	3,318,000	\$2,603,000	715,000	27.5%	3,324,000	\$2,607,000	717,000	27.5%
Areas over 5,000	1,257,000	\$986,000	271,000	27.5%	1,259,000	\$988,000	271,000	27.4%
Under 5,000	978,000	\$767,000	211,000	27.5%	980,000	\$769,000	211,000	27.4%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$231,704,000	\$185,700,000	\$46,004,000	24.8%	\$232,067,000	\$185,984,000	\$46,083,000	24.8%
Local Obligation Authority *	\$230,998,000	\$185,133,000	\$45,865,000	24.8%	\$231,360,000	\$185,417,000	\$45,943,000	24.8%
Total Washington State MAP - 21 Apportionment	\$697,018,000	\$546,569,000	\$150,449,000	27.5%	\$698,205,000	\$547,499,000	\$150,706,000	27.5%
Total Washington State MAP - 21 Obligation Authority	\$694,895,000	\$544,903,000	\$149,992,000	27.5%	\$696,078,000	\$545,831,000	\$150,247,000	27.5%

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

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

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

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
March 2015 Alternate

MAP - 21

	2027	2027	Difference	
	Mar-15 Alternate	Mar-15 Baseline	Value	Percent
State Apportionment and Obligation Authority Forecast				
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$391,774,000	\$307,211,000	\$84,563,000	27.5%
Surface Transportation Program (STP)	180,206,000	\$141,309,000	38,897,000	27.5%
Highway Safety Improvement Program (HSIP)	43,216,000	\$33,890,000	9,326,000	27.5%
Congestion Mitigation and Air Quality Program (CMAQ)	37,205,000	\$29,173,000	8,032,000	27.5%
Metropolitan Planning (MPO)	7,302,000	\$5,724,000	1,578,000	27.6%
Subtotal Core Programs	\$659,703,000	\$517,307,000	\$142,396,000	27.5%
State Planning and Research (SPR)	13,492,000	\$10,580,000	2,912,000	27.5%
Transportation Alternatives	13,114,000	\$10,284,000	2,830,000	27.5%
Redistribution of section 164 Penalty #	-	\$0	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,374,000	\$9,704,000	2,670,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total Washington State MAP - 21 Apportionment	\$698,683,000	\$547,875,000	\$150,808,000	27.5%
Total Washington State MAP - 21 Obligation Authority *	\$696,555,000	\$546,206,000	\$150,349,000	27.5%
Forecast Distributions ¶				
State Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (94% of total NHPP)	\$368,268,000	\$288,778,000	\$79,490,000	27.5%
Surface Transportation Program (27% of total STP)	54,410,000	\$38,657,000	15,753,000	40.8%
Highway Safety Improvement Program (36% of total HSIP)	15,946,000	\$12,505,000	3,441,000	27.5%
Congestion Mitigation and Air Quality Program (0% of total CMAQ)	-	\$0	-	N/A
Subtotal Core Programs	\$438,624,000	\$339,940,000	\$98,684,000	29.0%
State Planning and Research (100% state)	13,492,000	10,580,000	2,912,000	27.5%
SHRP2	539,680	423,200	116,480	27.5%
NCHRP	742,060	581,900	160,160	27.5%
Research	2,091,260	1,639,900	451,360	27.5%
Amount remaining for SPR	10,119,000	7,935,000	2,184,000	27.5%
Transportation Alternatives				
Recreation Trails (1% paid to FHWA for program administration)	1,979,000	1,551,000	428,000	27.6%
Redistribution of section 164 Penalty	-	-	-	0.0%
Ferry Boats and Terminal Facilities Apportionment	12,374,000	9,704,000	2,670,000	27.5%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total State MAP - 21 Apportionment	\$466,469,000	\$361,775,000	\$104,694,000	28.9%
State Obligation Authority *	\$465,048,000	\$360,673,000	\$104,375,000	28.9%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (6% of total NHPP)	\$23,506,000	\$18,433,000	\$5,073,000	27.5%
Surface Transportation Program (73% of total STP)	125,796,000	\$102,652,000	23,144,000	22.5%
Bridge Program (Off the federal aid system)	24,052,000	\$18,860,000	5,192,000	27.5%
50% Distribution Any of the state programs	12,763,000	\$9,067,000	3,696,000	40.8%
50% Population Distribution				
Areas over 200,000	53,835,000	\$42,215,000	11,620,000	27.5%
Areas over 5,000	20,398,000	\$15,995,000	4,403,000	27.5%
Areas under 5,000	15,870,000	\$12,445,000	3,425,000	27.5%
Highway Safety Improvement Program (64% of total HSIP)	27,270,000	\$21,385,000	5,885,000	27.5%
Congestion Mitigation and Air Quality Program (100% of total CMAQ)	37,205,000	\$29,173,000	8,032,000	27.5%
Metropolitan Planning (100% of total MPO)	7,302,000	\$5,724,000	1,578,000	27.6%
Subtotal Core Programs	\$221,079,000	\$177,367,000	\$43,712,000	24.6%
Transportation Alternatives	11,135,000	\$8,733,000	2,402,000	27.5%
50% Distribution Any of the state programs	5,567,500	\$4,366,500	1,201,000	27.5%
50% Population Distribution				
Areas over 200,000	3,326,000	\$2,609,000	717,000	27.5%
Areas over 5,000	1,260,000	\$989,000	271,000	27.4%
Under 5,000	981,000	\$769,000	212,000	27.6%
Ferry Boats and Terminal Facilities Apportionment	-	-	-	0.0%
Discretionary and Allocated Programs	-	\$0	-	0.0%
Total Local MAP - 21 Apportionment	\$232,214,000	\$186,100,000	\$46,114,000	24.8%
Local Obligation Authority *	\$231,507,000	\$185,533,000	\$45,974,000	24.8%
Total Washington State MAP - 21 Apportionment	\$698,683,000	\$547,875,000	\$150,808,000	27.5%
Total Washington State MAP - 21 Obligation Authority	\$696,555,000	\$546,206,000	\$150,349,000	27.5%

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

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

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