

**Transportation Revenue
Forecast Council
November 2009 Transportation
Economic and Revenue Forecasts**

Volume IV: Alternative Forecast Tables

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Forecast Council
November 2009

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Gasoline Pessimistic Forecast November 2009

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Summary of the Alternative Gasoline Fuel Price Pessimistic Scenario for November 2009 Forecast

- WSDOT was asked to perform an alternative pessimistic gasoline fuel price scenario to the November 2009 baseline forecast
- WSDOT ran the gasoline consumption model using the pessimistic oil/gas price index – see the attached graph illustrating the different price indices scenarios and the table illustrating the revenue impact from having a more pessimistic economy and higher gas prices than under the baseline price scenario.
- **Pessimistic economy scenario:**

Prior to 2012

- Even with the start of a rebounding global economy pessimistic oil prices lag baseline prices in the fourth quarter of 2009 through the second quarter of 2011 due to a slow paced economic recovery as well as supplies above the normal range.
- Results initially in positive gasoline tax collections through fiscal year 2011.
- In the 2009-11 biennium gasoline fuel tax revenues are projected to be up \$15.6 Million due to lower gas prices in the pessimistic economy scenario.

2012 and beyond

- As the economy recovers from the recession, oil supply begins to tighten and demand rises faster **biding up** oil and gas prices above the baseline forecast of the oil/gas price index.
- Results later in **less** projected gasoline tax collections in future biennia beyond 2009-11. The percent grows ranges from 1.4% to 1.7% from the November 2009 baseline forecast.

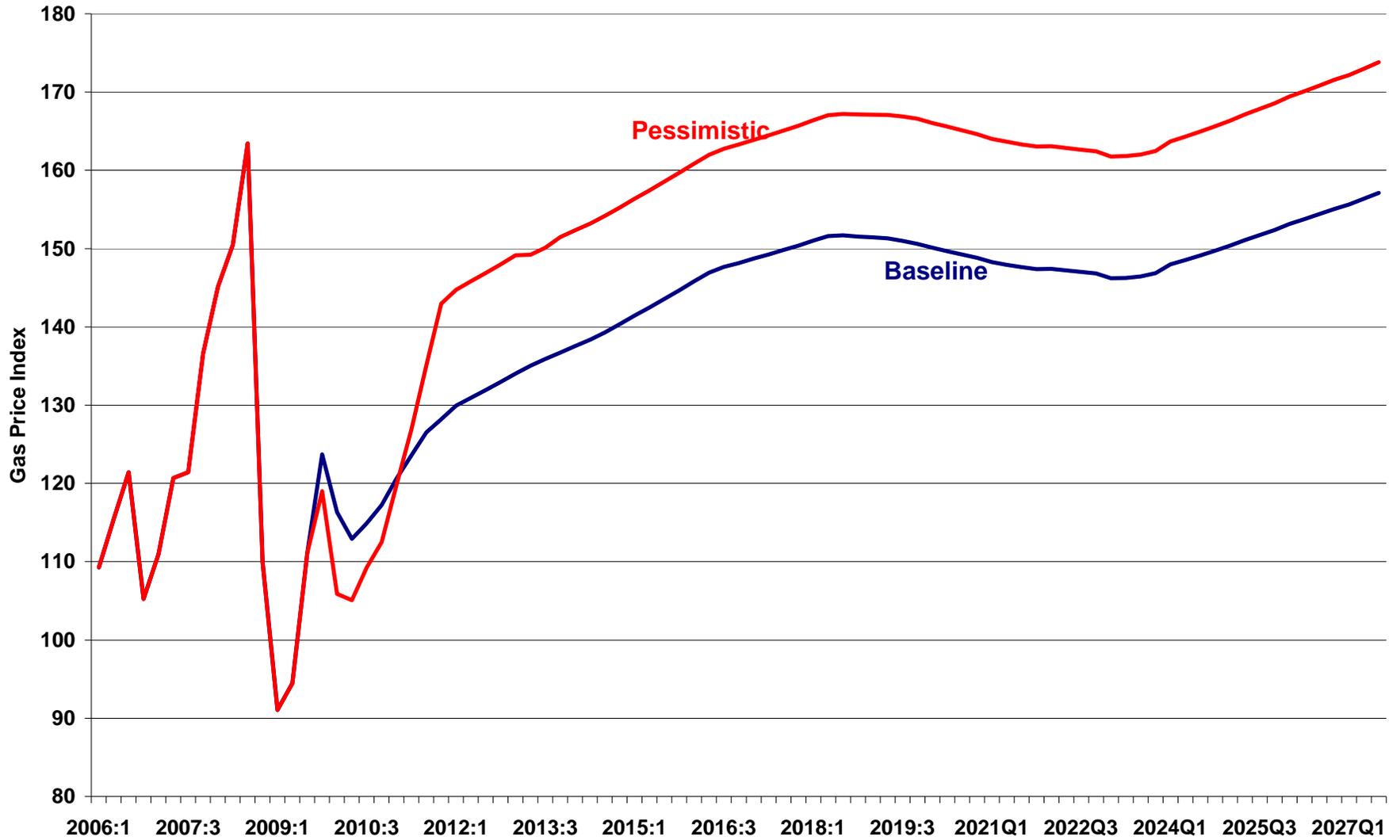
Gross Gasoline Fuel Tax Revenue

Fiscal Year & Biennial Comparison Between Baseline November 2009 and Pessimistic Gasoline Prices

Fiscal Year	November 2009 Forecast	Revenue Loss	% Change from Baseline Forecast
2010	\$ 1,277,509,300	\$ 5,240,000	
2011	\$ 1,309,923,300	\$ 10,370,000	
2009-11 Biennium	\$ 2,587,432,600	\$ 15,610,000	0.60%
2012	\$ 1,325,101,300	\$ (13,420,000)	
2013	\$ 1,339,739,000	\$ (24,160,000)	
2011-13 Biennium	\$ 2,664,840,300	\$ (37,580,000)	-1.41%
2014	\$ 1,354,229,600	\$ (23,290,000)	
2015	\$ 1,370,060,000	\$ (23,420,000)	
2013-15 Biennium	\$ 2,724,289,600	\$ (46,710,000)	-1.71%
2016	\$ 1,386,229,400	\$ (23,200,000)	
2017	\$ 1,405,654,500	\$ (23,120,000)	
2015-17 Biennium	\$ 2,791,883,900	\$ (46,320,000)	-1.66%
2018	\$ 1,425,502,000	\$ (23,350,000)	
2019	\$ 1,445,858,200	\$ (23,830,000)	
2017-19 Biennium	\$ 2,871,360,200	\$ (47,180,000)	-1.64%
2020	\$ 1,467,034,900	\$ (24,760,000)	
2021	\$ 1,493,741,000	\$ (25,470,000)	
2019-21 Biennium	\$ 2,960,775,900	\$ (50,230,000)	-1.70%
2022	\$ 1,521,534,600	\$ (25,940,000)	
2023	\$ 1,547,332,600	\$ (26,380,000)	
2021-23 Biennium	\$ 3,068,867,200	\$ (52,320,000)	-1.70%
2024	\$ 1,568,474,300	\$ (26,760,000)	
2025	\$ 1,591,137,700	\$ (27,150,000)	
2023-25 Biennium	\$ 3,159,612,000	\$ (53,910,000)	-1.71%
2026	\$ 1,614,353,900	\$ (27,540,000)	
2027	\$ 1,639,226,800	\$ (27,980,000)	
2025-27 Biennium	\$ 3,253,580,700	\$ (55,520,000)	-1.71%

This scenario represents gas tax revenue reductions due to pessimistic gasoline prices. This scenario is very similar to the September 2009 pessimistic oil price forecast. Beginning in the fourth quarter of 2009 to the fourth quarter of 2010 pessimistic oil prices are lower than baseline prices as the economy experiences a slow recovery from the recession. After 2010 as the economy revives demand for oil increases and we see pessimistic oil prices become higher than baseline oil prices starting in the first quarter of 2011; they stay higher than baseline prices for the rest of the forecast horizon. Gas tax revenue reductions range from 1.41% in the 2011-2013 biennium to 1.71% in the 2025-2027 biennium.

A Comparison of Baseline and Pessimistic Gas Price Indices, November 2009



**REVENUE AND RIDERSHIP PROJECTIONS
NOVEMBER 2009 FORECAST
FISCAL YEARS 2010-2027**

Prepared for
Washington State Ferries
for Presentation to the
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Forecast Council**

Prepared by
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Adopted November 19, 2009



Washington State Ferries

November 2009 Revenue and Ridership Forecasts — Fiscal Years 2010-2027

NOVEMBER 2009 FORECAST NOTES

The fare revenue and ridership forecasts for Washington State Ferries (WSF) are completed in four stages. First, monthly ridership projections by six 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 second stage of the process generates system-wide ridership projections. Econometric models combine ferry fare scenarios and state economic variables to produce system-wide unconstrained ridership forecasts by six fare categories through FY 2027. Within each fare category, the individual route forecasts are then calibrated to match the system-wide forecast totals from the econometric models.

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

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

A total of two scenarios differing in fare assumptions were prepared for the November 2009 Forecast:

- **Scenario #1 (“No Fare Increases”)** – no changes in the posted fares through 2027 beyond the 2.5% fare increase scheduled for October 11, 2009, resulting in declining real fares over time due to inflation; and
- **Scenario #2 (“Baseline Fare Increases”)** – 2.5% fare increases each October, through 2026, rounded up to the nearest nickel.

The November 2009 Forecast results for FY 2010 include actual revenue collections through September 2009 and ridership data through October 2009. In addition, they also reflect:

- The discontinuation of Seattle-Vashon passenger-only route revenue operations by WSF effective September 25, 2009; and
- Reduced Port Townsend-Keystone service in 2009/11 biennium.

Ridership Impacts

The November 2009 ridership demand forecasts reflect the latest historical ridership trends and revisions to the economic variable projections produced by the State and Global Insight. Overall, ridership is projected to be lower in the current biennium, with mixed results thereafter over the rest of the forecast horizon. The following factors contribute to the revised ridership forecasts.

- Real gasoline prices are predicted to be higher in FY 2010 than projected in September, which exerts a downward influence on vehicle ridership in the near term. Beyond FY 2010, real gasoline prices are predicted to be slightly lower, and combined with a higher vehicle fuel efficiency forecast toward the end of the forecast horizon, contribute to an increase in vehicle demand.
- The November projection for future inflation is a bit higher over the forecast horizon. This causes real fares to be slightly lower over time relative to September, which contributes to a small increase in ridership demand.
- The population forecast has been revised slightly downward for November.
- The forecast for employment is lower in FY 2010 and 2011, which reduces the forecast for near term ridership relative to September. Thereafter, employment projections are largely unchanged from September.
- In the outer years of the forecast horizon, projected vehicle demand will exceed the available vessel capacity on several routes, especially during the summer.

Revenue Impacts

- Including three months of actual collections, revenue for FY 2010 is predicted to be \$144.9 M, or about \$2.9 M (2.0%) lower than forecast in September.
- Fare revenue for the 2009/11 biennium under Scenario #1 is projected to be \$296.0 M, or \$5.2 M (1.7%) lower than projected in September. For Scenario #2, fare revenue for the 2009/11 biennium is projected to be \$297.7 M, or \$5.2 M (1.4%) less than in September.
- Over the rest of the forecast horizon, fare revenue under Scenario #1 ranges from 1.0% higher in FY 2015 to 0.8% lower in FY 2027, relative to September.
- For Scenario #2, the revenue projection over the rest of the forecast horizon ranges from 1.6% higher in the mid-term to 0.3% lower at the end of the forecast horizon, relative to September. Compared with Scenario #1, Scenario #2 exhibits a lower level of vessel vehicle space capacity constraints.

Washington State Ferries

REVENUE PROJECTIONS ~ SCENARIO #1

No Changes in Fares beyond the October 2009 Increase ("No Fare Increases")¹

November 2009 Forecast – Fiscal Years 2010-2027

Fiscal Year	November 2009 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November Biennium Total	November vs. September Forecast			September 2009 Scenario #1	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008²	\$148,380,000	1.1%						
2009²	\$144,540,000	(2.6%)	\$292,920,000					
2010^{2 3}	\$144,907,000	0.3%		(2.0%)			\$147,839,000	
2011	\$151,067,000	4.3%	\$295,974,000	(1.5%)	(\$5,209,000)	(1.7%)	\$153,344,000	\$301,183,000
2012	\$158,001,000	4.6%		0.0%			\$157,963,000	
2013	\$161,955,000	2.5%	\$319,956,000	0.6%	\$938,000	0.3%	\$161,055,000	\$319,018,000
2014	\$165,185,000	2.0%		0.9%			\$163,654,000	
2015	\$167,810,000	1.6%	\$332,995,000	1.0%	\$3,231,000	1.0%	\$166,110,000	\$329,764,000
2016	\$170,116,000	1.4%		1.0%			\$168,497,000	
2017	\$172,232,000	1.2%	\$342,348,000	0.8%	\$2,925,000	0.9%	\$170,926,000	\$339,423,000
2018	\$174,104,000	1.1%		0.5%			\$173,262,000	
2019	\$175,875,000	1.0%	\$349,979,000	0.3%	\$1,356,000	0.4%	\$175,361,000	\$348,623,000
2020	\$177,411,000	0.9%		(0.0%)			\$177,412,000	
2021	\$178,772,000	0.8%	\$356,183,000	(0.2%)	(\$332,000)	(0.1%)	\$179,103,000	\$356,515,000
2022	\$180,041,000	0.7%		(0.4%)			\$180,777,000	
2023	\$181,280,000	0.7%	\$361,321,000	(0.5%)	(\$1,728,000)	(0.5%)	\$182,272,000	\$363,049,000
2024	\$182,576,000	0.7%		(0.6%)			\$183,700,000	
2025	\$184,064,000	0.8%	\$366,640,000	(0.7%)	(\$2,366,000)	(0.6%)	\$185,306,000	\$369,006,000
2026	\$185,707,000	0.9%		(0.7%)			\$187,055,000	
2027	\$187,212,000	0.8%	\$372,919,000	(0.8%)	(\$2,817,000)	(0.7%)	\$188,681,000	\$375,736,000

¹ Scenario #1 incorporates a 2.5% fare increase on October 11, 2009, but assumes no further changes to the current nominal fares thereafter (declining real fares over the forecast horizon), and reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

³ Revenue operation of the Seattle-Vashon passenger-only route by WSF was discontinued September 25, 2009.

Washington State Ferries

REVENUE PROJECTIONS ~ SCENARIO #2

2.5% Fare Increases each October, 2009-26 ("Baseline Fare Increases")¹

November 2009 Forecast – Fiscal Years 2010-2027

Fiscal Year	November 2009 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	November Biennium Total	November vs. September Forecast			September 2009 Scenario #2	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2008²	\$148,380,000	1.1%						
2009²	\$144,540,000	(2.6%)	\$292,920,000					
2010^{2 3}	\$144,907,000	0.3%		(2.0%)			\$147,839,000	
2011	\$152,775,000	5.4%	\$297,682,000	(1.4%)	(\$5,168,000)	(1.7%)	\$155,011,000	\$302,850,000
2012	\$162,704,000	6.5%		0.1%			\$162,507,000	
2013	\$169,861,000	4.4%	\$332,565,000	0.7%	\$1,407,000	0.4%	\$168,651,000	\$331,158,000
2014	\$176,650,000	4.0%		1.1%			\$174,757,000	
2015	\$183,185,000	3.7%	\$359,835,000	1.3%	\$4,248,000	1.2%	\$180,830,000	\$355,587,000
2016	\$189,890,000	3.7%		1.5%			\$187,044,000	
2017	\$196,724,000	3.6%	\$386,614,000	1.6%	\$5,919,000	1.6%	\$193,651,000	\$380,695,000
2018	\$203,821,000	3.6%		1.5%			\$200,825,000	
2019	\$211,318,000	3.7%	\$415,139,000	1.4%	\$5,891,000	1.4%	\$208,423,000	\$409,248,000
2020	\$218,804,000	3.5%		1.2%			\$216,272,000	
2021	\$225,977,000	3.3%	\$444,781,000	0.9%	\$4,551,000	1.0%	\$223,958,000	\$440,230,000
2022	\$233,154,000	3.2%		0.6%			\$231,781,000	
2023	\$240,583,000	3.2%	\$473,737,000	0.4%	\$2,341,000	0.5%	\$239,615,000	\$471,396,000
2024	\$248,210,000	3.2%		0.3%			\$247,520,000	
2025	\$256,069,000	3.2%	\$504,279,000	0.1%	\$959,000	0.2%	\$255,800,000	\$503,320,000
2026	\$264,147,000	3.2%		(0.1%)			\$264,352,000	
2027	\$272,374,000	3.1%	\$536,521,000	(0.3%)	(\$935,000)	(0.2%)	\$273,104,000	\$537,456,000

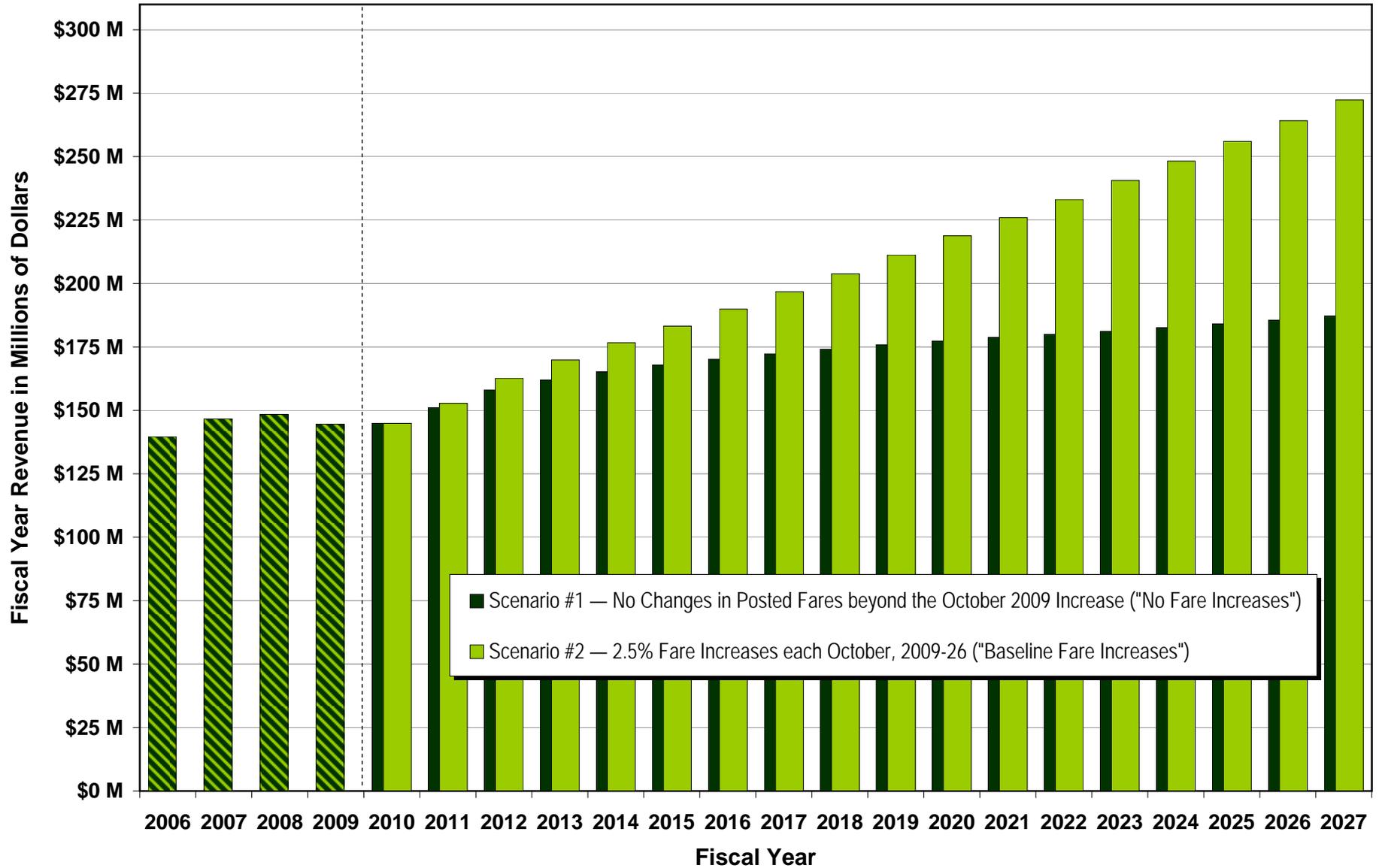
¹ Scenario #2 incorporates annual 2.5% fare increases with nickel rounding each October, from 2009 through 2026 (increasing real fares under the current inflation projection) and reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

³ Revenue operation of the Seattle-Vashon passenger-only route by WSF was discontinued September 25, 2009.

Washington State Ferries — Revenue History and Forecast Trends (Scenarios 1 & 2)

November 2009 Forecast Scenarios – Fiscal Years 2006-2027



Washington State Ferries

RIDERSHIP PROJECTIONS ~ SCENARIO #1

No Changes in Fares beyond the October 2009 Increase ("No Fare Increases")¹

November 2009 Forecast – Fiscal Years 2010-2027

Fiscal Year	November 2009 Unconstrained Demand Forecast	November 2009 Capacity Constrained Projections				September 2009 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Nov. % Chg from Sep.
2008²	23,282,000	12,889,400	10,392,100	23,282,000	(2.9%)		
2009²	22,477,000	12,572,700	9,904,800	22,477,000	(3.5%)		
2010^{2 3}	22,522,000	12,549,700	9,972,200	22,522,000	0.2%	22,918,000	(1.7%)
2011	23,271,000	12,845,900	10,423,200	23,269,000	3.3%	23,578,000	(1.3%)
2012	24,306,000	13,270,400	11,016,300	24,287,000	4.4%	24,281,000	0.0%
2013	24,946,000	13,607,600	11,305,200	24,913,000	2.6%	24,781,000	0.5%
2014	25,548,000	13,946,200	11,535,600	25,482,000	2.3%	25,275,000	0.8%
2015	26,120,000	14,280,700	11,700,100	25,981,000	2.0%	25,753,000	0.9%
2016	26,698,000	14,636,600	11,823,600	26,460,000	1.8%	26,239,000	0.8%
2017	27,298,000	14,996,100	11,931,900	26,928,000	1.8%	26,735,000	0.7%
2018	27,925,000	15,361,200	12,019,200	27,380,000	1.7%	27,242,000	0.5%
2019	28,606,000	15,752,000	12,089,300	27,841,000	1.7%	27,737,000	0.4%
2020	29,326,000	16,143,700	12,150,300	28,294,000	1.6%	28,241,000	0.2%
2021	30,042,000	16,540,300	12,199,100	28,739,000	1.6%	28,718,000	0.1%
2022	30,762,000	16,952,100	12,223,600	29,176,000	1.5%	29,215,000	(0.1%)
2023	31,489,000	17,367,900	12,245,900	29,614,000	1.5%	29,702,000	(0.3%)
2024	32,230,000	17,802,900	12,268,000	30,071,000	1.5%	30,183,000	(0.4%)
2025	32,994,000	18,269,500	12,288,900	30,558,000	1.6%	30,696,000	(0.4%)
2026	33,771,000	18,741,800	12,310,500	31,052,000	1.6%	31,221,000	(0.5%)
2027	34,569,000	19,229,500	12,332,100	31,562,000	1.6%	31,764,000	(0.6%)

¹ Scenario #1 incorporates a 2.5% fare increase on October 11, 2009, but assumes no further changes to the current nominal fares thereafter (declining real fares over the forecast horizon), and reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

³ Revenue operation of the Seattle-Vashon passenger-only route by WSF was discontinued September 25, 2009.

Washington State Ferries RIDERSHIP PROJECTIONS ~ SCENARIO #2

2.5% Fare Increases each October, 2009-26 ("Baseline Fare Increases")¹

November 2009 Forecast – Fiscal Years 2010-2027

Fiscal Year	November 2009 Unconstrained Demand Forecast	November 2009 Capacity Constrained Projections				September 2009 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Nov. % Chg from Sep.
2008²	23,282,000	12,889,400	10,392,100	23,282,000	(2.9%)		
2009²	22,477,000	12,572,700	9,904,800	22,477,000	(3.5%)		
2010^{2 3}	22,522,000	12,549,700	9,972,200	22,522,000	0.2%	22,918,000	(1.7%)
2011	23,152,000	12,783,400	10,367,500	23,151,000	2.8%	23,450,000	(1.3%)
2012	23,957,000	13,069,400	10,872,800	23,942,000	3.4%	23,919,000	0.1%
2013	24,362,000	13,266,200	11,071,900	24,338,000	1.7%	24,180,000	0.7%
2014	24,728,000	13,465,000	11,232,000	24,697,000	1.5%	24,462,000	1.0%
2015	25,057,000	13,652,400	11,355,600	25,008,000	1.3%	24,723,000	1.2%
2016	25,387,000	13,857,300	11,461,400	25,319,000	1.2%	24,994,000	1.3%
2017	25,728,000	14,055,300	11,559,500	25,615,000	1.2%	25,280,000	1.3%
2018	26,069,000	14,238,800	11,654,200	25,893,000	1.1%	25,577,000	1.2%
2019	26,453,000	14,439,000	11,752,800	26,192,000	1.2%	25,896,000	1.1%
2020	26,871,000	14,636,500	11,853,100	26,490,000	1.1%	26,231,000	1.0%
2021	27,283,000	14,836,900	11,922,500	26,759,000	1.0%	26,543,000	0.8%
2022	27,696,000	15,045,700	11,979,600	27,025,000	1.0%	26,877,000	0.6%
2023	28,100,000	15,253,100	12,025,200	27,278,000	0.9%	27,172,000	0.4%
2024	28,508,000	15,475,400	12,065,100	27,540,000	1.0%	27,456,000	0.3%
2025	28,929,000	15,716,000	12,094,400	27,810,000	1.0%	27,758,000	0.2%
2026	29,345,000	15,946,800	12,117,500	28,064,000	0.9%	28,051,000	0.0%
2027	29,767,000	16,188,500	12,134,700	28,323,000	0.9%	28,351,000	(0.1%)

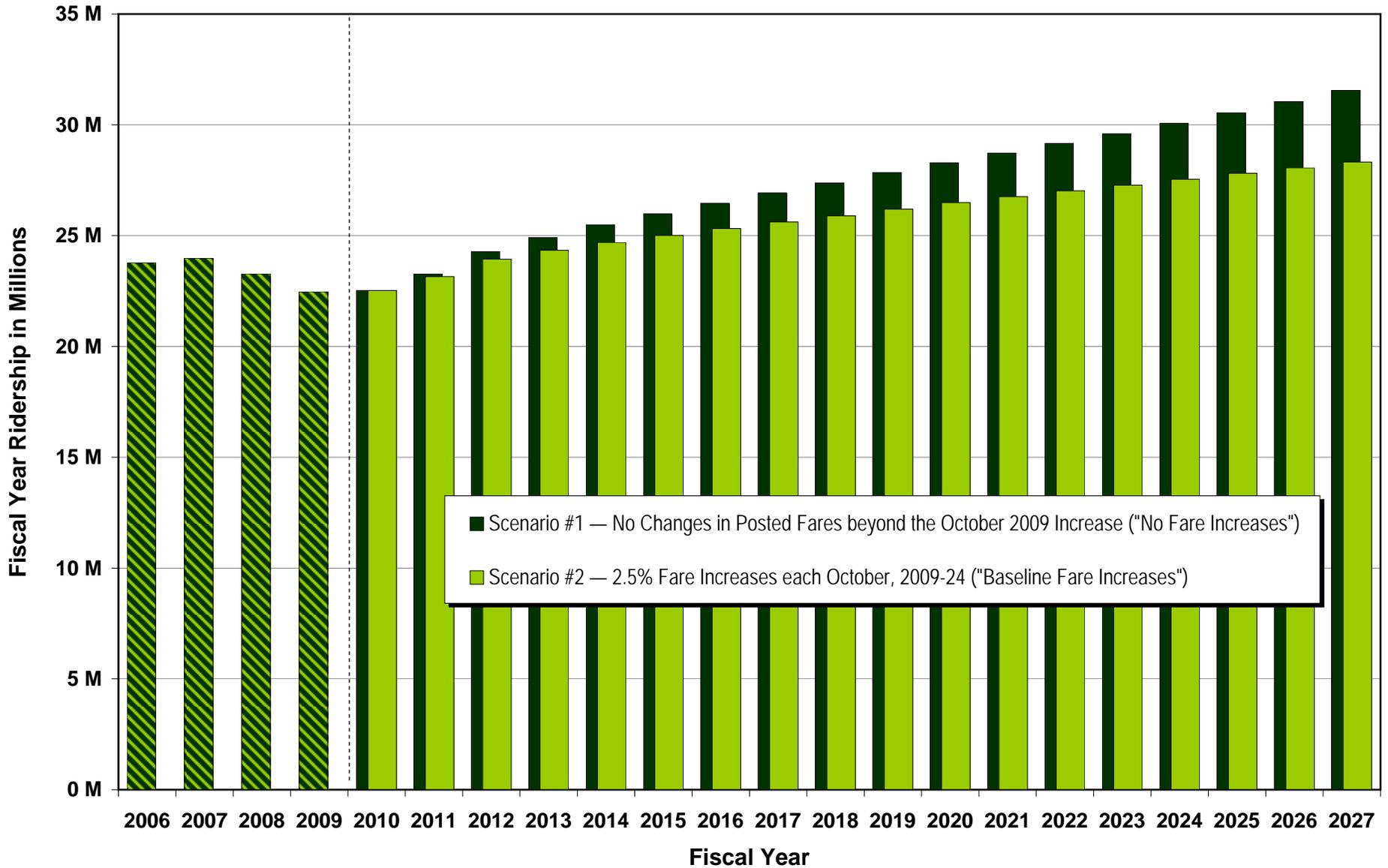
¹ Scenario #2 incorporates annual 2.5% fare increases with nickel rounding each October, from 2009 through 2026 (increasing real fares under the current inflation projection), and reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

³ Revenue operation of the Seattle-Vashon passenger-only route by WSF was discontinued September 25, 2009.

Washington State Ferries — Ridership History and Forecast Trends (Scenarios 1 & 2)

November 2009 Forecast Scenarios – Fiscal Years 2006-2027



Local Option Transit Sales Tax Revenue November 2009

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Transportation Revenue Forecast Council

Table ST. 1. Sound Transit Revenue Forecast - CY Biennium Comparison

November 2009

	2010-2011		Difference		2012-2013		Difference	
	Biennium	Biennium			Biennium	Biennium		
	November 2009	November 2008	Value	Percentage	November 2009	November 2008	Value	Percentage
Sales & Use Tax Revenue *	1,098,621,200	639,667,000	458,954,200	72%	1,265,584,800	704,489,100	561,095,700	80%
MVET Tax Revenue	128,190,200	167,475,700	(39,285,600)	-23%	131,132,000	183,145,900	(52,013,900)	-28%
Rental Car Tax Revenue	5,299,300	4,484,000	815,200	18%	5,572,900	4,505,700	1,067,200	24%
Total Tax Revenue	1,232,110,600	811,626,800	420,483,900	52%	1,402,289,600	892,140,600	510,149,000	57%

	2014-2015		Difference		2016-2017		Difference	
	Biennium	Biennium			Biennium	Biennium		
	November 2009	November 2008	Value	Percentage	November 2009	November 2008	Value	Percentage
Sales & Use Tax Revenue *	1,423,248,900	776,867,400	646,381,500	83%	1,569,128,700	856,682,500	712,446,200	83%
MVET Tax Revenue	140,903,900	201,182,200	(60,278,300)	-30%	153,660,700	220,764,600	(67,104,000)	-30%
Rental Car Tax Revenue	5,860,600	4,525,300	1,335,200	30%	6,163,100	4,543,200	1,619,900	36%
Total Tax Revenue	1,570,013,300	982,574,900	587,438,400	60%	1,728,952,500	1,081,990,400	646,962,100	60%

	2018-2019		Difference		2020-2021		Difference	
	Biennium	Biennium			Biennium	Biennium		
	November 2009	November 2008	Value	Percentage	November 2009	November 2008	Value	Percentage
Sales & Use Tax Revenue *	1,720,799,000	946,211,400	774,587,600	82%	1,890,107,700	1,044,207,700	845,899,900	81%
MVET Tax Revenue	166,435,400	241,912,600	(75,477,200)	-31%	180,106,500	265,285,800	(85,179,300)	-32%
Rental Car Tax Revenue	6,481,300	4,559,500	1,921,800	42%	6,816,000	4,574,300	2,241,600	49%
Total Tax Revenue	1,893,715,700	1,192,683,500	701,032,200	59%	2,077,030,100	1,314,067,900	762,962,200	58%

* Sound Transit had a voter approved sales tax rate increase from 0.4% to 0.9% beginning in April 2009 so the November 2008 forecast did not include this tax rate increase

Transportation Revenue Forecast Council

Table ST. 2. Sound Transit Revenue Forecast By Calendar Year

November 2009

	Calendar Year 2010	Calendar Year 2011	Calendar Year 2012	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015	Calendar Year 2016	Calendar Year 2017
Sales & Use Tax Revenue	531,448,300	567,172,900	611,228,300	654,356,500	692,966,100	730,282,800	766,522,900	802,605,800
MVET Tax Revenue	64,280,000	63,910,200	64,730,700	66,401,300	68,929,700	71,974,200	75,237,700	78,423,000
Rental Car Tax Revenue	2,616,300	2,683,000	2,751,400	2,821,500	2,893,400	2,967,200	3,042,800	3,120,400
Total Tax Revenue	598,344,600	633,766,100	678,710,300	723,579,300	764,789,200	805,224,100	844,803,300	884,149,200

	Calendar Year 2018	Calendar Year 2019	Calendar Year 2020	Calendar Year 2021	Calendar Year 2022	Calendar Year 2023	Calendar Year 2024	Calendar Year 2025
Sales & Use Tax Revenue	840,509,800	880,289,200	924,202,300	965,905,400	1,007,295,600	1,050,178,200	1,095,840,200	1,144,307,400
MVET Tax Revenue	81,581,400	84,854,000	88,228,700	91,877,800	95,364,000	98,954,100	102,691,900	106,613,900
Rental Car Tax Revenue	3,199,900	3,281,500	3,365,100	3,450,900	3,538,800	3,629,000	3,721,500	3,816,400
Total Tax Revenue	925,291,100	968,424,700	1,015,796,000	1,061,234,100	1,106,198,500	1,152,761,300	1,202,253,600	1,254,737,700

**TRANSPORTATION REVENUE FORECAST
COUNCIL NOVEMBER 2009
TABLE T.1: TRANSIT SYSTEM LOCALLY
GENERATED TAX DISTRIBUTIONS**

<u>County</u>	<u>Transit System</u>	<u>Actuals 2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Adams	None										
Asotin	Asotin County Transit	456,700	413,200	398,700	440,200	451,600	460,800	471,100	483,600	495,100	505,900
Benton/Franklin	Ben Franklin Transit	23,386,700	22,605,500	21,811,000	24,077,400	24,703,300	25,208,800	25,770,000	26,451,900	27,081,800	27,672,500
Chelan/Douglas	Link Transit	8,631,100	7,941,800	7,662,700	8,458,900	8,678,800	8,856,400	9,053,600	9,293,200	9,514,500	9,722,000
Clallam	Clallam Transit System	6,250,900	5,610,900	5,413,700	5,976,300	6,131,600	6,257,100	6,396,400	6,565,600	6,722,000	6,868,600
Clark	C-TRAN	24,980,700	24,250,400	23,398,100	25,829,500	26,501,000	27,043,200	27,645,200	28,376,800	29,052,600	29,686,200
Columbia	Columbia County Public Transportator	179,200	160,800	155,100	171,200	175,700	179,300	183,300	188,100	192,600	196,800
Cowlitz	Community Urban Bus System	1,051,600	962,200	928,300	1,024,800	1,051,400	1,073,000	1,096,800	1,125,900	1,152,700	1,177,800
Ferry	None										
Garfield	Garfield Transit	0	0	0	0	0	0	0	0	0	0
Grant	Grant Transit Authority	3,358,600	3,014,400	2,908,500	3,210,700	3,294,200	3,361,600	3,436,400	3,527,400	3,611,400	3,690,100
Grays Harbor	Grays Harbor Transportation Authority	6,081,800	5,460,600	5,268,700	5,816,100	5,967,300	6,089,400	6,225,000	6,389,700	6,541,900	6,684,600
Island	Island Transit	5,241,500	4,705,900	4,540,500	5,012,300	5,142,600	5,247,900	5,364,700	5,506,700	5,637,800	5,760,800
Jefferson	Jefferson Transit Authority	2,443,700	2,193,700	2,116,600	2,336,600	2,397,300	2,446,400	2,500,800	2,567,000	2,628,100	2,685,400
King	Metro Transit	442,052,600	403,291,300	389,117,000	429,551,200	440,718,300	449,735,700	459,747,700	471,913,800	483,152,000	493,689,400
Kitsap	Kitsap Transit	28,728,200	25,795,700	24,889,100	27,475,400	28,189,600	28,766,400	29,406,800	30,185,000	30,903,800	31,577,800
Kittitas	None										
Klickitat	None										
Lewis	Twin Transit	1,599,700	1,353,400	1,305,800	1,441,500	1,479,000	1,509,200	1,542,800	1,583,700	1,621,400	1,656,700
Lincoln	None										
Mason	Mason Transportation Authority	3,576,300	3,211,300	3,098,400	3,420,400	3,509,300	3,581,100	3,660,800	3,757,700	3,847,200	3,931,100
Okanogan	None										
Pacific	Pacific Transit System	813,000	729,600	704,000	777,100	797,300	813,700	831,800	853,800	874,100	893,200
Pend Oreille	None										
Pierce	Pierce Transit	72,842,600	67,592,800	65,217,100	71,994,000	73,865,600	75,377,000	77,055,000	79,094,100	80,977,700	82,743,700
San Juan	None										
Skagit	Skagit Transit	4,716,800	4,413,600	4,258,400	4,701,000	4,823,200	4,921,900	5,031,400	5,164,600	5,287,600	5,402,900
Skamania	None										
Snohomish	Everett Transit System	17,928,200	16,286,600	15,714,200	17,347,100	17,798,100	18,162,200	18,566,600	19,057,900	19,511,700	19,937,300
	Community Transit	71,674,100	64,579,900	62,310,200	68,785,000	70,573,200	72,017,200	73,620,400	75,568,600	77,368,200	79,055,600
Spokane	Spokane Transit Authority	45,149,000	40,652,600	39,223,800	43,299,700	44,425,300	45,334,300	46,343,500	47,569,900	48,702,800	49,764,900
Stevens	None										
Thurston	Intercity Transit	22,828,200	20,214,400	19,504,000	21,530,700	22,090,400	22,542,400	23,044,300	23,654,100	24,217,400	24,745,500
Wahkiakum	None										
Walla Walla	Valley Transit	2,200,400	1,936,600	1,868,600	2,062,700	2,116,400	2,159,700	2,207,800	2,266,200	2,320,100	2,370,700
Whatcom	Whatcom Transportation Authority	20,034,800	18,364,000	17,718,600	19,559,700	20,068,200	20,478,900	20,934,700	21,488,700	22,000,500	22,480,300
Whitman	Pullman Transit	1,122,400	961,600	927,800	1,024,200	1,050,900	1,072,400	1,096,200	1,125,300	1,152,000	1,177,200
Yakima	Selah	276,100	267,800	258,400	285,200	292,700	298,600	305,300	313,400	320,800	327,800
	Union Gap		750,000	723,600	798,800	819,600	836,300	854,900	877,600	898,500	918,100
	Yakima Transit	4,854,800	4,511,000	4,352,400	4,804,700	4,929,600	5,030,500	5,142,500	5,278,500	5,404,200	5,522,100
Total		822,459,700	752,231,600	725,793,300	801,212,500	822,041,700	838,861,200	857,535,800	880,228,500	901,190,400	920,845,000

**TRANSPORTATION REVENUE FORECAST
COUNCIL NOVEMBER 2009
TABLE T.1: TRANSIT SYSTEM LOCALLY
GENERATED TAX DISTRIBUTIONS**

County	Transit System	2018	2019	2020	2021	2022	2023	2024	2025
Adams	None								
Asotin	Asotin County Transit	517,900	531,900	546,200	561,000	576,100	591,700	607,700	624,100
Benton/Franklin	Ben Franklin Transit	28,329,700	29,094,600	29,880,200	30,686,900	31,515,500	32,366,400	33,240,300	34,137,800
Chelan/Douglas	Link Transit	9,952,900	10,221,600	10,497,600	10,781,000	11,072,100	11,371,000	11,678,100	11,993,400
Clallam	Clallam Transit System	7,031,700	7,221,600	7,416,600	7,616,800	7,822,500	8,033,700	8,250,600	8,473,300
Clark	C-TRAN	30,391,200	31,211,800	32,054,500	32,920,000	33,808,800	34,721,700	35,659,200	36,622,000
Columbia	Columbia County Public Transportation	201,500	206,900	212,500	218,200	224,100	230,200	236,400	242,800
Cowlitz	Community Urban Bus System	1,205,800	1,238,300	1,271,800	1,306,100	1,341,400	1,377,600	1,414,800	1,453,000
Ferry	None								
Garfield	Garfield Transit	0	0	0	0	0	0	0	0
Grant	Grant Transit Authority	3,777,800	3,879,800	3,984,500	4,092,100	4,202,600	4,316,100	4,432,600	4,552,300
Grays Harbor	Grays Harbor Transportation Authority	6,843,300	7,028,100	7,217,800	7,412,700	7,612,900	7,818,400	8,029,500	8,246,300
Island	Island Transit	5,897,600	6,056,800	6,220,300	6,388,300	6,560,800	6,737,900	6,919,800	7,106,700
Jefferson	Jefferson Transit Authority	2,749,200	2,823,500	2,899,700	2,978,000	3,058,400	3,141,000	3,225,800	3,312,900
King	Metro Transit	505,414,300	519,060,500	533,075,200	547,468,200	562,249,800	577,430,600	593,021,200	609,032,800
Kitsap	Kitsap Transit	32,327,800	33,200,600	34,097,000	35,017,700	35,963,100	36,934,100	37,931,400	38,955,500
Kittitas	None								
Klickitat	None								
Lewis	Twin Transit	1,696,100	1,741,900	1,788,900	1,837,200	1,886,800	1,937,800	1,990,100	2,043,800
Lincoln	None								
Mason	Mason Transportation Authority	4,024,400	4,133,100	4,244,700	4,359,300	4,477,000	4,597,900	4,722,000	4,849,500
Okanogan	None								
Pacific	Pacific Transit System	914,400	939,100	964,400	990,500	1,017,200	1,044,700	1,072,900	1,101,800
Pend Oreille	None								
Pierce	Pierce Transit	84,708,900	86,996,000	89,344,900	91,757,200	94,234,700	96,779,000	99,392,000	102,075,600
San Juan	None								
Skagit	Skagit Transit	5,531,200	5,680,500	5,833,900	5,991,400	6,153,200	6,319,300	6,489,900	6,665,200
Skamania	None								
Snohomish	Everett Transit System	20,410,800	20,961,900	21,527,900	22,109,100	22,706,100	23,319,100	23,948,700	24,595,300
	Community Transit	80,933,100	83,118,300	85,362,500	87,667,300	90,034,300	92,465,200	94,961,800	97,525,800
Spokane	Spokane Transit Authority	50,946,800	52,322,400	53,735,100	55,186,000	56,676,000	58,206,200	59,777,800	61,391,800
Stevens	None								
Thurston	Intercity Transit	25,333,200	26,017,200	26,719,700	27,441,100	28,182,000	28,943,000	29,724,400	30,527,000
Wahkiakum	None								
Walla Walla	Valley Transit	2,427,100	2,492,600	2,559,900	2,629,000	2,700,000	2,772,900	2,847,700	2,924,600
Whatcom	Whatcom Transportation Authority	23,014,200	23,635,600	24,273,700	24,929,100	25,602,200	26,293,500	27,003,400	27,732,500
Whitman	Pullman Transit	1,205,100	1,237,700	1,271,100	1,305,400	1,340,700	1,376,900	1,414,000	1,452,200
Yakima	Selah	335,600	344,700	354,000	363,500	373,400	383,400	393,800	404,400
	Union Gap	939,900	965,200	991,300	1,018,100	1,045,600	1,073,800	1,102,800	1,132,600
	Yakima Transit	5,653,300	5,805,900	5,962,700	6,123,600	6,289,000	6,458,800	6,633,200	6,812,300
Total		942,714,800	968,168,100	994,308,600	1,021,154,900	1,048,726,100	1,077,041,700	1,106,121,800	1,135,987,100