

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

Volume IV: Alternative Forecast Tables

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Forecast Council
September 2009

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Gasoline Pessimistic Forecast September 2009

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

- WSDOT was asked to perform an alternative pessimistic gasoline fuel price scenario to the September 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:**

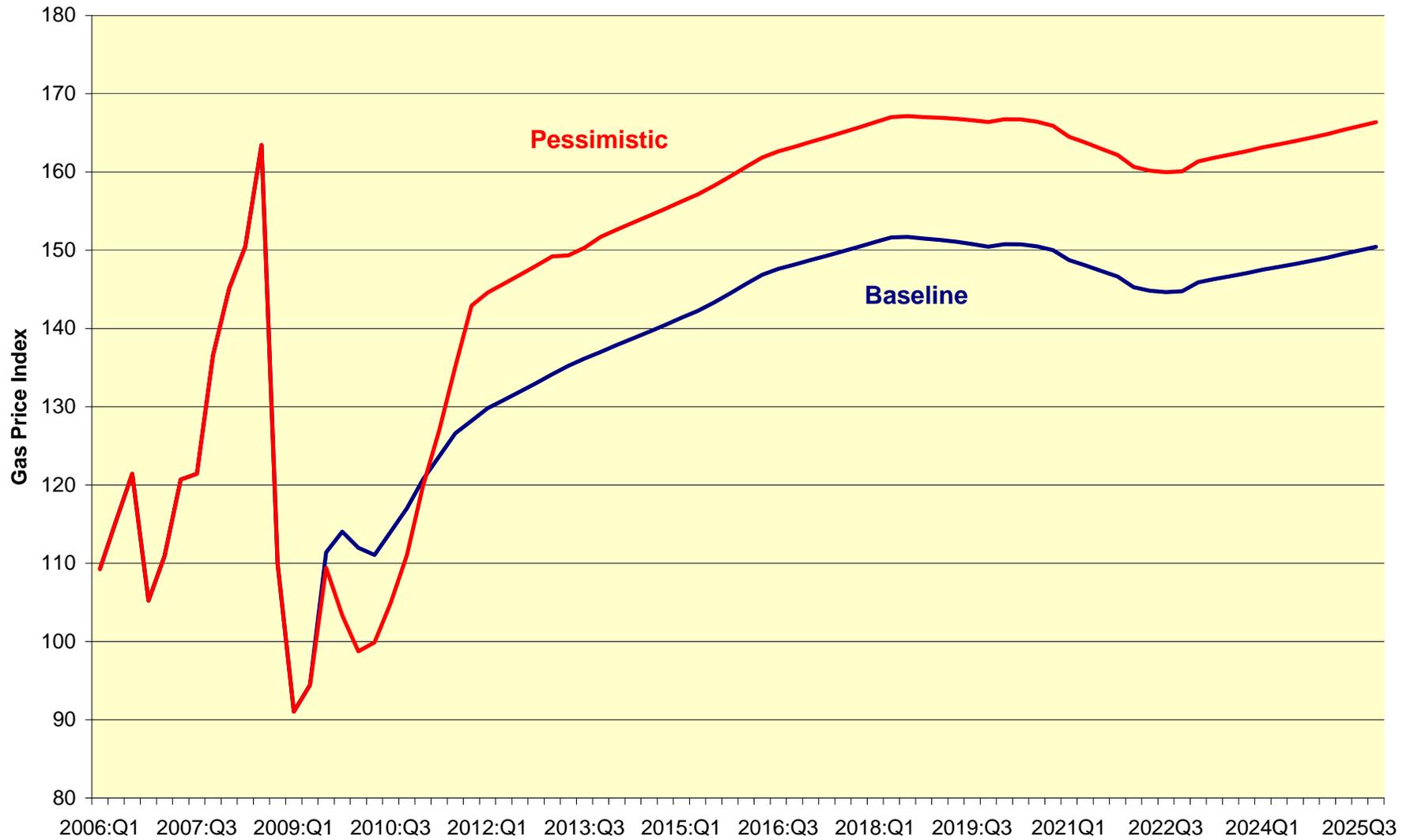
Prior to 2012

- Pessimistic oil prices are lower in the near term because the economy is still growing at a slow pace after recovery, demand for oil is depressed, and supplies are above the normal range.
- Results initially project gasoline tax collections through 2011.
- In the 2009-11 biennium gasoline fuel tax revenues are projected to be \$23.5 Million.

2012 and beyond

- As the economy recovers from the recession, oil supply begin to tighten and the result is a **lower** supply of oil worldwide which **bids up** oil and gas prices above the baseline forecast of the oil/gas price index.
- Later this results in **less** projected gasoline tax collections in future biennia beyond 2009-11. The percent decline ranges from 1.5% to 1.91% of the September 2009 baseline forecast.

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



Gross Gasoline Fuel Tax Revenue

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

Fiscal Year	September 2009 Forecast	Revenue Loss - Pessimistic Gas Prices	% Change from Baseline Forecast
2010	\$ 1,039,564,385	\$ 9,180,000	
2011	\$ 1,057,747,560	\$ 14,330,000	
2009-11 Biennium	\$ 2,097,311,945	\$ 23,510,000	1.12%
2012	\$ 1,063,997,580	\$ (11,940,000)	
2013	\$ 1,069,325,820	\$ (21,620,000)	
2011-13 Biennium	\$ 2,133,323,400	\$ (33,560,000)	-1.57%
2014	\$ 1,074,782,280	\$ (20,670,000)	
2015	\$ 1,081,118,880	\$ (20,640,000)	
2013-15 Biennium	\$ 2,155,901,160	\$ (41,310,000)	-1.92%
2016	\$ 1,086,515,580	\$ (20,340,000)	
2017	\$ 1,094,659,560	\$ (20,120,000)	
2015-17 Biennium	\$ 2,181,175,140	\$ (40,460,000)	-1.85%
2018	\$ 1,102,878,540	\$ (20,160,000)	
2019	\$ 1,111,169,280	\$ (20,430,000)	
2017-19 Biennium	\$ 2,214,047,820	\$ (40,590,000)	-1.83%
2020	\$ 1,120,032,120	\$ (21,110,000)	
2021	\$ 1,134,695,520	\$ (21,610,000)	
2019-21 Biennium	\$ 2,254,727,640	\$ (42,720,000)	-1.89%
2022	\$ 1,150,376,580	\$ (21,910,000)	
2023	\$ 1,150,376,580	\$ (21,920,000)	
2021-23 Biennium	\$ 2,300,753,160	\$ (43,830,000)	-1.91%
2024	\$ 1,172,396,580	\$ (22,340,000)	
2025	\$ 1,181,478,060	\$ (22,520,000)	
2023-25 Biennium	\$ 2,353,874,640	\$ (44,860,000)	-1.91%

Pessimistic Oil Price Scenario:

This scenario represents gas tax revenue reductions due to pessimistic gasoline prices. Initially, in the latter part of 2009 and 2010, oil prices are lower in the pessimistic scenario than they are in the baseline scenario because the economy is still in a slump. In 2011 oil prices are higher than in the baseline scenario and remain above baseline for the duration of the forecast period.

Gasoline Fuel Efficiency Impact

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WA STATE IMPACT FROM NEW FEDERAL FUEL EFFICIENCY STANDARD

- Washington adheres to federal CAFE standards

New Federal Fuel Efficiency Standard Scenario:

- H.R. 6, Energy Independence and Security Act of 2007, signed into law on December 2007, had a lower national fleet-wide fuel economy standard of 35 miles per gallon by 2020.
- The law required the administration to establish a plan to achieve the new fuel efficiency standards.
- The Obama administration's plan to achieve the federal fuel economy standards sets the average national fleet at 35.5 miles per gallon by 2016. This is earlier than what is required by law. At this point, the current administration's plan for fuel efficiency standards does not rise above the 35.5 miles per gallon standard beyond 2016.
- This scenario represents gas tax revenue reductions due to the recently proposed federal fuel economy standards for passenger cars and light trucks announced on May 19th, 2009 by the Obama administration.
- The September baseline forecast incorporates the new higher fuel efficiency standard as projected by Global Insight and this variable is used in this revenue impact analysis.

New Fuel Efficiency Impact on Gas Tax Revenues:

- The new federal fuel efficiency standards will reduce gas tax revenues by \$1.8 Million in the 2009-2011 biennium which translates into a 0.09% reduction in gas tax revenues over the September 2009 baseline forecast.
- In the 2011 – 2013 biennium gas tax revenues are reduced by \$5.7 Million which translates to about 0.27%.
- The impact of the new federal fuel efficiency standard grows over time and by the final biennium, the impact is approximately 1.24% reduction from the baseline forecast in September.
- From 2010-2025, the total cumulative reduction in gas tax revenues is \$146 million which translates to about an annual average reduction of \$5.8 million or an average of 0.26% per year.

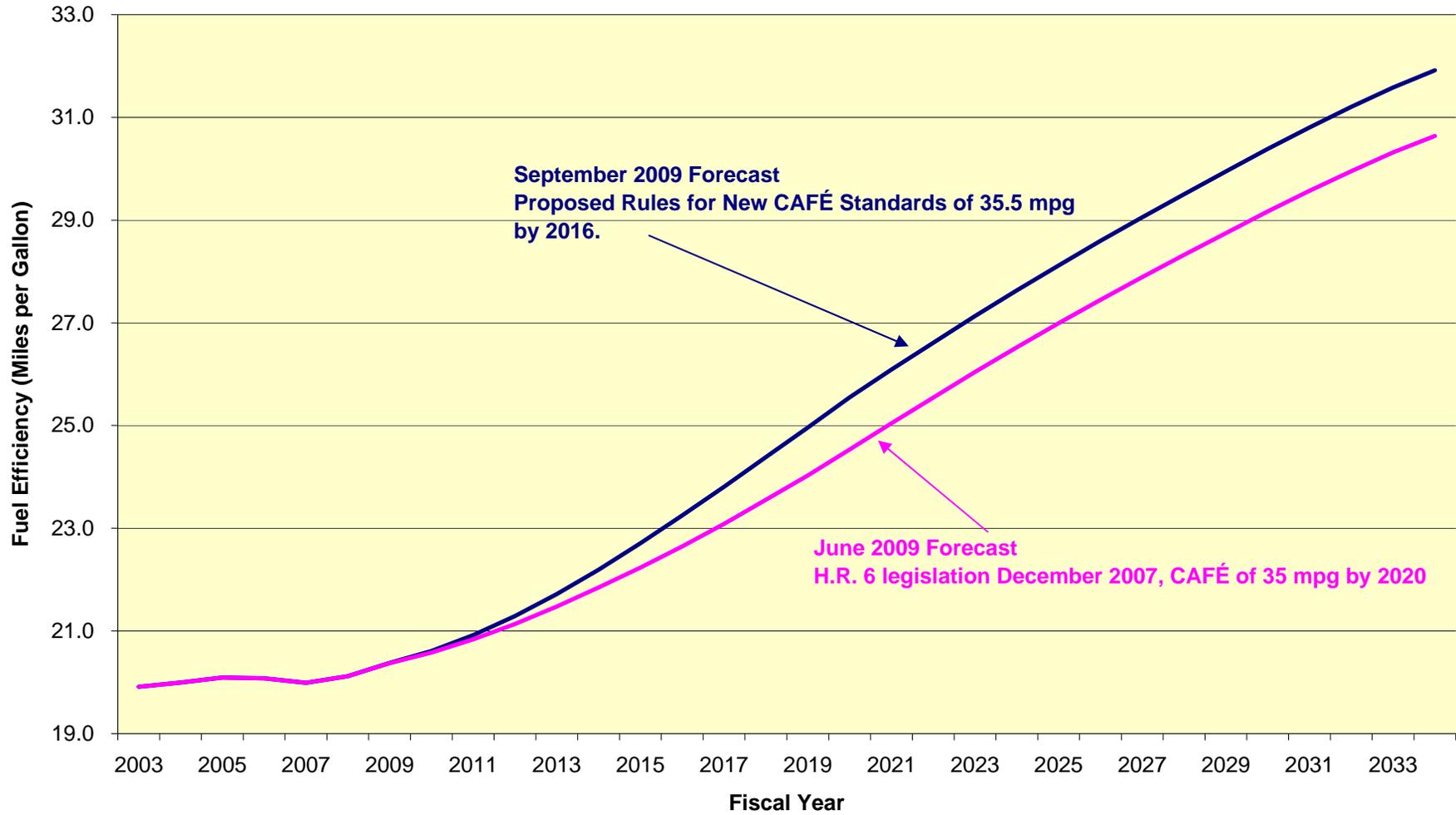
This analysis does not incorporate California's fuel efficiency standards which may exceed the average national fleet standard of 35.5 miles per gallon beyond 2016.

Gross Gasoline Fuel Tax Revenue Loss from Higher Fuel Efficiency Standards in September 2009 Baseline Forecast - Fiscal Year & Biennial Comparison

Fiscal Year	September 2009 Baseline Forecast	Revenue Loss - New Fuel Efficiency Standards	% Change from Baseline Forecast
2010	\$ 1,039,564,385	\$ 560,000	
2011	\$ 1,057,747,560	\$ 1,260,000	
2009-11 Biennium	\$ 2,097,311,945	\$ 1,820,000	0.09%
2012	\$ 1,063,997,580	\$ 2,240,000	
2013	\$ 1,069,325,820	\$ 3,490,000	
2011-13 Biennium	\$ 2,133,323,400	\$ 5,730,000	0.27%
2014	\$ 1,074,782,280	\$ 4,950,000	
2015	\$ 1,081,118,880	\$ 6,610,000	
2013-15 Biennium	\$ 2,155,901,160	\$ 11,560,000	0.54%
2016	\$ 1,086,515,580	\$ 8,290,000	
2017	\$ 1,094,659,560	\$ 9,820,000	
2015-17 Biennium	\$ 2,181,175,140	\$ 18,110,000	0.83%
2018	\$ 1,102,878,540	\$ 11,210,000	
2019	\$ 1,111,169,280	\$ 12,470,000	
2017-19 Biennium	\$ 2,214,047,820	\$ 23,680,000	1.07%
2020	\$ 1,120,032,120	\$ 13,480,000	
2021	\$ 1,134,695,520	\$ 13,830,000	
2019-21 Biennium	\$ 2,254,727,640	\$ 27,310,000	1.21%
2022	\$ 1,150,376,580	\$ 14,030,000	
2023	\$ 1,150,376,580	\$ 14,140,000	
2021-23 Biennium	\$ 2,300,753,160	\$ 28,170,000	1.22%
2024	\$ 1,172,396,580	\$ 14,520,000	
2025	\$ 1,181,478,060	\$ 14,720,000	
2023-25 Biennium	\$ 2,353,874,640	\$ 29,240,000	1.24%

Change in fuel efficiency is based on new federal standard announced May 19th, 2009. September 2009 baseline forecast incorporates the higher fuel efficiency standards as projected by HIS Global Insight.

**National Light Vehicle Fuel Efficiency
September 2009 vs June 2009
Proposed Rules for New CAFÉ Standards**



**REVENUE AND RIDERSHIP PROJECTIONS
SEPTEMBER 2009 FORECAST
FISCAL YEARS 2010-2025**

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

Prepared by
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Washington State Ferries

September 2009 Revenue and Ridership Forecasts — Fiscal Years 2010-2025

SEPTEMBER 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) 2025.

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 2025. 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 September 2009 Forecast:

- **Scenario #1 (“No Fare Increases”)** – no changes in the posted fares through 2025 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 2024, rounded up to the nearest nickel.

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

- The continuing operation of the Seattle-Vashon passenger-only route by WSF for King County through September 25, 2009; and
- Reduced Port Townsend-Keystone service in 2009/11 biennium.

Ridership Impacts

The September 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 over most of the forecast horizon.

- For Scenario #1 (Baseline Fare Increases), ridership ranges from 1–2% lower than the June Forecast. About half of this decrease is attributable to the upcoming October 11 fare increase that was not part of Scenario #1 in June.
- For Scenario #2 (Baseline Fare Increases), ridership ranges from 0–1% lower than in June. The following factors contribute to the revised ridership forecasts.
- Over the next four years (through FY 2013), real gasoline prices are predicted to be significantly higher than projected in June, which exerts a downward influence on vehicle ridership. Beyond FY 2013, the forecast remains higher but tapers off through FY 2018. After FY 2018, real gas prices are expected to be slightly lower than projected in June, causing an uptick in vehicle ridership.
- The September projection for future inflation is a bit lower over the forecast horizon. This causes the real fares to be higher over time relative to June, which decreases ridership demand.
- The forecast for employment is essentially unchanged through FY 2015, and down slightly thereafter, relative to June. The forecast for real personal income reflects some measurement updates, and is generally slightly higher relative to June, which partly offsets some of the above downward trends.
- In the outer years of the forecast horizon, projected vehicle demand can exceed the available vessel capacity on several routes, especially in summer.

Revenue Impacts

- Revenue for FY 2009 came in at \$144.5 M, or about \$0.3 M (0.2%) higher than projected in June.
- Including two months of actual collections, revenue for FY 2010 is predicted to be \$147.8 M, or about \$0.1 M (0.1%) higher than forecast in June.
- Fare revenue for the 2009/11 biennium under Scenario #1 is projected to be \$301.2 M, or \$0.5 M (0.2%) higher than in June with the inclusion of the October 2009 fare increase. For Scenario #2, fare revenue for the 2009/11 biennium is projected to be \$302.9 M, or \$3.9 M (1.3%) less than in June.
- Over the forecast horizon, projected fare revenue under Scenario #1 ranges from 0.2–0.9% higher than June, despite lower ridership. This is a result of fares that are now scheduled to be 2.5% higher than in June as of this October.
- For Scenario #2, the revenue projection over the forecast horizon ranges from 0.6–1.4% lower than in June. The percentage decreases in revenue are higher than for ridership due to proportionately larger decreases in vehicle demand with its higher fares.

Washington State Ferries

REVENUE PROJECTIONS ~ SCENARIO #1

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

September 2009 Forecast – Fiscal Years 2010-2025

Fiscal Year	September 2009 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	September Biennium Total	September vs. June Forecast			June 2009 Scenario #1	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2006²	\$139,661,000	5.2%						
2007²	\$146,718,000	5.1%	\$286,379,000					
2008²	\$148,380,000	1.1%		0.0%			\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000	0.2%	\$270,000	0.1%	\$144,270,000	\$292,650,000
2010³	\$147,839,000	2.3%		0.1%			\$147,761,000	
2011	\$153,344,000	3.7%	\$301,183,000	0.3%	\$474,000	0.2%	\$152,948,000	\$300,709,000
2012	\$157,963,000	3.0%		0.3%			\$157,425,000	
2013	\$161,055,000	2.0%	\$319,018,000	0.8%	\$1,828,000	0.6%	\$159,765,000	\$317,190,000
2014	\$163,654,000	1.6%		0.9%			\$162,138,000	
2015	\$166,110,000	1.5%	\$329,764,000	0.9%	\$2,981,000	0.9%	\$164,645,000	\$326,783,000
2016	\$168,497,000	1.4%		0.8%			\$167,177,000	
2017	\$170,926,000	1.4%	\$339,423,000	0.8%	\$2,705,000	0.8%	\$169,541,000	\$336,718,000
2018	\$173,262,000	1.4%		0.8%			\$171,925,000	
2019	\$175,361,000	1.2%	\$348,623,000	0.6%	\$2,448,000	0.7%	\$174,250,000	\$346,175,000
2020	\$177,412,000	1.2%		0.7%			\$176,228,000	
2021	\$179,103,000	1.0%	\$356,515,000	0.6%	\$2,264,000	0.6%	\$178,023,000	\$354,251,000
2022	\$180,777,000	0.9%		0.6%			\$179,674,000	
2023	\$182,272,000	0.8%	\$363,049,000	0.6%	\$2,253,000	0.6%	\$181,122,000	\$360,796,000
2024	\$183,700,000	0.8%		0.6%			\$182,657,000	
2025	\$185,306,000	0.9%	\$369,006,000	0.5%	\$1,959,000	0.5%	\$184,390,000	\$367,047,000

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. The June basis of comparison excludes the October 2009 fare increase

² Reflects/includes historical data.

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

Washington State Ferries

REVENUE PROJECTIONS ~ SCENARIO #2

2.5% Fare Increases each October, 2009-24 ("Baseline Fare Increases")¹

September 2009 Forecast – Fiscal Years 2010-2025

Fiscal Year	September 2009 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	September Biennium Total	September vs. June Forecast			June 2009 Scenario #2	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2006²	\$139,661,000	5.2%						
2007²	\$146,718,000	5.1%	\$286,379,000					
2008²	\$148,380,000	1.1%		0.0%			\$148,380,000	
2009²	\$144,540,000	(2.6%)	\$292,920,000	0.2%	\$270,000	0.1%	\$144,270,000	\$292,650,000
2010³	\$147,839,000	2.3%		(1.1%)			\$149,410,000	
2011	\$155,011,000	4.9%	\$302,850,000	(1.5%)	(\$3,878,000)	(1.3%)	\$157,318,000	\$306,728,000
2012	\$162,507,000	4.8%		(1.4%)			\$164,809,000	
2013	\$168,651,000	3.8%	\$331,158,000	(0.9%)	(\$3,893,000)	(1.2%)	\$170,242,000	\$335,051,000
2014	\$174,757,000	3.6%		(0.6%)			\$175,897,000	
2015	\$180,830,000	3.5%	\$355,587,000	(0.6%)	(\$2,217,000)	(0.6%)	\$181,907,000	\$357,804,000
2016	\$187,044,000	3.4%		(0.8%)			\$188,492,000	
2017	\$193,651,000	3.5%	\$380,695,000	(0.9%)	(\$3,158,000)	(0.8%)	\$195,361,000	\$383,853,000
2018	\$200,825,000	3.7%		(0.9%)			\$202,659,000	
2019	\$208,423,000	3.8%	\$409,248,000	(1.0%)	(\$3,856,000)	(0.9%)	\$210,445,000	\$413,104,000
2020	\$216,272,000	3.8%		(0.9%)			\$218,163,000	
2021	\$223,958,000	3.6%	\$440,230,000	(0.9%)	(\$3,878,000)	(0.9%)	\$225,945,000	\$444,108,000
2022	\$231,781,000	3.5%		(1.0%)			\$234,109,000	
2023	\$239,615,000	3.4%	\$471,396,000	(1.2%)	(\$5,303,000)	(1.1%)	\$242,590,000	\$476,699,000
2024	\$247,520,000	3.3%		(1.3%)			\$250,862,000	
2025	\$255,800,000	3.3%	\$503,320,000	(1.5%)	(\$7,161,000)	(1.4%)	\$259,619,000	\$510,481,000

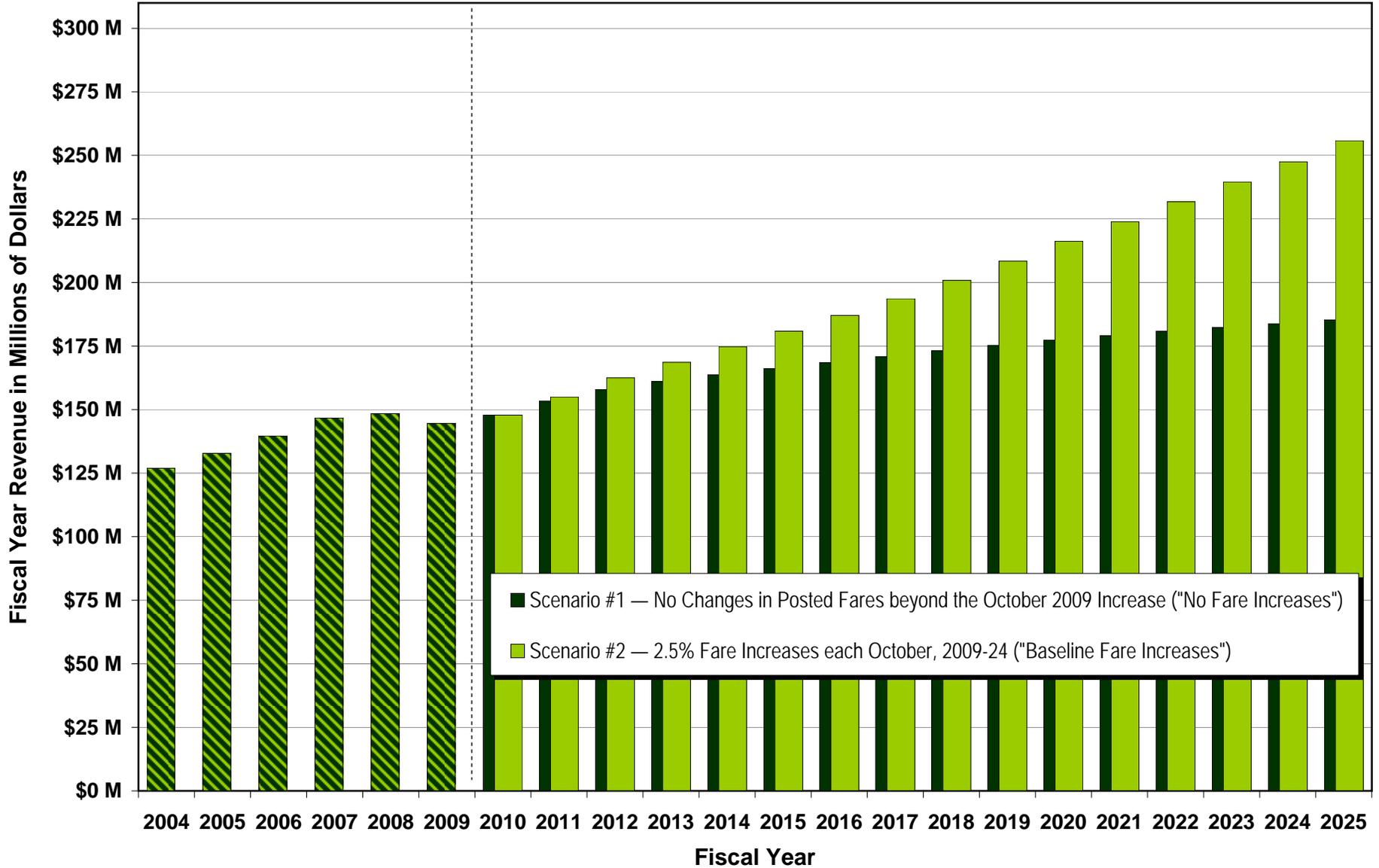
¹ Scenario #2 incorporates annual 2.5% fare increases with nickel rounding each October, from 2009 through 2025 (increasing real fares under the current inflation projection) and reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

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

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

September 2009 Forecast Scenarios – Fiscal Years 2004-2025



Washington State Ferries RIDERSHIP PROJECTIONS ~ SCENARIO #1

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

September 2009 Forecast – Fiscal Years 2010-2025

Fiscal Year	September 2009 Unconstrained Demand Forecast	September 2009 Capacity Constrained Projections				June 2009 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Sep. % Chg from Jun.
2006²	23,781,000	12,957,400	10,823,900	23,781,000	(0.3%)		
2007²	23,985,000	13,160,900	10,824,100	23,985,000	0.9%		
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%)	22,438,000	0.2%
2010³	22,926,000	12,637,700	10,279,900	22,918,000	2.0%	23,151,000	(1.0%)
2011	23,581,000	13,011,900	10,566,400	23,578,000	2.9%	23,946,000	(1.5%)
2012	24,289,000	13,365,100	10,916,200	24,281,000	3.0%	24,644,000	(1.5%)
2013	24,794,000	13,683,900	11,097,100	24,781,000	2.1%	25,072,000	(1.2%)
2014	25,320,000	14,021,400	11,253,600	25,275,000	2.0%	25,529,000	(1.0%)
2015	25,838,000	14,347,100	11,406,100	25,753,000	1.9%	26,013,000	(1.0%)
2016	26,387,000	14,695,100	11,544,000	26,239,000	1.9%	26,527,000	(1.1%)
2017	26,964,000	15,059,800	11,674,700	26,735,000	1.9%	27,058,000	(1.2%)
2018	27,585,000	15,437,400	11,804,900	27,242,000	1.9%	27,604,000	(1.3%)
2019	28,256,000	15,839,700	11,897,400	27,737,000	1.8%	28,165,000	(1.5%)
2020	28,962,000	16,248,100	11,992,900	28,241,000	1.8%	28,701,000	(1.6%)
2021	29,662,000	16,661,600	12,056,800	28,718,000	1.7%	29,222,000	(1.7%)
2022	30,412,000	17,098,400	12,116,700	29,215,000	1.7%	29,751,000	(1.8%)
2023	31,165,000	17,538,500	12,163,200	29,702,000	1.7%	30,272,000	(1.9%)
2024	31,893,000	17,996,900	12,186,300	30,183,000	1.6%	30,806,000	(2.0%)
2025	32,674,000	18,487,800	12,208,100	30,696,000	1.7%	31,377,000	(2.2%)

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. The June basis of comparison excludes the October 2009 fare increase.

² Reflects/includes historical data.

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

Washington State Ferries RIDERSHIP PROJECTIONS ~ SCENARIO #2

2.5% Fare Increases each October, 2009-24 ("Baseline Fare Increases")¹

September 2009 Forecast – Fiscal Years 2010-2025

Fiscal Year	September 2009 Unconstrained Demand Forecast	September 2009 Capacity Constrained Projections				June 2009 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Sep. % Chg from Jun.
2006²	23,781,000	12,957,400	10,823,900	23,781,000	(0.3%)		
2007²	23,985,000	13,160,900	10,824,100	23,985,000	0.9%		
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%)	22,438,000	0.2%
2010³	22,926,000	12,637,700	10,279,900	22,918,000	2.0%	23,024,000	(0.5%)
2011	23,452,000	12,948,400	10,502,000	23,450,000	2.3%	23,589,000	(0.6%)
2012	23,923,000	13,162,200	10,756,300	23,919,000	2.0%	24,047,000	(0.5%)
2013	24,185,000	13,340,000	10,839,900	24,180,000	1.1%	24,231,000	(0.2%)
2014	24,470,000	13,537,000	10,924,800	24,462,000	1.2%	24,452,000	0.0%
2015	24,738,000	13,715,200	11,007,600	24,723,000	1.1%	24,699,000	0.1%
2016	25,033,000	13,913,200	11,081,200	24,994,000	1.1%	24,995,000	(0.0%)
2017	25,343,000	14,115,400	11,164,200	25,280,000	1.1%	25,310,000	(0.1%)
2018	25,669,000	14,310,400	11,266,400	25,577,000	1.2%	25,626,000	(0.2%)
2019	26,033,000	14,524,200	11,372,000	25,896,000	1.2%	25,970,000	(0.3%)
2020	26,426,000	14,742,400	11,488,300	26,231,000	1.3%	26,305,000	(0.3%)
2021	26,810,000	14,959,700	11,583,500	26,543,000	1.2%	26,638,000	(0.4%)
2022	27,238,000	15,191,200	11,685,400	26,877,000	1.3%	27,011,000	(0.5%)
2023	27,649,000	15,419,100	11,752,800	27,172,000	1.1%	27,377,000	(0.7%)
2024	28,031,000	15,659,800	11,796,500	27,456,000	1.0%	27,711,000	(0.9%)
2025	28,451,000	15,915,700	11,842,300	27,758,000	1.1%	28,068,000	(1.1%)

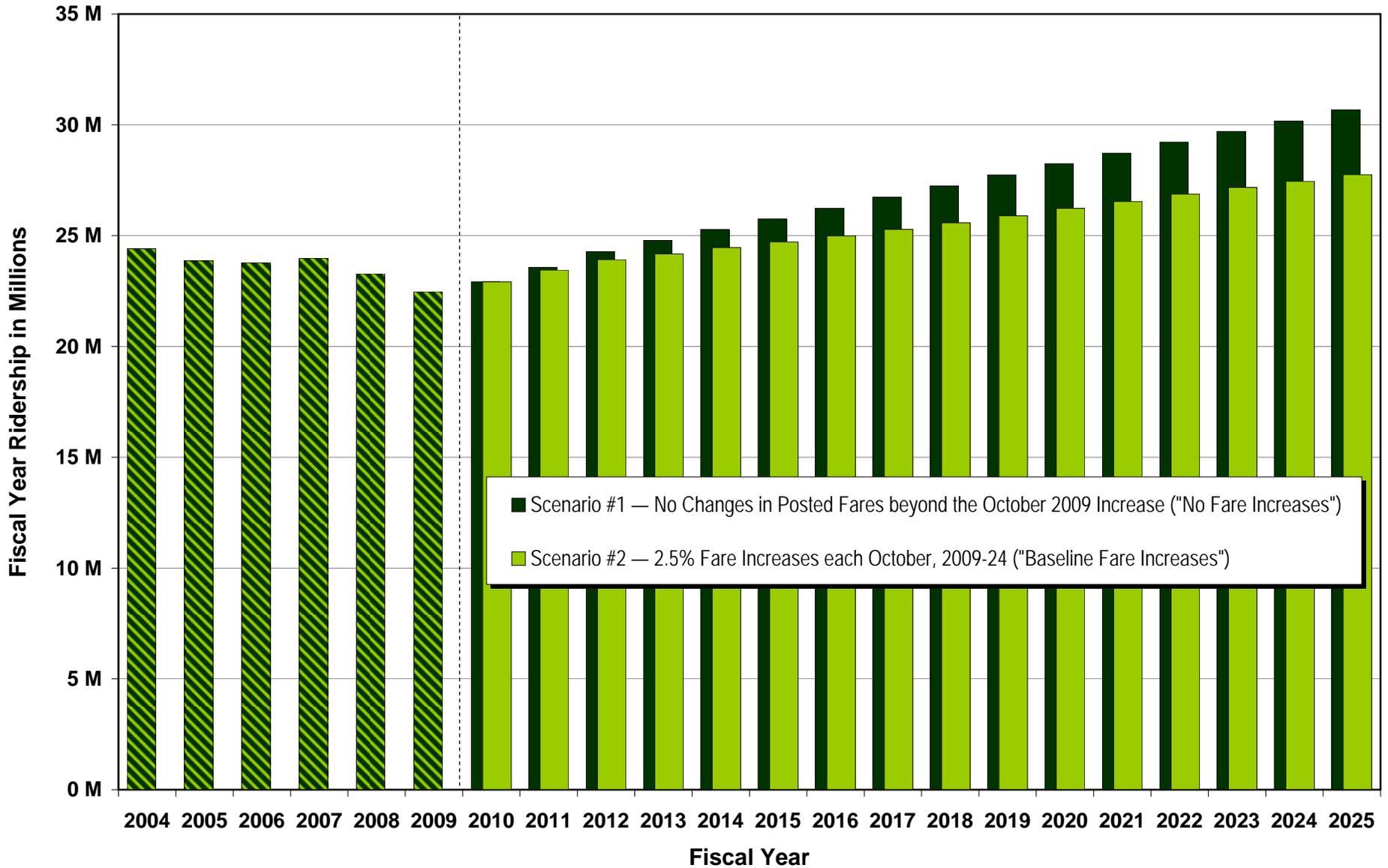
¹ Scenario #2 incorporates annual 2.5% fare increases with nickel rounding each October, from 2009 through 2025 (increasing real fares under the current inflation projection), and reflects the current programmed level of service subject to capacity constraints.

² Reflects/includes historical data.

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

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

September 2009 Forecast Scenarios – Fiscal Years 2004-2025



Alternative Federal Funds Scenario September 2009

Contact: Kasi Reeves, Washington State Department of Transportation, 360-705-7935,
reevesk@wsdot.wa.gov

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 1</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users						2005-09	SAFETEA-LU	OMNIBUS	2005-09	2005-09
	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Forecast 2009	SAFETEA-LU	\$8.708 billion	\$3.15 billion	SAFETEA-LU	SAFETEA-LU
							without Rescission 5 yr Total*	Rescission 2009*	Rescission 2009**	with \$8.705 Rescission 5 yr Total	with \$8.705 & \$3.150 Rescissions 5 yr Total
Interstate Maintenance	105	88	88	98	97	99	471	(28)	-	443	443
National Highway System	117	98	97	113	110	113	531	(32)	(11)	488	477
Minimum Guarantee Flexible	27	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	-	7	2	14	13	14	50	(3)	-	46	46
Surface Transportation Program ¹	134	113	112	126	123	127	602	(24)	(20)	557	537
Safety Setaside ²	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	15	12	12	13	12	13	63	(3)	(5)	54	50
Areas Over 200,000	42	35	35	40	39	40	190	(11)	-	179	179
Areas Under 200,000	21	17	16	20	19	20	92	(5)	-	87	87
Areas Under 5,000	11	11	11	11	11	11	56	(3)	-	53	53
STP Flexible	45	37	37	43	42	43	202	(1)	(16)	185	169
								-	-	-	-
Highway Safety Improvement Program ²	12	10	17	18	19	20	84	(5)	-	79	79
Railway-Highway Crossings ²	3	3	4	4	4	4	19	(1)	-	18	18
Bridge	125	148	145	153	153	153	752	(43)	(5)	704	699
Border Infrastructure Program	-	7	9	10	11	13	50	(2)	-	48	48
CMAQ	29	28	28	32	32	33	155	(9)	(17)	129	112
Safe Routes to Schools	-	1	2	2	3	4	11	(1)	-	10	10
MPO Planning	5	6	6	6	6	6	32	-	-	32	32
Recreational Trails	1	1	2	2	2	2	8	(0)	-	8	8
SPR from all Programs	11	10	10	11	11	11	54	0	-	54	54
Subtotal Apportionments	570	521	521	591	586	599	2,818	(148)	(54)	2,617	2,563
High Priority Projects	-	55	55	55	55	55	276	-	-	276	276
Total Apportionments	570	577	576	647	641	654	3,094	(148)	(54)	2,893	2,839

* The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is based on Notice N4510.710 dated August 31, 2009 but is **PRELIMINARY** and awaiting final adjusting entries.

** The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is pro-rata excluding MPO and SPR per WSDOT decision.

¹ Total Surface Transportation Program funds include additional funds from value pricing.

² The FFY 2004 and FFY 2005 Surface Transportation Program safety setaside funds have been included in the respective SAFETEA-LU Highway Safety Improvement Program and Railway-Highway Crossings Program.

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 1</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users											
	Chg from		Chg from		Chg from		Chg from		Forecast	Chg from	Forecast	Chg from
	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Sep-09	Jun-09
	2004	2005	2006	2007	2008	2009*						
Interstate Maintenance	105	-	88	-	88	-	98	-	97	-	71	4
National Highway System	117	-	98	-	97	-	113	-	110	-	70	4
Minimum Guarantee Flexible	27	-	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	-	-	7	-	2	-	14	-	13	-	10	(3)
Surface Transportation Program ¹	134	-	113	-	112	-	126	-	123	-	83	16
Safety Setaside ²	-	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	15	-	12	-	12	-	13	-	12	-	5	(3)
Areas Over 200,000	42	-	35	-	35	-	40	-	39	-	29	3
Areas Under 200,000	21	-	17	-	16	-	20	-	19	-	15	(5)
Areas Under 5,000	11	-	11	-	11	-	11	-	11	-	8	(3)
STP Flexible	45	-	37	-	37	-	43	-	42	-	26	24
Highway Safety Improvement Program ²	12	-	10	-	17	-	18	-	19	-	14	1
Railway-Highway Crossings ²	3	-	3	-	4	-	4	-	4	-	3	0
Bridge	125	-	148	-	145	-	153	-	153	-	105	6
Border Infrastructure Program	-	-	7	-	9	-	10	-	11	-	11	2
CMAQ	29	-	28	-	28	-	32	-	32	-	7	1
Safe Routes to Schools	-	-	1	-	2	-	2	-	3	-	3	0
MPO Planning	5	-	6	-	6	-	6	-	6	-	6	-
Recreational Trails	1	-	1	-	2	-	2	-	2	-	2	1
SPR from all Programs	11	-	10	-	10	-	11	-	11	-	11	-
Subtotal Apportionments	570	-	521	-	521	-	591	-	586	-	398	32
High Priority Projects	-	-	55	-	55	-	55	-	55	-	55	-
Total Apportionments	570	-	577	-	576	-	647	-	641	-	453	32

* The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is pro-rata excluding MPO and SPR per WSDOT decision.

** The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is pro-rata excluding MPO and SPR per WSDOT decision.

¹ Total Surface Transportation Program funds include additional funds from value pricing.

² The FFY 2004 and FFY 2005 Surface Transportation Program safety setaside funds have been included in the respective SAFETEA-LU Highway Safety Improvement Program and Railway-Highway Crossings Program.

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU Alternative 1	Forecast Chg from											
	Sep-09	Jun-09										
Interstate Maintenance	102	19	103	19	105	20	106	20	108	20	109	21
National Highway System	113	21	115	21	116	22	118	22	120	22	121	23
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	13	-	13	-	13	-	13	-	14	-	14	-
Surface Transportation Program	130	24	132	24	134	25	135	25	137	25	139	26
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	13	1	13	1	13	1	14	1	14	1	14	2
Areas Over 200,000	41	8	42	8	42	8	43	8	44	9	44	9
Areas Under 200,000	21	6	21	6	22	6	22	7	22	7	23	7
Areas Under 5,000	11	-	11	-	11	-	11	-	11	-	11	-
STP Flexible	44	9	44	9	45	9	46	9	46	9	47	9
Highway Safety Improvement Program	20	5	21	5	21	5	21	5	22	5	22	5
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-
Bridge	170	32	173	33	175	33	178	34	180	34	183	34
Border Infrastructure Program	12	-	12	-	12	-	12	-	12	-	12	-
CMAQ	33	6	33	6	34	6	34	6	35	6	35	6
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-
MPO Planning	7	1	7	1	7	1	7	1	7	1	7	1
Recreational Trails	2	-	2	-	2	-	2	-	2	-	2	-
SPR from all Programs	12	2	12	2	12	2	12	2	13	2	13	2
Subtotal Apportionments	621	110	630	112	639	114	647	115	656	117	665	119
High Priority Projects	20	-	20	-	20	-	20	-	20	-	20	-
Total Apportionments	641	110	650	112	659	114	667	115	676	117	685	119

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 1</i>	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09										
	2016		2017		2018		2019		2020		2021									
Interstate Maintenance	111	21	112	21	114	21	115	22	116	22	117	22								
National Highway System	123	23	124	23	126	24	127	24	129	24	130	24								
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-								
Equity Bonus Flexible	14	-	14	-	14	-	15	-	15	-	15	-								
Surface Transportation Program	141	26	143	26	145	27	146	27	148	27	149	28								
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-								
Enhancements Setaside	14	2	14	2	14	2	15	2	15	2	15	3								
Areas Over 200,000	45	9	45	9	46	9	46	9	47	9	48	9								
Areas Under 200,000	23	7	24	7	24	7	25	7	25	7	25	7								
Areas Under 5,000	11	-	11	-	11	-	11	-	11	-	11	-								
STP Flexible	48	9	48	9	49	9	49	9	50	9	50	9								
Highway Safety Improvement Program	22	5	23	5	23	5	23	5	24	5	24	5								
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-								
Bridge	185	35	187	35	190	36	192	36	194	37	196	37								
Border Infrastructure Program	12	-	12	-	12	-	12	-	12	-	12	-								
CMAQ	36	7	36	7	36	7	37	7	37	7	38	7								
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-								
MPO Planning	7	1	7	1	7	1	7	1	7	1	8	1								
Recreational Trails	2	-	2	-	2	-	2	-	2	-	2	-								
SPR from all Programs	13	2	13	2	13	2	13	2	14	2	14	3								
Subtotal Apportionments	673	120	682	122	690	123	697	124	705	126	712	127								
High Priority Projects	20	-	20	-	20	-	20	-	20	-	20	-								
Total Apportionments	693	120	702	122	710	123	717	124	725	126	732	127								

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 1</i>	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		
	Sep-09		Jun-09		Sep-09		Jun-09		Sep-09		Jun-09		Sep-09		Jun-09		
	2022		2023		2024		2025										
Interstate Maintenance	119	22	120	22	121	23	123	23									
National Highway System	132	25	133	25	134	25	136	25									
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-									
Equity Bonus Flexible	15	-	16	-	16	-	16	-									
Surface Transportation Program	151	28	153	28	154	28	156	29									
Safety Setaside	-	-	-	-	-	-	-	-									
Enhancements Setaside	15	3	15	3	15	3	16	3									
Areas Over 200,000	48	9	49	9	49	9	50	9									
Areas Under 200,000	26	7	26	7	27	7	27	7									
Areas Under 5,000	11	-	11	-	11	-	11	-									
STP Flexible	51	9	52	10	52	10	53	10									
Highway Safety Improvement Program	24	5	25	5	25	5	25	5									
Railway-Highway Crossings	4	-	4	-	4	-	4	-									
Bridge	198	37	201	38	203	38	205	38									
Border Infrastructure Program	12	-	12	-	12	-	12	-									
CMAQ	38	7	39	7	39	7	39	7									
Safe Routes to Schools	4	-	4	-	4	-	4	-									
MPO Planning	8	1	8	2	8	2	8	2									
Recreational Trails	2	-	2	-	2	-	2	-									
SPR from all Programs	14	3	14	3	14	3	14	3									
Subtotal Apportionments	720	128	728	130	736	131	743	132									
High Priority Projects	20	-	20	-	20	-	20	-									
Total Apportionments	740	128	748	130	756	131	763	132									

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU Alternative 1	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users						2005-09 SAFETEA-LU without Rescission 5 yr Total*	SAFETEA-LU \$8.708 billion Rescission 2009	OMNIBUS \$3.15 billion Rescission	2005-09 SAFETEA-LU with Rescission 5 yr Total
	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Forecast 2009*				
State Programs										
Interstate Maintenance	105	88	88	88	97	71	433	(28)	-	406
National Highway System ¹	113	95	94	95	106	79	468	(32)	-	437
Statewide Flexible ²	35	27	24	27	30	22	130	(3)	-	127
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	7	-	5	7	19	(3)	-	17
Railway-Highway Crossings	3	3	4	3	4	3	16	(1)	-	15
Bridge ⁵	79	93	91	93	96	69	443	(27)	-	416
Border Infrastructure Program ⁶	-	7	9	7	11	11	46	(2)	-	44
Statewide Planning and Research	11	10	10	10	11	11	53	0	-	53
State Subtotal	345	323	326	323	362	275	1,609	(94)	-	1,514
A Obligation Authority -	308	273	281	273	354	351	1,532	(79)	-	1,453
Local Programs										
National Highway System ¹	4	3	3	3	4	(9)	5	-	(11)	5
Statewide Flexible ²	16	18	15	18	24	14	89	(2)	(16)	87
Surface Transportation Program ³	90	76	74	76	82	57	365	(22)	(5)	342
Highway Safety Improvement Program ⁴	12	10	10	10	14	7	51	(3)	-	48
Bridge ⁵	46	55	54	55	57	35	255	(16)	(5)	239
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-
CMAQ	29	28	28	28	32	7	125	(9)	(17)	116
Safe Routes to Schools	-	1	2	1	3	3	9	(1)	-	8
MPO Planning	5	6	6	6	6	6	32	-	-	32
Local Subtotal	203	197	193	197	222	121	930	(53)	(54)	878
A Obligation Authority -	181	181	181	181	181	181	903	(44)	(45)	859
Freight Projects²	21	-	-	-	-	-	-	-	-	-
A Obligation Authority -	18	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	(0)	-	(0)
A Obligation Authority -	-	-	-	-	-	-	-	(0)	-	(0)
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1	1	2	1	2	2	8	(2)	-	6
A Obligation Authority -	1	1	2	1	2	2	8	(2)	-	6
High Priority Projects	-	55	55	55	55	55	276	-	-	276
A Obligation Authority -	-	47	48	47	51	52	245	-	-	245
STATEWIDE TOTAL	570	577	576	577	641	453	2,823	(149)	(54)	2,674
A Obligation Authority -	508	503	511	503	588	585	2,689			2,689
Statewide Flexible Summary										
Equity Bonus Flexible	27	7	2	7	13	10	39	(3)	-	36
Surface Transportation Program Flexible	45	37	37	37	42	26	179	(1)	(16)	178
Total	72	45	39	45	54	36	219	(5)	(16)	214

A Obligation Authority is calculated at 85% of the rescinded apportionment levels after both the SAFETEA-LU and the Omnibus Budget rescissions. The Obligation Authority amounts will be updated in further forecasts once calculation tables from FHWA are received for FY09

*Includes the 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Also includes the 2009 rescission of unobligated balances of highway contract authority as written in the FY09 Omnibus Budget. Distribution of this rescission between programs is preliminary. This distribution is based on a review of the new federal law pertaining to which program funds are specifically excluded from this rescission and presumes other program funds are subject to this rescission based on their percentage of total funds received. The distribution of this rescission will be updated in future forecasts once calculation tables from FHWA are received for FY09.

¹ National Highway System split 2004-2009: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split 2004: 34.76% WSDOT, 22.24% Local, 28.88% Freight, 14.12% Legislative Projects.

Statewide Flexible split 2005-2009: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Enhancements Setaside split 2007: 24.595% WSDOT, 75.405% Local.

⁴ Highway Safety Improvement Program split 2004-2005: 100% Local.

Highway Safety Improvement Program split 2006: 41.475% WSDOT, 58.525% Local.

Highway Safety Improvement Program split 2007: 100% WSDOT.

Highway Safety Improvement Program split 2008: 26.73% WSDOT, 73.27% Highway Safety Improvement Projects.

Highway Safety Improvement Program split 2009: 100% Highway Safety Improvement Projects.

Some Highway Safety Improvement Projects in 2008-2009 are yet to be determined.

⁵ Highway Bridge Program split 2004-2009: 63% WSDOT, 37% Local.

⁶ Border Infrastructure Program split 2007: 97.195% WSDOT, 2.805% Local.

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 1</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users											
	Chg from		Chg from		Chg from		Chg from		Forecast	Chg from	Forecast	Chg from
	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Sep-09	Jun-09
	2004		2005	2006		2007		2008		2009*		2009*
State Programs												
Interstate Maintenance	105	-	88	-	88	-	98	-	97	-	71	4
National Highway System ¹	113	-	95	-	94	-	109	-	106	-	79	4
Statewide Flexible ²	35	-	27	-	24	-	32	-	30	-	22	13
Surface Transportation Program ³	-	-	-	-	-	-	3	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	7	-	8	-	5	-	7	0
Railway-Highway Crossings	3	-	3	-	4	-	4	-	4	-	3	0
Bridge ⁵	79	-	93	-	91	-	97	-	96	-	69	4
Border Infrastructure Program ⁶	-	-	7	-	9	-	10	-	11	-	11	2
Statewide Planning and Research	11	-	10	-	10	-	11	-	11	-	11	-
State Subtotal	345	-	323	-	326	-	371	-	362	-	275	28
A Obligation Authority -	308	-	273	-	281	-	335	-	354	-	351	(2)
Local Programs												
National Highway System ¹	4	-	3	-	3	-	4	-	4	-	(9)	0
Statewide Flexible ²	16	-	18	-	15	-	25	-	24	-	14	8
Surface Transportation Program ³	90	-	76	-	74	-	81	-	82	-	57	(8)
Highway Safety Improvement Program ⁴	12	-	10	-	10	-	10	-	14	-	7	0
Bridge ⁵	46	-	55	-	54	-	57	-	57	-	35	2
Border Infrastructure Program ⁶	-	-	-	-	-	-	0	-	-	-	-	-
CMAQ	29	-	28	-	28	-	32	-	32	-	7	1
Safe Routes to Schools	-	-	1	-	2	-	2	-	3	-	3	0
MPO Planning	5	-	6	-	6	-	6	-	6	-	6	-
Local Subtotal	203	-	197	-	193	-	218	-	222	-	121	4
A Obligation Authority -	181	-	181	-	181	-	181	-	181	-	181	-
Freight Projects²	21	-	-	-								
A Obligation Authority -	18	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1	-	1	-	2	-	2	-	2	-	2	1
A Obligation Authority -	1	-	1	-	2	-	2	-	2	-	2	-
High Priority Projects	-	-	55	-								
A Obligation Authority -	-	-	47	-	48	-	51	-	51	-	52	-
STATEWIDE TOTAL	570	-	577	-	576	-	647	-	641	-	453	32
A Obligation Authority -	508	-	489	-	497	-	584	-	624	-	608	(3)
Statewide Flexible Summary												
Equity Bonus Flexible	27	-	7	-	2	-	14	-	13	-	10	(3)
Surface Transportation Program Flexible	45	-	37	-	37	-	43	-	42	-	26	24
Total	72	-	45	-	39	-	57	-	54	-	36	21

A Obligation Authority is calculated at 85% of the rescinded apportionment levels after both the SAFETEA-LU and the Omnibus Budget rescissions. The Obligation Authority amounts will be updated in further forecasts once calculation tables from FHWA are received for FY09.

*Includes the 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Also includes the 2009 rescission of unobligated balances of highway contract authority as written in the FY09 Omnibus Budget. Distribution of this rescission between programs is preliminary. This distribution is based on a review of the new federal law pertaining to which program funds are specifically excluded from this rescission and presumes other program funds are subject to this rescission based on their percentage of total funds received. The distribution of this rescission will be updated in future forecasts once calculation tables from FHWA are received for FY09.

¹ National Highway System split 2004-2009: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split 2004: 34.76% WSDOT, 22.24% Local, 28.88% Freight, 14.12% Legislative Projects.

Statewide Flexible split 2005-2009: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Enhancements Setaside split 2007: 24.595% WSDOT, 75.405% Local.

⁴ Highway Safety Improvement Program split 2004-2005: 100% Local.

Highway Safety Improvement Program split 2006: 41.475% WSDOT, 58.525% Local.

Highway Safety Improvement Program split 2007: 100% WSDOT.

Highway Safety Improvement Program split 2008: 26.73% WSDOT, 73.27% Highway Safety Improvement Projects.

Highway Safety Improvement Program split 2009: 100% Highway Safety Improvement Projects.

Some Highway Safety Improvement Projects in 2008-2009 are yet to be determined.

⁵ Highway Bridge Program split 2004-2009: 63% WSDOT, 37% Local.

⁶ Border Infrastructure Program split 2007: 97.195% WSDOT, 2.805% Local.

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU												
Alternative 1	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Sep-09	Jun-09										
	2010		2011		2012		2013		2014		2015	
State Programs												
Interstate Maintenance	102	19	103	19	105	20	106	20	108	20	109	21
National Highway System ¹	109	20	111	21	112	21	114	21	116	22	117	22
Statewide Flexible ²	32	5	32	5	33	5	33	5	33	5	34	5
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-
Bridge ⁵	129	24	131	25	133	25	135	25	137	26	139	26
Border Infrastructure Program ⁶	12	-	12	-	12	-	12	-	12	-	12	-
Statewide Planning and Research	12	2	12	2	12	2	12	2	13	2	13	2
State Subtotal	400	71	405	72	411	73	416	74	422	75	428	76
A Obligation Authority -	360	64	365	65	370	66	375	67	380	68	385	68
Local Programs												
National Highway System ¹	4	1	4	1	4	1	4	1	4	1	4	1
Statewide Flexible ²	20	3	21	3	21	3	21	3	21	3	22	3
Surface Transportation Program ³	86	15	87	16	89	16	90	16	91	16	92	17
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Bridge ⁵	41	8	41	8	42	8	43	8	43	8	44	8
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	33	6	33	6	34	6	34	6	35	6	35	6
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-
MPO Planning	7	1	7	1	7	1	7	1	7	1	7	1
Local Subtotal	194	34	197	35	200	35	202	36	205	36	208	37
A Obligation Authority -	181	-	181	-	181	-	181	-	181	-	181	-
Freight Projects²												
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²												
A Obligation Authority -	5	1	5	1	5	1	5	1	5	1	5	1
A Obligation Authority -	4	1	5	1	5	1	5	1	5	1	5	1
Highway Safety Improvement Projects⁴												
A Obligation Authority -	20	5	21	5	21	5	21	5	22	5	22	5
A Obligation Authority -	18	4	19	4	19	4	19	4	20	4	20	4
Recreational Trails												
A Obligation Authority -	2	-	2	-	2	-	2	-	2	-	2	-
A Obligation Authority -	2	-	2	-	2	-	2	-	2	-	2	-
High Priority Projects												
A Obligation Authority -	20	-	20	-	20	-	20	-	20	-	20	-
A Obligation Authority -	18	-	18	-	18	-	18	-	18	-	18	-
STATEWIDE TOTAL												
A Obligation Authority -	641	110	650	112	659	114	667	115	676	117	685	119
A Obligation Authority -	577	99	585	101	593	102	600	104	608	105	616	107
Statewide Flexible Summary												
Equity Bonus Flexible	13	-	13	-	13	-	13	-	14	-	14	-
Surface Transportation Program Flexible	44	9	44	9	45	9	46	9	46	9	47	9
Total	57	(0)	58	9	59	9	59	9	60	9	61	9

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local
² Statewide Flexible split: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects
³ Surface Transportation Program: 100% Local
⁴ Highway Safety Improvement Program split: 100% Highway Safety Improvement Projects.
⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.
⁶ Border Infrastructure Program: 100% WSDOT

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU												
Alternative 1	Forecast	Chg from										
	Sep-09	Jun-09										
	2016		2017		2018		2019		2020		2021	
State Programs												
Interstate Maintenance	111	21	112	21	114	21	115	22	116	22	117	22
National Highway System ¹	119	22	120	22	122	23	123	23	124	23	126	23
Statewide Flexible ²	34	5	35	5	35	5	36	5	36	5	36	5
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-
Bridge ⁵	141	27	142	27	144	27	146	28	148	28	149	28
Border Infrastructure Program ⁶	12	-	12	-	12	-	12	-	12	-	12	-
Statewide Planning and Research	13	2	13	2	13	2	13	2	14	2	14	3
State Subtotal	433	77	438	78	444	79	449	80	453	81	458	81
A Obligation Authority -	390	69	395	70	399	71	404	72	408	72	412	73
Local Programs												
National Highway System ¹	4	1	4	1	4	1	4	1	4	1	4	1
Statewide Flexible ²	22	3	22	3	23	3	23	3	23	3	23	3
Surface Transportation Program ³	93	17	95	17	96	17	97	18	98	18	99	18
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Bridge ⁵	44	8	45	8	46	9	46	9	47	9	47	9
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	36	7	36	7	36	7	37	7	37	7	38	7
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-
MPO Planning	7	1	7	1	7	1	7	1	7	1	8	1
Local Subtotal	210	37	213	38	216	38	218	39	220	39	223	40
A Obligation Authority -	181	-	181	-	181	-	181	-	181	-	181	-
Freight Projects²	-											
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	5	1	5	1	6	1	6	1	6	1	6	1
A Obligation Authority -	5	1	5	1	5	1	5	1	5	1	5	1
Highway Safety Improvement Projects⁴	22	5	23	5	23	5	23	5	24	5	24	5
A Obligation Authority -	20	4	20	5	21	5	21	5	21	5	22	5
Recreational Trails	2	-										
A Obligation Authority -	2	-	2	-	2	-	2	-	2	-	2	-
High Priority Projects	20	-										
A Obligation Authority -	18	-	18	-	18	-	18	-	18	-	18	-
STATEWIDE TOTAL	693	120	702	122	710	123	717	124	725	126	732	127
A Obligation Authority -	624	108	631	109	639	111	646	112	652	113	659	114
Statewide Flexible Summary												
Equity Bonus Flexible	14	-	14	-	14	-	15	-	15	-	15	-
Surface Transportation Program Flexible	48	9	48	9	49	9	49	9	50	9	50	9
Total	62	9	62	9	63	9	64	9	65	9	65	9

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local
² Statewide Flexible split: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects
³ Surface Transportation Program: 100% Local
⁴ Highway Safety Improvement Program split: 100% Highway Safety Improvement Projects.
⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.
⁶ Border Infrastructure Program: 100% WSDOT

Washington's Apportionment of FHWA Programs
September 2009 Alternative 1 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU Alternative 1	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09
	2022		2023		2024		2025					
State Programs												
Interstate Maintenance	119	22	120	22	121	23	123	23				
National Highway System ¹	127	24	128	24	130	24	131	24				
Statewide Flexible ²	37	5	37	5	38	5	38	5				
Surface Transportation Program ³	-	-	-	-	-	-	-	-				
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-				
Railway-Highway Crossings	4	-	4	-	4	-	4	-				
Bridge ⁵	151	28	152	29	154	29	156	29				
Border Infrastructure Program ⁶	12	-	12	-	12	-	12	-				
Statewide Planning and Research	14	3	14	3	14	3	14	3				
State Subtotal	463	82	468	83	473	84	478	85				
A Obligation Authority -	417	74	421	75	426	75	430	76				
Local Programs												
National Highway System ¹	5	1	5	1	5	1	5	1				
Statewide Flexible ²	24	3	24	3	24	3	25	3				
Surface Transportation Program ³	100	18	101	19	102	19	103	19				
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-				
Bridge ⁵	48	9	48	9	49	9	49	9				
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-				
CMAQ	38	7	39	7	39	7	39	7				
Safe Routes to Schools	4	-	4	-	4	-	4	-				
MPO Planning	8	1	8	2	8	2	8	2				
Local Subtotal	225	40	228	41	230	41	232	41				
A Obligation Authority -	181	-	181	-	181	-	181	-				
Freight Projects²	-	-	-	-	-	-	-	-				
A Obligation Authority -	-	-	-	-	-	-	-	-				
Legislative Projects²	6	1	6	1	6	1	6	1				
A Obligation Authority -	5	1	5	1	5	1	5	1				
Highway Safety Improvement Projects⁴	24	5	25	5	25	5	25	5				
A Obligation Authority -	22	5	22	5	22	5	23	5				
Recreational Trails	2	-	2	-	2	-	2	-				
A Obligation Authority -	2	-	2	-	2	-	2	-				
High Priority Projects	20	-	20	-	20	-	20	-				
A Obligation Authority -	18	-	18	-	18	-	18	-				
STATEWIDE TOTAL	740	128	748	130	756	131	763	132				
A Obligation Authority -	666	116	673	117	680	118	687	119				
Statewide Flexible Summary												
Equity Bonus Flexible	15	-	16	-	16	-	16	-				
Surface Transportation Program Flexible	51	9	52	10	52	10	53	10				
Total	66	9	67	10	68	10	69	10				

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local
² Statewide Flexible split: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects
³ Surface Transportation Program: 100% Local
⁴ Highway Safety Improvement Program split: 100% Highway Safety Improvement Projects.
⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.
⁶ Border Infrastructure Program: 100% WSDOT

Washington's Apportionment of FHWA Programs
September 2009 Alternative 2 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 2</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users						2005-09			2005-09	
							SAFETEA-LU	SAFETEA-LU	OMNIBUS	SAFETEA-LU	SAFETEA-LU
	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Forecast 2009	without Rescission 5 yr Total*	\$8.708 billion Rescission 2009*	\$3.15 billion Rescission 2009**	with \$8.705 Rescission 5 yr Total	with \$8.705 & \$3.150 Rescissions 5 yr Total
Interstate Maintenance	105	88	88	98	97	99	471	(0)	-	471	471
National Highway System	117	98	97	113	110	113	531	(0)	(11)	520	508
Minimum Guarantee Flexible	27	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	-	7	2	14	13	14	50	(0)	-	49	49
Surface Transportation Program ¹	134	113	112	126	123	127	602	(0)	(20)	581	561
Safety Setaside ²	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	15	12	12	13	12	13	63	(0)	(5)	57	52
Areas Over 200,000	42	35	35	40	39	40	190	0	-	190	190
Areas Under 200,000	21	17	16	20	19	20	92	0	-	92	92
Areas Under 5,000	11	11	11	11	11	11	56	-	-	56	56
STP Flexible	45	37	37	43	42	43	202	0	(16)	186	171
Highway Safety Improvement Program ²	12	10	17	18	19	20	84	0	-	84	84
Railway-Highway Crossings ²	3	3	4	4	4	4	19	-	-	19	19
Bridge	125	148	145	153	153	153	752	(0)	(5)	746	741
Border Infrastructure Program	-	7	9	10	11	13	50	(0)	-	50	50
CMAQ	29	28	28	32	32	33	155	0	(17)	138	122
Safe Routes to Schools	-	1	2	2	3	4	11	-	-	11	11
MPO Planning	5	6	6	6	6	6	32	-	-	32	32
Recreational Trails	1	1	2	2	2	2	8	(0)	-	8	8
SPR from all Programs	11	10	10	11	11	11	54	0	-	54	54
Subtotal Apportionments	570	521	521	591	586	599	2,818	0	(54)	2,764	2,710
High Priority Projects	-	55	55	55	55	55	276	-	-	276	276
Total Apportionments	570	577	576	647	641	654	3,094	0	(54)	3,040	2,986

* The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is based on Notice N4510.710 dated August 31, 2009 but is **PRELIMINARY** and awaiting final adjusting entries.

** The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is pro-rata excluding MPO and SPR per WSDOT decision.

¹ Total Surface Transportation Program funds include additional funds from value pricing.

² The FFY 2004 and FFY 2005 Surface Transportation Program safety setaside funds have been included in the respective SAFETEA-LU Highway Safety Improvement Program and Railway-Highway Crossings Program.

Washington's Apportionment of FHWA Programs
September 2009 Alternative 2 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU <i>Alternative 2</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users											
	Chg from		Chg from		Chg from		Chg from		Forecast	Chg from	Forecast	Chg from
	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Sep-09	Jun-09
	2004		2005	2006		2007		2008		2009*		
Interstate Maintenance	105	-	88	-	88	-	98	-	97	-	99	32
National Highway System	117	-	98	-	97	-	113	-	110	-	102	36
Minimum Guarantee Flexible	27	-	-	-	-	-	-	-	-	-	-	-
Equity Bonus Flexible	-	-	7	-	2	-	14	-	13	-	13	(0)
Surface Transportation Program ¹	134	-	113	-	112	-	126	-	123	-	107	40
Safety Setaside ²	-	-	-	-	-	-	-	-	-	-	-	-
Enhancements Setaside	15	-	12	-	12	-	13	-	12	-	8	-
Areas Over 200,000	42	-	35	-	35	-	40	-	39	-	40	14
Areas Under 200,000	21	-	17	-	16	-	20	-	19	-	20	-
Areas Under 5,000	11	-	11	-	11	-	11	-	11	-	11	-
STP Flexible	45	-	37	-	37	-	43	-	42	-	27	26
Highway Safety Improvement Program ²	12	-	10	-	17	-	18	-	19	-	20	6
Railway-Highway Crossings ²	3	-	3	-	4	-	4	-	4	-	4	1
Bridge	125	-	148	-	145	-	153	-	153	-	148	49
Border Infrastructure Program	-	-	7	-	9	-	10	-	11	-	13	4
CMAQ	29	-	28	-	28	-	32	-	32	-	17	11
Safe Routes to Schools	-	-	1	-	2	-	2	-	3	-	4	1
MPO Planning	5	-	6	-	6	-	6	-	6	-	6	-
Recreational Trails	1	-	1	-	2	-	2	-	2	-	2	1
SPR from all Programs	11	-	10	-	10	-	11	-	11	-	11	-
Subtotal Apportionments	570	-	521	-	521	-	591	-	586	-	545	178
High Priority Projects	-	-	55	-	55	-	55	-	55	-	55	-
Total Apportionments	570	-	577	-	576	-	647	-	641	-	600	178

* The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is pro-rata excluding MPO and SPR per WSDOT decision.

** The 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Distribution of this rescission between programs is pro-rata excluding MPO and SPR per WSDOT decision.

¹ Total Surface Transportation Program funds include additional funds from value pricing.

² The FFY 2004 and FFY 2005 Surface Transportation Program safety setaside funds have been included in the respective SAFETEA-LU Highway Safety Improvement Program and Railway-Highway Crossings Program.

Washington's Apportionment of FHWA Programs
September 2009 Alternative 2 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU Alternative 2	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09										
	2010		2011		2012		2013		2014		2015									
Interstate Maintenance	83	-	84	-	85	-	86	-	88	-	89	-								
National Highway System	92	-	93	-	95	-	96	-	97	-	99	-								
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-								
Equity Bonus Flexible	13	-	13.386	-	13	-	13	-	14	-	14	-								
Surface Transportation Program	106	-	107	-	109	-	110	-	112	-	113	-								
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-								
Enhancements Setaside	12	-	12	-	12	-	12	-	12	-	12	-								
Areas Over 200,000	33	-	34	-	34	-	35	-	35	-	36	-								
Areas Under 200,000	14	-	15	-	15	-	16	-	16	-	16	-								
Areas Under 5,000	11	-	11	-	11	-	11	-	11	-	11	-								
STP Flexible	35	-	36	-	36	-	37	-	37	-	38	-								
Highway Safety Improvement Program	16	-	16	-	16	-	17	-	17	-	17	-								
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-								
Bridge	138	-	140	-	142	-	144	-	146	-	148	-								
Border Infrastructure Program	12	-	12	-	12	-	12	-	12	-	12	-								
CMAQ	27	-	27	-	28	-	28	-	28	-	29	-								
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-								
MPO Planning	5	-	5	-	5	-	6	-	6	-	6	-								
Recreational Trails	2	-	2	-	2	-	2	-	2	-	2	-								
SPR from all Programs	10	-	10	-	10	-	10	-	10	-	10	-								
Subtotal Apportionments	511	-	518	-	525	-	532	-	539	-	546	-								
High Priority Projects	20	-	20	-	20	-	20	-	20	-	20	-								
Total Apportionments	531	-	538	-	545	-	552	-	559	-	566	-								

Washington's Apportionment of FHWA Programs
September 2009 Alternative 2 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU Alternative 2	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from			
	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09												
	2016		2017		2018		2019		2020		2021											
Interstate Maintenance	90	-	91	-	92	-	93	-	94	-	95	-										
National Highway System	100	-	101	-	102	-	104	-	105	-	106	-										
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-	-	-	-	-										
Equity Bonus Flexible	14	-	14	-	14	-	15	-	15	-	15	-										
Surface Transportation Program	115	-	116	-	118	-	119	-	120	-	122	-										
Safety Setaside	-	-	-	-	-	-	-	-	-	-	-	-										
Enhancements Setaside	12	-	12	-	12	-	12	-	12	-	12	-										
Areas Over 200,000	36	-	37	-	37	-	38	-	38	-	39	-										
Areas Under 200,000	17	-	17	-	18	-	18	-	18	-	19	-										
Areas Under 5,000	11	-	11	-	11	-	11	-	11	-	11	-										
STP Flexible	38	-	39	-	40	-	40	-	41	-	41	-										
Highway Safety Improvement Program	17	-	18	-	18	-	18	-	19	-	19	-										
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-										
Bridge	150	-	152	-	154	-	156	-	158	-	159	-										
Border Infrastructure Program	12	-	12	-	12	-	12	-	12	-	12	-										
CMAQ	29	-	29	-	30	-	30	-	30	-	31	-										
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-										
MPO Planning	6	-	6	-	6	-	6	-	6	-	6	-										
Recreational Trails	2	-	2	-	2	-	2	-	2	-	2	-										
SPR from all Programs	11	-	11	-	11	-	11	-	11	-	11	-										
Subtotal Apportionments	553	-	560	-	567	-	573	-	579	-	585	-										
High Priority Projects	20	-	20	-	20	-	20	-	20	-	20	-										
Total Apportionments	573	-	580	-	587	-	593	-	599	-	605	-										

Washington's Apportionment of FHWA Programs
September 2009 Alternative 2 Forecast
Includes RABA and Rescission Adjustments
(Millions of Dollars)

SAFETEA-LU Alternative 2	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		Forecast		Chg from		
	Sep-09		Jun-09		Sep-09		Jun-09		Sep-09		Jun-09		Sep-09		Jun-09		
	2022		2023		2024		2025										
Interstate Maintenance	96	-	97	-	99	-	100	-									
National Highway System	107	-	108	-	109	-	111	-									
Minimum Guarantee Flexible	-	-	-	-	-	-	-	-									
Equity Bonus Flexible	15	-	16	-	16	-	16	-									
Surface Transportation Program	123	-	124	-	126	-	127	-									
Safety Setaside	-	-	-	-	-	-	-	-									
Enhancements Setaside	12	-	12	-	13	-	13	-									
Areas Over 200,000	39	-	40	-	40	-	40	-									
Areas Under 200,000	19	-	19	-	20	-	20	-									
Areas Under 5,000	11	-	11	-	11	-	11	-									
STP Flexible	42	-	42	-	42	-	43	-									
Highway Safety Improvement Program	19	-	19	-	19	-	20	-									
Railway-Highway Crossings	4	-	4	-	4	-	4	-									
Bridge	161	-	163	-	165	-	166	-									
Border Infrastructure Program	12	-	12	-	12	-	12	-									
CMAQ	31	-	31	-	32	-	32	-									
Safe Routes to Schools	4	-	4	-	4	-	4	-									
MPO Planning	6	-	6	-	6	-	6	-									
Recreational Trails	2	-	2	-	2	-	2	-									
SPR from all Programs	11	-	11	-	12	-	12	-									
Subtotal Apportionments	592	-	598	-	605	-	611	-									
High Priority Projects	20	-	20	-	20	-	20	-									
Total Apportionments	612	-	618	-	625	-	631	-									

Washington's Apportionment of FHWA Programs

September 2009 Alternative 2 Forecast Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU <i>Alternative 2</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users									
	Actual 2004	Actual 2005	Actual 2006	Actual 2007	Actual 2008	Forecast 2009*	2005-09 SAFETEA-LU without Rescission 5 yr Total*	SAFETEA-LU \$8.708 billion Rescission 2009	OMNIBUS \$3.15 billion Rescission	2005-09 SAFETEA-LU with Rescission 5 yr Total
State Programs										
Interstate Maintenance	105	88	88	88	97	99	461	(0)	-	461
National Highway System ¹	113	95	94	95	106	109	499	(0)	-	498
Statewide Flexible ²	35	27	24	27	30	25	133	(0)	-	132
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	7	-	5	10	22	0	-	22
Railway-Highway Crossings	3	3	4	3	4	4	17	-	-	17
Bridge ⁵	79	93	91	93	96	96	470	(0)	-	470
Border Infrastructure Program ⁶	-	7	9	7	11	13	47	(0)	-	47
Statewide Planning and Research	11	10	10	10	11	11	53	0	-	53
State Subtotal	345	323	326	323	362	368	1,702	(0)	-	1,701
A Obligation Authority -	308	273	281	273	354	351	1,532	(0)	-	1,532
Local Programs										
National Highway System ¹	4	3	3	3	4	(8)	6	-	(11)	6
Statewide Flexible ²	16	18	15	18	24	16	91	(0)	(16)	91
Surface Transportation Program ³	90	76	74	76	82	79	387	(0)	(5)	387
Highway Safety Improvement Program ⁴	12	10	10	10	14	10	53	0	-	53
Bridge ⁵	46	55	54	55	57	51	271	(0)	(5)	271
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-
CMAQ	29	28	28	28	32	17	134	0	(17)	135
Safe Routes to Schools	-	1	2	1	3	4	10	-	-	10
MPO Planning	5	6	6	6	6	6	32	-	-	32
Local Subtotal	203	197	193	197	222	175	984	(0)	(54)	984
A Obligation Authority -	181	181	181	181	181	181	903	(0)	(45)	903
Freight Projects²	21	-	-	-	-	-	-	-	-	-
A Obligation Authority -	18	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	(0)	-	(0)
A Obligation Authority -	-	-	-	-	-	-	-	(0)	-	(0)
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1	1	2	1	2	2	8	(2)	-	6
A Obligation Authority -	1	1	2	1	2	2	8	(2)	-	6
High Priority Projects	-	55	55	55	55	55	276	-	-	276
A Obligation Authority -	-	47	48	47	51	52	245	-	-	245
STATEWIDE TOTAL	570	577	576	577	641	600	2,970	(2)	(54)	2,968
A Obligation Authority -	508	503	511	503	588	585	2,689			2,689
Statewide Flexible Summary										
Equity Bonus Flexible	27	7	2	7	13	13	42	(0)	-	42
Surface Transportation Program Flexible	45	37	37	37	42	27	181	0	(16)	181
Total	72	45	39	45	54	41	223	(0)	(16)	223

A Obligation Authority is calculated at 85% of the rescinded apportionment levels after both the SAFETEA-LU and the Omnibus Budget rescissions. The Obligation Authority amounts will be updated in further forecasts once calculation tables from FHWA are received for FY09.

*Includes the 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Also includes the 2009 rescission of unobligated balances of highway contract authority as written in the FY09 Omnibus Budget. Distribution of this rescission between programs is preliminary. This distribution is based on a review of the new federal law pertaining to which program funds are specifically excluded from this rescission and presumes other program funds are subject to this rescission based on their percentage of total funds received. The distribution of this rescission will be updated in future forecasts once calculation tables from FHWA are received for FY09.

¹ National Highway System split 2004-2009: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split 2004: 34.76% WSDOT, 22.24% Local, 28.88% Freight, 14.12% Legislative Projects.

Statewide Flexible split 2005-2009: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Enhancements Setaside split 2007: 24.595% WSDOT, 75.405% Local.

⁴ Highway Safety Improvement Program split 2004-2005: 100% Local.

Highway Safety Improvement Program split 2006: 41.475% WSDOT, 58.525% Local.

Highway Safety Improvement Program split 2007: 100% WSDOT.

Highway Safety Improvement Program split 2008: 26.73% WSDOT, 73.27% Highway Safety Improvement Projects.

Highway Safety Improvement Program split 2009: 100% Highway Safety Improvement Projects.

Some Highway Safety Improvement Projects in 2008-2009 are yet to be determined.

⁵ Highway Bridge Program split 2004-2009: 63% WSDOT, 37% Local.

⁶ Border Infrastructure Program split 2007: 97.195% WSDOT, 2.805% Local.

Washington's Apportionment of FHWA Programs

September 2009 Alternative 2 Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU <i>Alternative 2</i>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users											
	Chg from		Chg from		Chg from		Chg from		Forecast	Chg from	Forecast	Chg from
	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Actual	Jun-09	Sep-09	Jun-09
	2004		2005	2006		2007		2008		2009*		
State Programs												
Interstate Maintenance	105	-	88	-	88	-	98	-	97	-	99	32
National Highway System ¹	113	-	95	-	94	-	109	-	106	-	109	34
Statewide Flexible ²	35	-	27	-	24	-	32	-	30	-	25	15
Surface Transportation Program ³	-	-	-	-	-	-	3	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	7	-	8	-	5	-	10	3
Railway-Highway Crossings	3	-	3	-	4	-	4	-	4	-	4	1
Bridge ⁵	79	-	93	-	91	-	97	-	96	-	96	31
Border Infrastructure Program ⁶	-	-	7	-	9	-	10	-	11	-	13	4
Statewide Planning and Research	11	-	10	-	10	-	11	-	11	-	11	-
State Subtotal	345	-	323	-	326	-	371	-	362	-	368	121
A Obligation Authority -	308	-	273	-	281	-	335	-	354	-	351	(2)
Local Programs												
National Highway System ¹	4	-	3	-	3	-	4	-	4	-	(8)	1
Statewide Flexible ²	16	-	18	-	15	-	25	-	24	-	16	10
Surface Transportation Program ³	90	-	76	-	74	-	81	-	82	-	79	14
Highway Safety Improvement Program ⁴	12	-	10	-	10	-	10	-	14	-	10	3
Bridge ⁵	46	-	55	-	54	-	57	-	57	-	51	18
Border Infrastructure Program ⁶	-	-	-	-	-	-	0	-	-	-	-	-
CMAQ	29	-	28	-	28	-	32	-	32	-	17	11
Safe Routes to Schools	-	-	1	-	2	-	2	-	3	-	4	1
MPO Planning	5	-	6	-	6	-	6	-	6	-	6	-
Local Subtotal	203	-	197	-	193	-	218	-	222	-	175	58
A Obligation Authority -	181	-	181	-	181	-	181	-	181	-	181	-
Freight Projects²	21	-	-	-								
A Obligation Authority -	18	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Projects⁴	-	-	-	-	-	-	-	-	-	-	-	-
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1	-	1	-	2	-	2	-	2	-	2	1
A Obligation Authority -	1	-	1	-	2	-	2	-	2	-	2	-
High Priority Projects	-	-	55	-								
A Obligation Authority -	-	-	47	-	48	-	51	-	51	-	52	-
STATEWIDE TOTAL	570	-	577	-	576	-	647	-	641	-	600	179
A Obligation Authority -	508	-	489	-	497	-	584	-	624	-	608	(3)
Statewide Flexible Summary												
Equity Bonus Flexible	27	-	7	-	2	-	14	-	13	-	13	(0)
Surface Transportation Program Flexible	45	-	37	-	37	-	43	-	42	-	27	26
Total	72	-	45	-	39	-	57	-	55	-	41	25

A Obligation Authority is calculated at 85% of the rescinded apportionment levels after both the SAFETEA-LU and the Omnibus Budget rescissions. The Obligation Authority amounts will be updated in further forecasts once calculation tables from FHWA are received for FY09.

*Includes the 2009 rescission of unobligated balances of highway contract authority as written in 2005 SAFETEA-LU and amended in public law 110-244 in 2008. Also includes the 2009 rescission of unobligated balances of highway contract authority as written in the FY09 Omnibus Budget. Distribution of this rescission between programs is preliminary. This distribution is based on a review of the new federal law pertaining to which program funds are specifically excluded from this rescission and presumes other program funds are subject to this rescission based on their percentage of total funds received. The distribution of this rescission will be updated in future forecasts once calculation tables from FHWA are received for FY09.

¹ National Highway System split 2004-2009: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split 2004: 34.76% WSDOT, 22.24% Local, 28.88% Freight, 14.12% Legislative Projects.

Statewide Flexible split 2005-2009: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

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Highway Safety Improvement Program split 2006: 41.475% WSDOT, 58.525% Local.

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Highway Safety Improvement Program split 2008: 26.73% WSDOT, 73.27% Highway Safety Improvement Projects.

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⁶ Border Infrastructure Program split 2007: 97.195% WSDOT, 2.805% Local.

Washington's Apportionment of FHWA Programs

September 2009 Alternative 2 Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU												
Alternative 2	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Sep-09	Jun-09										
	2010		2011		2012		2013		2014		2015	
State Programs												
Interstate Maintenance	83	-	84	-	85	-	86	-	88	-	89	-
National Highway System ¹	89	-	90	-	91	-	93	-	94	-	95	-
Statewide Flexible ²	27	-	27	-	28	-	28	-	28	-	29	-
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-
Bridge ⁵	105	-	106	-	108	-	110	-	111	-	113	-
Border Infrastructure Program ⁶	12	-	12	-	12	-	12	-	12	-	12	-
Statewide Planning and Research	10	-	10	-	10	-	10	-	10	-	10	-
State Subtotal	329	-	333	-	338	-	342	-	347	-	352	-
A Obligation Authority -	296	-	300	-	304	-	308	-	312	-	316	-
Local Programs												
National Highway System ¹	3	-	3	-	3	-	3	-	3	-	3	-
Statewide Flexible ²	17	-	17	-	18	-	18	-	18	-	18	-
Surface Transportation Program ³	71	-	72	-	73	-	74	-	75	-	76	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Bridge ⁵	33	-	34	-	34	-	35	-	35	-	36	-
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	27	-	27	-	28	-	28	-	28	-	29	-
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-
MPO Planning	5	-	5	-	5	-	6	-	6	-	6	-
Local Subtotal	160	-	162	-	164	-	166	-	169	-	171	-
A Obligation Authority -	181	-	181	-	181	-	181	-	181	-	181	-
Freight Projects²	-	-										
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	4	-	5	-								
A Obligation Authority -	4	-	4	-	4	-	4	-	4	-	4	-
Highway Safety Improvement Projects⁴	16	-	16	-	16	-	17	-	17	-	17	-
A Obligation Authority -	14	-	14	-	15	-	15	-	15	-	15	-
Recreational Trails	2	-										
A Obligation Authority -	2	-	2	-	2	-	2	-	2	-	2	-
High Priority Projects	20	-										
A Obligation Authority -	18	-	18	-	18	-	18	-	18	-	18	-
STATEWIDE TOTAL	531	-	538	-	545	-	552	-	559	-	566	-
A Obligation Authority -	478	-	484	-	490	-	497	-	503	-	510	-
Statewide Flexible Summary												
Equity Bonus Flexible	13	-	13	-	13	-	13	-	14	-	14	-
Surface Transportation Program Flexible	35	-	36	-	36	-	37	-	37	-	38	-
Total	48	-	49	-	50	-	50	-	51	-	52	-

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Surface Transportation Program: 100% Local

⁴ Highway Safety Improvement Program split: 100% Highway Safety Improvement Projects.

⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.

⁶ Border Infrastructure Program: 100% WSDOT

Washington's Apportionment of FHWA Programs

September 2009 Alternative 2 Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU												
Alternative 2												
	Forecast		Chg from		Forecast		Chg from		Forecast		Chg from	
	Sep-09	Jun-09										
	2016		2017		2018		2019		2020		2021	
State Programs												
Interstate Maintenance	90	-	91	-	92	-	95	-	93	-	94	-
National Highway System ¹	96	-	98	-	99	-	102	-	100	-	101	-
Statewide Flexible ²	29	-	30	-	30	-	31	-	30	-	31	-
Surface Transportation Program ³	-	-	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Railway-Highway Crossings	4	-	4	-	4	-	4	-	4	-	4	-
Bridge ⁵	114	-	116	-	117	-	121	-	118	-	120	-
Border Infrastructure Program ⁶	12	-	12	-	12	-	12	-	12	-	12	-
Statewide Planning and Research	11	-	11	-	11	-	11	-	11	-	11	-
State Subtotal	356	-	361	-	365	-	377	-	369	-	373	-
A Obligation Authority -	321	-	324	-	328	-	339	-	332	-	335	-
Local Programs												
National Highway System ¹	3	-	3	-	4	-	4	-	4	-	4	-
Statewide Flexible ²	19	-	19	-	19	-	20	-	19	-	20	-
Surface Transportation Program ³	77	-	77	-	78	-	81	-	79	-	80	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-	-	-	-	-
Bridge ⁵	36	-	37	-	37	-	38	-	37	-	38	-
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	29	-	29	-	30	-	31	-	30	-	30	-
Safe Routes to Schools	4	-	4	-	4	-	4	-	4	-	4	-
MPO Planning	6	-	6	-	6	-	6	-	6	-	6	-
Local Subtotal	173	-	175	-	177	-	183	-	179	-	181	-
A Obligation Authority -	181	-	181	-	181	-	181	-	181	-	181	-
Freight Projects²	-	-										
A Obligation Authority -	-	-	-	-	-	-	-	-	-	-	-	-
Legislative Projects²	5	-										
A Obligation Authority -	4	-	4	-	4	-	4	-	4	-	4	-
Highway Safety Improvement Projects⁴	17	-	18	-	18	-	19	-	18	-	19	-
A Obligation Authority -	16	-	16	-	16	-	17	-	16	-	17	-
Recreational Trails	2	-										
A Obligation Authority -	2	-	2	-	2	-	2	-	2	-	2	-
High Priority Projects	20	-										
A Obligation Authority -	18	-	18	-	18	-	18	-	18	-	18	-
STATEWIDE TOTAL	573	-	580	-	587	-	605	-	593	-	599	-
A Obligation Authority -	516	-	522	-	528	-	545	-	534	-	539	-
Statewide Flexible Summary												
Equity Bonus Flexible	14	-	14	-	14	-	15	-	15	-	15	-
Surface Transportation Program Flexible	38	-	39	-	40	-	41	-	40	-	41	-
Total	53	-	53	-	54	-	56	-	55	-	55	-

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⁴ Highway Safety Improvement Program split: 100% Highway Safety Improvement Projects.

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Washington's Apportionment of FHWA Programs

September 2009 Alternative 2 Forecast

Includes RABA and Rescission Adjustments

(Millions of Dollars)

SAFETEA-LU								
Alternative 2	Forecast	Chg from						
	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09	Sep-09	Jun-09
	2022		2023		2024		2025	
State Programs								
Interstate Maintenance	95	-	96	-	97	-	99	-
National Highway System ¹	102	-	103	-	104	-	106	-
Statewide Flexible ²	31	-	32	-	32	-	32	-
Surface Transportation Program ³	-	-	-	-	-	-	-	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-
Railway-Highway Crossings	4	-	4	-	4	-	4	-
Bridge ⁵	121	-	122	-	124	-	125	-
Border Infrastructure Program ⁶	12	-	12	-	12	-	12	-
Statewide Planning and Research	11	-	11	-	11	-	12	-
State Subtotal	377	-	381	-	385	-	389	-
▲ Obligation Authority -	339	-	343	-	346	-	350	-
Local Programs								
National Highway System ¹	4	-	4	-	4	-	4	-
Statewide Flexible ²	20	-	20	-	20	-	21	-
Surface Transportation Program ³	81	-	82	-	82	-	83	-
Highway Safety Improvement Program ⁴	-	-	-	-	-	-	-	-
Bridge ⁵	38	-	39	-	39	-	40	-
Border Infrastructure Program ⁶	-	-	-	-	-	-	-	-
CMAQ	31	-	31	-	31	-	32	-
Safe Routes to Schools	4	-	4	-	4	-	4	-
MPO Planning	6	-	6	-	6	-	6	-
Local Subtotal	183	-	185	-	187	-	189	-
▲ Obligation Authority -	181	-	181	-	181	-	181	-
Freight Projects²	-	-	-	-	-	-	-	-
▲ Obligation Authority -	-	-	-	-	-	-	-	-
Legislative Projects²	5	-	5	-	5	-	5	-
▲ Obligation Authority -	4	-	4	-	5	-	5	-
Highway Safety Improvement Projects⁴	19	-	19	-	19	-	19	-
▲ Obligation Authority -	17	-	17	-	17	-	18	-
Recreational Trails	2	-	2	-	2	-	2	-
▲ Obligation Authority -	2	-	2	-	2	-	2	-
High Priority Projects	20	-	20	-	20	-	20	-
▲ Obligation Authority -	18	-	18	-	18	-	18	-
STATEWIDE TOTAL	605	-	612	-	618	-	625	-
▲ Obligation Authority -	545	-	550	-	556	-	562	-
Statewide Flexible Summary								
Equity Bonus Flexible	15	-	15	-	16	-	16	-
Surface Transportation Program Flexible	41	-	42	-	42	-	42	-
Total	56	-	57	-	58	-	58	-

¹ National Highway System split: 96.5458% WSDOT, 3.4542% Local.

² Statewide Flexible split: 55.664% WSDOT, 35.628% Local, 8.708% Legislative Projects.

³ Surface Transportation Program: 100% Local

⁴ Highway Safety Improvement Program split: 100% Highway Safety Improvement Projects.

⁵ Highway Bridge Program split: 76% WSDOT, 24% Local.

⁶ Border Infrastructure Program: 100% WSDOT