

**Transportation Revenue  
Forecast Council  
September 2021  
Transportation Economic and  
Revenue Forecasts  
Volume III: Alternate Forecast Tables**

# **Transportation Revenue Forecast Council Alternative Forecasts September 2021**

- **Alternative Ferry Forecast.....III-3**
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# **REVENUE AND RIDERSHIP PROJECTIONS**

## **SEPTEMBER 2021 FORECAST**

### **FISCAL YEARS 2022-2031**

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

Prepared by  
WSP USA

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Note: The COVID-19 pandemic has materially disrupted normal ferry ridership patterns, and the duration and magnitude of the pandemic's temporary near-term effects or its more permanent impacts on the economy and ferry ridership, while becoming more apparent, remain uncertain. As such, the September 2021 Forecast projections, as well as the assumptions upon which they are based at the time of preparation, remain subject to a relatively high level of risk and uncertainty, which may cause actual results to vary considerably from projections.

# Washington State Ferries

## September 2021 Revenue and Ridership Forecasts — Fiscal Years 2022-2031

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### SEPTEMBER 2021 FORECAST NOTES

The fare revenue and ridership projections for Washington State Ferries (WSF) are prepared using a combination of systemwide econometric, time series, and spreadsheet models to forecast monthly ridership and revenue across 10 routes and seven fare categories through fiscal year (FY) 2031.

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

Beginning in early March 2020, the COVID-19 pandemic negatively impacted ferry travel, with April 2020 ridership 73% lower than 2019. Ridership has been mostly rebounding since then and the September 2021 Forecast reflects the recent positive trends while continuing to dampen ridership through calendar year 2022, transitioning to a “new normal” for 2023.

Since 2000, passenger and vehicle/driver frequent user discounted fare ridership has been declining in both absolute volumes and in their shares of total passengers and vehicles, respectively. Contributing factors include an aging population in ferry-served communities, telecommuting, and changes in the frequent user multi-ride fare media. Passenger commuter ridership has shown the least recovery across fare categories and has greater potential to remain lower longer term as telecommuting becomes more widespread. As such, the September Forecast maintains the previous 20% post-pandemic forecast reduction to account for this. A smaller longer-term adjustment of about 5% is applied to the vehicle commuter ridership projection, as that fare category is poised to recover more closely to pre-pandemic levels.

Many of the pandemic-related service reductions have been restored, though the return of peak season two-boat service to Port Townsend-Coupeville has been delayed until 2022. Similarly, the Anacortes-Sidney, B.C. route is assumed to remain out of service Spring 2022.

The September 2021 Forecast incorporates the latest fares adopted by the Washington State Transportation Commission (WSTC) in August 2021 with the following assumptions reflected in the Baseline and Alternative 1 Forecasts.

- **Baseline Forecast** – Includes the two adopted 2.5% fare increases with nickel rounding scheduled for October 1 in 2021 and 2022, after which no further changes are assumed.
- **Alternative 1 Forecast** – In addition to the above two increases, includes 2.5% annual increases plus nickel rounding each subsequent year, from October 1, 2023 (FY 2024) through 2030 (FY 2031).

The September Forecast projections for FY 2022 include actual revenue and ridership through August 2021.

### Ridership Impacts

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- The September 2021 Forecast incorporates the latest demographic and economic variable projections plus tailored COVID-19 pandemic indicator variables, which were activated through Q1 of 2021 for all fare categories except oversize vehicles and remain activated in the near-term on the passenger commuter fares.
- The real personal income forecast was revised downward, most noticeably in the current biennium and tapering off thereafter, which dampens ridership demand.
- The various employment forecast measures are essentially unchanged for FY 2022 and have been revised slightly upward thereafter, marginally boosting ridership demand.
- Inflation projections are higher across the forecast horizon, which results in lower real fares that contribute to a lift in ridership demand in all forecast years.
- Nominal gasoline prices have been revised higher, especially in the near-term. However, beyond the current biennium, the parallel upward revisions to projected inflation almost fully offset the nominal effects, such that projected real gas prices are essentially unchanged. The higher real gas prices forecasted for FYs 2022-23 somewhat dampen near-term vehicle/driver ridership demand.
- Actual ridership for the most recent three months (June-August 2021) averaged 1.5% lower than previously forecasted, with passengers right on target and vehicles/drivers 3.2% below forecast. Note that June and July ridership were stronger than August, likely the result of rising concerns about the Delta variant of COVID-19 and announcements for reinstating some economic restrictions.

### Fare and Surcharge Revenue Impacts

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- Actual revenue for June through August 2021 averaged 1.5% lower than previously forecasted. June and July were both above forecast; however, August was 5.8% below forecast.
- For the 2019-21 biennium, actual fare revenues totaled \$322.5 M, virtually unchanged at only \$0.2 M higher than the June Forecast, split as \$313.3 M in base fare revenue and nearly \$9.2 M in surcharges.
- The Baseline Forecast revenue projection for the 2021-23 biennium is \$403.0 M, \$8.7 million (2.2%) more than the June Forecast, with \$388.3 M in base fare revenue and nearly \$14.7 M in surcharges. Most of this increase is attributed to the adopted fare increases for FYs 2022-23 not included in the Junes Baseline.
- The Alternative 1 Forecast revenue projection for the 2021-23 biennium is also \$403.0 M, which is \$0.6 M (0.1) lower than the comparable June Forecast.
- For FYs 2024-31, projected revenues for the Baseline range from 4.1 to 4.9% higher, while revenues for Alternative 1 range from 0.2% to 0.4% higher than their June Forecast counterparts, respectively.

# Washington State Ferries

## REVENUE PROJECTIONS | SEPTEMBER 2021 BASELINE FORECAST

2.5% Adopted Fare Increases on October 1, 2021 & 2022 | No Further Fare Increases<sup>1</sup>

Fiscal Years 2021-2031

Fiscal Year	September 2021 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Rate of Change	September Biennium Total	September vs. June Forecast			June 2021 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium	Capacity-Constrained Revenue Forecast	Biennium Total	
2012	\$155,085,373	8.0%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015	\$175,965,750	5.1%	\$343,407,617					
2016	\$181,444,863	3.1%						
2017	\$186,973,746	3.0%	\$368,418,609					
2018	\$192,827,951	3.1%						
2019	\$195,268,522	1.3%	\$388,096,473					
2020	\$166,825,103	(14.6%)				\$166,825,103		
2021	\$155,669,000	(6.7%)	\$322,494,103	0.1%	\$148,000 0.0%	\$155,521,000	\$322,346,103	
2022 <sup>2</sup>	\$189,942,000	22.0%		0.8%		\$188,487,000		
2023	\$213,077,000	12.2%	\$403,019,000	3.5%	\$8,698,000 2.2%	\$205,834,000	\$394,321,000	
2024	\$220,745,000	3.6%		4.1%		\$212,098,000		
2025	\$223,924,000	1.4%	\$444,669,000	4.1%	\$17,534,000 4.1%	\$215,037,000	\$427,135,000	
2026	\$226,695,000	1.2%		4.4%		\$217,081,000		
2027	\$228,970,000	1.0%	\$455,665,000	4.4%	\$19,356,000 4.4%	\$219,228,000	\$436,309,000	
2028	\$231,468,000	1.1%		4.5%		\$221,489,000		
2029	\$233,685,000	1.0%	\$465,153,000	4.7%	\$20,494,000 4.6%	\$223,170,000	\$444,659,000	
2030	\$235,545,000	0.8%		4.9%		\$224,638,000		
2031	\$237,261,000	0.7%	\$472,806,000	4.9%	\$21,905,000 4.9%	\$226,263,000	\$450,901,000	

<sup>1</sup> The Baseline Forecast includes a 2.5% fare increase on October 1, 2021 (FY 2022) and another 2.5% fare increase on October 1, 2022 (FY 2023). The Baseline Forecast excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2023. The Baseline Forecast also reflects the current programmed level of service, including service reductions associated with the COVID-19 pandemic.

<sup>2</sup> FY 2022 includes actual revenue data through August 2021. Light green shaded values denote historical annual data.

# Washington State Ferries

## REVENUE PROJECTIONS | SEPTEMBER 2021 BASELINE FORECAST

2.5% Adopted Fare Increases on October 1, 2021 & 2022 | No Further Fare Increases<sup>1</sup>

Fiscal Years 2021-2031

Fiscal Year	September 2021 Capacity-Constrained Revenue Forecast	September Biennium Total	Distribution of Revenue to Operating and Capital Programs					
			25¢ Capital Surcharge Revenue	25¢ Vessel Surcharge Revenue	Total Surcharge Revenue	Biennium Totals for Capital	Base Fare Revenue for Operations	Biennium Totals for Operations
2012	\$155,085,373		\$2,544,970		\$2,544,970		\$152,540,403	
2013	\$162,047,033	\$317,132,406	\$3,626,191		\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867		\$3,662,690		\$3,662,690		\$163,779,177	
2015	\$175,965,750	\$343,407,617	\$3,894,088		\$3,894,088	\$7,556,778	\$172,071,662	\$335,850,839
2016	\$181,444,863		\$4,007,848		\$4,007,848		\$177,437,015	
2017	\$186,973,746	\$368,418,609	\$4,022,681		\$4,022,681	\$8,030,529	\$182,951,065	\$360,388,080
2018	\$192,827,951		\$4,084,581		\$4,084,581		\$188,743,370	
2019	\$195,268,522	\$388,096,473	\$3,987,656		\$3,987,656	\$8,072,237	\$191,280,866	\$380,024,236
2020	\$166,825,103		\$3,304,324	\$378,136	\$3,682,460		\$163,142,643	
2021	\$155,669,000	\$322,494,103	\$2,737,730	\$2,726,447	\$5,464,000	\$9,146,460	\$150,205,000	\$313,347,643
2022 <sup>2</sup>	\$189,942,000		\$3,447,000	\$3,447,000	\$6,894,000		\$183,048,000	
2023	\$213,077,000	\$403,019,000	\$3,891,000	\$3,890,000	\$7,781,000	\$14,675,000	\$205,296,000	\$388,344,000
2024	\$220,745,000		\$4,026,000	\$4,025,000	\$8,051,000		\$212,694,000	
2025	\$223,924,000	\$444,669,000	\$4,076,000	\$4,075,000	\$8,151,000	\$16,202,000	\$215,773,000	\$428,467,000
2026	\$226,695,000		\$4,121,000	\$4,121,000	\$8,242,000		\$218,453,000	
2027	\$228,970,000	\$455,665,000	\$4,166,000	\$4,166,000	\$8,332,000	\$16,574,000	\$220,638,000	\$439,091,000
2028	\$231,468,000		\$4,215,000	\$4,215,000	\$8,430,000		\$223,038,000	
2029	\$233,685,000	\$465,153,000	\$4,259,000	\$4,259,000	\$8,518,000	\$16,948,000	\$225,167,000	\$448,205,000
2030	\$235,545,000		\$4,299,000	\$4,299,000	\$8,598,000		\$226,947,000	
2031	\$237,261,000	\$472,806,000	\$4,342,000	\$4,341,000	\$8,683,000	\$17,281,000	\$228,578,000	\$455,525,000

<sup>1</sup> The Baseline Forecast includes a 2.5% fare increase on October 1, 2021 (FY 2022) and another 2.5% fare increase on October 1, 2022 (FY 2023). The Baseline Forecast excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2023. The Baseline Forecast also reflects the current programmed level of service, including service reductions associated with the COVID-19 pandemic.

<sup>2</sup> FY 2022 includes actual revenue data through August 2021. Light green shaded values denote historical annual data.

# Washington State Ferries

## REVENUE PROJECTIONS | SEPTEMBER 2021 ALTERNATIVE 1 FORECAST

2.5% Adopted Fare Increases on October 1, 2021 & 2022 | 2.5% Fare Increases each October thereafter (FYs 2024-31)<sup>1</sup>

Fiscal Years 2021-2031

Fiscal Year	September 2021 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Rate of Change	September Biennium Total	September vs. June Forecast			June 2021 Alternative 1	
				% Change by Fiscal Year	\$ Change and % Change by Biennium	Capacity-Constrained Revenue Forecast	Biennium Total	
2012	\$155,085,373	8.0%						
2013	\$162,047,033	4.5%	\$317,132,406					
2014	\$167,441,867	3.3%						
2015	\$175,965,750	5.1%	\$343,407,617					
2016	\$181,444,863	3.1%						
2017	\$186,973,746	3.0%	\$368,418,609					
2018	\$192,827,951	3.1%						
2019	\$195,268,522	1.3%	\$388,096,473					
2020	\$166,825,103	(14.6%)				\$166,825,103		
2021	\$155,669,000	(6.7%)	\$322,494,103	0.1%	\$148,000 0.0%	\$155,521,000	\$322,346,103	
2022 <sup>2</sup>	\$189,942,000	22.0%		(0.6%)		\$191,085,000		
2023	\$213,077,000	12.2%	\$403,019,000	0.3%	(\$563,000) (0.1%)	\$212,497,000	\$403,582,000	
2024	\$223,617,000	4.9%		0.2%		\$223,160,000		
2025	\$231,324,000	3.4%	\$454,941,000	0.2%	\$846,000 0.2%	\$230,935,000	\$454,095,000	
2026	\$238,842,000	3.2%		0.4%		\$237,825,000		
2027	\$246,014,000	3.0%	\$484,856,000	0.4%	\$1,995,000 0.4%	\$245,036,000	\$482,861,000	
2028	\$253,546,000	3.1%		0.4%		\$252,627,000		
2029	\$260,923,000	2.9%	\$514,469,000	0.4%	\$1,847,000 0.4%	\$259,995,000	\$512,622,000	
2030	\$268,387,000	2.9%		0.4%		\$267,358,000		
2031	\$276,357,000	3.0%	\$544,744,000	0.4%	\$2,194,000 0.4%	\$275,192,000	\$542,550,000	

<sup>1</sup> In addition to a 2.5% fare increase on October 1, 2021 (FY 2022) and another 2.5% fare increase on October 1, 2022 (FY 2023), the Alternative 1 Forecast continues annual 2.5% fare increases each October thereafter, from October 1, 2023 (FY 2024) through October 1, 2030 (FY 2031). This yields slightly increasing real fares over the forecast horizon, given that current inflation projections are about 2.2% annually. The Alternative 1 Forecast reflects the current programmed level of service, including service reductions associated with the COVID-19 pandemic.

<sup>2</sup> FY 2022 includes actual revenue data through August 2021. Light green shaded values denote historical annual data.

# Washington State Ferries

## REVENUE PROJECTIONS | SEPTEMBER 2021 ALTERNATIVE 1 FORECAST

2.5% Adopted Fare Increases on October 1, 2021 & 2022 | 2.5% Fare Increases each October thereafter (FYs 2024-31)<sup>1</sup>

Fiscal Years 2021-2031

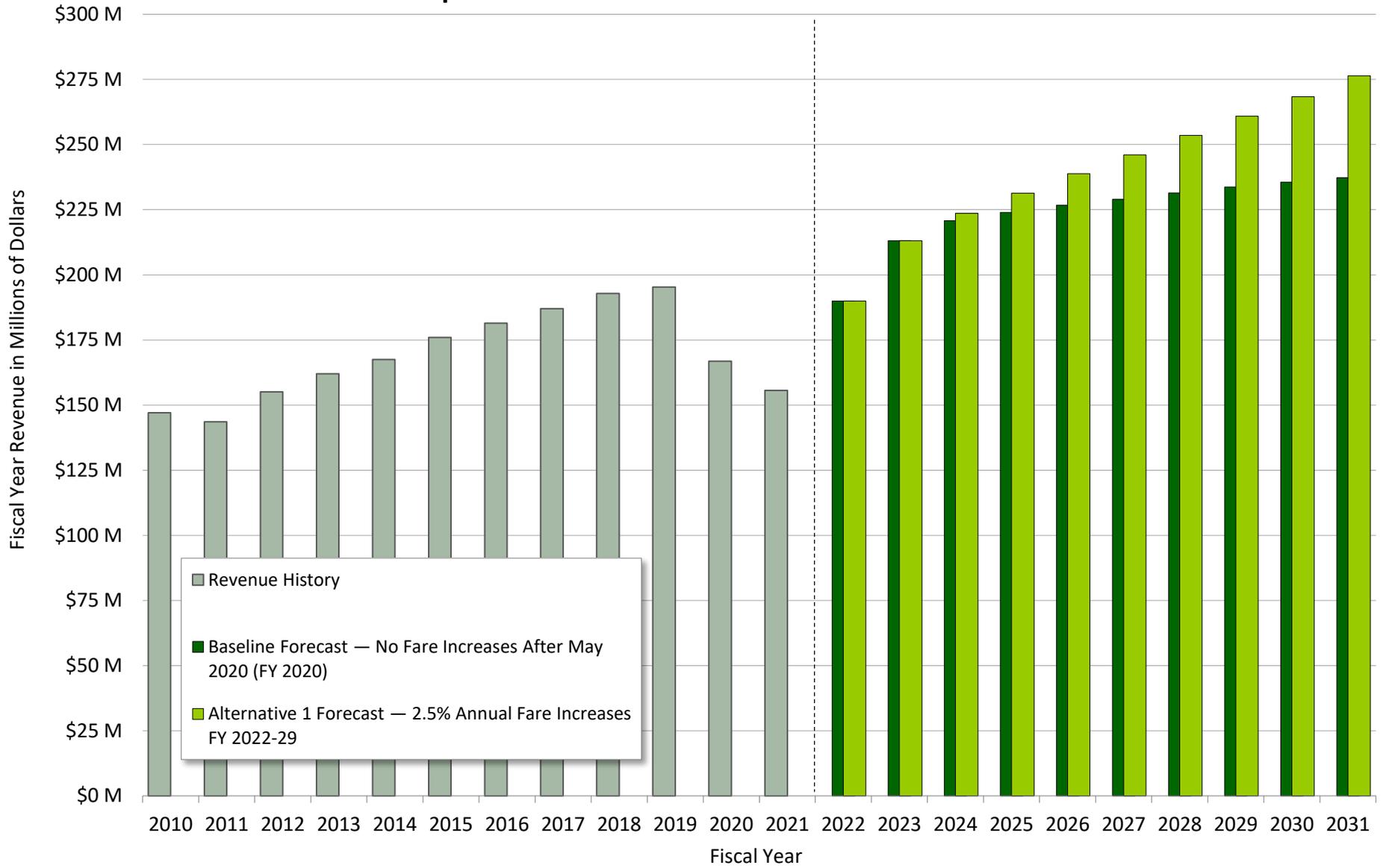
Fiscal Year	September 2021 Capacity-Constrained Revenue Forecast	September Biennium Total	Distribution of Revenue to Operating and Capital Programs					
			25¢ Capital Surcharge Revenue	25¢ Vessel Surcharge Revenue	Total Surcharge Revenue	Biennium Totals for Capital	Base Fare Revenue for Operations	Biennium Totals for Operations
2012	\$155,085,373		\$2,544,970		\$2,544,970		\$152,540,403	
2013	\$162,047,033	\$317,132,406	\$3,626,191		\$3,626,191	\$6,171,161	\$158,420,842	\$310,961,245
2014	\$167,441,867		\$3,662,690		\$3,662,690		\$163,779,177	
2015	\$175,965,750	\$343,407,617	\$3,894,088		\$3,894,088	\$7,556,778	\$172,071,662	\$335,850,839
2016	\$181,444,863		\$4,007,848		\$4,007,848		\$177,437,015	
2017	\$186,973,746	\$368,418,609	\$4,022,681		\$4,022,681	\$8,030,529	\$182,951,065	\$360,388,080
2018	\$192,827,951		\$4,084,581		\$4,084,581		\$188,743,370	
2019	\$195,268,522	\$388,096,473	\$3,987,656		\$3,987,656	\$8,072,237	\$191,280,866	\$380,024,236
2020	\$166,825,103		\$3,304,324	\$378,136	\$3,682,460		\$163,142,643	
2021	\$155,669,000	\$322,494,103	\$2,737,730	\$2,726,447	\$5,464,000	\$9,146,460	\$150,205,000	\$313,347,643
2022 <sup>2</sup>	\$189,942,000		\$3,447,000	\$3,447,000	\$6,894,000		\$183,048,000	
2023	\$213,077,000	\$403,019,000	\$3,891,000	\$3,890,000	\$7,781,000	\$14,675,000	\$205,296,000	\$388,344,000
2024	\$223,617,000		\$4,014,000	\$4,014,000	\$8,028,000		\$215,589,000	
2025	\$231,324,000	\$454,941,000	\$4,043,000	\$4,043,000	\$8,086,000	\$16,114,000	\$223,238,000	\$438,827,000
2026	\$238,842,000		\$4,068,000	\$4,067,000	\$8,135,000		\$230,707,000	
2027	\$246,014,000	\$484,856,000	\$4,091,000	\$4,091,000	\$8,182,000	\$16,317,000	\$237,832,000	\$468,539,000
2028	\$253,546,000		\$4,118,000	\$4,118,000	\$8,236,000		\$245,310,000	
2029	\$260,923,000	\$514,469,000	\$4,143,000	\$4,142,000	\$8,285,000	\$16,521,000	\$252,638,000	\$497,948,000
2030	\$268,387,000		\$4,164,000	\$4,164,000	\$8,328,000		\$260,059,000	
2031	\$276,357,000	\$544,744,000	\$4,191,000	\$4,191,000	\$8,382,000	\$16,710,000	\$267,975,000	\$528,034,000

<sup>1</sup> In addition to a 2.5% fare increase on October 1, 2021 (FY 2022) and another 2.5% fare increase on October 1, 2022 (FY 2023), the Alternative 1 Forecast continues annual 2.5% fare increases each October thereafter, from October 1, 2023 (FY 2024) through October 1, 2030 (FY 2031). This yields slightly increasing real fares over the forecast horizon, given that current inflation projections are about 2.2% annually. The Alternative 1 Forecast reflects the current programmed level of service, including service reductions associated with the COVID-19 pandemic.

<sup>2</sup> FY 2022 includes actual revenue data through August 2021. Light green shaded values denote historical annual data.

# Washington State Ferries — Revenue History and Forecast Trends

## September 2021 Forecast – Fiscal Years 2010-2031



# Washington State Ferries

## RIDERSHIP PROJECTIONS | SEPTEMBER 2021 BASELINE FORECAST

2.5% Adopted Fare Increases on October 1, 2021 & 2022 | No Further Fare Increases<sup>1</sup>

Fiscal Years 2022-2031

Fiscal Year	September 2021 Unconstrained Demand Forecast*	September 2021 Capacity Constrained Projections				June 2021 Baseline	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Change	Total Ridership	September 2021 vs June
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015		13,270,874	10,387,368	23,658,242	3.5%		
2016		13,523,385	10,559,240	24,082,625	1.8%		
2017		13,669,834	10,544,735	24,214,569	0.5%		
2018		13,856,444	10,707,373	24,563,817	1.4%		
2019		13,699,985	10,555,460	24,255,445	(1.3%)		
2020		10,358,348	9,020,899	19,379,247	(20.1%)		
2021		6,903,479	8,397,508	15,300,987	(21.0%)	15,353,000	(0.3%)
2022 <sup>2</sup>	20,068,000	10,097,000	9,851,000	19,948,000	30.4%	20,064,000	(0.6%)
2023	22,974,000	12,454,000	10,494,000	22,948,000	15.0%	23,021,000	(0.3%)
2024	23,862,000	13,066,000	10,736,000	23,802,000	3.7%	23,935,000	(0.6%)
2025	24,178,000	13,212,000	10,866,000	24,078,000	1.2%	24,198,000	(0.5%)
2026	24,513,000	13,397,000	10,965,000	24,362,000	1.2%	24,462,000	(0.4%)
2027	24,874,000	13,607,000	11,057,000	24,664,000	1.2%	24,765,000	(0.4%)
2028	25,273,000	13,820,000	11,170,000	24,990,000	1.3%	25,086,000	(0.4%)
2029	25,644,000	14,022,000	11,268,000	25,290,000	1.2%	25,365,000	(0.3%)
2030	25,756,000	14,244,000	11,332,000	25,576,000	1.1%	25,636,000	(0.2%)
2031	25,893,000	14,505,000	11,388,000	25,893,000	1.2%	25,955,000	(0.2%)

<sup>1</sup> The Baseline Forecast includes a 2.5% fare increase on October 1, 2021 (FY 2022) and another 2.5% fare increase on October 1, 2022 (FY 2023).

The Baseline Forecast excludes any further changes to the current base fares, resulting in declining real fares beyond FY 2023.

The Baseline Forecast also reflects the current programmed level of service, including service reductions associated with the COVID-19 pandemic.

<sup>2</sup> FY 2022 includes actual revenue data through August 2021. Light green shaded values denote historical annual data.

\* Excludes adjustments for vessel capacity constraints and fiscal year-to-date actual data.

# Washington State Ferries

## RIDERSHIP PROJECTIONS | SEPTEMBER 2021 ALTERNATIVE 1 FORECAST

2.5% Adopted Fare Increases on October 1, 2021 & 2022 | 2.5% Fare Increases each October thereafter (FYs 2024-31)<sup>1</sup>

Fiscal Years 2022-2031

Fiscal Year	September 2021 Unconstrained Demand Forecast*	September 2021 Capacity Constrained Projections				June 2021 Alternative 1	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Change	Total Ridership	September 2021 vs June
2012		12,236,081	9,983,059	22,219,140	0.0%		
2013		12,350,126	10,045,043	22,395,169	0.8%		
2014		12,696,936	10,154,905	22,851,841	2.0%		
2015		13,270,874	10,387,368	23,658,242	3.5%		
2016		13,523,385	10,559,240	24,082,625	1.8%		
2017		13,669,834	10,544,735	24,214,569	0.5%		
2018		13,856,444	10,707,373	24,563,817	1.4%		
2019		13,699,985	10,555,460	24,255,445	(1.3%)		
2020		10,358,000	9,021,000	19,379,000	(20.1%)		
2021		6,903,479	8,397,508	15,300,987	(21.0%)	15,353,000	(0.3%)
2022 <sup>2</sup>	20,068,000	10,097,000	9,851,000	19,948,000	30.4%	20,008,000	(0.3%)
2023	22,974,000	12,454,000	10,494,000	22,948,000	15.0%	22,825,000	0.5%
2024	23,789,000	13,025,000	10,707,000	23,732,000	3.4%	23,613,000	0.5%
2025	23,950,000	13,082,000	10,787,000	23,869,000	0.6%	23,748,000	0.5%
2026	24,116,000	13,166,000	10,844,000	24,010,000	0.6%	23,869,000	0.6%
2027	24,306,000	13,275,000	10,890,000	24,165,000	0.6%	24,031,000	0.6%
2028	24,534,000	13,389,000	10,956,000	24,345,000	0.7%	24,216,000	0.5%
2029	24,736,000	13,492,000	11,015,000	24,507,000	0.7%	24,378,000	0.5%
2030	24,797,000	13,614,000	11,049,000	24,663,000	0.6%	24,530,000	0.5%
2031	24,863,000	13,774,000	11,089,000	24,863,000	0.8%	24,727,000	0.6%

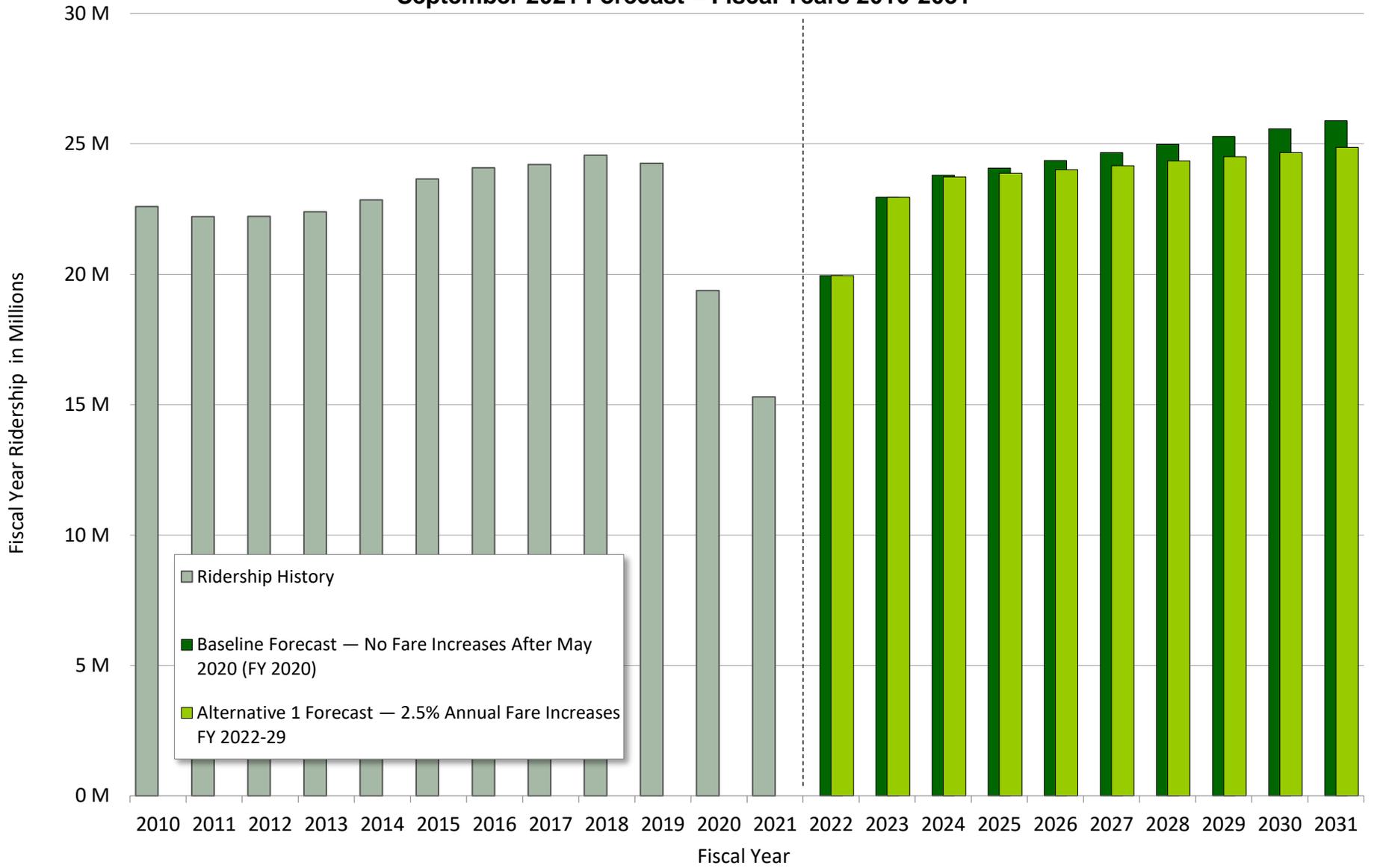
<sup>1</sup> In addition to a 2.5% fare increase on October 1, 2021 (FY 2022) and another 2.5% fare increase on October 1, 2022 (FY 2023), the Alternative 1 Forecast continues annual 2.5% fare increases each October thereafter, from October 1, 2023 (FY 2024) through October 1, 2030 (FY 2031). This yields slightly increasing real fares over the forecast horizon, given that current inflation projections are about 2.2% annually. The Alternative 1 Forecast reflects the current programmed level of service, including service reductions associated with the COVID-19 pandemic

<sup>2</sup> FY 2022 includes actual revenue data through August 2021. Light green shaded values denote historical annual data.

\* Excludes adjustments for vessel capacity constraints and fiscal year-to-date actual data.

# Washington State Ferries — Ridership History and Forecast Trends

## September 2021 Forecast – Fiscal Years 2010-2031



# Washington State Ferries

## 2021-23 BIENNIUM REVENUE PROJECTION COMPARISONS

### SEPTEMBER / JUNE / MARCH 2021 ALTERNATIVE 1 FORECASTS

	September 2021 Baseline and Alternative 1 Forecasts*			June 2021 Alternative 1 Forecast			March 2021 Alternative 1 Forecast		
	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue
FY 2022	\$183.0 M	\$6.9 M	\$189.9 M	\$184.2 M	\$6.9 M	\$191.1 M	\$174.4 M	\$6.6 M	\$181.0 M
FY 2023	\$205.3 M	\$7.8 M	\$213.1 M	\$204.7 M	\$7.8 M	\$212.5 M	\$202.3 M	\$7.7 M	\$210.0 M
<b>2021-23 Biennium</b>	<b>\$388.3 M</b>	<b>\$14.7 M</b>	<b>\$403.0 M</b>	<b>\$388.9 M</b>	<b>\$14.7 M</b>	<b>\$403.6 M</b>	<b>\$376.6 M</b>	<b>\$14.3 M</b>	<b>\$391.0 M</b>
				% Change September vs. June Forecasts			% Change September vs. March Forecasts		
	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue
FY 2022	-0.6%	-0.5%	-0.6%	+5.0%	+3.8%	+4.9%	+5.0%	+3.8%	+4.9%
FY 2023	+0.3%	+0.4%	+0.3%	+1.5%	+1.3%	+1.5%	+1.5%	+1.3%	+1.5%
<b>2021-23 Biennium</b>	<b>-0.1%</b>	<b>-0.0%</b>	<b>-0.1%</b>	<b>+3.1%</b>	<b>+2.4%</b>	<b>+3.1%</b>	<b>+3.1%</b>	<b>+2.4%</b>	<b>+3.1%</b>
				% Change June vs. March Forecasts					
	Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue				Base Fare Revenue	Surcharge Revenues	Total Fare & Surcharge Revenue
FY 2022	+5.6%	+4.3%	+5.6%				+5.6%	+4.3%	+5.6%
FY 2023	+1.2%	+0.9%	+1.2%				+1.2%	+0.9%	+1.2%
<b>2021-23 Biennium</b>	<b>+3.3%</b>	<b>+2.4%</b>	<b>+3.2%</b>				<b>+3.3%</b>	<b>+2.4%</b>	<b>+3.2%</b>

\* For the current 2021-23 biennium, the September 2021 Baseline Forecast includes 2.5% fare increases on October 1, 2021 (FY 2022) and October 1, 2022 (FY 2023) that were recently adopted by the Washington State Transportation Commission, making the Baseline and Alternative 1 Forecasts identical for these two fiscal years.

# **WSDOT Alternate Vehicle Miles Traveled Forecast**

## **September 2021**

Contact: David Ding, Washington State Department of Transportation, 360-705-7502, [dingdav@wsdot.wa.gov](mailto:dingdav@wsdot.wa.gov)

## **WSDOT VEHICLE MILES TRAVELLED (VMT) FORECAST FOR SEPTEMBER 2021**

- WSDOT has produced a statewide VMT forecast for more than twenty years.
- All independent variables have been updated from the latest TRFC data and WSDOT Statewide Travel & Collision Data Office (STCDO) provides estimated “actual” Vehicle Miles Travelled data for calendar year 2020. This year the 2021 VMT forecast also incorporates STCDO monthly statewide estimates of the Vehicle Miles Traveled through August 2021.
- “Actual” Vehicle Miles Travelled for FY 2020 was 57.217 billion, 8.06% lower than 2019 and 1.09% higher than last year’s forecast for FY 2020. For FY 2021, VMT actuals were 57.205 billion, almost the same as FY2020 and 0.02% lower than a year ago and 2.6% higher than the last forecast.
- The current forecast is a little higher than the previous forecast a year ago in the first two years and lower for 2024 to 2043. This is due primarily to:
  - Actuals are up in the current year
  - Lower projected employment levels
  - Vehicle registrations are up
  - Gas prices are up
- The September 2021 forecast for VMT is higher in FY 2022 and 2023, but lower in future years comparing with previous forecast. The statewide traffic level does not get back to the FY 2019 VMT traffic until 2028.
- After FY 2021, the VMT projected annual growth rates start the recovery from the pandemic at 2.04% annual growth in FY 2022 and that annual rate of growth gets gradually smaller over time. By the end of the forecast horizon, the annual growth rate in VMT is 0.41%.

## **STATEWIDE VMT FORECAST METHODOLOGY**

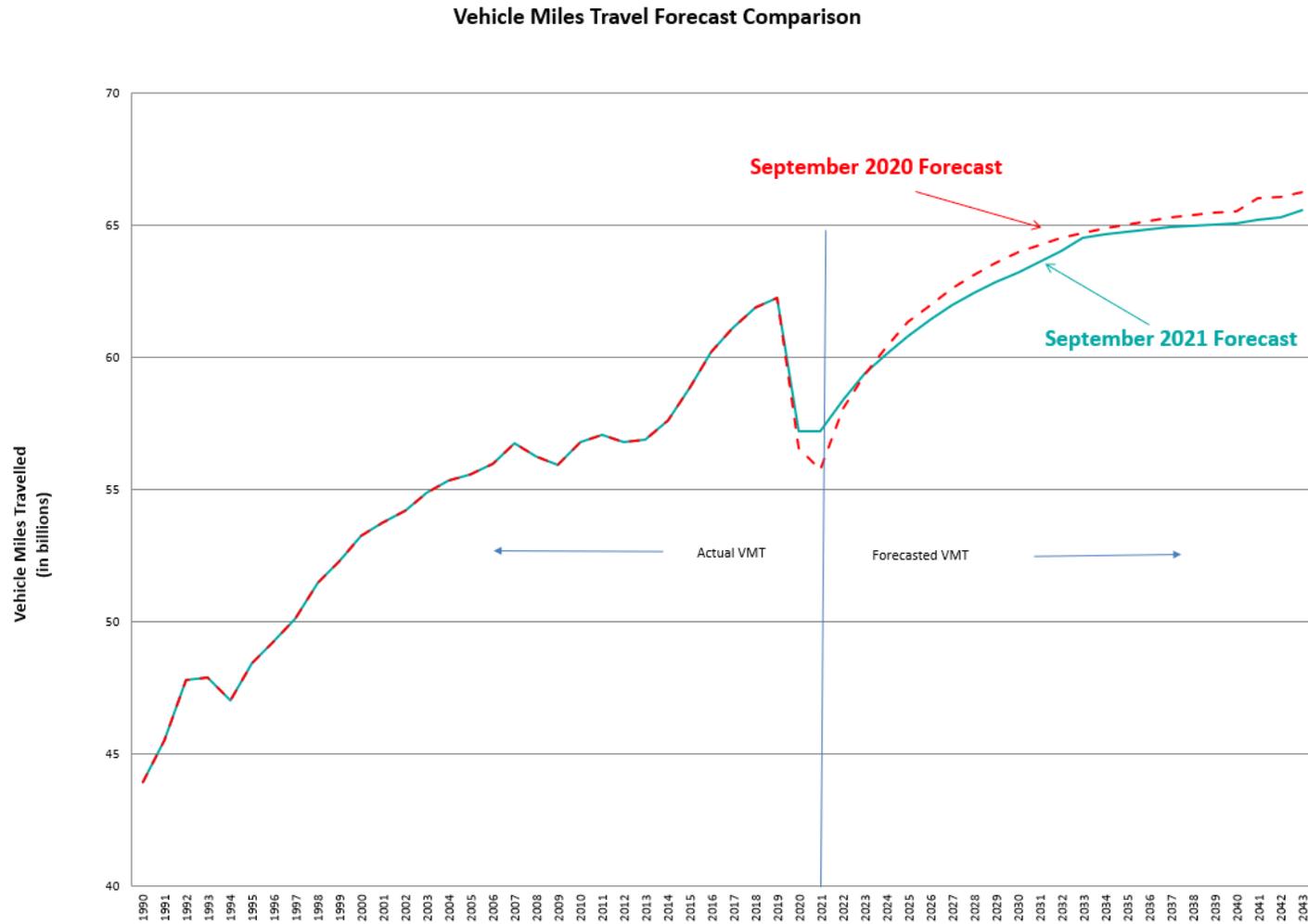
- The annual statewide VMT model is first differenced log-log functional form which includes the log of the following independent variables:
  - Washington employment
  - Washington motor vehicle registrations
  - Washington gas prices
- The annual forecast model has three separate impacts on VMT: economic/employment activity, vehicles registered, and gas prices
- Due to the recent pandemic, a new autoregressive moving average (ARIMA) monthly VMT model was developed to estimate some of the short-term declines and recovery period from the continued shut-down impacts within the state economy. The annual VMT model does not accurately capture all the recent traffic reductions due to the COVID-19 shutdowns. The new ARIMA model results helped inform the near-term forecast for VMT by indicating how much reduction we had experienced year over year in traffic and it estimated a gradual recovery.

## **SOURCE OF INDEPENDENT FORECASTED VARIABLES**

- Washington employment – Economic and Revenue Forecast Council September 2021 forecast in the near-term and from OFM’s long-term non-farm employment projections for Washington.

- Washington motorized vehicle registrations –WSDOT-Economic Analysis section for the Transportation Revenue Council September 2021 forecast
- Washington gasoline prices –WSDOT forecast for the Transportation Revenue Council September 2021 forecast

### Forecast to Forecast Comparison Chart



September 2021 Forecast of Vehicle Miles Travelled (History and Forecast), VMT per capita, and Independent Variables

YEAR	Total VMT (Billion Miles)	Percent Change	VMT Per Capita	Percent Change	VMT Per Driver Pop	Percent Change	VMT Percent		Independent Variables		
							VMT change from the Sept. 2020 fct (in billions)	change from the Sept. 2020 fct	Washington Employment1 (in Thousands)	Vehicles Registered2 (in Thousands)	Gas Prices3
1965	14.803						-		869	1,525	0.19
1966	15.645	5.69%					-		940	1,619	0.19
1967	17.067	9.09%					-		1,021	1,727	0.20
1968	18.347	7.50%					-		1,075	1,834	0.20
1969	19.211	4.71%					-		1,116	1,971	0.21
1970	20.371	6.04%	5,936		9,048		-		1,109	1,971	0.21
1971	20.844	2.32%	6,073	2.30%	9,143	1.05%	-		1,062	1,998	0.22
1972	21.835	4.75%	6,337	4.35%	9,495	3.85%	-		1,079	2,078	0.22
1973	22.977	5.23%	6,564	3.59%	9,845	3.68%	-		1,127	2,200	0.23
1974	22.317	-2.87%	6,267	-4.53%	9,307	-5.46%	-		1,172	2,288	0.36
1975	23.106	3.54%	6,370	1.64%	9,370	0.67%	-		1,217	2,358	0.40
1976	24.685	6.83%	6,657	4.51%	9,723	3.77%	-		1,249	2,483	0.41
1977	26.485	7.29%	6,929	4.07%	10,109	3.96%	-		1,322	2,649	0.43
1978	28.605	8.00%	7,220	4.20%	10,495	3.82%	-		1,427	2,743	0.44
1979	29.511	3.17%	7,181	-0.54%	10,362	-1.26%	-		1,534	2,969	0.69
1980	28.765	-2.53%	6,826	-4.94%	9,673	-6.65%	-		1,607	3,092	1.25
1981	29.446	2.37%	6,897	1.03%	9,607	-0.68%	-		1,615	3,219	1.40
1982	30.744	4.41%	7,142	3.56%	9,854	2.57%	-		1,590	3,214	1.29
1983	31.965	3.97%	7,350	2.90%	10,126	2.76%	-		1,564	3,256	1.23
1984	33.414	4.53%	7,582	3.16%	10,451	3.22%	-		1,623	3,328	1.21
1985	34.260	2.53%	7,686	1.37%	10,561	1.05%	-		1,685	3,422	1.26
1986	35.152	2.60%	7,776	1.17%	10,700	1.32%	-		1,741	3,569	1.17
1987	37.207	5.85%	8,076	3.86%	11,148	4.18%	-		1,805	3,768	0.91
1988	40.045	7.63%	8,492	5.14%	11,750	5.40%	-		1,897	3,876	0.94
1989	42.434	5.97%	8,749	3.03%	12,147	3.38%	-		1,992	4,007	0.95
1990	43.934	3.53%	8,787	0.44%	12,246	0.81%	-		2,106	4,219	1.01
1991	45.536	3.65%	8,882	1.09%	12,344	0.81%	-		2,165	4,293	1.24
1992	47.793	4.96%	9,106	2.52%	12,668	2.63%	-		2,206	4,448	1.12
1993	47.894	0.21%	8,948	-1.73%	12,425	-1.92%	-		2,244	4,480	1.18
1994	47.025	-1.81%	8,618	-3.68%	11,975	-3.62%	-		2,291	4,512	1.14
1995	48.430	2.99%	8,718	1.15%	12,101	1.05%	-		2,346	4,581	1.22
1996	49.259	1.71%	8,717	-0.01%	12,082	-0.16%	-		2,384	4,587	1.27
1997	50.135	1.78%	8,736	0.22%	12,074	-0.07%	-		2,483	4,701	1.31
1998	51.482	2.69%	8,846	1.26%	12,177	0.85%	-		2,583	4,847	1.20
1999	52.303	1.59%	8,884	0.43%	12,157	-0.16%	-		2,650	4,930	1.12
2000	53.248	1.81%	8,932	0.53%	12,180	0.18%	-		2,717	5,195	1.43
2001	53.752	0.95%	8,889	-0.48%	12,097	-0.68%	-		2,754	5,256	1.57
2002	54.201	0.84%	8,857	-0.35%	11,987	-0.91%	-		2,704	5,422	1.36
2003	54.890	1.27%	8,855	-0.03%	11,953	-0.28%	-		2,697	5,473	1.49
2004	55.330	0.80%	8,797	-0.65%	11,855	-0.83%	-		2,715	5,652	1.78
2005	55.584	0.46%	8,680	-1.34%	11,703	-1.28%	-		2,774	5,720	2.08
2006	55.989	0.73%	8,600	-0.92%	11,547	-1.34%	-		2,856	5,832	2.60
2007	56.739	1.34%	8,601	0.02%	11,482	-0.56%	-		2,931	5,912	2.84
2008	56.236	-0.89%	8,439	-1.88%	11,201	-2.45%	-		2,995	6,161	3.30
2009	55.934	-0.54%	8,327	-1.34%	10,998	-1.81%	-		2,937	6,030	2.78
2010	56.811	1.57%	8,400	0.89%	11,059	0.55%	-		2,832	5,950	2.93
2011	57.082	0.48%	8,379	-0.25%	11,004	-0.49%	-		2,852	6,153	3.38
2012	56.793	-0.51%	8,260	-1.42%	10,840	-1.49%	-		2,893	6,104	3.84
2013	56.897	0.18%	8,177	-1.00%	10,738	-0.94%	-		2,951	6,211	3.73
2014	57.619	1.27%	8,173	-0.05%	10,728	-0.09%	-		3,019	6,336	3.61
2015	58.825	2.09%	8,235	0.75%	10,796	0.63%	-		3,102	6,553	3.08
2016	60.228	2.39%	8,324	1.08%	10,894	0.91%	-		3,193	6,806	2.51
2017	61.124	1.49%	8,346	0.27%	10,903	0.07%	-		3,284	6,997	2.70
2018	61.876	1.23%	8,354	0.09%	10,891	-0.10%	-		3,363	7,158	3.02
2019	62.232	0.58%	8,311	-0.51%	10,818	-0.67%	-		3,433	7,174	3.18
2020	57.217	-8.06%	7,561	-9.02%	9,831	-9.12%	0.624	1.10%	3,403	7,056	2.89
2021	57.205	-0.02%	7,481	-1.05%	9,720	-1.13%	1.457	2.61%	3,283	7,852	2.89
2022	58.374	2.04%	7,556	1.00%	9,809	0.91%	0.314	0.54%	3,452	7,950	3.47
2023	59.384	1.73%	7,609	0.70%	9,867	0.60%	0.037	0.06%	3,561	8,094	3.20
2024	60.113	1.23%	7,625	0.22%	9,878	0.11%	-0.256	-0.42%	3,616	8,239	3.22
2025	60.777	1.10%	7,634	0.11%	9,874	-0.04%	-0.567	-0.92%	3,658	8,387	3.24
2026	61.426	1.07%	7,641	0.09%	9,867	-0.07%	-0.568	-0.92%	3,696	8,540	3.26
2027	61.991	0.92%	7,638	-0.04%	9,850	-0.18%	-0.614	-0.98%	3,726	8,677	3.29
2028	62.446	0.73%	7,622	-0.20%	9,818	-0.32%	-0.685	-1.09%	3,755	8,772	3.35
2029	62.840	0.63%	7,601	-0.29%	9,780	-0.39%	-0.723	-1.14%	3,778	8,860	3.41
2030	63.209	0.59%	7,577	-0.31%	9,739	-0.42%	-0.767	-1.20%	3,799	8,949	3.48
2031	63.604	0.62%	7,558	-0.25%	9,704	-0.36%	-0.650	-1.01%	3,824	9,049	3.55
2032	64.044	0.69%	7,546	-0.16%	9,679	-0.26%	-0.481	-0.75%	3,854	9,160	3.56
2033	64.523	0.75%	7,540	-0.08%	9,662	-0.18%	-0.198	-0.31%	3,886	9,475	3.59
2034	64.643	0.19%	7,493	-0.62%	9,594	-0.70%	-0.245	-0.38%	3,918	9,626	3.63
2035	64.750	0.17%	7,446	-0.62%	9,526	-0.71%	-0.285	-0.44%	3,950	9,777	3.66
2036	64.861	0.17%	7,401	-0.60%	9,460	-0.69%	-0.305	-0.47%	3,985	9,929	3.69
2037	64.942	0.13%	7,354	-0.63%	9,392	-0.72%	-0.339	-0.52%	4,018	10,080	3.74
2038	64.994	0.08%	7,305	-0.67%	9,322	-0.75%	-0.388	-0.59%	4,049	10,231	3.80
2039	65.031	0.06%	7,115	-2.61%	9,252	-0.75%	-0.433	-0.66%	4,080	10,382	3.84
2040	65.070	0.06%	7,054	-0.85%	9,183	-0.75%	-0.468	-0.71%	4,114	10,534	3.88
2041	65.227	0.24%	7,007	-0.66%	8,956	-2.47%	-0.778	-1.18%	4,313	10,685	3.91
2042	65.282	0.08%	6,950	-0.81%	8,876	-0.89%	-0.795	-1.20%	4,358	10,836	3.95
2043	65.548	0.41%	6,917	-0.48%	8,826	-0.56%	-0.725	-1.09%	4,403	10,988	3.98

1 Forecast 2022-2027 from Economic and Revenue Forecast Council's September 2021 Forecast  
 Forecast 2027-2041 extended based on OFM forecast growth rate Sept 2021  
 Forecast 2041-2043 extended using trend

2 Forecast 2022-2031 from Transportation Revenue Forecast Council's September 2021 Forecast  
 3 Forecast 2022-2031 from Transportation Revenue Forecast Council's September 2021 Forecast

**WSDOT Alternate Federal Highway Revenue Forecast  
HR 3684 compared to September 2021 Baseline**

**September 2021**

**Contact: Kasi Reeves, Washington State Department of Transportation, 360-705-7935, [reevesk@wsdot.wa.gov](mailto:reevesk@wsdot.wa.gov)**

## September 2021 Alternate Federal Highways Revenue Forecast

This bill addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials and rail programs.

- On July 10th, 2021 The House of Representatives passed new transportation authorization Act (HR 3684)
- On August 10, 2021 the Senate amended the bill and passed it
- Currently the bill is waiting for another hearing, final passage and President Biden's signature to become law
  
- The bill extends FY2021 enacted levels through FY2022 for federal-aid highway, transit, and safety programs.
- The bill reauthorizes for 5 years FY2023-FY2026 several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs.
- The bill provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration, \$105 billion for transit programs under the Federal Transit Administration, \$5.3 billion for highway safety programs under the National Highway Traffic Safety Administration, \$4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs.
- The bill creates 4 new transportation programs: Bridge replacement, carbon reduction, national vehicle electric and PROTECT.

Washington state share of the total formula funds is \$5.443 billion over the next 5 years

The proposed new federal legislation will increase federal funds for WA state by the following amounts over the June forecast

Year	Total Apportionment (\$ in millions)	Total Obligation Authority (\$ in millions)
FFY 2022	\$271.97	\$266.5
FFY 2023	\$271.5	\$266.1
FFY 2024	\$277.2	\$271.6
FFY 2025	\$286.3	\$280.6
FFY 2026	\$297.3	\$291.4

**Transportation Revenue Forecast Council**  
**Table G.1. Alternate Washington Federal Revenue Federal Fiscal Year Forecast**  
**HR 3684 compared to Sept. 2021 forecast**

	2014	2015	2016	2017	2018	2019	Current Biennium		2022
							2020	2021	
<b>Million Dollars</b>									
Apportionment (HR 3684 Forecast)	737.106	685.906	711.576	773.299	864.692	769.099	813.196	926.951	1,052.013
Annual Percentage Change	2.3%	-6.9%	3.7%	8.7%	11.8%	-11.1%	5.7%	14.0%	13.5%
Apportionment (Sept. 2021 Forecast)	737.106	685.906	711.576	773.299	864.692	769.099	813.196	926.951	780.045
Annual Percentage Change	2.3%	-6.9%	3.7%	8.7%	11.8%	-11.1%	5.7%	14.0%	-15.8%
Percentage Change, HR 3684 vs. Sept. 2021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.9%
Obligation Authority (HR 3684 Forecast)	654.305	701.091	697.345	666.497	697.345	775.274	792.259	743.570	1,030.973
Annual Percentage Change	-0.3%	7.2%	-0.5%	-4.4%	4.6%	11.2%	2.2%	-6.1%	38.7%
Obligation Authority (Sept. 2021 Forecast)	654.305	696.556	697.345	666.497	906.643	755.597	792.259	743.570	764.444
Annual Percentage Change	0.0%	6.5%	0.1%	-4.4%	36.0%	-16.7%	4.9%	-6.1%	2.8%
Percentage Change, HR 3684 vs. Sept 2021	0.0%	0.7%	0.0%	0.0%	-23.1%	2.6%	0.0%	0.0%	34.9%
<i>FFY 2010 - FFY 2020 are reconciled to actual FHWA distributions</i>									
	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Million Dollars</b>									
Apportionment (HR 3684 Forecast)	1,052.013	1,069.073	1,086.474	1,104.223	1,122.327	1,130.429	1,137.650	1,145.022	1,152.643
Annual Percentage Change	0.0%	1.6%	1.6%	1.6%	1.6%	0.7%	0.6%	0.6%	0.7%
Apportionment (Sept. 2021 Forecast)	797.572	809.285	817.898	825.029	832.275	838.228	844.460	850.717	857.320
Annual Percentage Change	2.2%	1.5%	1.1%	0.9%	0.9%	0.7%	0.7%	0.7%	0.8%
Percentage Change, HR 3684 vs. Sept. 2021	31.9%	32.1%	32.8%	33.8%	34.9%	34.9%	34.7%	34.6%	34.4%
Obligation Authority (HR 3684 Forecast)	1,047.691	1,064.744	1,082.139	1,099.880	1,107.820	1,114.897	1,122.121	1,129.590	1,137.309
Annual Percentage Change	1.6%	1.6%	1.6%	1.6%	0.7%	0.6%	0.6%	0.7%	0.7%
Obligation Authority (Sept. 2021 Forecast)	781.621	793.099	801.540	808.528	815.630	821.463	827.571	833.703	840.174
Annual Percentage Change	2.2%	1.5%	1.1%	0.9%	0.9%	0.7%	0.7%	0.7%	0.8%
Percentage Change, HR 3684 vs. Sept 2021	34.0%	34.3%	35.0%	36.0%	35.8%	35.7%	35.6%	35.5%	35.4%

Transportation Revenue Forecast Council  
 Table G. 2. Federal Funds Forecast  
 HR 3684 compared to Sept. 2021 forecast

**Federal Funds Forecast - Highways**

Washington Apportionment and Obligation Authority Forecast	2021		Difference		2022		Difference	
	Sep-01	Sep-21	Value	Percent	HR 3684	Sep-21	Value	Percent
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$391,897,882	\$391,897,882	-	0.0%	\$484,255,500	\$403,434,000	80,821,500	20.0%
Interstate System Condition Penalty (23 U.S.C 119 (f)(1))								
Surface Transportation Block Grant Program (STBGP)	204,027,000	204,027,000	-	0.0%	\$232,012,100	\$210,033,000	21,979,100	10.5%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	\$22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	105,085,000	105,085,000	-	0.0%	\$120,950,300	\$105,085,000	15,865,300	15.1%
<i>Any Area of the State</i>	63,049,000	63,049,000	-	0.0%	\$72,568,000	\$68,757,000	3,811,000	5.5%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,077,000	11,077,000	-	0.0%	\$13,678,000	\$11,332,000	2,346,000	20.7%
<i>Recreational Trails Program</i>	1,886,000	1,886,000	-	0.0%	\$1,886,000	\$1,929,000	(43,000)	-2.2%
Highway Safety Improvement Program (HSIP)	54,394,558	54,394,558	-	0.0%	\$65,931,000	\$55,977,000	9,954,000	17.8%
Rail-Highway Crossing Program	4,494,000	4,494,000	-	0.0%	\$4,028,000	\$4,597,000	(569,000)	-12.4%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	38,591,000	38,591,000	-	0.0%	\$42,536,000	\$39,484,000	3,052,000	7.7%
National Highway Freight Program	24,881,000	24,881,000	-	0.0%	\$0	\$25,456,000	(25,456,000)	-100.0%
Metropolitan Planning (MPO)	7,898,000	7,898,000	-	0.0%	\$7,496,700	\$8,080,000	(583,300)	-7.2%
Statewide Planning & Research	14,596,000	14,596,000	-	0.0%	\$16,729,000	\$15,018,000	1,711,000	11.4%
<b>Subtotal Core Programs Apportionment</b>	<b>740,779,440</b>	<b>740,779,440</b>	<b>-</b>	<b>0.0%</b>	<b>852,988,300</b>	<b>762,079,000</b>	<b>90,909,300</b>	<b>11.9%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>726,719,000</b>	<b>726,719,000</b>	<b>-</b>	<b>0.0%</b>	<b>836,798,900</b>	<b>747,615,000</b>	<b>89,183,900</b>	<b>11.9%</b>
COVID-19 Stimulus Funds	\$168,207,030	\$168,207,030	-	0.0%				
Ferry Boats and Terminals	17,965,000	17,965,000	-	0.0%	18,764,000	17,965,000	799,000	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>New Undistributed Program</b>								
<i>Bridge Replacement Program</i>	-	-	-	0.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	-	-	-	0.0%	21,110,000	-	21,110,000	100.0%
<i>National Vehicle Electric</i>	-	-	-	0.0%	14,173,000	-	14,173,000	100.0%
<i>PROTECT</i>	-	-	-	0.0%	24,004,000	-	24,004,000	100.0%
<b>Total Washington Apportionment</b>	<b>926,951,470</b>	<b>926,951,470</b>	<b>-</b>	<b>0.0%</b>	<b>1,052,014,300</b>	<b>780,044,000</b>	<b>271,970,300</b>	<b>34.8%</b>
<b>Total Washington Obligation Authority *</b>	<b>743,570,000</b>	<b>743,570,000</b>	<b>-</b>	<b>0.0%</b>	<b>1,030,974,000</b>	<b>764,445,000</b>	<b>266,529,000</b>	<b>34.9%</b>
<b>Forecast Distributions</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP) @	342,499,861	342,499,861	\$0	0.0%	400,477,800	333,638,700	66,839,100	20.0%
Surface Transportation Block Grant Program	44,086,000	44,086,000	-	0.0%	50,457,300	44,129,000	6,328,300	14.3%
<i>Bridge Program (15% off-system)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Population Distribution</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%	48,571,300	42,200,000	6,371,300	15.1%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Recreational Trails Program</i>	1,886,000	1,886,000	-	0.0%	1,886,000	1,929,000	(43,000)	-2.2%
Highway Safety Improvement Program (HSIP) @	27,606,453	27,606,453	-	0.0%	33,461,500	26,991,000	6,470,500	24.0%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	12,440,672	12,440,672	-	0.0%	-	25,456,000	(25,456,000)	-100.0%
Metropolitan Planning (MPO)	-	-	-	0.0%	-	-	-	0.0%
Statewide Planning & Research	14,596,000	14,596,000	-	0.0%	16,729,000	15,018,000	1,711,000	11.4%
<b>Subtotal Core Programs Apportionment</b>	<b>441,228,986</b>	<b>441,228,986</b>	<b>-</b>	<b>0.0%</b>	<b>501,125,600</b>	<b>445,232,700</b>	<b>55,892,900</b>	<b>12.6%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>431,125,000</b>	<b>431,125,000</b>	<b>-</b>	<b>0.0%</b>	<b>490,308,408</b>	<b>435,622,000</b>	<b>54,686,408</b>	<b>12.6%</b>
COVID-19 Stimulus Funds	168,207,030	168,207,030	-	0.0%	-	-	-	
Ferry Boats and Terminals	16,296,000	16,296,000	-	0.0%	17,020,800	16,296,000	724,800	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total State Apportionment</b>	<b>625,732,016</b>	<b>625,732,016</b>	<b>-</b>	<b>0.0%</b>	<b>518,146,400</b>	<b>461,528,700</b>	<b>56,617,700</b>	<b>12.3%</b>
<b>State Obligation Authority *</b>	<b>625,625,030</b>	<b>625,625,030</b>	<b>-</b>	<b>0.0%</b>	<b>500,070,600</b>	<b>445,428,000</b>	<b>54,642,600</b>	<b>12.3%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP)	49,398,021	49,398,021	-	0.0%	83,777,700	69,795,400	13,982,300	20.0%
Surface Transportation Block Grant Program	159,941,234	159,941,234	-	0.0%	181,554,800	165,905,400	15,649,400	9.4%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	105,085,418	105,085,418	-	0.0%	120,950,300	105,085,400	15,864,900	15.1%
<i>Any Area of the State %</i>	20,848,816	20,848,816	-	0.0%	23,996,700	26,558,000	(2,561,300)	-9.6%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,077,000	11,077,000	-	0.0%	13,678,000	11,332,000	2,346,000	20.7%
<i>Recreational Trails Program</i>	-	-	-	0.0%	-	-	-	0.0%
Highway Safety Improvement Program (HSIP)	26,788,000	26,788,000	-	0.0%	32,469,500	28,986,000	3,483,500	12.0%
Rail-Highway Crossing	4,494,000	4,494,000	-	0.0%	4,028,000	4,597,000	(569,000)	-12.4%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	38,591,000	38,591,000	-	0.0%	42,536,000	39,484,000	3,052,000	7.7%
National Freight Program	12,440,000	12,440,000	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	7,898,000	7,898,000	-	0.0%	7,496,700	8,080,000	(583,300)	-7.2%
Statewide Planning & Research	-	-	-	0.0%	-	-	-	0.0%
<b>Subtotal Core Programs Apportionment</b>	<b>299,550,255</b>	<b>299,550,255</b>	<b>-</b>	<b>0.0%</b>	<b>351,862,700</b>	<b>316,847,800</b>	<b>35,014,900</b>	<b>11.1%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>295,594,000</b>	<b>295,594,000</b>	<b>-</b>	<b>0.0%</b>	<b>351,862,700</b>	<b>316,847,800</b>	<b>35,014,900</b>	<b>11.1%</b>
COVID-19 Stimulus Funds	-	-	-	0.0%	-	-	-	
Ferry Boats and Terminals	1,669,000	1,669,000	-	0.0%	1,743,200	1,669,000	74,200	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	
<b>Total Local Apportionment</b>	<b>301,219,255</b>	<b>301,219,255</b>	<b>-</b>	<b>0.0%</b>	<b>353,605,900</b>	<b>318,516,800</b>	<b>35,089,100</b>	<b>11.0%</b>
<b>Local Obligation Authority *</b>	<b>302,448,000</b>	<b>302,448,000</b>	<b>-</b>	<b>0.0%</b>	<b>354,160,094</b>	<b>319,016,000</b>	<b>35,144,094</b>	<b>11.0%</b>
<i>Bridge Replacement Program</i>	-	-	-	0.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	-	-	-	0.0%	21,110,000	-	21,110,000	100.0%
<i>National Vehicle Electric</i>	-	-	-	0.0%	14,173,000	-	14,173,000	100.0%
<i>PROTECT</i>	-	-	-	0.0%	24,004,000	-	24,004,000	100.0%
<b>Total Washington Apportionment</b>	<b>\$ 926,951,271</b>	<b>\$ 926,951,271</b>	<b>\$0</b>	<b>0.0%</b>	<b>\$ 1,052,014,300</b>	<b>\$ 780,044,000</b>	<b>\$271,966,300</b>	<b>34.8%</b>
<b>Total Washington Obligation Authority</b>	<b>743,570,000</b>	<b>743,570,000</b>	<b>\$0</b>	<b>0.0%</b>	<b>1,030,973,400</b>	<b>764,444,000</b>	<b>\$266,529,400</b>	<b>34.9%</b>

Adopted

September 22, 2021

Transportation Revenue Forecast Council  
 Table G. 2. Federal Funds Forecast  
 HR 3684 compared to Sept. 2021 forecast

Federal Funds Forecast - Highways

Washington Apportionment and Obligation Authority Fore	2023		Difference		2024		Difference	
	HR 3684	Sep-21	Value	Percent	HR 3684	Sep-21	Value	Percent
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$492,180,400	\$412,712,000	79,468,400	19.3%	\$502,024,000	\$418,913,000	83,111,000	19.8%
Interstate System Conditon Penalty (23 U.S.C 119 (f)(1))	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	0.0%
Surface Transportation Block Grant Program (STBGP)	236,652,300	\$214,863,000	21,789,300	10.1%	241,385,400	\$218,092,000	23,293,400	10.7%
<i>Bridge Program (15% off-system)</i>	22,930,000	\$22,930,000	-	0.0%	22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	123,820,300	\$105,085,000	18,735,300	17.8%	126,632,400	\$105,085,000	21,547,400	20.5%
<i>Any Area of the State</i>	74,289,800	\$73,282,000	1,007,800	1.4%	75,977,000	\$76,306,000	-(329,000)	-0.4%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	13,725,900	\$11,593,000	2,132,900	18.4%	13,959,700	\$11,767,000	2,192,700	18.6%
<i>Recreational Trails Program</i>	1,886,300	\$1,973,000	-(86,700)	-4.4%	1,886,300	\$2,003,000	-(116,700)	-5.8%
Highway Safety Improvement Program (HSIP)	69,009,800	\$57,264,000	11,745,800	20.5%	70,390,000	\$58,125,000	12,265,000	21.1%
Rail-Highway Crossing Program	4,108,500	\$4,703,000	-(594,500)	-12.6%	4,190,700	\$4,774,000	-(583,300)	-12.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	43,386,300	\$40,393,000	2,993,300	7.4%	44,254,000	\$40,998,000	3,256,000	7.9%
National Highway Freight Program	-	\$26,042,000	-(26,042,000)	-100.0%	-	\$26,433,000	-(26,433,000)	-100.0%
Metropolitan Planning (MPO)	7,646,900	\$8,266,000	-(619,100)	-7.5%	7,799,900	\$8,390,000	-(590,100)	-7.0%
Statewide Planning & Research	17,063,500	\$15,363,000	1,700,500	11.1%	17,404,800	\$15,595,000	1,809,800	11.6%
<b>Subtotal Core Programs Apportionment</b>	<b>870,047,700</b>	<b>779,606,000</b>	<b>90,441,700</b>	<b>11.6%</b>	<b>887,448,800</b>	<b>791,320,000</b>	<b>96,128,800</b>	<b>12.1%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>853,534,100</b>	<b>764,809,000</b>	<b>88,725,100</b>	<b>11.6%</b>	<b>870,604,200</b>	<b>776,300,000</b>	<b>94,304,200</b>	<b>12.1%</b>
COVID-19 Stimulus Funds	-	-	-	-	-	-	-	-
Ferry Boats and Terminals	18,763,600	17,965,000	798,600	4.4%	18,763,600	17,965,000	798,600	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>New Undistributed Program</b>								
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%
<b>Total Washington Apportionment</b>	<b>1,069,072,800</b>	<b>797,571,000</b>	<b>271,501,800</b>	<b>34.0%</b>	<b>1,086,473,900</b>	<b>809,285,000</b>	<b>277,188,900</b>	<b>34.3%</b>
<b>Total Washington Obligation Authority *</b>	<b>1,047,691,300</b>	<b>781,621,000</b>	<b>266,070,300</b>	<b>34.0%</b>	<b>1,064,744,400</b>	<b>793,099,000</b>	<b>271,645,400</b>	<b>34.3%</b>
<b>Forecast Distributions</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP) @	399,295,300	334,824,300	64,471,000	19.3%	398,698,700	332,693,400	66,005,300	19.8%
Surface Transportation Block Grant Program	51,610,000	44,173,000	7,437,000	16.8%	52,739,300	44,203,000	8,536,300	19.3%
<i>Bridge Program (15% off-system)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Population Distribution</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Any Area of the State</i>	49,723,700	42,200,000	7,523,700	17.8%	50,853,000	42,200,000	8,653,000	20.5%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Recreational Trails Program</i>	1,886,300	1,973,000	-(86,700)	-4.4%	1,886,300	2,003,000	-(116,700)	-5.8%
Highway Safety Improvement Program (HSIP) @	35,024,000	27,612,000	7,412,000	26.8%	35,724,500	28,027,000	7,697,500	27.5%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	-	26,042,000	-(26,042,000)	-100.0%	-	26,433,000	-(26,433,000)	-100.0%
Metropolitan Planning (MPO)	-	-	-	0.0%	-	-	-	0.0%
Statewide Planning & Research	17,063,500	15,363,000	1,700,500	11.1%	17,404,800	15,595,000	1,809,800	11.6%
<b>Subtotal Core Programs Apportionment</b>	<b>502,992,800</b>	<b>448,014,300</b>	<b>54,978,500</b>	<b>12.3%</b>	<b>504,567,300</b>	<b>446,951,400</b>	<b>57,615,900</b>	<b>12.9%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>492,667,967</b>	<b>438,818,000</b>	<b>53,849,967</b>	<b>12.3%</b>	<b>494,780,339</b>	<b>438,282,000</b>	<b>56,498,339</b>	<b>12.9%</b>
COVID-19 Stimulus Funds	-	-	-	-	-	-	-	-
Ferry Boats and Terminals	17,020,400	16,296,000	724,400	4.4%	17,020,400	16,296,000	724,400	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total State Apportionment</b>	<b>520,013,200</b>	<b>464,310,300</b>	<b>55,702,900</b>	<b>12.0%</b>	<b>521,587,700</b>	<b>463,247,400</b>	<b>58,340,300</b>	<b>12.6%</b>
<b>State Obligation Authority *</b>	<b>502,265,800</b>	<b>448,464,000</b>	<b>53,801,800</b>	<b>12.0%</b>	<b>504,156,600</b>	<b>447,766,000</b>	<b>56,390,600</b>	<b>12.6%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP)	92,885,100	77,887,700	14,997,400	19.3%	103,325,300	86,219,600	17,105,700	19.8%
Surface Transportation Block Grant Program	185,042,300	170,691,400	14,350,900	8.4%	188,646,100	173,889,400	14,756,700	8.5%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	123,820,300	105,085,400	18,734,900	17.8%	126,632,400	105,085,400	21,547,000	20.5%
<i>Any Area of the State %</i>	24,566,100	31,083,000	-(6,516,900)	-21.0%	25,124,000	34,107,000	-(8,983,000)	-26.3%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	13,725,900	11,593,000	2,132,900	18.4%	13,959,700	11,767,000	2,192,700	18.6%
<i>Recreational Trails Program</i>	-	-	-	0.0%	-	-	-	0.0%
Highway Safety Improvement Program (HSIP)	33,985,800	29,652,000	4,333,800	14.6%	34,665,500	30,098,000	4,567,500	15.2%
Rail-Highway Crossing	4,108,500	4,703,000	-(594,500)	-12.6%	4,190,700	4,774,000	-(583,300)	-12.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	43,386,300	40,393,000	2,993,300	7.4%	44,254,000	40,998,000	3,256,000	7.9%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	7,646,900	8,266,000	-(619,100)	-7.5%	7,799,900	8,390,000	-(590,100)	-7.0%
Statewide Planning & Research	-	-	-	0.0%	-	-	-	0.0%
<b>Subtotal Core Programs Apportionment</b>	<b>367,054,900</b>	<b>331,593,100</b>	<b>35,461,800</b>	<b>10.7%</b>	<b>382,881,500</b>	<b>344,369,000</b>	<b>38,512,500</b>	<b>11.2%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>367,054,900</b>	<b>331,593,100</b>	<b>35,461,800</b>	<b>10.7%</b>	<b>382,881,500</b>	<b>344,369,000</b>	<b>38,512,500</b>	<b>11.2%</b>
COVID-19 Stimulus Funds	-	-	-	-	-	-	-	-
Ferry Boats and Terminals	1,743,200	1,669,000	74,200	4.4%	1,743,200	1,669,000	74,200	4.4%
Discretionary and Allocated Programs	-	-	-	-	-	-	-	-
<b>Total Local Apportionment</b>	<b>368,798,100</b>	<b>333,262,100</b>	<b>35,536,000</b>	<b>10.7%</b>	<b>384,624,700</b>	<b>346,038,000</b>	<b>38,586,700</b>	<b>11.2%</b>
<b>Local Obligation Authority *</b>	<b>368,681,793</b>	<b>333,157,000</b>	<b>35,524,793</b>	<b>10.7%</b>	<b>383,841,085</b>	<b>345,333,000</b>	<b>38,508,085</b>	<b>11.2%</b>
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%

Adopted

Total Washington Apportionment	\$ 1,069,072,800	\$ 797,571,000	\$ 271,501,800	34.0%	\$ 1,086,473,900	\$ 809,285,000	\$ 277,188,900	34.3%
Total Washington Obligation Authority	1,047,691,300	781,621,000	266,070,300	34.0%	1,064,743,500	793,099,000	271,644,500	34.3%

December 22, 2021

Transportation Revenue Forecast Council  
 Table G. 2. Federal Funds Forecast  
 HR 3684 compared to Sept. 2021 forecast

Federal Funds Forecast - Highways

Washington Apportionment and Obligation Authority Forecast	2025		Difference		2026		Difference	
	HR 3684	Sep-21	Value	Percent	HR 3684	Sep-21	Value	Percent
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$512,064,500	\$423,474,000	88,590,500	20.9%	\$522,305,800	\$427,249,000	95,056,800	22.2%
Interstate System Condition Penalty (23 U.S.C 119 (f)(1))	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	0.0%
Surface Transportation Block Grant Program (STBGP)	246,213,100	\$220,466,000	25,747,100	11.7%	251,137,300	\$222,431,000	28,706,300	12.9%
<i>Bridge Program (15% off-system)</i>	22,930,000	\$22,930,000	-	0.0%	22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	129,837,500	\$105,085,000	24,752,500	23.6%	130,001,000	\$105,085,000	24,916,000	23.7%
<i>Any Area of the State</i>	77,900,000	\$78,530,000	(630,000)	-0.8%	77,998,100	\$80,371,000	(2,372,900)	-3.0%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	13,659,200	\$11,895,000	1,764,200	14.8%	18,322,000	\$12,001,000	6,321,000	52.7%
<i>Recreational Trails Program</i>	1,886,300	\$2,025,000	(138,700)	-6.8%	1,886,300	\$2,043,000	(156,700)	-7.7%
Highway Safety Improvement Program (HSIP)	71,797,800	\$58,758,000	13,039,800	22.2%	73,233,800	\$59,282,000	13,951,800	23.5%
Rail-Highway Crossing Program	4,274,600	\$4,826,000	(551,400)	-11.4%	4,360,000	\$4,869,000	(509,000)	-10.5%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	45,139,100	\$41,444,000	3,695,100	8.9%	46,041,800	\$41,814,000	4,227,800	10.1%
National Highway Freight Program	-	\$26,721,000	(26,721,000)	-100.0%	-	\$26,959,000	(26,959,000)	-100.0%
Metropolitan Planning (MPO)	7,955,900	\$8,481,000	(525,100)	-6.2%	8,115,000	\$8,557,000	(442,000)	-5.2%
Statewide Planning & Research	17,752,900	\$15,763,000	1,989,900	12.6%	18,107,900	\$15,903,000	2,204,900	13.9%
<b>Subtotal Core Programs Apportionment</b>	<b>905,197,900</b>	<b>799,933,000</b>	<b>105,264,900</b>	<b>13.2%</b>	<b>923,301,600</b>	<b>807,064,000</b>	<b>116,237,600</b>	<b>14.4%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>888,016,900</b>	<b>784,750,000</b>	<b>103,266,900</b>	<b>13.2%</b>	<b>905,777,400</b>	<b>791,746,000</b>	<b>114,031,400</b>	<b>14.4%</b>
COVID-19 Stimulus Funds	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminals	18,763,600	17,965,000	798,600	4.4%	18,763,600	17,965,000	798,600	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>New Undistributed Program</b>								
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%
<b>Total Washington Apportionment</b>	<b>1,104,223,000</b>	<b>817,898,000</b>	<b>286,325,000</b>	<b>35.0%</b>	<b>1,122,326,700</b>	<b>825,029,000</b>	<b>297,297,700</b>	<b>36.0%</b>
<b>Total Washington Obligation Authority *</b>	<b>1,082,138,500</b>	<b>801,540,000</b>	<b>280,598,500</b>	<b>35.0%</b>	<b>1,099,880,200</b>	<b>808,528,000</b>	<b>291,352,200</b>	<b>36.0%</b>
<b>Forecast Distributions</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP) @	401,957,100	332,415,900	69,541,200	20.9%	406,092,300	332,185,700	73,906,600	22.2%
Surface Transportation Block Grant Program	54,026,400	44,225,000	9,801,400	22.2%	54,092,000	44,243,000	9,849,000	22.3%
<i>Bridge Program (15% off-system)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Population Distribution</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Any Area of the State</i>	52,140,100	42,200,000	9,940,100	23.6%	52,205,700	42,200,000	10,005,700	23.7%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Recreational Trails Program</i>	1,886,300	2,025,000	(138,700)	-6.8%	1,886,300	2,043,000	(156,700)	-7.7%
Highway Safety Improvement Program (HSIP) @	36,439,000	28,332,000	8,107,000	28.6%	37,167,800	28,585,000	8,582,800	30.0%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	-	26,721,000	(26,721,000)	-100.0%	-	26,959,000	(26,959,000)	-100.0%
Metropolitan Planning (MPO)	-	-	-	0.0%	-	-	-	0.0%
Statewide Planning & Research	17,752,900	15,763,000	1,989,900	12.6%	18,107,900	15,903,000	2,204,900	13.9%
<b>Subtotal Core Programs Apportionment</b>	<b>510,175,400</b>	<b>447,456,900</b>	<b>62,718,500</b>	<b>14.0%</b>	<b>515,460,000</b>	<b>447,875,700</b>	<b>67,584,300</b>	<b>15.1%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>500,606,096</b>	<b>439,064,000</b>	<b>61,542,096</b>	<b>14.0%</b>	<b>506,064,400</b>	<b>439,712,000</b>	<b>66,352,400</b>	<b>15.1%</b>
COVID-19 Stimulus Funds	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminals	17,020,400	16,296,000	724,400	4.4%	17,020,400	16,296,000	724,400	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total State Apportionment</b>	<b>527,195,800</b>	<b>463,752,900</b>	<b>63,442,900</b>	<b>13.7%</b>	<b>532,480,400</b>	<b>464,171,700</b>	<b>68,308,700</b>	<b>14.7%</b>
<b>Total State Obligation Authority *</b>	<b>509,808,500</b>	<b>448,458,000</b>	<b>61,350,500</b>	<b>13.7%</b>	<b>515,112,700</b>	<b>449,032,000</b>	<b>66,080,700</b>	<b>14.7%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP)	110,107,400	91,058,100	19,049,300	20.9%	116,213,500	95,063,300	21,150,200	22.2%
Surface Transportation Block Grant Program	192,186,700	176,241,400	15,945,300	9.0%	197,045,300	178,188,400	18,856,900	10.6%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	129,837,500	105,085,400	24,752,100	23.6%	130,001,000	105,085,400	24,915,600	23.7%
<i>Any Area of the State %</i>	25,759,900	36,331,000	(10,571,100)	-29.1%	25,792,400	38,172,000	(12,379,600)	-32.4%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	13,659,200	11,895,000	1,764,200	14.8%	18,322,000	12,001,000	6,321,000	52.7%
<i>Recreational Trails Program</i>	-	-	-	0.0%	-	-	-	0.0%
Highway Safety Improvement Program (HSIP)	35,358,800	30,426,000	4,932,800	16.2%	36,066,000	30,697,000	5,369,000	17.5%
Rail-Highway Crossing	4,274,600	4,826,000	(551,400)	-11.4%	4,360,000	4,869,000	(509,000)	-10.5%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	45,139,100	41,444,000	3,695,100	8.9%	46,041,800	41,814,000	4,227,800	10.1%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	7,955,900	8,481,000	(525,100)	-6.2%	8,115,000	8,557,000	(442,000)	-5.2%
Statewide Planning & Research	-	-	-	0.0%	-	-	-	0.0%
<b>Subtotal Core Programs Apportionment</b>	<b>395,022,500</b>	<b>352,476,500</b>	<b>42,546,000</b>	<b>12.1%</b>	<b>407,841,600</b>	<b>359,188,700</b>	<b>48,652,900</b>	<b>13.5%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>395,022,500</b>	<b>352,476,500</b>	<b>42,546,000</b>	<b>12.1%</b>	<b>407,841,600</b>	<b>359,188,700</b>	<b>48,652,900</b>	<b>13.5%</b>
COVID-19 Stimulus Funds	-	-	-	0.0%	-	-	-	0.0%
Ferry Boats and Terminals	1,743,200	1,669,000	74,200	4.4%	1,743,200	1,669,000	74,200	4.4%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total Local Apportionment</b>	<b>396,765,700</b>	<b>354,145,500</b>	<b>42,620,200</b>	<b>12.0%</b>	<b>409,584,800</b>	<b>360,857,700</b>	<b>48,727,100</b>	<b>13.5%</b>
<b>Total Local Obligation Authority *</b>	<b>395,574,211</b>	<b>353,082,000</b>	<b>42,492,211</b>	<b>12.0%</b>	<b>408,039,228</b>	<b>359,496,000</b>	<b>48,543,228</b>	<b>13.5%</b>
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%

Adopted

Total Washington Apportionment	\$ 1,104,223,000	\$ 817,898,000	\$ 286,325,000	35.0%	\$ 1,122,326,700	\$ 825,029,000	\$ 297,297,700	36.0%
Total Washington Obligation Authority	1,082,138,000	801,540,000	280,598,000	35.0%	1,099,879,100	808,528,000	291,351,100	36.0%

September 22, 2021

Transportation Revenue Forecast Council  
 Table G. 2. Federal Funds Forecast  
 HR 3684 compared to Sept. 2021 forecast

Federal Funds Forecast - Highways

Washington Apportionment and Obligation Authority Forecast	2027		Difference		2028		Difference	
	HR 3684	Sep-21	Value	Percent	HR 3684	Sep-21	Value	Percent
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$526,797,600	\$431,084,000	95,713,600	22.2%	\$530,801,200	\$434,235,000	96,566,200	22.2%
Interstate System Condition Penalty (23 U.S.C. 119 (f)(1))	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	0.0%
Surface Transportation Block Grant Program (STBGP)	253,297,100	\$224,428,000	28,869,100	12.9%	\$255,222,200	\$226,068,000	29,154,200	12.9%
<i>Bridge Program (15% off-system)</i>	22,930,000	\$22,930,000	-	0.0%	\$22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	131,119,000	\$105,085,000	26,034,000	24.8%	\$132,805,300	\$105,085,000	27,720,300	26.4%
<i>Any Area of the State</i>	78,668,900	\$82,242,000	(3,573,100)	-4.3%	\$79,680,600	\$83,778,000	(4,097,400)	-4.9%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	18,479,500	\$12,109,000	6,370,500	52.6%	\$18,620,000	\$12,198,000	6,422,000	52.6%
<i>Recreational Trails Program</i>	1,186,300	\$2,061,000	(874,700)	-42.4%	\$1,186,300	\$2,076,000	(889,700)	-42.9%
Highway Safety Improvement Program (HSIP)	73,863,600	\$59,814,000	14,049,600	23.5%	\$74,425,000	\$60,251,000	14,174,000	23.5%
Rail-Highway Crossing	4,397,500	\$4,913,000	(515,500)	-10.5%	\$4,430,900	\$4,949,000	(518,100)	-10.5%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	46,437,800	\$42,189,000	4,248,800	10.1%	\$46,790,700	\$42,498,000	4,292,700	10.1%
National Highway Freight Program	-	\$27,201,000	(27,201,000)	-100.0%	\$0	\$27,400,000	(27,400,000)	-100.0%
Metropolitan Planning (MPO)	8,184,800	\$8,634,000	(449,200)	-5.2%	\$8,247,000	\$8,697,000	(450,000)	-5.2%
Statewide Planning & Research	18,263,600	\$16,047,000	2,216,600	13.8%	\$18,402,400	\$16,165,000	2,237,400	13.8%
<b>Subtotal Core Programs Apportionment</b>	<b>931,242,000</b>	<b>814,310,000</b>	<b>116,932,000</b>	<b>14.4%</b>	<b>938,319,400</b>	<b>820,263,000</b>	<b>118,056,400</b>	<b>14.4%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>913,566,600</b>	<b>798,854,000</b>	<b>114,712,600</b>	<b>14.4%</b>	<b>920,509,600</b>	<b>804,694,000</b>	<b>115,815,600</b>	<b>14.4%</b>
COVID-19 Stimulus Funds								
Ferry Boats and Terminals	18,925,000	17,965,000	960,000	5.3%	\$19,068,800	17,965,000	1,103,800	6.1%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>New Undistributed Program</b>								
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%
<b>Total Washington Apportionment</b>	<b>1,130,428,500</b>	<b>832,275,000</b>	<b>298,153,500</b>	<b>35.8%</b>	<b>1,137,649,700</b>	<b>838,228,000</b>	<b>299,421,700</b>	<b>35.7%</b>
<b>Total Washington Obligation Authority *</b>	<b>1,107,819,900</b>	<b>815,630,000</b>	<b>292,189,900</b>	<b>35.8%</b>	<b>1,114,896,700</b>	<b>821,463,000</b>	<b>293,433,700</b>	<b>35.7%</b>
<b>Forecast Distributions</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP) @	405,654,100	331,951,000	73,703,100	22.2%	405,535,900	331,758,600	73,777,300	22.2%
Surface Transportation Block Grant Program	53,841,000	44,261,000	9,580,000	21.6%	54,518,200	44,276,000	10,242,200	23.1%
<i>Bridge Program (15% off-system)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Population Distribution</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Any Area of the State</i>	52,654,700	42,200,000	10,454,700	24.8%	53,331,900	42,200,000	11,131,900	26.4%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Recreational Trails Program</i>	1,186,300	2,061,000	(874,700)	-42.4%	1,186,300	2,076,000	(889,700)	-42.9%
Highway Safety Improvement Program (HSIP) @	37,487,400	28,841,000	8,646,400	30.0%	37,772,300	29,052,000	8,720,300	30.0%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	-	27,201,000	(27,201,000)	-100.0%	-	27,400,000	(27,400,000)	-100.0%
Metropolitan Planning (MPO)	-	-	-	0.0%	-	-	-	0.0%
Statewide Planning & Research	18,263,600	16,047,000	2,216,600	13.8%	18,402,400	16,165,000	2,237,400	13.8%
<b>Subtotal Core Programs Apportionment</b>	<b>515,246,100</b>	<b>448,301,000</b>	<b>66,945,100</b>	<b>14.9%</b>	<b>516,228,800</b>	<b>448,651,600</b>	<b>67,577,200</b>	<b>15.1%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>506,131,908</b>	<b>440,371,000</b>	<b>65,760,908</b>	<b>14.9%</b>	<b>507,324,590</b>	<b>440,913,000</b>	<b>66,411,590</b>	<b>15.1%</b>
COVID-19 Stimulus Funds								
Ferry Boats and Terminals	17,166,800	16,296,000	870,800	5.3%	17,297,300	16,296,000	1,001,300	6.1%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total State Apportionment</b>	<b>532,412,900</b>	<b>464,597,000</b>	<b>67,815,900</b>	<b>14.6%</b>	<b>533,526,100</b>	<b>464,947,600</b>	<b>68,578,500</b>	<b>14.7%</b>
<b>State Obligation Authority *</b>	<b>515,248,600</b>	<b>449,619,000</b>	<b>65,629,600</b>	<b>14.6%</b>	<b>516,489,700</b>	<b>450,101,000</b>	<b>66,388,700</b>	<b>14.7%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP)	121,143,500	99,133,000	22,010,500	22.2%	125,265,300	102,476,400	22,788,900	22.2%
Surface Transportation Block Grant Program	199,456,100	180,167,400	19,288,700	10.7%	200,704,000	181,792,400	18,911,600	10.4%
<i>Bridge Program (15% off-system)</i>	22,930,000	\$22,930,000	-	0.0%	\$22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	131,119,000	\$105,085,000	26,033,600	24.8%	\$132,805,300	\$105,085,000	27,719,900	26.4%
<i>Any Area of the State %</i>	26,014,200	\$40,043,000	(14,028,800)	-35.0%	26,348,700	\$41,579,000	(15,230,300)	-36.6%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	18,479,500	\$12,109,000	6,370,500	52.6%	\$18,620,000	\$12,198,000	6,422,000	52.6%
<i>Recreational Trails Program</i>	-	-	-	0.0%	-	-	-	0.0%
Highway Safety Improvement Program (HSIP)	36,376,200	30,973,000	5,403,200	17.4%	36,652,700	31,199,000	5,453,700	17.5%
Rail-Highway Crossing	4,397,500	\$4,913,000	(515,500)	-10.5%	\$4,430,900	\$4,949,000	(518,100)	-10.5%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	46,437,800	\$42,189,000	4,248,800	10.1%	\$46,790,700	\$42,498,000	4,292,700	10.1%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	8,184,800	\$8,634,000	(449,200)	-5.2%	\$8,247,000	\$8,697,000	(450,000)	-5.2%
Statewide Planning & Research	-	-	-	0.0%	-	-	-	0.0%
<b>Subtotal Core Programs Apportionment</b>	<b>415,995,900</b>	<b>366,009,400</b>	<b>49,986,500</b>	<b>13.7%</b>	<b>422,090,600</b>	<b>371,611,800</b>	<b>50,478,800</b>	<b>13.6%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>415,995,900</b>	<b>366,009,400</b>	<b>49,986,500</b>	<b>13.7%</b>	<b>422,090,600</b>	<b>371,611,800</b>	<b>50,478,800</b>	<b>13.6%</b>
COVID-19 Stimulus Funds								
Ferry Boats and Terminals	1,758,200	1,669,000	89,200	5.3%	1,771,500	1,669,000	102,500	6.1%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total Local Apportionment</b>	<b>417,754,100</b>	<b>367,678,400</b>	<b>50,075,700</b>	<b>13.6%</b>	<b>423,862,100</b>	<b>373,280,800</b>	<b>50,581,300</b>	<b>13.6%</b>
<b>Local Obligation Authority *</b>	<b>415,859,610</b>	<b>366,011,000</b>	<b>49,848,610</b>	<b>13.6%</b>	<b>421,683,294</b>	<b>371,362,000</b>	<b>50,321,294</b>	<b>13.6%</b>
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%

Adopted Total Washington Apportionment \$ 1,130,428,500 \$ 832,275,000 \$298,153,500 35.8% \$ 1,137,649,700 \$ 838,228,000 \$299,421,700 35.7%  
 Total Washington Obligation Authority \$ 1,107,820,100 \$ 815,630,000 \$292,190,100 35.8% \$ 1,114,896,600 \$ 821,463,000 \$293,433,600 35.7%

September 22, 2021

Transportation Revenue Forecast Council  
 Table G. 2. Federal Funds Forecast  
 HR 3684 compared to Sept. 2021 forecast

**Federal Funds Forecast - Highways**

	2029		Difference		2030		Difference	
	HR 3684	Sep-21	Value	Percent	HR 3684	Sep-21	Value	Percent
<b>Washington Apportionment and Obligation Authority Forecast</b>								
<b>Federal Aid Highway Core Programs Apportionment</b>								
National Highway Performance Program (NHPP)	\$534,888,400	\$437,534,000	97,354,400	22.3%	\$539,114,000	\$440,846,000	98,268,000	22.3%
Interstate System Condition Penalty (23 U.S.C 119 (f)(1))	\$0	\$0	-	-	\$0	\$0	-	-
Surface Transportation Block Grant Program (STBGP)	\$257,187,400	\$227,786,000	29,401,400	12.9%	\$259,219,200	\$229,511,000	29,708,200	12.9%
<i>Bridge Program (15% off-system)</i>	22,930,000	\$22,930,000	-	0.0%	22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	133,943,900	\$105,085,000	28,858,900	27.5%	135,121,200	\$105,085,000	30,036,200	28.6%
<i>Any Area of the State</i>	80,363,800	\$85,387,000	(5,023,200)	-5.9%	81,070,100	\$87,003,000	(5,932,900)	-6.8%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	\$18,763,400	\$12,291,000	6,472,400	52.7%	\$18,911,600	\$12,384,000	6,527,600	52.7%
<i>Recreational Trails Program</i>	1,186,300	\$2,092,000	(905,700)	-43.3%	1,186,300	\$2,108,000	(921,700)	-43.7%
Highway Safety Improvement Program (HSIP)	\$74,998,000	\$60,709,000	14,289,000	23.5%	\$75,590,500	\$61,170,000	14,420,500	23.6%
Rail-Highway Crossing Program	\$4,465,100	\$4,987,000	(521,900)	-10.5%	\$4,500,300	\$5,025,000	(524,700)	-10.4%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$47,151,000	\$42,820,000	4,331,000	10.1%	\$47,523,500	\$43,144,000	4,379,500	10.2%
National Highway Freight Program	\$0	\$27,608,000	(27,608,000)	-100.0%	\$0	\$27,816,000	(27,816,000)	-100.0%
Metropolitan Planning (MPO)	\$8,310,500	\$8,763,000	(452,500)	-5.2%	\$8,376,100	\$8,829,000	(452,900)	-5.1%
Statewide Planning & Research	\$18,544,100	\$16,288,000	2,256,100	13.9%	\$18,690,600	\$16,411,000	2,279,600	13.9%
<b>Subtotal Core Programs Apportionment</b>	<b>945,544,500</b>	<b>826,495,000</b>	<b>119,049,500</b>	<b>14.4%</b>	<b>953,014,200</b>	<b>832,752,000</b>	<b>120,262,200</b>	<b>14.4%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>927,597,900</b>	<b>810,808,000</b>	<b>116,789,900</b>	<b>14.4%</b>	<b>934,925,600</b>	<b>816,946,000</b>	<b>117,979,600</b>	<b>14.4%</b>
COVID-19 Stimulus Funds	-	-	-	-	-	-	-	-
Ferry Boats and Terminals	\$19,215,700	17,965,000	1,250,700	7.0%	\$19,367,500	17,965,000	1,402,500	7.8%
Discretionary and Allocated Programs	-	-	-	0.0%	\$0	-	-	0.0%
<b>New Undistributed Program</b>								
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%
<b>Total Washington Apportionment</b>	<b>1,145,021,700</b>	<b>844,460,000</b>	<b>300,561,700</b>	<b>35.6%</b>	<b>1,152,643,200</b>	<b>850,717,000</b>	<b>301,926,200</b>	<b>35.5%</b>
<b>Total Washington Obligation Authority *</b>	<b>1,122,121,300</b>	<b>827,571,000</b>	<b>294,550,300</b>	<b>35.6%</b>	<b>1,129,590,300</b>	<b>833,703,000</b>	<b>295,887,300</b>	<b>35.5%</b>
<b>Forecast Distributions</b>								
<b>State Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP) @	405,331,000	331,557,200	73,773,800	22.3%	405,217,100	331,355,400	73,861,700	22.3%
Surface Transportation Block Grant Program	54,975,500	44,292,000	10,683,500	24.1%	55,448,200	44,308,000	11,140,200	25.1%
<i>Bridge Program (15% off-system)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Population Distribution</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Any Area of the State</i>	53,789,200	42,200,000	11,589,200	27.5%	54,261,900	42,200,000	12,061,900	28.6%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	-	-	-	0.0%	-	-	-	0.0%
<i>Recreational Trails Program</i>	1,186,300	2,092,000	(905,700)	-43.3%	1,186,300	2,108,000	(921,700)	-43.7%
Highway Safety Improvement Program (HSIP) @	38,063,200	29,273,000	8,790,200	30.0%	38,363,900	29,495,000	8,868,900	30.1%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	-	27,608,000	(27,608,000)	-100.0%	-	27,816,000	(27,816,000)	-100.0%
Metropolitan Planning (MPO)	-	-	-	0.0%	-	-	-	0.0%
Statewide Planning & Research	18,544,100	16,288,000	2,256,100	13.9%	18,690,600	16,411,000	2,279,600	13.9%
<b>Subtotal Core Programs Apportionment</b>	<b>516,913,800</b>	<b>449,018,200</b>	<b>67,895,600</b>	<b>15.1%</b>	<b>517,719,800</b>	<b>449,385,400</b>	<b>68,334,400</b>	<b>15.2%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>508,236,907</b>	<b>441,481,000</b>	<b>66,755,907</b>	<b>15.1%</b>	<b>509,267,813</b>	<b>442,049,000</b>	<b>67,218,813</b>	<b>15.2%</b>
COVID-19 Stimulus Funds	-	-	-	-	-	-	-	-
Ferry Boats and Terminals	17,430,500	16,296,000	1,134,500	7.0%	17,568,200	16,296,000	1,272,200	7.8%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
<b>Total State Apportionment</b>	<b>534,344,300</b>	<b>465,314,200</b>	<b>69,030,100</b>	<b>14.8%</b>	<b>535,288,000</b>	<b>465,681,400</b>	<b>69,606,600</b>	<b>14.9%</b>
<b>State Obligation Authority *</b>	<b>517,456,400</b>	<b>450,608,000</b>	<b>66,848,400</b>	<b>14.8%</b>	<b>518,545,500</b>	<b>451,116,000</b>	<b>67,429,500</b>	<b>14.9%</b>
<b>Local Programs</b>								
<b>Federal Aid Highway Core Programs</b>								
National Highway Performance Program (NHPP)	129,557,400	105,976,800	23,580,600	22.3%	133,896,900	109,490,600	24,406,300	22.3%
Surface Transportation Block Grant Program	202,211,900	183,494,400	18,717,500	10.2%	203,771,000	185,203,400	18,567,600	10.0%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	133,943,900	105,085,400	28,858,500	27.5%	135,121,200	105,085,400	30,035,800	28.6%
<i>Any Area of the State %</i>	26,574,800	43,188,000	(16,613,200)	-38.5%	26,808,200	44,804,000	(17,995,800)	-40.2%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	18,763,400	12,291,000	6,472,400	52.7%	18,911,600	12,384,000	6,527,600	52.7%
<i>Recreational Trails Program</i>	-	-	-	0.0%	-	-	-	0.0%
Highway Safety Improvement Program (HSIP)	36,934,800	31,436,000	5,498,800	17.5%	37,226,600	31,675,000	5,551,600	17.5%
Rail-Highway Crossing	4,465,100	4,987,000	(521,900)	-10.5%	4,500,300	5,025,000	(524,700)	-10.4%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	47,151,000	42,820,000	4,331,000	10.1%	47,523,500	43,144,000	4,379,500	10.2%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	8,310,500	8,763,000	(452,500)	-5.2%	8,376,100	8,829,000	(452,900)	-5.1%
Statewide Planning & Research	-	-	-	0.0%	-	-	-	0.0%
<b>Subtotal Core Programs Apportionment</b>	<b>428,630,700</b>	<b>377,477,200</b>	<b>51,153,500</b>	<b>13.6%</b>	<b>435,294,400</b>	<b>383,367,000</b>	<b>51,927,400</b>	<b>13.5%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>428,630,700</b>	<b>377,477,200</b>	<b>51,153,500</b>	<b>13.6%</b>	<b>435,294,400</b>	<b>383,367,000</b>	<b>51,927,400</b>	<b>13.5%</b>
COVID-19 Stimulus Funds	-	-	-	-	-	-	-	-
Ferry Boats and Terminals	1,785,200	1,669,000	116,200	7.0%	1,799,300	1,669,000	130,300	7.8%
Discretionary and Allocated Programs	-	-	-	-	-	-	-	-
<b>Total Local Apportionment</b>	<b>430,415,900</b>	<b>379,146,200</b>	<b>51,269,700</b>	<b>13.5%</b>	<b>437,093,700</b>	<b>385,036,000</b>	<b>52,057,700</b>	<b>13.5%</b>
<b>Local Obligation Authority *</b>	<b>427,937,479</b>	<b>376,963,000</b>	<b>50,974,479</b>	<b>13.5%</b>	<b>434,313,590</b>	<b>382,587,000</b>	<b>51,726,590</b>	<b>13.5%</b>
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%	24,003,500	-	24,003,500	100.0%

Adopted Total Washington Apportionment \$ 1,145,021,700 \$ 844,460,000 \$300,561,700 35.6% \$ 1,152,643,200 \$ 850,717,400 \$291,926,200 35.5%  
 Total Washington Obligation Authority 1,122,121,300 \$ 827,571,000 \$294,550,300 35.6% 1,129,590,300 \$ 833,703,000 \$295,887,300 35.5%

September 22, 2021

**Transportation Revenue Forecast Council**  
**Table G. 2. Federal Funds Forecast**  
**HR 3684 compared to Sept. 2021 forecast**

**Federal Funds Forecast - Highways**

	2031	2031	Difference	
Washington Apportionment and Obligation Authority Forecast	HR 3684	Sep-21	Value	Percent
<b>Federal Aid Highway Core Programs Apportionment</b>				
National Highway Performance Program (NHPP)	\$543,480,900	\$444,342,000	99,138,900	22.3%
Interstate System Condition Penalty (23 U.S.C 119 (f)(1))	\$0			
Surface Transportation Block Grant Program (STBGP)	\$261,318,800	\$231,331,000	29,987,800	13.0%
<i>Bridge Program (15% off-system)</i>	22,930,000	\$22,930,000	-	0.0%
<i>Population Distribution</i>	136,337,700	\$105,085,000	31,252,700	29.7%
<i>Any Area of the State</i>	81,800,000	\$88,708,000	(6,908,000)	-7.8%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	\$19,064,800	\$12,482,000	6,582,800	52.7%
<i>Recreational Trails Program</i>	1,186,300	\$2,125,000	(938,700)	-44.2%
Highway Safety Improvement Program (HSIP)	\$76,202,800	\$61,654,000	14,548,800	23.6%
Rail-Highway Crossing Program	\$4,536,800	\$5,065,000	(528,200)	-10.4%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	\$47,908,500	\$43,487,000	4,421,500	10.2%
National Highway Freight Program	\$0	\$28,037,000	(28,037,000)	-100.0%
Metropolitan Planning (MPO)	\$8,444,000	\$8,899,000	(455,000)	-5.1%
Statewide Planning & Research	\$18,842,000	\$16,540,000	2,302,000	13.9%
<b>Subtotal Core Programs Apportionment</b>	<b>960,733,800</b>	<b>839,355,000</b>	<b>121,378,800</b>	<b>14.5%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>942,499,000</b>	<b>823,424,000</b>	<b>119,075,000</b>	<b>14.5%</b>
COVID-19 Stimulus Funds				
Ferry Boats and Terminals	\$19,524,300	17,965,000	1,559,300	8.7%
Discretionary and Allocated Programs	\$0	-	-	0.0%
<b>New Undistributed Program</b>				
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%
<b>Total Washington Apportionment</b>	<b>1,160,519,600</b>	<b>857,320,000</b>	<b>303,199,600</b>	<b>35.4%</b>
<b>Total Washington Obligation Authority *</b>	<b>1,137,309,200</b>	<b>840,174,000</b>	<b>297,135,200</b>	<b>35.4%</b>
<b>Forecast Distributions</b>				
<b>State Programs</b>				
<b>Federal Aid Highway Core Programs</b>				
National Highway Performance Program (NHPP) @	405,024,600	331,142,200	73,882,400	22.3%
Surface Transportation Block Grant Program	55,936,700	44,325,000	11,611,700	26.2%
<i>Bridge Program (15% off-system)</i>	-	-	-	0.0%
<i>Population Distribution</i>	-	-	-	0.0%
<i>Any Area of the State</i>	54,750,400	42,200,000	12,550,400	29.7%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	1,186,300	-	(938,700)	-44.2%
<i>Recreational Trails Program</i>	1,186,300	2,125,000	(938,700)	-44.2%
Highway Safety Improvement Program (HSIP) @	38,674,600	29,728,000	8,946,600	30.1%
Rail-Highway Crossing	-	-	-	0.0%
Congestion Mitigation and Air Quality Program (CMAQ)	-	-	-	0.0%
National Freight Program	-	28,037,000	(28,037,000)	-100.0%
Metropolitan Planning (MPO)	-	-	-	0.0%
Statewide Planning & Research	18,842,000	16,540,000	2,302,000	13.9%
<b>Subtotal Core Programs Apportionment</b>	<b>518,477,900</b>	<b>449,772,200</b>	<b>68,705,700</b>	<b>15.3%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>510,265,431</b>	<b>442,648,000</b>	<b>67,617,431</b>	<b>15.3%</b>
COVID-19 Stimulus Funds	-	-	-	0.0%
Ferry Boats and Terminals	17,710,400	16,296,000	1,414,400	8.7%
Discretionary and Allocated Programs	-	-	-	0.0%
<b>Total State Apportionment</b>	<b>536,188,300</b>	<b>466,068,200</b>	<b>70,120,100</b>	<b>15.0%</b>
<b>State Obligation Authority *</b>	<b>519,603,200</b>	<b>451,652,000</b>	<b>67,951,200</b>	<b>15.0%</b>
<b>Local Programs</b>				
<b>Federal Aid Highway Core Programs</b>				
National Highway Performance Program (NHPP)	138,456,300	113,199,800	25,256,500	22.3%
Surface Transportation Block Grant Program	205,382,100	187,006,400	18,375,700	9.8%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	136,337,700	105,085,400	31,252,300	29.7%
<i>Any Area of the State %</i>	27,049,600	46,509,000	(19,459,400)	-41.8%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	19,064,800	12,482,000	6,582,800	52.7%
<i>Recreational Trails Program</i>	-	-	-	0.0%
Highway Safety Improvement Program (HSIP)	37,528,200	31,926,000	5,602,200	17.5%
Rail-Highway Crossing	4,536,800	5,065,000	(528,200)	-10.4%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	47,908,500	43,487,000	4,421,500	10.2%
National Freight Program	-	-	-	0.0%
Metropolitan Planning (MPO)	8,444,000	8,899,000	(455,000)	-5.1%
Statewide Planning & Research	-	-	-	0.0%
<b>Subtotal Core Programs Apportionment</b>	<b>442,255,900</b>	<b>389,583,200</b>	<b>52,672,700</b>	<b>13.5%</b>
<b>Subtotal Core Programs Obligation Authority</b>	<b>442,255,900</b>	<b>389,583,200</b>	<b>52,672,700</b>	<b>13.5%</b>
COVID-19 Stimulus Funds	-	-	-	0.0%
Ferry Boats and Terminals	1,813,900	1,669,000	144,900	8.7%
Discretionary and Allocated Programs	-	-	-	0.0%
<b>Total Local Apportionment</b>	<b>444,069,800</b>	<b>391,252,200</b>	<b>52,817,600</b>	<b>13.5%</b>
<b>Local Obligation Authority *</b>	<b>440,971,033</b>	<b>388,522,000</b>	<b>52,449,033</b>	<b>13.5%</b>
<i>Bridge Replacement Program</i>	120,975,000	-	120,975,000	100.0%
<i>Carbon Reduction Program</i>	21,109,900	-	21,109,900	100.0%
<i>National Vehicle Electric</i>	14,173,100	-	14,173,100	100.0%
<i>PROTECT</i>	24,003,500	-	24,003,500	100.0%
<b>Total Washington Apportionment Total</b>	<b>1,160,519,600</b>	<b>\$ 857,320,400</b>	<b>\$303,199,200</b>	<b>35.4%</b>
<b>Washington Obligation Authority</b>	<b>1,137,309,200</b>	<b>\$ 840,174,000</b>	<b>\$297,135,200</b>	<b>35.4%</b>