

**Transportation Revenue
Forecast Council
June 2019
Transportation Economic and
Revenue Forecasts
Volume III: Alternate Forecast Tables**

Transportation Revenue Forecast Council

Alternative Forecasts

March 2019

- Alternative Enhanced Driver License Forecast.....III-3
- Alternative Tolls Forecast.....III-5
- Alternative Federal Funds Forecast.....III-13
- Alternative Ferry Forecast.....III-23

Alternative Enhanced Drivers' License Forecast

June 2019

Comparison of Alternative EDL/EID Forecasts to the Baseline Forecast

	FY2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
June Baseline Forecast (Adjusted DP)	\$ 4,361,952	\$ 5,091,000	\$ 11,434,000	\$ 21,064,000	\$ 19,153,000	\$ 18,621,000	\$ 17,160,000	\$ 17,481,000	\$ 17,759,000	\$ 20,450,000	\$ 19,376,000	\$ 19,396,000
Alternative A: Sep. 2017 DP	\$ 16,896,000	\$ 28,227,000	\$ 20,999,000	\$ 24,148,000	\$ 22,128,000	\$ 20,540,000	\$ 20,473,000	\$ 21,929,000	\$ 21,978,000	\$ 22,668,000	\$ 22,696,000	\$ 22,737,000
\$ Difference from Baseline	\$ 12,534,048	\$ 23,136,000	\$ 9,565,000	\$ 3,084,000	\$ 2,975,000	\$ 1,919,000	\$ 3,313,000	\$ 4,448,000	\$ 4,219,000	\$ 2,218,000	\$ 3,320,000	\$ 3,341,000
	287%	454%	84%	15%	16%	10%	19%	25%	24%	11%	17%	17%
Alternative B: Pre-DP Estimate	\$ 4,361,952	\$ 5,091,000	\$ 7,721,000	\$ 10,532,000	\$ 10,874,000	\$ 10,873,000	\$ 10,029,000	\$ 10,216,000	\$ 10,379,000	\$ 11,951,000	\$ 11,324,000	\$ 11,335,000
Difference from baseline	\$ -	\$ -	\$ (3,713,000)	\$ (10,532,000)	\$ (8,279,000)	\$ (7,748,000)	\$ (7,131,000)	\$ (7,265,000)	\$ (7,380,000)	\$ (8,499,000)	\$ (8,052,000)	\$ (8,061,000)
% Difference	0%	0%	-32%	-50%	-43%	-42%	-42%	-42%	-42%	-42%	-42%	-42%

June 2019 Baseline Estimates: Adjusted down from March by an average of -12%, reflecting 2019 session funding adjustment.

Alternative A: Sept. 2017 DP Estimates reflects DOL's 2017 Decision Package request to build capacity for much higher anticipated EDL demand. Two major assumptions are behind the estimates. 1) The July 1 2018 marking of "not valide for Federal purposes" would have a big impact for EDL demand; 2) DOL's public campaign would start immediately **and** would be a call for action to encourage customers to get EDL. FY19 is corrected by removing \$5 million none EDL revenue out of the total.

Alternative B: Pre-DP Estimates is based primarily on actual observations to date with known policy changes incorporated in a relatively conservative manner, outside the funding request (DP) process.

Alternative Toll Forecast

June 2019

Transportation Revenue Forecast Council
June 2019 Toll Alternative Forecast: I-405 Express Toll Lanes

I-405 Express Toll Lanes (ETLs) Toll Transactions and Toll Revenue

- Engrossed Substitute Senate Bill (ESSB) 5825 directs the Washington State Department of Transportation (WSDOT) to develop and operate an express toll lanes network on I-405 from the city of Lynnwood in the north end to the intersection of SR 167 and SR 512 on the south end. This includes adding a new segment of express toll lanes to I-405 between Bellevue and Tukwila (BTT), which will extend the current express toll lane system from Lynnwood to Tukwila.
- Toll rates and policies for the I-405 ETLs between Bellevue and Tukwila are subject to the Washington State Transportation Commission's (WSTC) decisions in the future.
- In 2017 Stantec completed a long-term toll traffic and revenue forecast for the I-405 Express Toll Lanes assuming the completion of the Bellevue to Tukwila section of the I-405 ETL. Toll traffic and revenue forecasts for this segment are based on this 2017 study.
- This forecast was originally completed as part of a June 2017 full Eastside Corridor (405 ETLs and SR 167 ETLs) forecast. There has been no update for the Bellevue to Tukwila segment.
- An update to this forecast will begin in early FY 2020 and is expected to be completed by the end of FY 2020.
- The baseline forecast for I-405 ETL program covers period through FY 2029 under the current toll policies and the alternative forecast covers FY 2025 through FY 2029 under different assumptions. These assumptions include:
 - ✓ completion of the Bellevue to Tukwila (BTT) section of the I-405 ETL in FY 2024 based on the current project schedule
 - ✓ Improvements on I-405 assumed between SR 522 and SR 527. These improvements include:
 - Widen I-405 through the SR 522 interchange and build direct access ramps to the express toll lanes at SR 522
 - Extend the dual I-405 express toll lane system between SR 522 and SR 527 (build one new lane in each direction)
 - Build a partial direct access ramp at SR 527 (to east, north and south) to provide connections to the Canyon Park Park & Ride
 - ✓ \$10 toll cap; photo toll capacity; and the current HOV 3+ peak (5am to 9am; 3pm to 7pm)/HOV 2+ off-peak (9am to 3pm) exemption policy applies
 - ✓ no overnight (7:00PM-5:00AM) or weekend tolling
 - ✓ entry and exit to the Express Toll Lanes at dedicated access points only
- Regional and corridor-level models were built and calibrated to 2016 travel patterns and toll rates on the existing I-405 ETLs Lynnwood to Bellevue (LTB).

ETLs Toll Traffic Volume Forecast

- Transactions are allocated between the two segments (LTB and BTT) based on where a vehicle enters the corridor. As an example, if a vehicle enters at the northernmost entry point of the corridor (in the LTB segment) and travels the entire length of the corridor, the transaction is attributed to the LTB segment.
- The completion of the Bellevue to Tukwila section of the I-405 ETL causes a significant increase in total transactions in FY 2025.
- Increasing congestion in the corridor, coupled with land use growth, will drive transaction growth.
- Following the opening of the Bellevue to Tukwila segment in FY 2025, there is an assumed two-year ramp-up period. During this period, transactions were discounted by 20% (year 1) and 10% (year 2).
- From FY 2025 to FY 2029, toll transactions are assumed to grow between 1.3% and 7.7% per year. The high growth in transactions in the early part of the forecast period is due to ramp-up occurring on the new Bellevue to Tukwila section of the I-405 ETL.
- This forecast assumes proposed improvements between SR 522 and SR 527 as detailed above.

ETL Revenue Forecast

- It was assumed the existing \$10 toll cap would remain in place through FY 2029.
- Revenue was allocated proportionately between segments based on congestion levels within that segment. If an entire trip was within a segment, only that segment was allocated the trip's revenue.
- The average toll rate is forecasted to increase by approximately 2% per year from FY 2025 through FY 2029 due to congestion. Growth in the average toll rate, however, is dampened by the existing \$10 toll cap.
- From FY 2025 to FY 2029, the annual toll revenue on Lynnwood to Bellevue is assumed to grow between 3.7% to 4.4% per year. This growth is due to both growth in transactions and increasing average toll rates due to congestion.
- From FY 2025 to FY 2029, the annual toll revenue on Bellevue to Tukwila is assumed to grow between 0.4% to 18.5% per year. This growth is due to both growth in transactions and increasing average toll rates due to congestion. The high revenue growth in the early portion of the forecast period is largely attributable to ramp-up occurring on the Bellevue to Tukwila segment.
- *Good To Go!* Pay By Plate \$0.25 fees per transaction are assumed to be constant over the forecast horizon with no escalation assumed.
- Payment leakage includes false declaration of HOV status, unreadable license plate images, inability to obtain a valid registration and owner address for the vehicle, and non-payment of toll bills.

- HOV declaration leakage is assumed to be built into the baseline T&R forecast through alignment with actual values, however an incremental leakage factor is applied after FY 2019 starting at 0.55% and increasing to 3.8% of total transactions by FY 2025 where it is maintained through the rest of the forecast horizon
 - Unreadable license plate image leakage is assumed to represent 3% of total image-based transactions in FY 2020 and through the remainder of the forecast horizon
 - Inability to obtain a valid registration and owner address is assumed for 7.5% in FY 2020 during the first year of transition to the new back office systems and operations vendors, and further to 4.5% when the vendor reaches steady-state operations
 - Of toll bills issued 55% of toll bills are assumed to be paid after receipt of the first toll bill, 31% of tolls and \$5 late payment fees are assumed to be collected after receipt of the second toll bill and of the remaining unpaid transactions 77% are assumed to be transitioned to the Notice of Civil Penalty (NOCP) process with 45% payment of toll bills assumed
- Of the toll bills paid in NOCP 50% are assumed to be paid through the Customer Program for Resolution (CPR) program at the *Good To Go!* toll rate with 50% recovered at the non-account Pay By Mail rate.
 - The transponder sales revenue is assumed to offset the forecasted transponder purchase and inventory costs.

**Transportation Revenue Forecast Council
I-405 from Lynnwood to Tukwila Express Toll Lanes (ETLs) Alternative Forecast - Toll Transaction and Revenue by Fiscal Year
June 2019**

Toll Lanes Traffic Volume	2025	2026	2027	2028	2029
June 2019 Forecast					
Lynnwood to Bellevue (LTB) portion of I-405 ETLs: Baseline Forecast	11,940,000	12,230,000	12,529,000	12,887,000	13,099,000
Annual Percent Change	3.2%	2.4%	2.4%	2.9%	1.6%
Bellevue to Tukwila (BTT) portion of I-405 ETLs: Alternative Forecast ¹	10,800,000	12,265,000	13,765,000	13,877,500	14,018,000
Annual Percent Change		13.6%	12.2%	0.8%	1.0%
Total, I-405 Express Toll Lanes (ETLs) Traffic Volume	22,740,000	24,495,000	26,294,000	26,764,500	27,117,000
Annual Percent Change	96.5%	7.7%	7.3%	1.8%	1.3%

I-405 ETLs Revenue & Fees	2025	2026	2027	2028	2029
June 2019 Forecast					
Lynnwood to Bellevue (LTB) portion of I-405 ETLs: Baseline Forecast					
Adjusted Gross Toll Revenue	39,559,000	41,305,000	43,119,000	45,178,000	46,764,000
Misc Revenues (interest earnings)	421,000	523,000	639,000	757,000	925,000
Transponder Sales	567,000	566,000	566,000	566,000	584,000
Late Payment plus NSF / Statement Fees	1,128,000	1,158,000	1,186,000	1,218,000	1,242,000
Adjusted Gross Toll Revenue & Fees	41,675,000	43,552,000	45,510,000	47,719,000	49,515,000
Other Revenue					
Civil Penalties & Recovered Toll Revenue	1,979,000	2,040,000	2,096,000	2,158,000	2,213,000
Total LTB portion of I-405 ETLs Revenue & Fees	43,654,000	45,592,000	47,606,000	49,877,000	51,728,000
Annual Percent Change	4.4%	4.4%	4.4%	4.8%	3.7%
Bellevue to Tukwila (BTT) portion of I-405 ETLs: Alternative Forecast ¹					
Adjusted Gross Toll Revenue	39,310,000	45,030,000	50,324,000	50,649,000	50,842,000
Misc Revenues (interest earnings) ²	-	-	-	-	-
Transponder Sales	253,000	279,000	304,000	307,000	310,000
Late Payment plus NSF / Statement Fees	984,000	1,561,000	1,756,000	1,829,000	1,846,000
Adjusted Gross Toll Revenue & Fees	40,547,000	46,870,000	52,384,000	52,785,000	52,998,000
Other Revenue					
Civil Penalties & Recovered Toll Revenue	1,247,000	2,661,000	3,000,000	3,185,000	3,213,000
Total BTT portion of I-405 ETLs Revenue & Fees	41,794,000	49,531,000	55,384,000	55,970,000	56,211,000
Annual Percent Change		18.5%	11.8%	1.1%	0.4%
Total I-405 ETLs					
Adjusted Gross Toll Revenue	78,869,000	86,335,000	93,443,000	95,827,000	97,606,000
Misc Revenues (interest earnings)	421,000	523,000	639,000	757,000	925,000
Transponder Sales	820,000	845,000	870,000	873,000	894,000
Late Payment plus NSF / Statement Fees	2,112,000	2,719,000	2,942,000	3,047,000	3,088,000
Adjusted Gross Toll Revenue & Fees	82,222,000	90,422,000	97,894,000	100,504,000	102,513,000
Other Revenue					
Civil Penalties & Recovered Toll Revenue	3,226,000	4,701,000	5,096,000	5,343,000	5,426,000
Total I-405 ETLs Revenue & Fees	85,448,000	95,123,000	102,990,000	105,847,000	107,939,000
Annual Percent Change	104.3%	11.3%	8.3%	2.8%	2.0%

¹ FY 2025-2029 Source: I-405 South (Bellevue to Tukwila) ETLs w/\$10 Max, HOV 3+ peak /HOV 2+ off-peak & I-405 N Improvements - Traffic and Revenue Projections, Sep 1, 2017

² Miscellaneous revenues for I-405 ETLs Alternative (Bellevue to Tukwila) are not forecasted

Transportation Revenue Forecast Council
June 2019 Toll Alternative Forecast: SR 167 Express Toll Lanes (ETLs)

SR 167 ETLs Alternative Forecast Assumptions

- Engrossed Substitute Senate Bill (ESSB) 5825 repeals the HOT lanes pilot project on SR 167, makes SR 167 express toll lanes (ETLs) permanent and extends express toll lanes south to SR 512 interchange. Toll rates and policies for SR 167 ETLs are subject to the Washington State Transportation Commission's (WSTC) decisions. June 2019 TRFC baseline Toll Traffic and revenue forecast for SR 167 ETLs assumes current toll policies and current toll equipment conditions.
- Stantec completed a long-term toll traffic and revenue forecast for extending the HOT lanes pilot program out through the remainder of the forecast horizon FY 2029. This forecast was originally completed as part of a June 2017 full Eastside Corridor (I-405 and SR 167 Express Toll Lanes) forecast. There has been no update to the full Eastside Corridor study.
- The baseline forecast for SR 167 ETL covers period through FY 2029 under the current toll policies and toll equipment conditions. The alternative forecast covers FY 2025 through FY 2029 under different assumptions. The assumptions include:
 - ✓ completion of the Bellevue to Tukwila (BTT) section of the I-405 ETL in FY 2024 based on the current project schedule
 - ✓ Improvements on I-405 assumed between SR 522 and SR 527. These improvements include:
 - Widen I-405 through the SR 522 interchange and build direct access ramps to the express toll lanes at SR 522
 - Extend the dual I-405 express toll lanes system between SR 522 and SR 527 (build one new lane in each direction)
 - Build a partial direct access ramp at SR 527 (to east, north and south) to provide connections to the Canyon Park Park and Ride
 - ✓ \$9 toll cap; photo toll capacity; and the current I-405 ETL HOV 3+ peak (5am to 9am; 3pm to 7pm)/HOV 2+ off-peak (9am to 3pm) exemption policy applies
 - ✓ no overnight (7pm to 5am) or weekend tolling
- Regional and corridor-level models were built and calibrated to 2016 travel patterns and toll rates on the SR 167.
- An updated independent land use forecast was completed in 2018 to guide future traffic projections.
- This forecast used monthly preliminary traffic and revenue data through June 2018.
- An update to this forecast will begin in early FY 2020 and is expected to be completed by the end of FY 2020.

SR 167 ETLs Toll Traffic Volume Forecast Summary

- Increasing congestion in the corridor, coupled with land use growth, will drive transaction growth; the completion of I-405/SR 167 Interchange Direct Connector project at the end of February FY 2019 has affected transaction growth.
- Following the conversion of the SR 167 to I-405 ETLs operations in FY 2025, there is an assumed two-year ramp-up period. During this period, transactions were discounted by 20% (year 1) and 10% (year 2). There is a significant increase in transactions in FY 2025 as the SR 167 occupancy policy shifts from HOV-2+ free at all times to HOV-3+ free during peak periods (5am to 9am; 3pm to 7pm) and HOV-2+ free during off-peak periods (9am to 3pm). In addition, the introduction of photo tolling increases the number of transactions.
- From FY 2025 to FY 2029, toll transactions are assumed to grow between 1.4% and 14.3% per year, with the higher growth rates attributable to ramp-up as discussed above.

SR 167 ETLs Revenue Forecast Summary

- Following the conversion of the SR 167 to I-405 ETLs operations in FY 2025, there is an assumed two-year ramp-up period. During this period, revenues were discounted by 20% (year 1) and 10% (year 2).
- From FY 2025 to FY 2029, gross toll revenues are assumed to grow between 1.9% and 15.3% per year, with the higher growth rates attributable to ramp-up as discussed above. Growth in the average toll rate, however, is dampened by the existing \$9 toll cap.
- The transponder sales revenue assumes the equal value as of the transponder costs.
- The fee revenue estimate is based on historical data.

Transportation Revenue Forecast Council
SR 167 Express Toll Lanes (ETLs) Alternative Forecast - Toll Transaction and Revenue by Fiscal Year
June 2019

Toll Lanes Traffic Volume	2025	2026	2027	2028	2029
June 2019 Forecast					
SR 167 ETLs: Baseline Forecast	1,995,400	2,055,300	2,117,000	2,180,500	2,245,900
Annual Percent Change	3.5%	3.0%	3.0%	3.0%	3.0%
SR 167 ETLs: Alternative Forecast ¹	5,638,000	6,442,500	7,275,500	7,380,500	7,488,000
Annual Percent Change	192.4%	14.3%	12.9%	1.4%	1.5%
Volume Difference between Alternative and Baseline Forecasts	3,642,600	4,387,200	5,158,500	5,200,000	5,242,100
Percentage Difference	182.5%	213.5%	243.7%	238.5%	233.4%

SR 167 ETLs Revenue & Fees	2025	2026	2027	2028	2029
June 2019 Forecast					
SR 167 ETLs: Baseline Forecast					
Adjusted Gross Toll Revenue	5,228,400	5,600,800	5,999,700	6,426,800	6,884,400
Transponder Sales	95,000	101,000	107,000	113,000	122,000
NSF / Statement Fees	4,000	4,000	4,000	4,000	4,000
Misc Revenues	156,000	181,000	210,000	242,000	277,000
Total SR 167 ETLs Revenue & Fees	5,483,400	5,886,800	6,320,700	6,785,800	7,287,400
Annual Percent Change	7.8%	7.4%	7.4%	7.4%	7.4%
SR 167 ETLs: Alternative Forecast ¹					
Adjusted Gross Toll Revenue	17,083,000	19,697,000	22,342,000	22,769,000	23,197,000
Transponder Sales	132,000	146,000	161,000	164,000	166,000
Late Payment plus NSF / Statement Fees	569,000	905,000	1,022,000	1,067,000	1,081,000
Misc Revenues ²	-	-	-	-	-
Adjusted Gross Toll Revenue & Fees	17,784,000	20,748,000	23,525,000	24,000,000	24,444,000
Other Revenue					
Civil Penalties & Recovered Toll Revenue	751,000	1,493,000	1,691,000	1,802,000	1,826,000
Total SR 167 ETLs Revenue & Fees	18,535,000	22,241,000	25,216,000	25,802,000	26,270,000
Annual Percent Change	264.5%	20.0%	13.4%	2.3%	1.8%
SR 167 ETLs: Revenue & Fees Difference between Alternative and Baseline Forecasts					
Adjusted Gross Toll Revenue	11,854,600	14,096,200	16,342,300	16,342,200	16,312,600
Transponder Sales	37,000	45,000	54,000	51,000	44,000
Late Payment plus NSF / Statement Fees	565,000	901,000	1,018,000	1,063,000	1,077,000
Misc Revenues	(156,000)	(181,000)	(210,000)	(242,000)	(277,000)
Adjusted Gross Toll Revenue & Fees	12,300,600	14,861,200	17,204,300	17,214,200	17,156,600
Other Revenue					
Civil Penalties & Recovered Toll Revenue	751,000	1,493,000	1,691,000	1,802,000	1,826,000
Total SR 167 ETLs Revenue & Fees Difference between Alternative and Baseline Forecasts	13,051,600	16,354,200	18,895,300	19,016,200	18,982,600
Percent Difference	238.0%	277.8%	298.9%	280.2%	260.5%

¹ FY 2025-2029 Source: SR 167 Express Toll Lanes (ETLs) w/\$9 Max, HOV-3+ peak /HOV-2+ off-peak & I-405 N Improvements — Traffic and Revenue Projections, Sep 11, 2017

² Miscellaneous revenues for SR 167 ETLs Alternative are not forecasted

Alternative Federal Funds Forecast

June 2019

- This Alternative Federal Funds forecast shows the June 2020 forecast at full apportionment, it does not reflect the 2020 rescission of federal funds written into the FAST Act.

Transportation Revenue Forecast Council

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

June 2019 - Alternative Forecast with no rescission in 2020

	2012	2013	2014	2015	2016	2017	Current Biennium		2020
							2018	2019	
Million Dollars									
Apportionment (June 2019 Forecast)	645.245	720.579	737.106	685.906	711.576	773.299	864.692	752.538	766.405
Annual Percentage Change	-10.8%	11.7%	2.3%	-6.9%	3.7%	8.7%	11.8%	-13.0%	1.8%
Apportionment (March 2019 Forecast)	645.245	720.579	737.106	685.906	711.576	773.299	864.692	752.538	656.448
Annual Percentage Change	-10.8%	11.7%	2.3%	-6.9%	3.7%	8.7%	11.8%	-13.0%	-12.8%
Percentage Change, June 2019 vs. March 2019	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.8%
Obligation Authority (June 2019 Forecast)	696.066	656.215	654.305	701.091	697.345	775.274	906.643	737.487	751.077
Annual Percentage Change	-4.1%	-5.7%	-0.3%	7.2%	-0.5%	11.2%	16.9%	-18.7%	1.8%
Obligation Authority (March 2019 Forecast)	696.066	654.305	654.305	696.556	697.345	775.274	906.643	737.487	751.077
Annual Percentage Change	-4.1%	-6.0%	0.0%	6.5%	0.1%	11.2%	16.9%	-18.7%	1.8%
Percentage Change, June 2019 vs. March 2019	0.0%	0.3%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%
<i>FFY 2010 - FFY 2017 are reconciled to actual FHWA distributions</i>									
	2021	2022	2023	2024	2025	2026	2027	2028	2029
Million Dollars									
Apportionment (June 2019 Forecast)	772.491	779.041	783.971	788.889	793.662	798.469	802.198	805.900	809.717
Annual Percentage Change	0.8%	0.8%	0.6%	0.6%	0.6%	0.6%	0.5%	0.5%	0.5%
Apportionment (March 2019 Forecast)	772.506	779.000	784.460	789.906	795.324	800.309	804.579	808.906	812.464
Annual Percentage Change	17.7%	0.8%	0.7%	0.7%	0.7%	0.6%	0.5%	0.5%	0.4%
Percentage Change, June 2019 vs. March 2019	0.0%	0.0%	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%	0.0%	0.0%
Obligation Authority (June 2019 Forecast)	757.041	763.460	768.292	773.111	777.789	782.500	786.154	789.782	793.523
Annual Percentage Change	0.8%	0.8%	0.6%	0.6%	0.6%	0.6%	0.5%	0.5%	0.5%
Obligation Authority (March 2019 Forecast)	757.056	763.420	768.771	774.108	779.418	784.303	788.487	792.728	796.215
Annual Percentage Change	0.8%	0.8%	0.7%	0.7%	0.7%	0.6%	0.5%	0.5%	0.4%
Percentage Change, June 2019 vs. March 2019	0.0%	0.0%	-0.1%	-0.1%	-0.2%	-0.2%	-0.3%	-0.4%	-0.3%

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2015	2015	Difference		2016	2016	Difference	
	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Washington Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$373,504,388	\$373,504,388	\$0	0.0%	\$379,861,976	\$379,861,976	\$0	0.0%
Surface Transportation Block Grant Program (STBGP)	171,800,293	171,800,293	-	0.0%	189,811,231	189,811,231	-	0.0%
<i>Bridge Program (15% off-system)</i>	22,930,163	22,930,163	-	0.0%	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	85,900,146	85,900,146	-	0.0%	90,319,000	90,319,000	-	0.0%
<i>Any Area of the State</i>	62,969,984	62,969,984	-	0.0%	63,847,000	63,847,000	-	0.0%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	10,617,698	10,617,698	-	0.0%	10,848,000	10,848,000	-	0.0%
<i>Recreational Trails Program</i>	1,886,270	1,886,270	-	0.0%	1,867,000	1,867,000	-	0.0%
Highway Safety Improvement Program (HSIP)	37,140,499	37,140,499	-	0.0%	35,378,961	35,378,961	-	0.0%
Rail-Highway Crossing Program	4,063,342	4,063,342	-	0.0%	6,433,000	6,433,000	-	0.0%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	35,469,204	35,469,204	-	0.0%	36,072,942	36,072,942	-	0.0%
National Highway Freight Program	-	-	-	0.0%	19,297,411	19,297,411	-	0.0%
Metropolitan Planning (MPO)	6,960,373	6,960,373	-	0.0%	7,292,000	7,292,000	-	0.0%
Statewide Planning & Research	12,862,895	12,862,895	-	0.0%	13,497,259	13,497,259	-	0.0%
Subtotal Core Programs Apportionment	654,304,962	654,304,962	-	0.0%	687,644,780	687,644,780	-	0.0%
Subtotal Core Programs Obligation Authority	606,359,200	606,359,200	-	0.0%	685,170,000	685,170,000	-	0.0%
Ferry Boats and Terminals	-	-	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	29,690,940	29,690,940	-	0.0%	23,931,074	23,931,074	-	0.0%
Total Washington Apportionment	683,995,902	683,995,902	-	0.0%	711,575,854	711,575,854	-	0.0%
Total Washington Obligation Authority *	666,496,655	666,496,655	-	0.0%	697,345,000	697,345,000	-	0.0%
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	335,044,299	335,044,299	\$0	0.0%	357,070,257	357,070,257	\$0	0.0%
Surface Transportation Block Grant Program	52,904,910	52,904,910	-	0.0%	46,933,909	46,933,909	-	0.0%
<i>Any Area of the State</i>	51,018,910	51,018,910	-	0.0%	45,066,502	45,066,502	-	0.0%
<i>Recreational Trails Program</i>	1,886,000	1,886,000	-	0.0%	1,867,407	1,867,407	-	0.0%
Highway Safety Improvement Program (HSIP) ®	26,228,000	26,228,000	-	0.0%	10,613,688	10,613,688	-	0.0%
Rail-Highway Crossing	4,211,000	4,211,000	-	0.0%	6,433,245	6,433,245	-	0.0%
National Freight Program	18,339,000	18,339,000	-	0.0%	19,297,411	19,297,411	-	0.0%
Statewide Planning & Research	13,714,000	13,714,000	-	0.0%	13,497,259	13,497,259	-	0.0%
Subtotal Core Programs Apportionment	450,441,209	450,441,209	-	0.0%	453,845,769	453,845,769	-	0.0%
Subtotal Core Programs Obligation Authority	380,972,934	380,972,934	-	0.0%	452,623,748	452,623,748	-	0.0%
Ferry Boats and Terminals	43,294,000	43,294,000	-	0.0%	-	-	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	16,364,912	16,364,912	-	100.0%
Total State Apportionment	493,735,209	493,735,209	-	0.0%	470,210,681	470,210,681	-	0.0%
State Obligation Authority *	450,631,973	450,631,973	-	0.0%	460,807,000	460,807,000	\$0	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,791,719	22,791,719	\$0	0.0%
Statewide Competitive NHS Program	-	-	-	0.0%	-	-	\$0	0.0%
Surface Transportation Block Grant Program	120,781,382	120,781,382	-	0.0%	142,877,322	142,877,322	-	0.0%
<i>Bridge Program (15% off-system)</i>	22,930,163	22,930,163	-	0.0%	22,930,163	22,930,163	-	0.0%
<i>Population Distribution</i>	85,900,145	85,900,145	-	0.0%	90,318,879	90,318,879	-	0.0%
<i>Any Area of the State</i> ™	11,951,074	11,951,074	-	0.0%	18,780,297	18,780,297	-	0.0%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	10,617,698	10,617,698	-	0.0%	10,847,983	10,847,983	-	0.0%
Highway Safety Improvement Program (HSIP)	25,998,350	25,998,350	-	0.0%	24,765,273	24,765,273	-	0.0%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	35,469,204	35,469,204	-	0.0%	36,072,942	36,072,942	-	0.0%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	6,960,373	6,960,373	-	0.0%	7,291,937	7,291,937	-	0.0%
Subtotal Core Programs Apportionment	222,237,270	222,237,270	-	0.0%	233,799,193	233,799,193	-	0.0%
Subtotal Core Programs Obligation Authority	225,386,266	225,386,266	-	0.0%	232,546,479	232,546,479	-	0.0%
Ferry Boats and Terminals	-	-	-	0.0%	-	-	-	100.0%
Discretionary and Allocated Programs	9,387,229	9,387,229	-	0.0%	7,566,162	7,566,162	-	100.0%
Total Local Apportionment	231,624,499	231,624,499	-	0.0%	241,365,355	241,365,355	-	0.0%
Local Obligation Authority *	250,077,000	250,077,000	-	0.0%	236,538,000	236,538,000	-	0.0%
Total Washington Apportionment	\$ 725,359,708	\$ 725,359,708	\$0	0.0%	\$ 711,576,036	\$ 711,576,036	\$0	0.0%
Total Washington Obligation Authority	\$ 700,708,973	\$ 700,708,973	\$0	0.0%	\$ 697,345,000	\$ 697,345,000	\$0	0.0%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2017	2017	Difference		2018	2018	Difference	
	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Washington Apportionment and Obligation Authority Forecast								
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$371,021,480	\$371,021,480	\$0	0.0%	\$378,696,412	\$378,696,412	\$0	0.0%
Surface Transportation Block Grant Program (STBGP)	193,028,803	193,028,803	-	0.0%	197,469,122	197,469,122	-	0.0%
<i>Bridge Program (15% off-system)</i>	22,930,163	22,930,163	-	0.0%	22,930,163	22,930,163	-	0.0%
<i>Population Distribution</i>	93,753,166	93,753,166	-	0.0%	97,788,238	97,788,238	-	0.0%
<i>Any Area of the State</i>	63,611,221	63,611,221	-	0.0%	63,787,709	63,787,709	-	0.0%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	10,847,983	10,847,983	-	0.0%	11,076,742	11,076,742	-	0.0%
<i>Recreational Trails Program</i>	1,886,270	1,886,270	-	0.0%	1,886,270	1,886,270	-	0.0%
Highway Safety Improvement Program (HSIP)	52,973,813	52,973,813	-	0.0%	52,616,789	52,616,789	-	0.0%
Rail-Highway Crossing Program	4,211,178	4,211,178	-	0.0%	4,366,470	4,366,470	-	0.0%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	36,635,619	36,635,619	-	0.0%	37,394,574	37,394,574	-	0.0%
National Highway Freight Program	18,339,285	18,339,285	-	0.0%	20,039,911	20,039,911	-	0.0%
Metropolitan Planning (MPO)	7,391,590	7,391,590	-	0.0%	7,559,495	7,559,495	-	0.0%
Statewide Planning & Research	13,714,265	13,714,265	-	0.0%	14,033,000	14,033,000	-	0.0%
Subtotal Core Programs Apportionment	697,316,033	697,316,033	-	0.0%	712,175,773	712,175,773	-	0.0%
Subtotal Core Programs Obligation Authority	679,678,877	679,678,877	-	0.0%	717,120,140	717,120,140	-	0.0%
Ferry Boats and Terminals	30,776,853	30,776,853	-	0.0%	18,131,645	18,131,645	-	0.0%
Discretionary and Allocated Programs	45,206,427	45,206,427	-	0.0%	134,384,944	134,384,944	-	0.0%
Total Washington Apportionment	773,299,313	773,299,313	-	0.0%	864,692,362	864,692,362	-	0.0%
Total Washington Obligation Authority *	775,274,336	775,274,336	-	0.0%	906,643,390	906,643,390	-	0.0%
			0.014					
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	340,158,504	340,158,504	\$0	0.0%	343,017,598	343,017,598	\$0	0.0%
Surface Transportation Block Grant Program	44,076,159	44,076,159	-	0.0%	44,086,270	44,086,270	-	0.0%
<i>Any Area of the State</i>	42,189,889	42,189,889	-	0.0%	42,200,000	42,200,000	-	0.0%
<i>Recreational Trails Program</i>	1,886,270	1,886,270	-	0.0%	1,886,270	1,886,270	-	0.0%
Highway Safety Improvement Program (HSIP) ®	26,228,144	26,228,144	-	0.0%	25,362,944	25,362,944	-	0.0%
Rail-Highway Crossing	4,211,178	4,211,178	-	0.0%	-	-	-	0.0%
National Freight Program	18,339,285	18,339,285	-	0.0%	5,769,979	5,769,979	-	0.0%
Statewide Planning & Research	13,714,265	13,714,265	-	0.0%	14,033,000	14,033,000	-	0.0%
Subtotal Core Programs Apportionment	446,727,535	446,727,535	-	0.0%	432,269,791	432,269,791	-	0.0%
Subtotal Core Programs Obligation Authority	423,712,224	423,712,224	-	0.0%	459,224,503	459,224,503	-	0.0%
Ferry Boats and Terminals	30,776,853	30,776,853	-	0.0%	16,856,482	16,856,482	-	0.0%
Discretionary and Allocated Programs	55,215,193	55,215,193	-	0.0%	70,569,648	70,569,648	-	0.0%
Total State Apportionment	532,719,581	532,719,581	-	0.0%	519,695,921	519,695,921	-	0.0%
State Obligation Authority *	522,877,368	522,877,368	-	0.0%	590,941,415	590,941,415	-	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,409,675	22,409,675	-	0.0%
Statewide Competitive NHS Program	8,452,713	8,452,713	\$0	0.0%	13,269,139	13,269,139	\$0	0.0%
Surface Transportation Block Grant Program	148,952,644	148,952,644	-	0.0%	153,382,852	153,382,852	-	0.0%
<i>Bridge Program (15% off-system)</i>	22,930,163	22,930,163	-	0.0%	22,930,163	22,930,163	-	0.0%
<i>Population Distribution</i>	93,753,166	93,753,166	-	0.0%	97,788,238	97,788,238	-	0.0%
<i>Any Area of the State</i> ^{**}	21,421,332	21,421,332	-	0.0%	21,587,709	21,587,709	-	0.0%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	10,847,983	10,847,983	-	0.0%	11,076,742	11,076,742	-	0.0%
Highway Safety Improvement Program (HSIP)	26,745,669	26,745,669	-	0.0%	27,253,845	27,253,845	-	0.0%
Rail-Highway Crossing	-	-	-	0.0%	4,366,470	4,366,470	-	0.0%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	36,635,619	36,635,619	-	0.0%	37,394,574	37,394,574	-	0.0%
National Freight Program	-	-	-	0.0%	14,269,932	14,269,932	-	0.0%
Metropolitan Planning (MPO)	7,391,590	7,391,590	-	0.0%	7,559,495	7,559,495	-	0.0%
Subtotal Core Programs Apportionment	250,588,498	250,588,498	-	0.0%	279,905,982	279,905,982	-	0.0%
Subtotal Core Programs Obligation Authority	236,870,660	236,870,660	-	0.0%	236,303,143	236,303,143	-	0.0%
Ferry Boats and Terminals	-	-	-	0.0%	1,275,163	1,275,163	-	0.0%
Discretionary and Allocated Programs	(10,008,766)	(10,008,766)	-	0.0%	63,815,296	63,815,296	-	0.0%
Total Local Apportionment	240,579,732	240,579,732	-	0.0%	344,996,441	344,996,441	-	0.0%
Local Obligation Authority *	231,626,169	231,626,169	-	0.0%	299,512,747	299,512,747	-	0.0%
Total Washington Apportionment	\$ 773,299,313	\$ 773,299,313	\$0	0.0%	\$ 864,692,362	\$ 864,692,362	\$0	0.0%
Total Washington Obligation Authority	\$ 754,503,537	\$ 754,503,537	\$0	0.0%	\$ 890,454,162	\$ 890,454,162	\$0	0.0%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

Washington Apportionment and Obligation Authority Forecast

	2019		Difference		2020 #		Difference	
	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$387,116,000	\$387,116,000	\$0	0.0%	\$395,605,000	\$391,045,000	\$4,560,000	1.2%
Surface Transportation Block Grant Program (STBGP)	201,669,487	201,669,487	-	0.0%	206,399,000	110,965,000	95,434,000	86.0%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	22,930,000	482,000	22,448,000	4657.3%
<i>Population Distribution</i>	101,901,000	101,901,000	-	0.0%	106,390,000	106,390,000	-	0.0%
<i>Any Area of the State</i>	63,875,000	63,875,000	-	0.0%	64,116,000	(2,729,000)	66,845,000	-2449.4%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,077,000	11,077,000	-	0.0%	11,077,000	4,936,000	6,141,000	124.4%
<i>Recreational Trails Program</i>	1,886,000	1,886,000	-	0.0%	1,886,000	1,886,000	-	0.0%
Highway Safety Improvement Program (HSIP)	58,239,000	58,239,000	-	0.0%	55,020,000	55,020,000	-	0.0%
Rail-Highway Crossing Program	4,409,000	4,409,000	-	0.0%	4,503,000	4,503,000	-	0.0%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	38,206,000	38,206,000	-	0.0%	39,039,000	39,039,000	-	0.0%
National Highway Freight Program	22,620,000	22,620,000	-	0.0%	25,171,000	15,213,000	9,958,000	65.5%
Metropolitan Planning (MPO)	7,748,000	7,748,000	-	0.0%	7,940,000	7,940,000	-	0.0%
Statewide Planning & Research	14,399,000	14,399,000	-	0.0%	14,763,000	14,758,000	5,000	0.0%
Subtotal Core Programs Apportionment	734,406,487	734,406,487	-	0.0%	748,440,000	638,483,000	109,957,000	17.2%
Subtotal Core Programs Obligation Authority	686,704,000	686,704,000	-	0.0%	699,827,000	699,827,000	-	0.0%
Ferry Boats and Terminals	18,131,645	18,131,645	-	0.0%	17,965,000	17,965,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Washington Apportionment	752,538,132	752,538,132	-	0.0%	766,405,000	656,448,000	109,957,000	16.8%
Total Washington Obligation Authority *	737,487,000	737,487,000	-	0.0%	751,077,000	751,077,000	-	0.0%
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	342,669,263	342,669,263	\$0	0.0%	342,319,000	337,857,000	4,462,000	1.3%
Surface Transportation Block Grant Program	44,086,000	44,086,000	-	0.0%	44,086,000	90,000	43,996,000	48884.4%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%	42,200,000	(1,796,000)	43,996,000	-2449.7%
<i>Recreational Trails Program</i>	1,886,000	1,886,000	-	0.0%	1,886,000	1,886,000	-	0.0%
Highway Safety Improvement Program (HSIP) ®	27,270,831	27,270,831	-	0.0%	26,527,000	26,527,000	-	0.0%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	1,989,002	1,989,002	-	0.0%	-	(9,958,000)	9,958,000	0.0%
Statewide Planning & Research	14,399,000	14,399,000	-	0.0%	14,763,000	14,758,000	5,000	0.0%
Subtotal Core Programs Apportionment	430,414,096	430,414,096	-	0.0%	427,695,000	369,274,000	58,421,000	15.8%
Subtotal Core Programs Obligation Authority	415,106,000	415,106,000	-	0.0%	413,190,000	413,190,000	-	0.0%
Ferry Boats and Terminals	16,447,000	16,447,000	-	0.0%	16,296,000	16,296,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total State Apportionment	446,861,096	446,861,096	-	0.0%	443,991,000	385,570,000	58,421,000	15.2%
State Obligation Authority *	457,242,000	457,242,000	-	0.0%	443,449,000	443,449,000	-	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,410,000	22,669,000	(259,000)	-1.1%
Statewide Competitive NHS Program	22,036,474	22,036,474	-	0.0%	30,876,000	30,520,000	356,000	1.2%
Surface Transportation Block Grant Program	157,583,000	157,583,000	-	0.0%	162,313,000	110,875,000	51,438,000	46.4%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%	22,930,000	482,000	22,448,000	4657.3%
<i>Population Distribution</i>	101,901,000	101,901,000	-	0.0%	106,390,000	106,390,000	-	0.0%
<i>Any Area of the State</i> ™	21,675,000	21,675,000	-	0.0%	21,916,000	(933,000)	22,849,000	-2449.0%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,077,000	11,077,000	-	0.0%	11,077,000	4,936,000	6,141,000	124.4%
Highway Safety Improvement Program (HSIP)	30,968,169	30,968,169	-	0.0%	28,493,000	28,492,000	1,000	0.0%
Rail-Highway Crossing	4,409,000	4,409,000	-	0.0%	4,503,000	4,503,000	-	0.0%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	38,206,000	38,206,000	-	0.0%	39,039,000	39,039,000	-	0.0%
National Freight Program	20,630,998	20,630,998	-	0.0%	25,171,000	25,171,000	-	0.0%
Metropolitan Planning (MPO)	7,748,000	7,748,000	-	0.0%	7,940,000	7,940,000	-	0.0%
Subtotal Core Programs Apportionment	303,991,904	303,991,904	-	0.0%	320,745,000	269,209,000	51,536,000	19.1%
Subtotal Core Programs Obligation Authority	271,598,000	271,598,000	-	0.0%	286,637,000	286,637,000	-	0.0%
Ferry Boats and Terminals	1,684,645	1,684,645	-	0.0%	1,669,000	1,669,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Local Apportionment	305,676,549	305,676,549	-	0.0%	322,414,000	270,878,000	51,536,000	19.0%
Local Obligation Authority *	280,245,000	280,245,000	-	0.0%	307,628,000	307,628,000	-	0.0%
Total Washington Apportionment	\$ 752,537,645	\$ 752,537,645	\$0	0.0%	\$ 766,405,000	\$ 656,448,000	\$109,957,000	16.8%
Total Washington Obligation Authority	\$ 737,487,000	\$ 737,487,000	\$0	0.0%	\$ 751,077,000	\$ 751,077,000	\$0	0.0%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
Table G. 2. Federal Funds Forecast
Federal Fiscal Year Comparison
June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2021	2021	Difference		2022	2022	Difference	
Washington Apportionment and Obligation Authority Forecast	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$398,817,000	\$399,217,000	(\$400,000)	-0.1%	\$402,690,000	\$403,566,000	(\$876,000)	-0.2%
Surface Transportation Block Grant Program (STBGP)	208,079,000	208,288,000	(209,000)	-0.1%	209,646,000	\$210,102,000	(456,000)	-0.2%
<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>	106,390,000	106,390,000	-	0.0%	106,390,000	\$106,390,000	-	0.0%
<i>Any Area of the State</i>	65,690,000	65,886,000	(196,000)	-0.3%	67,159,000	\$67,586,000	(427,000)	-0.6%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,167,000	11,178,000	(11,000)	-0.1%	11,251,000	\$11,275,000	(24,000)	-0.2%
<i>Recreational Trails Program</i>	1,902,000	1,904,000	(2,000)	-0.1%	1,916,000	\$1,921,000	(5,000)	-0.3%
Highway Safety Improvement Program (HSIP)	55,468,000	55,524,000	(56,000)	-0.1%	55,885,000	\$56,006,000	(121,000)	-0.2%
Rail-Highway Crossing Program	4,539,000	4,544,000	(5,000)	-0.1%	4,573,000	\$4,584,000	(11,000)	-0.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	39,358,000	39,397,000	(39,000)	-0.1%	39,654,000	\$39,740,000	(86,000)	-0.2%
National Highway Freight Program	25,375,000	25,401,000	(26,000)	-0.1%	25,566,000	\$25,622,000	(56,000)	-0.2%
Metropolitan Planning (MPO)	8,004,000	8,012,000	(8,000)	-0.1%	8,064,000	\$8,082,000	(18,000)	-0.2%
Statewide Planning & Research	14,886,000	14,901,000	(15,000)	-0.1%	14,998,000	\$15,032,000	(34,000)	-0.2%
Subtotal Core Programs Apportionment	754,526,000	755,284,000	(758,000)	-0.1%	761,076,000	762,734,000	(1,658,000)	-0.2%
Subtotal Core Programs Obligation Authority	705,517,000	706,226,000	(709,000)	-0.1%	711,642,000	713,192,000	(1,550,000)	-0.2%
Ferry Boats and Terminals	17,965,000	17,965,000	-	0.0%	17,965,000	17,965,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Washington Apportionment	772,491,000	773,249,000	(758,000)	-0.1%	779,041,000	780,699,000	(1,658,000)	-0.2%
Total Washington Obligation Authority *	757,041,000	757,784,000	(743,000)	-0.1%	763,460,000	765,085,000	(1,625,000)	-0.2%
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	333,868,025	333,843,075	\$24,950	0.0%	333,684,275	333,630,375	\$53,900	0.0%
Surface Transportation Block Grant Program	44,102,000	44,104,000	(2,000)	0.0%	44,116,000	44,121,000	(5,000)	0.0%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%	42,200,000	42,200,000	-	0.0%
<i>Recreational Trails Program</i>	1,902,000	1,904,000	(2,000)	-0.1%	1,916,000	1,921,000	(5,000)	-0.3%
Highway Safety Improvement Program (HSIP) ®	26,744,052	26,770,521	(26,469)	-0.1%	26,944,685	27,003,345	(58,660)	-0.2%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	25,375,000	25,401,000	(26,000)	0.0%	25,566,000	25,622,000	(56,000)	0.0%
Statewide Planning & Research	14,886,000	14,901,000	(15,000)	-0.1%	14,998,000	15,032,000	(34,000)	-0.2%
Subtotal Core Programs Apportionment	444,975,077	445,019,596	(46,519)	0.0%	445,308,960	445,408,720	(104,760)	0.0%
Subtotal Core Programs Obligation Authority	414,197,000	414,264,000	(67,000)	0.0%	414,730,000	414,877,000	(147,000)	0.0%
Ferry Boats and Terminals	16,296,000	16,296,000	-	0.0%	16,296,000	16,296,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total State Apportionment	461,271,077	461,315,596	(46,519)	0.0%	461,604,960	461,704,720	(104,760)	0.0%
State Obligation Authority *	444,446,000	444,507,000	(61,000)	0.0%	444,928,000	445,064,000	(136,000)	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,410,263	22,410,263	-	0.0%
Statewide Competitive NHS Program	42,538,712	42,963,662	(\$424,950)	-1.0%	46,595,462	47,525,362	(\$929,900)	-2.0%
Surface Transportation Block Grant Program	163,976,793	164,183,793	(207,000)	-0.1%	165,529,793	165,980,793	(451,000)	-0.3%
<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>	106,389,793	106,389,793	-	0.0%	106,389,793	106,389,793	-	0.0%
<i>Any Area of the State</i> ^{**}	23,490,000	23,686,000	(196,000)	-0.8%	24,959,000	25,386,000	(427,000)	-1.7%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,167,000	11,178,000	(11,000)	-0.1%	11,251,000	11,275,000	(24,000)	-0.2%
Highway Safety Improvement Program (HSIP)	28,724,000	28,753,000	(29,000)	-0.1%	28,940,000	29,003,000	(63,000)	-0.2%
Rail-Highway Crossing	4,539,000	4,544,000	(5,000)	-0.1%	4,573,000	4,584,000	(11,000)	-0.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	39,358,000	39,397,000	(39,000)	-0.1%	39,654,000	39,740,000	(86,000)	-0.2%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	8,004,000	8,012,000	(8,000)	-0.1%	8,064,000	8,082,000	(18,000)	-0.2%
Subtotal Core Programs Apportionment	309,550,768	310,263,718	(712,950)	-0.2%	315,766,518	317,325,418	(1,558,900)	-0.5%
Subtotal Core Programs Obligation Authority	291,320,000	291,962,000	(642,000)	-0.2%	296,912,000	298,315,000	(1,403,000)	-0.5%
Ferry Boats and Terminals	1,669,000	1,669,000	-	0.0%	1,669,000	1,669,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Local Apportionment	311,219,768	311,932,718	(712,950)	-0.2%	317,435,518	318,994,418	(1,558,900)	-0.5%
Local Obligation Authority *	312,595,000	313,277,000	(682,000)	-0.2%	318,532,000	320,021,000	(1,489,000)	-0.5%
Total Washington Apportionment	\$ 772,490,845	\$ 773,248,314	(\$757,469)	-0.1%	\$ 779,040,479	\$ 780,699,139	(\$1,658,660)	-0.2%
Total Washington Obligation Authority	\$ 757,041,000	\$ 757,784,000	(\$743,000)	-0.1%	\$ 763,460,000	\$ 765,085,000	(\$1,625,000)	-0.2%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2023	2023	Difference		2024	2024	Difference	
Washington Apportionment and Obligation Authority Forecast	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$405,298,000	\$406,532,000	(\$1,234,000)	-0.3%	\$407,900,000	\$409,137,000	(\$1,237,000)	-0.3%
Surface Transportation Block Grant Program (STBGP)	211,004,000	211,646,000	(642,000)	-0.3%	212,358,000	\$213,002,000	(644,000)	-0.3%
<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>	106,390,000	106,390,000	-	0.0%	106,390,000	\$106,390,000	-	0.0%
<i>Any Area of the State</i>	68,432,000	69,033,000	(601,000)	-0.9%	69,701,000	\$70,304,000	(603,000)	-0.9%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,324,000	11,358,000	(34,000)	-0.3%	11,397,000	\$11,431,000	(34,000)	-0.3%
<i>Recreational Trails Program</i>	1,928,000	1,935,000	(7,000)	-0.4%	1,940,000	\$1,947,000	(7,000)	-0.4%
Highway Safety Improvement Program (HSIP)	56,247,000	56,418,000	(171,000)	-0.3%	56,608,000	\$56,780,000	(172,000)	-0.3%
Rail-Highway Crossing Program	4,603,000	4,618,000	(15,000)	-0.3%	4,633,000	\$4,648,000	(15,000)	-0.3%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	39,910,000	40,032,000	(122,000)	-0.3%	40,166,000	\$40,289,000	(123,000)	-0.3%
National Highway Freight Program	25,732,000	25,810,000	(78,000)	-0.3%	25,897,000	\$25,976,000	(79,000)	-0.3%
Metropolitan Planning (MPO)	8,116,000	8,141,000	(25,000)	-0.3%	8,168,000	\$8,193,000	(25,000)	-0.3%
Statewide Planning & Research	15,096,000	15,142,000	(46,000)	-0.3%	15,194,000	\$15,238,000	(44,000)	-0.3%
Subtotal Core Programs Apportionment	766,006,000	768,339,000	(2,333,000)	-0.3%	770,924,000	773,263,000	(2,339,000)	-0.3%
Subtotal Core Programs Obligation Authority	716,252,000	718,433,000	(2,181,000)	-0.3%	720,851,000	723,037,000	(2,186,000)	-0.3%
Ferry Boats and Terminals	17,965,000	17,965,000	-	0.0%	17,965,000	17,965,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Washington Apportionment	783,971,000	786,304,000	(2,333,000)	-0.3%	788,889,000	791,228,000	(2,339,000)	-0.3%
Total Washington Obligation Authority *	768,292,000	770,578,000	(2,286,000)	-0.3%	773,111,000	775,403,000	(2,292,000)	-0.3%
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	335,245,400	335,175,300	\$70,100	0.0%	333,365,875	333,290,650	\$75,225	0.0%
Surface Transportation Block Grant Program	44,128,000	44,135,000	(7,000)	0.0%	44,140,000	44,147,000	(7,000)	0.0%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%	42,200,000	42,200,000	-	0.0%
<i>Recreational Trails Program</i>	1,928,000	1,935,000	(7,000)	-0.4%	1,940,000	1,947,000	(7,000)	-0.4%
Highway Safety Improvement Program (HSIP) ®	27,118,918	27,201,460	(82,542)	-0.3%	27,292,832	27,376,488	(83,655)	-0.3%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	25,732,000	25,810,000	(78,000)	0.0%	25,897,000	25,976,000	(79,000)	0.0%
Statewide Planning & Research	15,096,000	15,142,000	(46,000)	-0.3%	15,194,000	15,238,000	(44,000)	-0.3%
Subtotal Core Programs Apportionment	447,320,318	447,463,760	(150,442)	0.0%	445,889,707	446,028,138	(145,430)	0.0%
Subtotal Core Programs Obligation Authority	416,658,000	416,868,000	(210,000)	-0.1%	415,596,000	415,801,000	(205,000)	0.0%
Ferry Boats and Terminals	16,296,000	16,296,000	-	0.0%	16,296,000	16,296,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total State Apportionment	463,616,318	463,759,760	(150,442)	0.0%	462,185,707	462,324,138	(145,430)	0.0%
State Obligation Authority *	446,931,000	447,125,000	(194,000)	0.0%	445,726,000	445,915,000	(189,000)	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,410,263	22,410,263	-	0.0%
Statewide Competitive NHS Program	47,642,312	48,946,412	(\$1,304,100)	-2.7%	52,123,862	53,436,087	(\$1,312,225)	-2.5%
Surface Transportation Block Grant Program	166,875,789	167,510,789	(635,000)	-0.4%	168,217,789	168,854,789	(637,000)	-0.4%
<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>	106,389,789	106,389,789	-	0.0%	106,389,789	106,389,789	-	0.0%
<i>Any Area of the State</i> ^{**}	26,232,000	26,833,000	(601,000)	-2.2%	27,501,000	28,104,000	(603,000)	-2.1%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,324,000	11,358,000	(34,000)	-0.3%	11,397,000	11,431,000	(34,000)	-0.3%
Highway Safety Improvement Program (HSIP)	29,128,000	29,217,000	(89,000)	-0.3%	29,315,000	29,404,000	(89,000)	-0.3%
Rail-Highway Crossing	4,603,000	4,618,000	(15,000)	-0.3%	4,633,000	4,648,000	(15,000)	-0.3%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	39,910,000	40,032,000	(122,000)	-0.3%	40,166,000	40,289,000	(123,000)	-0.3%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	8,116,000	8,141,000	(25,000)	-0.3%	8,168,000	8,193,000	(25,000)	-0.3%
Subtotal Core Programs Apportionment	318,685,364	320,875,464	(2,190,100)	-0.7%	325,033,914	327,235,139	(2,201,225)	-0.7%
Subtotal Core Programs Obligation Authority	299,594,000	301,565,000	(1,971,000)	-0.7%	305,255,000	307,236,000	(1,981,000)	-0.6%
Ferry Boats and Terminals	1,669,000	1,669,000	-	0.0%	1,669,000	1,669,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Local Apportionment	320,354,364	322,544,464	(2,190,100)	-0.7%	326,702,914	328,904,139	(2,201,225)	-0.7%
Local Obligation Authority *	321,361,000	323,453,000	(2,092,000)	-0.6%	327,385,000	329,488,000	(2,103,000)	-0.6%
Total Washington Apportionment	\$ 783,970,681	\$ 786,304,223	(\$2,333,542)	-0.3%	\$ 788,888,621	\$ 791,228,276	(\$2,339,655)	-0.3%
Total Washington Obligation Authority	\$ 768,292,000	\$ 770,578,000	(\$2,286,000)	-0.3%	\$ 773,111,000	\$ 775,403,000	(\$2,292,000)	-0.3%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2025	2025	Difference		2026	2026	Difference	
Washington Apportionment and Obligation Authority Forecast	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$410,425,000	\$411,564,000	(\$1,139,000)	-0.3%	\$412,968,000	\$413,749,000	(\$781,000)	-0.2%
Surface Transportation Block Grant Program (STBGP)	213,672,000	214,266,000	(594,000)	-0.3%	214,996,000	215,404,000	(408,000)	-0.2%
<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>	106,390,000	106,390,000	-	0.0%	106,390,000	106,390,000	-	0.0%
<i>Any Area of the State</i>	70,932,000	71,488,000	(556,000)	-0.8%	72,173,000	72,555,000	(382,000)	-0.5%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,468,000	11,499,000	(31,000)	-0.3%	11,539,000	11,560,000	(21,000)	-0.2%
<i>Recreational Trails Program</i>	1,952,000	1,959,000	(7,000)	-0.4%	1,964,000	1,969,000	(5,000)	-0.3%
Highway Safety Improvement Program (HSIP)	56,959,000	57,117,000	(158,000)	-0.3%	57,312,000	57,420,000	(108,000)	-0.2%
Rail-Highway Crossing Program	4,662,000	4,676,000	(14,000)	-0.3%	4,691,000	4,701,000	(10,000)	-0.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	40,415,000	40,528,000	(113,000)	-0.3%	40,666,000	40,743,000	(77,000)	-0.2%
National Highway Freight Program	26,058,000	26,130,000	(72,000)	-0.3%	26,220,000	26,269,000	(49,000)	-0.2%
Metropolitan Planning (MPO)	8,219,000	8,242,000	(23,000)	-0.3%	8,270,000	8,286,000	(16,000)	-0.2%
Statewide Planning & Research	15,287,000	15,329,000	(42,000)	-0.3%	15,381,000	15,411,000	(30,000)	-0.2%
Subtotal Core Programs Apportionment	775,697,000	777,852,000	(2,155,000)	-0.3%	780,504,000	781,983,000	(1,479,000)	-0.2%
Subtotal Core Programs Obligation Authority	725,314,000	727,328,000	(2,014,000)	-0.3%	729,809,000	731,191,000	(1,382,000)	-0.2%
Ferry Boats and Terminals	17,965,000	17,965,000	-	0.0%	17,965,000	17,965,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Washington Apportionment	793,662,000	795,817,000	(2,155,000)	-0.3%	798,469,000	799,948,000	(1,479,000)	-0.2%
Total Washington Obligation Authority *	777,789,000	779,901,000	(2,112,000)	-0.3%	782,500,000	783,949,000	(1,449,000)	-0.2%
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	333,212,375	333,142,000	\$70,375	0.0%	333,057,150	333,009,025	\$48,125	0.0%
Surface Transportation Block Grant Program	44,152,000	44,159,000	(7,000)	0.0%	44,164,000	44,169,000	(5,000)	0.0%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%	42,200,000	42,200,000	-	0.0%
<i>Recreational Trails Program</i>	1,952,000	1,959,000	(7,000)	-0.4%	1,964,000	1,969,000	(5,000)	-0.3%
Highway Safety Improvement Program (HSIP) ®	27,462,003	27,539,166	(77,163)	-0.3%	27,632,831	27,685,067	(52,236)	-0.2%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	26,058,000	26,130,000	(72,000)	0.0%	26,220,000	26,269,000	(49,000)	0.0%
Statewide Planning & Research	15,287,000	15,329,000	(42,000)	-0.3%	15,381,000	15,411,000	(30,000)	-0.2%
Subtotal Core Programs Apportionment	446,171,378	446,299,166	(134,788)	0.0%	446,454,981	446,543,092	(93,111)	0.0%
Subtotal Core Programs Obligation Authority	416,015,000	416,205,000	(190,000)	0.0%	416,438,000	416,569,000	(131,000)	0.0%
Ferry Boats and Terminals	16,296,000	16,296,000	-	0.0%	16,296,000	16,296,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total State Apportionment	462,467,378	462,595,166	(134,788)	0.0%	462,750,981	462,839,092	(93,111)	0.0%
State Obligation Authority *	446,113,000	446,289,000	(176,000)	0.0%	446,504,000	446,626,000	(122,000)	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,410,263	22,410,263	-	0.0%
Statewide Competitive NHS Program	54,802,362	56,011,737	(\$1,209,375)	-2.2%	57,500,587	58,329,712	(\$829,125)	-1.4%
Surface Transportation Block Grant Program	169,519,789	170,106,789	(587,000)	-0.3%	170,831,789	171,234,789	(403,000)	-0.2%
<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>	106,389,789	106,389,789	-	0.0%	106,389,789	106,389,789	-	0.0%
<i>Any Area of the State</i> ™	28,732,000	29,288,000	(556,000)	-1.9%	29,973,000	30,355,000	(382,000)	-1.3%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,468,000	11,499,000	(31,000)	-0.3%	11,539,000	11,560,000	(21,000)	-0.2%
Highway Safety Improvement Program (HSIP)	29,497,000	29,578,000	(81,000)	-0.3%	29,679,000	29,735,000	(56,000)	-0.2%
Rail-Highway Crossing	4,662,000	4,676,000	(14,000)	-0.3%	4,691,000	4,701,000	(10,000)	-0.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	40,415,000	40,528,000	(113,000)	-0.3%	40,666,000	40,743,000	(77,000)	-0.2%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	8,219,000	8,242,000	(23,000)	-0.3%	8,270,000	8,286,000	(16,000)	-0.2%
Subtotal Core Programs Apportionment	329,525,414	331,552,789	(2,027,375)	-0.6%	334,048,639	335,439,764	(1,391,125)	-0.4%
Subtotal Core Programs Obligation Authority	309,299,000	311,123,000	(1,824,000)	-0.6%	313,371,000	314,622,000	(1,251,000)	-0.4%
Ferry Boats and Terminals	1,669,000	1,669,000	-	0.0%	1,669,000	1,669,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Local Apportionment	331,194,414	333,221,789	(2,027,375)	-0.6%	335,717,639	337,108,764	(1,391,125)	-0.4%
Local Obligation Authority *	331,676,000	333,612,000	(1,936,000)	-0.6%	335,996,000	337,323,000	(1,327,000)	-0.4%
Total Washington Apportionment	\$ 793,661,791	\$ 795,816,954	(\$2,155,163)	-0.3%	\$ 798,468,620	\$ 799,947,855	(\$1,479,236)	-0.2%
Total Washington Obligation Authority	\$ 777,789,000	\$ 779,901,000	(\$2,112,000)	-0.3%	\$ 782,500,000	\$ 783,949,000	(\$1,449,000)	-0.2%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2027	2027	Difference		2028	2028	Difference	
Washington Apportionment and Obligation Authority Forecast	Jun-19	Mar-19	Value	Percent	Jun-19	Mar-19	Value	Percent
Federal Aid Highway Core Programs Apportionment								
National Highway Performance Program (NHPP)	\$414,941,000	\$415,816,000	(\$875,000)	-0.2%	\$416,899,000	\$417,808,000	(\$909,000)	-0.2%
Surface Transportation Block Grant Program (STBGP)	216,023,000	216,480,000	(457,000)	-0.2%	217,044,000	217,517,000	(473,000)	-0.2%
<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>	106,390,000	106,390,000	-	0.0%	106,390,000	106,390,000	-	0.0%
<i>Any Area of the State</i>	73,136,000	73,563,000	(427,000)	-0.6%	74,093,000	74,535,000	(442,000)	-0.6%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,594,000	11,618,000	(24,000)	-0.2%	11,649,000	11,674,000	(25,000)	-0.2%
<i>Recreational Trails Program</i>	1,973,000	1,979,000	(6,000)	-0.3%	1,982,000	1,988,000	(6,000)	-0.3%
Highway Safety Improvement Program (HSIP)	57,586,000	57,708,000	(122,000)	-0.2%	57,857,000	57,985,000	(128,000)	-0.2%
Rail-Highway Crossing Program	4,713,000	4,724,000	(11,000)	-0.2%	4,735,000	4,747,000	(12,000)	-0.3%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	40,860,000	40,947,000	(87,000)	-0.2%	41,053,000	41,143,000	(90,000)	-0.2%
National Highway Freight Program	26,345,000	26,400,000	(55,000)	-0.2%	26,470,000	26,527,000	(57,000)	-0.2%
Metropolitan Planning (MPO)	8,310,000	8,327,000	(17,000)	-0.2%	8,349,000	8,367,000	(18,000)	-0.2%
Statewide Planning & Research	15,455,000	15,488,000	(33,000)	-0.2%	15,528,000	15,561,000	(33,000)	-0.2%
Subtotal Core Programs Apportionment	784,233,000	785,890,000	(1,657,000)	-0.2%	787,935,000	789,655,000	(1,720,000)	-0.2%
Subtotal Core Programs Obligation Authority	733,296,000	734,844,000	(1,548,000)	-0.2%	736,758,000	738,364,000	(1,606,000)	-0.2%
Ferry Boats and Terminals	17,965,000	17,965,000	-	0.0%	17,965,000	17,965,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Washington Apportionment	802,198,000	803,855,000	(1,657,000)	-0.2%	805,900,000	807,620,000	(1,720,000)	-0.2%
Total Washington Obligation Authority *	786,154,000	787,778,000	(1,624,000)	-0.2%	789,782,000	791,468,000	(1,686,000)	-0.2%
Forecast Distributions								
State Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP) ®	332,936,625	332,882,750	\$53,875	0.0%	332,816,650	332,761,450	\$55,200	0.0%
Surface Transportation Block Grant Program	44,173,000	44,179,000	(6,000)	0.0%	44,182,000	44,188,000	(6,000)	0.0%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%	42,200,000	42,200,000	-	0.0%
<i>Recreational Trails Program</i>	1,973,000	1,979,000	(6,000)	-0.3%	1,982,000	1,988,000	(6,000)	-0.3%
Highway Safety Improvement Program (HSIP) ®	27,765,067	27,823,704	(58,638)	-0.2%	27,895,803	27,956,643	(60,840)	-0.2%
Rail-Highway Crossing	-	-	-	0.0%	-	-	-	0.0%
National Freight Program	26,345,000	26,400,000	(55,000)	0.0%	26,470,000	26,527,000	(57,000)	0.0%
Statewide Planning & Research	15,455,000	15,488,000	(33,000)	-0.2%	15,528,000	15,561,000	(33,000)	-0.2%
Subtotal Core Programs Apportionment	446,674,692	446,773,454	(104,763)	0.0%	446,892,453	446,994,093	(107,640)	0.0%
Subtotal Core Programs Obligation Authority	416,765,000	416,912,000	(147,000)	0.0%	417,090,000	417,241,000	(151,000)	0.0%
Ferry Boats and Terminals	16,296,000	16,296,000	-	0.0%	16,296,000	16,296,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total State Apportionment	462,970,692	463,069,454	(104,763)	0.0%	463,188,453	463,290,093	(107,640)	0.0%
State Obligation Authority *	446,807,000	446,944,000	(137,000)	0.0%	447,108,000	447,249,000	(141,000)	0.0%
Local Programs								
Federal Aid Highway Core Programs								
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%	22,410,263	22,410,263	-	0.0%
Statewide Competitive NHS Program	59,594,112	60,522,987	(\$928,875)	-1.5%	61,672,087	62,636,287	(\$964,200)	-1.5%
Surface Transportation Block Grant Program	171,849,789	172,300,789	(451,000)	-0.3%	172,861,789	173,328,789	(467,000)	-0.3%
<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>	106,389,789	106,389,789	-	0.0%	106,389,789	106,389,789	-	0.0%
<i>Any Area of the State</i> ^{**}	30,936,000	31,363,000	(427,000)	-1.4%	31,893,000	32,335,000	(442,000)	-1.4%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,594,000	11,618,000	(24,000)	-0.2%	11,649,000	11,674,000	(25,000)	-0.2%
Highway Safety Improvement Program (HSIP)	29,821,000	29,884,000	(63,000)	-0.2%	29,961,000	30,028,000	(67,000)	-0.2%
Rail-Highway Crossing	4,713,000	4,724,000	(11,000)	-0.2%	4,735,000	4,747,000	(12,000)	-0.3%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	40,860,000	40,947,000	(87,000)	-0.2%	41,053,000	41,143,000	(90,000)	-0.2%
National Freight Program	-	-	-	0.0%	-	-	-	0.0%
Metropolitan Planning (MPO)	8,310,000	8,327,000	(17,000)	-0.2%	8,349,000	8,367,000	(18,000)	-0.2%
Subtotal Core Programs Apportionment	337,558,164	339,116,039	(1,557,875)	-0.5%	341,042,139	342,660,339	(1,618,200)	-0.5%
Subtotal Core Programs Obligation Authority	316,531,000	317,932,000	(1,401,000)	-0.4%	319,668,000	321,123,000	(1,455,000)	-0.5%
Ferry Boats and Terminals	1,669,000	1,669,000	-	0.0%	1,669,000	1,669,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%	-	-	-	0.0%
Total Local Apportionment	339,227,164	340,785,039	(1,557,875)	-0.5%	342,711,139	344,329,339	(1,618,200)	-0.5%
Local Obligation Authority *	339,347,000	340,834,000	(1,487,000)	-0.4%	342,674,000	344,219,000	(1,545,000)	-0.4%
Total Washington Apportionment	\$ 802,197,855	\$ 803,854,493	(\$1,656,638)	-0.2%	\$ 805,899,592	\$ 807,619,431	(\$1,719,840)	-0.2%
Total Washington Obligation Authority	\$ 786,154,000	\$ 787,778,000	(\$1,624,000)	-0.2%	\$ 789,782,000	\$ 791,468,000	(\$1,686,000)	-0.2%

-0.5%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

Transportation Revenue Forecast Council
 Table G. 2. Federal Funds Forecast
 Federal Fiscal Year Comparison
 June 2019 - Alternative Forecast with no rescission in 2020

Federal Funds Forecast - Highways

	2029	2029	Difference	
Washington Apportionment and Obligation Authority Forecast	Jun-19	Mar-19	Value	Percent
Federal Aid Highway Core Programs Apportionment				
National Highway Performance Program (NHPP)	\$418,918,000	\$419,532,000	(\$614,000)	-0.1%
Surface Transportation Block Grant Program (STBGP)	218,095,000	218,415,000	(320,000)	-0.1%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	106,390,000	106,390,000	-	0.0%
<i>Any Area of the State</i>	75,078,000	75,377,000	(299,000)	-0.4%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,705,000	11,722,000	(17,000)	-0.1%
<i>Recreational Trails Program</i>	1,992,000	1,996,000	(4,000)	-0.2%
Highway Safety Improvement Program (HSIP)	58,138,000	58,224,000	(86,000)	-0.1%
Rail-Highway Crossing Program	4,758,000	4,767,000	(9,000)	-0.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	41,252,000	41,313,000	(61,000)	-0.1%
National Highway Freight Program	26,598,000	26,636,000	(38,000)	-0.1%
Metropolitan Planning (MPO)	8,389,000	8,402,000	(13,000)	-0.2%
Statewide Planning & Research	15,604,000	15,626,000	(22,000)	-0.1%
Subtotal Core Programs Apportionment	791,752,000	792,915,000	(1,163,000)	-0.1%
Subtotal Core Programs Obligation Authority	740,327,000	741,412,000	(1,085,000)	-0.1%
Ferry Boats and Terminals	17,965,000	17,965,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%
Total Washington Apportionment	809,717,000	810,880,000	(1,163,000)	-0.1%
Total Washington Obligation Authority *	793,523,000	794,662,000	(1,139,000)	-0.1%
Forecast Distributions				
State Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (NHPP) ®	332,693,250	332,655,825	\$37,425	0.0%
Surface Transportation Block Grant Program	44,192,000	44,196,000	(4,000)	0.0%
<i>Any Area of the State</i>	42,200,000	42,200,000	-	0.0%
<i>Recreational Trails Program</i>	1,992,000	1,996,000	(4,000)	-0.2%
Highway Safety Improvement Program (HSIP) ®	28,030,740	28,071,897	(41,158)	-0.1%
Rail-Highway Crossing	-	-	-	0.0%
National Freight Program	26,598,000	26,636,000	(38,000)	0.0%
Statewide Planning & Research	15,604,000	15,626,000	(22,000)	-0.1%
Subtotal Core Programs Apportionment	447,117,990	447,185,722	(71,733)	0.0%
Subtotal Core Programs Obligation Authority	417,427,000	417,527,000	(100,000)	0.0%
Ferry Boats and Terminals	16,296,000	16,296,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%
Total State Apportionment	463,413,990	463,481,722	(71,733)	0.0%
Total State Obligation Authority *	447,421,000	447,515,000	(94,000)	0.0%
Local Programs				
Federal Aid Highway Core Programs				
National Highway Performance Program (NHPP)	22,410,263	22,410,263	-	0.0%
Statewide Competitive NHS Program	63,814,487	64,465,912	(\$651,425)	-1.0%
Surface Transportation Block Grant Program	173,902,789	174,218,789	(316,000)	-0.2%
<i>Bridge Program (15% off-system)</i>	22,930,000	22,930,000	-	0.0%
<i>Population Distribution</i>	106,389,789	106,389,789	-	0.0%
<i>Any Area of the State</i> ™	32,878,000	33,177,000	(299,000)	-0.9%
<i>STBGP Set Aside (previously Transportation Alternatives Program)</i>	11,705,000	11,722,000	(17,000)	-0.1%
Highway Safety Improvement Program (HSIP)	30,107,000	30,152,000	(45,000)	-0.1%
Rail-Highway Crossing	4,758,000	4,767,000	(9,000)	-0.2%
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	41,252,000	41,313,000	(61,000)	-0.1%
National Freight Program	-	-	-	0.0%
Metropolitan Planning (MPO)	8,389,000	8,402,000	(13,000)	-0.2%
Subtotal Core Programs Apportionment	344,633,539	345,728,964	(1,095,425)	-0.3%
Subtotal Core Programs Obligation Authority	322,900,000	323,885,000	(985,000)	-0.3%
Ferry Boats and Terminals	1,669,000	1,669,000	-	0.0%
Discretionary and Allocated Programs	-	-	-	0.0%
Total Local Apportionment	346,302,539	347,397,964	(1,095,425)	-0.3%
Total Local Obligation Authority *	346,102,000	347,147,000	(1,045,000)	-0.3%
Total Washington Apportionment	\$ 809,716,528	\$ 810,879,686	(\$1,163,158)	-0.1%
Total Washington Obligation Authority	\$ 793,523,000	\$ 794,662,000	(\$1,139,000)	-0.1%

June 2020 represents full apportionment, no rescission. March 2020 represents federal apportionment with rescission.

REVENUE AND RIDERSHIP PROJECTIONS
JUNE 2019 FORECAST
FISCAL YEARS 2019-2029

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

Prepared by
WSP USA

June 24, 2019

Washington State Ferries

June 2019 Revenue and Ridership Forecasts — Fiscal Years 2019-2029

JUNE 2019 FORECAST NOTES

The fare revenue and ridership forecasts for Washington State Ferries (WSF) are completed in four stages. First, monthly ridership projections by seven fare categories are prepared for each route using time series analysis methods, with a forecast horizon from the present through fiscal year (FY) 2029.

Stage two of the process generates system-wide ridership projections. Econometric models combine ferry fare scenarios with demographic and economic projections to produce system-wide unconstrained ridership forecasts by seven fare categories through FY 2029. 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 seven fare categories.

At the direction of the State Legislature, the June 2019 Forecast includes increases in the capital surcharge per fare sold, effective May 1, 2020, to be used to finance a new hybrid-electric vessel. A minimal approach of an additional \$0.15 surcharge (total of \$0.40) with no risk factors is included in the Baseline and Alternative 1 Forecasts. A third scenario, the Alternative 2 Forecast, represents a fare proposal currently under consideration by the Transportation Commission, which would raise the surcharge by \$0.25 to a total of \$0.50.

- **Baseline Forecast** – Assumes no further fare increases other than increasing the fare surcharge to \$0.40 per fare sold; real fares decline over time.
- **Alternative 1 Forecast** – Assumes 2.5% annual increases plus nickel rounding each October, from 2019 (FY 2020) through 2028 (FY 2029), plus the increase in the fare surcharge to \$0.40; real fares increase slightly over time.
- **Alternative 2 Forecast** – Assumes two fare increases in FY 2020 as 2.0% for passengers and 2.5% for vehicles on October 1, 2019 and May 1, 2020, followed by 2.5% increases each October, from 2021 (FY 2022) through 2028 (FY 2029), plus the increase in the fare surcharge to \$0.50.

The FY 2019 projections include actual ridership and revenue through May 2019.

Ridership Impacts

- The June 2019 Forecast for ridership incorporates the latest updated demographic and economic variable projections provided by the State. The net effect of these updated projections is a slight decrease in overall ridership.
- The real personal income projections have been revised slightly upward, pulling up ridership demand.
- Two of the three employment projections have decreased, with the third essentially unchanged. Overall, this leads to decreases in ridership demand.
- Real gasoline prices have been revised markedly higher over the forecast horizon, reversing an opposite trend in March. This ultimately drives lower vehicle/driver ridership demand.
- Slightly lower inflation projections, combined with higher capital surcharges anticipated to go into effect on May 1, 2020, result in higher real fares and, thus, lower ridership demand over the forecast horizon.
- Following February ridership that came in 22% lower than forecasted due to severe snowstorms, ridership for March, April and May were also lower than previous projections by 7.8%, 3.6%, and 4.2%, respectively.
- The June Forecast for FY 2019 ridership is now projected to be 1.3% lower than the previous forecast, which represents a 0.9% decrease over FY 2018.

Revenue Impacts

- The 2017/19 biennium forecast of \$388.5 M is 1.9 M (0.4%) lower than the March Baseline and Alternative 1 Forecasts, with nearly \$380.5 M in fares for the operating account and \$8.1 M in surcharge revenue for the capital account.
- For the 2019/21 biennium, Baseline Forecast total revenues of \$408.9 M are \$2.1 M (0.5%) higher than projected in March due to the \$0.15 increase in the fare surcharge. Of this total, \$397.5 M is base fare revenue for operating uses, \$0.8 M lower than in March. For the Alternative 1 Forecast, total revenues of \$418.3 M are also \$2.1 M (0.5%) higher, of which base fare revenues comprise 407.0 M, or \$0.9 M lower than in March.
- The Alternative 2 Forecast produces \$421.3 M in revenues for the 2019/21 biennium. Base fare revenues comprise \$408.0 M of this total, which is \$1.0 M higher than that the June Forecast for Alternative 1, and \$0.1 M higher than the March Alternative 1 projection. The remaining \$13.3 M is surcharge revenue, which is about \$2.0 M more than that for the June Forecast of Alternative 1.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

Adopted Fares | No Further Increases | Fare Surcharge Increases by \$0.15 to \$0.40 on 5/1/2020¹

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June vs. March Forecast			March 2019 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2010	\$147,009,545	1.7%						
2011	\$143,547,850	(2.4%)	\$290,557,395					
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 ²	\$195,718,000	1.5%	\$388,545,951	(1.0%)	(\$1,901,000)	(0.5%)	\$197,619,000	\$390,446,951
2020	\$201,915,000	3.2%		(0.0%)			\$201,980,000	
2021	\$206,991,000	2.5%	\$408,906,000	1.1%	\$2,143,000	0.5%	\$204,783,000	\$406,763,000
2022	\$209,146,000	1.0%		1.1%			\$206,867,000	
2023	\$211,073,000	0.9%	\$420,219,000	1.1%	\$4,539,000	1.1%	\$208,813,000	\$415,680,000
2024	\$213,075,000	0.9%		1.0%			\$211,063,000	
2025	\$214,759,000	0.8%	\$427,834,000	0.6%	\$3,368,000	0.8%	\$213,403,000	\$424,466,000
2026	\$216,700,000	0.9%		0.5%			\$215,677,000	
2027	\$218,463,000	0.8%	\$435,163,000	0.4%	\$1,973,000	0.5%	\$217,513,000	\$433,190,000
2028	\$219,905,000	0.7%		0.5%			\$218,850,000	
2029	\$221,351,000	0.7%	\$441,256,000	0.5%	\$2,201,000	0.5%	\$220,205,000	\$439,055,000

¹ The Baseline Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019). New for the June 2019 Forecast, the 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 15¢ to 40¢ on May 1, 2020 (FY 2020). The Baseline Forecast excludes any further changes to the current base fares, resulting in declining real fares thereafter. The Baseline Forecast also reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries

REVENUE PROJECTIONS ~ BASELINE FORECAST

Adopted Fares | No Further Increases | Fare Surcharge Increases by \$0.15 to \$0.40 on 5/1/2020¹

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	June Biennium Total	Distribution of Revenue to Operating and Capital Programs					Base Fare Revenue for Operations	Biennium Totals for Operations
			25¢ Capital Surcharge Revenue	15¢ Vessel Surcharge Revenue	Total Surcharge Revenue	Biennium Totals for Capital			
2010	\$147,009,545							\$147,009,545	
2011	\$143,547,850	\$290,557,395						\$143,547,850	\$290,557,395
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 ²	\$195,718,000	\$388,545,951	\$3,998,000		\$3,998,000	\$8,082,581		\$191,720,000	\$380,463,370
2020	\$201,915,000		\$4,187,000	\$459,000	\$4,646,000			\$197,269,000	
2021	\$206,991,000	\$408,906,000	\$4,240,000	\$2,545,000	\$6,785,000	\$11,431,000		\$200,206,000	\$397,475,000
2022	\$209,146,000		\$4,286,000	\$2,571,000	\$6,857,000			\$202,289,000	
2023	\$211,073,000	\$420,219,000	\$4,329,000	\$2,598,000	\$6,927,000	\$13,784,000		\$204,146,000	\$406,435,000
2024	\$213,075,000		\$4,381,000	\$2,629,000	\$7,010,000			\$206,065,000	
2025	\$214,759,000	\$427,834,000	\$4,420,000	\$2,652,000	\$7,072,000	\$14,082,000		\$207,687,000	\$413,752,000
2026	\$216,700,000		\$4,466,000	\$2,679,000	\$7,145,000			\$209,555,000	
2027	\$218,463,000	\$435,163,000	\$4,513,000	\$2,707,000	\$7,220,000	\$14,365,000		\$211,243,000	\$420,798,000
2028	\$219,905,000		\$4,552,000	\$2,731,000	\$7,283,000			\$212,622,000	
2029	\$221,351,000	\$441,256,000	\$4,596,000	\$2,757,000	\$7,353,000	\$14,636,000		\$213,998,000	\$426,620,000

¹ The Baseline Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019). New for the June 2019 Forecast, the 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 15¢ to 40¢ on May 1, 2020 (FY 2020). The Baseline Forecast excludes any further changes to the current base fares, resulting in declining real fares thereafter. The Baseline Forecast also reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2020-29¹ | Fare Surcharge Increases by \$0.15 to \$0.40 on 5/1/2020

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June vs. March Forecast			March 2019 Alternative 1	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2010	\$147,009,545	1.7%						
2011	\$143,547,850	(2.4%)	\$290,557,395					
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 ²	\$195,718,000	1.5%	\$388,545,951	(1.0%)	(\$1,901,000)	(0.5%)	\$197,619,000	\$390,446,951
2020	\$204,800,000	4.6%		(0.0%)			\$204,826,000	
2021	\$213,526,000	4.3%	\$418,326,000	1.0%	\$2,093,000	0.5%	\$211,407,000	\$416,233,000
2022	\$219,438,000	2.8%		0.9%			\$217,583,000	
2023	\$225,876,000	2.9%	\$445,314,000	1.0%	\$4,086,000	0.9%	\$223,645,000	\$441,228,000
2024	\$232,357,000	2.9%		0.9%			\$230,341,000	
2025	\$239,063,000	2.9%	\$471,420,000	0.7%	\$3,660,000	0.8%	\$237,419,000	\$467,760,000
2026	\$246,267,000	3.0%		0.6%			\$244,744,000	
2027	\$253,595,000	3.0%	\$499,862,000	0.6%	\$2,979,000	0.6%	\$252,139,000	\$496,883,000
2028	\$260,882,000	2.9%		0.6%			\$259,430,000	
2029	\$268,215,000	2.8%	\$529,097,000	0.6%	\$2,955,000	0.6%	\$266,712,000	\$526,142,000

¹ The Alternative 1 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), followed by 2.5% annual fare increases each October thereafter. Projected annual inflation is approximately 2%, resulting in slightly increasing real fares over the forecast horizon. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 15¢ to 40¢ on May 1, 2020 (FY 2020). The Alternative 1 Forecast also reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2020-29¹ | Fare Surcharge Increases by \$0.15 to \$0.40 on 5/1/2020

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	June Biennium Total	Distribution of Revenue to Operating and Capital Programs					
			25¢ Capital Surcharge Revenue	15¢ Vessel Surcharge Revenue	Total Surcharge Revenue	Biennium Totals for Capital	Base Fare Revenue for Operations	Biennium Totals for Operations
2010	\$147,009,545						\$147,009,545	
2011	\$143,547,850	\$290,557,395					\$143,547,850	\$290,557,395
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 ²	\$195,718,000	\$388,545,951	\$3,998,000		\$3,998,000	\$8,082,581	\$191,720,000	\$380,463,370
2020	\$204,800,000		\$4,175,000	\$456,000	\$4,631,000		\$200,169,000	
2021	\$213,526,000	\$418,326,000	\$4,197,000	\$2,518,000	\$6,715,000	\$11,346,000	\$206,811,000	\$406,980,000
2022	\$219,438,000		\$4,212,000	\$2,528,000	\$6,740,000		\$212,698,000	
2023	\$225,876,000	\$445,314,000	\$4,238,000	\$2,543,000	\$6,781,000	\$13,521,000	\$219,095,000	\$431,793,000
2024	\$232,357,000		\$4,266,000	\$2,560,000	\$6,826,000		\$225,531,000	
2025	\$239,063,000	\$471,420,000	\$4,286,000	\$2,572,000	\$6,858,000	\$13,684,000	\$232,205,000	\$457,736,000
2026	\$246,267,000		\$4,313,000	\$2,588,000	\$6,901,000		\$239,366,000	
2027	\$253,595,000	\$499,862,000	\$4,343,000	\$2,605,000	\$6,948,000	\$13,849,000	\$246,647,000	\$486,013,000
2028	\$260,882,000		\$4,369,000	\$2,621,000	\$6,990,000		\$253,892,000	
2029	\$268,215,000	\$529,097,000	\$4,397,000	\$2,638,000	\$7,035,000	\$14,025,000	\$261,180,000	\$515,072,000

¹ The Alternative 1 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), followed by 2.5% annual fare increases each October thereafter. Projected annual inflation is approximately 2%, resulting in slightly increasing real fares over the forecast horizon. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 15¢ to 40¢ on May 1, 2020 (FY 2020). The Alternative 1 Forecast also reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 2 FORECAST (WSTC PROPOSAL)

2.0% P & 2.5% V Fare Increases 10/1/19 & 5/1/20 | Surcharge Increases by \$0.25 to \$0.50 on 5/1/20 | 2.5% Increases FY 2022+¹

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June Alt 2 vs. January Alt 1 Forecast			Leg. Adopted March 2019 Alt 1 Forecast	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2010	\$147,009,545	1.7%						
2011	\$143,547,850	(2.4%)	\$290,557,395					
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 ²	\$195,718,000	1.5%	\$388,545,951	(1.0%)	(\$1,901,000)	(0.5%)	\$197,619,000	\$390,446,951
2020	\$205,795,000	5.1%		0.5%			\$204,826,000	
2021	\$215,522,000	4.7%	\$421,317,000	1.9%	\$5,084,000	1.2%	\$211,407,000	\$416,233,000
2022	\$220,472,000	2.3%		1.3%			\$217,583,000	
2023	\$226,946,000	2.9%	\$447,418,000	1.5%	\$6,190,000	1.4%	\$223,645,000	\$441,228,000
2024	\$233,331,000	2.8%		1.3%			\$230,341,000	
2025	\$240,010,000	2.9%	\$473,341,000	1.1%	\$5,581,000	1.2%	\$237,419,000	\$467,760,000
2026	\$247,248,000	3.0%		1.0%			\$244,744,000	
2027	\$254,583,000	3.0%	\$501,831,000	1.0%	\$4,948,000	1.0%	\$252,139,000	\$496,883,000
2028	\$261,879,000	2.9%		0.9%			\$259,430,000	
2029	\$269,234,000	2.8%	\$531,113,000	0.9%	\$4,971,000	0.9%	\$266,712,000	\$526,142,000

¹ The Alternative 2 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), adds 2.0% increases for passengers and 2.5% for vehicles on October 1, 2019 and May 1, 2020 (FY 2020), followed by 2.5% increases to both passengers and vehicles each October thereafter. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 25¢ to 50¢ on May 1, 2020 (FY 2020). The Alternative 2 Forecast reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 2 FORECAST (WSTC PROPOSAL)

2.0% P & 2.5% V Fare Increases 10/1/19 & 5/1/20 | Surcharge Increases by \$0.25 to \$0.50 on 5/1/20 | 2.5% Increases FY 2022+¹

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	Fiscal Year Annual Growth Rate	June Biennium Total	June Alt 2 vs. June Baseline Forecast			June 2019 Baseline	
				% Change by Fiscal Year	\$ Change and % Change by Biennium		Capacity-Constrained Revenue Forecast	Biennium Total
2010	\$147,009,545	1.7%						
2011	\$143,547,850	(2.4%)	\$290,557,395					
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 ²	\$195,718,000	1.5%	\$388,545,951	0.0%	\$0	0.0%	\$195,718,000	\$388,545,951
2020	\$205,795,000	5.1%		1.9%			\$201,915,000	
2021	\$215,522,000	4.7%	\$421,317,000	4.1%	\$12,411,000	3.0%	\$206,991,000	\$408,906,000
2022	\$220,472,000	2.3%		5.4%			\$209,146,000	
2023	\$226,946,000	2.9%	\$447,418,000	7.5%	\$27,199,000	6.5%	\$211,073,000	\$420,219,000
2024	\$233,331,000	2.8%		9.5%			\$213,075,000	
2025	\$240,010,000	2.9%	\$473,341,000	11.8%	\$45,507,000	10.6%	\$214,759,000	\$427,834,000
2026	\$247,248,000	3.0%		14.1%			\$216,700,000	
2027	\$254,583,000	3.0%	\$501,831,000	16.5%	\$66,668,000	15.3%	\$218,463,000	\$435,163,000
2028	\$261,879,000	2.9%		19.1%			\$219,905,000	
2029	\$269,234,000	2.8%	\$531,113,000	21.6%	\$89,857,000	20.4%	\$221,351,000	\$441,256,000

¹ The Alternative 2 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), adds 2.0% increases for passengers and 2.5% for vehicles on October 1, 2019 and May 1, 2020 (FY 2020), followed by 2.5% increases to both passengers and vehicles each October thereafter. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 25¢ to 50¢ on May 1, 2020 (FY 2020). The Alternative 2 Forecast reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries

REVENUE PROJECTIONS ~ ALTERNATIVE 2 FORECAST (WSTC PROPOSAL)

2.0% P & 2.5% V Fare Increases 10/1/19 & 5/1/20 | Surcharge Increases by \$0.25 to \$0.50 on 5/1/20 | 2.5% Increases FY 2022+¹

June 2019 Forecast – Fiscal Years 2019-2029

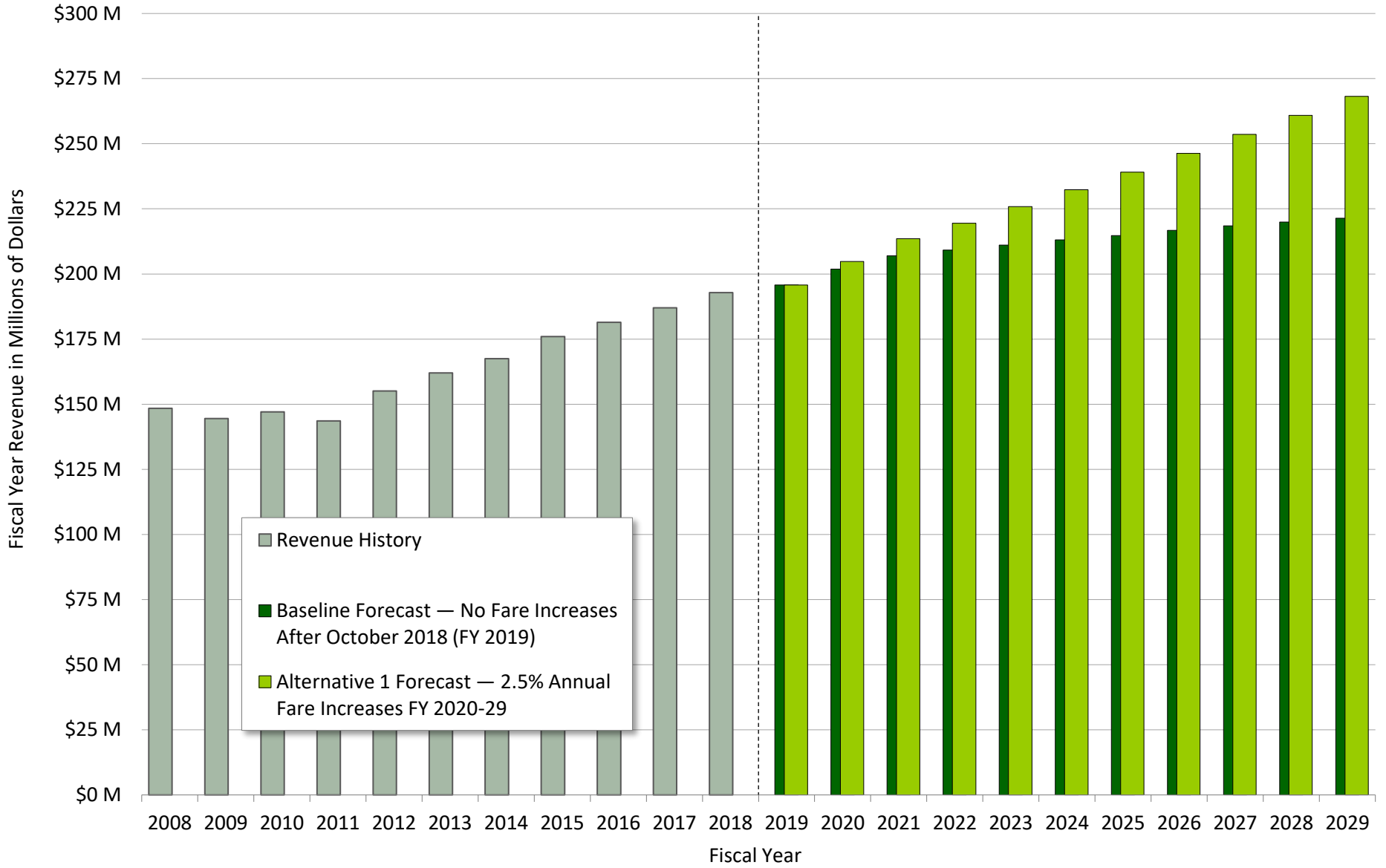
Fiscal Year	June 2019 Capacity-Constrained Revenue Forecast	June Biennium Total	Distribution of Revenue to Operating and Capital Programs					
			25¢ Capital Surcharge Revenue	25¢ Vessel Surcharge Revenue	Total Surcharge Revenue	Biennium Totals for Capital	Base Fare Revenue for Operations	Biennium Totals for Operations
2010	\$147,009,545						\$147,009,545	
2011	\$143,547,850	\$290,557,395					\$143,547,850	\$290,557,395
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 ²	\$195,718,000	\$388,545,951	\$3,998,000		\$3,998,000	\$8,082,581	\$191,720,000	\$380,463,370
2020	\$205,795,000		\$4,174,000	\$759,000	\$4,933,000		\$200,862,000	
2021	\$215,522,000	\$421,317,000	\$4,182,000	\$4,182,000	\$8,364,000	\$13,297,000	\$207,158,000	\$408,020,000
2022	\$220,472,000		\$4,211,500	\$4,211,500	\$8,423,000		\$212,049,000	
2023	\$226,946,000	\$447,418,000	\$4,237,500	\$4,237,500	\$8,475,000	\$16,898,000	\$218,471,000	\$430,520,000
2024	\$233,331,000		\$4,267,500	\$4,267,500	\$8,535,000		\$224,796,000	
2025	\$240,010,000	\$473,341,000	\$4,288,500	\$4,288,500	\$8,577,000	\$17,112,000	\$231,433,000	\$456,229,000
2026	\$247,248,000		\$4,316,000	\$4,316,000	\$8,632,000		\$238,616,000	
2027	\$254,583,000	\$501,831,000	\$4,345,000	\$4,345,000	\$8,690,000	\$17,322,000	\$245,893,000	\$484,509,000
2028	\$261,879,000		\$4,371,500	\$4,371,500	\$8,743,000		\$253,136,000	
2029	\$269,234,000	\$531,113,000	\$4,400,000	\$4,400,000	\$8,800,000	\$17,543,000	\$260,434,000	\$513,570,000

¹ The Alternative 2 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), adds 2.0% increases for passengers and 2.5% for vehicles on October 1, 2019 and May 1, 2020 (FY 2020), followed by 2.5% increases to both passengers and vehicles each October thereafter. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 25¢ to 50¢ on May 1, 2020 (FY 2020). The Alternative 2 Forecast reflects the current programmed level of service.

² FY 2019 includes actual revenue data through May 2019. Light green shaded values are entirely actual data.

Washington State Ferries — Revenue History and Forecast Trends

June 2019 Forecast – Fiscal Years 2008-2029



Washington State Ferries

RIDERSHIP PROJECTIONS ~ BASELINE FORECAST

Adopted Fares | No Further Increases | Fare Surcharge Increases by \$0.15 to \$0.40 on 5/1/2020¹

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Unconstrained Demand Forecast*	June 2019 Capacity Constrained Projections				March 2019 Baseline Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Jun. % Chg from Mar.
2010		12,463,027	10,169,074	22,632,101	(0.3%)		
2011		12,242,320	9,968,973	22,211,293	(1.9%)		
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 ²	24,434,000	13,763,000	10,573,000	24,336,000	(0.9%)	24,662,000	(1.3%)
2020	25,163,000	14,204,000	10,945,000	25,149,000	3.3%	25,189,000	(0.2%)
2021	25,499,000	14,331,000	11,132,000	25,463,000	1.2%	25,542,000	(0.3%)
2022	25,803,000	14,485,000	11,252,000	25,737,000	1.1%	25,858,000	(0.5%)
2023	26,131,000	14,658,000	11,355,000	26,013,000	1.1%	26,186,000	(0.7%)
2024	26,540,000	14,928,000	11,443,000	26,371,000	1.4%	26,548,000	(0.7%)
2025	26,873,000	15,107,000	11,521,000	26,628,000	1.0%	26,906,000	(1.0%)
2026	27,281,000	15,364,000	11,593,000	26,957,000	1.2%	27,267,000	(1.1%)
2027	27,734,000	15,670,000	11,646,000	27,316,000	1.3%	27,606,000	(1.1%)
2028	28,154,000	15,929,000	11,690,000	27,619,000	1.1%	27,912,000	(1.0%)
2029	28,615,000	16,228,000	11,729,000	27,957,000	1.2%	28,224,000	(0.9%)

¹ The Baseline Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019). New for the June 2019 Forecast, the 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 15¢ to 40¢ on May 1, 2020 (FY 2020). The Baseline Forecast excludes any further changes to the current base fares, resulting in declining real fares thereafter. The Baseline Forecast also reflects the current programmed level of service.

² FY 2019 includes actual ridership data through May 2019. Light green shaded values are entirely actual data.

* Excludes adjustments for vessel capacity constraints, 25¢ per fare capital surcharge impacts, and fiscal year-to-date actual data.

Washington State Ferries

RIDERSHIP PROJECTIONS ~ ALTERNATIVE 1 FORECAST

2.5% Annual Fare Increases FY 2020-29¹ | Fare Surcharge Increases by \$0.15 to \$0.40 on 5/1/2020

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Unconstrained Demand Forecast*	June 2019 Capacity Constrained Projections				March 2019 Alt 1 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Jun. % Chg from Mar.
2010		12,463,027	10,169,074	22,632,101	(0.3%)		
2011		12,242,320	9,968,973	22,211,293	(1.9%)		
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 ²	24,434,000	13,763,000	10,573,000	24,336,000	(0.9%)	24,662,000	(1.3%)
2020	25,086,000	14,160,000	10,914,000	25,074,000	3.0%	25,102,000	(0.1%)
2021	25,204,000	14,167,000	11,019,000	25,186,000	0.4%	25,274,000	(0.3%)
2022	25,294,000	14,211,000	11,061,000	25,272,000	0.3%	25,432,000	(0.6%)
2023	25,467,000	14,304,000	11,119,000	25,423,000	0.6%	25,592,000	(0.7%)
2024	25,696,000	14,468,000	11,154,000	25,622,000	0.8%	25,782,000	(0.6%)
2025	25,850,000	14,546,000	11,194,000	25,740,000	0.5%	25,956,000	(0.8%)
2026	26,086,000	14,701,000	11,234,000	25,935,000	0.8%	26,140,000	(0.8%)
2027	26,343,000	14,879,000	11,270,000	26,149,000	0.8%	26,324,000	(0.7%)
2028	26,575,000	15,031,000	11,305,000	26,336,000	0.7%	26,498,000	(0.6%)
2029	26,850,000	15,224,000	11,331,000	26,555,000	0.8%	26,679,000	(0.5%)

¹ The Alternative 1 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), followed by 2.5% annual fare increases each October thereafter. Projected annual inflation is approximately 2%, resulting in slightly increasing real fares over the forecast horizon. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 15¢ to 40¢ on May 1, 2020 (FY 2020). The Alternative 1 Forecast also reflects the current programmed level of service.

² FY 2019 includes actual ridership data through May 2019. Light green shaded values are entirely actual data.

* Excludes adjustments for vessel capacity constraints, 25¢ per fare capital surcharge impacts, and fiscal year-to-date actual data.

Washington State Ferries

RIDERSHIP PROJECTIONS ~ ALTERNATIVE 2 FORECAST (WSTC PROPOSAL)

2.0% P & 2.5% V Fare Increases 10/1/19 & 5/1/20 | Surcharge Increases by \$0.25 to \$0.50 on 5/1/20 | 2.5% Increases FY 2022+¹

June 2019 Forecast – Fiscal Years 2019-2029

Fiscal Year	June 2019 Unconstrained Demand Forecast*	June 2019 Capacity Constrained Projections				March 2019 Alt 1 Projections	
		Passenger Ridership	Vehicle/Driver Ridership	Total Ridership	Annual Rate of Growth	Total Ridership	Alt. % Chg. from Alt. 1
2010		12,463,027	10,169,074	22,632,101	(0.3%)		
2011		12,242,320	9,968,973	22,211,293	(1.9%)		
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 ²	24,434,000	13,763,000	10,573,000	24,336,000	(0.9%)	24,662,000	(1.3%)
2020	25,077,000	14,157,000	10,909,000	25,066,000	3.0%	25,102,000	(0.1%)
2021	25,109,000	14,125,000	10,971,000	25,096,000	0.1%	25,274,000	(0.7%)
2022	25,293,000	14,225,000	11,048,000	25,273,000	0.7%	25,432,000	(0.6%)
2023	25,465,000	14,317,000	11,108,000	25,425,000	0.6%	25,592,000	(0.7%)
2024	25,709,000	14,493,000	11,144,000	25,637,000	0.8%	25,782,000	(0.6%)
2025	25,873,000	14,581,000	11,184,000	25,765,000	0.5%	25,956,000	(0.7%)
2026	26,106,000	14,733,000	11,226,000	25,959,000	0.8%	26,140,000	(0.7%)
2027	26,364,000	14,911,000	11,262,000	26,173,000	0.8%	26,324,000	(0.6%)
2028	26,597,000	15,064,000	11,297,000	26,361,000	0.7%	26,498,000	(0.5%)
2029	26,872,000	15,256,000	11,325,000	26,581,000	0.8%	26,679,000	(0.4%)

¹ The Alternative 2 Forecast includes the most recent passenger and vehicle fare increases of 2.1% and 2.5%, respectively, on October 1, 2018 (FY 2019), adds 2.0% increases for passengers and 2.5% for vehicles on October 1, 2019 and May 1, 2020 (FY 2020), followed by 2.5% increases to both passengers and vehicles each October thereafter. New for the June 2019 Forecast, the existing 25¢ surcharge per fare sold and collected for capital uses is assumed to increase by 25¢ to 50¢ on May 1, 2020 (FY 2020). The Alternative 2 Forecast reflects the current programmed level of service.

² FY 2019 includes actual ridership data through May 2019. Light green shaded values are entirely actual data.

* Excludes adjustments for vessel capacity constraints, 25¢ per fare capital surcharge impacts, and fiscal year-to-date actual data.

Washington State Ferries — Ridership History and Forecast Trends

June 2019 Forecast – Fiscal Years 2008-2029

