

FINANCIAL ELEMENT

INTRODUCTION

The 2018 RTP is financially constrained. All projects listed in this document have been identified with a funding source(s) to complete the project during the scope of the plan (through 2042). Financially unconstrained projects are listed for information purposes. The sources of revenues versus expenditures are displayed on Tables F-14 through F-16. In addition, Table F-13 summarizes year of expenditure baselines and escalation factors per fund type. The projects in the 2018 RTP are consistent with the 2018 State Transportation Improvement Program (STIP), 2018 Interregional Transportation Improvement Program (ITIP) and 2019 Federal Transportation Improvement Program (FTIP).

The purpose of the Financial Element is to provide assumptions of the cost and revenues necessary to implement the Regional Transportation Plan (RTP). The assumptions include revenue estimates for specific governmental funding programs, (including the local sales tax measure, Measure R, state, and federal funds), local contributions, license and fuel taxes, and development fees.

In 2006, the voters of California approved about \$20 billion in bonding (Prop 1b) for the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act. This funding has aided in the construction of many projects in Tulare County. The individual program components of this act are listed under State Funding Sources. The funding from this bond is nearly complete.

In 2017, Senate Bill (SB) 1, The Road Repair and Accountability Act, was passed. SB 1 revenue is estimated to about \$5.2 billion per year. It is primarily funded through increased taxes on gasoline and diesel and vehicle registration fees. \$3.7 billion of the funding is slated to go towards maintenance of local roads and the state highway system.

The adoption of the latest transportation authorization act on December 4, 2015, Fixing America's Surface Transportation Act (Fast Act) made a few changes to the funding programs that were available under the previous transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21).

With the passage of MAP-21, numerous federal programs were repealed, combined or enacted. For transit, the FTA 3038, 5308, 5316, 5317, 5320, and 5339 (Alternatives Analysis) were all repealed, the FTA 5307, 5310 and 5311 programs were modified and the FTA 5324, 5329, 5337 and 5339 (Bus and Bus Facilities) were enacted. For other types of transportation, several programs were combined into the new Transportation Alternatives Program (TAP).

The FAST Act added the National Highway Freight Program and "FASTLANE" (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) grants. FASTLANE was later replaced by "INFRA" (Infrastructure for Rebuilding America).

FUNDING SOURCES

The following revenue sources fund the projects in the RTP:

I. Federal Funding

- a) Federal Transit Administration (FTA)
 - 1. Section 5303 -Metropolitan Planning
 - 2. Section 5307-Urban Area Formula Grants
 - 3. Section 5309-Fixed Guideways Capital Investment Grants

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4. Section 5310-Mobility of Seniors and Individuals with Disabilities
5. Section 5311-Rural Transit Formula Grants
6. Section 5311(c)-Public Transportation on Indian Reservations
7. Section 5324-Emergency Relief
8. Section 5329-Safety
9. Section 5337-State of Good Repair
10. Section 5339-Bus and Bus Facilities
11. Section 5340-Growing States and High Density States Formula
- b) Formula Programs,
 1. National Highway Performance Program (NHPP)
 2. Surface Transportation Block Grant Program (STBGP)
 3. Congestion Mitigation and Air Quality Program (CMAQ)
 4. Highway Safety Improvement Program (HSIP)
 5. Railway-Highway Crossings
 6. Metropolitan Planning
 7. Transportation Alternatives Program (TAP)
 8. National Highway Freight Program
- c) Discretionary Programs
 1. Federal Lands Transportation Program
 2. Federal Lands Access Program
 3. Tribal Transportation Program
 4. Tribal High Priority Projects (THPP)
 5. Projects of National and Regional Significance (PNRS)
 6. Work Zone Safety Grants
 7. On-the-Job Training Supportive Services
 8. Disadvantaged Business Enterprise (DBE) Supportive Services
 9. Highway Use Tax Evasion
 10. Emergency Relief
 11. Infrastructure for Rebuilding America (INFRA)

II. State Funding (includes federal funding distributed to the state)

- a) State Transportation Improvement Program (STIP)
 1. Interregional Improvement Program (IIP)
 2. Regional Improvement Program (RIP)
- b) State Highway Operations Protection Program (SHOPP)
 1. Major Damage Restoration
 2. Collision Reduction
 3. Mandates
 4. Mobility Improvement
 5. Bridge Preservation
 6. Roadway Preservation
 7. Roadside Preservation
 8. Facility Improvement
 9. Minor Program

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- c) Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Prop 1b)
 - 1. Corridor Mobility Improvement Account (CMIA)
 - 2. State Route 99 Corridor
 - 3. Ports Infrastructure, Security & Air Quality (includes Trade Corridors Improvement Fund (TCIF))
 - 4. School Bus Retrofit for Air Quality
 - 5. STIP Augmentation
 - 6. Public Transportation, Modernization, Improvement and Service Enhancement (PTMISEA)
 - 7. State-Local Partnership Program (SLPP)
 - 8. Transit System Safety, Security & Disaster Response Account (TSSDRA)
 - 9. Local Bridge Seismic Retrofit
 - 10. Highway-Railroad Crossing Safety Account (HRCSA)
 - 11. SHOPP (includes Traffic Light Synchronization)
 - 12. Local Street and Roads, Congestion Relief and Traffic Safety
- d) REMOVE II - San Joaquin Valley Air Pollution Control District
- e) Active Transportation Program (ATP)
- f) Heavy-Duty Motor Vehicle Emission Reduction Incentive Program
- g) Light- and Medium-Duty Vehicle Incentive Program
- h) The Road Repair and Accountability Act (SB 1)
 - 1. Local Partnership Program (LPP)
 - 2. Congested Corridors Program
 - 3. Trade Corridor Enhancement Program

(Note: Funding for the LPP comes from the Road Maintenance and Rehabilitation Account (RMRA) which also augments existing programs such as SHOPP and ATP. SB 1 also augments the STIP, STA, Transit and Intercity Rail Capital Program and Intercity and Commuter Rail.)

III. Local & Regional Funding (includes local disbursements from the State)

- a) State Gas Tax (Highway User Tax Account (HUTA))
- b) State Sales Tax on gasoline (Transportation Investment Fund (TIF – Prop 42))
- c) Vehicle License Fees (VLF)
- d) Transportation Development Act (TDA)
 - 1. Local Transportation Fund (LTF)
 - 2. State Transportation Assistance Funds (STAF)
- e) Local Building Assessments
 - 1. Developer and Impact fees
- f) Sales Tax Revenue
 - 1. Measure R regional sales tax
 - 2. Local General Fund sales taxes

State Funding

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund

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(Prop 42) and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP), using Interregional Improvement Program (IIP) funds, and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) using Regional Improvement Program (RIP) funds. Public hearings are held in both northern and southern California. The STIP is then adopted by the CTC. This process, as well as the fund distribution process, are outlined in charts available on the Caltrans Transportation Programming website: <http://www.dot.ca.gov/hq/transprog>.

The IIP funds make up 25% of the total STIP funds, which are available for State Highway, intercity rail, grade separation, and mass transit improvements included in the Caltrans IIP. The RIP funds represent 75% of the total STIP which are available for use on State Highways, grade separation projects, transportation system management projects, soundwalls, rail transit projects, local street projects, intermodal facilities, pedestrian and bicycle facilities. TCAG uses RIP funding only on state highway projects. The projects must be included in the RTIP, which is prepared by TCAG and submitted to Caltrans and the CTC for adoption into the STIP bi-annually with a yearly augmentation as needed. Table F-1 displays the STIP cycles and TCAG's estimates for STIP funding through FY 2042/43.

State Highway Operation and Protection Program (SHOPP)

SHOPP is a program initiated by State legislation that includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the minor program. Caltrans is the owner-operator of the State Highway System and is responsible for the maintenance. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP uses a four-year program of projects, adopted separately from the STIP. It is funded through the federal and state gas taxes. See Table F-2 for SHOPP scheduled projects.

Proposition 1b

Proposition 1b was approved by California voters in November of 2006. The distribution of this \$19.9 billion transportation bond is outlined in SB1266, the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund Act of 2006 [Table F-3]. In Tulare County the bulk of this funding was programmed prior to FY 2013/14. Exceptions include the Public Transportation, Modernization, Improvement and Service Enhancement Account (PTMISEA). About \$300 million in bond funding was programmed prior to FY 2013/14 in Tulare County.

Senate Bill 1 (SB 1) The Road Repair and Accountability Act, was signed into State law on April 28, 2017 [Table F-3]. SB 1 revenue is estimated to about \$5.2 billion per year. It is primarily funded through increased taxes on gasoline and diesel and vehicle registration fees. \$3.7 billion of the funding is slated to go towards maintenance of local roads and the state highway system. SB 1 created new programs such as the Local Partnership Program (LPP), Congested Corridors Program

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and Trade Corridor Enhancement Program. It also augmented existing programs such as the ATP, STIP and SHOPP.

San Joaquin Valley Air Pollution Control District (SJVAPCD) – REMOVE II

The REMOVE II Program provides incentives for specific projects that will reduce motor vehicle emissions within the District. The purpose of the REMOVE II Program is to assist the SJVAPCD in attaining the requirements of the California Clean Air Act. This is accomplished by allocating funds to cost-effective projects that have the greatest motor vehicle emission reductions resulting in long-term impacts on air pollution problems in the San Joaquin Valley. All projects must have a direct air quality benefit to the District. Any portion of a project that does not directly benefit the District within the boundaries will not be allowed for funding or in calculating emission reductions

Light and Medium Duty Vehicle Incentive Program:

Eligible funding categories for this program include certain new on-road original equipment manufacturer (OEM) alternative-fuel vehicles with a gross vehicle weight rating up to 14,000 pounds, including passenger cars, pick-up trucks, small buses, vans and small delivery trucks. Eligible vehicles include dedicated compressed natural gas, propane, electric, and hybrid vehicles.

Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. ATP funding was augmented by \$100 million per year with the passage of SB 1.

ATP projects are to be selected under two separate selection processes – the statewide competitive selection process and a MPO administered local competitive selection process. Projects not selected in the statewide competition will be considered during the MPOs selection process.

For FY 18/19 the total amount available for the statewide competition was \$135 million. TCAG's FY 18/19 share for its local competitive process is \$1.13 million. For both the statewide and MPO distribution amounts, 25% must benefit disadvantaged communities. In addition, \$24 million of the statewide funds are specifically available for safe routes to school projects. Table F-7 shows projected ATP funding.

STIP Cycles & Project Timelines 2018/19-2042/43



Note:
STIP Funding Assumptions: It is estimated that Tulare County will receive \$18 million in the 2020 STIP with a 3% escalation for each following STIP. Following the 2018 STIP, new funding is assumed in the last 3 years of each subsequent STIP. This table does not include estimated ITIP funding.

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Table F-2
2018 State Highway Operation & Protection Program (SHOPP)

\$ thousands

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>PPNO</u>	<u>FY</u>	<u>Fund Type</u>	<u>PA & ED</u>	<u>PS & E</u>	<u>RW</u>	<u>RW Sup</u>	<u>Con</u>	<u>Con Sup</u>	<u>Total</u>
190	15.1/ 16.9	Near Porterville, west of SR65 to Plano. Landscape mitigation.	0S311	3032	18/19		\$ -	\$ 330	\$ -	\$ -	\$ 400	\$ 490	\$ 1,220
65	17.5/ 22.0	In and near Porterville, from .4 mi north of Ave 136 to .2 mi north of Linda Vista, also SR-190 from .2 mi west of SR-65 to Blue Heron. Construct MVPs, gore paving, drainage improvements, new fencing and relocation of pullboxes and controller cabinets	0U730	6813	20/21		\$ 610	\$ 940	\$ 13	\$ 18	\$ 4,400	\$ 710	\$ 6,691
99	22.3	Near Tipton, at the Philip S. Rain Safety Roadside Rest Area. Upgrade water, sewer and irrigation facilities.	0U770	6885	21/22		\$ 550	\$1,750	\$ 50	\$ 12	\$ 8,000	\$2,250	\$ 12,612
99	28.9/ 31.0	In Tulare, north of Bardsley to north of Prosperity. Roadside safety improvements.	0R170	6700	18/19		\$ 255	\$ 624		\$ 24	\$ 2,700	\$ 430	\$ 4,033
99	51.6/ 52.2	Near Kingsburg, from .2 mi south to .4 mi north of Ave 384 at Warlow Safety Roadside Area. Upgrade water & wastewater systems.	0V760	6882	21/22		\$ 869	\$1,666	\$170	\$ 36	\$ 4,241	\$1,705	\$ 8,687
99	19.4	In Tipton, at Ave 152 overcrossing. Replace bridge.	0Q910	6679	19/20		\$ 453	\$1,730	\$343	\$ 54	\$ 7,521	\$1,354	\$ 11,455
245	1.4	Near Woodlake, at Yokohl Creek and Kaweah River. Replace bridges.	0U280	6787	20/21		\$1,325	\$2,260	\$395	\$645	\$12,100	\$1,940	\$ 18,665
99	6.2,12.6, 12.8	In and near Pixley, at Ave 48, Davis Ave & Ave 100. Upgrade bridge railings.	0U270	6788	20/21		\$ 740	\$1,122	\$108	\$ 30	\$ 2,120	\$1,048	\$ 5,168
201/ 216		Near Kingsburg, SR201 at Sand Creek and Friant-Kern Canal, SR216 at Kaweah River. Bridge rail replacement.	0H200	6521	18/19		\$1,728	\$3,900	\$450	\$617	\$ 9,371	\$2,357	\$ 18,423
99		Various locations. Upgrade 11 existing pumps and control systems.	0U230	6795	19/20		\$ 650	\$2,060	\$ 65	\$620	\$ 5,140	\$2,230	\$ 10,765
190	34.7/ 39.7	Between Springville and Camp Nelson, east of Balch Park Rd to west of Wishon Dr. Replace culverts.	0H140	6286	19/20		\$ 800	\$ 950	\$246	\$210	\$ 2,850	\$ 800	\$ 5,856

TOTAL \$103,575

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Table F-3

SB 1 (The Road Repair and Accountability Act of 2017)

State Amount	Fund Type	Description	Allocating Agency
\$3700+	Road Maintenance & Rehabilitation Account*		
\$1,500	SHOPP	Augments funding for existing SHOPP	CTC
\$1,500	Local Steets & Roads	Similar to HUTA funding for local streets and roads	Controller
\$400	Bridges & Culverts Rehab/Maintenance	For use on the State Highway System	CTC
\$200	Local Partnership Program	Matching funding for self help agencies (50% competitive/50% formula)	CTC
\$100	Active Transportation Program	Augments funding for existing ATP	CTC
\$25	Local Planning Grants		
\$1,100	State Transportation Improvement Program	Augments funding for existing STIP (RTIP & ITIP)	CTC
\$300	Trade Corridor Enhancement Account	Goods movement projects	CTC
\$250	Solutions for Congested Corridors Program	Non-capacity increasing projects to relieve congestion	CTC
\$355	State Transit Account		
\$250	STA Augmentation	Augments funding to existing STA	
\$105	STA TIF Augmentation	Capital improvements focused on modernizing transit vehicles and facilities	
\$245	Transit and Intercity Rail Capital Program	Augments funding to existing TIRCP	CalSTA
\$37.5	Intercity and Commuter Rail	50% competitive/50% formula for rail corridors	CalSTA
\$685	General Fund Loan Repayments	A total of \$685m paid back from FY 17/18 to FY 19/20 with \$550m split between State and Local agencies and \$236m to transit (TIRCP)	Controller CalSTA

(\$ in millions per year except for loan repayment)

*RMRA also includes funding for the California Workforce Development Board and transportation related research through the California University system

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Federal Funding

Fixing America's Surface Transportation Act (FAST Act)

The FAST ACT (signed into law on December 4, 2015) replaced the Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act authorizes funds for federal transportation programming for two years and is currently set to expire at the end of FY 20/21.

The FAST Act continued various programs from MAP-21. The core transportation formula programs are the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Program (CMAQ), Highway Safety Improvement Program (HSIP), and Metropolitan Planning funds.

Federal Transit Administration (FTA)

The FTA provides federal funds for improvements in rural and urban transit operations. The FAST ACT continued programs from MAP-21. The FTA sections that provide transit funds are as follows:

FTA Section 5303, 5304 & 5305 –Metropolitan, Statewide & Planning Programs:

The Metropolitan, Statewide and Planning programs were combined in one chapter during the development of the SAFETEA-LU legislation. Section 5303 funds are available to metropolitan cities with a minimum population of 50,000; these areas are designated as an Urbanized Areas. Section FTA 5303 funds are available for planning components of the operating budget, such as development of Short Range Transit Plans. Funds are made available to the states for planning and technical studies, which are often used to carry out projects for the benefit of non-urbanized area transit. The combination of the three programs consolidates planning with one single section, funded from Mass Transit Account of the Highway Trust Fund. The programs maintain the requirement for a separate Regional Transportation Plan and Transportation Improvement Program as well as requiring certification of the planning process every four years. A total of \$681 million will be available to agencies nationwide during the five years of the FAST Act.

Section 5307 (Urbanized Area Formula Grants):

Section 5307 funds provide grants for Urbanized Areas for public transportation capital investments and operating expenses in urbanized areas under 200,000 in population from the Mass Transit Account. Under MAP-21, funding could also be used for operating expenses in urbanized areas over 200,000 in population if the transit system operates less than 100 buses. In addition, activities eligible under the former Jobs Access and Reverse Commute (JARC) program are now eligible under 5307.

Capital projects are matched at 80% federal and 20% local. Projects that meet the mandates of the Americans with Disabilities Act (ADA) or Federal Clean Air Act can be funded on a 90% federal and 10% local at the Secretary of Transportation's discretion. A portion of Section 5307 funds can be used to support annual operating budgets on a 50% federal and 50% local basis or a 75% federal and 25% local basis depending on the number of buses operating during peak service hours. The total amount of Section 5307 funds over the life of the FAST Act is \$26.4 billion.

Section 5307 funds are divided among regions and operators within regions on a formula basis. Section 5340 funding (Growing States and High Density States Formula) is included

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within the 5307 distribution. Tulare County contains two Urbanized Areas (UZAs) for this purpose: the Porterville UZA and the Visalia UZA. The Cities of Tulare, Exeter and Farmersville are included within the Visalia UZA. These areas can use Section 5307 funds for capital and operations. The City of Tulare operates its own transit system while Exeter and Farmersville receive fixed route service from Visalia. See Table F-4 for the projected Section 5307 fund distribution.

FTA Section 5309 – Fixed Guideway Capital Investment Grants:

There are four categories of eligible projects: New Starts, Small Starts, Core Capacity and Programs of Interrelated Projects. This program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT) and ferry systems. Funding for FTA 5309 totals \$11.5 billion in MAP-21.

Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities):

Section 5310 provides capital assistance for nonprofit agencies to provide transportation for elderly and persons with disabilities. Public agencies, where no private nonprofits are available, are also eligible. The capital funds are apportioned to states and large urbanized areas (over 200,000 in population) by the federal government through FTA to providers of transportation for the elderly and disabled. Activities eligible under the former New Freedom (5317) program are now eligible under 5310.

FTA 5310 will provide \$1.4 billion through the life of the FAST Act. At least 55% of the funds must be spent on the types of capital projects eligible under the former (SAFETEA-LU) 5310. The remaining 45% may be used for public transportation projects that exceed ADA requirements, projects that improve access to fixed-route service, or alternatives to public transportation that assist seniors and individuals with disabilities.

Section 5311 (Rural Areas Formula Grants):

The Section 5311 program provides capital, operating, and administrative assistance for non-urbanized transit operations (areas with less than 50,000 in population). Activities eligible under the former Jobs Access and Reverse Commute (JARC) program are now eligible under 5311.

Administered by Caltrans in California, the funds can be used for either capital or operating expenses. Capital projects require a 20% local match and operations require a 50% local match. The transit agencies of Dinuba, Exeter, Woodlake, Farmersville, Lindsay, and Tulare County are eligible to apply for funding (Table F-9). Funding for FTA 5311 totals about \$3.6 billion under the FAST Act. This includes \$175 million for public transportation on tribal lands.

Section 5339 (Bus and Bus Facilities Program):

This was a new formula grant program in MAP-21 that replaced Section 5309 from SAFETEA-LU. The program provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The program requires a 20% local match. Funding for FTA 5339 totals \$3.7 billion under the FAST Act.

Table F-4
Federal Transit Administration Sections 5307 & 5311

In thousands \$

Agency/Fund Type	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39-42/43	TOTAL		
Section 5307																								
Visalia*	5,269	5,385	5,504	5,625	5,748	5,875	6,004	6,136	6,271	6,409	6,550	6,694	6,842	6,992	7,146	7,303	7,464	7,628	7,796	7,967	26,080	\$ 156,690		
Porterville	1,921	1,964	2,007	2,051	2,096	2,142	2,189	2,238	2,287	2,337	2,389	2,441	2,495	2,550	2,606	2,663	2,722	2,782	2,843	2,905	9,510	\$ 57,137		
Total 5307	7,191	7,349	7,511	7,676	7,845	8,017	8,194	8,374	8,558	8,746	8,939	9,135	9,336	9,542	9,752	9,966	10,186	10,410	10,639	10,873	35,590	\$ 213,828		
Section 5311																								
Rural																								
Agencies**	860	879	898	918	938	959	980	1,001	1,023	1,046	1,069	1,092	1,116	1,141	1,166	1,192	1,218	1,245	1,272	1,300	4,256	\$ 25,568		
Total 5311	860	879	898	918	938	959	980	1,001	1,023	1,046	1,069	1,092	1,116	1,141	1,166	1,192	1,218	1,245	1,272	1,300	4,256	\$ 25,568		
Local Match																								
5307 Match	1,798	1,837	1,878	1,919	1,961	2,004	2,048	2,093	2,140	2,187	2,235	2,284	2,334	2,385	2,438	2,492	2,546	2,602	2,660	2,718	8,898	\$ 53,457		
5311 Match	215	220	225	229	235	240	245	250	256	261	267	273	279	285	292	298	304	311	318	325	1,064	\$ 6,392		
Total Match	2,013	2,057	2,102	2,148	2,196	2,244	2,293	2,344	2,395	2,448	2,502	2,557	2,613	2,671	2,729	2,790	2,851	2,914	2,978	3,043	9,961	\$ 59,849		
TOTAL	10,063	10,285	10,511	10,742	10,978	11,220	11,467	11,719	11,977	12,240	12,510	12,785	13,066	13,354	13,647	13,948	14,254	14,568	14,888	15,216	49,807	\$ 299,245		
					Short-Term Total												Long-Term Total							
					Section 5307						\$79,460						Section 5307						\$134,368	
					Section 5311						\$9,501						Section 5311						\$16,067	
					Local Match						\$22,240						Local Match						\$37,609	

*Tulare is included within the Visalia Urbanized Area. Funding is split by formula between Visalia and Tulare.

Exeter and Farmersville are within the Visalia UZA and are served by Visalia transit.

**Rural agencies include Dinuba, Woodlake, and the County

Lindsay is served by County transit

Projections based on 2.2% escalation from FY16/17 & 17/18 distributions

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Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Program (STP) was established by ISTEA in 1991 and continued through TEA 21, SAFETEA-LU, MAP-21 and renamed by the FAST Act as STBGP. TCAG exchanges rural STGPP funds for State Highway Account funds in accordance with the annual Exchange/Match Program. TCAG utilizes the Federal Apportionment Exchange Program with an agreement with the California Department of Transportation (Caltrans). The funds are then used by the local agencies (Cities and County) on street and road maintenance or construction on or off the Federal Aid System roads, providing much need flexibility in the rural county.

After the 2010 Census, the Visalia Urbanized Area (UZA) was expanded to include the City of Tulare. This resulted in the Visalia UZA having a population greater than 200,000. The Visalia UZA now is classified as a STP Large UZA and is ineligible for exchanging STP for state funds. STP funding exchange will continue for the areas in Tulare County that are outside the Visalia UZA.

Fifty percent of state STP funds are to be distributed to areas based on population, with the remainder to be used in any area of the state. Funding totals \$58.3 billion for the FAST Act. Funding projections for Tulare County are shown on Table F-5.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

NHPP funding is used by Caltrans to fund programs, such as interstate maintenance, that support the stated goals of the program. NHPP funding totals \$116.4 billion in the FAST Act.

Highway Safety Improvement Program (HSIP)

The HSIP uses a formula distribution that is weighted equally based on lanes miles, vehicle miles traveled and fatalities. The purpose of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state owned public roads and roads on tribal lands.

Funding is divided by formula to the states which then funds eligible safety programs within the state. HSIP includes projects formerly eligible in the High Risk Rural Road program. There is a total of \$11.6 billion in HSIP funding in the FAST Act.

Congestion Mitigation and Air Quality (CMAQ)

CMAQ continues to be funded through the FAST Act. Funds are directed to projects and programs which improve or maintain National Ambient Air Quality Standards in non-attainment and air quality maintenance areas.

A wide and diverse variety of projects and programs are eligible for CMAQ projects. Transit vehicles, traffic synchronization projects, bicycle facilities, compressed natural gas (CNG) stations/vehicles, roundabouts and other projects have been programmed. There is a total of \$12 billion in CMAQ funding in the FAST Act. Funding projections for Tulare County are shown on Table F-6.

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Transportation Alternatives Program (TAP)

TAP was a new program under MAP-21 (continued in the FAST Act) that replaced funding for Transportation Enhancements, Safe Routes to School and several other discretionary programs from SAFETEA-LU. Unless the state's governor opts out, there is a set-aside from TAP to fund the Recreational Trails Program equal to the FY 2009 SAFETEA-LU apportionment.

TAP funds are reserved for a variety of special projects on the Federal-aid system, which serve to enhance or enlarge the function or purpose of a project beyond that normally required for transportation service or environmental mitigation requirements. Projects include bicycle, pedestrian, mitigation measures, visitor centers, safe routes to schools and recreational trails.

There is a total of \$4.2 billion authorized under the FAST Act. TAP funding is combined with various State funding to form California's Active Transportation Program (ATP).

Federal Lands and Tribal Transportation Programs

Under the FAST Act, the Federal Lands Transportation Program (FLTP) provides \$1.8 billion for projects that improve access within federally owned land. Most of the funding is allocated to the National Park Service, Fish and Wildlife Service and Forest Service with remainder being competitive funding for other federal agencies. This program was combined in MAP-21 from the former Park Roads and Refuge Roads programs from SAFETEA-LU.

The Federal Lands Access Program (FLAP) provides \$1.3 billion for projects on state and local roads that improve access to federal lands. Funds are distributed on a formula basis to states and projects are then awarded by the state on a competitive basis.

The Tribal Transportation Program provides \$2.4 billion for projects that improve access to and within Tribal lands. This funding is divided on a formula basis among tribes. The FAST Act did not authorize funding for the discretionary program, Tribal High Priority Projects Program, that was included in MAP-21.

High Priority Projects

Tulare County has been the recipient of legislative line item funding for farm to market transportation and road improvements in Tulare County. Tulare County received over \$20 million in federal funds from SAFETEA-LU for specific projects. While this type of funding was not included in MAP-21 or the FAST Act, high priority project funding may again be included in future transportation authorization bills.

Federal Transportation Improvement Program (FTIP)

The FTIP outlines projects and financial expenditures from all federal programs. In addition, the FTIP includes regionally significant projects that don't use federal funds. The FTIP is a 4-year programming document that is comprehensively updated every two years. TCAG prepares the FTIP in cooperation with its member agencies, transit operators, state and federal agencies, Tule River Indian Tribe and through the public participation process as defined in TCAG's adopted Public Participation Plan.

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Table F-5
Surface Transportation Block Grant Program

	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Urban	2,959	3,074	3,074	3,074	3,135	3,198	3,262	3,327	3,394	3,461	3,531	3,601	3,673
Rural	3,137	3,249	3,245	3,242	3,289	3,337	3,386	3,436	3,487	3,539	3,592	3,646	3,701
TOTAL	6,095	6,322	6,319	6,316	6,424	6,535	6,648	6,763	6,881	7,001	7,123	7,248	7,375
Short-Term Total:										\$65,305			
	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	TOTAL
Urban	3,747	3,822	3,898	3,976	4,056	4,137	4,219	4,304	4,390	4,478	4,567	4,659	\$93,014
Rural	3,758	3,815	3,874	3,933	3,994	4,056	4,120	4,184	4,250	4,318	4,386	4,456	\$93,433
TOTAL	7,504	7,637	7,772	7,909	8,050	8,193	8,339	8,488	8,640	8,795	8,954	9,115	\$186,447
Long-Term Total:										\$121,142			

In thousands \$

Projections based on 2% escalation from FY17/18 estimated distributions

Part of the Tulare County apportionment (\$888k/year) does not change (Pre ISTEIA old FAS Rules Calculating Roads in a County)

"Urban" = Visalia Urbanized Area

Table F-6
Congestion Mitigation & Air Quality

18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	
5,535	5,646	5,644	5,642	5,754	5,870	5,987	6,107	6,229	6,353	6,480	6,610	6,742	
					Short-Term Total:					\$58,766			
31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	TOTAL	
6,877	7,015	7,155	7,298	7,444	7,593	7,745	7,900	8,058	8,219	8,383	8,551	\$170,836	
In thousands \$					Long-Term Total:					\$112,070			

In thousands \$

Projections based on 2% escalation from FY17/18 estimated distributions

Table F-7
Active Transportation Program

	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Regional	1,130	1,153	1,176	1,199	1,223	1,248	1,273	1,298	1,324	1,350	1,377	1,405	1,433
Competitive	721	721	721	735	750	765	780	796	812	828	845	862	879
TOTAL	1,851	1,874	1,897	1,935	1,973	2,013	2,053	2,094	2,136	2,179	2,222	2,267	2,312
Short-Term Total:										\$20,004			
	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	TOTAL
Regional	1,462	1,491	1,521	1,551	1,582	1,614	1,646	1,679	1,713	1,747	1,782	1,818	\$36,194
Competitive	896	914	933	951	970	990	1,010	1,030	1,050	1,071	1,093	1,115	\$22,239
TOTAL	2,358	2,405	2,454	2,503	2,553	2,604	2,656	2,709	2,763	2,818	2,875	2,932	\$58,433
Long-Term Total:										\$38,430			

In thousands \$

Regional projections based on 2% escalation from fund estimate for FY18/19

Competitive projects based on average awards received in the first 3 cycles (through FY 20/21) with 2% escalation thereafter

The ATP includes federal Transportation Alternatives Program funding and other federal and state funding sources.

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Local and Regional Funding (including State-Local disbursements)

State Fuel Excise Tax

The State collects an 18 cents/gallon excise tax on gasoline and 13 cents/gallon on diesel fuel. This tax generates over \$3 billion per year in revenue and is divided by formula between the State Highway Account (SHA) which funds the STIP, SHOPP and other state programs at 64% and for use by cities and counties at 36% through the Highway Users Tax Account (HUTA).

SB 1 created a new Road Maintenance and Rehabilitation Account (RMRA) which includes funding from a 12 cents/gallon increase of the gasoline excise tax and 20 cents/gallon increase of the diesel excise tax (both effective 11/1/17). Beginning on July 1, 2020, the gasoline and diesel excise taxes will be increased by the change in the California Consumer Price Index (CPI).

Fuel Tax Swap

The State replaced the Proposition 42 5% state sales tax on gasoline with an additional excise tax known as the fuel tax swap. This excise tax was enacted in July of 2010 at 17.3 cents/gallon. The Board of Equalization had the authority to adjust the excise tax to based on how much revenue would've been raised under the old sales tax. Due to the significant variance in gasoline prices, the excise tax varied significantly from 9.8 to 21.5 cents/gallon leading to instability in State transportation funding. This tax is divided between the SHA (44% to the STIP, 12% to the SHOPP) and local streets and roads through the HUTA (44%).

SB 1 sets the rate at 17.3 cents/gallon effective on July 1, 2019 and eliminates the BOE process of price-based rate adjustments. As with the excise tax, the fuel tax swap increases will also be tied to the California CPI.

Figure F-1
Projected Fuel Excise Tax Disbursements FY18/19*

Agency	HUTA	RMRA	Total
Dinuba	.58	.42	1.00
Exeter	.26	.19	.45
Farmersville	.27	.19	.46
Lindsay	.31	.22	.53
Porterville	1.41	1.02	2.43
Tulare	1.49	1.08	2.56
Visalia	3.04	2.21	5.25
Woodlake	.18	.13	.31
County	12.16	3.74	15.90
TOTAL	19.70	9.18	28.88

*In millions of \$. HUTA includes \$1.12 million in general fund loan repayment.

Transportation Development Act (TDA)

Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) are California State sales tax funds that are available for transit operations and street and road purposes. The LTF has been in existence since 1972 and is derived from 1/4 cent of retail sales tax

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collected in the State of California. The STAF, a subset of the Public Transportation Account (PTA), has been in existence since 1980 and is generated by the gasoline sales tax. The LTF is distributed to each city and the non-incorporated areas based on population.

In Tulare County, the LTF may be used for both transit and street and road purposes as long as all transit needs are addressed first. The STAF is allocated to the regions on the basis of operator revenues and must be used for transit purposes only. As part of the FY 2008/09 state budget, STAF was taken to help balance the budget until FY 2012/13. Tables F-8 and F-9 show the FY 2016/17 LTF and STA Apportionments and Tables F-10 and F-11 show LTF and STAF projections (including the increased revenues from SB 1 to STA).

Measure R – Regional Sales Tax

In November of 2006, Tulare County residents passed Measure R, which enacted a half cent sales tax for the next 30 years. The Measure R Expenditure Plan used a straight-line estimate of \$21.8 million per year totaling \$654 million in regional sales tax funds for the 30 year life of the measure. Actual Measure R receipts were \$31.7 million in FY 2016/17. Table F-12 shows Measure R projections using an escalation factor rather than the straight-line projections in the Expenditure Plan.

Funding is distributed towards regional projects (50%), city/county improvements (35%), transit, bicycle, rail and environmental projects (14%) and administration and planning (1%). Although Measure R will aid in transportation projects, the issue of deferred maintenance remains.

The current iteration of the Measure R regional sales tax expires after FY 2036/37. An extension of the regional sales tax is assumed beyond FY 2036/37 of the RTP planning period with an estimated 50% to city/county improvements (typically road rehabilitation), 29% regional 20% transit, bicycle, rail and environmental and 1% administration and planning.

Local Contributions

Local contribution to State Highways and the Regional Road System in Tulare County is optional by the cities and county. In Tulare County, there are no local gas tax funds being generated specifically for local street and road purposes. The City of Tulare does have a general fund sales tax that can be used for transportation projects or for any other general fund expense such as public safety. The primary local means (outside of state disbursements and the local share of the regional Measure R sales tax) of collecting revenue for local streets and roads is through mitigation, impact, and developer fees. Each city has the responsibility and authority to enact and collect these fees in order to make transportation improvements.

Currently the Cities of Visalia, Tulare, and Porterville are the only cities who collect fees for local street and road improvements on the Regional Road System. Many agencies also use their general fund along with several other sources of funding such as STBGP, HUTA and the local share of the regional Measure R sales tax for operations & maintenance of their existing road network.

Other Potential Future Revenue Sources

Cap and Trade Program

As follow-up implementation of AB 32, a cap-and-trade program is one of the strategies California is employing to reduce the Greenhouse Gas (GHG) emissions that cause climate change.

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This objective of the program is to help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to purchase and trade permits (allowances) to emit GHGs.

There is a potential for revenues from the program to be used for transportation projects that result in the reduction GHG emissions. However, the disbursement of and estimated amount of these future revenues has not yet been determined. For this reason, potential revenues from this program have not yet been included in this RTP.

Regional Transportation Impact Fee

Due largely to the instability of state transportation funding, not all needed transportation projects can be completed within the RTP planning period. In recognition of the impacts of growth to the region's transportation system, TCAG may begin the process of developing a regional Transportation Impact Fee (TIF) program within the RTP time horizon. Potential revenues from this possible fee are not included in this RTP.

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Table F-8
2017-18 Local Transportation Fund Apportionment Estimate

LTF ESTIMATE FOR 2017-18 = \$17,076,683

Agency	Population 1/1/2017	% of Total Population	REVENUES		(ADJUSTMENTS)				FUNDS AVAILABLE TO CLAIMANT			
			Fund Balance Revised	Estimates 17/18	Penalties (Unclaimable) ³	Transfer Agreement ²	TDA Administration	Subtotal	Local Transportation Contribution ¹	Special Planning Contributions ¹	Public Transit and Streets & Roads ²	Total LTF
Dinuba	24,861	5.27%	\$97,070	\$899,929	\$0	\$10,080	(\$3,847)	\$1,003,231	\$57,839	\$0	\$951,625	\$1,009,464
Exeter	10,985	2.33%	\$26,538	\$397,640	(\$23,380)	\$4,573	(\$1,700)	\$403,671	\$25,556	\$0	\$357,608	\$383,164
Farmersville	11,248	2.38%	\$28,519	\$407,160	\$0	\$4,563	(\$1,741)	\$438,501	\$26,168	\$0	\$415,155	\$441,324
Lindsay	12,894	2.73%	\$30,080	\$466,743	\$0	\$12,417	(\$1,995)	\$507,245	\$29,998	\$0	\$487,670	\$517,667
Porterville	59,908	12.70%	\$532,099	\$2,168,576	\$0	\$63,163	(\$9,270)	\$2,754,567	\$139,375	\$5,735	\$2,663,349	\$2,808,459
Tulare	64,661	13.71%	\$1,321,197	\$2,340,627	\$0	\$0	(\$10,006)	\$3,651,818	\$150,432	\$0	\$3,491,380	\$3,641,812
Visalia	133,151	28.22%	\$621,363	\$4,819,858	\$0	(\$97,499)	(\$20,604)	\$5,323,117	\$309,773	\$0	\$4,895,241	\$5,205,014
Woodlake	7,768	1.65%	\$21,627	\$281,189	\$0	\$9,823	(\$1,202)	\$311,437	\$18,072	\$0	\$301,986	\$320,058
Non-Incorp.	146,276	31.01%	\$552,257	\$5,294,962	\$0	(\$7,119)	(\$22,635)	\$5,817,465	\$340,308	\$0	\$5,447,403	\$5,787,711
TOTALS:	471,752	100%	\$3,230,750	\$17,076,683	(\$23,380)	\$0	(\$73,000)	\$20,211,053	\$1,097,520	\$5,735	\$19,011,418	\$20,114,673

Notes:

¹ Claimant claims Planning Contribution and Special Contributions for transfer of funds directly to TCAG

² Amount available directly to agencies for transit, then streets and roads.

³ Required per PUC Section 99268.9

² TRANSFER AGREEMENT SUMMARY

Transfer	Transfer From	Transfer to	LTF Amount
a	Visalia	Dinuba	\$10,079.50
a	Visalia	Exeter	\$4,573.30
a	Visalia	Farmersville	\$4,562.85
a	Visalia	Lindsay	\$5,298.15
a	Visalia	Porterville	\$27,897.70
a	Visalia	Woodlake	\$3,126.45
b	Visalia	Woodlake	\$2,495.65
c	Visalia	Porterville	\$35,264.95
d	County	Lindsay	\$7,119.30
e	Visalia	Woodlake	\$4,200.90

Transfer 'a' is for 16/17 LCTOP (Cap and Trade)

Transfer 'b' is for a trade of 17/18 PTMISEA

Transfer 'c' is for a trade of 16/17 CalOES TSSSDRA funds

Transfer 'd' is for a trade of 16/17 CalOES TSSSDRA funds

Transfer 'e' is for a trade of 16/17 CalOES TSSSDRA funds

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Table F-9
Estimated 2017/18 State Transit Assistance Fund

Agency	Population 1/1/2017	% of Total Pop.	STA 99313, 99314, and SB1 State of Good Repair Funds									
			Balance 6/30/2017	Estimated 99313	Estimated 99314	Reg. STA Subtotal	SGR 99313	SGR 99314	SGR Subtotal	2017/18 Total Av.	Transfer Agmts	Total \$
Dinuba	24,861	5.27%	23,928	147,457	13,060	160,517	33,023	2,925	35,948	220,393	0	220,393
Exeter	10,985	2.33%	(16,875)	65,155	375	65,530	14,592	85	14,677	63,332	0	63,332
Farmersvill	11,248	2.38%	(16,942)	66,715	0	66,715	14,941	0	14,941	64,714	0	64,714
Lindsay	12,984	2.75%	224,227	77,011	0	77,011	17,247	0	17,247	318,485	0	318,485
Porterville	59,908	12.70%	137,358	355,329	49,454	404,783	79,577	11,075	90,652	632,794	0	632,794
Tulare	64,661	13.70%	236,883	383,521	28,855	412,376	85,890	6,462	92,352	741,611	0	741,611
Visalia	133,151	28.22%	(211,901)	789,752	230,903	1,020,655	176,867	51,711	228,578	1,037,332	0	1,037,332
Woodlake	7,768	1.65%	110	46,074	657	46,731	10,318	147	10,465	57,307	0	57,307
County	146,276	31.00%	64,308	867,600	48,090	915,690	194,301	10,770	205,071	1,185,069	0	1,185,069
Totals	471,842	100.00%	441,097	2,798,614	371,394	3,170,008	626,757	83,175	709,932	4,321,037	0	4,321,037

*State of Good Repair (SGR)

2017/18 Transfer Agreements:

Transfer	Transfer From	Transfer To	Amount
	Lindsay	County	
	County	Visalia	
	County	Woodlake	
	County	Porterville	
	County	Dinuba	
	Farmersville	Visalia	
	Exeter	Visalia	

Measure R Eligible Funds for Amendment No. 4

	Baseline STA 2016/17	SB1*
Dinuba	\$104,783	\$91,682
Exeter	\$45,006	\$35,201
Farmersvill	\$45,025	\$36,630
Lindsay	\$52,283	\$41,975
Porterville	\$269,842	\$225,593
Tulare	\$279,081	\$225,647
Visaia	\$640,892	\$608,341
Woodlake	\$31,573	\$25,624
County	\$654,976	\$465,786

*The SB1 Differential is the amount eligible for use per Measure R Amendment No. 4.

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Table F-10
State Transit Assistance Fund

	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
99313	2,017	2,078	2,140	2,204	2,270	2,339	2,409	2,481	2,555	2,632	2,711	2,792	2,876	2,962
99313 SB1	1,667	1,717	1,769	1,822	1,877	1,933	1,991	2,051	2,112	2,175	2,241	2,308	2,377	2,448
99313 TIF	697	718	739	761	784	808	832	857	883	909	936	964	993	1,023
Subtotal	4,381	4,513	4,648	4,787	4,931	5,079	5,231	5,388	5,550	5,716	5,888	6,065	6,247	6,434
99314	211	218	224	231	238	245	253	260	268	276	284	293	302	311
99314 SB1	175	180	185	191	197	203	209	215	221	228	235	242	249	257
99314 TIF	73	75	77	80	82	85	87	90	93	95	98	101	104	107
Subtotal	459	473	487	502	517	532	548	565	582	599	617	636	655	674
TOTAL	4,841	4,986	5,135	5,289	5,448	5,611	5,780	5,953	6,132	6,316	6,505	6,700	6,901	7,108
Short-Term Total:							\$61,996							
	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	TOTAL		
99313	3,051	3,143	3,237	3,334	3,434	3,537	3,643	3,753	3,865	3,981	4,101	\$73,547		
99313 SB1	2,522	2,598	2,675	2,756	2,838	2,924	3,011	3,102	3,195	3,290	3,389	\$60,787		
99313 TIF	1,054	1,085	1,118	1,152	1,186	1,222	1,258	1,296	1,335	1,375	1,416	\$25,402		
Subtotal	6,627	6,826	7,031	7,241	7,459	7,682	7,913	8,150	8,395	8,647	8,906	\$159,736		
99314	320	329	339	350	360	371	382	393	405	417	430	\$7,710		
99314 SB1	264	272	280	289	298	306	316	325	335	345	355	\$6,372		
99314 TIF	110	114	117	121	124	128	132	136	140	144	148	\$2,663		
Subtotal	695	716	737	759	782	805	830	854	880	906	934	\$16,745		
TOTAL	7,322	7,541	7,768	8,001	8,241	8,488	8,742	9,005	9,275	9,553	9,840	\$176,481		
Long-Term Total:							\$120,990							

In thousands \$

In thousands \$

Projections are based on 2018/19 State distribution estimates with a 3% escalation

Table F-11
Local Transportation Fund

18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32
17,418	17,941	18,479	19,033	19,604	20,192	20,798	21,422	22,065	22,727	23,409	24,111	24,834	25,579
					Short-Term Total:		\$199,680						
32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	TOTAL		
26,347	27,137	27,951	28,790	29,653	30,543	31,459	32,403	33,375	34,376	35,408	\$635,055		
In thousands \$						Long-Term Total:		\$435,375					

In thousands \$

Projections are based on 2017/18 distribution estimate with a 3% escalation

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Table F-12
Measure R Regional Sales Tax

In thousands \$

	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Regional	16,805	17,309	17,828	18,363	18,914	19,481	20,066	20,668	21,288	21,926	22,584	23,262	23,959
Local	11,763	12,116	12,480	12,854	13,240	13,637	14,046	14,467	14,901	15,348	15,809	16,283	16,772
Non-roads	4,705	4,846	4,992	5,142	5,296	5,455	5,618	5,787	5,961	6,139	6,324	6,513	6,709
Admin	336	346	357	367	378	390	401	413	426	439	452	465	479
TOTAL	33,609	34,618	35,656	36,726	37,828	38,962	40,131	41,335	42,575	43,853	45,168	46,523	47,919
							Short-Term Total:		\$385,293				

	31/32	32/33	33/34	34/35	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43
Regional	24,678	25,419	26,181	26,967	27,776	28,609	17,091	17,604	18,132	18,676	19,236	19,813
Local	17,275	17,793	18,327	18,877	19,443	20,026	29,467	30,351	31,262	32,199	33,165	34,160
Non-roads	6,910	7,117	7,331	7,551	7,777	14,304	14,734	15,176	15,631	16,100	16,583	17,080
Admin	494	508	524	539	556	572	589	607	625	644	663	683
TOTAL	49,356	50,837	52,362	53,933	55,551	57,218	58,934	60,702	62,523	64,399	66,331	68,321
							Long-Term Total:		\$840,078			

Projections use \$31.680m actual from FY16/17 as baseline with 3% escalation

"Non-roads" include transit, bicycle, rail and environmental projects

The last year of current Measure R is FY 36/37

Regional Sales Tax is assumed to continue beyond FY 36/37

(with 50% Local, 29% Regional, 25% Non-roads, 1% admin)

	TOTAL
Regional	\$532,631
Local	\$486,061
Non-roads	\$219,779
Admin	\$12,254
TOTAL	\$1,225,371

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Table F-13

Year of Expenditure Revenues/Expenditures Summary

Table F-14	<p>Local</p> <p>LTF - Escalated figures from Table 4-11 (FY17/18 base year with 3% yearly escalation thereafter)</p> <p>Gas Tax (HUTA) - FY18/19 for baseline with 3% yearly escalation thereafter</p> <p>Other Local Funds (VLF/TIF) - FY17/18 baseline with 3% yearly escalation thereafter</p> <p>Transit Fares - City/county revenues from FY16/17 baseline with 2% yearly escalation from FY23/24</p> <p>Other Transit - City/county revenues from FY16/17 baseline with 3% yearly escalation thereafter</p> <hr/> <p>Regional</p> <p>Measure R - Escalated figures from Table 4-12 (FY16/17 baseline with 3% escalation thereafter)</p> <hr/> <p>State</p> <p>SHOPP - 2018 SHOPP programming used as baseline with 3% yearly escalation thereafter</p> <p>RTIP - Escalated figures from Table 4-1 (\$18m projected for 2020 STIP with 3% escalation for each following STIP)</p> <p>ATP - Escalated figures from Table 4-7 (FY18/19 baseline with 2% yearly escalation thereafter)</p> <p>ITIP - Anticipated funding is based on historic partnering with RTIP funding for SR-99 projects</p> <p>STA - Escalated figures from Table 4-10 (FY18/19 with 3% yearly escalation thereafter)</p> <hr/> <p>Federal Transit</p> <p>5310 - 3% per year escalation</p> <p>5311 - Escalated figures from Table 4-4 (FY17/18 used as baseline with 2.2% yearly escalation thereafter)</p> <p>5307 - Escalated figures from Table 4-4 (FY17/18 used as baseline with 2.2% yearly escalation thereafter)</p> <hr/> <p>Federal Highway</p> <p>CMAQ - Escalated figures from Table 4-6 (FY18/19 to 21/22 Caltrans estimate used with 2% yearly escalation thereafter)</p> <p>STBGP - Escalated figures from Table 4-5 (FY18/19 to 21/22 Caltrans estimate used with 2% yearly escalation thereafter)</p> <p>HBR - Baseline based on past results and 3% per year escalation added beyond 2023</p> <p>HSIP - Baseline based on past results and 3% per year escalation added beyond 2023</p>
Table F-15	<p>Local, State and Federal money was assumed to be expended before Measure R. Using the escalated figures from the project list in Table A-14, expenditures were calculated per fiscal year from FY18/19 to FY22/23 and per the 5 year periods thereafter</p>

Note: The TCAG Board has approved short term lending up to 5 years and up to \$20 million per year. This potential of using future Measure R capacity (in addition to potential future bonding) has not been fully included in the escalated revenue figures.

FINANCIAL ELEMENT

Long-Range Plan Revenue Table												
Table F-14		2018 Escalated Dollars, Millions										
REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL	
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23						Five Year Sum
LOCAL	Sales Tax [see Regional]	\$18	\$18	\$19	\$19	\$20	\$93.382	\$108.256	\$125.498	\$145.487	\$168.659	\$641.281
	– City											NA
	– County											NA
	– Other (Transportation Development Act, LTF) [Table 4.11]	\$18	\$18	\$19	\$19	\$20	\$93.382	\$108.256	\$125.498	\$145.487	\$168.659	\$641.281
	Gas Tax	\$29	\$30	\$30	\$31	\$32	\$151.599	\$175.745	\$203.737	\$236.187	\$273.805	\$1,041.073
	– Gas Tax (Subventions to Cities) (HUTA)	\$8	\$8	\$8	\$8	\$9	\$40.813	\$47.313	\$54.849	\$63.585	\$73.712	\$280.271
	– Gas Tax (Subventions to Counties) (HUTA)	\$12	\$13	\$12	\$12	\$13	\$62.049	\$71.932	\$83.388	\$96.670	\$112.067	\$426.106
	– Road Maintenance Rehabilitation Account (RMRA)	\$9	\$9	\$10	\$10	\$10	\$48.738	\$56.501	\$65.500	\$75.932	\$88.026	\$334.696
	Other Local Funds	\$9	\$10	\$10	\$10	\$10	\$49.392	\$56.696	\$65.104	\$74.788	\$85.942	\$331.922
	– City General Funds	\$2	\$2	\$2	\$2	\$2	\$10.200	\$11.262	\$12.434	\$13.728	\$15.157	\$62.779
	– Street Taxes and Developer Fees	\$7	\$8	\$8	\$8	\$8	\$39.192	\$45.434	\$52.671	\$61.060	\$70.785	\$269.142
	– Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))											U
	Transit	\$3	\$3	\$3	\$3	\$3	\$16.578	\$18.391	\$20.407	\$22.649	\$25.144	\$103.169
	– Transit Fares	\$3	\$3	\$3	\$3	\$3	\$14.985	\$16.545	\$18.267	\$20.168	\$22.267	\$92.231
	– Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	\$1.593	\$1.846	\$2.141	\$2.481	\$2.877	\$10.938
Tolls (e.g., non-state owned bridges)											NA	
Other (e.g., RTEP, local bonds, interest)	(\$1)	(\$1)	(\$1)	(\$1)	(\$1)	(\$6.389)	(\$10.950)	(\$10.950)			(\$28.289)	
Local Total	\$58	\$59	\$61	\$62	\$64	\$304.562	\$348.138	\$403.796	\$479.110	\$553.549	\$2,089.156	
REGIONAL	Tolls											NA
	– Bridge											NA
	– Corridor											U
	Regional Transit Fares/Measures											\$1,225.371
	Regional Sales Tax (Measure R) [Table 4-12]	\$34	\$35	\$36	\$37	\$38	\$178.436	\$206.857	\$239.804	\$277.998	\$322.276	(\$65.208)
	Regional Bond Revenue*	(\$3)	(\$3)	(\$3)	(\$3)	(\$3)	(\$17.160)	(\$17.160)	(\$17.160)	(\$13.728)		NA
	Regional Gas Tax											U
	Vehicle Registration Fees (CARB Fees, SAFE)											NA
Other											NA	
Regional Total	\$30	\$31	\$32	\$33	\$34	\$161.276	\$189.697	\$222.644	\$264.270	\$322.276	\$1,160.163	
STATE	State Highway Operations and Protection Program (SHOPP) [Table 4-2]	\$34	\$17	\$28	\$10	\$22	\$111.520	\$129.282	\$149.874	\$173.745	\$201.418	\$765.838
	State Transportation Improvement Program (STIP)	\$19	\$89		\$6		\$113.662	\$277.176	\$59.752	\$225.117	\$54.400	\$730.108
	– Regional - RTIP [Table 4-1]	\$14	\$18				\$31.150	\$49.233	\$53.333	\$57.533	\$54.400	\$245.650
	– Proposition 42 - RTIP											U
	– Interregional - ITIP	\$6	\$71		\$6		\$82.512	\$227.943	\$6.419	\$167.584		\$484.458
	– Proposition 42 - ITIP											U
	Active Transportation Program (ATP)	\$2	\$2	\$2	\$2	\$2	\$9.529	\$10.474	\$11.564	\$12.768	\$14.097	\$58.433
	– Regional - TA/ATP [Table 4-7]	\$1	\$1	\$1	\$1	\$1	\$5.881	\$6.493	\$7.168	\$7.914	\$8.738	\$36.194
	– Interregional - TA/ATP (Competitive funding)	\$1	\$1	\$1	\$1	\$1	\$3.649	\$3.982	\$4.396	\$4.854	\$5.359	\$22.239
	GARVEE Bonds											NA
	State Transit Assistance (STA) (pop./rev. based, Prop 42) [Table 4-10]	\$2	\$2	\$2	\$2	\$3	\$11.833	\$13.717	\$15.902	\$18.435	\$21.371	\$81.257
	STA - SB1 [Table 4-10]	\$2	\$2	\$2	\$2	\$2	\$9.780	\$11.337	\$13.143	\$15.236	\$17.663	\$67.159
	STA - SB1 Transportation Improvement Fee [Table 4-10]	\$1	\$1	\$1	\$1	\$1	\$4.087	\$4.738	\$5.492	\$6.367	\$7.381	\$28.064
	Carryover from Prior Years											NA
	Other Proposition 1B bonds (2006) SR-99, PTMISEA [Table 4-3a]											U
State Total	\$60	\$112	\$35	\$23	\$30	\$260.410	\$446.725	\$255.728	\$451.668	\$316.330	\$1,730.860	

FINANCIAL ELEMENT

Long-Range Plan Revenue Table

Table F-14

2018 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL	
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum						
FEDERAL TRANSIT	Bus and Bus Facilities (5339)	\$1	\$1	\$1	\$1	\$1	\$3.785	\$4.179	\$4.614	\$5.094	\$5.624	\$23.296	
	State of Good Repair (5337)											NA	
	Elderly & Persons with Disabilities Formula Program (5310)	\$1	\$1	\$1	\$1	\$1	\$2.500	\$2.760	\$3.047	\$3.365	\$3.715	\$15.387	
	Emergency Relief Program (5324)											NA	
	Safety Program (5329)											NA	
	Capital Investment Grants (5309)											NA	
	Public Transportation Innovation (5312)											NA	
	Nonurbanized Area Formula Program (5311) [Table 4-4]	\$1	\$1	\$1	\$1	\$1	\$3.943	\$4.396	\$4.901	\$5.464	\$6.092	\$24.796	
	Urbanized Area Formula Program (5307) [Table 4-4]	\$7	\$7	\$8	\$9	\$9	\$40.203	\$44.825	\$49.977	\$55.722	\$62.127	\$252.853	
	Other											NA	
Federal Transit Total		\$9	\$9	\$10	\$11	\$11	\$50.431	\$56.159	\$62.539	\$69.645	\$77.558	\$316.333	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary												
	Congestion Mitigation and Air Quality [Table 4-6]	\$6	\$6	\$6	\$6	\$6	\$28.216	\$30.545	\$33.725	\$37.235	\$41.110	\$170.831	
	Surface Transportation Block Grant Program [Table 4-5]	\$6	\$6	\$6	\$6	\$6	\$31.495	\$33.828	\$36.886	\$40.264	\$43.992	\$186.465	
	Surface Transportation Program Enhancement											NA	
	Highway Bridge Replacement and Rehabilitation Program		\$6	\$4	\$4	\$4	\$16.713	\$18.025	\$20.896	\$24.224	\$28.082	\$107.940	
	Highway Safety Improvement Program	\$1	\$1	\$1	\$1	\$1	\$4.550	\$5.275	\$6.115	\$7.089	\$8.218	\$31.246	
	Safe Routes to School (SAFETEA-LU)												
	Federal Lands Highway												
	Other											NA	
	Subtotal		\$12	\$19	\$16	\$16	\$17	\$80.974	\$87.673	\$97.622	\$108.811	\$121.403	\$496.482
	Federal Highway Discretionary Programs												
	Bridge Discretionary Program												
	Transportation Investment Generating Economic Recovery (TIGER)												NA
	Infrastructure For Rebuilding America (INFRA)												NA
	Ferry Boat Discretionary												NA
	High Priority Projects												NA
	National Scenic Byways Program												U
	Projects of National/Regional Significance												NA
	Public Lands Highway Discretionary												U
	Recreational Trails												
	Transportation and Community and System Preservation Program												U
	Other												NA
	Subtotal												
	Federal Highway Total		\$12	\$19	\$16	\$16	\$17	\$80.974	\$87.673	\$97.622	\$108.811	\$121.403	\$496.482
FEDERAL TOTAL		\$21	\$29	\$27	\$27	\$27	\$131.404	\$143.832	\$160.161	\$178.456	\$198.961	\$812.815	

FINANCIAL ELEMENT

Long-Range Plan Revenue Table												
Table F-14		2018 Escalated Dollars, Millions										
REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum	2023-28	2028-33	2033-38	2038-43	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)											NA
	State Infrastructure Bank											NA
	Section 129 Loans											NA
	Rail Rehab & Improvement Financing											NA
	Private Activity Bonds											NA
	Private Concession Fees											NA
	Private Donations											NA
	Program Income (from a federal project)											NA
	Other											NA
	Innovative Financing Total											
REVENUE TOTAL		\$169	\$231	\$155	\$146	\$156	\$857.653	\$1,128.392	\$1,042.329	\$1,373.504	\$1,391.116	\$5,792.994
KEY:												
U = Data are unavailable.												
NA = Not applicable (not a projected revenue source at the development time of RTP.)												
*Also includes short-term loans												

FINANCIAL ELEMENT

Long-Range Plan Expenditures Table												
Table F-15		2018 Escalated Dollars, Millions										
REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					Five Year Sum	NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23		2023-28	2028-33	2033-38	2038-43	
LOCAL	Sales Tax <i>[see Regional]</i>	\$18	\$18	\$19	\$19	\$20	\$93.382	\$108.256	\$125.498	\$145.487	\$168.659	\$641.281
	– City											NA
	– County											NA
	– Other (Transportation Development Act, LTF) <i>[Table 4.11]</i>	\$18	\$18	\$19	\$19	\$20	\$93.382	\$108.256	\$125.498	\$145.487	\$168.659	\$641.281
	Gas Tax (HUTA)	\$29	\$30	\$30	\$31	\$32	\$151.599	\$175.745	\$203.737	\$236.187	\$273.805	\$1,041.073
	– Gas Tax (Subventions to Cities)	\$8	\$8	\$8	\$8	\$9	\$40.813	\$47.313	\$54.849	\$63.585	\$73.712	\$280.271
	– Gas Tax (Subventions to Counties)	\$12	\$13	\$12	\$12	\$13	\$62.049	\$71.932	\$83.388	\$96.670	\$112.067	\$426.106
	– Road Maintenance Rehabilitation Account (RMRA)	\$9	\$9	\$10	\$10	\$10	\$48.738	\$56.501	\$65.500	\$75.932	\$88.026	\$334.696
	Other Local Funds	\$9	\$10	\$10	\$10	\$10	\$49.392	\$56.696	\$65.104	\$74.788	\$85.942	\$331.922
	– City General Funds	\$2	\$2	\$2	\$2	\$2	\$10.200	\$11.262	\$12.434	\$13.728	\$15.157	\$62.779
	– Street Taxes and Developer Fees	\$7	\$8	\$8	\$8	\$8	\$39.192	\$45.434	\$52.671	\$61.060	\$70.785	\$269.142
	– Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))											
	Transit	\$3	\$3	\$3	\$3	\$3	\$16.578	\$18.391	\$20.407	\$22.649	\$25.144	\$103.169
	– Transit Fares	\$3	\$3	\$3	\$3	\$3	\$14.965	\$16.545	\$18.267	\$20.168	\$22.267	\$92.231
	– Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	\$1.593	\$1.846	\$2.141	\$2.481	\$2.877	\$10.938
	Tolls (e.g., non-state owned bridges)											NA
	Other (e.g., RTEP, local bonds, interest)	(\$1)	(\$1)	(\$1)	(\$1)	(\$1)	(\$6.389)	(\$10.950)	(\$10.950)			(\$28.289)
Local Total		\$58	\$59	\$61	\$62	\$64	\$304.562	\$348.138	\$403.796	\$479.110	\$553.549	\$2,089.156
REGIONAL	Tolls											NA
	– Bridge											NA
	– Corridor											U
	Regional Transit Fares/Measures											\$1,225.371
	Regional Sales Tax (Measure R)	\$34	\$35	\$36	\$37	\$38	\$178.436	\$206.857	\$239.804	277.998	\$322.276	(\$65.208)
	Regional Bond Revenue	(\$3)	(\$3)	(\$3)	(\$3)	(\$3)	(\$17.160)	(\$17.160)	(\$17.160)	(13.728)		NA
	Regional Gas Tax											U
	Vehicle Registration Fees (CARB Fees, SAFE)											NA
Regional Total		\$30	\$31	\$32	\$33	\$34	\$161.276	\$189.697	\$222.644	\$264.270	\$322.276	\$1,160.163
STATE	State Highway Operations and Protection Program (SHOPP)	\$34	\$17	\$28	\$10	\$22	\$111.520	\$129.282	\$149.874	173.745	\$201.418	\$765.838
	State Transportation Improvement Program (STIP)	\$23	\$92	\$4	\$10	\$4	\$132.720	\$298.125	\$82.881	\$250.653	\$82.594	\$730.108
	– Regional - RTIP	\$14	\$18				\$31.150	\$49.233	\$53.333	57.533	\$54.400	\$245.650
	– Proposition 42 - RTIP											U
	– Interregional - ITIP	\$6	\$71		\$6		\$82.512	\$227.943	\$6.419	167.584		\$484.458
	– Proposition 42 - ITIP											U
	Active Transportation Program (ATP)	\$2	\$2	\$2	\$2	\$2	\$9.529	\$10.474	\$11.564	\$12.768	\$14.097	\$58.433
	– Regional - ATP	\$1	\$1	\$1	\$1	\$1	\$5.881	\$6.493	\$7.168	7.914	\$8.738	\$36.194
	– Interregional - ATP	\$1	\$1	\$1	\$1	\$1	\$3.649	\$3.982	\$4.396	4.854	\$5.359	\$22.239
	GARVEE Bonds											NA
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$2	\$2	\$2	\$2	\$3	\$11.833	\$13.717	\$15.902	18.435	\$21.371	\$81.257
	STA - SB1 <i>[Table 4-10]</i>	\$2	\$2	\$2	\$2	\$2	\$9.780	\$11.337	\$13.143	15.236	\$17.663	\$67.159
	STA - SB1 Transportation Improvement Fee <i>[Table 4-10]</i>	\$1	\$1	\$1	\$1	\$1	\$4.087	\$4.738	\$5.492	6.367	\$7.381	\$28.064
State Total		\$62	\$114	\$37	\$25	\$32	\$269.939	\$457.199	\$267.292	\$464.436	\$330.427	\$1,730.860

FINANCIAL ELEMENT

Long-Range Plan Expenditures Table

Table F-15

2018 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL	
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum						
FEDERAL TRANSIT	Bus and Bus Facilities (5339)	\$1	\$1	\$1	\$1	\$1	\$3.785	\$4.179	\$4.614	\$5.094	\$5.624	\$23.296	
	State of Good Repair (5337)											NA	
	Elderly & Persons with Disabilities Formula Program (5310)	\$1	\$1	\$1	\$1	\$1	\$2.500	\$2.760	\$3.047	\$3.365	\$3.715	\$15.387	
	Emergency Relief Program (5324)											NA	
	Safety Program (5329)											NA	
	Capital Investment Grants (5309)											NA	
	Public Transportation Innovation (5312)											NA	
	Nonurbanized Area Formula Program (5311)	\$1	\$1	\$1	\$1	\$1	\$3.943	\$4.396	\$4.901	5.464	\$6.092	\$24.796	
	Urbanized Area Formula Program (5307)	\$7	\$7	\$8	\$9	\$9	\$40.203	\$44.825	\$49.977	55.722	\$62.127	\$252.853	
	Other											NA	
Federal Transit Total		\$9	\$9	\$10	\$11	\$11	\$50.431	\$56.159	\$62.539	\$69.645	\$77.558	\$316.333	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary												
	Congestion Mitigation and Air Quality	\$6	\$6	\$6	\$6	\$6	\$28.216	\$30.545	\$33.725	37.235	\$41.110	\$170.831	
	Surface Transportation Block Grant Program [Table 4-5]	\$6	\$6	\$6	\$6	\$6	\$31.495	\$33.828	\$36.886	40.264	\$43.992	\$186.465	
	Surface Transportation Program Enhancement											NA	
	Highway Bridge Replacement and Rehabilitation Program		\$6	\$4	\$4	\$4	\$16.713	\$18.025	\$20.896	\$24.224	\$28.082	\$107.940	
	Highway Safety Improvement Program	\$1	\$1	\$1	\$1	\$1	\$4.550	\$5.275	\$6.115	7.089	\$8.218	\$31.246	
	Safe Routes to School (SAFETEA-LU)												
	Federal Lands Highway												
	Other											NA	
	Subtotal		\$12	\$19	\$16	\$16	\$17	\$80.974	\$87.673	\$97.622	\$108.811	\$121.403	\$496.482
	Federal Highway Discretionary Programs												
	Bridge Discretionary Program												
	Transportation Investment Generating Economic Recovery (TIGER)												NA
	Infrastructure For Rebuilding America (INFRA)												NA
	Ferry Boat Discretionary												NA
	High Priority Projects												U
	National Scenic Byways Program												U
	Projects of National/Regional Significance												NA
	Public Lands Highway Discretionary												U
	Recreational Trails												
	Transportation and Community and System Preservation Program												U
	Other												NA
	Subtotal												
	Federal Highway Total		\$12	\$19	\$16	\$16	\$17	\$80.974	\$87.673	\$97.622	\$108.811	\$121.403	\$496.482
FEDERAL TOTAL		\$21	\$29	\$27	\$27	\$27	\$131.404	\$143.832	\$160.161	\$178.456	\$198.961	\$812.815	

FINANCIAL ELEMENT

Long-Range Plan Expenditures Table

Table F-15

2018 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum					
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)											NA
	State Infrastructure Bank											NA
	Section 129 Loans											NA
	Rail Rehab & Improvement Financing											NA
	Private Activity Bonds											NA
	Private Concession Fees											NA
	Private Donations											NA
	Program Income (from a federal project)											NA
	Other											NA
	Innovative Financing Total											
EXPENDITURE TOTAL		\$171	\$233	\$157	\$148	\$158	\$867.182	\$1,138.866	\$1,053.893	\$1,386.272	\$1,405.213	\$5,792.994

KEY:

U = Data are unavailable.

NA = Not applicable (not a projected revenue source at the development time of RTP.)

FINANCIAL ELEMENT

Long-Range Plan Revenues VS. Expenditures Table

Table F-16		2018 Escalated Dollars, Millions										
REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	25 YEAR TOTAL
		Year 1	Year 2	Year 3	Year 4	Year 5	Five Year Sum	2023-28	2028-33	2033-38	2038-43	
LOCAL	Sales Tax [see Regional]	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- City	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- County	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Other (Transportation Development Act, LTF) [Table 4.11]	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Gas Tax (HUTA)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Road Maintenance Rehabilitation Account (RMRA)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other Local Funds	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- City General Funds	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Transit	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Transit Fares	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other (e.g., RTEP, local bonds, interest)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Local Total	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Regional Sales Tax (Measure R)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Regional Total	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Regional - RTIP	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Proposition 42 - RTIP	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Interregional - ITIP	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Proposition 42 - ITIP	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Active Transportation Program (ATP)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Regional - ATP	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Interregional - ATP	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	STA - SB1 [Table 4-10]	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	STA - SB1 Transportation Improvement Fee [Table 4-10]	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Carry over from Prior Years	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other Proposition 1b bonds (2006) SLPP, PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State Total	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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Long-Range Plan Revenues VS. Expenditures Table

Table F-16

2018 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum					
FEDERAL TRANSIT	Bus and Bus Facilities (5339)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State of Good Repair (5337)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Emergency Relief Program (5324)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Safety Program (5329)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Capital Investment Grants (5309)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Public Transportation Innovation (5312)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Federal Transit Total		\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
FEDERAL HIGHWAY	Federal Highway Non-Discretionary											
	Congestion Mitigation and Air Quality	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Surface Transportation Block Grant Program [Table 4-5]	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Highway Bridge Replacement and Rehabilitation Program	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Highway Safety Improvement Program (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Safe Routes to School (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Federal Highway Discretionary Programs											
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Transportation Investment Generating Economic Recovery (TIGER)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Infrastructure For Rebuilding America (INFRA)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	High Priority Projects	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Projects of National/Regional Significance	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Federal Highway Total		\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
FEDERAL TOTAL		\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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Long-Range Plan Revenues VS. Expenditures Table

Table F-16

2018 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	NEXT 5 YEARS	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum	2023-28	2028-33	2033-38	2038-43	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Other	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Innovative Financing Total		\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
REVENUE vs EXPENDITURE TOTAL		\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

KEY:

U = Data are unavailable.

NA = Not applicable (not a projected revenue source at the development time of RTP.)

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FUNDING FLEXIBILITY & CHALLENGES

In the County there is generally no surplus of funds available for additional transportation projects in the short term. However, there is additional bonding capacity and the ability for additional short-term loans against the Measure R regional sales tax or local agency general fund sales taxes if circumstances were to arise where local or regional funding is needed to replace or enhance other revenue streams or to potentially advance existing projects or add new projects.

Also, there have been unanticipated revenue sources in the past that have supplemented funding for projects in the RTP. For example, the American Recovery and Reinvestment Act (ARRA) of 2009 included about \$48 billion in transportation investment nationwide with \$23 million for transportation and transit projects in Tulare County.

As part of the RTP, various transportation modes are discussed and analyzed. The transportation modes include highways, mass transportation (transit), railroad, bicycle, pedestrian, and aviation facilities. The following is a brief summary by transportation mode of proposed action and expected funding challenges.

Streets and Roads

Through the local agency developer impact fee programs or other local funding sources, over \$750 million in transportation projects are planned for construction over the next 25 years.

Member agencies submitted a list of other desired projects to receive future federal and state funding totaling approximately \$514 million. The implementation or future construction of the projects would require funding beyond what is currently projected for the next 25 years. The projects that are not part of the capacity constrained system are compiled to create an “Unconstrained List of Projects.” Tables A-12 (Unconstrained Projects - Justification) and A-15 (Unconstrained Project Requests) are located in the Action Element.

Another issue for Tulare County is “deferred maintenance” or a deficit of road rehabilitation funding. In Tulare County, there are almost 4,000 miles of locally maintained roads. The county and the cities of Visalia and Tulare account for 3,600 miles of roadway. Out of the total county road system, 423 miles are on the Tulare County Regional Road System.

The county has been successful in the past receiving funding from Federal Reauthorization packages as “High-Priority” projects. Also, state funding sources such as HUTA provides funding for maintenance. In the past, state funding sources have been subject to volatility due to various budget compromises that sometimes results in the loss or delay of transportation funding. Measure R has become a vital resource for helping to fund local maintenance projects. SB 1 also added over \$9 million a year in new revenue. However, funding has continued to fall short of the necessary amount to rehabilitate roads.

For the Regional Road System, one option would dedicate a given percentage of RTIP funds to be used for rehabilitation on the regional road system. The consequences of dedicating RTIP funding include the likely delay of other capacity increasing projects. In addition, TCAG has made it a policy to put future RTIP funding only on the state highway system. This helps to move capacity increasing projects forward and to prepare them for unforeseeable funding sources as well as to partner successfully with Caltrans and its’ funds for state highway projects.

The following is a summary of major regional projects included as part of the constrained list of projects with the anticipated construction year (multiple dates indicate phased projects). These projects are funded primarily through the STIP or Measure R. The list of projects includes

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a list similar to the 2014 RTP. Few new major projects were added to the 2018 RTP based on revenue projections and cost projections.

Several projects, such as the SR-99 (Tagus to Goshen) widening, SR-65 (Porterville, ph. 1) , SR-99/Cartmill Interchange and Ave 416 widening have been completed since the 2014 RTP and have been removed from the project lists. In addition, some projects have started construction but are not yet completed such as the SR-99/Betty Dr. Interchange and are not included in the summary below. The complete list of regional projects is shown on Table F-14.

Short-term (2018 – 2028)

- ❖ SR-99 (Prosperity to Tagus) - 2021
- ❖ SR-99/Caldwell I/C – 2026
- ❖ Farmersville Blvd – 2022
- ❖ Ave 280 - 2024
- ❖ Lovers Ln I/C – 2021

Long Term (2029 – 2042)

- ❖ SR-99 (Tulare, Tipton) – 2029, 2038
- ❖ SR-65 (Porterville) – 2029, 2034, 2040
- ❖ SR-65 (Lindsay) – 2030
- ❖ SR-190 (widening) –2042
- ❖ SR-99/South Tulare I/C - 2030
- ❖ SR-198/Ave 148 I/C – 2032
- ❖ SR-190/Main St I/C - 2040

Transit

Member agencies supplied TCAG with their short-term capital needs for operating their transit systems. Federal funding is available for capital improvements. Federal Transit Administration (FTA) 5311 funding is received annually for rural agencies such as the County, Lindsay, Dinuba, and Woodlake. For the Urbanized Areas, Porterville and Visalia (includes Tulare, Farmersville and Exeter), FTA 5307 funding is available. Based on the requests from member agencies, funding is available for short-term bus replacements and other capital projects (Table F-17).

Through the Local Transportation Fund (LTF), funding is available for the operations of the various transit systems in Tulare County. Currently, the Cities of Visalia and Tulare expend all of the LTF funds on transit. There is potential federal funding available for new routes. Measure R funding is also available for route expansion. As new routes are developed, new capital requirements could arise. Congestion Mitigation and Air Quality (CMAQ) funds are available for transit capital and limited route expansion.

Bicycle/Pedestrian

In 2016, the Tulare County Active Transportation Plan was adopted by the TCAG Board. The plan identifies both short-term and long-term projects for potential implementation in Tulare County. Various state and federal funding sources exist to fund bicycle and pedestrian projects. The adoption of the Active Transportation Plan allows local agencies to obtain bicycle/pedestrian grant funds for improvements.

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The State's Active Transportation Program (ATP) is an important funding source for bicycle/pedestrian improvements. Over the next 25 years, over \$58 million of ATP funding is estimated to be available for bicycle/pedestrian projects.

With the passage of the Measure R sales tax; 14% is dedicated for bicycle, transit and environmental projects. Measure R is estimated to raise \$220 million in revenues over the next 25 years for these types of projects. Several regional bicycle projects are included in the Measure R Expenditure Plan.

For example, TCAG is working with the Cities of Visalia and Tulare and County of Tulare to develop a Class I bicycle path along the old Santa Fe alignment between the two cities. The ultimate plan is to connect the cities with a dedicated bicycle path that would relieve congestion on parallel roadways.

TCAG will continue to encourage member agencies to adopt and update active transportation plans and apply for state ATP funding. The County has received over \$4 million in competitive ATP funding from the state ATP for active transportation projects. CMAQ funds may also be used for the implementation of bike projects such as bike paths and routes.

Rail

In 2003, major improvements were completed to the Cross-Valley Rail. The project was funded with a number of financial sources including CMAQ funding. CMAQ funding may be used for rail improvements that demonstrate a reduction of pollutants. Other areas related to rail is the preservation of abandoned rail corridors for future improvements or conversion to bike/pedestrian facilities.

The San Joaquin Valley segment of California's High Speed Rail (HSR) project is currently under construction. As part of the environmental process, the California High Speed Rail Authority selected the rail alignment alternative that runs to the east of Hanford. The Authority has identified a regional HSR station in the Hanford region and TCAG staff is actively involved in the planning process.

Matching funds were received from the HSR Authority to develop a Cross Valley Rail Plan which would eventually link the communities along the San Joaquin Valley Rail corridor (from Porterville through Exeter, Farmserville, Visalia, Hanford and Lemoore to Huron) with light rail passenger service that could connect with the future HSR station. Initial phases of the system would include transit station development and bus rapid transit along the corridor.

Aviation

The Capital Improvement Program (CIP) in the California Aviation System Plan identifies potential airport projects for publicly owned airports in California. Table F-18 shows the projects for the five publicly owned airports in Tulare County. Visalia and Woodlake did not report their projects for the latest CIP. A total of \$16.5 million of airport projects are identified for Porterville, Mefford (Tulare) and Sequoia Airports. The CIP is an unconstrained listing of projects. The projects listed are eligible for funding from the State Aeronautics Account, including the State portion of the local match for the Federal Aviation Administration (FAA) Airport Improvement projects (AIP).

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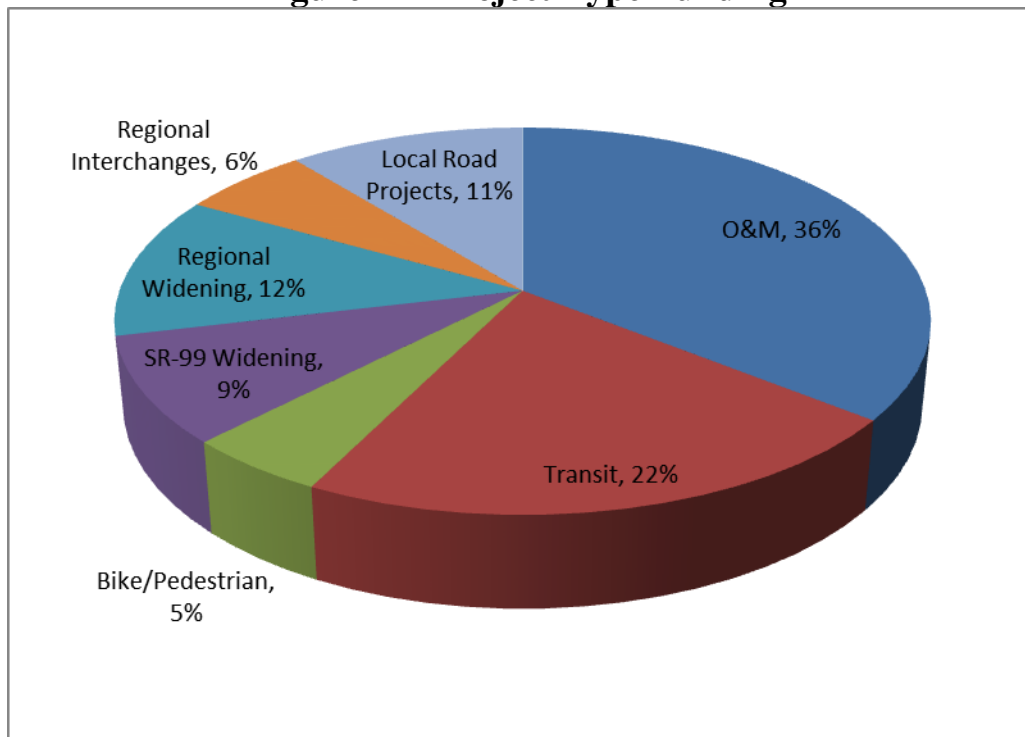
Air Quality

Over the next 25 years approximately \$177 million in CMAQ funds are projected to be available for air quality improvement projects. CMAQ funding may be used for transportation projects that improve air quality. Examples include: low emission vehicles and infrastructure, heavy-duty engine replacement, bicycle facilities, construction of roundabouts, signal synchronization and others.

Funding for Project Types

Figure F-2 shows the distribution of funding by project types for the 25 year RTP time period. Over one third of the \$5.8 billion in projected revenues are anticipated to be spent on road operations and maintenance projects. Another 22% of revenues are directed to transit (including transit operations) and 5% to specific bicycle and pedestrian projects (this does not include bicycle and pedestrian improvements that are often a component of regional or local road projects). 12% is directed to regional road widening projects, 9% to SR-99 widening (a goods movement route of state and national importance), 6% to regional interchanges that includes upgrades to unsafe and outdated ramp configurations and bridge deck widening and 11% to local road projects which include new roads and local arterial widening to accommodate growth.

Figure F-2 Project Type Funding



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Table F-17
Capital Transit Needs Schedule

FISCAL YEAR	Visalia Transit		Porterville Transit		Tulare County Transit		Tulare Transit		Dinuba Transit		Woodlake DAR		Subtotal
2018/19	Purchase 4 DAR, 6 Cutaways, 2 V-Line buses, bus shelters, fareboxes, surveillance cameras. New transfer facility. Bus wash replacement.	\$4,607,300	ITS improvements	\$184,000	Replace AVL/GPS, Cameras, trip planning technology on all fleet, replace 2 vehicles with 2 CNG buses	\$900,000	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	\$786,000	Replacement of 5 buses; 2 bus shelter solar light panels	\$895,000	Purchase CNG Bus	\$100,000	\$7,472,300
2019/20	Purchase 2 DAR, 7 FR buses, bus chargers, and bus shelters.	\$3,210,300	ITS improvements and fareboxes	\$199,000	Replace 3 buses w/ 3 CNG Buses. Install Smart Cards to 25 buses. Develop Transit Website	\$1,000,000	Transit Security Enhancements	\$300,000	Replacement of 1 bus; replacement of Transit Center interior surveillance cameras	\$180,000		\$0	\$4,889,300
2020/21	Purchase 4 DAR, 4 Cutaways, and bus shelters.	\$1,378,100	ITS improvements and fareboxes	\$199,000	Transit and maintenance operations Facility.	\$8,500,000	Purchase 3 replacement DAR vehicles	\$750,000	Replacement of 1 trolley; 2 bus shelter solar light panels	\$315,000		\$0	\$11,142,100
2021/22	Purchase 5 FR buses, bus chargers, and shelters.	\$5,264,300	ITS improvements and fareboxes	\$199,000	Replace 2 vehicles with 2 CNG buses	\$450,000		\$0	Replacement of 1 bus; replacement of Transit Center exterior surveillance cameras	\$200,000		\$0	\$6,113,300
2022/23	Purchase 4 Cutaways, 1 low floor bus, and shelters.	\$1,215,700	Purchase 3 DAR Buses	\$450,000	Replace 2 vehicles with 2 CNG buses	\$450,000				\$0		\$0	\$2,115,700
TOTAL		\$15,675,700		\$1,231,000		\$11,300,000		\$1,836,000		\$1,590,000		\$100,000	\$31,732,700

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Table F-18
Capital Improvement Program (CIP)
California Aviation System Plan 2017-2026

Year	PROJECT DESCRIPTION	Funding			
		FAA	State	Local	TO TAL
Mefford Field (Tulare)					
2017	Relocate segmented circle, wind cone	\$162,000	\$8,100	\$9,900	\$180,000
2018	Rehab main apron	\$561,600	\$28,080	\$34,320	\$624,000
2019	Rehab south end taxilane and relocate segmented circle	\$864,000	\$43,200	\$52,800	\$960,000
2020	Rehab taxiways with taxiway geometry modifications	\$1,530,000	\$76,500	\$93,500	\$1,700,000
2021	Rehab taxiways with taxiway geometry modifications	\$126,000	\$6,300	\$7,700	\$140,000
2022	Rehab north end apron & hangar taxilanes	\$675,000	\$33,750	\$41,250	\$750,000
2023	Public restroom	\$108,000	\$5,400	\$6,600	\$120,000
2024	South end grading, drainage, access control & taxilane	\$994,500	\$49,725	\$60,775	\$1,105,000
2025	Rehab Runway 13-31	\$1,440,000	\$72,000	\$88,000	\$1,600,000
2026	North end grading, drainage, access control & apron	\$1,188,000	\$59,400	\$72,600	\$1,320,000
Total		\$7,649,100	\$382,455	\$467,445	\$8,499,000
Porterville Municipal Airport					
2017	Rehab apron, gates, and access improvements	\$789,840	\$39,492	\$48,268	\$877,600
2019	Rehab parallel and connecting taxiways (design)	\$126,000	\$6,300	\$7,700	\$140,000
2020	Rehab parallel and connecting taxiways (construct)	\$756,000	\$37,800	\$46,200	\$840,000
2022	EA: relocate runway 12-30	\$360,000	\$18,000	\$22,000	\$400,000
2024	Purchase property to facilitate relocation	\$468,000	\$23,400	\$28,600	\$520,000
2025	Relocate access roads and airport perimeter fence	\$2,610,000	\$130,500	\$159,500	\$2,900,000
2026	Runway and parallel taxiway relocation to north (design)	\$315,000	\$15,750	\$19,250	\$350,000
Total		\$5,424,840	\$271,242	\$331,518	\$6,027,600
Sequoia Field Airport					
2017	AWO S, PAPI & REIL	\$324,000	\$16,200	\$19,800	\$360,000
2018	12,000 gal. AVGAS fuel island	\$135,000	\$6,750	\$8,250	\$150,000
2019	16 unit nested t-hangar buildings	\$720,000	\$36,000	\$44,000	\$800,000
2022	Runway 13-32 & exits rehab	\$360,000	\$18,000	\$22,000	\$400,000
2023	Parallel taxiway	\$135,000	\$6,750	\$8,250	\$150,000
2024	Apron & taxilanes	\$90,000	\$4,500	\$5,500	\$100,000
Total		\$1,764,000	\$88,200	\$107,800	\$1,960,000
Visalia Municipal Airport - (Projects not submitted for CIP)					
Total		\$0	\$0	\$0	\$0
Woodlake Airport (Projects not submitted for CIP)					
Total		\$0	\$0	\$0	\$0
Tulare County CIP Total		\$14,837,940	\$741,897	\$906,763	\$16,486,600