

Chapter E: Financial Element

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FINANCIAL ELEMENT

INTRODUCTORY STATEMENT

The 2022 RTP is financially constrained. All projects listed in this document have been identified with a funding source or sources to complete the project during the scope of the plan (through 2046/47). Financially unconstrained projects are listed for information purposes. The sources of revenues versus expenditures are displayed on Tables F-14.1 through F-16.1. In addition, Table F-13.1 summarizes year of expenditure baselines and escalation factors per fund type. The projects in the 2022 RTP are consistent with the 2022 State Transportation Improvement Program (STIP), 2022 Interregional Transportation Improvement Program (ITIP) and 2023 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.

California voters approved about \$20 billion in bonding (Prop 1b) for the Highway Safety, Traffic Reduction, Air Quality, and Port Security Act in 2006. 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.

Senate Bill (SB) 1, The Road Repair and Accountability Act, was passed in 2017. 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.

In 2021, the federal government passed the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). This included \$911.8 million of transportation funding to the California. The COVID Relief funds were apportioned to the State (60%) and Local Agencies (40%).

The latest transportation authorization act, adopted on The November 15, 2021, was the Infrastructure Investment and Jobs Act. The Act kept existing programs from the prior act, including Fixing America's Surface Transportation Act (FAST Act), and added several new competitive programs. In addition, the new act authorizes \$550 billion in new funding in the next five years for a total of \$973 billion over five years. Some existing programs will see increases in funding, but at the time of the development of this RTP, it was not yet quantifiable at the MPO level. Once the new figures are available and RTP amendment will update the relevant financial tables. For this version of the RTP, existing funding amounts from the FAST Act are used for the applicable federal funding types.

FUNDING SOURCES

The following revenue sources fund the projects in the RTP:

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
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 5311(f) – Intercity Bus Program
8. Section 5324-Emergency Relief
9. Section 5329-Safety
10. Section 5337-State of Good Repair
11. Section 5339-Bus and Bus Facilities
12. 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
9. Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

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. Better Utilizing Investments to Leverage Development (BUILD)
[renamed to Rebuilding American Infrastructure with Sustainability and Equity, or RAISE]

STATE FUNDING

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
- c) Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Proposition 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.)

LOCAL AND 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 – Proposition 42))

- c) Vehicle License Fees (VLF)
- d) Low Carbon Transit Operations Program (LCTOP)
- e) Transportation Development Act (TDA)
 - 1. Local Transportation Fund (LTF)
 - 2. State Transportation Assistance Funds (STAF)
 - 3. State of Good Repair Funds (SGR)
- f) Local Building Assessments
 - 1. Developer and Impact fees
- g) 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 (Prop 42) among other 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 2046/47.

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-2.1 for the 2020 SHOPP scheduled projects. Table F-2.1 will be replaced in the final 2022 RTP once the 2022 SHOPP project list is made available by Caltrans.

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-3.1). In Tulare County the bulk of this funding was programmed prior to FY 2013/14. Exceptions include the remaining funding in the SR-99 corridor account and the Public Transportation, Modernization, Improvement and Service Enhancement Account (PTMISEA).

SENATE BILL 1 (SB 1)

The Road Repair and Accountability Act was signed into State law on April 28, 2017 (Table F-3.1). 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 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)

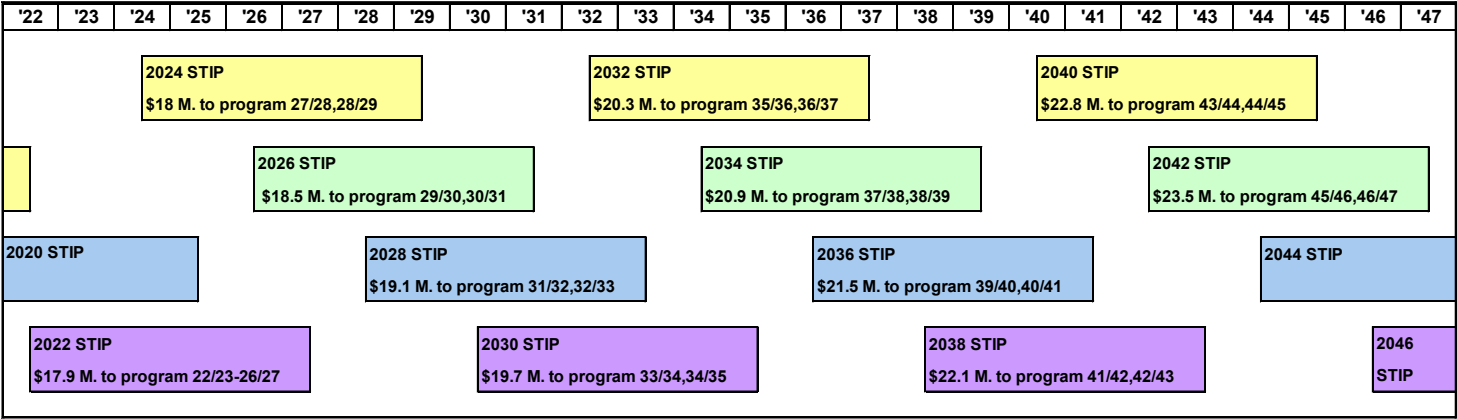
The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation 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 Cycle 5 of the ATP (FY 21/22 through 24/25) the total amount available for the statewide competition was \$245.9 million. TCAG’s share for its local competitive process was \$2.3 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-7.1 shows projected ATP funding.

TABLE F-1.1
STIP CYCLES AND PROJECT TIMELINES 2022/23-2046/47



\$224 Million

Note:
STIP Funding Assumptions: It is estimated that Tulare County will receive \$18 million in the 2024 STIP with a 3% escalation for each following STIP. Following the 2022 STIP, new funding is assumed in the last 2 years of each subsequent STIP. This table does not include estimated TIP funding.

TABLE F-2.1
2022 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

Route	Post Miles	Location/Description	EA	PPNO	FY	PA & ED	PS & E	RW	RW Sup	Con	Con Sup	Total
63	5.8/ L8.0	In Visalia, south of Caldwell to SR198. Rehab pavement, upgrade TMS, replace signs and upgrade ADA facilities.	0X700	7008	22/23	\$1,220	\$2,350	\$ 210	\$1,000	\$10,000	\$2,500	\$ 17,280
99	0.0/ 13.5	Near Earlimart, from County Line Rd to .7mi north of Court Ave. Rehab roadway, construct median barrier, replace signs, rehab drainage, and upgrade TMS.	0W790	6963	23/24	\$3,360	\$4,450	\$ 225	\$ 400	\$56,800	\$9,100	\$ 74,335
99	20.2/ R53.9	In and near Tulare, from .7mi north of Ave 152 to Fresno County at various locations. Rehab drainage systems.	0X250	6967	23/24	\$2,350	\$2,350	\$ 150	\$ 610	\$ 9,900	\$2,610	\$ 17,970
99	27.6/ 30.6	In Tulare, from Paige to Prosperity. Rehab roadway, upgrade lighting and TMS, replace signs, rehab drainage and enhance highway worker safety.	0W910	6944	23/24	\$1,800	\$2,500	\$ 500	\$ 90	\$ -	\$ -	\$ 4,890
190	11.3/ 11.5	Near Porterville, .1 mi west to .1 mi east of Rockford Rd. Construct roundabout.	1A310	7033	23/24	\$1,400	\$1,550	\$ 750	\$ 850	\$ 4,200	\$1,350	\$ 10,100
198	0.0/ 44.0	In Tulare County, Kings County line to Sequoia NP at various locations. Rehab drainage systems.	0X260	7015	22/23	\$3,515	\$3,298	\$ 337	\$1,759	\$11,548	\$3,027	\$ 23,484
201	0.0/ 4.9	Near Kingsburg, from east of Madsen to Rd 56. Install centerline rumble strips, replace TMS and upgrade striping, pavement markings and signs.	1A540	7060	22/23	\$ 800	\$ 815	\$ 130	\$ 5	\$ 1,850	\$ 670	\$ 4,270
216	0.0/ R2.6	In and near Visalia, SR198 to east of Sol Rd. Rehab roadway, provide non-motorized facilities and upgrade ADA facilities.	0W900	6696	22/23	\$2,500	\$1,900	\$1,500	\$ 700	\$16,900	\$2,800	\$ 26,300
245	0.0/ 33.0	Near Visalia, from SR198 to Fresno County line at various locations. Rehab drainage systems.	0X070	6959	24/25	\$2,405	\$1,651	\$ 186	\$1,095	\$10,970	\$2,671	\$ 18,978
											TOTAL	\$197,607

TABLE F-3.1
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 Streets & 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

FEDERAL FUNDING

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The Infrastructure Investment and Jobs Act (signed into law on November 15, 2021) replaced the Fixing America's Surface Transportation (FAST Act). The Infrastructure Investment and Jobs Act funds federal transportation with a total of \$953 billion for five years from FY 21/22 through FY 25/26. \$550 billion is new funding.

The Infrastructure Investment and Jobs Act continued various programs from the FAST Act and added several new competitive programs. 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 Infrastructure Investment and Jobs Act continued programs from the FAST Act. 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 billion 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 within the 5307 distributions. 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-4.1 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-9.1). Funding for FTA 5311 totals about \$3.6 billion under the FAST Act. This includes \$175 million for public transportation on tribal lands.

Section 5311(f) (Intercity Bus Program)

This competitive program is for projects that connect rural to urban areas. Visalia Transit has often been the recipient of this fund source, receiving grants for the V-Line service connecting Visalia and Fresno. It is a potential growing funding source in the future as intercity connections increase.

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-4.1
FEDERAL TRANSIT ADMINISTRATION SECTIONS 5307 AND 5311

In thousands \$																						
Agency/Fund Type	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	39/40	40/41	41/42	42/43-46/47	TOTAL
Section 5307																						
Visalia*	5,873	6,002	6,134	6,269	6,407	6,548	6,692	6,839	6,989	7,143	7,300	7,461	7,625	7,793	7,964	8,139	8,318	8,501	8,689	8,880	47,416	\$192,981
Porterville	2,719	2,779	2,840	2,903	2,967	3,032	3,099	3,167	3,237	3,308	3,380	3,455	3,531	3,609	3,688	3,769	3,852	3,937	4,023	4,112	21,957	\$89,362
Total 5307	8,592	8,781	8,974	9,172	9,373	9,580	9,790	10,006	10,226	10,451	10,681	10,916	11,156	11,401	11,652	11,908	12,170	12,438	12,712	12,992	69,373	\$282,343
Section 5311																						
Rural Agencies**	979	1,001	1,023	1,045	1,068	1,092	1,116	1,140	1,166	1,191	1,217	1,244	1,272	1,300	1,328	1,357	1,387	1,418	1,449	1,481	7,907	\$32,182
Total 5311	979	1,001	1,023	1,045	1,068	1,092	1,116	1,140	1,166	1,191	1,217	1,244	1,272	1,300	1,328	1,357	1,387	1,418	1,449	1,481	4,847	\$29,122
Local Match																						
5307 Match	2,148	2,195	2,244	2,293	2,343	2,395	2,448	2,501	2,556	2,613	2,670	2,729	2,789	2,850	2,913	2,977	3,043	3,110	3,178	3,248	10,631	\$63,874
5311 Match	245	250	256	261	267	273	279	285	291	298	304	311	318	325	332	339	347	354	362	370	1,212	\$7,281
Total Match	2,393	2,445	2,499	2,554	2,610	2,668	2,727	2,787	2,848	2,911	2,975	3,040	3,107	3,175	3,245	3,316	3,389	3,464	3,540	3,618	11,843	\$71,155
TOTAL	11,964	12,227	12,496	12,771	13,052	13,339	13,633	13,933	14,239	14,553	14,873	15,200	15,534	15,876	16,225	16,582	16,947	17,320	17,701	18,090	86,063	\$382,620
					Short-Term Total														Long-Term Total			
					Section 5307														Section 5307			
					Section 5311														Section 5311			
					Local Match														Local Match			

*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 FY20/21 distributions

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 STBGP Large UZA and is ineligible for exchanging STBGP for state funds. STBGP funding exchange will continue for the areas in Tulare County that are outside the Visalia UZA. The draft UZAs for the 2020 Census currently show Visalia and Tulare be separate UZAs which would result in the population being less than 200,000. It is not yet known whether this will impact STBGP and other funding which is based on large UZAs.

Fifty percent of state STBGP 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 totals \$72 billion for the IIJA. Regional totals have not yet been released so funding projections for Tulare County are shown on Table F-5.1 based on the FY 20/21 distribution.

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. NHPP funding totals \$148 billion in the IIJA.

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 which increased to \$15.56 billion under the IIJA.

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. This increased to \$13.2 billion under the IIJA. Funding projections for Tulare County are shown on Table F-6.1. These projections are still based on the FAST Act distributions because regional distributions from the IIJA have not yet been given.

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. Under the IIJA, TAP funding increased to \$7.2 billion. 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.

TABLE F-5.1
SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

	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
Urban	3,086	3,086	3,148	3,211	3,275	3,340	3,407	3,475	3,545	3,616	3,688	3,762	3,837
Rural	3,241	3,241	3,288	3,336	3,385	3,435	3,486	3,538	3,591	3,645	3,700	3,756	3,814
TOTAL	6,327	6,327	6,436	6,547	6,660	6,775	6,893	7,013	7,136	7,261	7,388	7,518	7,651
Short-Term Total:										\$67,374			
	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	46/47	TOTAL
Urban	3,914	3,992	4,072	4,153	4,236	4,321	4,408	4,496	4,586	4,677	4,771	4,866	\$96,968
Rural	3,872	3,932	3,993	4,055	4,118	4,183	4,249	4,316	4,384	4,454	4,526	4,598	\$96,134
TOTAL	7,786	7,924	8,065	8,208	8,355	8,504	8,656	8,812	8,970	9,132	9,297	9,465	\$193,102
Long-Term Total:										\$125,728			

In thousands \$

Projections based on 2% escalation from FY23/24 estimated distributions

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

"Urban" = Visalia Urbanized Area

TABLE F-6.1
CONGESTION MITIGATION AND AIR QUALITY

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	
6,197	6,195	6,319	6,445	6,574	6,706	6,840	6,977	7,116	7,258	7,404	7,552	7,703	
					Short-Term Total:					\$66,627			
35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	46/47	TOTAL	
7,857	8,014	8,174	8,338	8,504	8,674	8,848	9,025	9,205	9,390	9,577	9,769	\$194,660	
In thousands \$					Long-Term Total:					\$128,034			

Projections based on 2% escalation from FY23/24 estimated distributions

TABLE F-7.1
ACTIVE TRANSPORTATION PROGRAM

	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
Regional	1,154	1,272	1,272	1,297	1,323	1,350	1,377	1,404	1,432	1,461	1,490	1,520	1,551
Competitive	7,100	0	0	1,095	1,117	1,139	1,162	1,185	1,209	1,233	1,258	1,283	1,309
TOTAL	8,254	1,272	1,272	2,392	2,440	2,489	2,539	2,590	2,641	2,694	2,748	2,803	2,859
					Short-Term Total:				\$28,584				
	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	46/47	TOTAL
Regional	1,582	1,613	1,645	1,678	1,712	1,746	1,781	1,817	1,853	1,890	1,928	1,966	\$39,117
Competitive	1,335	1,361	1,389	1,416	1,445	1,474	1,503	1,533	1,564	1,595	1,627	1,660	\$36,992
TOTAL	2,916	2,975	3,034	3,095	3,157	3,220	3,284	3,350	3,417	3,485	3,555	3,626	\$76,109
In thousands \$					Long-Term Total:				\$47,525				

Regional projections based on 2% escalation from fund estimate for FY24/25

Competitive projects based on average awards received in the first 5 cycles (through FY 24/25) with 2% escalation thereafter

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

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 began being 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 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 July 1, 2019, and it eliminates the BOE process of price-based rate adjustments. As with the excise tax, the fuel tax swap increases are also tied to the California CPI.

TABLE F-7.2
PROJECTED FUEL EXCISE TAX DISBURSEMENTS FY 21/22

Agency	HUTA	RMRA	Total
Dinuba	.624	.499	1.123
Exeter	.268	.212	.480
Farmersville	.277	.219	.496
Lindsay	.318	.253	.571
Porterville	1.419	1.146	2.565
Tulare	1.611	1.303	2.914
Visalia	3.283	2.663	5.946
Woodlake	.190	.149	.339
County	13.935	13.144	27.079
TOTAL	21.925	19.588	41.513

TRANSPORTATION DEVELOPMENT ACT (TDA)

Local Transportation Funds (LTF), State Transit Assistance Funds (STAF), and State of Good Repair (SGR) funds are California State sales tax funds and gas 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 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. SGR is the newest program, established by SB 1 in 2017.

In Tulare County, the LTF may be used for both transit and street and road purposes if all transit needs are addressed first. The STAF is allocated to the regions based on both population and operator revenues and must be used for transit purposes only. SGR funds can only be used on transit capital and maintenance projects. Tables F-8.1 and F-9.1 show the FY 2021/22 LTF and STA Apportionments, and Tables F-10.1 and F-11.1 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 \$41.584 million in FY 2020/21. Table F-12.1 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 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

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

TABLE F-8.1
2021/22 LOCAL TRANSPORTATION FUND APPORTIONMENT ESTIMATE

Agency	Population 1/1/2021	% of Total Population	BALANCE	REVENUE	TOTAL	Transfer Agreements	TDA Administration	Penalties (Unclaimable) ³	AMOUNTS TO CLAIM			
			Cash Balance 7/1/2021	Estimate	Subtotal				Local Transportation Contribution ¹	Project Coord. and Implement.	Public Transit and Streets & Roads ²	Claim Total
Dinuba	26,517	5.50%	\$0.00	\$1,525,843.95	\$1,525,843.95	\$0.00	(\$15,522.69)	\$0.00	\$48,972.50	\$12,462.69	\$1,448,886.07	\$1,510,321.26
Exeter	10,997	2.28%	\$0.00	\$632,790.51	\$632,790.51	\$0.00	(\$6,437.50)	\$0.00	\$20,309.64	\$5,168.46	\$600,874.91	\$626,353.01
Farmersville	11,327	2.35%	\$0.00	\$651,779.40	\$651,779.40	\$0.00	(\$6,630.67)	\$0.00	\$20,919.09	\$5,323.56	\$618,906.08	\$645,148.73
Lindsay	13,090	2.72%	\$0.00	\$753,226.13	\$753,226.13	\$0.00	(\$7,662.71)	\$0.00	\$24,175.06	\$6,152.15	\$715,236.21	\$745,563.42
Porterville	59,571	12.37%	\$0.00	\$3,427,840.63	\$3,427,840.63	\$0.00	(\$34,872.06)	\$0.00	\$110,017.76	\$27,997.69	\$3,254,953.12	\$3,392,968.57
Tulare	69,246	14.37%	\$0.00	\$3,984,560.48	\$3,984,560.48	\$0.00	(\$40,535.67)	\$0.00	\$127,885.88	\$32,544.83	\$3,783,594.09	\$3,944,024.80
Visalia	139,254	28.91%	\$0.00	\$8,012,968.04	\$8,012,968.04	\$0.00	(\$81,517.41)	\$0.00	\$257,179.06	\$65,447.79	\$7,608,823.78	\$7,931,450.63
Woodlake	8,054	1.67%	\$0.00	\$463,444.10	\$463,444.10	\$0.00	(\$4,714.70)	\$0.00	\$14,874.40	\$3,785.29	\$440,069.71	\$458,729.40
County	143,677	29.83%	\$0.00	\$8,267,476.76	\$8,267,476.76	\$0.00	(\$84,106.58)	\$0.00	\$265,347.60	\$67,526.55	\$7,850,496.03	\$8,183,370.18
TOTALS:	481,733	100%	\$0.00	\$27,719,930.00	\$27,719,930.00	\$0.00	\$282,000.00	\$0.00	\$889,681.00	\$226,409.00	\$26,321,840.00	\$27,437,930.00

¹Claimant claims these amounts for transfer of funds directly to TCAG.

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

³Required per PUC Section 99268.9

Transfer	From	To	LTF Amount

Transfer 'a' is routine transfer for services. (NA this year.)

Transfer 'b' is for LCTOP

TABLE F-9.1
ESTIMATED 2021/22 STATE TRANSIT ASSISTANCE AND STATE OF GOOD REPAIR FUNDING APPORTIONMENTS

Agency	Population 1/1/2021	% of Total Population	STA 99313, 99314, and SB1 State of Good Repair Funds												
			STA Balance 6/14/2021*	SGR Balance 6/14/2021*	Estimated 99313 Rev	Estimated 99314 Rev	STA Subtotal Rev	SGR 99313 Rev	SGR 99314 Rev	SGR Subtotal Rev	STA Transfers	SGR Transfers	2021/22 STA Total Avail.	2021/22 SGR Total Avail.	Total Available
Dinuba	26,517	5.5045%	\$16,165	\$2,588	\$224,802	\$13,326	\$238,128	\$39,469	\$2,850	\$42,319	\$0	\$0	\$254,293	\$44,907	\$299,200
Exeter	10,997	2.2828%	\$95,739	-\$400	\$93,229	\$0	\$93,229	\$16,368	\$0	\$16,368	\$0	\$0	\$188,968	\$15,968	\$204,936
Farmersville	11,327	2.3513%	\$97,299	-\$414	\$96,026	\$0	\$96,026	\$16,860	\$0	\$16,860	\$0	\$0	\$193,325	\$16,446	\$209,771
Lindsay	13,090	2.7173%	\$503,992	-\$477	\$110,972	\$0	\$110,972	\$19,484	\$0	\$19,484	\$0	-\$19,007	\$614,964	\$0	\$614,964
Porterville	59,571	12.3660%	\$686,003	\$203,547	\$505,022	\$40,829	\$545,851	\$88,669	\$8,733	\$97,402	\$0	\$0	\$1,231,854	\$300,949	\$1,532,803
Tulare	69,246	14.3744%	\$149,699	\$311,954	\$587,043	\$28,405	\$615,448	\$103,069	\$6,075	\$109,144	\$0	\$0	\$765,147	\$421,099	\$1,186,245
Visalia	139,254	28.9069%	\$1,142,471	\$350,530	\$1,180,546	\$211,746	\$1,392,292	\$207,273	\$45,288	\$252,561	\$0	\$0	\$2,534,763	\$603,091	\$3,137,854
Woodlake	8,054	1.6719%	\$16,432	\$0	\$68,279	\$659	\$68,938	\$11,988	\$141	\$12,129	\$0	\$0	\$85,370	\$12,129	\$97,499
County	143,677	29.8250%	\$757,930	\$75,012	\$1,218,042	\$57,428	\$1,275,470	\$213,856	\$12,283	\$226,139	\$0	\$19,007	\$2,033,401	\$320,158	\$2,353,559
Totals	481,733	100.0%	\$3,465,730	\$942,341	\$4,083,961	\$352,393	\$4,436,354	\$717,036	\$75,370	\$792,406	\$0	\$0	\$7,902,084	\$1,734,747	\$9,636,831
								*State of Good Repair (SGR)							
2021/22 Transfer Amounts:							Measure R Eligible Funds per Amendment No. 4								
Transfer	Transfer From	Transfer To	Amount					Baseline STA 2016/17	SB1 Differential*						
SGR	Lindsay	County	\$19,007					Dinuba	\$104,783	\$175,663	*The SB1 Differential is the amount attributable to SB1, post-2016/17. Up to this amount, or up to the agency's available annual Measure R transit expansion allocation, whichever is less, may be credited for bike and pedestrian project use in Measure R.				
	Exeter	Visalia	\$0.00					Exeter	\$45,006	\$64,592					
	Farmersville	Visalia	\$0.00					Farmersville	\$45,025	\$67,860					
	County	Porterville	\$0.00					Lindsay	\$52,283	\$78,173					
	County	Woodlake	\$0.00					Porterville	\$269,842	\$373,410					
	County	Visalia	\$0.00					Tulare	\$279,081	\$445,511					
	Farmersville	Visalia	\$0.00					Visaia	\$640,892	\$1,003,960					
	Exeter	Visalia	\$0.00					Woodlake	\$31,573	\$49,494					
	Lindsay	County	\$0.00					County	\$654,976	\$846,634					
	County	Dinuba	\$0.00												
Transfer 'a' if for standard service agreement.															

TABLE F-10.1
STATE TRANSIT ASSISTANCE FUND

	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
99313	2,307	2,376	2,447	2,521	2,596	2,674	2,754	2,837	2,922	3,010	3,100	3,193	3,289	3,388
99313 SB1	1,900	1,957	2,015	2,076	2,138	2,202	2,268	2,336	2,406	2,479	2,553	2,630	2,708	2,790
Subtotal	4,206	4,333	4,463	4,597	4,734	4,876	5,023	5,173	5,329	5,489	5,653	5,823	5,997	6,177
99314	242	250	257	265	273	281	290	298	307	316	326	336	346	356
99314 SB1	200	206	212	218	225	231	238	246	253	261	268	276	285	293
Subtotal	442	455	469	483	498	513	528	544	560	577	594	612	630	649
TOTAL	4,649	4,788	4,932	5,080	5,232	5,389	5,551	5,717	5,889	6,065	6,247	6,435	6,628	6,827
						Short-Term Total:		\$59,539						
	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	42/43	TOTAL		
99313	3,489	3,594	3,702	3,813	3,927	4,045	4,166	4,291	4,420	4,553	4,689	\$84,106		
99313 SB1	2,873	2,960	3,048	3,140	3,234	3,331	3,431	3,534	3,640	3,749	3,862	\$69,259		
Subtotal	6,363	6,554	6,750	6,953	7,161	7,376	7,597	7,825	8,060	8,302	8,551	\$153,365		
99314	367	378	389	401	413	425	438	451	465	479	493	\$8,840		
99314 SB1	302	311	320	330	340	350	361	371	383	394	406	\$7,280		
Subtotal	669	689	710	731	753	775	799	823	847	873	899	\$16,120		
TOTAL	7,031	7,242	7,460	7,683	7,914	8,151	8,396	8,648	8,907	9,174	9,450	\$169,486		
In thousands \$							Long-Term Total:		\$116,194					

In thousands \$

Projections are based on 2021/22 State distribution estimates with a 3% escalation

TABLE F-10.2
STATE OF GOOD REPAIR

	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
99313	739	761	784	807	831	856	882	908	936	964	993	1,022	1,053	1,085
99314	78	80	82	85	87	90	93	95	98	101	104	107	111	114
TOTAL	816	841	866	892	919	946	975	1,004	1,034	1,065	1,097	1,130	1,164	1,199
						Short-Term Total:		\$10,453						
	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	42/43	TOTAL		
99313	1,117	1,151	1,185	1,221	1,257	1,295	1,334	1,374	1,415	1,458	1,501	\$26,927		
99314	117	121	125	128	132	136	140	144	149	153	158	\$2,830		
TOTAL	1,235	1,272	1,310	1,349	1,389	1,431	1,474	1,518	1,564	1,611	1,659	\$29,757		
In thousands \$							Long-Term Total:		\$20,401					

In thousands \$

Projections are based on 2021/22 State distribution estimates with a 3% escalation

TABLE F-11.1
LOCAL TRANSPORTATION FUND

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
28,552	29,408	30,290	31,199	32,135	33,099	34,092	35,115	36,168	37,253	38,371	39,522	40,708	41,929
					Short-Term Total:					\$327,311			
36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	46/47	TOTAL		
43,187	44,482	45,817	47,191	48,607	50,065	51,567	53,114	54,708	56,349	58,039	\$1,040,968		
In thousands \$						Long-Term Total:					\$713,656		

In thousands \$

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

TABLE F-12.1
MEASURE R REGIONAL SALES TAX

In thousands \$

	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
Regional	22,058	22,720	23,402	24,104	24,827	25,572	26,339	27,129	27,943	28,781	29,644	30,534	31,450
Local	15,441	15,904	16,381	16,873	17,379	17,900	18,437	18,990	19,560	20,147	20,751	21,374	22,015
Non-roads	6,176	6,362	6,552	6,749	6,951	7,160	7,375	7,596	7,824	8,059	8,300	8,549	8,806
Admin	441	454	468	482	497	511	527	543	559	576	593	611	629
TOTAL	44,116	45,440	46,803	48,207	49,653	51,143	52,677	54,258	55,885	57,562	59,289	61,068	62,900
Short-Term Total:										\$505,746			

	35/36	36/37	37/38	38/39	39/40	40/41	41/42	42/43	43/44	44/45	45/46	46/47
Regional	32,393	33,365	19,932	20,530	21,146	21,781	22,434	23,107	23,800	24,514	25,250	26,007
Local	22,675	23,356	34,366	35,397	36,459	37,553	38,679	39,840	41,035	42,266	43,534	44,840
Non-roads	9,070	9,342	17,183	17,698	18,229	18,776	19,340	19,920	20,517	21,133	21,767	22,420
Admin	648	667	687	708	729	751	774	797	821	845	871	897
TOTAL	64,787	66,730	68,732	70,794	72,918	75,105	77,358	79,679	82,070	84,532	87,068	89,680
Long-Term Total:										\$1,102,708		

Projections use \$41.584m actual from FY20/21 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	\$638,760
Local	\$681,149
Non-roads	\$311,856
Admin	\$16,085
TOTAL	\$1,608,454

TABLE F-13.1
YEAR OF EXPENDITURE REVENUES / EXPENDITURES SUMMARY

Table F-14 Local	LTF (Table F-11) - FY21/22 projection for base year with 3% yearly escalation thereafter Gas Tax (HUTA) - FY21/22 projection for baseline with 3% yearly escalation thereafter Transit Fares - Resumption of fees in FY22/23 based on pre-COVID revenues with 2% yearly escalation thereafter Other Transit - City/county revenues from FY20/21 baseline with 3% yearly escalation thereafter
Regional	Measure R (Table F-12) - FY20/21 baseline with 3% escalation thereafter
State	SHOPP - 2022 SHOPP programming used as baseline with 3% yearly escalation thereafter RTIP (Table F-1) - \$18m projected for 2024 STIP with 3% escalation for each following STIP ATP (Table F-7) - FY24/25 baseline with 2% yearly escalation thereafter ITIP - Anticipated funding is based on historic partnering with RTIP funding for SR-99 mainline projects STA (Table F-10) - FY21/22 projections with 3% yearly escalation thereafter SGR (Table F-10A) - FY21/22 projections with 3% yearly escalation thereafter
Federal Transit	5310 - 3% per year escalation based on prior awards 5311 (Table F-4)- FY20/21 used as baseline with 2.2% yearly escalation thereafter 5307 (Table F-4) - FY20/21 used as baseline with 2.2% yearly escalation thereafter
Federal Highway	CMAQ (Table F-6) - FY23/24 Caltrans estimate used with 2% yearly escalation thereafter STBGP (Table F-5) - FY23/24 Caltrans estimate used with 2% yearly escalation thereafter HBR - Baseline based on past results and 3% per year escalation added beyond 2023 HSIP - Baseline based on past results and 3% per year escalation added beyond 2023
Table F-15	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 FY22/23 to FY26/27 and per the 5 year periods thereafter

Note: There is additional capacity to bond against Measure R for shorter term projects if necessary.

TABLE F-14.1
LONG-RANGE PLAN REVENUE TABLE | ESCALATED DOLLARS, MILLIONS

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5	NEXT 5	NEXT 5	NEXT 5	25 YEAR TOTAL
		Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Five Year Sum	YEARS 2027-32	YEARS 2032-37	YEARS 2037-42	YEARS 2042-47	
LOCAL	Sales Tax (see Regional)	\$29	\$29	\$30	\$31	\$32	\$151.58	\$175,727	\$203,716	\$236,163	\$273,777	\$1,049,983
	- City											NA
	- County											NA
	- Other (Transportation Development Act (TDA)/Table F-17)	\$29	\$29	\$30	\$31	\$32	\$151.58	\$175,727	\$203,716	\$236,163	\$273,777	\$1,049,983
	Gas Tax	\$43	\$44	\$45	\$47	\$48	\$227,040	\$263,457	\$305,063	\$353,674	\$410,005	\$1,558,999
	- Gas Tax (Subventor to Cities) (HUTA)	\$8	\$8	\$9	\$9	\$9	\$40,630	\$50,652	\$58,719	\$68,072	\$79,914	\$300,049
	- Gas Tax (Subventor to Counties) (HUTA)	\$14	\$15	\$15	\$16	\$16	\$76,202	\$88,339	\$102,410	\$118,721	\$137,630	\$523,302
	- Road Maintenance Rehabilitation Account (RMA)	\$20	\$21	\$21	\$22	\$23	\$107,155	\$124,176	\$143,954	\$165,682	\$189,462	\$735,589
	Other Local Funds	\$9	\$10	\$10	\$10	\$10	\$49,392	\$56,896	\$65,104	\$74,788	\$85,942	\$331,922
	- City General Funds	\$2	\$2	\$2	\$2	\$2	\$10,200	\$11,262	\$12,454	\$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 (regional fees (AR&S/MF) and Prop 42 (TIF/C R))											U
	Transit	\$3	\$3	\$3	\$3	\$3	\$15,578	\$18,391	\$21,407	\$24,619	\$28,144	\$103,659
	- Transit Fees	\$3	\$3	\$3	\$3	\$3	\$14,945	\$16,545	\$19,267	\$22,168	\$25,267	\$92,231
	- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	\$1,533	\$1,846	\$2,141	\$2,451	\$2,877	\$10,328
	Tolls (e.g., non-state owned bridges)											NA
	Other (e.g., RTEP, local bonds, interest)	(\$1)	(\$1)	(\$1)	(\$1)	(\$1)	(\$5,389)	(\$10,950)	(\$12,76)			(\$18,645)
	Local Total	\$83	\$85	\$88	\$90	\$93	\$438,175	\$503,031	\$593,034	\$687,274	\$794,883	\$3,016,338
REGIONAL	Tolls											NA
	- Bridge											NA
	- Conductor											U
	Regional Transit fares/Measures											U
	Regional Sales Tax (Measure R) (Table F-17)	\$44	\$45	\$47	\$48	\$50	\$234,220	\$271,526	\$314,773	\$364,908	\$423,028	\$1,608,454
	Regional Bond Revenue	(\$12)	(\$12)	(\$12)	(\$12)	(\$12)	(\$58,805)	(\$58,805)	(\$58,805)			(\$176,415)
	Regional Gas Tax											NA
	Vehicle Registration Fees (CARF Fees, SAFE)											U
	Other											NA
	Regional Total	\$32	\$34	\$35	\$36	\$38	\$175,415	\$212,721	\$255,968	\$304,908	\$343,028	\$1,432,039
STATE	State Highway Construction and Protection Program (SHOPP) (Table F-17)	\$61	\$64	\$14		\$30	\$136,704	\$230,352	\$267,041	\$309,574	\$358,881	\$1,364,552
	State Transportation Improvement Program (STIP)	\$7	\$10			\$2	\$17,900	\$145,050	\$49,950	\$30,1450	\$57,350	\$572,300
	- Regional - RTP (Table F-17)	\$7	\$10			\$2	\$17,900	\$45,050	\$48,550	\$53,450	\$57,350	\$244,300
	- Proposition 42 - RTP											U
	- Interregional - ITP							\$100,000		\$248,000		\$348,000
	- Proposition 42 - ITP											U
	Active Transportation Program (ATP) (Table F-17)	\$8	\$1	\$1	\$2	\$2	\$5,631	\$2,953	\$14,302	\$15,730	\$17,434	\$75,109
	- Regional - TAA/ATP (MPO Competitive funding)	\$1	\$1	\$1	\$1	\$1	\$5,319	\$7,025	\$17,756	\$18,563	\$20,454	\$59,117
	- Interregional - TAA/ATP (State Competitive funding)	\$7			\$1	\$1	\$2,312	\$5,929	\$6,546	\$7,227	\$7,979	\$35,992
	GARVEE Bonds											NA
	State Transit Assistance (STA) (population based, Prop 42) (Table F-107)	\$3	\$3	\$3	\$3	\$3	\$15,335	\$15,690	\$16,189	\$21,087	\$24,445	\$92,946
	STA - SF1 (Table F-107)	\$2	\$2	\$2	\$2	\$2	\$11,186	\$12,321	\$13,279	\$17,364	\$20,130	\$75,539
	State of Good Repair (SGR) (Table F-10a)	\$1	\$1	\$1	\$1	\$1	\$4,333	\$5,023	\$5,823	\$6,751	\$7,826	\$29,757
	Carryover from Prior Years											NA
	Other Proposition 18 bonds (2006) SR-99, PTMSEA		\$25				\$25,000					\$25,000
	State Total	\$82	\$125	\$21	\$8	\$50	\$255,245	\$422,990	\$369,884	\$572,045	\$435,065	\$2,257,204

TABLE F-14.1 (CONT.)
LONG-RANGE PLAN REVENUE TABLE | ESCALATED DOLLARS, MILLIONS

FEDERAL TRANSIT	Bus and Bus Facilities (5339)	\$1	\$1	\$1	\$1	\$1	\$4.448	\$4.911	\$5.422	\$5.986	\$6.609	\$27.377
	State of Good Repair (5337)											NA
	Elderly & Persons with Disabilities Formula Program (5310)	\$1	\$1	\$1	\$1	\$1	\$2.510	\$2.771	\$3.060	\$3.378	\$3.730	\$15.449
	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 F-4]	\$1	\$1	\$1	\$1	\$1	\$5.117	\$5.705	\$6.361	\$7.092	\$7.907	\$32.182
	Urbanized Area Formula Program (5307) [Table F-4]	\$9	\$9	\$9	\$9	\$9	\$44.892	\$50.052	\$55.806	\$62.220	\$69.373	\$282.343
	Other											NA
	Federal Transit Total	\$11	\$11	\$11	\$12	\$12	\$56.967	\$63.440	\$70.648	\$78.677	\$87.619	\$357.351
FEDERAL HIGHWAY	Federal Highway Non-Discretionary											
	Congestion Mitigation and Air Quality [Table F-6]	\$6	\$6	\$6	\$6	\$7	\$31.730	\$34.897	\$38.529	\$42.539	\$46.967	\$194.662
	Surface Transportation Block Grant Program [Table F-5]	\$6	\$6	\$6	\$7	\$7	\$32.296	\$35.078	\$38.267	\$41.787	\$45.675	\$193.102
	Surface Transportation Program Enhancement											NA
	Highway Bridge Replacement and Rehabilitation Program	\$0	\$2	\$3	\$3	\$3	\$10.069	\$11.673	\$13.532	\$15.688	\$18.186	\$69.148
	Highway Safety Improvement Program			\$1	\$1	\$1	\$3.091	\$3.583	\$4.154	\$4.816	\$5.583	\$21.226
	Safe Routes to School (SAFETEA-LU)											
	Federal Lands Highway											
	Other											NA
	Subtotal	\$13	\$15	\$16	\$17	\$17	\$77.187	\$85.231	\$94.482	\$104.830	\$116.410	\$478.139
	Federal Highway Discretionary Programs											
	Bridge Discretionary Program											
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)											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	\$13	\$15	\$16	\$17	\$17	\$77.187	\$85.231	\$94.482	\$104.830	\$116.410	\$478.139
	FEDERAL TOTAL	\$24	\$26	\$28	\$28	\$29	\$134.154	\$148.671	\$165.130	\$183.507	\$204.029	\$835.490
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		\$220	\$270	\$171	\$163	\$210	\$1,033.992	\$1,287.412	\$1,384.016	\$1,907.705	\$1,907.991	\$7,521.116

KEY: NA = Not applicable (not a projected revenue source at the development time of RTP.) U = Data unavailable

TABLE F-15.1
LONG-RANGE PLAN EXPENDITURES TABLE | 2022 ESCALATED DOLLARS, MILLIONS

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2027- 32	NEXT 5 YEARS 2032- 37	NEXT 5 YEARS 2037- 42	NEXT 5 YEARS 2042- 47	25 YEAR TOTAL
		Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Five Year Sum					
LOCAL	Sales Tax <i>[see Regional]</i>	\$29	\$29	\$30	\$31	\$32	\$151.584	\$175.727	\$203.716	\$236.163	\$273.777	\$1,040.968
	-- City											NA
	-- County											NA
	-- Other (Transportation Development Act, LTF) <i>[Table F-11]</i>	\$29	\$29	\$30	\$31	\$32	\$151.584	\$175.727	\$203.716	236.163	\$273.777	\$1,040.968
	Gas Tax	\$43	\$44	\$45	\$47	\$48	\$227.010	\$263.167	\$305.083	\$353.674	\$410.005	\$1,558.939
	-- Gas Tax (Subventions to Cities) (HUTA)	\$8	\$8	\$9	\$9	\$9	\$43.693	\$50.652	\$58.719	\$68.072	\$78.914	\$300.049
	-- Gas Tax (Subventions to Counties) (HUTA)	\$14	\$15	\$15	\$16	\$16	\$76.202	\$88.339	\$102.410	\$118.721	\$137.630	\$523.302
	-- Road Maintenance Rehabilitation Account (RMRA)	\$20	\$21	\$21	\$22	\$23	\$107.115	\$124.176	\$143.954	\$166.882	\$193.462	\$735.589
	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	\$14.985	\$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)	(\$1.276)				(\$18.615)
Local Total		\$83	\$85	\$88	\$90	\$93	\$438.175	\$503.031	\$593.034	\$687.274	\$794.868	\$3,016.383
REGIONAL	Tolls											NA
	-- Bridge											NA
	-- Corridor											U
	Regional Transit Fares/Measures											
	Regional Sales Tax (Measure R) <i>[Table F-12]</i>	\$44	\$45	\$47	\$48	\$50	\$234.220	\$271.526	\$314.773	364.908	\$423.028	\$1,608.454
	Regional Bond Revenue	(\$12)	(\$12)	(\$12)	(\$12)	(\$12)	(\$58.805)	(\$58.805)	(\$58.805)			(\$176.415)
	Regional Gas Tax											NA
Vehicle Registration Fees (CARB Fees, SAFE)											U	
Other												NA
Regional Total		\$32	\$34	\$35	\$36	\$38	\$175.415	\$212.721	\$255.968	\$364.908	\$423.028	\$1,432.039
STATE	State Highway Operations and Protection Program (SHOPP) <i>[Table F-2]</i>	\$61	\$84	\$14		\$40	\$198.704	\$230.352	\$267.041	309.574	\$358.881	\$1,364.552
	State Transportation Improvement Program (STIP)	\$23	\$12	\$3	\$5	\$7	\$49.161	\$171.957	\$78.153	\$333.030	\$92.217	\$572.300
	-- Regional - RTP <i>[Table F-1]</i>	\$7	\$10			\$2	\$17.900	\$46.050	\$49.550	53.450	\$57.350	\$224.300
	-- Proposition 42 - RTP											U
	-- Interregional - ITIP							\$100.000		248.000		\$348.000
	-- Proposition 42 - ITIP											U
	Active Transportation Program (ATP) <i>[Table F-7]</i>	\$8	\$1	\$1	\$2	\$2	\$15.631	\$12.953	\$14.302	\$15.790	\$17.434	\$76.109
	-- Regional - TA/ATP (MPO Competitive funding)	\$1	\$1	\$1	\$1	\$1	\$6.319	\$7.025	\$7.756	8.563	\$9.454	\$39.117
	-- Interregional - TA/ATP (State Competitive funding)	\$7			\$1	\$1	\$9.312	\$5.929	\$6.546	7.227	\$7.979	\$36.992
	GARVEE Bonds											NA
	State Transit Assistance (STA) (pop./rev. based, Prop 42) <i>[Table F-10]</i>	\$3	\$3	\$3	\$3	\$3	\$13.535	\$15.690	\$18.189	21.087	\$24.445	\$92.946
	STA - SB1 <i>[Table F-10]</i>	\$2	\$2	\$2	\$2	\$2	\$11.146	\$12.921	\$14.979	17.364	\$20.130	\$76.539
	State of Good Repair (SGR) <i>[Table F-10a]</i>	\$1	\$1	\$1	\$1	\$1	\$4.333	\$5.023	\$5.823	6.751	\$7.826	\$29.757
Carryover from Prior Years											NA	
Other Proposition 1B bonds (2006) SR-99, PTMISEA		\$25				\$25.000					\$25.000	
State Total		\$90	\$127	\$22	\$11	\$53	\$301.879	\$435.943	\$384.186	\$687.806	\$503.500	\$2,237.204

TABLE F-15.1 (CONT.)
LONG-RANGE PLAN EXPENDITURES TABLE | 2022 ESCALATED DOLLARS, MILLIONS

FEDERAL TRANSIT	Bus and Bus Facilities (5339)	\$1	\$1	\$1	\$1	\$1	\$4.448	\$4.911	\$5.422	\$5.986	\$6.609	\$27.377
	State of Good Repair (5337)											NA
	Elderly & Persons with Disabilities Formula Program (5310)	\$1	\$1	\$1	\$1	\$1	\$2.510	\$2.771	\$3.060	\$3.378	\$3.730	\$15.449
	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 F-4]	\$1	\$1	\$1	\$1	\$1	\$5.117	\$5.705	\$6.361	7.092	\$7.907	\$32.182
	Urbanized Area Formula Program (5307) [Table F-4]	\$9	\$9	\$9	\$9	\$9	\$44.892	\$50.052	\$55.806	62.220	\$69.373	\$282.343
	Other											NA
Federal Transit Total		\$11	\$11	\$11	\$12	\$12	\$56.967	\$63.440	\$70.648	\$78.677	\$87.619	\$357.351
FEDERAL HIGHWAY	Federal Highway Non-Discretionary											
	Congestion Mitigation and Air Quality [Table F-6]	\$6	\$6	\$6	\$6	\$7	\$31.730	\$34.897	\$38.529	42.539	\$46.967	\$194.662
	Surface Transportation Block Grant Program [Table F-5]	\$6	\$6	\$6	\$7	\$7	\$32.296	\$35.078	\$38.267	41.787	\$45.675	\$193.102
	Surface Transportation Program Enhancement											NA
	Highway Bridge Replacement and Rehabilitation Program	\$0	\$2	\$3	\$3	\$3	\$10.069	\$11.673	\$13.532	\$15.688	\$18.186	\$69.148
	Highway Safety Improvement Program			\$1	\$1	\$1	\$3.091	\$3.583	\$4.154	4.816	\$5.583	\$21.226
	Safe Routes to School (SAFETEA-LU)											
	Federal Lands Highway											
	Other											NA
	Subtotal	\$13	\$15	\$16	\$17	\$17	\$77.187	\$85.231	\$94.482	\$104.830	\$116.410	\$478.139
	Federal Highway Discretionary Programs											
	Bridge Discretionary Program											
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)											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	\$13	\$15	\$16	\$17	\$17	\$77.187	\$85.231	\$94.482	\$104.830	\$116.410	\$478.139
	FEDERAL TOTAL	\$24	\$26	\$28	\$28	\$29	\$134.154	\$148.671	\$165.130	\$183.507	\$204.029	\$835.490
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		\$228	\$271	\$172	\$166	\$212	\$1,049.622	\$1,300.366	\$1,398.318	\$1,923.495	\$1,925.425	\$7,521.116

KEY: NA = Not applicable (not a projected revenue source at the development time of RTP.) U = Data unavailable.

TABLE F-16.1
LONG-RANGE PLAN REVENUES VS. EXPENDITURE TABLE | 2022 ESCALATED DOLLARS, MILLIONS

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5	NEXT 5	NEXT 5	NEXT 5	25 YEAR TOTAL
		Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Five Year Sum	YEARS 2027- 32	YEARS 2032- 37	YEARS 2037- 42	YEARS 2042- 47	
LOCAL	Sales Tax <i>[see Regional]</i>	\$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) <i>[Table F-11]</i>	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Gas Tax (Subventions to Cities) (HUTA)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Gas Tax (Subventions to Counties) (HUTA)	\$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) <i>[Table F-12]</i>	\$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) <i>[Table F-2]</i>	\$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 <i>[Table F-1]</i>	\$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) <i>[Table F-7]</i>	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Regional - TA/ATP (MPO Competitive funding)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	-- Interregional - TA/ATP (State Competitive funding)	\$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) (pop./rev. based, Prop 42) <i>[Table F-10]</i>	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	STA - SB1 <i>[Table F-10]</i>	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State of Good Repair (SGR) <i>[Table F-10a]</i>	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Carryover 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) SR-99, 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

TABLE F-16.1 (CONT.)
LONG-RANGE PLAN REVENUES VS. EXPENDITURE TABLE | 2022 ESCALATED DOLLARS, MILLIONS

FEDERAL TRANSIT	Bus and Bus Facilities (§§ 5)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	State of Good Repair (§§ 31)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Elderly & Persons with Disabilities Formula Program (§§ 14)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Emergency Relief Program (§§ 249)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Safety Program (§§ 5)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Capital Investment Grants (§§ 5)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Public Transportation Innovation (§§ 12)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Nonurbanized Area Formula Program (§§ 11)(Table F-4)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Urbanized Area Formula Program (§§ 11)(Table F-4)	\$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 (Table F-6)	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Surface Transportation Block Grant Program (Table F-6)	\$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	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
	Safe Routes to School (SAFE TEA-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
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$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 Event 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	\$0.000
	FEDERAL TOTAL	\$0	\$0	\$0	\$0	\$0	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
INNOVATIVE FINANCE	TFIA (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 Rehabilitation 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
N/A - Not applicable (not a projected revenue source at the development time of RTP 2022) - Data unavailable.												

FUNDING FLEXIBILITY AND 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 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 \$1.4 billion that is not constrained. 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-13.1 (Unconstrained Projects - Justification) and A-15.1 (Unconstrained Project Requests) are 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 the Highway Users Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (RMRA) 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 fully 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 a list like that found in the 2014 RTP. Few new major projects were added to the 2018 and 2022 RTPs based on revenue projections and cost projections.

The Farmersville Blvd project was completed since the 2018 RTP with some others entering the construction such as the SR-99 Tagus widening and operational improvements project and the SR-99/Agri-Center (Commercial) interchange. The complete list of regional projects is shown on Table F-14.1.

SHORT TERM (2022 – 2032)

- SR-99 (Prosperity to Tagus) – 2023
- SR-99 (Tulare City) – 2031
- SR-99 (Delano) – 2029
- SR-99/Commercial IC – 2024
- SR-99/Caldwell IC – 2026
- SR-198/Lovers Lane IC – 2025
- SR-99/Paige IC - 2031

LONG TERM (2033 – 2047)

- SR-99 (Tipton) – 2042
- SR-65 (Lindsay) – 2034
- SR-65 (Terra Bella) – 2035
- SR-198/Ave 148 IC – 2046
- SR-190/Main St IC - 2037

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-17.1). The Capital Transit Needs Schedule will be updated in October 2022.

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 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 new 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. The plan was amended with updated project lists in January 2020.

With the passage of the Measure R sales tax; 14% is dedicated for bicycle, transit, and environmental projects. Measure R is estimated to raise \$312 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.

The State's Active Transportation Program (ATP) is an important funding source for bicycle/pedestrian improvements. Over the next 25 years, over \$76 million of ATP funding is estimated to be available for bicycle/pedestrian projects. TCAG will continue to encourage member agencies to adopt and update active transportation plans and apply for state ATP funding. Through the first 5 cycles of ATP funding, the region has received \$43.8 million to fund 29 projects.

RAIL

In 2003, major improvements were completed to the Cross-Valley Rail. The project was funded with several 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, Farmersville, 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-18.1 shows the projects for the five publicly owned airports in Tulare County. A total of \$35.5 million of airport projects are identified for Porterville, Mefford (Tulare), Sequoia, Visalia, and Woodlake 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).

AIR QUALITY

Over the next 25 years approximately \$195 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-1.1 shows the distribution of funding by project types for the 25-year RTP period. Almost half of the \$7.5 billion in projected revenues are anticipated to be spent on road operations and maintenance projects. Another 24% 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). 5% is directed to regional road widening projects, 7% 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 9% to local road projects which include new roads and local arterial widening to accommodate growth.

FIGURE F-1.1 PROJECT TYPE FUNDING

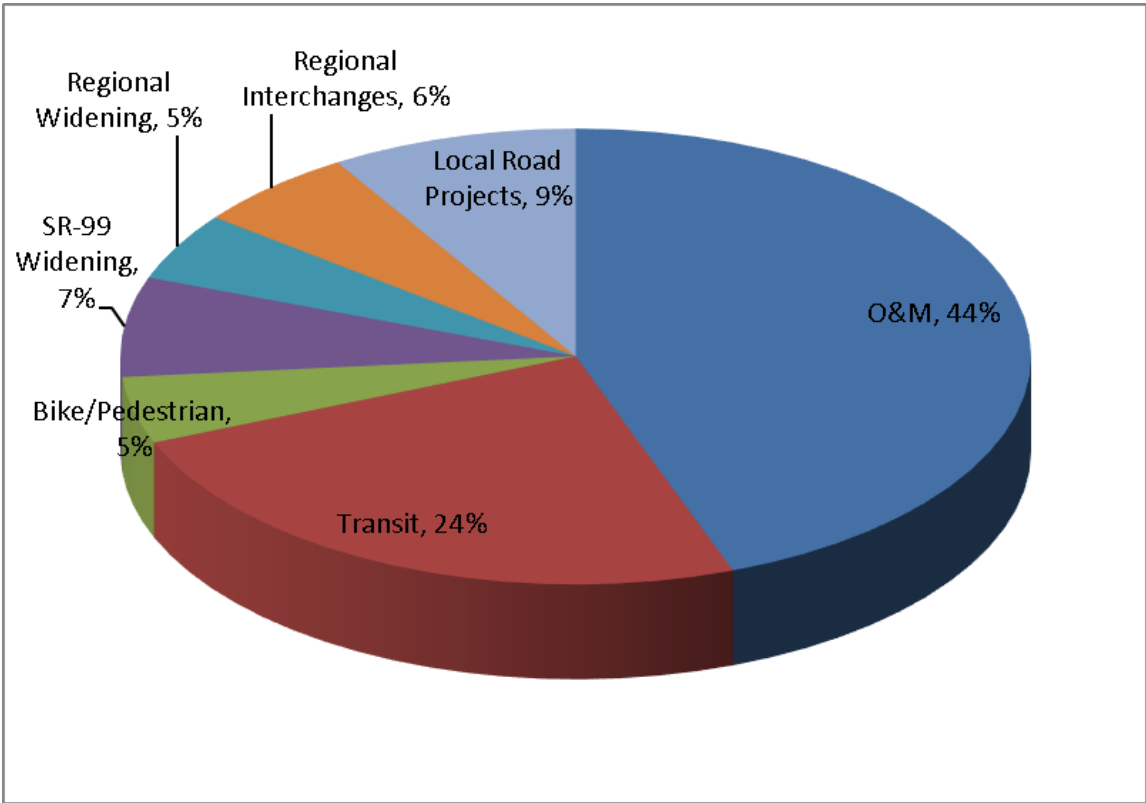


TABLE F-17.1
CAPITAL TRANSIT NEEDS SCHEDULE

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

TABLE F-18.1
CAPITAL IMPROVEMENT PROGRAM (CIP) CALIFORNIA AVIATION SYSTEM PLAN
2021 – 2030

Year	PROJECT DESCRIPTION	Funding			
		FAA	State	Local	TOTAL
2022	Rehab main apron, relocate seg circle & pri wind cone	\$2,520,000	\$126,000	\$154,000	\$2,800,000
2023	Construct two helipads	\$495,000	\$24,750	\$30,250	\$550,000
2025	Rehab taxiways with taxiway geometry mods (design)	\$279,000	\$13,950	\$17,050	\$310,000
2026	Rehab taxiways with taxiway geometry mods (construct)	\$2,610,000	\$130,500	\$159,500	\$2,900,000
2027	Rehab south end taxiway and area paving (design)	\$178,200	\$8,910	\$10,890	\$198,000
2028	Rehab south end taxiway and area paving (construct)	\$1,575,000	\$78,750	\$96,250	\$1,750,000
2029	Fencing, gates and access control	\$1,080,000	\$54,000	\$66,000	\$1,200,000
Total		\$8,737,200	\$436,860	\$533,940	\$9,708,000
Porterville Municipal Airport					
2022	Rehab parallel and connecting taxiways	\$3,150,000	\$157,500	\$19,250	\$3,326,750
2023	EA: shift runway 12-30	\$405,000	\$20,250	\$24,750	\$450,000
2025	Acquire .35 acres of real property	\$36,000	\$1,800	\$2,200	\$40,000
2025	Relocate access roads & airport perimeter fence (design)	\$306,000	\$15,300	\$18,700	\$340,000
2026	Relocate access roads & airport perim fence (construct)	\$5,130,000	\$265,000	\$313,500	\$5,708,500
2027	Runway & parallel taxiway relocation to north (design)	\$324,000	\$16,200	\$19,800	\$360,000
2028	Runway & parallel taxiway relocation to north (construct)	\$5,310,000	\$265,500	\$324,500	\$5,900,000
2030	Taxiway rehabilitation	\$324,000	\$22,500	\$27,500	\$374,000
Total		\$14,985,000	\$764,050	\$750,200	\$16,499,250
Sequoia Field Airport					
2022	RW 13-31 & exits A,C,&E rehabilitation (design)	\$45,000	\$2,250	\$2,750	\$50,000
2023	RW 13-31 & exits A,C,&E rehabilitation (construct)	\$315,000	\$15,750	\$19,250	\$350,000
2024	Parallel taxiway rehabilitation (design)	\$18,000	\$900	\$1,100	\$20,000
2025	Parallel taxiway rehabilitation (construct)	\$135,000	\$6,750	\$8,250	\$150,000
2026	Apron & taxiways rehabilitation (design)	\$36,000	\$1,800	\$2,200	\$40,000
2027	Apron & taxiways rehabilitation (construct)	\$180,000	\$9,000	\$11,000	\$200,000
2028	1200 gal. AVGAS fuel island (design)	\$27,000	\$1,350	\$1,650	\$30,000
2029	1201 gal. AVGAS fuel island (construct)	\$180,000	\$9,000	\$11,000	\$200,000
2030	16 unit nested t-hangar building (design)	\$81,000	\$4,050	\$4,950	\$90,000
Total		\$1,017,000	\$50,850	\$62,150	\$1,130,000
Visalia Municipal Airport					
2021	Airport layout plan update	\$144,000	\$7,200	\$8,800	\$160,000
2022	PMMP	\$135,000	\$6,750	\$8,250	\$150,000
2023	Equipment-FOD sweeper	\$135,000	\$6,750	\$8,250	\$150,000
2024	Reconstruct taxiways A & B and tiedown apron (design)	\$298,800	\$14,940	\$18,260	\$332,000
2025	Reconstruct taxiways A & B and tiedown apron (construct)	\$2,380,500	\$119,025	\$145,475	\$2,645,000
2026	Reconstruct hangar lane H1 & H2 (design)	\$144,000	\$7,200	\$8,800	\$160,000
2027	Reconstruct hangar lane H1 & H2 (construct)	\$1,178,100	\$58,950	\$71,995	\$1,309,045
2028	Remove & replace AC on west cargo apron (design)	\$195,300	\$9,765	\$11,935	\$217,000
2029	Remove & replace AC on west cargo apron (construct)	\$1,485,000	\$74,250	\$90,750	\$1,650,000
Total		\$6,095,700	\$304,830	\$372,515	\$6,773,045
Woodlake Airport					
2022	Runway reconstruction	\$1,250,660	\$62,533	\$76,429	\$1,389,622
2023	Parallel taxiway reconstruction	\$478,224	\$23,911	\$29,225	\$531,360
2024	Apron reconstruction	\$1,627,313	\$81,366	\$99,447	\$1,808,126
2025	Airport lighting with signs, reflectors, wind cone	\$450,000	\$22,500	\$27,500	\$500,000
2026	Perimeter fencing	\$183,600	\$9,180	\$11,220	\$204,000
2026	T-hangars (8 units)	\$225,000	\$11,250	\$13,750	\$250,000
2027	Obstruction removal and lighting	\$72,000	\$3,600	\$4,400	\$80,000
2027	T-Hangars (6 units)	\$168,300	\$8,415	\$10,285	\$187,000
Total		\$1,250,660	\$62,533	\$76,429	\$1,389,622
Tulare County CIP Total		\$32,085,560	\$1,619,123	\$1,795,234	\$35,499,917