

# APPENDIX I

## REVENUE PROJECTION AND ASSUMPTIONS

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REVENUE SOURCES		FY 2013/14	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
LOCAL	Local funding (Gas Tax, Development Impact Fees, General Fund)	\$20,142,600	\$20,545,452	\$20,956,361	\$21,375,488	\$21,802,998	\$22,239,058	\$22,683,839	\$23,137,516	\$23,600,266	\$24,072,272	\$24,553,717	\$25,044,791	\$25,545,687
	Transit Fares	\$3,513,750	\$3,655,354	\$3,802,665	\$3,955,912	\$4,115,336	\$4,281,184	\$4,453,715	\$4,656,137	\$4,867,758	\$5,088,998	\$5,320,293	\$5,562,100	\$5,843,542
	Local Transportation Funds (LTF)	\$16,000,000	\$16,480,000	\$16,974,400	\$17,483,632	\$18,008,141	\$18,548,385	\$19,104,837	\$19,677,982	\$20,268,321	\$20,876,371	\$21,502,662	\$22,147,742	\$22,812,174
	Local Transportation Funds (LTF Non Motorized)	\$508,838	\$524,103	\$539,826	\$556,021	\$572,702	\$589,883	\$607,579	\$625,807	\$644,581	\$663,919	\$683,836	\$704,351	\$725,482
	<b>LOCAL TOTAL</b>	<b>\$40,165,188</b>	<b>\$41,204,910</b>	<b>\$42,273,252</b>	<b>\$43,371,054</b>	<b>\$44,499,176</b>	<b>\$45,658,510</b>	<b>\$46,849,971</b>	<b>\$48,097,441</b>	<b>\$49,380,927</b>	<b>\$50,701,559</b>	<b>\$52,060,508</b>	<b>\$53,458,984</b>	<b>\$54,926,885</b>
STATE	State Highway Operations and Protection Program (SHOPP)	\$1,601,000	\$6,208,000	\$6,225,000	\$16,667,429	\$17,167,451	\$17,682,475	\$18,212,949	\$18,759,338	\$19,322,118	\$19,901,781	\$20,498,835	\$21,113,800	\$21,747,214
	State Transportation Improvement Program (STIP)	\$1,400,000	\$247,000	\$19,160,000	\$4,722,000	\$5,143,200	\$5,297,496	\$5,456,421	\$5,620,114	\$5,788,717	\$5,962,378	\$6,141,250	\$6,325,487	\$6,515,252
	-- Regional (RTIP)	\$4,650,000	\$247,000	\$19,160,000	\$4,722,000	\$5,967,250	\$6,146,268	\$6,330,656	\$6,520,575	\$6,716,192	\$6,917,678	\$7,125,209	\$7,338,965	\$7,559,134
	-- Regional (STIP-TE)	\$840,000	\$0	\$0	\$0	\$418,375	\$430,926	\$443,854	\$457,170	\$470,885	\$485,011	\$499,562	\$514,548	\$529,985
	-- Public Transit Account - Eligible Rail and Transit Projects			\$275,000	\$283,250	\$291,748	\$300,500	\$309,515	\$318,800	\$328,364	\$338,215	\$348,362	\$358,813	\$369,577
	State Transit Assistance (STA)	\$4,839,490	\$4,984,675	\$5,134,215	\$5,288,241	\$5,446,889	\$5,610,295	\$5,778,604	\$5,951,962	\$6,130,521	\$6,314,437	\$6,503,870	\$6,698,986	\$6,899,956
	Highway Maintenance (HM)	\$0	\$0	\$0	\$884,286	\$910,814	\$938,139	\$966,283	\$995,271	\$1,025,130	\$1,055,883	\$1,087,560	\$1,120,187	\$1,153,792
	Safe Route to School (SR2S) Program	\$0	\$0	\$0	\$275,000	\$283,250	\$291,748	\$300,500	\$309,515	\$318,800	\$328,364	\$338,215	\$348,362	\$358,813
	State and/or Federal Aviation (Federal aid to airports/California aid to airports)	\$589,387	\$607,068	\$625,280	\$644,039	\$663,360	\$683,261	\$703,758	\$724,871	\$746,617	\$769,016	\$792,086	\$815,849	\$840,324
<b>STATE TOTAL</b>	<b>\$13,919,877</b>	<b>\$12,293,743</b>	<b>\$50,579,495</b>	<b>\$33,486,244</b>	<b>\$36,292,337</b>	<b>\$37,381,107</b>	<b>\$38,502,540</b>	<b>\$39,657,616</b>	<b>\$40,847,345</b>	<b>\$42,072,765</b>	<b>\$43,334,948</b>	<b>\$44,634,996</b>	<b>\$45,974,046</b>	
FEDERAL TRANSIT	Federal Transit Formula													
	Urbanized Area Formula Program (5307)	\$10,698,000	\$11,073,000	\$11,761,000	\$12,113,830	\$12,477,245	\$12,851,562	\$13,237,109	\$13,634,222	\$14,043,249	\$14,464,547	\$14,898,483	\$15,345,437	\$15,805,801
	Non-urbanized Area Formula Program (5311)	\$379,000	\$383,000	\$388,000	\$399,640	\$411,629	\$423,978	\$436,697	\$449,798	\$463,292	\$477,191	\$491,507	\$506,252	\$521,440
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	\$281,400	\$282,807	\$284,221	\$285,642	\$287,070	\$288,506	\$289,948	\$291,398	\$292,855	\$294,319	\$295,791	\$297,270	\$298,756
	<b>Subtotal of Federal Transit Formula</b>	<b>\$11,358,400</b>	<b>\$11,738,807</b>	<b>\$12,433,221</b>	<b>\$12,799,112</b>	<b>\$13,175,944</b>	<b>\$13,564,046</b>	<b>\$13,963,755</b>	<b>\$14,375,419</b>	<b>\$14,799,396</b>	<b>\$15,236,057</b>	<b>\$15,685,781</b>	<b>\$16,148,959</b>	<b>\$16,625,996</b>
	Federal Transit Non-Formula (5309a, 5309b, 5309c) <i>MAP-21 a portion of 5309 will become 5339</i>	<i>Under</i> \$692,900	\$731,500	\$790,500	\$415,172	\$427,627	\$440,456	\$453,670	\$467,280	\$481,298	\$495,737	\$510,610	\$525,928	\$541,706
	Jobs Access and Reverse Commute (JARC) (5316) <i>MAP-21 a portion of 5316 will be incorporated into 5307, 5311</i>	<i>Under</i> \$284,307	\$292,836	\$301,621	\$310,670	\$319,990	\$329,590	\$339,477	\$349,662	\$360,152	\$370,956	\$382,085	\$393,547	\$405,354
	New Freedom (5317) <i>Under MAP-21 all of 5317 will be incorporated into 5310</i>	\$172,554	\$181,054	\$182,108	\$187,572	\$193,199	\$198,995	\$204,965	\$211,114	\$217,447	\$223,970	\$230,689	\$237,610	\$244,738
	<b>Subtotal of Federal Transit Non-Formula</b>	<b>\$1,149,761</b>	<b>\$1,205,390</b>	<b>\$1,274,230</b>	<b>\$913,414</b>	<b>\$940,816</b>	<b>\$969,041</b>	<b>\$998,112</b>	<b>\$1,028,055</b>	<b>\$1,058,897</b>	<b>\$1,090,664</b>	<b>\$1,123,384</b>	<b>\$1,157,085</b>	<b>\$1,191,798</b>
<b>Federal Transit Total</b>	<b>\$12,508,161</b>	<b>\$12,944,197</b>	<b>\$13,707,451</b>	<b>\$13,712,526</b>	<b>\$14,116,761</b>	<b>\$14,533,087</b>	<b>\$14,961,867</b>	<b>\$15,403,474</b>	<b>\$15,858,293</b>	<b>\$16,326,721</b>	<b>\$16,809,164</b>	<b>\$17,306,045</b>	<b>\$17,817,794</b>	
FEDERAL HIGHWAY	Federal Highway													
	Congestion Mitigation and Air Quality (CMAQ)	\$7,441,852	\$7,441,852	\$7,441,852	\$7,665,108	\$7,895,061	\$8,131,913	\$8,375,870	\$8,627,146	\$8,885,960	\$9,152,539	\$9,427,115	\$9,709,929	\$10,001,227
	Regional Surface Transportation Program (RSTP)	\$6,228,998	\$6,228,998	\$6,228,998	\$6,415,868	\$6,608,344	\$6,806,594	\$7,010,792	\$7,221,116	\$7,437,749	\$7,660,882	\$7,890,708	\$8,127,430	\$8,371,252
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$390,557	\$402,274	\$414,342	\$426,772	\$439,576	\$452,763	\$466,346	\$480,336	\$494,746	\$509,588
	Highway Safety Improvement Program (HSIP)	\$720,000	\$0	\$0	\$318,375	\$327,926	\$337,764	\$347,897	\$358,334	\$369,084	\$380,156	\$391,561	\$403,308	\$415,407
	Highway Bridge Program (HBP)	\$5,782,000	\$33,832,000	\$14,447,000	\$11,080,172	\$11,412,577	\$11,754,954	\$12,107,603	\$12,470,831	\$12,844,956	\$13,230,305	\$13,627,214	\$14,036,030	\$14,457,111
	Safe Route to Schools (SRTS)	\$0	\$0	\$656,000	\$93,714	\$96,526	\$99,421	\$102,404	\$105,476	\$108,641	\$111,900	\$115,257	\$118,714	\$122,276
	Transportation Alternatives	\$319,945	\$0	\$656,000	\$240,799	\$248,023	\$255,464	\$263,128	\$271,021	\$279,152	\$287,527	\$296,152	\$305,037	\$314,188
	Rail/Highway Grade Crossing Protection (USC Section 130)	\$0	\$0	\$0	\$397,997	\$409,937	\$422,235	\$434,902	\$447,949	\$461,388	\$475,229	\$489,486	\$504,171	\$519,296
<b>Federal Highway Total</b>	<b>\$20,492,795</b>	<b>\$47,502,850</b>	<b>\$29,429,850</b>	<b>\$26,602,590</b>	<b>\$27,400,668</b>	<b>\$28,222,688</b>	<b>\$29,069,368</b>	<b>\$29,941,450</b>	<b>\$30,839,693</b>	<b>\$31,764,884</b>	<b>\$32,717,830</b>	<b>\$33,699,365</b>	<b>\$34,710,346</b>	
<b>FEDERAL TOTAL</b>	<b>\$33,000,956</b>	<b>\$60,447,047</b>	<b>\$43,137,301</b>	<b>\$40,315,116</b>	<b>\$41,517,429</b>	<b>\$42,755,775</b>	<b>\$44,031,235</b>	<b>\$45,344,924</b>	<b>\$46,697,986</b>	<b>\$48,091,605</b>	<b>\$49,526,995</b>	<b>\$51,005,410</b>	<b>\$52,528,140</b>	
<b>REVENUE TOTAL</b>	<b>87,086,021</b>	<b>113,945,700</b>	<b>135,990,048</b>	<b>117,172,414</b>	<b>122,308,942</b>	<b>125,795,391</b>	<b>129,383,746</b>	<b>133,099,981</b>	<b>136,926,258</b>	<b>140,865,928</b>	<b>144,922,450</b>	<b>149,099,390</b>	<b>153,429,072</b>	

FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	FY 2031/32	FY 2032/33	FY 2033/34	FY 2034/35	FY 2035/36	FY 2036/37	FY 2037/38	FY 2038/39	FY 2039/40	TOTAL
\$26,056,601	\$26,577,733	\$27,109,288	\$27,651,473	\$28,204,503	\$28,768,593	\$29,343,965	\$29,930,844	\$30,529,461	\$31,140,050	\$31,762,851	\$32,398,108	\$33,046,070	\$33,706,992	\$733,476,977
\$6,139,225	\$6,449,870	\$6,776,234	\$7,119,111	\$7,516,001	\$7,935,019	\$8,377,396	\$8,844,436	\$9,337,513	\$9,906,167	\$10,509,453	\$11,149,479	\$11,828,482	\$12,548,837	\$187,153,965
\$23,496,539	\$24,201,436	\$24,927,479	\$25,675,303	\$26,445,562	\$27,238,929	\$28,056,097	\$28,897,780	\$29,764,713	\$30,657,655	\$31,577,384	\$32,524,706	\$33,500,447	\$34,505,460	\$668,054,136
\$747,246	\$769,664	\$792,753	\$816,536	\$841,032	\$866,263	\$892,251	\$919,018	\$946,589	\$974,987	\$1,004,236	\$1,034,363	\$1,065,394	\$1,097,356	\$21,235,259
<b>\$56,439,612</b>	<b>\$57,998,702</b>	<b>\$59,605,753</b>	<b>\$61,262,423</b>	<b>\$63,007,098</b>	<b>\$64,808,803</b>	<b>\$66,669,708</b>	<b>\$68,592,078</b>	<b>\$70,578,276</b>	<b>\$72,678,859</b>	<b>\$74,853,925</b>	<b>\$77,106,656</b>	<b>\$79,440,394</b>	<b>\$81,858,645</b>	<b>\$1,609,920,338</b>
\$22,399,630	\$23,071,619	\$23,763,768	\$24,476,681	\$25,210,981	\$25,967,311	\$26,746,330	\$27,548,720	\$28,375,181	\$29,226,437	\$30,103,230	\$31,006,327	\$31,936,517	\$32,894,612	\$587,834,733
\$6,710,709	\$6,912,031	\$7,119,392	\$7,332,973	\$7,552,963	\$7,779,551	\$8,012,938	\$8,253,326	\$8,500,926	\$8,755,954	\$9,018,632	\$9,289,191	\$9,567,867	\$9,854,903	\$192,627,671
\$7,785,908	\$8,019,485	\$8,260,070	\$8,507,872	\$8,763,108	\$9,026,001	\$9,296,781	\$9,575,684	\$9,862,955	\$10,158,844	\$10,463,609	\$10,777,517	\$11,100,843	\$11,433,868	\$222,680,470
\$545,884	\$562,261	\$579,129	\$596,503	\$614,398	\$632,830	\$651,815	\$671,369	\$691,510	\$712,255	\$733,623	\$755,632	\$778,301	\$801,650	\$15,121,475
\$380,664	\$392,084	\$403,847	\$415,962	\$428,441	\$441,294	\$454,533	\$468,169	\$482,214	\$496,681	\$511,581	\$526,928	\$542,736	\$559,018	\$10,026,298
\$7,106,954	\$7,320,163	\$7,539,768	\$7,765,961	\$7,998,940	\$8,238,908	\$8,486,075	\$8,740,657	\$9,002,877	\$9,272,963	\$9,551,152	\$9,837,687	\$10,132,817	\$10,436,802	\$201,712,399
\$1,188,406	\$1,224,058	\$1,260,780	\$1,298,603	\$1,337,561	\$1,377,688	\$1,419,019	\$1,461,590	\$1,505,437	\$1,550,600	\$1,597,118	\$1,645,032	\$1,694,383	\$1,745,214	\$33,137,836
\$369,577	\$380,664	\$392,084	\$403,847	\$415,962	\$428,441	\$441,294	\$454,533	\$468,169	\$482,214	\$496,681	\$511,581	\$526,928	\$542,736	\$10,331,279
\$865,534	\$891,500	\$918,245	\$945,792	\$974,166	\$1,003,391	\$1,033,493	\$1,064,498	\$1,096,433	\$1,129,326	\$1,163,205	\$1,198,102	\$1,234,045	\$1,271,066	\$24,565,932
<b>\$47,353,268</b>	<b>\$48,773,866</b>	<b>\$50,237,082</b>	<b>\$51,744,194</b>	<b>\$53,296,520</b>	<b>\$54,895,416</b>	<b>\$56,542,278</b>	<b>\$58,238,546</b>	<b>\$59,985,703</b>	<b>\$61,785,274</b>	<b>\$63,638,832</b>	<b>\$65,547,997</b>	<b>\$67,514,437</b>	<b>\$69,539,870</b>	<b>\$1,298,038,095</b>

\$16,279,975	\$16,768,374	\$17,271,425	\$17,789,568	\$18,323,255	\$18,872,952	\$19,439,141	\$20,022,315	\$20,622,985	\$21,241,674	\$21,878,924	\$22,535,292	\$23,211,351	\$23,907,691	\$459,368,408
\$537,083	\$553,195	\$569,791	\$586,885	\$604,491	\$622,626	\$641,305	\$660,544	\$680,360	\$700,771	\$721,794	\$743,448	\$765,752	\$788,724	\$15,254,195
\$300,250	\$301,751	\$303,260	\$304,776	\$306,300	\$307,832	\$309,371	\$310,918	\$312,472	\$314,035	\$315,605	\$317,183	\$318,769	\$320,363	\$8,392,866
<b>\$17,117,307</b>	<b>\$17,623,320</b>	<b>\$18,144,476</b>	<b>\$18,681,229</b>	<b>\$19,234,046</b>	<b>\$19,803,410</b>	<b>\$20,389,817</b>	<b>\$20,993,777</b>	<b>\$21,615,817</b>	<b>\$22,256,480</b>	<b>\$22,916,323</b>	<b>\$23,595,923</b>	<b>\$24,295,871</b>	<b>\$25,016,778</b>	<b>\$483,015,468</b>
\$557,957	\$574,696	\$591,936	\$609,694	\$627,985	\$646,825	\$666,230	\$686,217	\$706,803	\$728,007	\$749,847	\$772,343	\$795,513	\$819,378	\$16,507,816
\$417,514	\$430,040	\$442,941	\$456,229	\$469,916	\$484,014	\$498,534	\$513,490	\$528,895	\$544,762	\$561,104	\$577,938	\$595,276	\$613,134	\$11,905,749
\$252,081	\$259,643	\$267,432	\$275,455	\$283,719	\$292,230	\$300,997	\$310,027	\$319,328	\$328,908	\$338,775	\$348,938	\$359,407	\$370,189	\$7,293,801
<b>\$1,227,552</b>	<b>\$1,264,378</b>	<b>\$1,302,310</b>	<b>\$1,341,379</b>	<b>\$1,381,620</b>	<b>\$1,423,069</b>	<b>\$1,465,761</b>	<b>\$1,509,734</b>	<b>\$1,555,026</b>	<b>\$1,601,677</b>	<b>\$1,649,727</b>	<b>\$1,699,219</b>	<b>\$1,750,195</b>	<b>\$1,802,701</b>	<b>\$35,707,366</b>
<b>\$18,344,859</b>	<b>\$18,887,699</b>	<b>\$19,446,786</b>	<b>\$20,022,608</b>	<b>\$20,615,667</b>	<b>\$21,226,479</b>	<b>\$21,855,578</b>	<b>\$22,503,511</b>	<b>\$23,170,843</b>	<b>\$23,858,157</b>	<b>\$24,566,051</b>	<b>\$25,295,142</b>	<b>\$26,046,067</b>	<b>\$26,819,479</b>	<b>\$518,722,834</b>

\$10,301,264	\$10,610,302	\$10,928,611	\$11,256,469	\$11,594,163	\$11,941,988	\$12,300,247	\$12,669,255	\$13,049,333	\$13,440,813	\$13,844,037	\$14,259,358	\$14,687,139	\$15,127,753	\$293,650,005
\$8,622,390	\$8,881,062	\$9,147,494	\$9,421,918	\$9,704,576	\$9,995,713	\$10,295,585	\$10,604,452	\$10,922,586	\$11,250,263	\$11,587,771	\$11,935,404	\$12,293,466	\$12,662,270	\$245,791,679
\$524,876	\$540,622	\$556,841	\$573,546	\$590,753	\$608,475	\$626,730	\$645,531	\$664,897	\$684,844	\$705,390	\$726,551	\$748,348	\$770,798	\$13,445,504
\$427,869	\$440,705	\$453,927	\$467,544	\$481,571	\$496,018	\$510,898	\$526,225	\$542,012	\$558,272	\$575,021	\$592,271	\$610,039	\$628,341	\$12,234,027
\$14,890,825	\$15,337,549	\$15,797,676	\$16,271,606	\$16,759,754	\$17,262,547	\$17,780,423	\$18,313,836	\$18,863,251	\$19,429,149	\$20,012,023	\$20,612,384	\$21,230,755	\$21,867,678	\$439,772,211
\$125,944	\$129,722	\$133,614	\$137,623	\$141,751	\$146,004	\$150,384	\$154,895	\$159,542	\$164,329	\$169,258	\$174,336	\$179,566	\$184,953	\$3,882,252
\$323,614	\$333,322	\$343,322	\$353,621	\$364,230	\$375,157	\$386,412	\$398,004	\$409,944	\$422,243	\$434,910	\$447,957	\$461,396	\$475,238	\$9,265,805
\$534,875	\$550,921	\$567,449	\$584,472	\$602,006	\$620,067	\$638,669	\$657,829	\$677,564	\$697,890	\$718,827	\$740,392	\$762,604	\$785,482	\$13,701,638
<b>\$35,751,657</b>	<b>\$36,824,206</b>	<b>\$37,928,932</b>	<b>\$39,066,800</b>	<b>\$40,238,804</b>	<b>\$41,445,969</b>	<b>\$42,689,348</b>	<b>\$43,970,028</b>	<b>\$45,289,129</b>	<b>\$46,647,803</b>	<b>\$48,047,237</b>	<b>\$49,488,654</b>	<b>\$50,973,314</b>	<b>\$52,502,513</b>	<b>\$1,031,743,121</b>
<b>\$54,096,516</b>	<b>\$55,711,905</b>	<b>\$57,375,718</b>	<b>\$59,089,408</b>	<b>\$60,854,471</b>	<b>\$62,672,448</b>	<b>\$64,544,925</b>	<b>\$66,473,539</b>	<b>\$68,459,972</b>	<b>\$70,505,959</b>	<b>\$72,613,287</b>	<b>\$74,783,796</b>	<b>\$77,019,380</b>	<b>\$79,321,992</b>	<b>\$1,550,465,955</b>
157,889,395	162,484,473	167,218,553	172,096,026	177,158,090	182,376,667	187,756,912	193,304,163	199,023,951	204,970,092	211,106,044	217,438,449	223,974,211	230,720,507	4,458,424,387

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# 2014 RTP/SCS REVENUE FORECAST ASSUMPTIONS

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## Local Revenues

### *Local Funding (Development Impact Fees / Local General Fund)*

General Fund monies and Development Impact Fees, which are collected during the development process, are used to improve the local road system within each jurisdiction. StanCOG projects revenues in close coordination with the local agencies. The forecast is based on information provided by local agencies and verified by StanCOG using historical figures. Assumption: StanCOG has assumed a conservative growth rate of 2% per year. In total, the region anticipates approximately **\$773.5 million** from these sources through the year 2040.

### *Transit Fares*

This source consists of fares collected by the regions' four transit operators. StanCOG projects revenues in close coordination with the local agencies. The forecast is based on information provided by local agencies and verified by StanCOG using historical figures. Assumption: StanCOG has assumed a conservative growth rate of 1% in the initial years of the plan, rising to 3% in the later plan years based on projected increases in transit ridership. In total, the region anticipates approximately **\$187.1 million** from these funds through the year 2040.

### *Local Transportation Fund (LTF)*

LTF is a portion of the Transportation Development Act (TDA) dollars derived from a ¼ percent of statewide general sales tax imposed for transportation purposes. LTF funds are deemed local because they are not subject to state appropriation or apportionment. StanCOG administers the LTF funds and forecasts based on projections provided by the state and past receipts. Assumption: StanCOG has assumed a 3.0% growth rate based on long-range historical trends.

In the Stanislaus region, TDA law allows local agencies to use LTF funds on local streets and roads, provided that all unmet transit needs that are found "reasonable to meet" are funded. If there are funds remaining, they can be used for local road projects.

The region anticipates approximately **\$689.3 million** from LTF funds through the year 2040. However, due to the passage of Senate Bill 716 (SB 716), future LTF funding for local roads may be eliminated for some agencies within Stanislaus County.

### Senate Bill 716

On October 11, 2009 the Governor approved Senate Bill 716 (SB 716). SB 716 will require the local transportation funds apportioned to the urbanized areas of counties with populations of 500,000 or more (such as Stanislaus County), as of the 2010 decennial census, be strictly allocated for public transit purposes and not for street and road purposes, except that cities in those counties with a population of 100,000 or fewer would be exempt from this requirement. Local transportation funds apportioned to the non-urbanized areas in those counties would remain available for allocation to street and road purposes and for other specified purposes. Counties with populations of 500,000 or less are exempt from this requirement. SB 716 takes effect on July 1, 2014.

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## State Revenues

### ***State Highway Operations and Protection Program (SHOPP)***

Biennially, Caltrans is required to prepare a SHOPP for expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Assumption: StanCOG uses past receipts to develop a 7-year historical average and then escalates this total at 3% per year. In total, the region anticipates approximately **\$587.8 million** through the year 2040.

### ***State Transportation Improvement Program (STIP)***

The California Transportation Commission (CTC) programs and available amount of STIP funds after funds are dedicated to State programs. STIP funds are distributed 75 percent to the Regional Improvement Program (RIP) and twenty-five percent goes to the state discretionary account the Interregional Improvement Program (IIP) revenues. Assumption: Based on funding from previous STIP cycles average annual apportionment. StanCOG then escalates the revenue at 3% per year. In total, the region anticipates approximately **\$440.5 million** through the year 2040.

### ***State Transit Assistance (STA)***

STA is portion of the Transportation Development Act (TDA) dollars derived from the statewide general sales tax on diesel fuel and is available only for transportation planning and mass transportation purposes. STA funds are deemed State funds because they are subject to State appropriation. Half of the STA funds are allocated to Caltrans, and the other half to MPOs. Of the MPO allocation, half is allocated to mass-transit projects for such needs as vehicles, equipment, and terminals, and the other half is allocated to transit operators, based on fare revenues. Assumption: StanCOG uses historical averages to determine annual revenues then escalates this total by 3% per year. In total, the region anticipates approximately **\$201.7 million** in STA funding through the year 2040.

### ***State Gas Tax Subvention***

This revenue is a new gasoline excise tax subvention that began in 2011. Approximately 44% of the total revenues generated will go to local streets and roads. Although described in the State section, these funds are projected under local revenues. This information is derived from the State Controller. Assumption: StanCOG escalates the revenue at 3% per year similar to other local revenues.

### ***Safe Routes to School Programs (State SR2S)***

The State's SR2S program is a grant program primarily intended for construction projects to improve the safety of students who walk or bike to school. Construction improvements must be made on public property. It is difficult to estimate grant programs, however, StanCOG uses historical averages to determine annual revenue estimate. StanCOG then escalates at 3% per year.

### ***Aviation Funding***

Federal aviation related funds are derived from user charges, such as taxes on aviation fuels, taxes on civil aircraft, and a surcharge on air passenger fares. Although funding for aviation comes from both State and federal sources, the State administers the distribution of funds and therefore revenue estimates are shown under the State category.

Assumptions: StanCOG reviews past received funds to determine an annual revenue estimate and then escalates at 3% per year. In total, the region anticipates approximately **\$24.6 million** from these sources through the year 2040.

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## Federal Revenues

StanCOG recognizes the federal transportation authorization bill signed into law by President Obama on July 6, 2012, *Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)*. However, at the time that the revenue projections were developed for the 2014 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) in late-2012 and early-2013, full guidance was not yet available on the federal revenue sources. Therefore, the revenues forecasted for the StanCOG 2014 RTP/SCS are primarily based on the previous transportation authorization bill, SAFETEA-LU (*Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*).

Changes occurring to former SAFETEA-LU FTA programs are identified below, including the identification and description of new MAP-21 FTA programs that will provide funding for some of the region's anticipated transit projects identified in the 2014 RTP/SCS. However, projected revenues do not reflect MAP-21's changes given that final guidance has not yet been established for this process.

### FEDERAL TRANSIT FUNDING PROGRAMS

#### **Federal Transit Administration Section 5307 (Urbanized formula Program)**

This program provides grants for Urbanized Areas (50,000 plus population) for public transportation capital investments, and operating expenses in areas (under 200,000 population) from the Mass Transit Account of the Highway Trust Fund (HTF). Pursuant to MAP-21, jobs access and reverse commute projects, which are located in Urbanized Areas, are now eligible under this program. StanCOG uses historical figures to determine an average annual revenue total and then escalates this at 3% per year. In total, the region anticipates approximately **\$459.4 million** through the year 2040.

#### **Federal Transit Administration Section 5311 (Non-urbanized Transit)**

Under this section, funds are provided to non-urbanized transit systems—of which Stanislaus County Transit, StaRT is one—on a formula basis for capital and operating expenses. Job access and reverse commute projects, which are located in non-urbanized areas, are now eligible for these funds under MAP-21. Twenty (20) percent of Section 5311 funds are distributed through a new tier-based formula based on land area. The remaining 80 percent of funds is allocated by the existing formula based on population. StanCOG assumes a 3% escalation rate on this revenue source. In total, the region is anticipated to receive approximately **\$15.2 million** in formula funds through the year 2040.

#### **Federal Transit Administration Section 5310 (Enhanced Mobility)**

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Under MAP-21, projects that were formerly eligible for funding under SAFETEA-LU's Section 5317 New Freedom grant program are now eligible for Section 5310 funds.



**Federal Transit Administration Section 5309a, 5309b, 5309c New Starts – New Section 5337 and 5339**

Under SAFETEA-LU, Section 5309 New Starts Funds Capital Investment Program provided capital funding for new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems. Under MAP-21, new and replacement buses and facilities are eligible under the new Section 5339 program. However, MAP-21's 5309 grant program still provides funding new fixed guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, bus rapid transit projects, and projects that improve capacity on an existing fixed guideway system. These programs are allocated on a discretionary basis. Revenue projections are based on the FTA growth rate. StanCOG uses past received grant money to project revenues. In total, the region anticipates approximately **\$16.5 million** in Section 5309 funds through the year 2040.

**Section 5337 State of Good Repair**

A new formula-based State of Good Repair program, established by MAP-21, provides dedicated funding for repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Eligible projects include capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Transit Asset Management Plan development and implementation is also eligible.

**Section 5339 Bus and Bus Facilities**

This program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Under MAP-21, this program replaces components of SAFETEA-LU's former Section 5309 Bus and Bus Facilities program.

**Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedom) Programs**

The Section 5316 program provides funding for job access and reverse commute services that provide transportation for low income individuals who may live in the city core and work in suburban locations. The Section 5317 program provides funding for transportation services primarily targeting seniors and the disabled, beyond those offered by public transportation and complementary ADA paratransit services. These programs were established under SAFETEA-LU and remaining funds are being spent into the 2014 RTP/SCS life cycle.

To forecast revenues, StanCOG developed a 4 year historical average and then escalated the revenue by 3% per year. In total, the region anticipates approximately **\$19.2 million** through the year 2040.

With the implementation of MAP-21, both of these programs have been eliminated. However, portions of estimated 5316 fund revenues will be distributed into MAP-21's Section 5307 and 5311 grant programs respectively. All of the estimated Section 5317 fund revenues will be incorporated into MAP-21's new Section 5310 program. Given the implementation timeline of MAP-21, these changes are not reflected in the 2014 RTP/SCS. Future RTP/SCS documents will reflect the appropriate revenue projections for MAP-21 FTA programs pursuant to future federal guidance.



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## FEDERAL HIGHWAY FUNDING PROGRAMS

### ***Congestion Mitigation and Air Quality Improvement Program (CMAQ)***

CMAQ provides funding for projects and programs in air quality nonattainment areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. Projects that reduce VMT, focus on non-auto modes, and are included in existing or proposed planning documents are the most successful in obtaining funding. The revenue is escalated at 3% per year and is based on FHWA and Caltrans' annual estimate of apportionments. In total, the region anticipates approximately **\$293.6 million** through the year 2040.

### ***Regional Surface Transportation Program (RSTP)***

The STP program provides flexible funding for projects on any Federal-aid highway, bridges on public roads, transit capital projects and intracity and intercity bus terminals and facilities on a formula basis. The revenue is escalated at 3% per year and is based on FHWA and Caltrans' annual estimate of apportionments. In total, the region anticipates approximately **\$245.8 million** through the year 2040.

### ***Highway Safety Improvement Program (HSIP)***

This program allows states to target funds to their most critical safety needs. StanCOG forecasts these funds by developing a 4-year average of revenue to determine an annual average. This is then escalated by 3% per year. In total, the region estimates approximately **\$12.2 million** through the year 2040.

### ***Highway Bridge Program (HBP)***

HBP provides for construction and maintenance of bridges that are not on the State highway system, such as bridges on rural minor collectors and local roads. StanCOG forecasts these funds by developing a 4-year average of revenue to determine an annual average. This is then escalated by 3% per year. In total, the region anticipates approximately **\$439.7 million** through the year 2040.

### ***Safe Routes to School Programs (SR2S, Federal)***

The purpose of the Federal SR2S is to enable and encourage children to walk and bicycle to school safely. The State DOT, California Department of Transportation (Caltrans) will administer the SR2S Programs at the local level through the Division of Local Assistance (DLA). It is difficult to estimate grant programs, however, StanCOG uses historical averages to determine annual revenue estimate. StanCOG then escalates at 3% per year. In total, the region anticipates approximately **\$3.9 million** through the year 2040.

### ***Railway-Highway Crossings (USC 130)***

The focus of this program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation and upgrade of protective devices crossings. StanCOG forecasts these funds by developing a 6-year average of revenue to determine an annual average. This is then escalated by 3% per year. In total, the region anticipates approximately **\$13.7 million** through the year 2040.

## 2014 RTP/SCS Revenue Projection Table

REVENUE SOURCES		TOTAL
LOCAL	Local funding (Gas Tax, Development Impact Fees, General Fund)	\$733,476,977
	Transit Fares	\$187,153,965
	Local Transportation Funds (LTF)	\$668,054,136
	Local Transportation Funds (LTF Non Motorized)	\$21,235,259
	<b>LOCAL TOTAL</b>	<b>\$1,609,920,338</b>
STATE	State Highway Operations and Protection Program (SHOPP)	\$587,834,733
	State Transportation Improvement Program (STIP)	\$192,627,671
	-- Regional (RTIP)	\$222,680,470
	-- Regional (STIP-TE)	\$15,121,475
	-- Public Transit Account - Eligible Rail and Transit Projects	\$10,026,298
	State Transit Assistance (STA)	\$201,712,399
	Highway Maintenance (HM)	\$33,137,836
	Safe Route to School (SR2S) Program	\$10,331,279
	State and/or Federal Aviation (Federal aid to airports/California aid to airports)	\$24,565,932
	<b>STATE TOTAL</b>	<b>\$1,298,038,095</b>
FEDERAL TRANSIT	Federal Transit Formula	
	Urbanized Area Formula Program (5307)	\$459,368,408
	Non-urbanized Area Formula Program (5311)	\$15,254,195
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	\$8,392,866
	<b>Subtotal of Federal Transit Formula</b>	<b>\$483,015,468</b>
	Federal Transit Non-Formula (5309a, 5309b, 5309c) <i>Under MAP-21 a portion of 5309 will become 5339</i>	\$16,507,816
	Jobs Access and Reverse Commute (JARC) (5316) <i>Under MAP-21 a portion of 5316 will be incorporated into 5307, 5311</i>	\$11,905,749
	New Freedom (5317) <i>Under MAP-21 all of 5317 will be incorporated into 5310</i>	\$7,293,801
	<b>Subtotal of Federal Transit Non-Formula</b>	<b>\$35,707,366</b>
	<b>Federal Transit Total</b>	<b>\$518,722,834</b>
FEDERAL HIGHWAY	Federal Highway	
	Congestion Mitigation and Air Quality (CMAQ)	\$293,650,005
	Regional Surface Transportation Program (RSTP)	\$245,791,679
	High Risk Rural Road (HRRR)	\$13,445,504
	Highway Safety Improvement Program (HSIP)	\$12,234,027
	Highway Bridge Program (HBP)	\$439,772,211
	Safe Route to Schools (SRTS)	\$3,882,252
	Transportation Alternatives	\$9,265,805
	Rail/Highway Grade Crossing Protection (USC Section 130)	\$13,701,638
	<b>Federal Highway Total</b>	<b>\$1,031,743,121</b>
<b>FEDERAL TOTAL</b>	<b>\$1,550,465,955</b>	
<b>REVENUE TOTAL</b>		<b>\$4,458,424,387</b>