

## CHAPTER 11

### FINANCIAL ELEMENT

#### I. OVERVIEW

Previous chapters of this 2011 RTP provided a description of each funding program by source and transportation mode. This Financial Element is intended to provide a summary table of the revenues available from specific federal, state and local governmental funding programs to fund the costs of implementing the Regional Transportation Plan. These resources are constrained to what is expected to be reasonably available during the 20-year planning period of the RTP.

#### II. ASSUMPTIONS

The assumptions used for each of the various federal, state, and local revenue projections are based upon the best available data provided for KCAG and Caltrans. These assumptions are based upon current information and do not reflect any attempt to predict future federal, state, or local actions or resolve currently pending issues.

Kings County is an urbanized area and is eligible for funding from additional programs not available to rural areas.

In developing the revenue projections for the RTP in the corresponding tables, the following assumptions were used:

##### A. FEDERAL FUNDS

The programs of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) are expected to continue or be replaced by similar programs throughout the life of the RTP following reauthorization.

##### 1. Regional Surface Transportation Program (RSTP)

Funds from the federal Regional Surface Transportation program are based on the historical apportionment provided to Kings County in ISTEPA, TEA-21, and SAFETEA-LU. Estimates beyond the life of SAFETEA-LU are assumed to be equal to those currently available.

##### 2. Congestion Mitigation and Air Quality (CMAQ)

Funds from the CMAQ program are based on the fund estimates received from Caltrans through the fiscal year (FY) 2013/14. Estimates beyond FY 2013/14 are established by a regression formula for fund projection based on the historical apportionment of CMAQ funds provided to Kings County. Estimates beyond the life of SAFETEA-LU are assumed to be equal/progressive to those currently available.

##### 3. Transportation Enhancement (TE)

Funds from the TE program are assumed to be 10% of the RSTP apportionment.

4. Bridge Rehabilitation and Replacement, Barrier Rail Replacement Program, Railroad/Highway Grade Crossing, Hazard Elimination Safety

These are state-managed programs for projects in cooperation with local jurisdictions and there is no guarantee that funding will be received. However, it is reasonable to expect that Kings County will receive an equitable share similar to what it has received in the past.

5. Federal Transit Act - Technical Planning Assistance

KCAG may apply annually for these funds. Caltrans generally limits the amount of funding per project from \$5,000 to \$40,000.

6. Federal Transit Act - Section 5310

Applications must compete statewide for limited funding. Funding projections are based on historical amounts received.

7. Federal Transit Act - Section 5311

Kings County is expected to continue to receive annual apportionments based on historical amounts. Funding is expected to be used for operating assistance.

8. Federal Transit Act - Section 5307

Kings County is expected to continue to receive annual apportionments based on historical amounts. Funding is expected to be used for operating and capital assistance.

9. Jobs Access / Reverse Commute

Funds are not guaranteed under this program and Kings County transit operators are expected to apply for these competitive grant funds in the future. However, no revenues are projected.

10. Airport Improvement Program

Projected revenues are based on historical amounts and are expected to remain constant over the RTP planning period.

11. National Highway Safety Act

No revenues are projected from this funding source.

12. National Recreational Trails Fund

No revenues are projected from this funding source.

B. STATE FUNDS

1. Gas Tax

Funds from the State gas tax are based on the historical apportionments provided to Kings County jurisdictions. Projected increases are based on Caltrans' estimates of fuel consumption through 2030.

2. State Transportation Improvement Program

STIP revenues are based on actual regional share dollars available to Kings County in the 2010 STIP Fund Estimate.

3. California Aid to Airports

It is expected that the annual \$10,000 grants will continue to be available to the Hanford Municipal Airport. Projected revenues from the Acquisition and Development Grant program are based on historical programmed amounts and are assumed to be lower.

4. Bicycle Transportation Account

This is a competitive program. Projected revenues are based on historical amounts received by Kings County jurisdictions and are assumed to increase due to increased funding for the program.

5. Office of Traffic Safety

No revenues are projected from this source.

6. Environmental Enhancement and Mitigation

No revenues are projected from this source.

7. Proposition 1B: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

This measure authorizes the state to sell approximately \$20 billion of general obligation bonds to fund transportation projects to relieve congestion, improve the movement of goods, improve air quality, and enhance the safety and security of the transportation system. KCAG received funds from the Corridor Mobility Improvement Account for widening of SR 198. There are no further projections of funding from Prop 1B.

B. LOCAL FUNDS

1. Transportation Development Act

Projected revenues are based on the most recent apportionments and are expected to increase at a rate of 1% per year over the RTP planning period.

2. General Fund

Projected revenues are based on historical amounts received by each jurisdiction and are expected to decrease over the RTP planning period.

3. Transportation Impact Fees

The City of Hanford is expected to continue receiving revenues as development occurs. The City of Lemoore has instituted an impact fee program since the previous RTP and will be receiving revenues as development continues. No traffic impact fees for other jurisdictions are proposed at this time.

Since 1992, the City of Lemoore has maintained Development Impact Fees for City traffic-related infrastructure needs directly attributable to new development. These fees have been indexed in time with the California Construction Cost Index, as costs for the identified project have increased over time. As part of a citywide study in 2005, it was determined that the separate fees should be determined for areas with significantly different existing infrastructure: the mostly-developed portion of the City east of 19 ½ Avenue, and the almost undeveloped western portion of the City. The Eastside Streets and Thoroughfares Fee was adopted in 2006; the Westside Streets and Thoroughfares Fee is currently the subject of a new study, and will likely be set in late 2010. In keeping with the Mitigation Fee Act, the collected fees are used exclusively for new infrastructure, and never used for maintenance of existing or upgrading of existing deficiencies in the infrastructure level.

4. Passenger Fares

Projected revenues are based on historical amounts received and are expected to increase over the RTP planning period.

5. Air District Grants

Projected revenues are based on historical amounts received and are expected to remain constant.

III. SUMMARY OF REVENUES AND EXPENDITURES**FIGURE 11-1****SUMMARY OF REVENUES  
(In Millions of \$)**

<b>PROGRAM</b>	<b>APPLICABLE USES</b>	<b>2011 - 2016</b>	<b>2017 - 2035</b>	<b>TOTAL</b>
<b>FEDERAL FUNDS</b>				
Regional Surface Transportation Program	Highways, Roads, Transit, Non-Motorized, TDM, TCM	\$9.4	\$	\$43.0
Congestion Mitigation and Air Quality	Roads, Transit, Non-Motorized, TDM, TCM	\$9.6	\$34.1	\$43.7
Highway Bridge Program (Formerly HBRR)	Highways, Roads	\$5.0	\$21.0	\$26.0
Highway/Railroad Grade Crossing Improvements	Highways, Roads	\$1.9	\$5.0	\$6.9
Hazard Elimination Safety Program	Highways, Roads	\$0.5	\$2.1	\$2.6
Federal Transit Act	Transit	\$0.3	\$1.3	\$1.6
Airport Improvement Program	Aviation	\$3.5	\$10.0	\$13.5
Transportation Enhancement	Highways, Non-Motorized	\$0.9	\$3.4	\$4.3
National Highway Safety Act	Highways, Non-Motorized	\$0.0	\$0.0	\$0.0
National Recreational Trails Fund	Non-Motorized	\$0.0	\$0.0	\$0.0
<b>TOTAL FEDERAL FUNDS</b>		<b>\$31.1</b>	<b>\$76.9</b>	<b>\$141.6</b>
<b>STATE FUNDS</b>				
Gas Tax	Highways, Roads, Transit	\$22.0	\$92.5	\$114.5
State Transportation Improvement Program	Highways, Roads	\$30.0	\$90.0	\$120.0
California Aid to Airports Program	Aviation	\$0.5	\$2.1	\$2.6
Bicycle Transportation Account	Non-Motorized	\$0.0	\$0.0	\$0.0
Office of Traffic Safety	Roads, Non-Motorized	\$0.0	\$0.0	\$0.0
Environmental Enhancement and Mitigation	Highways, Roads	\$0.0	\$0.0	\$0.0
<b>TOTAL STATE FUNDS</b>		<b>\$52.5</b>	<b>\$184.6</b>	<b>\$237.1</b>
<b>LOCAL FUNDS</b>				
Transportation Development Act	Roads, Transit, Non-Motorized	\$9.5	\$40.0	\$49.5
General Fund	Highways, Roads, Transit, Non-Motorized, Aviation, TDM, TCM	\$23.0	\$96.7	\$119.7
Transportation Impact Fees	Roads, Transit, Non-Motorized	\$2.0	\$8.4	\$10.4
Passenger Fares	Transit	\$1.9	\$8.3	\$10.2
Air District Programs	Transit, Non-Motorized, TDM, TCM	\$0.2	\$0.8	\$1.0
<b>TOTAL LOCAL FUNDS</b>		<b>\$36.6</b>	<b>\$154.2</b>	<b>\$190.8</b>
<b>TOTAL ALL FUNDS</b>		<b>\$120.2</b>	<b>\$449.3</b>	<b>\$569.5</b>

**FIGURE 11-2**

**SUMMARY OF EXPENDITURES  
(In Millions of \$)**

<b>MODE</b>	<b>AMOUNT</b>	<b>PERCENT OF TOTAL</b>
Operations and Maintenance	271.7	47.7
Safety	51.6	9.1
Bike-Pedestrian	2.7	0.4
Transit	95.9	16.9
Airports	16.1	2.8
Rail	0.80	0.1
Highways	112.9	19.8
Other	17.8	3.1
	<b>\$ 569.50</b>	<b>100%</b>