

## CHAPTER 11: REVENUE FORECAST

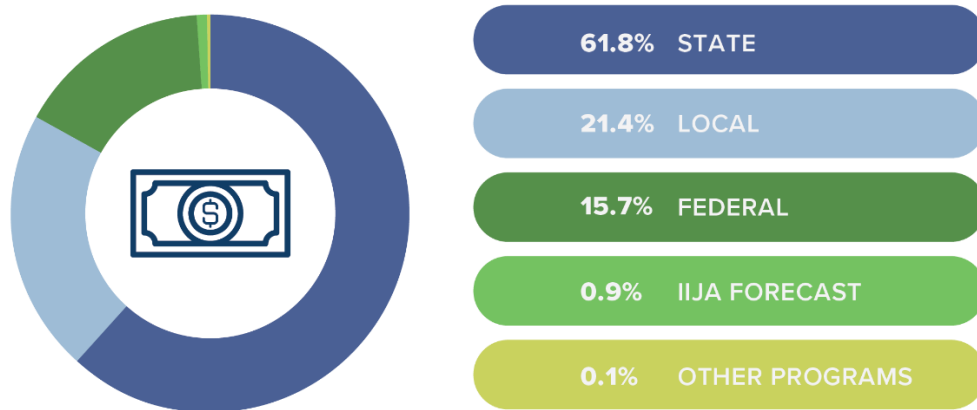


### OVERVIEW

This Financial Element is intended to provide an overview of the revenues reasonably expected from specific federal, state, and local governmental funding programs to support the transportation investment identified during the 24-year planning period in the Regional Transportation Plan. The Plan assumes a total of roughly \$1.815 billion in projected revenues to be available through 2046.

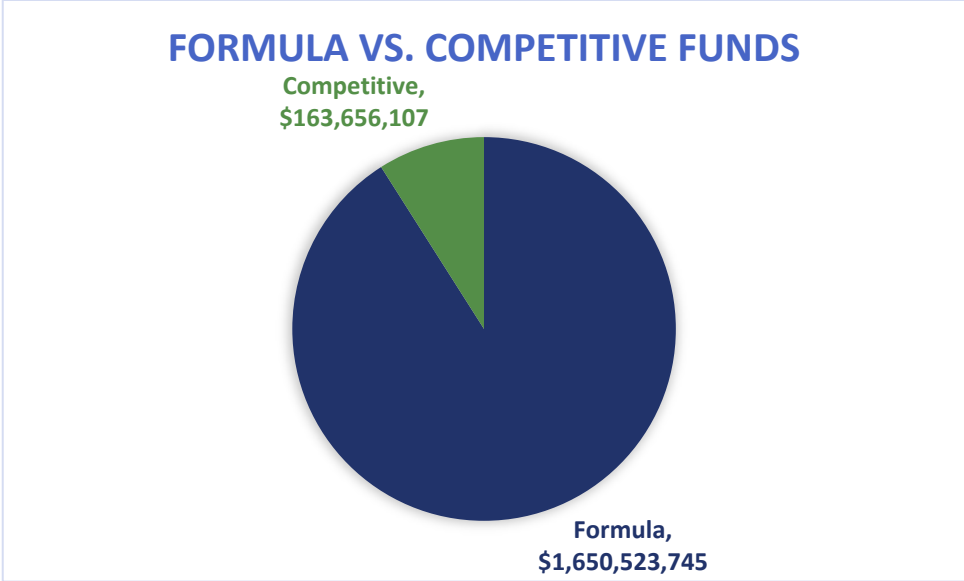
The RTP provides projections for local, state, and federal funds and distinguishes between formula and competitive funding sources. Formula funds were systematic and were projected based on previous funding cycles specific to each member agency with an assumed annual escalation of 3%. Competitive funding, such as grant programs, were less certain and were based on past performance by KCAG's member agencies, program applicability, and an assumed capture rate based on Kings County's proportion of population and state-maintained centerline miles of roadway.

Summaries of the revenue projections by type of funding (i.e., local, state, federal) and formula vs. competitive funding sources are provided in Figure 11-1 and Figure 11-2 respectively. The annualized breakdown is shown in Figure 11-3. The full numeric details are included at the end of this chapter as Table 11-1.



**FIGURE 11-1: FORECAST REVENUES BY SOURCE**

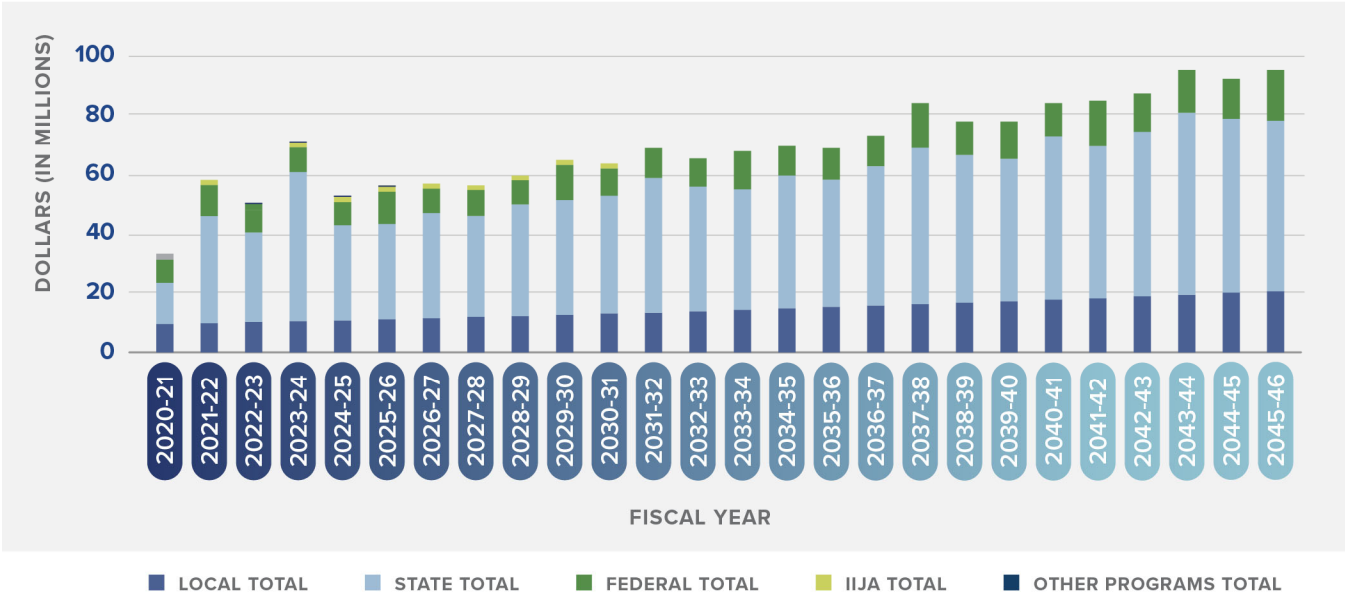
Source: KCAG



**FIGURE 11-2: FORMULA VS COMPETITIVE FUNDS BREAKDOWN**

Source: KCAG

**ANNUAL PROJECTED REVENUES BY FUNDING TYPE (FISCAL YEARS 2020-2046)**



**FIGURE 11-3: ANNUAL PROJECTED FUNDING BREAKDOWN BY SOURCE**

Source: KCAG

## KEY LEGISLATION

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### INFRASTRUCTURE INVESTMENT AND JOBS ACT

The 2021 Infrastructure Investment and Jobs Act (IIJA) is a fully funded five-year surface transportation reauthorization bill, representing \$1.2 trillion in transportation spending, with roughly \$550 billion in new investment spending. Its provisions include an increase of funding to the Surface Transportation Block Grant Program (STBGP), a nearly \$6 billion increase in Federal highway-aid dollars going to California from the previous surface reauthorization (the Fixing America's Surface Transportation (FAST) Act), \$384 million to support California's efforts to build an electric vehicle charging network, and roughly \$4 billion for a new bridge program.

### SENATE BILL 862

SB 862 of 2014, part of a series of bills to create the Transit, Affordable Housing, and Sustainable Communities Program, established the Low Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP) to distribute cap-and-trade funds towards greenhouse gas emissions reducing transportation modes.

### SENATE BILL 1

SB 1, the Road Repair and Accountability Act of 2017, commits \$54 billion over ten years toward transportation spending in California. SB 1 established or expanded a number of popular grant programs, including the Active Transportation Program, Local Partnership Program, and the State Highway Operations Protection Program.

## ASSUMPTIONS

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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 to resolve currently pending issues. Kings County is an urbanized area and is eligible for funding from additional programs not available to rural areas. Most funds received an estimate of modest growth, that is, an assumption was made that funding sources would, on average, grow 3% year to year. The numbers are in constant 2021 dollars.

The following information was used to develop the funding forecast table:

### LOCAL FUNDING

Information on local transportation funds and transit fares were from KCAG. Both were assumed to grow modestly over 25 years, as transit agencies recover from the COVID-19 pandemic and economic indicators show steady receipts from the statewide sales tax.

Gas tax distribution data was obtained from the California State Controller's Office. An average of recent years was used to develop a forecast, which was projected to grow modestly over the next 25 years.

## **STATE FUNDING**

Information for the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP), and the Active Transportation Program (ATP) are from Caltrans. Estimates for the County are based on historic averages and assumed to grow modestly over time. STIP funds are marked as \$0 until FY 2026/27 as the County draws down its STIP advance.

Information about funding sources for the State Transit Assistance (STA), Public Transportation Account (PTA), and SB 862's Low Carbon Transit Operations Program are based on historical data from the State Controller's Office and are assumed to grow modestly over time.

After the county's high speed rail segment is completed (post 2029), it is anticipated that Kings County will pursue transit and intercity rail capital project funds in order to assist with the regional intercity replacements of the San Joaquins service. Due to the acute need for intercity services, arising particularly from the loss of reliable service between Hanford and Corcoran, the County believes that it may be in good position to pursue these funds.

Data for the Local Streets and Roads and Sustainable Communities Planning Grant programs under SB1 comes from Caltrans. SB 1 programs are expected to last the lifetime of the revenue projection. Historic averages are used to calculate the estimate, which is likely to grow modestly over time. All local agencies have either implemented or are in the process of implementing transportation fees, making the county eligible for Local Partnership Program funds. It is assumed that in a few years' time, local agencies will be eligible for funds, and that their applications will net, on average, around \$100,000 a year, based on pre-SB1 estimates. Historic information is used to inform the averages for the sustainable communities planning grant, which is then grown modestly over the projection lifetime.

For the trade corridor enhancement program and solutions for congested corridors, it is assumed that future anticipated growth will require some funds in these areas, especially given the nature of regional goods movement in the San Joaquin area. These are assumed proportionate to the total share captured under the local streets and roads program, and only needed every three cycles similar to current planning cycles.

The limited number of aviation facilities in the County contributes to the small share of aviation funding. Hanford Municipal Airport is reconstructing its runway, which is considered a one-time infusion of State and Federal funds through the Airport Improvement Program.

State rail assistance, which would go through the San Joaquin Valley Joint Powers Authority, is not considered as part of the estimates for Kings County.

## **FEDERAL FUNDING**

Federal transit administration formula funding estimates are derived from historic funding levels and grown modestly over time. Kings County is well positioned to win 5310 competitive grant funding for social service transit spending and is assumed to win the new fleet capital request and an ongoing allotment of similar size to its current operations grant request, grown modestly over time.

Funding for the congestion mitigation and air quality (CMAQ) program, surface transportation block grant program (STBGP) (and any successor program), highway safety improvement program (HSIP), highway infrastructure program (HIP), and highway bridge program (HBP) are drawn from current funding levels. No funding is assumed for high priority projects and grade crossing protection (USC Section 130).

The impact of the Infrastructure Investment and Jobs Act (IIJA) is not yet clear. However, given the rural allotments available for construction funds and the completed Kings County Electric Vehicle Readiness Plan, it is reasonable to assume that Kings County will acquire some of these funds moving forward. The two program total estimates are from Caltrans, and the funds flowing into Kings are estimated as appropriate from the proportion of centerline miles, proportion of highway bridges in the county, and proportion of population. These funds are forecast to be renewed for one highway authorization, for a total of ten program years.

## **OTHER FUNDING**

Some other miscellaneous funds affecting transit and roadway operations were included. The three COVID-19 relief bills with transit funding, the CARES act, the American Rescue Plan, and the CRRSSA are reflected as their funds are planned to be used over the next few fiscal years and therefore contribute to the total funds available to the county. American Rescue Plan funds, however, are folded in as FY2020/21 formula funds. In addition, local match funds for the completion of the Hanford Municipal Airport runway reconstruction are included for completeness.

**TABLE 11-1: REVENUE PROJECTION FOR KINGS COUNTY**

<b>LOCAL FUNDING SOURCE PROJECTIONS</b>							
<b>REVENUE SOURCES</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>
<b>LOCAL FUNDING (GAS TAX, PROP 42, DEVELOPMENT IMPACT FEES, GENERAL FUND)</b>	\$3,645,190.83	\$3,754,547	\$3,867,183	\$3,983,198	\$4,102,694	\$4,225,775	\$4,352,548
<b>TRANSIT FARES</b>	\$540,247	\$556,454	\$573,148	\$590,342	\$608,053	\$626,294	\$645,083
<b>LOCAL TRANSPORTATION FUNDS</b>	\$5,884,995	\$6,061,545	\$6,243,391	\$6,430,693	\$6,623,614	\$6,822,322	\$7,026,992
<b>ANNUAL LOCAL TOTAL</b>	\$10,070,433	\$10,372,546	\$10,683,722	\$11,004,234	\$11,334,361	\$11,674,392	\$12,024,623
<b>REVENUE SOURCES</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>	<b>FY 2029/30</b>	<b>FY 2030/31</b>	<b>FY 2031/32</b>	<b>FY 2032/33</b>	<b>FY 2033/34</b>
<b>LOCAL FUNDING (GAS TAX, PROP 42, DEVELOPMENT IMPACT FEES, GENERAL FUND)</b>	\$4,483,125	\$4,617,619	\$4,756,147	\$4,898,832	\$5,045,797	\$5,197,171	\$5,353,086
<b>TRANSIT FARES</b>	\$664,436	\$684,369	\$704,900	\$726,047	\$747,828	\$770,263	\$793,371
<b>LOCAL TRANSPORTATION FUNDS</b>	\$7,237,802	\$7,454,936	\$7,678,584	\$7,908,941	\$8,146,209	\$8,390,596	\$8,642,314
<b>ANNUAL LOCAL TOTAL</b>	\$12,385,362	\$12,756,923	\$13,139,631	\$13,533,820	\$13,939,834	\$14,358,029	\$14,788,770
<b>REVENUE SOURCES</b>	<b>FY 2034/35</b>	<b>FY 2035/36</b>	<b>FY 2036/37</b>	<b>FY 2037/38</b>	<b>FY 2038/39</b>	<b>FY 2039/40</b>	<b>FY 2040/41</b>
<b>LOCAL FUNDING (GAS TAX, PROP 42, DEVELOPMENT IMPACT FEES, GENERAL FUND)</b>	\$5,513,678	\$5,679,089	\$5,849,461	\$6,024,945	\$6,205,693	\$6,391,864	\$6,583,620
<b>TRANSIT FARES</b>	\$817,172	\$841,687	\$866,938	\$892,946	\$919,734	\$947,326	\$975,746
<b>LOCAL TRANSPORTATION FUNDS</b>	\$8,901,583	\$9,168,630	\$9,443,689	\$9,727,000	\$10,018,810	\$10,319,374	\$10,628,956
<b>ANNUAL LOCAL TOTAL</b>	\$15,232,433	\$15,689,406	\$16,160,088	\$16,644,891	\$17,144,238	\$17,658,565	\$18,188,322

<b>REVENUE SOURCES</b>	<b>FY 2041/42</b>	<b>FY 2042/43</b>	<b>FY 2043/44</b>	<b>FY 2044/45</b>	<b>FY 2045/46</b>
<b>LOCAL FUNDING (GAS TAX, PROP 42, DEVELOPMENT IMPACT FEES, GENERAL FUND)</b>	\$6,781,129	\$6,984,563	\$7,194,099	\$7,409,922	\$7,632,220
<b>TRANSIT FARES</b>	\$1,005,019	\$1,035,169	\$1,066,224	\$1,098,211	\$1,131,157
<b>LOCAL TRANSPORTATION FUNDS</b>	\$10,947,824	\$11,276,259	\$11,614,547	\$11,962,983	\$12,321,873
<b>ANNUAL LOCAL TOTAL</b>	\$18,733,972	\$19,295,991	\$19,874,870	\$20,471,117	\$21,085,250

STATE FUNDING SOURCE PROJECTIONS							
REVENUE SOURCES	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)	\$8,607,000	\$28,120,000	\$23,910,000	\$39,902,000	\$24,490,000	\$24,227,250	\$8,607,000
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): REGIONAL IMPROVEMENT PROGRAM (RIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PUBLIC TRANSPORTATION ACCOUNT (PTA) AND STATE TRANSIT ASSISTANCE (STA)	\$830,823	\$1,345,214	\$1,476,972	\$1,263,469	\$1,301,373	\$1,340,415	\$830,823
AIRPORT IMPROVEMENT PROGRAM (AIP) LOCAL, STATE, AND FEDERAL FUNDS	\$0	\$0	\$380,800	\$3,077,000	\$1,560,000	\$95,000	\$0
SB 862 (CAP-AND-TRADE) LOW CARBON TRANSIT OPERATION PROGRAM	\$386,450	\$164,388	\$281,534	\$289,980	\$298,679	\$307,640	\$386,450
SB 862 (CAP-AND-TRADE) TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACTIVE TRANSPORTATION PROGRAM COMPETITIVE FUNDS	\$0	\$1,998,000	\$0	\$1,447,500	\$0	\$1,490,925	\$0
SB1 LOCAL STREETS AND ROADS	\$3,828,432	\$3,789,196	\$3,902,872	\$4,019,958	\$4,140,557	\$4,264,773	\$3,828,432
SB1 LOCAL PARTNERSHIP PROGRAM	\$0	\$0	\$0	\$75,000	\$77,250	\$79,568	\$0
SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM AND SOLUTIONS FOR CONGESTED CORRIDORS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB1 SUSTAINABLE COMMUNITIES PLANNING GRANT	\$0	\$224,892	\$112,446	\$115,819	\$119,294	\$122,873	\$0
<b>ANNUAL STATE TOTALS</b>	<b>\$13,652,705</b>	<b>\$35,641,690</b>	<b>\$30,043,680</b>	<b>\$50,021,492</b>	<b>\$31,901,353</b>	<b>\$31,923,218</b>	<b>\$13,652,705</b>



REVENUE SOURCES	FY 2027/28	FY 2028/29	FY 2029/30	FY 2030/31	FY 2031/32	FY 2032/33	FY 2033/34
STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)	\$24,954,068	\$25,702,690	\$26,473,770	\$27,267,983	\$28,086,023	\$28,928,604	\$29,796,462
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): REGIONAL IMPROVEMENT PROGRAM (RIP)	\$3,900,000	\$0	\$4,017,000	\$0	\$4,137,510	\$0	\$4,261,635
PUBLIC TRANSPORTATION ACCOUNT (PTA) AND STATE TRANSIT ASSISTANCE (STA)	\$1,380,627	\$1,422,046	\$1,464,707	\$1,508,648	\$1,553,908	\$1,600,525	\$1,648,541
AIRPORT IMPROVEMENT PROGRAM (AIP) STATE AND FEDERAL FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 862 (CAP-AND-TRADE) LOW CARBON TRANSIT OPERATION PROGRAM	\$316,869	\$326,375	\$336,166	\$346,251	\$356,639	\$367,338	\$378,358
SB 862 (CAP-AND-TRADE) TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0
ACTIVE TRANSPORTATION PROGRAM COMPETITIVE FUNDS	\$0	\$1,535,653	\$0	\$1,581,722	\$0	\$1,629,174	\$0
SB1 LOCAL STREETS AND ROADS	\$4,392,716	\$4,524,498	\$4,660,233	\$4,800,040	\$4,944,041	\$5,092,362	\$5,245,133
SB1 LOCAL PARTNERSHIP PROGRAM	\$81,955	\$84,413	\$86,946	\$89,554	\$92,241	\$95,008	\$97,858
SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM AND SOLUTIONS FOR CONGESTED CORRIDORS	\$0	\$0	\$0	\$0	\$0	\$7,025,038	\$0
SB1 SUSTAINABLE COMMUNITIES PLANNING GRANT	\$126,559	\$130,356	\$134,266	\$138,294	\$142,443	\$146,717	\$151,118
<b>ANNUAL STATE TOTALS</b>	<b>\$35,152,793</b>	<b>\$33,726,030</b>	<b>\$37,173,089</b>	<b>\$38,232,494</b>	<b>\$39,312,804</b>	<b>\$44,884,766</b>	<b>\$41,579,105</b>

REVENUE SOURCES	FY 2034/35	FY 2035/36	FY 2036/37	FY 2037/38	FY 2038/39	FY 2039/40	FY 2040/41
STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)	\$30,690,355	\$31,611,066	\$32,559,398	\$33,536,180	\$34,542,265	\$35,578,533	\$36,645,889
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): REGIONAL IMPROVEMENT PROGRAM (RIP)	\$0	\$4,389,484	\$0	\$4,521,169	\$0	\$4,656,804	\$0
PUBLIC TRANSPORTATION ACCOUNT (PTA) AND STATE TRANSIT ASSISTANCE (STA)	\$1,697,997	\$1,748,937	\$1,801,405	\$1,855,447	\$1,911,111	\$1,968,444	\$2,027,497
AIRPORT IMPROVEMENT PROGRAM (AIP) STATE AND FEDERAL FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 862 (CAP-AND-TRADE) LOW CARBON TRANSIT OPERATION PROGRAM	\$389,709	\$401,400	\$413,442	\$425,845	\$438,621	\$451,779	\$465,333
SB 862 (CAP-AND-TRADE) TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ACTIVE TRANSPORTATION PROGRAM COMPETITIVE FUNDS	\$1,678,049	\$0	\$1,728,391	\$0	\$1,780,242	\$0	\$1,833,650
SB1 LOCAL STREETS AND ROADS	\$5,402,487	\$5,564,562	\$5,731,499	\$5,903,444	\$6,080,547	\$6,262,963	\$6,450,852
SB1 LOCAL PARTNERSHIP PROGRAM	\$100,794	\$103,818	\$106,932	\$110,140	\$113,444	\$116,848	\$120,353
SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM AND SOLUTIONS FOR CONGESTED CORRIDORS	\$0	\$0	\$0	\$0	\$7,235,789	\$0	\$0
SB1 SUSTAINABLE COMMUNITIES PLANNING GRANT	\$155,652	\$160,321	\$165,131	\$170,085	\$175,187	\$180,443	\$185,856
<b>ANNUAL STATE TOTALS</b>	<b>\$40,115,043</b>	<b>\$43,979,588</b>	<b>\$42,506,198</b>	<b>\$46,522,310</b>	<b>\$52,277,207</b>	<b>\$49,215,814</b>	<b>\$47,729,431</b>

REVENUE SOURCES	FY 2041/42	FY 2042/43	FY 2043/44	FY 2044/45	FY 2045/46
STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)	\$37,745,266	\$38,877,624	\$40,043,953	\$41,245,271	\$42,482,630
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP): REGIONAL IMPROVEMENT PROGRAM (RIP)	\$4,796,508	\$0	\$4,940,403	\$0	\$5,088,615
PUBLIC TRANSPORTATION ACCOUNT (PTA) AND STATE TRANSIT ASSISTANCE (STA)	\$2,088,322	\$2,150,972	\$2,215,501	\$2,281,966	\$2,350,425
AIRPORT IMPROVEMENT PROGRAM (AIP) STATE AND FEDERAL FUNDS	\$0	\$0	\$0	\$0	\$0
SB 862 (CAP-AND-TRADE) LOW CARBON TRANSIT OPERATION PROGRAM	\$479,293	\$493,672	\$508,482	\$523,736	\$539,448
SB 862 (CAP-AND-TRADE) TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	\$2,575,000	\$0	\$0	\$0	\$0
ACTIVE TRANSPORTATION PROGRAM COMPETITIVE FUNDS	\$0	\$1,888,659	\$0	\$1,945,319	\$0
SB1 LOCAL STREETS AND ROADS	\$6,644,378	\$6,843,709	\$7,049,020	\$7,260,491	\$7,478,306
SB1 LOCAL PARTNERSHIP PROGRAM	\$123,964	\$127,682	\$131,513	\$135,458	\$139,522
SB1 TRADE CORRIDOR ENHANCEMENT PROGRAM AND SOLUTIONS FOR CONGESTED CORRIDORS	\$0	\$0	\$0	\$7,452,863	\$0
SB1 SUSTAINABLE COMMUNITIES PLANNING GRANT	\$191,432	\$197,175	\$203,090	\$209,183	\$215,458
<b>ANNUAL STATE TOTALS</b>	<b>\$54,644,162</b>	<b>\$50,579,493</b>	<b>\$55,091,962</b>	<b>\$61,054,288</b>	<b>\$58,294,404</b>

<b>FEDERAL FUNDING SOURCE PROJECTIONS</b>							
<b>REVENUE SOURCES</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>
<b>FTA FORMULA FUNDING (SECTIONS 5307, 5311, 5339, 5340)</b>	\$3,552,203	\$3,713,585	\$3,126,438	\$3,760,231	\$3,316,838	\$3,989,229	\$3,518,834
<b>FTA SECTION 5310 COMPETITIVE SOCIAL SERVICES GRANT FUNDING</b>	\$0	\$350,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
<b>CONGESTION MITIGATION AND AIR QUALITY (CMAQ)</b>	\$1,956,000	\$3,043,000	\$1,990,171	\$1,989,563	\$1,988,944	\$1,988,311	\$2,047,960
<b>SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)</b>	\$2,168,000	\$2,208,333	\$2,210,956	\$2,210,099	\$2,209,225	\$2,208,833	\$2,209,489
<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</b>	\$0	\$1,065,000	\$0	\$0	\$0	\$1,096,950	\$0
<b>HIGHWAY INFRASTRUCTURE PROGRAM (HIP)</b>	\$0	\$0	\$235,000	\$0	\$0	\$0	\$242,050
<b>HIGHWAY BRIDGE PROGRAM (HBP)</b>	\$0	\$0	\$0	\$0	\$0	\$1,420,907	\$0
<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT BRIDGE REPAIR AND CONSTRUCTION FUNDS</b>	\$0	\$1,425,347	\$1,425,347	\$1,425,347	\$1,425,347	\$1,425,347	\$1,425,347
<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT ELECTRIC VEHICLE INFRASTRUCTURE FUNDS</b>	\$0	\$223,193	\$223,193	\$223,193	\$223,193	\$223,193	\$223,193
<b>CORONAVIRUS RELIEF: CARES AND CRRSSA</b>	\$1,833,383	\$0	\$0	\$0	\$0	\$0	\$0
<b>ANNUAL FEDERAL TOTALS</b>	<b>\$9,509,586</b>	<b>\$12,028,458</b>	<b>\$9,211,105</b>	<b>\$9,633,433</b>	<b>\$9,188,547</b>	<b>\$12,377,770</b>	<b>\$9,691,873</b>

<b>REVENUE SOURCES</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>	<b>FY 2029/30</b>	<b>FY 2030/31</b>	<b>FY 2031/32</b>	<b>FY 2032/33</b>	<b>FY 2033/34</b>
<b>FTA FORMULA FUNDING (SECTIONS 5307, 5311, 5339, 5340)</b>	\$4,232,173	\$3,733,130	\$4,489,913	\$3,960,478	\$4,763,348	\$4,201,671	\$5,053,436
<b>FTA SECTION 5310 COMPETITIVE SOCIAL SERVICES GRANT FUNDING</b>	\$25,000	\$25,000	\$25,000	\$25,000	\$360,500	\$25,750	\$25,750
<b>CONGESTION MITIGATION AND AIR QUALITY (CMAQ)</b>	\$2,109,399	\$2,172,681	\$2,237,862	\$2,304,997	\$2,374,147	\$2,445,372	\$2,518,733
<b>SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)</b>	\$2,275,774	\$2,344,047	\$2,414,369	\$2,486,800	\$2,561,404	\$2,638,246	\$2,717,393
<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</b>	\$0	\$0	\$1,129,859	\$0	\$0	\$0	\$1,163,754
<b>HIGHWAY INFRASTRUCTURE PROGRAM (HIP)</b>	\$0	\$0	\$0	\$249,312	\$0	\$0	\$0
<b>HIGHWAY BRIDGE PROGRAM (HBP)</b>	\$0	\$0	\$1,463,534	\$0	\$0	\$0	\$1,507,440
<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT BRIDGE REPAIR AND CONSTRUCTION FUNDS</b>	\$1,425,347	\$1,425,347	\$1,425,347	\$1,425,347	\$0	\$0	\$0
<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT ELECTRIC VEHICLE INFRASTRUCTURE FUNDS</b>	\$223,193	\$223,193	\$223,193	\$223,193	\$0	\$0	\$0
<b>CORONAVIRUS RELIEF: CARES AND CRRSSA</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>ANNUAL FEDERAL TOTALS</b>	<b>\$10,290,886</b>	<b>\$9,923,399</b>	<b>\$13,409,075</b>	<b>\$10,675,127</b>	<b>\$10,059,399</b>	<b>\$9,311,039</b>	<b>\$12,986,507</b>

<b>REVENUE SOURCES</b>	<b>FY 2034/35</b>	<b>FY 2035/36</b>	<b>FY 2036/37</b>	<b>FY 2037/38</b>	<b>FY 2038/39</b>	<b>FY 2039/40</b>	<b>FY 2040/41</b>
<b>FTA FORMULA FUNDING (SECTIONS 5307, 5311, 5339, 5340)</b>	\$4,457,553	\$5,361,190	\$4,729,018	\$5,687,687	\$5,017,015	\$6,034,067	\$5,322,551
<b>FTA SECTION 5310 COMPETITIVE SOCIAL SERVICES GRANT FUNDING</b>	\$25,750	\$25,750	\$25,750	\$371,315	\$26,523	\$26,523	\$26,523
<b>CONGESTION MITIGATION AND AIR QUALITY (CMAQ)</b>	\$2,594,295	\$2,672,124	\$2,752,287	\$2,834,856	\$2,919,902	\$3,007,499	\$3,097,724
<b>SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)</b>	\$2,798,915	\$2,882,882	\$2,969,369	\$3,058,450	\$3,150,203	\$3,244,709	\$3,342,051
<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</b>	\$0	\$0	\$0	\$1,198,667	\$0	\$0	\$0
<b>HIGHWAY INFRASTRUCTURE PROGRAM (HIP)</b>	\$256,791	\$0	\$0	\$0	\$264,495	\$0	\$0
<b>HIGHWAY BRIDGE PROGRAM (HBP)</b>	\$0	\$0	\$0	\$1,552,663	\$0	\$0	\$0
<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT BRIDGE REPAIR AND CONSTRUCTION FUNDS</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT ELECTRIC VEHICLE INFRASTRUCTURE FUNDS</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>CORONAVIRUS RELIEF: CARES AND CRRSSA</b>	\$0	\$0	\$0	\$1,552,663	\$0	\$0	\$0
<b>ANNUAL FEDERAL TOTALS</b>	<b>\$10,133,304</b>	<b>\$10,941,946</b>	<b>\$10,476,424</b>	<b>\$14,703,638</b>	<b>\$11,378,137</b>	<b>\$12,312,798</b>	<b>\$11,788,848</b>