LRTP
Financial Planning

Tips and General Rules

March 26, 2009

1

Outline

- Revenues
- Costs
- Assumptions, Reasonableness, Risk
- Operations and Maintenance
- Fiscal Constraint
- Examples of Fiscal Constraint

2

Basic Purpose of Fiscal Constraint

"Will the revenues (Federal, State, local and private) identified in the TIP, STIP or metropolitan long-range transportation plan cover the anticipated costs of the projects included in this TIP, STIP, or metropolitan long-range transportation plan, along with operation and maintenance of the existing system?"

3

Future Revenue Projections

From an MPO/RPA perspective

4

How Do You Project Federal Funds?

- It depends…
  Two important questions are:

1. Who manages the funds, or decides where the money is spent?

2. How do the funds become available – Are they formula (apportioned) funds or discretionary (allocated) funds?

5

Who Manages the Funds?

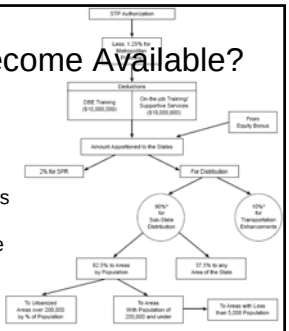
	Iowa DOT	MPO/RPA
IM	✓	
NHS	✓	
STP	✓	✓
HBP	✓	
CMAQ	✓	
HSIP	✓	
Transit funds	✓	
HPP/Earmarks	✓	✓
Other Disc. Progs.	✓	✓

* The manager of the funding distribution can control the availability of funds

6

How Do Funds Become Available?

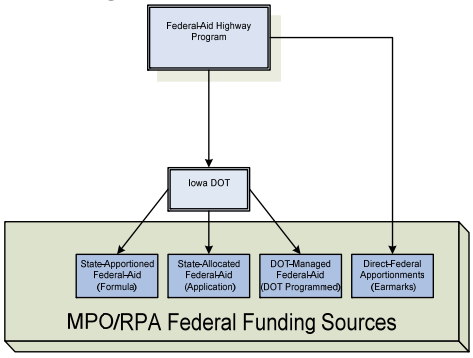
- Apportioned revenue
  - Distributed by formula
- Allocated revenue
  - Non-recurring distributions
  - Administrative allocations
  - Distributed by competitive applications
  - Earmarked by Congress



- Formula and discretionary distributions happen at both the Federal and State level

7

4 Categories of Federal Funds



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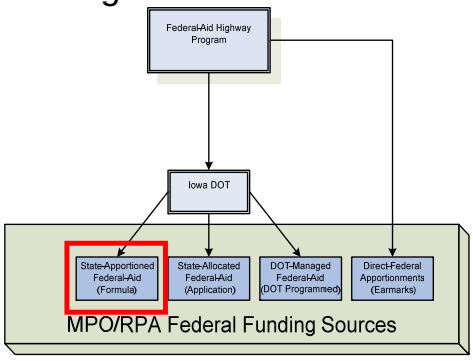
4 Categories of Federal Funds



9

Federal Formula Revenues

- Surface Transportation Program (STP)
  - TMA STP (Federally required apportionment to TMAs) *
  - MPO STP (State formula for apportionment to MPOs)
  - Regional & Rural STP (<5,000 pop. - Federally required apportionment to rural, State formula for regional apportionment)
  - State-managed STP (Use by Iowa DOT)
- HBP
  - Apportioned to counties based on a relative share of deficient bridge costs (Cities are application based, not formula)
- STP Transportation Enhancement
  - ½ of TE funds are apportioned to RPAs/MPOs by State formula
- FTA 5307 (urban), FTA 5311 (rural), FTA 5310 programs
  - Apportioned to RPAs/MPOs by State formula

** State distributes more than Federally required to TMAs*

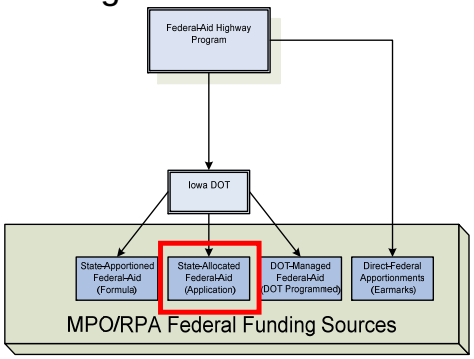
10

Projecting State-Apportioned Federal Formula Revenues

- Method of Projection
  - State formula for distribution to TMAs/MPOs/RPAs
  - 4 year TIP targets provided by OPM
  - Utilize history and historic trends of revenues
  - Iowa DOT will be providing BR revenue data
- *States and MPOs may assume Federal funding based on a straight-lined extrapolation of historic increases in Federal authorizations for that State or MPO* - Gloria Shepherd memo August 22, 2006

11

4 Categories of Federal Funds



12

Federal Discretionary Revenues

- Two categories of discretionary (allocated) revenues
  - State-Allocated Federal revenues
    - *Mostly from Federal formula (apportioned) programs*
  - Direct Federal discretionary revenues
    - *From Congress or FHWA/FTA programs*

13

Federal Discretionary Revenues

- State-Allocated Federal Discretionary Revenue
  - State allocations of Federal funding programs (CMAQ*, City HBP**, HSIP, SRTS, Statewide TE, NRT, etc.)
    - These Federal programs are *actually Federally apportioned (formula)* revenues to States
    - States distribute (via competitive application) or use at their discretion

** CMAQ use may change with non-attainment designations*

*** Bridge funds – 11% for cities, $1 million limit per project*

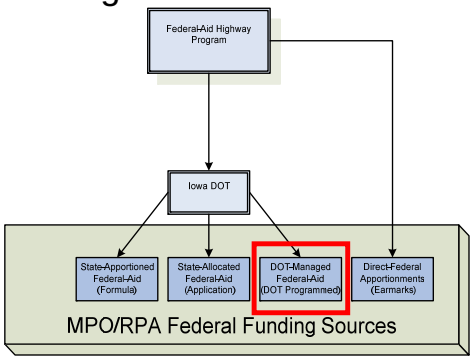
14

Projecting State-Allocated Federal Discretionary Revenues

- Method of Projection
  - State-Allocated Federal Discretionary Revenue
    - City HBP, CMAQ, HSIP, SRTS, Statewide TE, NRT, etc.
    - MPO projections should be based on:
      - Historical data
      - Projection of future need (eligible projects)
      - Reasonableness of receiving funding based on projected Statewide funding levels and other statewide priorities
      - Iowa DOT input on your financial planning
      - Need to only include funding projections from applicable programs

15

4 Categories of Federal Funds



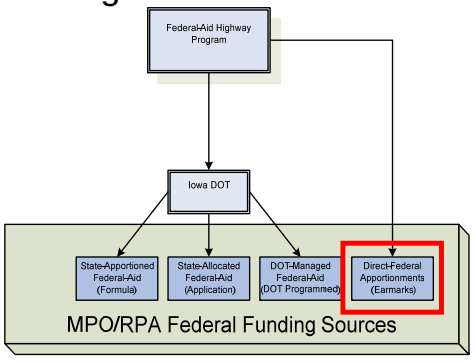
16

Projecting DOT-Managed Federal Revenue

- DOT-Managed Federal *(and State)* funds
  - IM, NHS, State-Managed STP and HBP, etc.
- Method of Projection
  - Iowa DOT is the lead for the use of these funds, or contributes from these sources to projects within your jurisdiction
    - Iowa DOT must provide these projections or agree to your projections prior to inclusion in your financial plan
    - Reasonableness based on projected Statewide funding levels, other statewide priorities, project magnitude, history of use in your area

17

4 Categories of Federal Funds



18

Direct Federal Discretionary Revenue

- Direct Federal discretionary funding
  - Earmarks (HPP, TCSP, FTA 5309 Capital Grants [to State or project], etc.)
  - Directed to specific projects from Congress

19

Projecting Direct Federal Discretionary Revenue

- Method of Projection
  - General rule: Historically in Iowa, highway/bridge construction projects have only received up to 40% earmarks - so funds for construction should be limited to no more than 40% only if there is a history for the local area of receiving funds and the level of funding received.
  - Consider the track record of earmarks for the area
  - Consider number of projects in the area
  - Larger highway/bridge projects typically get earmarks (projects over $8-10M)
  - Consider the public acceptance of the project
    - Is it a politically acceptable project?

20

Non-Federal Revenue Projections

21

Projecting State Revenues

- State Discretionary funding: RISE, TSIP, City/County Bridge, State Rec. Trails, etc.
  - MPO projections should be based on:
    - Historical data
    - Projection of future need (eligible projects)
    - Reasonableness of receiving funding based on projected Statewide funding levels and other statewide priorities
    - Iowa DOT input on your financial planning
    - Need to only include funding projections from applicable programs
- RUTF (Municipal, SR, FM, Primary), TIME 21, rail, air, transit funds, bonding, etc.
  - Utilize history and historic trends of revenues

22

Projecting Local Revenues

- Property taxes, LOST, etc.
  - Utilize historic trends
  - Consider assumptions for future scenarios
    - New/changes in tax revenues
    - Will go over “assumptions” in a few slides

23

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24

Ideas for Illustrating Future Costs

- LRTP
  - For TIPs (correlate with the first 4 years of the LRTP), financial constraint "shall" be demonstrated and maintained by year
  - LRTP does not require financial constraint by year beyond this, but…
  - All projects must be in YOE
    - Therefore, it must be known what year improvements are planned for.
- Cost banding can be used to illustrate RISK

25

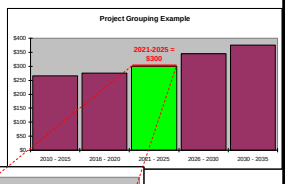
Cost/Project Grouping Concept

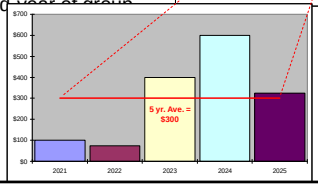
- Cluster projects in logical groups
- Years 1 – 5
  - Years 1 – 4 would correlate with the TIP
  - Project costs must be calculated in YOE
  - Can *show* construction year as the range (i.e. 2009 – 2014) or note that projects may shift from year to year in the TIP – will allow for administrative modifications without need for LRTP amendments
- Years 6 – 20 +
  - i.e. years 6 – 10, 11 – 15, 16 – 25

26

YOE In Outer Years

- Group projects by time periods *(this is not cost banding)*
- Utilize mid-year for outer time periods beyond the 5 year TIP period
- Utilize mid-year of group for YOE





27

Grouping Example

- "For years 2009-2012, this is the year the project is programmed for in the TIP. For years 2013-2018, a YOE of 2016 was used, and for years 2019-2035 a YOE of 2025 was used." – *Waterloo MPO*

Table 9.12: Planned Street/Highway Projects from 2013-2018

Timeframe	Jurisdiction	Project	Termini	YOE Cost	Potential Earmarks**
2013-2018	Cedar Falls	Greenhill Rd. *	Hudson Rd. to W. 27th St.	$3,938,987	
2013-2018	Evansdale	Dubuque Rd.*	Osage Ave. to N. Elk Run Rd.	$2,047,549	
2013-2018	Hudson	Washington St.	IA 58 to Waterloo Rd.	$1,293,854	
2013-2018	Iowa DOT	Lighting	IA 58 to U.S. 20	$63,339	
2013-2018	MPO	Pavement Management System	$15,000 per year	$90,000	
2013-2018	MPO	Urban Design Manuals	$11,214 per year	$79,284	
2013-2018	Raymond	Lafayette Rd.	3rd St. to Dubuque Rd.	$4,180,341	
2013-2018	Waterloo	Donald St.*	E. 4th St. to Sage Rd.	$5,007,080	
2013-2018	Waterloo	Hammond Ave.	San Marnan Dr. to Ridgeway Ave.	$760,062	
2013-2018	Waterloo	Intersection	Broadway St. to Wagner Rd.	$101,342	
2013-2018	Waterloo	Intersection	U.S. 218 to W. 11th St.	$202,683	
2013-2018	Waterloo	Intersection	U.S. 218 to Wilkinson Ave./W. 18th St.	$152,012	
2013-2018	Waterloo	Kimball Ave.	Ridgeway Ave. to San Marnan Dr.	$1,266,770	
2013-2018	Waterloo	La Porte Rd./ Hess Rd.*	San Marnan Dr. to Shaulis Rd.	$3,800,310	
2013-2018	Waterloo	U.S. 63 – IC *	U.S. 218 to Franklin St.	$10,060,838	$4,104,331
2013-2018	Waterloo	U.S. 63 – 2	Franklin St. to Newell St.	$6,293,847	$2,518,339
			Total project cost	**$40,188,298**	
			Projected earmarks	**$6,622,674**	
			Remaining project cost to be accounted for, 2013-2018	**$33,565,624**	

*Project that includes or may include a bridge. As shown in Table 9.3, there are $4,047,374 in Bridge funds in 2016 and 2018. While it is difficult to predict at this time the extent of reconstruction or new construction that for individual bridges, there are enough projects with bridges to justify the anticipation of future Bridge funding

**Potential earmarks are calculated at 40% of the total project costs. The methodology for approximating the most earmark potential was explained on p 9-14.

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29

Historical Inflation Trends

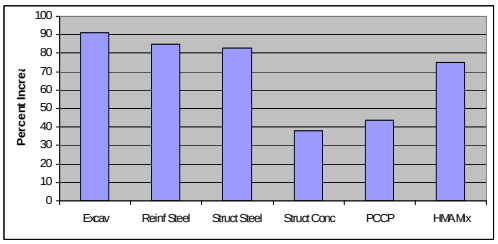
Source: Office of Management and Budget, Budget of the United States Government, Fiscal Year 2008 Budget (FY08).

For metropolitan long-range transportation plans, TIPs, and STIPs, FHWA and FTA generally would be comfortable if States used a four (4) percent annual inflation rate for construction costs for 2007 and beyond, for both highways and transit.

– Gloria Shepherd memo August 18, 2006

30

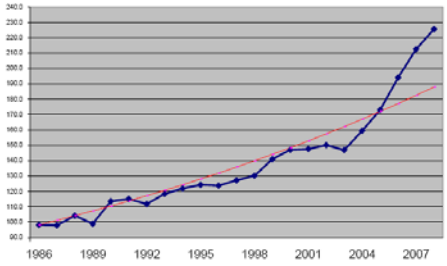
Iowa 2003/2008 Price Increases



Source: Iowa DOT, Roger Bierbaum

31

Iowa Price Trend



Source: Iowa DOT, Roger Bierbaum

32

Other Examples of Projections and Assumptions

- **FTA Formula (Section 5307 and 5309) Funds** – the Section 5307 formula funds, as well as the rail modernization formula funds under the Section 5309 program, were assumed to grow based on the guaranteed funding levels specified in SAFETEA-LU and at 5 percent per year thereafter. It was assumed that up to 20 percent of the Section 5307 funds could be made available for operating purposes under the preventative maintenance provisions of SAFETEA-LU.
- **Surface Transportation Program (STP) Funds** – the Regional STP fund estimates were based on actual annual apportionments and the estimates included in the 2006 STIP Fund Estimate through FY 2011 and 2 percent real growth each year thereafter. These funds are flexible and may be used for a wide range of capital projects. For purposes of the RTP, it was assumed that 85 percent of these funds would be set aside for EAP projects and the remaining 15 percent for other regionally significant projects.
- **Congestion Mitigation and Air Quality (CMAQ) Funds** – the CMAQ fund estimates were based on actual annual apportionments, the 2006 STIP funds estimate through FY 2011, and a 2 percent real growth each year thereafter. These funds are flexible and may be used for a wide range of capital projects and TDM activities, with the exception of roadway improvements that provide increased capacity.

Revenue Source	Revenue Projection Assumptions	Baseline Revenue
FEDERAL—Federal Highway Administration		
FHWA Non-Discretionary CMAQ Program	Description: Program with goals to reduce traffic congestion and improve air quality in non-attainment areas. Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period	$1,312
FHWA Non-Discretionary Surface Transportation Program (Regional)	Description: Funds may be spent on any road that is functionally classified as a collector or higher for urban streets or as a major collector or higher for rural areas. Project types range from rehabilitation to new construction. Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period	$1,489
FHWA Non-Discretionary Surface Transportation Program Enhancement (TEA Fund-County)	Description: Enhancements include historic preservation, bicycle and pedestrian facilities, water runoff mitigation. Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA and Caltrans Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period and Caltrans distribution formula	$0.164
FHWA Non-Discretionary Surface Transportation Program Enhancement (TEA Fund-MTC)	Description: Enhancements include historic preservation, bicycle and pedestrian facilities, water runoff mitigation. Base Year: Average Apportionments during TEA-21 Period Data Source: FHWA and Caltrans Growth Rate: 3% nominal, -0.5% real Assumption Base: Adjusted rate based on historic growth rate over ISTEA and TEA-21 period and Caltrans distribution formula	$0.095

Example – What is 'Reasonable'?

- Whether or not a funding source is reasonable may require a judgment call

Reasonable	A new toll with funds to be dedicated to a particular project or program may be reasonable, if supported by the Governor and there are indications of other support needed to enact or institute the toll.
Reasonable	A new local gas or sales tax requiring State legislation is reasonable if there are indications of sufficient support to enact the new tax.
Not Reasonable	Funds from an upcoming ballot initiative would not be reasonable if polls indicate strong likelihood of defeat or there is a history of repeated defeat of similar ballot initiatives in recent years.
Not Reasonable	A 25 percent increase in gas tax revenues over five years is not reasonable if the increase in the previous five years was only 15 percent, unless there are special circumstances to justify and support a significantly higher increase than the historic rate.
Not Reasonable	An assumption that the metropolitan area will receive 30 percent of a Federal discretionary program is not reasonable if the area has never received more than 10 percent in the past, unless there are special circumstances to justify and support such an assumption.

Example – Considering Risk

Revenue Source	New or Existing	Availability Assumption	Potential Risk	Risk Mitigation
Federal Non-Discretionary Funds (apportioned) (FTA/FHWA)	Existing	Continued federal funding at current apportionment levels.	Lack of federal authorization bill upon immediate expiration of current legislation.	Funds continue on incremental basis, at historic levels
Federal Funds Discretionary (FTA/FHWA)	New	Cannot be considered a committed and available source until they are awarded by USDOT or authorized by Congress. Reasonably available based on recent past and current allocations to the region/state	Lack of authorization or award	Alternative funding sources substituted; RTP amended if needed
Local Option Sales Tax: Continuing	Existing	Of seven local sales tax measures, 3 will extend throughout the life of the RTP in the amount of $5.4 billion.		Assume availability
Local Option Sales Tax: Renewals	New	Of current seven local sales tax measures, 4 will need to be renewed during the life of the RTP. If they are renewed, the amount of additional revenues will be $9.6 billion.	Renewal measures fail.	Alternative funding sources substituted; RTP amended if needed
State Funds (specify funding category)	Existing	Continued state funding at current apportionment levels	Delay in state budget apportionments; Transfer of state transportation funds to general fund purposes.	Alternative funding sources substituted; RTP amended if needed

35

Example – Revenue Scenarios

- **NOT REQUIRED!**
- Develop funding scenarios based on assumptions, reasonableness & managing risk
- Consider actions that may impact available revenues
- Develop different revenue scenarios, i.e.:
  - Constrained revenue projection
    - *…Such a plan is based on current sources and levels of federal, state, and local transportation revenue projected out to the year 2030. This scenario includes federal and state formula funds, a well as federal and state discretionary funds for existing projects. However future increases in federal and state gas taxes or the establishment of other new revenue sources are not included in the Revenue Constrained scenario.*

36

Example – Revenue Scenarios

– Expanded revenue scenario

- *…Includes all the sources of funding in the revenue constrained forecast, plus additional sources of transportation revenue that may be reasonably expected to become available through 2030. The additional sources include higher levels of state [administered Federal fund grant programs] and federal discretionary funds, increases in state and federal gas taxes based on historical trends, and other potential federal, state, and local sources.*

37

Revenue Scenarios

Figure 4.2—Major Project Expenditures/Reasonably Expected Revenue Scenario ($57 Billion)

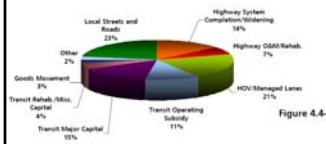
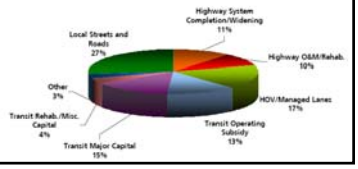


Figure 4.4—Major Expenditures/Revenue Constrained Scenario ($40.8 Billion)

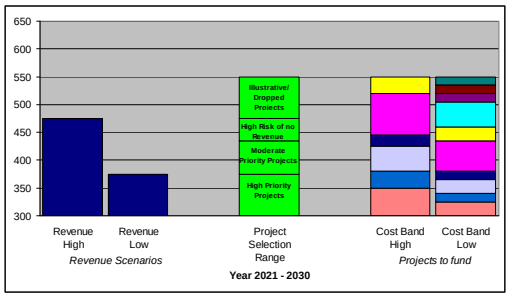


Managing Risk w/ Cost Banding

- For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/ cost bands
- Similar to revenue scenarios – develop cost ranges based on risks, such as construction cost escalation, environmental mitigation, etc.
- Fiscal constraint is still required - future funding sources must be "reasonably available"

39

Comparing Revenue Scenarios with Cost Banding



As revenues decrease, your project selection range decreases. As the costs decrease, your project selection increases. The opposite is also true.

40

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41

Operations and Maintenance

- Trend analysis or cost per unit of service
  - Trend analysis
    - A functional analysis based on expenditures over a given duration, in which costs or revenues are increased by inflation, as well as a growth percentage based on historic levels).
    - Linear or exponential
    - Consider impacts from new facilities or improvements to existing facilities.
    - Transit operations and maintenance costs will vary with the average age of the bus or rail car fleet.

42

Operations and Maintenance

- Cost per unit of service
  - lane-mile costs
  - centerline mile costs
  - traffic signal cost
  - transit peak vehicles by vehicle type
  - revenue hours
  - vehicle-miles by vehicle type
- Data Sources: Iowa DOT OPM, City/County Engineers/Public Works Depts., Transit providers, City Street Finance Reports, County Engineer's Annual Report

43

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44

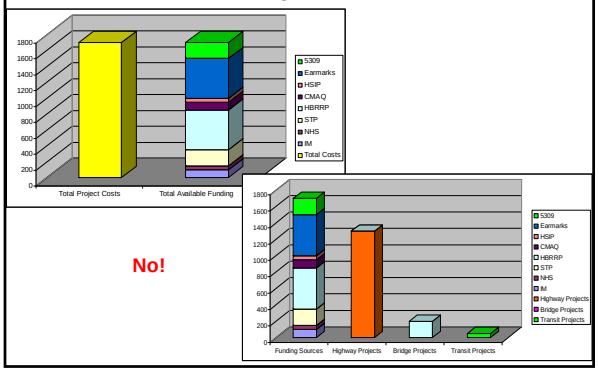
Fiscal Constraint Analysis

- Do not lump all Federal revenues and project costs, regardless of the $ totals for the list of projects. This is not fiscally constrained.
- Project types and use of funding must be compatible*
  - Transit funding = eligible transit projects
  - Bridge funding = eligible bridge projects
  - Highway funding = highway projects
- Assure revenues cover costs for each time period

* You may also consider the transferability of funds

45

Is this Fiscally Constrained?



No!

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47

Revenue Sources broken out

Expenditures separated out

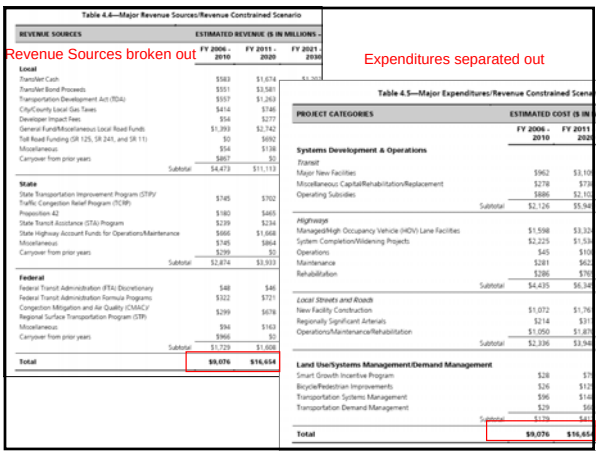


Table 4.4—Major Revenue Sources/Revenue Constrained Scenario

REVENUE SOURCES	ESTIMATED REVENUE ($ IN MILLIONS)	
	FY 2006 - 2010	FY 2011 - 2020
Local		
Trans/Vet Cash	$583	$1,674
Trans/Vet Bond Proceeds	$551	$3,581
Transportation Development Act (TDA)	$557	$1,263
City/County Local Gas Taxes	$414	$746
Developer Impact Fees	$54	$277
General Fund/Miscellaneous Local Road Funds	$1,393	$2,742
Toll Road Funding (SR 125, SR 241, and SR 11)	$0	$692
Miscellaneous	$54	$138
Carryover from prior years	$867	$0
Subtotal	$4,473	$11,113
State		
State Transportation Improvement Program (STIP)/ Traffic Congestion Relief Program (TCRP)	$745	$702
Proposition 42	$180	$465
State Transit Assistance (STA) Program	$239	$234
State Highway Account Funds for Operations/Maintenance	$666	$1,668
Miscellaneous	$745	$864
Carryover from prior years	$299	$0
Subtotal	$2,874	$3,933
Federal		
Federal Transit Administration (FTA) Discretionary	$48	$46
Federal Transit Administration Formula Programs	$322	$721
Congestion Mitigation and Air Quality (CMAQ)/ Regional Surface Transportation Program (STP)	$299	$678
Miscellaneous	$94	$163
Carryover from prior years	$966	$0
Subtotal	$1,729	$1,608
Total	**$9,076**	**$16,654**

Table 4.5—Major Expenditures/Revenue Constrained Scena

PROJECT CATEGORIES	ESTIMATED COST ($ IN	
	FY 2006 - 2010	FY 2011 - 202
Systems Development & Operations		
Transit		
Major New Facilities	$962	$3,10
Miscellaneous Capital/Rehabilitation/Replacement	$278	$72
Operating Subsidies	$886	$2,10
Subtotal	$2,126	$5,94
Highways		
Managed/High Occupancy Vehicle (HOV) Lane Facilities	$1,598	$3,32
System Completion/Widening Projects	$2,225	$1,53
Operations	$45	$10
Maintenance	$281	$62
Rehabilitation	$286	$70
Subtotal	$4,435	$6,34
Local Streets and Roads		
New Facility Construction	$1,072	$1,76
Regionally Significant Arterials	$214	$37
Operations/Maintenance/Rehabilitation	$1,050	$1,87
Subtotal	$2,336	$3,94
Land Use/Systems Management/Demand Management		
Smart Growth Incentive Program	$28	$7
Bicycle/Pedestrian Improvements	$26	$12
Transportation Systems Management	$96	$14
Transportation Demand Management	$29	$6
Subtotal	$179	$29
Total	**$9,076**	**$16,65**

Revenue Sources broken out

TABLE 4.4 2008 REGIONAL TRANSPORTATION PLAN REVENUES (IN NOMINAL DOLLARS, BILLIONS)

	REVENUE SOURCES	FY2007-11	FY2012-16	FY2017-21	FY2022-26	FY2027-31	FY2032-36
LOCAL	Sales Tax	$14.3	$19.4	$26.0	$34.1	$44.6	$58.7
	– County	10.7	14.4	19.3	25.1	32.8	43.3
	– Transportation Development Act	3.6	5.0	6.7	9.0	12.0	16.4
	Gas Tax (Subventions to Cities & Counties)	1.1	1.2	1.3	1.4	1.5	1.6
	Other Local Funds	2.5	4.5	3.2	4.6	3.5	1.6
	Transit Fares	3.1	4.5	5.7	7.3	9.3	11.5
	Tolls	0.3	0.4	0.4	0.5	0.6	0.8
	Mitigation Fees	1.3	1.7	2.3	2.3	3.4	5.0
	LOCAL TOTAL	$22.6	$31.7	$39.0	$50.3	$63.0	$79.5
STATE	State Highway Operations and Protection Program (SHOPP)	5.3	5.3	5.7	5.7	5.7	5.7
	State Transportation Improvement Program (STIP)	2.9	2.2	2.4	2.5	2.7	3.1
	– Regional - RTIP	2.2	1.7	1.8	1.9	2.1	2.3
	– Interregional – ITIP	0.7	0.6	0.6	0.6	0.7	0.8
	Traffic Congestion Relief Program, Propositions 42 and 1A	2.0	1.8	2.0	2.3	2.8	3.4
	State Transit Assistance (STA)	0.8	1.0	1.3	1.6	2.0	2.4
	Proposition 1B	7.2	2.9	0.0	0.0	0.0	0.0
	Other (1)	0.1	0.1	0.1	0.1	0.1	0.2
	STATE TOTAL	$16.5	$13.3	$11.4	$12.2	$13.3	$14.7
FEDERAL	Federal Transit	$2.9	$2.5	$2.9	$3.2	$3.3	$4.2
	– Federal Transit Formula	1.9	2.0	2.3	2.7	3.1	3.8
	– Federal Transit Non-Formula	1.0	0.4	0.6	0.5	0.2	0.5
	Federal Highway & Other	$3.0	$3.1	$3.6	$3.5	$4.2	$5.1
	– Congestion Mitigation and Air Quality	1.3	1.6	1.8	1.3	1.6	1.9
	– Surface Transportation Program (Regional)	1.1	1.3	1.5	1.9	2.2	2.7
	– Other (2)	0.7	0.2	0.3	0.3	0.4	0.6
	FEDERAL TOTAL	$5.8	$5.6	$6.5	$6.7	$7.5	$9.3
INNOVATIVE FINANCING & NEW REVENUE SOURCES	Private Equity Participation	1.1	1.5	1.8	0.0	0.0	0.0
	TIFIA Loans	0.0	0.0	0.0	0.0	0.0	0.9
	Value Capture Strategies	1.0	1.4	1.4	0.0	0.0	0.0
	Highway Tolls (including bond proceeds)	0.1	2.3	4.8	3.1	3.8	7.6
	Port Container Fee (including railroad fee and bond proceeds)	4.0	9.4	7.8	6.3	6.3	7.7
	Riverside Co. Measure A – RAIs	0.0	0.0	0.0	0.0	0.0	1.5
	Federal EPA Funding for clean freight rail technology	0.0	0.8	1.1	0.0	0.0	0.0
	Interest Earnings	0.0	0.3	0.1	0.0	0.0	0.0
	HSR passenger user fee & private contribution	5.7	8.7	8.7	0.0	0.0	0.0
	Private Activity Bonds (included in container fee estimate)	0.0	0.0	0.0	0.0	0.0	0.0
	State and Federal Gas Excise Tax Adjustment	0.0	3.4	3.4	3.4	3.4	3.4
	Local Option Sales Tax Extension (Imperial County)	0.0	0.1	0.1	0.1	0.2	0.3
	Innovative Financing Total	$11.9	$27.9	$29.2	$13.0	$13.7	$21.5
	REVENUE TOTAL	$61.7	$78.6	$86.1	$82.2	$97.5	$125.4

(1) Service Authority for Freeways and Expressways (SAFE), Freeway Service Patrol, Air Quality Vehicle Registration Fee (AB 2766), Environmental Enhancement and Mitigation

Fiscal Constraint

Table 6-14
Balancing of Revenues and Expenditures
(Fiscal Constraint)

Road & Bridge Capital Revenue Sources	Anticipated Capital Revenues (2007-2034)	Anticipated Capital Costs (2007-2034)*	Fiscal Constraint Summary**
Surface Transportation Program (STP-Bridge) (80%/20%)	$ 63,000,000	See Section 7.0 For List of Projects	
Surface Transportation Program (STP-Highways) (80%/20%)	$ 56,000,000		
Surface Transportation Program (STP-Safety) (90%/10%)	$ 8,750,000		
State (KDOT) Funds (100% State)	$ 32,703,120		
Enhancement Funds (80%/20%)	$ 14,000,000		
City of Topeka (100% Local)	$100,800,000		
Shawnee County (100% Local)	$224,000,000		
Total	$499,253,120	$424,760,810	$74,492,310
Transit Capital Revenue Sources	**Anticipated Capital Revenues (2007-2034)**	**Anticipated Capital Costs (2007-2034)***	**Fiscal Constraint Summary****
Federal Formula Capital Assistance (FTA-5307)	$ 8,400,000	See Section 7.0 For List of Projects	
Federal Discretionary Capital Assistance (FTA-5309)	$ 9,100,000		
Local Match to Federal $ for Capital Projects	$ 4,375,000		
Advertising and Other Revenues	$ 560,000		
Total	$ 22,435,000	$ 96,319,604	($73,884,604)
Grand Total	$521,688,120	$521,080,413	$607,707

* Reflects anticipated expenditures during the planning horizon
** Funding disposition after subtracting planned expenditures from anticipated revenues

50

Fiscal Constraint

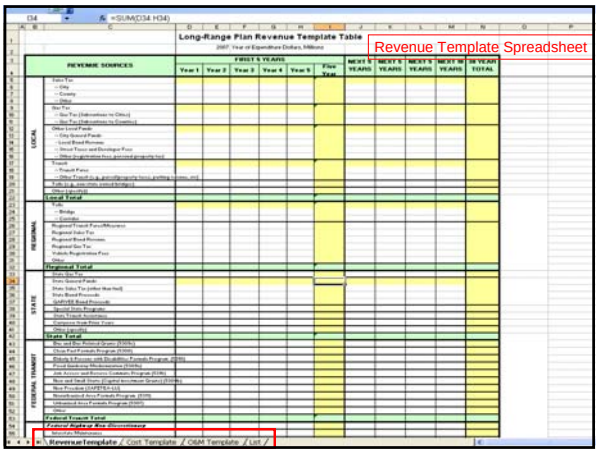
H-2: FINANCIALLY CONSTRAINED ENVISION6 RTP

Grouping by time period

Project Type Costs	Federal COSTS 2008 - 2013	2014 - 2020	2021 - 2030	Totals
Bicycle and Pedestrian	$255,614,919	$203,094,324	$252,595,315	$711,304,558
Road, Bridge, Interchange Capacity	$1,025,163,824	$2,111,401,070	$3,463,698,421	$6,600,263,315
Managed Lanes	$303,411,603	$545,465,082	$3,823,765,342	$4,672,642,026
Roadway, Interchange, ITS Upgrades	$497,973,125	$684,933,658	$686,163,166	$1,869,069,949
Roadway Maintenance and Operations	$620,024,250	$653,012,858	$873,225,036	$2,146,262,144
Transit Project Capital and Operations	$884,762,043	$1,301,677,942	$1,940,672,588	$4,127,112,573
LCI	$90,544,100	$103,860,000	$150,400,000	$344,804,100
Transportation Demand Management/Air Quality	$34,540,000	$51,700,000	$87,500,000	$173,740,000
Other	$233,077,984	$43,482,540	$60,490,000	$337,050,524
TOTALS	$3,945,111,848	$5,698,627,475	$11,338,509,869	$20,982,249,191

Costs < Revenues

Fund Sources	Federal REVENUES 2008 - 2013	2014 - 2020	2021 - 2030	Totals
FHWA	$3,382,881,107	$4,440,700,221	$9,407,060,307	$17,230,641,636
FTA	$859,709,347	$1,141,016,114	$1,930,442,730	$3,931,168,191
TOTALS	$4,242,590,454	$5,581,716,336	$11,337,503,037	$21,161,809,827



Other Examples

- To be provided via email
  - The spreadsheet template
  - Notable practices and examples

53

Questions?

54