

## Summary of Revenue Sources

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The 2025 Blueprint must be financially constrained, meaning that the amount of funding planned and programmed must not exceed the amount of funding estimated to be reasonably available within the planning period. To meet this requirement, the revenue assumptions in the plan must be based on existing federal, state, and local sources of funding or SACOG Board-approved assumptions of future funding for transportation purposes.

### Federal Funding

The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), which was signed into law in 2021, sets the program structure and distribution formulas for federal transportation funds. The Blueprint forecasts funding from both the Federal Highway Administration and Federal Transit Administration Programs listed below:

#### Federal Highway Administration Programs

- Congestion Mitigation and Air Quality Program (CMAQ)
- Surface Transportation Block Grant Program (STBG)
- Carbon Reduction Program
- Highway Bridge Program
- Highway Safety Improvement Program
- Other Federal Competitive Programs

#### Federal Transit Administration Programs

- Section 5307, 5336, and 5340 - Urbanized Area Formula Program
- Section 5309 Fixed-Guideway Capital Investment Grants
- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- FTA 5311 and 5340 - Formula Grants for Rural Areas
- FTA 5337 - State of Good Repair Grants
- FTA 5339 - Bus and Bus Facilities

### State Funding

Senate Bill 45 (SB 45) passed into law in 1997 establishes the program structure and distribution formulas for most state transportation funds, though state funding makes its way to projects in the region through many programs. The state funding programs assumed in the Blueprint include:

- State Highway Operations and Protection Program - (SHOPP)
  - State Transportation Improvement Program - (STIP) including;
    - Interregional - ITIP
    - Regional - RTIP
  - State Cap and Trade Program
  - State Transit Assistance - (STA)
  - Active Transportation Program
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- SB125 Formula Funds
- SB1 Local Planning Partnership Formula
- SB1 Competitive Grants
  - Solutions for Congested Corridors
  - Trade Corridor Enhancement Program
  - Local Partnership Program
  - Transit and Intercity Rail Capital Program

## **Local Funding**

Local revenues are based on historic funding from local sources for each city, county, transportation commission, and transit operator in the region. Local funding sources provide the majority of the funds that support the MTP and include:

- Local Transportation Fund (LTF)
- Sacramento County Measure A - (1/2-cent)
- Gas Tax Subventions
- Gas Tax Swap (Excise Tax Subventions)
- Other Local Funds
- Developer Contributions
- Transit Fares

### *Local-Option County Sales Taxes in the Blueprint*

The current regional plan calls for two new local option countywide sales tax measures in the region; one in Sacramento County and one in Placer County. In Sacramento County this would institute a new ½-cent sales tax to support transportation programs, road investments, maintenance, and transit within the county of Sacramento. Placer County is also pursuing a new ½ cent sales tax measure to support transportation investments in that county.

In 2019, the California Governor signed AB1413 which authorized the Placer County Transportation Planning Agency (PCTPA) to levy a use tax for transportation purposes. Additionally, polling conducted as recently as 2020 shows more than two-thirds of voters may support a sales tax initiative to fund transportation investments. PCTPA is continuing to engage communities and key partners in the county, including SACOG, as well as monitor both economic and political trends to inform the development and timing of a future ballot measure. For more information on PCTPA's efforts, visit <https://www.keepplacermoving.com>.

Likewise, efforts continue in Sacramento County to bring a sales tax measure before voters to generate additional funding for transportation purposes consistent with the region's long-range plan. In February 2023, the Sacramento Transportation Authority (STA) established a Future Transportation Funding Subcommittee to examine local transportation needs and the practicality of future transportation funding, the level of revision that should be considered from prior efforts, and the process, timeline, and community engagement that should be considered in developing a new transportation funding source. The subcommittee included elected officials from each of the jurisdictions in Sacramento County as well as two citizen advisory members.

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Attachment A: Summary of Transportation Revenue Sources

STA continues to coordinate with SACOG and other stakeholders within the county on the potential for a future measure to support investments in the region's 2025 Blueprint.

