

APPENDIX I
FINANCIAL ANALYSIS AND FUNDING
SOURCES

YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

DRAFT

Yakima Valley Metropolitan and Regional Transportation Financing Plan Update

INTRODUCTION

The purpose of this financial analysis is to understand the fiscal constraints of the Yakima Valley Metropolitan and Regional Transportation Plan in accordance with State and Federal law. These estimates have been developed to assist in project prioritization and planning, but are not intended to be precise forecasts. Exact funding levels are difficult to predict given the uncertainties of funding sources. The figures discussed in this report are estimates to be used for planning purposes; actual revenues are highly sensitive to local, state, and federal policy decisions; personal choices of residents; and other market forces.

The revenues projected in this section are for the member jurisdictions of the Yakima Valley Conference of Governments, including Yakima County, the incorporated cities therein, and the City of Yakima Transit. The analysis contains a discussion of potential future Washington State Department of Transportation (WSDOT) investment in projects in Yakima County, but these are not specific estimates as that funding is entirely under legislative control and may not be related to historical spending in the area. This report does not attempt to make projections for other entities that may eventually contribute to the projects listed in this plan, such as the Yakama Nation.

Estimated future revenues have been projected for the Plan's 2007-2027 time period, *in year of expenditure dollars*, according to the following categories:

- **Baseline Projections** – these revenues are considered “most likely,” and are conservative estimates based on recent historical revenue trends and the current context of each revenue source.
- **Potential Funds** – this category includes additional revenues that may be made available in the context of their current set of funding policies. These revenues are subject to market forces, and the relative emphasis and success of jurisdictions competing for state and federal grants.
- **Other Possible Funding** – the revenues in this category may be available to the jurisdictions via policy changes. These are primarily changes in tax policy, which may be established by the individual cities or the County. Some of these changes require voter approval.

In reality, individual jurisdictional transportation funding may comprise any number of combinations of baseline funding, additional “potential” funds, or other funding due to policy changes. The approach here is to demonstrate what actions may be necessary in order to

produce different levels of funding. This may include more emphasis on pursuing grants, as well as making policy changes to increase tax revenues.

Many of the funds discussed in this section may be used to fund the maintenance and operations of existing capital facilities or to construct new ones. However, as maintenance and operations costs of existing facilities increase faster than inflation, jurisdictions are confronted with difficult decisions regarding whether to fund these costs, at the expense of building new capital, or to adjust level of service standards. This report addresses capital expenditures first, followed by a discussion on maintenance and operations. It is important to note that the funds listed in the capital section may, in many cases, also be used for maintenance, and that those decisions will be made individually by each jurisdiction according to their needs.

The approach to funding capital or maintenance differs for road infrastructure and transit operations. The focus for roads is primarily about building new facilities, or rebuilding existing or deteriorating infrastructure. Thus, the funding of capital investments takes on a greater importance when jurisdictions assess a project. Jurisdictions must first decide if they can afford to build a project, and if so, how they intend to maintain and operate the facility.

The transit situation centers primarily on maintenance and operations – the continuation or expansion of service provision. When a new transit project is considered, the primary question revolves around whether the transit entity can afford the additional operating costs of providing that new service over a period of time, and secondarily, whether they can then afford the corresponding capital investment in transit facilities that service would require (e.g. additional buses).

The information in this report is presented with a capital discussion first, followed by projections for maintenance and operations, and is organized according to the following areas:

- **Yakima County** – Yakima County funds are considered separately from the cities because County funds may be raised through different methods of taxation and be bound by different restrictions.
- **The Metropolitan Transportation Plan (MTP) Area** – The MTP cities are considered one group because they are part of a larger metropolitan area likely to share transportation issues, facilitating the need to work together to plan and finance transportation projects. This group includes the Cities of
 - Yakima
 - Union Gap
 - Moxee
 - Selah
- **The Regional Transportation Plan (RTP) Area** – The RTP cities are more rural and are likely to face similar transportation needs. This group includes the Cities of
 - Grandview
 - Granger
 - Harrah
 - Mabton
 - Naches
 - Sunnyside
 - Tieton
 - Toppenish
 - Wapato

- Zillah

An important point to consider is that although total projected revenues for each group of cities may be sufficient to cover desired project costs as a whole, the location of the funding may not necessarily match the location of the project. Cities may therefore have a disparity of funding availability and funding need (i.e., one city may have excess funds, while another city may be short on funds to complete their project list). A regional discussion covering project partnerships may be necessary to address these disparities.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Washington State Department of Transportation (WSDOT) spending is appropriated biennially by the State Legislature. Future projects eligible for funding consideration are listed in the State Transportation Improvement Plan (STIP), however no funding is guaranteed until they are directly appropriated in the State budget. Historical spending data and spending projections from WSDOT were analyzed to estimate future WSDOT spending in Yakima County.

Context is important when considering the historical trend in WSDOT spending. Transportation projects funded by the State rely primarily on revenues collected through the State Motor Vehicle Fuel (MVF) Tax (also called the gas tax). A portion of these revenues is returned to local jurisdictions via direct allocations based on standard formulas, and through competitive grants; the remaining portion funds WSDOT transportation projects. Spending on WSDOT transportation projects within Yakima County is projected in the analysis below.

In 2003 State transportation revenues were increased through a voter-approved five-cent-per-gallon increase in the gas tax. By voter approval, the tax was increased again incrementally in 2005, 2006, and 2007 and will increase once more in 2008 before the phasing is complete. These tax increases can be seen in the recent higher spending by WSDOT in Yakima County, as shown in the charts below. However, beyond 2008, it is unlikely that there will be any additional increases in the gas tax for some time.

Estimates of future WSDOT spending were analyzed using two groups of historical spending. In general, Safety and Preservation project spending tends to be distributed on a per-capita basis, while other types of projects (such as Freight Mobility & Economics) are more varied depending on regional needs and characteristics. Therefore, historical spending on Safety and Preservation projects is analyzed and projected forward on a per-capita basis as a “Baseline” assumption. These estimated funds are most likely to be spent on WSDOT projects in Yakima County.

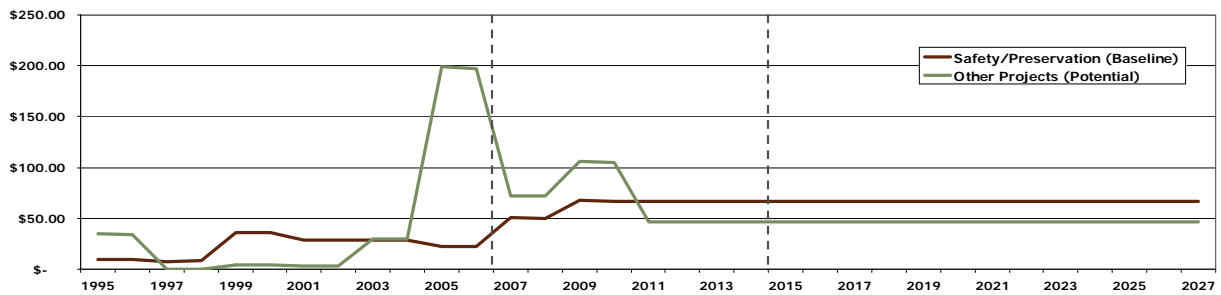
Historical spending for all other types of WSDOT projects was projected based on recent historical per-capita averages. However, this future spending is considered “Potential” as it is less likely to be related to historical spending. It is important to emphasize, for all of these State spending projections, that funding is not guaranteed until appropriated by the State legislature and approved by the Governor. Further, since this spending is subject to some discretion, historical spending may not be correlated to future spending.

Per capita WSDOT spending in Yakima County is shown in the two graphs below. Safety and Preservation project spending is displayed in red; other project spending is shown in green. The

first graph displays the information in year of expenditure dollars, the second graph in inflation-adjusted 2006 dollars.

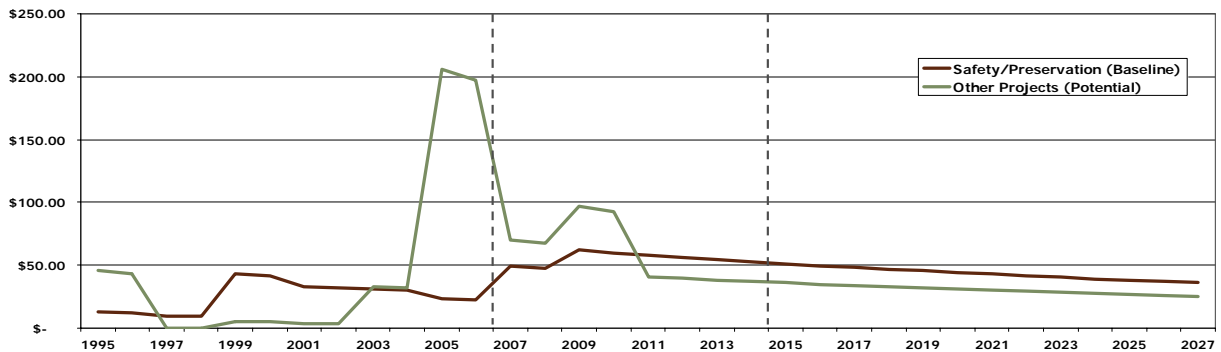
Historical spending is shown for 1995 through 2006 to the left of the dashed line. Between 2007 and 2014, projected spending is based on a combination of WSDOT projects eligible for funding and estimates created by Berk & Associates. Projected spending after 2014 contains estimates created by Berk & Associates based on the information provided by WSDOT for the prior years. Future per-capita spending is held constant (shown by the flat line in the first graph) since it is assumed that there will be no gas tax increases in the near future. Holding the per-capita rate constant causes inflation-adjusted per-capita dollars to decline over time, as seen in the second graph.

WSDOT Per Capita Expenditures in Yakima County 1995-2027
Year of Expenditure Dollars



Source: Washington State Department of Transportation, Berk & Associates

WSDOT Per Capita Expenditures in Yakima County 1995-2027
Inflation-Adjusted Dollars (2006\$)



Source: Washington State Department of Transportation, Berk & Associates

The table below shows the total estimated future WSDOT spending in Yakima County for the summary time periods.

Summary Estimates of Possible WSDOT Spending in Yakima County (Baseline)

WSDOT Baseline	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated WSDOT Spending	\$ 89,403,690	\$ 87,097,228	\$ 176,500,917	\$ 193,186,395	\$ 369,687,312

Summary Estimates of Possible WSDOT Spending in Yakima County (Potential)

WSDOT Potential Funds	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated WSDOT Spending	\$ 108,116,056	\$ 61,311,217	\$ 169,427,273	\$ 135,991,620	\$ 305,418,893

YVCOG REVENUE PROJECTIONS 2007-2027

It is worth repeating that these estimates are meant to assist in project prioritization and planning, but are not considered “forecasts.” The numbers discussed in this report are estimates to be used for planning purposes; actual revenues are highly sensitive to local, state, and federal policy decisions; personal choices of residents; and market forces. These estimates are expressed in year of expenditure dollars.

The revenue projections in this section are summarized and presented for three time periods, the first being 2007-2012, the second, 2013-2017, and the third, 2018-2027. For detailed annual tables, please see Appendix I.1.

Baseline Projections

Baseline projections include the main revenue sources currently used to fund transportation projects. As mentioned previously, Baseline projections account for those revenues that are considered “most likely” considering recent historical revenue trends and the current context of each revenue source. Eighteen years of historical expenditures (1988-2005) were analyzed for each source of revenue, for each geographical group. These past trends were projected into the future, taking into consideration current knowledge of how each revenue is collected, what forces caused changes in the recent past, and what, if anything, is likely to cause it to change in the near future.

Baseline projections include the following revenues and assumptions:

- **Property Tax**
 - **Road Levy** – This Property Tax is collected by Yakima County specifically for transportation funding and accounts for a large portion of the County’s transportation funds. It is important to note that these funds may be spent on transportation projects only in unincorporated Yakima County and are not available for city projects.
 - **Assumptions:** Since the passage of Initiative 747, Property Tax increases are restricted to 1.0% of the previous year’s revenues. In inflation-adjusted terms, revenues from Property Tax are actually declining, since the 1.0% allowed increase does not keep pace with inflation (which hovers around 3.0%), or population growth. Because Initiative 747 became active in 2001, there is enough historical data to approximate the new trend in Property Tax Revenues since the 1.0% limit was instituted. The post I-747 trend was used for future projections.

In addition to the impact from I-747, revenue projections for this fund were impacted by an assumption in the model regarding future population. Because this tax is projected on a per capita basis, population projections directly impact the revenue estimates. In this case, population estimates do not assume any incorporations or annexations, which would reduce unincorporated Yakima County population. In reality, incorporations and/or annexations are likely to occur, leaving a proportionally smaller unincorporated county population to cover the 1.0% increase in Property Tax. As the burden on a smaller population

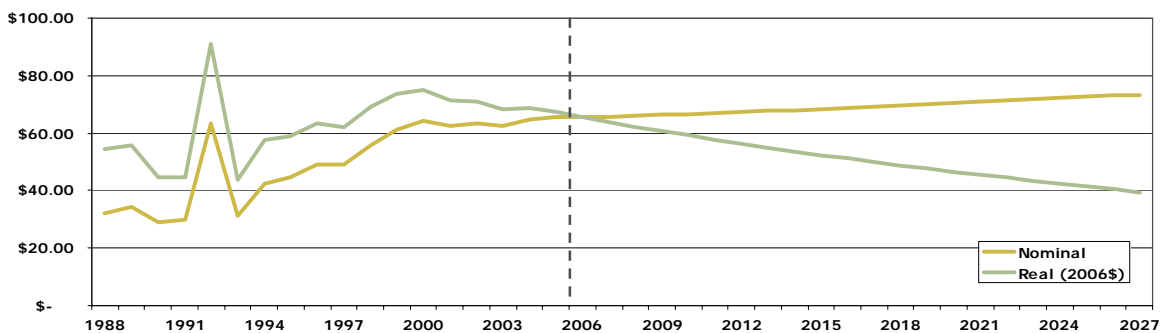
increases, it is uncertain whether County officials would increase the tax rate in order to reach the full 1.0% revenue increase.

In order to avoid overestimating revenues, only the Property Tax revenue trends since 2001 were considered and the future expectations were then reduced further to account for likely decreases in the unincorporated Yakima County population.

- **Other Property Tax** – This tax is collected by cities and is available for any local purpose, including transportation.
 - **Assumptions:** As discussed in the Road Levy assumptions, I-747 had a large impact on Property Tax revenues. Because total revenues are now capped at 1.0% growth, these funds are growing much slower than in past years, and, when adjusted for inflation, are actually decreasing. When projecting future revenues, the rate of change for 2001 to 2005 (since I-747 went into effect) was continued into the future. The historical data analyzed include only that portion of property taxes spent on transportation. However, since this is a general government revenue, and the restrictions on growth result in fewer available dollars overall, this may result in the need to shift more of these funds to other immediate general government needs, and less to transportation in the future.

Shown in the chart below is the historical per capita Property Tax spent on transportation from 1988-2005 (shown to the left of the dotted line), and the estimated future Property Tax contribution to transportation spending (shown to the right of the dotted line), for the study area as a whole. The green line labeled “Real” shows the inflation-adjusted numbers in 2006 dollars. The orange line shows actual “Nominal” dollars, i.e., year of expenditure dollars. This chart clearly illustrates the recent historical decline in real, inflation-adjusted revenues, which is expected to continue.

Total Study Area Per Capita Property Tax for Transportation Capital 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- **Special Assessments** – These include funds received through **Local Improvement Districts (LID)**, and **Road Improvement Districts (RID)**. Although these taxes may be levied by a city or county, they are applied only to local, clearly-defined areas in which

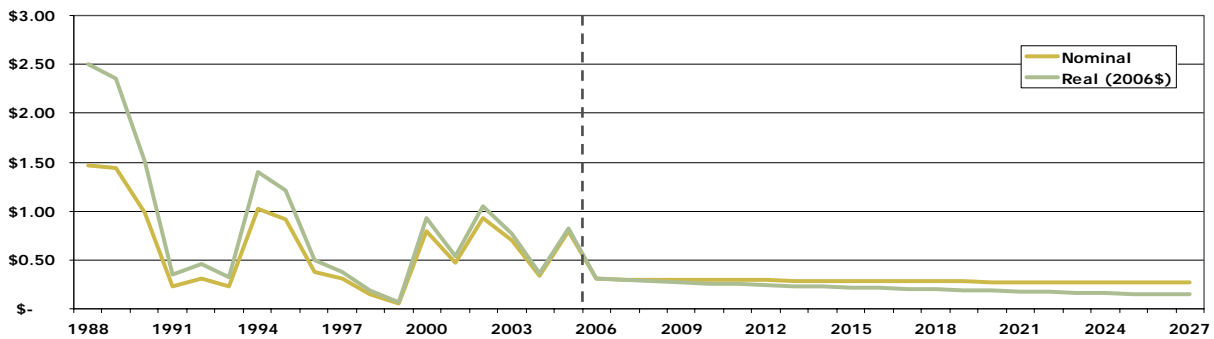
the land owners are expected to benefit from a specific improvement project, rather than to an entire jurisdiction. The assessment comes in the form of an additional real estate property tax which covers debt service payments on the sale of bonds purchased to finance the project. The amount of assessment on each parcel may not exceed the estimated benefit to that parcel from the specified improvement project and is subject to approval by property owners within the district.

LIDs may be used for transportation projects, but they may also be used for water, sewer, and storm sewer facilities. RIDs may only be used for road and street improvements.

- **Assumptions:** These funds can be a difficult mechanism to raise money for transportation improvements, and there are restrictions that limit these funds to certain applications. However, LIDs have been used in the region consistently in the past, and the expectation is that they will continue to be used in the future. These funds are project-specific and therefore climb and fall over the years. The projections in this report show the revenues as a smooth stream, which is likely to underestimate revenues in some years, and overestimate them in others.

Shown in the chart below is the historical per capita Special Assessment revenue spent on transportation from 1988-2005, and the estimated future Special Assessment revenue, for the study area as a whole. In this chart is easy to see that Special Assessments are relatively small on a per capita basis, and have been declining over time in the recent past. The project-specific nature of this revenue source is also clearly visible in the peaks and valleys of historical spending.

Total Study Area Per Capita Special Assessment Dollars 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

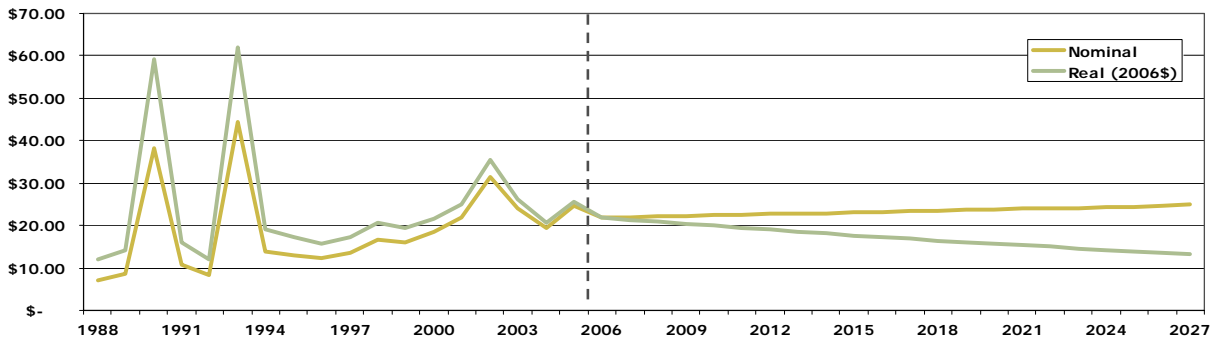
- **General Fund Dollars** – Yakima County and all of the cities therein have historically contributed some General Fund dollars to transportation financing. However, General Fund dollars are discretionary when it comes to transportation spending. These funds may be used in numerous ways, and the level to which they have been used in the past for transportation was a decision made individually by each jurisdiction. Additionally, I-

747 has caused property tax dollars (a large contributor to the General Fund) to decrease on an inflation-adjusted basis, decreasing the overall available funds.

- **Assumptions:** Because General Fund revenues have few restrictions on how they are spent, individual jurisdictions may change the contribution of these funds for transportation each year. This may mean that in a given year General Fund contributions to transportation spending may be increased or decreased depending on other financial constraints the city or county is facing. For this analysis, the historical level of General Fund contribution to transportation capital was considered, and from this historical trend a conservative estimate was created for expected future transportation funding.

The chart below illustrates historical per capita General Fund revenues spent on transportation from 1988-2005, and the estimated future General Fund revenue allocated to transportation, for the study area as a whole. As is clear in this chart, General Fund dollars are becoming constricted over all, and it is expected that, in inflation-adjusted terms, fewer will be available for transportation spending in the future.

Total Study Area Per Capita General Fund Dollars for Transportation Capital 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- **Other Local Funds** – This category includes funds raised through Impact Fees and State Environmental Protection Act (SEPA) Mitigation Fees. These fees are collected on individual development projects as part of the permitting process and according to their estimated direct impact on specific public facilities.

Impact Fees may be levied by local governments specifically planning under the Growth Management Act and may be used for public streets and roads, parks, public open space, recreation facilities, school facilities, and fire protection facilities in jurisdictions that do not belong to a fire district.

SEPA Mitigation Fees are collected on development, but rather than be levied on the estimated impact to public facilities, they are collected as full or partial payment for a necessary improvement project. An example of which may be a payment to a jurisdiction for a traffic light as part of an intersection improvement due to the development project.

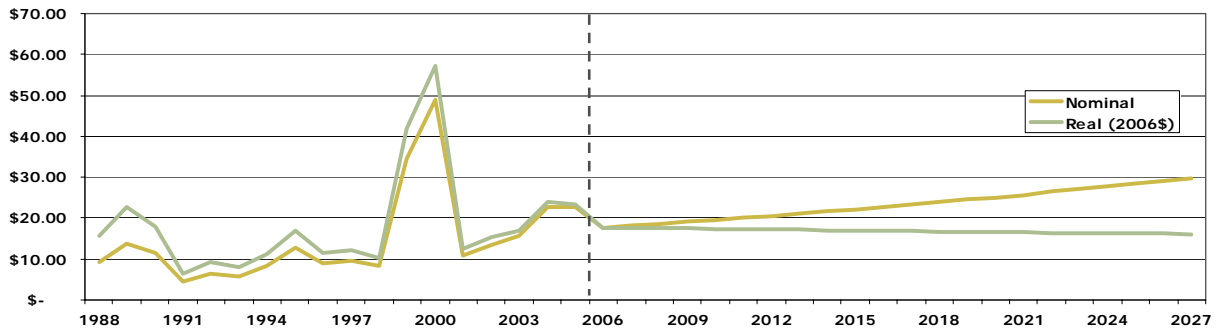
- **Assumptions:** These funds have different historical trends for each geographical category. Yakima County has had an average annual per capita increase in this category of approximately 6.0% since 1989. However, because these revenues tend to vary considerably from year to year, based on development in the area, a conservative increase was assumed at the expected rate of inflation (3.0%) for the future.

The MTP area has seen only a 2.6% average annual increase in per capita revenues since 1988, and so this trend was continued for future estimates. However, because the area is expected to see generous population growth, total annual revenues in this category are expected to increase at approximately 4.7% annually.

Although the RTP area has experienced fluctuating revenues from this source in recent history, there seems to be no trend of increasing per capita funds. Therefore, the recent average per capita value from 2000 to 2005 was continued annually into the future.

The chart below illustrates historical and estimated future per capita Other Local Fund revenues for the study area as a whole. The chart clearly illustrates the project-specific nature of these revenues in the variation in historical collections.

Total Study Area Per Capita Other Local Funds 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

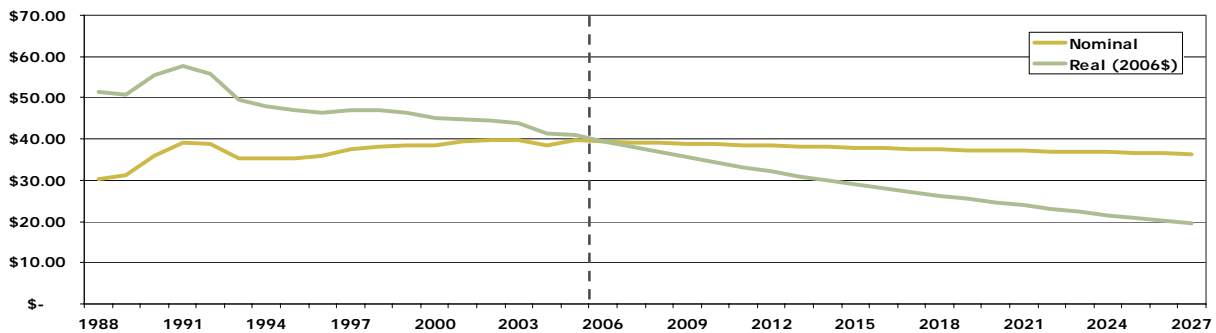
- **State Motor Vehicle Fuel Tax** – As stated in the State transportation spending discussion, counties and cities receive a portion of the State Motor Vehicle Fuel Tax based on a reimbursement formula. These funds have been increasing on a per capita basis for all three geographical groups at an average annual rate of approximately 1.0%. Revenues are therefore not keeping pace with the approximate inflation rate of 3.0%, and are declining on an inflation-adjusted basis.

Assumptions: Per capita revenues rates for Yakima County have been increasing at an average annual rate of 1.6% since 2000, and have been nearly flat for both the MTP and RTP groups of cities, growing annually at an average rate of less than 1.0%.

State MVF Tax rates have seen a series of voter-approved increases in recent years, however, most of these additional funds are earmarked for specific transportation projects throughout the State and local jurisdictions are not expected to see an increase in per capita revenues. In addition, after 2008, no increase in the State rate is expected again in the near future. Because of this, the recent average per capita value was projected into the future for all geographical groups, with no assumed growth. Jurisdictions may see some growth in total revenues due to population growth, but per capita revenues will remain constant, and when adjusted for inflation, will continue to decrease over time.

The chart below illustrates historical per capita State MVF Tax revenues received within the study area, and the estimated future revenues through 2027. This chart illustrates the real decline in inflation-adjusted revenues, evident in the green line. There is also a slight decrease in the nominal per capita dollars over time for the study area as a whole, although per capita revenues were held constant for each individual geographical group. This is a result of the changing structure of the population. Yakima County receives a higher per capita reimbursement of MVF Tax dollars than the cities. As the population grows at a faster rate in the cities than in the unincorporated areas, the population in the cities becomes a larger percentage of the regional total. The lower per capita city rate of reimbursement therefore draws down the total per capita rate for the region as a whole.

Total Study Area Per Capita State Motor Vehicle Fuel Tax Funds 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- **State and Federal Grants** – Grants are an important funding source for transportation capital projects; however, these funds are distributed in a competitive process it is difficult to determine future grant funding levels.

For this analysis, recent historical grant revenue trends were considered. However, because the current grant-funding climate is shifting, future revenues have been estimated to be considerably lower than recent trends. This is due, in part, to other financial forces.

One of those forces is the passing of I-747. Because jurisdictions have had their property tax capped at a rate (1.0%) lower than inflation (3.0%), inflation-adjusted revenues are declining each year. This impacts transportation spending in two ways.

First, property tax funds that are collected for transportation spending are therefore able to purchase less each year. Second, property tax funds that are non-restricted and are used for other jurisdictional necessities are also declining. Cities and counties often then must pull from non-restricted funds that were going towards transportation projects and put them towards other immediate needs. This creates a second tightening of funds available for transportation.

In addition, as explained in the Motor Vehicle Fuel Tax discussion, per capita fuel tax revenue is declining in real terms and able to fund less and less each year.

Because jurisdictions are feeling the squeeze these forces are putting on their capital funding programs, they are competing for, and relying more heavily on, grants. However, the lower per capita fuel tax revenue has a second effect on grant revenues. State grants are largely funded through fuel tax dollars, and are also seeing fewer available funds. So, as more jurisdictions compete, securing grant funding becomes more difficult. There has, in recent years, been increases in the state fuel tax rate, however, these additional funds are earmarked for specific large projects and in the near term are not adding to the pool of money available for grants.

Because of this increase in competition for grant dollars and decrease in available State grant funds, grant revenues in the Baseline projections of this model have been estimated at considerably lower levels than recent historical rates.

- **Assumptions:** Per capita grant revenues are projected at approximately one-half or two-thirds of what they have been for the past ten years for 2007, and increased through 2027 at the rate of inflation. Grant revenues are another example of funds that are project-specific and therefore tend to have large swings throughout the years. The future revenues in this report are projected on a constant trend, which is likely to overstate revenues in some years, while understating them in others.

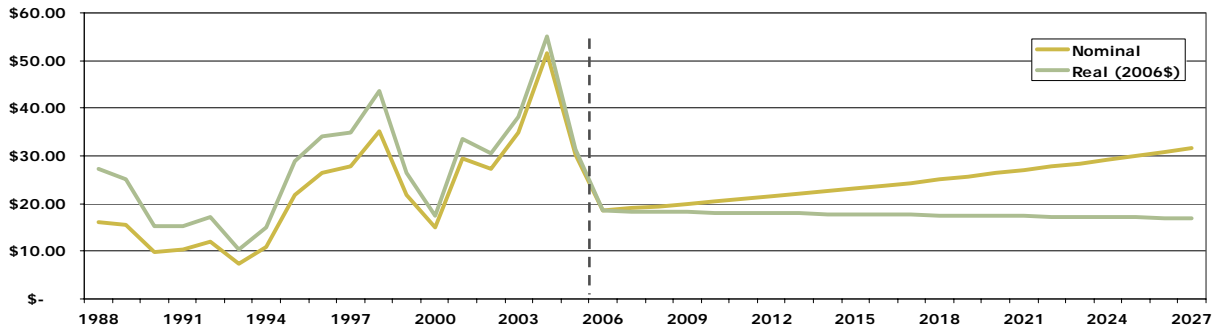
The charts below show historical and estimated future per capita State and Federal Grant Funds separately. In each case, the future projections are noticeably less than recent historical numbers for the reasons discussed above. These revenues are also clearly project-specific as can be seen in the peaks and valleys of the historical data.

Total Study Area Per Capita State Grant Funds 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

Total Study Area Per Capita Federal Grant Funds 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

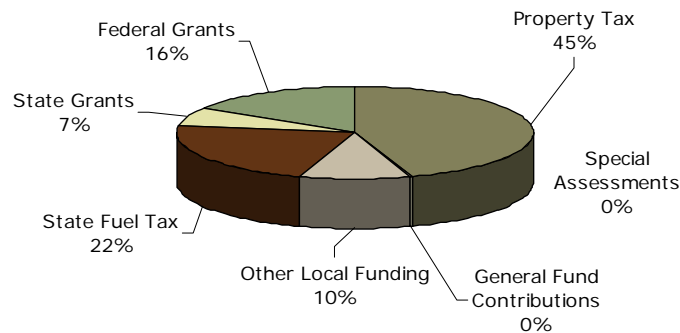
Yakima County Baseline

The total Baseline revenue estimates for Yakima County are shown below for the three summary time periods.

Summary Baseline Revenue Estimates – Yakima County

Yakima County Baseline	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Future Revenues					
Property Tax (Road Levy)	\$ 66,931,777	\$ 61,232,782	\$ 128,164,559	\$ 140,725,231	\$ 268,889,790
Special Assessments	\$ 360,496	\$ 309,298	\$ 669,794	\$ 650,598	\$ 1,320,393
General Fund Contributions	\$ 288,509	\$ 220,360	\$ 508,870	\$ 391,708	\$ 900,578
Other Local Funding	\$ 12,602,329	\$ 12,664,999	\$ 25,267,328	\$ 33,195,987	\$ 58,463,315
State Fuel Tax	\$ 36,666,875	\$ 31,330,940	\$ 67,997,814	\$ 65,534,660	\$ 133,532,475
State Grants	\$ 8,898,551	\$ 8,942,802	\$ 17,841,353	\$ 23,439,808	\$ 41,281,161
Federal Grants	\$ 20,763,286	\$ 20,866,538	\$ 41,629,824	\$ 54,692,886	\$ 96,322,710
Total Estimated Available Revenues	\$ 146,511,823	\$ 135,567,720	\$ 282,079,543	\$ 318,630,879	\$ 600,710,422

Breakdown of Total Estimated Baseline Revenues – Yakima County



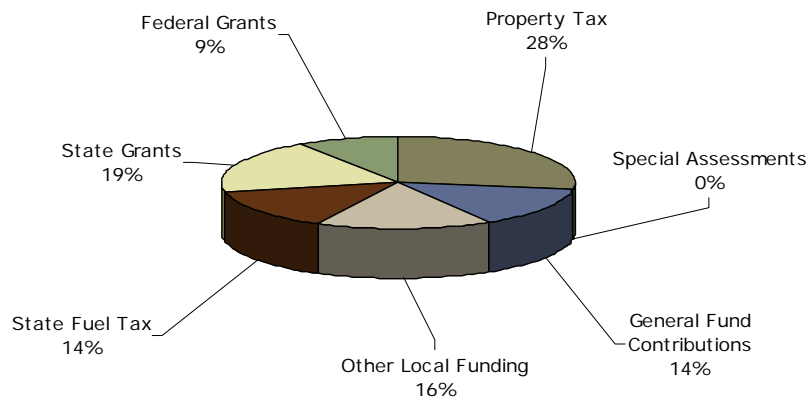
Metropolitan Transportation Plan Baseline

The total Baseline revenue estimates for the MTP area are shown below for the three summary time periods.

Summary Baseline Revenue Estimates – MTP Area

MTP Baseline	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Future Revenues					
Property Tax	\$ 24,566,674	\$ 23,971,354	\$ 48,538,028	\$ 58,773,026	\$ 107,311,054
Special Assessments	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund Contributions	\$ 13,611,358	\$ 12,445,203	\$ 26,056,561	\$ 27,871,908	\$ 53,928,469
Other Local Funding	\$ 12,120,982	\$ 13,105,715	\$ 25,226,697	\$ 37,148,244	\$ 62,374,941
State Fuel Tax	\$ 13,259,759	\$ 12,448,722	\$ 25,708,480	\$ 28,921,933	\$ 54,630,414
State Grants	\$ 13,810,636	\$ 15,239,444	\$ 29,050,080	\$ 44,469,730	\$ 73,519,810
Federal Grants	\$ 6,905,318	\$ 7,619,722	\$ 14,525,040	\$ 22,234,865	\$ 36,759,905
Total Estimated Available Revenues	\$ 84,274,727	\$ 84,830,160	\$ 169,104,887	\$ 219,419,707	\$ 388,524,594

Breakdown of Total Estimated Baseline Revenues – MTP Area



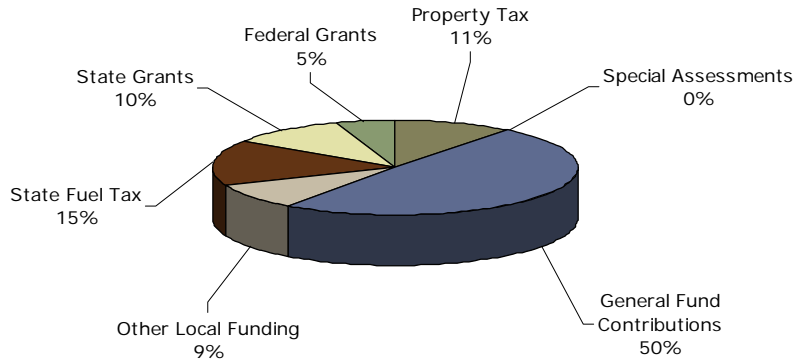
Regional Transportation Plan Baseline

The total Baseline revenue estimates for the RTP area are shown below for the three summary time periods.

Summary Baseline Revenue Estimates – RTP Area

RTP Baseline	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Future Revenues					
Property Tax	\$ 5,032,304	\$ 3,988,732	\$ 9,021,035	\$ 7,467,934	\$ 16,488,969
Special Assessments	\$ 67,455	\$ 60,252	\$ 127,707	\$ 132,811	\$ 260,518
General Fund Contributions	\$ 18,518,745	\$ 17,469,437	\$ 35,988,182	\$ 41,539,031	\$ 77,527,213
Other Local Funding	\$ 3,364,807	\$ 3,158,998	\$ 6,523,805	\$ 7,339,253	\$ 13,863,058
State Fuel Tax	\$ 6,271,048	\$ 5,601,385	\$ 11,872,433	\$ 12,346,902	\$ 24,219,336
State Grants	\$ 3,296,670	\$ 3,462,225	\$ 6,758,895	\$ 9,575,989	\$ 16,334,884
Federal Grants	\$ 1,648,335	\$ 1,731,112	\$ 3,379,447	\$ 4,787,995	\$ 8,167,442
Total Estimated Available Revenues	\$ 38,199,365	\$ 35,472,140	\$ 73,671,505	\$ 83,189,915	\$ 156,861,420

Breakdown of Total Estimated Baseline Revenues – RTP Area



Regional Total Baseline

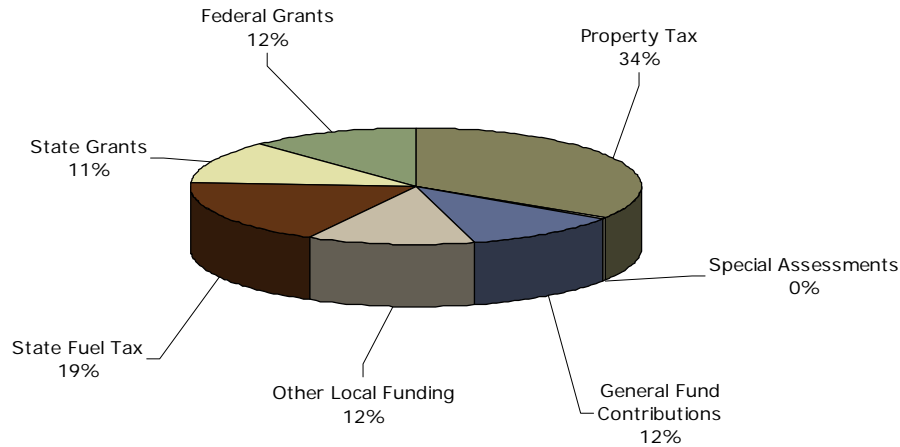
The total Baseline revenue estimates for the study area as a whole are shown below for the three summary time periods.

Summary Baseline Revenue Estimates – Total Study Area

Baseline	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Future Revenues					
Property Tax	\$ 96,530,754	\$ 89,192,868	\$ 185,723,622	\$ 206,966,192	\$ 392,689,813
Road Levy *	\$ 66,931,777	\$ 61,232,782	\$ 128,164,559	\$ 140,725,231	\$ 268,889,790
Other Property Tax	\$ 29,598,978	\$ 27,960,085	\$ 57,559,063	\$ 66,240,960	\$ 123,800,023
Special Assessments	\$ 427,951	\$ 369,550	\$ 797,502	\$ 783,409	\$ 1,580,911
General Fund Contributions	\$ 32,418,613	\$ 30,134,999	\$ 62,553,613	\$ 69,802,648	\$ 132,356,260
Other Local Funding	\$ 28,088,119	\$ 28,929,711	\$ 57,017,830	\$ 77,683,484	\$ 134,701,314
State Fuel Tax	\$ 56,197,682	\$ 49,381,047	\$ 105,578,728	\$ 106,803,496	\$ 212,382,224
State Grants	\$ 26,005,857	\$ 27,644,471	\$ 53,650,328	\$ 77,485,528	\$ 131,135,856
Federal Grants	\$ 29,316,939	\$ 30,217,373	\$ 59,534,312	\$ 81,715,746	\$ 141,250,057
Total Estimated Available Revenues	\$ 268,985,915	\$ 255,870,019	\$ 524,855,934	\$ 621,240,502	\$ 1,146,096,436

* Road levy funds may only be spent on projects located in unincorporated Yakima County.

Breakdown of Total Estimated Baseline Revenues – Total Study Area



Potential Funds

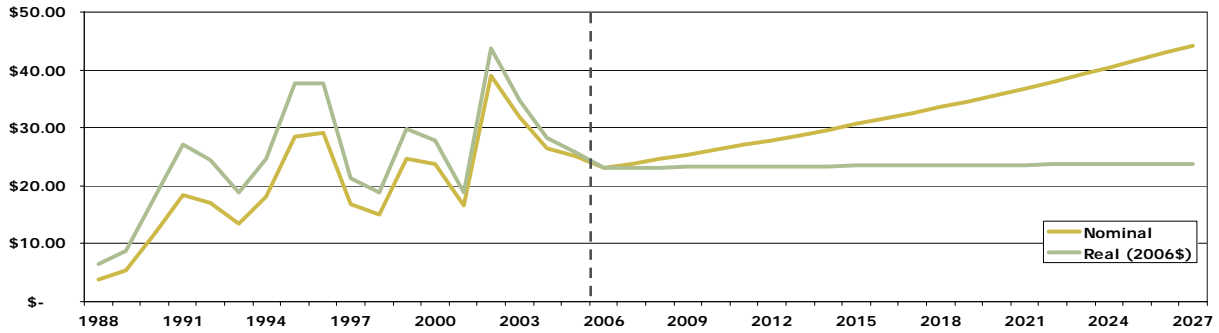
Potential Funds include additional revenues that may be available to the jurisdictions in the context of their current set of policies, but will depend on market forces and the decisions made by city or county staff.

Potential Funds include the following revenues and assumptions:

- **State and Federal Grants** – As discussed in the Baseline projections, grants have been estimated to be considerably lower than recent historical trends. But it is possible that future grant revenues may look more “optimistic” than the Baseline assumption. This is heavily dependent on forces that jurisdictions both can and cannot control. The former includes staff effort designated to applying for grants and a focus on building projects that are eligible for grant funds, while the latter may be the level of competition from other jurisdictions or the amount of total funds available for grants.
 - **Assumptions:** In this section it has been assumed that the jurisdictions included in this Plan receive a higher level of grants than assumed in the Baseline projections. The per capita level projected here is closer to average recent historical levels. As stated above, much of the potential for this is out of the control of the jurisdictions, but there are actions that can be taken to help increase the chances of receiving more grant revenues.

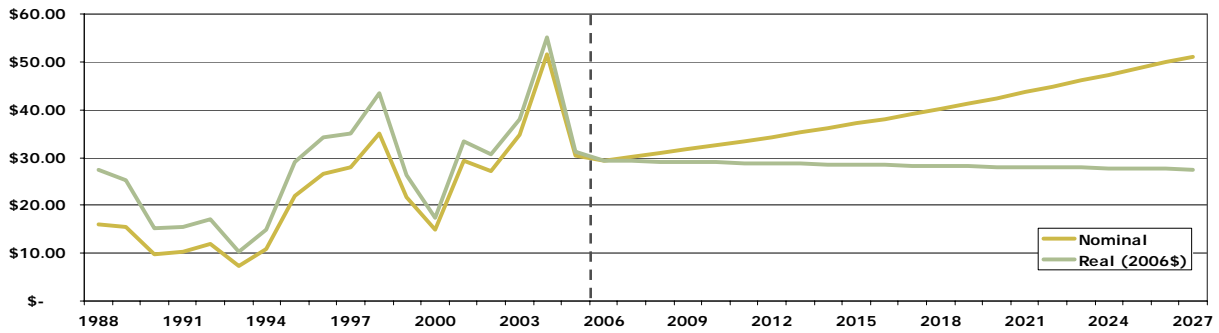
The charts below show the per capita “Potential Fund” projections for State and Federal Grants for the region as a whole. The historical information is the same as that shown in the similar charts in the Baseline estimates section, but the future estimated funds have been increased to illustrate a more “optimistic” view of potentially available revenues.

Total Study Area Potential Per Capita State Grant Funds 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

Total Study Area Potential Per Capita Federal Grant Funds 1988-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- Bonds** – Bonds may be used for capital funding in different ways. They may be used strictly as a financing function, allowing jurisdictions to move the same funding to an earlier construction period by borrowing money against future revenues. In this way an entity is able to pay for a project or set of projects at an earlier point in time and pay it off with future dollars. The interest paid on a bond increases the price of the project; however, the cost of that interest is likely off-set by completing the project in an earlier time period and avoiding increased construction prices in the future.

Rather than being strictly a financing option, a bond such as a voted General Obligation (G.O.) Bond may be used by cities or counties as additional funding for specific projects, since it actually increases revenues to the jurisdiction. If approved by voters, a G.O. Bond is used to finance a specific project and property taxes are increased for a set period of time to pay the debt service.

A unique aspect of a bond as opposed to a general increase in taxes, is that bond payments remain constant throughout the life of the repayment, causing the necessary tax rate to meet that payment to decrease each year, assuming property values are

increasing annually. If an increase of \$0.10 per \$1,000 of assessed value is needed in the first year of a bond to make a \$1 million debt service payment, the following year, as assessed value has increased, it may only be \$0.09, and so on for each year of the life of the bond.

- **Assumptions:** For this analysis, a G.O. Bond has been assumed at the county level. To estimate the necessary property tax increase for various levels of transportation funding gained through a countywide G.O. Bond, historical assessed property values were analyzed for the County. These values increased at an average annual rate of 4.7% from 1996 to 2005. However, for the more recent period of 2000 to 2005 it slowed to 3.3%. Based on these historical trends, assessed value was projected to increase at a conservative rate of 3.0%. Two consecutive ten-year bonds were then assumed to be financed with an increase of \$0.15 per \$1,000 of assessed value, the first in 2008 and the second in 2018. As explained above, the \$0.15 increase would be the necessary rate for the first year of each bond only. For the following years, the necessary tax rate to cover the same debt service payment may fall. In the tenth year of each bond, the rate would likely be closer to \$0.11 or \$0.12 per \$1,000 of assessed value. The size of bonds supported with this increase is shown in the table below.

Clearly, different sizes of bonds may be financed with different increases in the property tax rate. The scenario shown in the County table below is just one possible option presented to give a sense of scale between the property tax increase and the bond it would support.

Potential Funds Summaries

The projected revenue estimates for other potential funds for the three areas under study and the region as a whole are shown below for the three summary time periods.

Summary Estimates of Other Potential Funds – Yakima County

Yakima Co. Potential Funds	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Potential Funds					
Additional State Grants	\$ 2,966,184	\$ 2,980,934	\$ 5,947,118	\$ 7,813,269	\$ 13,760,387
Additional Federal Grants	\$ 8,898,551	\$ 8,942,802	\$ 17,841,353	\$ 23,439,808	\$ 41,281,161
G.O. Bond (\$0.015 per \$1,000)	\$ 13,000,000	\$ -	\$ 13,000,000	\$ 17,000,000	\$ 30,000,000
Total Estimated Potential Revenues	\$ 24,864,735	\$ 11,923,736	\$ 36,788,471	\$ 48,253,078	\$ 85,041,549

Summary Estimates of Other Potential Funds – MTP Area

MTP Potential Funds	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Potential Funds					
Additional State Grants	\$ 6,905,318	\$ 7,619,722	\$ 14,525,040	\$ 22,234,865	\$ 36,759,905
Additional Federal Grants	\$ 6,905,318	\$ 7,619,722	\$ 14,525,040	\$ 22,234,865	\$ 36,759,905
Total Estimated Potential Revenues	\$ 13,810,636	\$ 15,239,444	\$ 29,050,080	\$ 44,469,730	\$ 73,519,810

Summary Estimates of Other Potential Funds – RTP Area

RTP Potential Funds	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Potential Funds					
Additional State Grants	\$ 1,648,335	\$ 1,731,112	\$ 3,379,447	\$ 4,787,995	\$ 8,167,442
Additional Federal Grants	\$ 1,648,335	\$ 1,731,112	\$ 3,379,447	\$ 4,787,995	\$ 8,167,442
Total Estimated Potential Revenues	\$ 3,296,670	\$ 3,462,225	\$ 6,758,895	\$ 9,575,989	\$ 16,334,884

Summary Estimates of Other Potential Funds – Total Study Area

Potential Funds	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Potential Funds					
Additional State Grants	\$ 11,519,837	\$ 12,331,769	\$ 23,851,605	\$ 34,836,129	\$ 58,687,735
Additional Federal Grants	\$ 17,452,204	\$ 18,293,637	\$ 35,745,841	\$ 50,462,668	\$ 86,208,509
G.O. Bond (\$0.15 per \$1,000)	\$ 13,000,000	\$ -	\$ 13,000,000	\$ 17,000,000	\$ 30,000,000
Total Estimated Potential Revenues	\$ 41,972,041	\$ 30,625,405	\$ 72,597,446	\$ 102,298,797	\$ 174,896,243

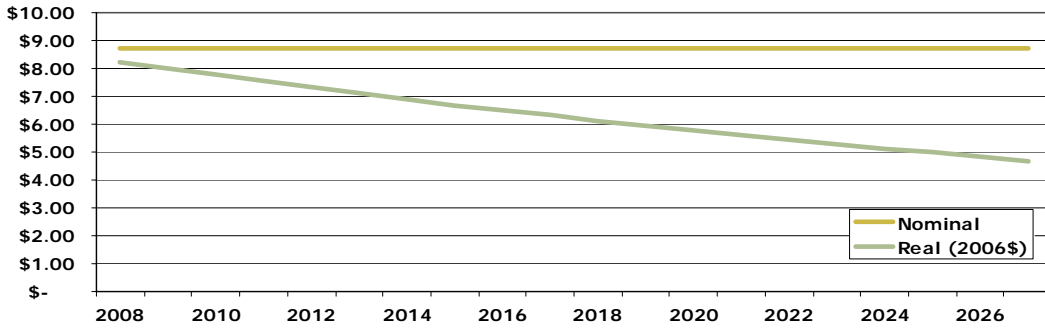
Other Possible Funding

Funding in this section includes additional revenue that jurisdictions may apply to transportation spending, but would require changes to current policy, and in some cases voter approval. These are primarily changes in tax policy, which may be established by the individual jurisdictions or countywide.

- **Local Motor Vehicle Fuel Tax** – Established in 1998, the Local Motor Vehicle Fuel Tax allows Washington State counties to levy a local Fuel Tax, in addition to the State tax, upon approval from the county’s legislative body and a majority of voters. This tax may be levied up to a rate equal to 10.0% of the State Fuel Tax rate and may be used for transportation purposes as defined in RCW 82.80.070. This includes maintenance, preservation, and expansion of existing roads and streets, new transportation construction and reconstruction, other transportation improvements, implementation and improvement of public transportation and high-capacity transit programs, and planning, design, and acquisition of right of way for the aforementioned purposes.
 - **Assumptions:** For these projections a county Local Motor Vehicle Fuel Tax at 6.0% of the Washington State Fuel Tax rate was assumed. The State tax rate is \$0.36 for 2007 and \$0.375 for 2008 and is expected to remain at the 2008 rate indefinitely. It is assumed that the County tax would be established in 2008, allowing time for the Council and voters to give their approval (and assuming it passes). Six percent of the 2008 State tax rate corresponds to a Yakima County Fuel Tax rate of \$0.023 per gallon.

The chart below shows the estimated future Local MVF Tax revenues from 2008-2027, should the County Council and voters approve it. As with the per capita State MVF Tax revenues, because the nominal per capita rate is not increased for inflation, the adjusted numbers show real per capita revenues declining over time.

Total Study Area Estimated Per Capita Local Motor Vehicle Fuel Tax Funds 2008-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

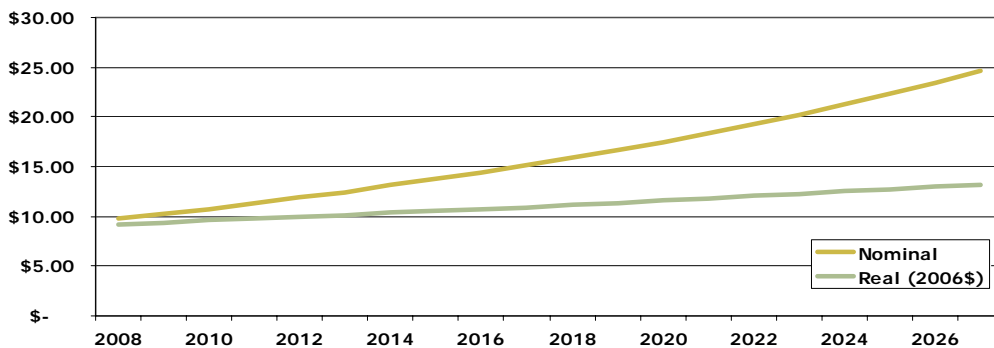
- Real Estate Excise Tax (REET)** – Cities and counties are allowed to levy two portions of REET each at 0.25% of the full sale price of real estate. The first 0.25% may be used for the general purpose of financing capital improvements, and the second may be used for only those capital projects listed in a comprehensive plan. Because this funding may be used for different types of capital and is not restricted to transportation capital only, it is up to the discretion of each jurisdiction as to how they chose to spend these funds. These funds may not be used for maintenance and operations costs.

All of the cities and the County in the study area currently levy the first 0.25% tax. In addition, Yakima County and the City of Yakima currently levy the second 0.25% portion, the rest of the cities in the study area do not.

- Assumptions:** In this analysis, it has been assumed that the remainder of the cities in the study area will begin to levy the second 0.25% REET tax allowed in 2008. It is also assumed that this additional revenue will be spent solely on transportation capital.

The chart below shows the estimated per capita value for the additional REET funds that would be gained by the cities who do not currently levy the second portion of the tax. Because real estate tends to increase at a rate greater than inflation, per capita REET funds are expected to increase both actual dollars and in inflation-adjusted dollars over time.

Total Study Area Estimated Per Capita Additional REET Tax Funds 2008-2027



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- **Business and Occupation (B&O) Tax** – Business and Occupation tax is a locally-levied tax applied to the gross receipts of business activity within a jurisdiction. These taxes may be levied by cities and towns only, except in the case of financing a municipal transportation system, in which case the levying entities may include counties, a county transportation authority, or public transportation benefit area.

Revenues from a B&O tax contribute to the General Fund, and may be used for multiple purposes, including transportation spending.

Currently, 40 cities within Washington levy a B&O tax, all of which are located on the west side of the state. Historically it has been difficult for cities in Eastern Washington to get voter approval for a gross receipts business tax. When discussing the difficulty municipalities in Eastern Washington have had establishing a B&O tax, the Washington State Department of Revenue 2007 Tax Manual states, “In at least one instance, a local B&O tax was adopted by municipal ordinance but public sentiment forced its subsequent repeal.”

Because there is no history of B&O tax collections in the jurisdictions within the study area, and because it has been difficult to get voter approval, specific revenues have not been analyzed for this report. However, it is a potential revenue source that the cities may want to consider in the future.

- **Utility Taxes** – Utility Taxes are a form of Business and Occupation tax levied on utilities, and a revenue source that is currently used by the cities within the study area. These revenues, like general B&O tax revenues, contribute to a municipality’s General Fund. Washington State sets the maximum rate of tax on electrical, natural gas, steam energy, and telephone businesses at 6.0%, unless a higher rate is approved by voters. There is no tax rate limit on other utilities such as water, sewer, and garbage services.

For utilities owned by the same city that levies the tax, the taxed activity applies to all customers of that utility, even if they reside outside the city limits. However, a utility tax levied on a privately-owned utility only applies to those activities for customers residing within the city boundaries.

For the utilities that fall under the 6.0% cap (natural gas, electricity, and telephone), most of the cities within the study area are charging the full 6.0% rate allowed without voter approval. The exceptions are Mabton, which does not currently impose a tax on electricity; Tieton, which does not currently impose a tax on natural gas, and which imposes a 5.0% tax on electricity and telephone; Yakima City, which charges a 4.0% tax on natural gas; and Mabton which has a higher, voter-approved rate of 8.5% on all three. For additional revenues, those cities currently charging a rate lower than the 6.0% cap, may consider increasing their Utility Tax rates.

As expected, for the main utilities on which there is no rate cap (water, sewer, and garbage services), the rates charged by cities are considerably more variable. Many cities within the study area already levy rates that are quite high and likely would not be able to sustain much increase. These cities include Yakima (14% for water and sewer

and 9% for garbage), Zillah (30% for all), Toppenish (38% for all), Wapato (35% for all), Grandview (17.5% for water and garbage and 6% for sewer), Granger (36% for all), and Harrah (which charges a 12.0% tax on water and sewer, but no tax on garbage). The rest of the cities, including Sunnyside, Tieton, Union Gap, Mabton, Moxee, Naches, and Selah, generally charge around 6.0% tax for these services. These cities may consider raising these rates in order to increase revenues.

Other Possible Funds Summaries

The projected revenue estimates for other possible funds for the three geographical groups and the study area as a whole are shown below for the three summary time periods.

Summary Estimates of Other Possible Funds – Yakima County

Yakima County Possible Fund	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Possible Funding					
Local MVFT (6%)	\$ 10,622,697	\$ 11,383,587	\$ 22,006,284	\$ 25,249,417	\$ 47,255,701
Total Estimated Available Revenues	\$ 10,622,697	\$ 11,383,587	\$ 22,006,284	\$ 25,249,417	\$ 47,255,701

Summary Estimates of Other Possible Funds – MTP Area

MTP Possible Funding	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Possible Funding					
REET - 2nd Portion	\$ 869,763	\$ 1,324,526	\$ 2,194,289	\$ 5,294,047	\$ 7,488,336
Total Estimated Available Revenues	\$ 869,763	\$ 1,324,526	\$ 2,194,289	\$ 5,294,047	\$ 7,488,336

Summary Estimates of Other Possible Funds – RTP Area

RTP Possible Funding	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Possible Funding					
REET - 2nd Portion	\$ 1,118,807	\$ 1,321,439	\$ 2,440,246	\$ 3,427,866	\$ 5,868,112
Total Estimated Available Revenues	\$ 1,118,807	\$ 1,321,439	\$ 2,440,246	\$ 3,427,866	\$ 5,868,112

Summary Estimates of Other Possible Funds – Total Study Area

Other Possible Funding	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Other Possible Funding					
Local MVFT (6%)	\$ 10,622,697	\$ 11,383,587	\$ 22,006,284	\$ 25,249,417	\$ 47,255,701
REET - 2nd Portion	\$ 1,988,570	\$ 2,645,965	\$ 4,634,535	\$ 8,721,912	\$ 13,356,447
Total Estimated Available Revenues	\$ 12,611,267	\$ 14,029,552	\$ 26,640,819	\$ 33,971,329	\$ 60,612,148

MAINTENANCE, OPERATIONS, AND ADMINISTRATION

When considering future transportation capital investments it is equally important to estimate what additional resources it might take to maintain the newly created infrastructure. Certainly it is not wise to invest in new capital projects if the resources do not exist to maintain them properly, or if in doing so, it requires pulling revenues from other municipal priorities.

Transportation maintenance spending is directly related to level of service standards, which are typically set at the discretion of the jurisdiction. Therefore, jurisdictions must continually make decisions regarding available funds, desired level of service, and other financial priorities.

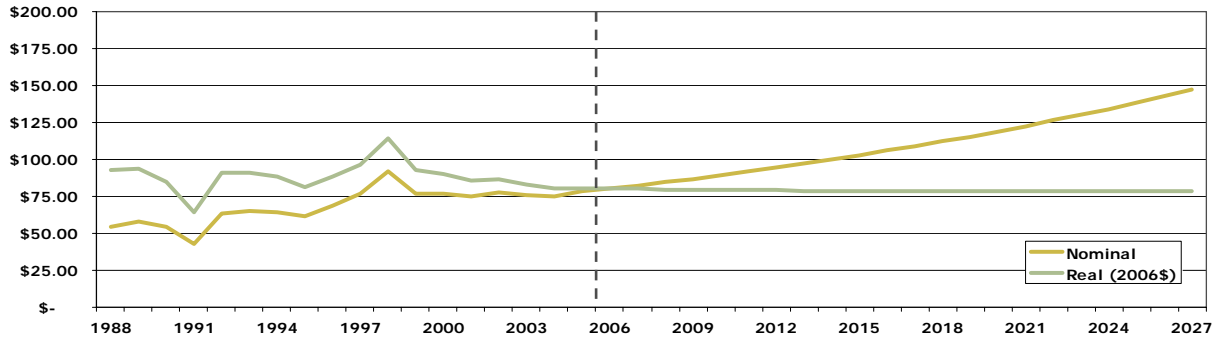
In an attempt to help the Yakima Valley Conference of Governments in the decisions that must be made regarding level of investment in transportation capital, three future Maintenance and Operations (M&O) scenarios were created. To do so, historical M&O spending trends were analyzed for the same three geographical areas as discussed in the revenues section, and for the same time periods. These historical expenditures include maintenance for roadways, storm drainage, structures, traffic and pedestrian services, sidewalks, street lighting, traffic control devices, parking facilities, snow and ice control, street cleaning, and others, as well as general administration and overhead.

These Maintenance and Operations costs were analyzed for following three scenarios:

- **Trend** – M&O costs naturally increase over time as infrastructure needs grow along with increases in population. In the first scenario the historical per capita M&O spending trend was analyzed and the same trend continued into the future.
 - **Assumptions** – This scenario assumes that the future increase in transportation capital attributable to this plan is in line with the historical annual increases on a per capita basis. One may then logically assume that Maintenance and Operations costs will continue to rise at a per capita rate similar to recent history. It also assumes that the jurisdictions in the study area are satisfied with their current level of service for maintenance and that they will continue to invest at a similar rate. The expectation in this scenario is also that M&O costs will increase at a rate comparable to their recent historical level.

The chart below illustrates historical per capita M&O spending and the expected continuation of the historical trend for the entire study area. Although actual dollars per person are expected to increase annually, real, inflation-adjusted dollars expended are projected to remain relatively constant as evident in the green line.

Total Study Area Estimated Per Capita M&O Spending 1988-2027 - Trend



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

The tables below show the expected Maintenance and Operations expenditures expected under this scenario for each area and for the region.

Trend Summary M&O Expenditure Estimates – Yakima County

Yakima Co - Trend	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Maintenance & Operations Expenditures					
Maintenance	\$ 42,212,835	\$ 39,310,967	\$ 81,523,802	\$ 92,603,406	\$ 174,127,209
Administration	\$ 27,830,036	\$ 30,786,576	\$ 58,616,612	\$ 92,506,215	\$ 151,122,828
Total Estimated Available Revenues	\$ 70,042,872	\$ 70,097,543	\$ 140,140,415	\$ 185,109,621	\$ 325,250,036

Trend Summary M&O Expenditure Estimates – MTP Area

MTP Area - Trend	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Maintenance & Operations Expenditures					
Maintenance	\$ 34,507,944	\$ 38,326,560	\$ 72,834,503	\$ 112,886,191	\$ 185,720,694
Administration	\$ 6,505,493	\$ 7,178,532	\$ 13,684,025	\$ 20,947,443	\$ 34,631,467
Total Estimated Available Revenues	\$ 41,013,436	\$ 45,505,092	\$ 86,518,528	\$ 133,833,633	\$ 220,352,162

Trend Summary M&O Expenditure Estimates – RTP Area

RTP Area - Trend	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Maintenance & Operations Expenditures					
Maintenance	\$ 16,007,082	\$ 17,511,854	\$ 33,518,935	\$ 51,342,538	\$ 84,861,473
Administration	\$ 1,184,028	\$ 1,273,929	\$ 2,457,957	\$ 3,647,048	\$ 6,105,005
Total Estimated Available Revenues	\$ 17,191,109	\$ 18,785,783	\$ 35,976,893	\$ 54,989,586	\$ 90,966,479

Trend Summary M&O Expenditure Estimates – Total Study Area

Study Area - Trend	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Maintenance & Operations Expenditures					
Maintenance	\$ 92,727,860	\$ 95,149,381	\$ 187,877,241	\$ 256,832,135	\$ 444,709,376
Administration	\$ 35,519,557	\$ 39,239,037	\$ 74,758,594	\$ 117,100,706	\$ 191,859,300
Total Estimated Available Revenues	\$ 128,247,417	\$ 134,388,418	\$ 262,635,836	\$ 373,932,841	\$ 636,568,676

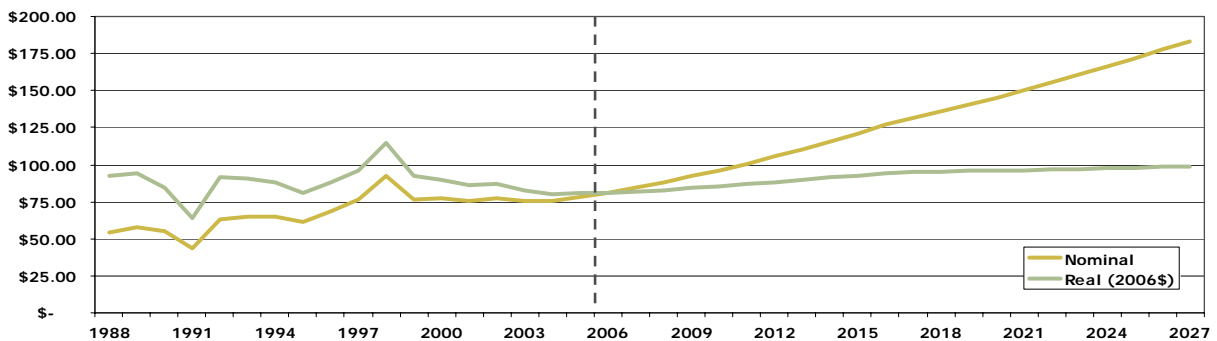
- **Increased** – The second scenario is an estimate of M&O costs should the jurisdictions decide more per capita spending is needed in the future than has occurred in the recent past. Limited city and county revenues may have forced many jurisdictions to delay needed capital maintenance. This can continue only for so long before the maintenance

must be done. In addition, many jurisdictions have seen administrative costs increase more rapidly than inflation in recent history. This is driving costs up in real, inflation-adjusted terms. Assuming that M&O spending would therefore have to increase in the future, in addition to the increase in M&O costs from new capital projects, it is a realistic assumption that future spending may be more than has been experienced in the recent past.

- **Assumptions** – This scenario assumes Maintenance spending increases at approximately 1.0% more than the recent historical trends used in the first Trend scenario, and that Administrative spending increases at the more rapid trend shown for each geographical group in the last few years.

The chart below shows the per capita M&O spending for the entire study area based on the assumptions described above. As illustrated by the orange line, estimated M&O expenditures are increasing at a greater rate than the historical trend. The green line shows that real spending, in inflation-adjusted dollars, is also increasing in this scenario.

Total Study Area Estimated Per Capita M&O Spending 1988-2027 – Increased



Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

The additional spending estimated in the Increased Spending scenario versus the Trend scenario is shown in the table below. It is possible, given the finite nature of municipal funding, that this additional spending would come from the transportation capital fund to augment capital maintenance and may not be available for new transportation capital improvement projects.

Estimated Increased M&O Spending – Yakima County

Additional Spending Increase	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Difference in M&O Expenditures					
Maintenance	\$ 2,150,503	\$ 5,272,982	\$ 7,423,485	\$ 24,254,734	\$ 31,678,220
Administration	\$ 4,815,789	\$ 12,323,939	\$ 17,139,728	\$ 41,938,521	\$ 59,078,249
Total Estimated Potential Revenues	\$ 6,966,292	\$ 17,596,921	\$ 24,563,213	\$ 66,193,255	\$ 90,756,468

Estimated Increased M&O Spending – MTP Area

Additional Spending Increase	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Difference in M&O Expenditures					
Maintenance	\$ 1,087,582	\$ 2,996,078	\$ 4,083,660	\$ 9,976,386	\$ 14,060,046
Administration	\$ 234,325	\$ 643,602	\$ 877,927	\$ 2,124,925	\$ 3,002,852
Total Estimated Potential Revenues	\$ 1,321,907	\$ 3,639,680	\$ 4,961,587	\$ 12,101,311	\$ 17,062,898

Estimated Increased M&O Spending – RTP Area

Additional Spending Increase	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Difference in M&O Expenditures					
Maintenance	\$ 586,725	\$ 1,601,006	\$ 2,187,731	\$ 5,311,897	\$ 7,499,627
Administration	\$ 289,343	\$ 877,608	\$ 1,166,951	\$ 2,918,832	\$ 4,085,783
Total Estimated Potential Revenues	\$ 876,068	\$ 2,478,614	\$ 3,354,682	\$ 8,230,729	\$ 11,585,411

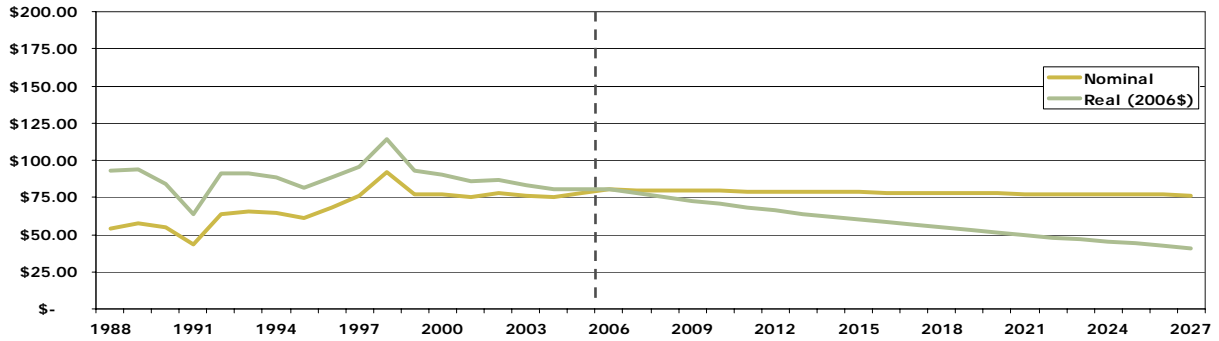
Estimated Increased M&O Spending – Total Study Area

Additional Spending Increase	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Difference in M&O Expenditures					
Maintenance	\$ 3,824,810	\$ 9,870,067	\$ 13,694,876	\$ 39,543,017	\$ 53,237,893
Administration	\$ 5,339,457	\$ 13,845,148	\$ 19,184,606	\$ 46,982,278	\$ 66,166,883
Total Estimated Potential Revenues	\$ 9,164,267	\$ 23,715,215	\$ 32,879,482	\$ 86,525,295	\$ 119,404,777

- **Same Per Capita** – This third scenario assumes that per capita spending is held at a constant rate based on 2006 estimated spending. With no increase on a per capita basis, and costs almost certainly increasing, this scenario implies a decrease in level of service in transportation maintenance. Clearly the same level of maintenance cannot be maintained as buying power is decreasing over time. However, for those jurisdictions that find they have some room to slow or stop their per capita increases in spending, even for a period of time, funds may thereby be freed up to be used towards new capital projects.
 - **Assumptions** – This scenario assumes a constant nominal rate of per capita spending, based on estimated 2006 spending levels. As previously stated, this scenario may produce some additional funds for transportation capital spending, but implies a decreased level of service in maintenance.

The chart below shows the per capita M&O spending for the entire study area based on the 2006 per capita spending rate remaining constant through time. The nominal per capita rate decreases slightly for the region as a whole (seen in the orange line) as population portions shift for jurisdictions with different spending rates. In this case, those jurisdictions with lower per capita M&O spending are becoming a larger portion of the population over time, causing the rate for the region to be pulled down.

Total Study Area Estimated Per Capita M&O Spending 1988-2027 – Same Per Capita



The additional revenue estimated to be available for transportation capital projects in this scenario versus the first Trend scenario is shown in the table below.

Estimated M&O Savings – Yakima County

Additional Savings	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Savings in M&O Expenditures					
Maintenance	\$ 2,271,396	\$ 5,181,993	\$ 7,453,390	\$ 21,216,122	\$ 28,669,511
Administration	\$ 4,317,596	\$ 10,695,775	\$ 15,013,371	\$ 50,482,459	\$ 65,495,830
Total Estimated Potential Revenues	\$ 6,588,992	\$ 15,877,769	\$ 22,466,761	\$ 71,698,580	\$ 94,165,341

Estimated M&O Savings – MTP Area

Additional Savings	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Savings in M&O Expenditures					
Maintenance	\$ 3,623,207	\$ 9,330,896	\$ 12,954,104	\$ 45,520,990	\$ 58,475,094
Administration	\$ 657,637	\$ 1,688,362	\$ 2,345,999	\$ 8,192,211	\$ 10,538,211
Total Estimated Potential Revenues	\$ 4,280,844	\$ 11,019,259	\$ 15,300,103	\$ 53,713,202	\$ 69,013,305

Estimated M&O Savings – RTP Area

Additional Savings	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Savings in M&O Expenditures					
Maintenance	\$ 1,992,102	\$ 4,993,485	\$ 6,985,588	\$ 23,748,814	\$ 30,734,402
Administration	\$ 135,779	\$ 337,620	\$ 473,399	\$ 1,583,180	\$ 2,056,579
Total Estimated Potential Revenues	\$ 2,127,882	\$ 5,331,105	\$ 7,458,987	\$ 25,331,994	\$ 32,790,980

Estimated M&O Savings – Total Study Area

Additional Savings	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Savings in M&O Expenditures					
Maintenance	\$ 7,886,706	\$ 19,506,375	\$ 27,393,081	\$ 90,485,926	\$ 117,879,007
Administration	\$ 5,111,012	\$ 12,721,757	\$ 17,832,769	\$ 60,257,849	\$ 78,090,619
Total Estimated Potential Revenues	\$ 12,997,718	\$ 32,228,132	\$ 45,225,850	\$ 150,743,776	\$ 195,969,626

OTHER REGIONAL TRANSPORTATION ENTITIES

Yakima Transit

Yakima Transit funds are available for the transit capital projects included in the Plan. Yakima Transit is a division of Yakima City government and currently runs within the boundaries of the city. In 2005, extended service to the Cities of Selah and Union Gap was made available for two years through grant funds. Selah residents have since approved a transit sales tax in order to receive continued transit service. Projections of those funds are not included in this analysis. Union Gap residents rejected a similar plan to continue transit service in their city. However, future increases in transit service would be funded through the same combination of sales tax, fares, and grants.

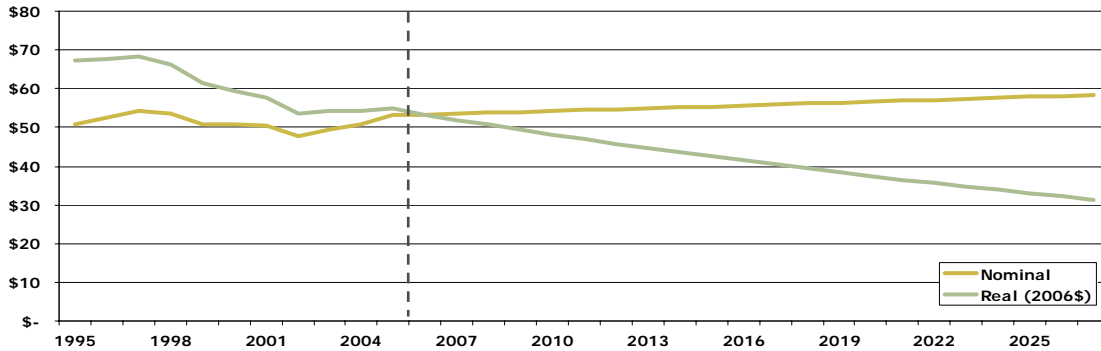
A local Transit Sales Tax, Fare revenues, and Grant funds (discussed below) are the primary funding sources for Yakima Transit and are assumed to be available for transit capital improvements within the City of Yakima boundaries only.

It is important to keep in mind, as mentioned in the Introduction to this financing section, that although the total Transit funds may be available for capital expenditures, the only capital funded from the current budget are regular bus replacements to continue the same level of service. The rest of the budget is necessarily spent on operations and maintenance. Currently, Yakima Transit saves between five and ten percent of their revenues each year to hold for standard bus replacements and other routine capital purchases. The funding described below should be considered when making decisions about tradeoffs between capital and maintenance and operations expenditures, but it currently takes all available funds to provide the present level of service. Additionally, in inflation-adjusted terms, transit revenues are declining each year. Therefore, it will either be necessary to find new sources of funding, or levels or service will necessarily decline in the future.

- **Sales Tax:** Cities, Counties, and Public Transportation Benefit Areas are allowed to levy a local sales/use tax of 0.1% to 0.9% to be used to finance local transit systems with voter approval. An additional sales/use tax of up to 1.0% is allowed for high capacity transit. In January of 1981, Yakima City residents approved a 0.3% sales tax specifically for transit use.
 - **Assumptions:** Per capita sales tax revenues have hovered around \$50.00 for the past 11 years, increasing at an average annual rate of only 0.4%. This trend was assumed to continue into the future. Because this rate is lower than inflation, real per capita revenues in this category are declining.

The chart below illustrates the relatively static per capita transit portion of the sales tax revenue over the last 11 years (as seen in the orange line), and how this trend is expected to look in the future. The declining inflation-adjusted revenues are clearly seen in the green line.

Yakima Transit Per Capita Sales Tax Revenues 1995-2027

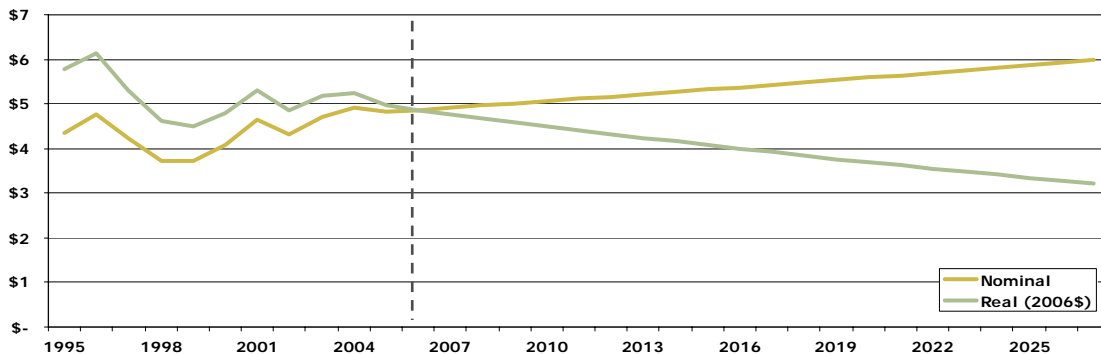


Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- **Fare Revenue:** These revenues are fares collected by Yakima Transit.
 - **Assumptions:** Per capita fare revenues have been increasing at an annual average rate of 1.0% for the past 11 years. This rate of increase is expected to continue into the future. Again, this is a revenue source that is not keeping pace with inflation and is showing a decline in inflation-adjusted per capita revenue over time.

The chart below shows the slight increase in historical per capita nominal fare revenues, and the decline in inflation-adjusted per capita revenues, expected to continue in the future.

Yakima Transit Per Capita Fare Revenues 1995-2027



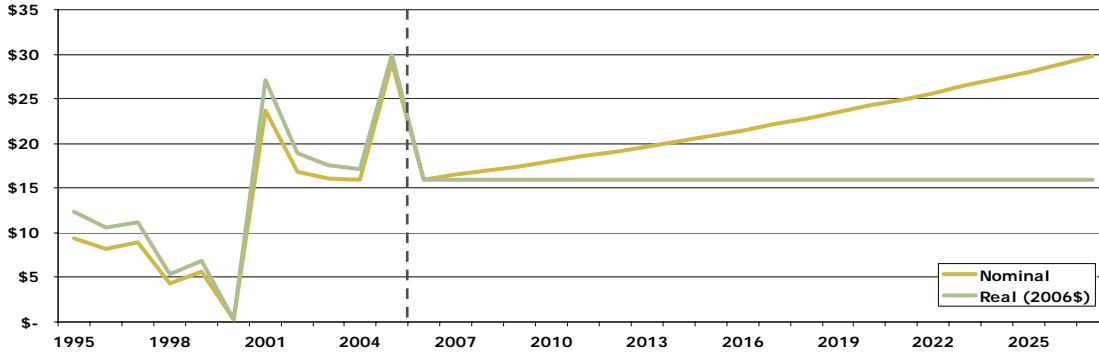
Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

- **Grants:** Yakima Transit receives annual grants from the Federal Transit Administration. These grants are non-competitive and are a reliable source of annual funding.
 - **Assumptions:** Historical revenues in this category are considerably variable, and contain other recent grant funding that skews the total higher than usual. To form a conservative projection for the future, the average per capita funding was analyzed, excluding the high 2005 number. Although, on an average annual rate, these funds have been increasing at 6.1%, they are dramatically different year by year, and that growth

rate is not reliable. Therefore, the per capita rate was increased at the assumed rate of inflation of 3.0%.

The chart below shows the variable nature of the grant funds received by Yakima Transit. The future projections show the assumption of the per capita revenue increasing at the rate of inflation (orange line) and the real, inflation-adjusted per capita revenue therefore remaining constant (green line).

Yakima Transit Per Capita Grant Funds 1995-2027



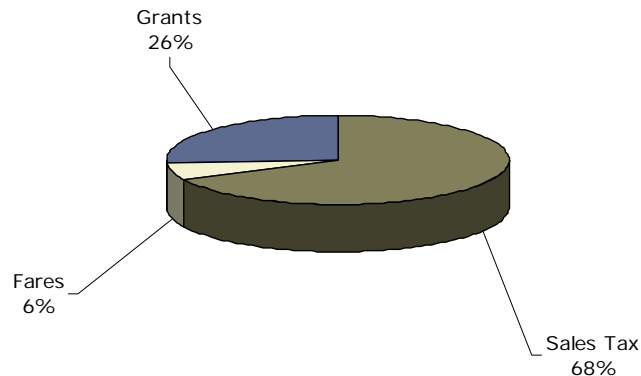
Note: **Nominal** = dollars in the year of expenditure, **Real** = inflation adjusted dollars

The table below shows the revenues by funding category and total revenues expected in the summary time periods.

Summary Estimates of Yakima Transit Revenues

Yakima Transit	Total 2007-2012	Total 2013-2017	Subtotal 2007-2017	Total 2018-2027	Total 2007-2027
Estimated Future Revenues					
Sales Tax	\$ 29,085,311	\$ 28,309,897	\$ 57,395,209	\$ 68,073,490	\$ 125,468,698
Fares	\$ 2,649,289	\$ 2,590,719	\$ 5,240,008	\$ 6,270,381	\$ 11,510,389
Grants	\$ 9,361,778	\$ 10,190,949	\$ 19,552,727	\$ 28,698,863	\$ 48,251,590
Total Estimated Available Revenues	\$ 41,096,378	\$ 41,091,565	\$ 82,187,943	\$ 103,042,734	\$ 185,230,678

Breakdown of Total Estimated Yakima Transit Revenues



Air and Rail Transportation System

Summary of Existing System

Three airports serve the County of Yakima, including the Yakima Air Terminal – McAllister Field, the Sunnyside Municipal Airport, and the Tieton State (Rimrock) Airport. Rail services are provided by Burlington Northern & Santa Fe (BNSF) and the Columbia Basin Railroad Company (CBRW). Yakima County owns and leases a rail line. No passenger rail service is currently provided in Yakima County.

Air Transportation System

Yakima Air Terminal-McAllister Field

The airport is owned by the City of Yakima and Yakima County and is managed and operated by an independent Board of Directors and airport staff. The airport has a bonding authority in the amount of \$500,000 that may be used for airport operations and acquisitions. The City and County of Yakima may jointly agree to issue other bonds to fund airport operations or acquisitions if they deem it necessary. Maintenance and operations of the airport are funded solely through revenues generated at the airport. Revenues generated from the operations of the airport are used to:

- Finance the maintenance and operating expenses, and

- Make interest payments on current principal requirements of any outstanding issued bonds.

Revenues in excess of these requirements can be applied to finance facility improvements.

Sunnyside Municipal Airport

The Sunnyside Municipal Airport is owned and operated by the City of Sunnyside. The Airport Department maintains facilities and promotes the use of this facility by business and private individuals. The 2007 operating budget is \$23,500, which funds basic facility maintenance. Historically, the airport has received Federal Aviation Administration grants for larger capital projects.

Tieton State (Rimrock) Airport

Tieton State Airport is owned, maintained, and operated by the Washington State Department of Transportation Aviation Division.

Rail Transportation System

Columbia Basin Railway Company

The Columbia Basin operates lines leased from BNSF and Yakima County. Yakima County owns the Toppenish, Simcoe, and Western Railroad (TS&W). The County provides administrative oversight of rail line and collects easement rentals from Columbia Basin Railway Company which it uses to maintain the railroad track. However, the large majority of rail line maintenance is the responsibility of the Columbia Basin Railway Company. Historically, the County has received both federal and state grants for capital projects, including a WSDOT funded upgrade to the TS&W line - planned to be completed by the spring of 2007.

Additionally, Yakima County has \$195,000 programmed for 2007 to purchase the Naches Branch Line. The County no longer has a stake in the former Yakima & West Railroad which the Yakima Valley Transport company operated.

Burlington Northern & Santa Fe Railroad (BNSF)

BNSF owns most of the tracks in the county and leases a portion to the Columbia Basin Railway Company.

Community Transportation Provider

People for People

People for People is a non-profit organization providing and brokering regional transportation services and assistance to the general public and special needs population of Yakima County, as well as employment and training services. The organization provides four types of transportation services within the area:

- Medicaid transportation services for eligible activities. People for People is a both and provider and broker of Medicaid transportation services.

- A fixed-route fare-free transit service that links the City of Yakima to Prosser. The service links to the Yakima City Transit.
- A senior/disabled transportation service provides residents who are 60 years of age or older and living outside the City of Yakima transportation to medical appointments, shopping, and other eligible activities.
- Employment transportation for recipients of Temporary Assistance to Needy Families (TANF). This program pays for transportation or financial assistance to a variety of job training activities to when they have no other means of transportation.

The Medicaid service runs on a cost recovery basis and is funded through Medicaid reimbursements. The other services (fixed-route, senior/disabled, and employment) are funded through a combination of federal and state grants as part of a consolidated grant application process awarded by the State of Washington. Grants are awarded on competitive basis for a funding biennium.

Appendix I - Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027 Estimated Revenues

Baseline	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Estimated Available Funds											
Property Tax											
Road Levy *	\$ 10,740,433	\$ 10,896,438	\$ 11,054,708	\$ 11,215,278	\$ 11,412,246	\$ 11,612,674	\$ 11,816,621	\$ 12,024,151	\$ 12,235,325	\$ 12,462,596	\$ 12,694,089
Yakima County	\$ 10,740,433	\$ 10,896,438	\$ 11,054,708	\$ 11,215,278	\$ 11,412,246	\$ 11,612,674	\$ 11,816,621	\$ 12,024,151	\$ 12,235,325	\$ 12,462,596	\$ 12,694,089
Other Property Tax	\$ 4,671,657	\$ 4,770,472	\$ 4,872,519	\$ 4,977,890	\$ 5,093,457	\$ 5,212,981	\$ 5,336,590	\$ 5,464,417	\$ 5,596,600	\$ 5,718,291	\$ 5,844,187
Metropolitan Planning Area	\$ 3,811,240	\$ 3,919,175	\$ 4,030,220	\$ 4,144,465	\$ 4,267,400	\$ 4,394,174	\$ 4,524,918	\$ 4,659,764	\$ 4,798,852	\$ 4,927,533	\$ 5,060,287
Regional Planning Area	\$ 860,418	\$ 851,297	\$ 842,300	\$ 833,425	\$ 826,058	\$ 818,807	\$ 811,673	\$ 804,653	\$ 797,748	\$ 790,758	\$ 783,901
Special Assessments	\$ 70,505	\$ 70,790	\$ 71,077	\$ 71,367	\$ 71,858	\$ 72,354	\$ 72,854	\$ 73,360	\$ 73,870	\$ 74,444	\$ 75,023
Yakima County	\$ 59,582	\$ 59,745	\$ 59,909	\$ 60,074	\$ 60,419	\$ 60,766	\$ 61,116	\$ 61,467	\$ 61,820	\$ 62,238	\$ 62,658
Metropolitan Planning Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Regional Planning Area	\$ 10,923	\$ 11,045	\$ 11,168	\$ 11,293	\$ 11,439	\$ 11,587	\$ 11,739	\$ 11,893	\$ 12,049	\$ 12,206	\$ 12,366
General Fund	\$ 5,150,690	\$ 5,247,213	\$ 5,345,764	\$ 5,446,389	\$ 5,557,423	\$ 5,671,133	\$ 5,787,596	\$ 5,906,890	\$ 6,029,098	\$ 6,145,816	\$ 6,265,600
Yakima County	\$ 50,007	\$ 49,222	\$ 48,449	\$ 47,689	\$ 46,940	\$ 46,203	\$ 45,478	\$ 44,764	\$ 44,061	\$ 43,369	\$ 42,688
Metropolitan Planning Area	\$ 2,176,954	\$ 2,212,187	\$ 2,248,019	\$ 2,284,462	\$ 2,324,464	\$ 2,365,272	\$ 2,406,903	\$ 2,449,379	\$ 2,492,720	\$ 2,529,356	\$ 2,566,845
Regional Planning Area	\$ 2,923,729	\$ 2,985,804	\$ 3,049,296	\$ 3,114,238	\$ 3,186,019	\$ 3,259,659	\$ 3,335,215	\$ 3,412,747	\$ 3,492,317	\$ 3,573,091	\$ 3,656,066
Other Local Funding	\$ 4,257,152	\$ 4,416,026	\$ 4,581,253	\$ 4,753,101	\$ 4,941,888	\$ 5,138,698	\$ 5,343,893	\$ 5,557,853	\$ 5,780,977	\$ 6,006,122	\$ 6,240,866
Yakima County	\$ 1,935,135	\$ 1,997,176	\$ 2,061,205	\$ 2,127,287	\$ 2,202,062	\$ 2,279,464	\$ 2,359,587	\$ 2,442,527	\$ 2,528,382	\$ 2,619,858	\$ 2,714,645
Metropolitan Planning Area	\$ 1,790,457	\$ 1,876,074	\$ 1,965,812	\$ 2,059,868	\$ 2,161,185	\$ 2,267,586	\$ 2,379,331	\$ 2,496,697	\$ 2,619,975	\$ 2,741,240	\$ 2,868,471
Regional Planning Area	\$ 531,560	\$ 542,776	\$ 554,236	\$ 565,945	\$ 578,641	\$ 591,648	\$ 604,974	\$ 618,629	\$ 632,621	\$ 645,024	\$ 657,751
State Fuel Tax	\$ 9,181,753	\$ 9,249,388	\$ 9,318,168	\$ 9,388,116	\$ 9,482,251	\$ 9,578,006	\$ 9,675,424	\$ 9,774,546	\$ 9,875,416	\$ 9,976,427	\$ 10,079,234
Yakima County	\$ 6,071,524	\$ 6,083,667	\$ 6,095,834	\$ 6,108,026	\$ 6,138,566	\$ 6,169,259	\$ 6,200,105	\$ 6,231,106	\$ 6,262,261	\$ 6,299,835	\$ 6,337,634
Metropolitan Planning Area	\$ 2,094,729	\$ 2,138,928	\$ 2,184,089	\$ 2,230,232	\$ 2,280,263	\$ 2,331,518	\$ 2,384,033	\$ 2,437,841	\$ 2,492,981	\$ 2,541,857	\$ 2,592,010
Regional Planning Area	\$ 1,015,500	\$ 1,026,793	\$ 1,038,245	\$ 1,049,858	\$ 1,063,422	\$ 1,077,230	\$ 1,091,286	\$ 1,105,599	\$ 1,120,174	\$ 1,134,736	\$ 1,149,591
State Grants	\$ 3,881,129	\$ 4,049,946	\$ 4,226,470	\$ 4,411,069	\$ 4,612,875	\$ 4,824,367	\$ 5,046,033	\$ 5,278,387	\$ 5,521,973	\$ 5,769,420	\$ 6,028,658
Yakima County	\$ 1,366,406	\$ 1,410,213	\$ 1,455,425	\$ 1,502,085	\$ 1,554,884	\$ 1,609,538	\$ 1,666,113	\$ 1,724,677	\$ 1,785,299	\$ 1,849,892	\$ 1,916,821
Metropolitan Planning Area	\$ 2,020,038	\$ 2,124,541	\$ 2,234,480	\$ 2,350,139	\$ 2,474,945	\$ 2,606,494	\$ 2,745,158	\$ 2,891,331	\$ 3,045,429	\$ 3,198,290	\$ 3,359,237
Regional Planning Area	\$ 494,685	\$ 515,192	\$ 536,566	\$ 558,845	\$ 583,047	\$ 608,336	\$ 634,762	\$ 662,379	\$ 691,245	\$ 721,238	\$ 752,600
Federal Grants	\$ 4,445,643	\$ 4,610,364	\$ 4,781,514	\$ 4,959,358	\$ 5,157,058	\$ 5,363,003	\$ 5,577,557	\$ 5,801,102	\$ 6,034,036	\$ 6,276,178	\$ 6,528,500
Yakima County	\$ 3,188,281	\$ 3,290,497	\$ 3,395,991	\$ 3,504,866	\$ 3,628,062	\$ 3,755,589	\$ 3,887,597	\$ 4,024,247	\$ 4,165,699	\$ 4,316,414	\$ 4,472,582
Metropolitan Planning Area	\$ 1,010,019	\$ 1,062,271	\$ 1,117,240	\$ 1,175,069	\$ 1,237,472	\$ 1,303,247	\$ 1,372,579	\$ 1,445,665	\$ 1,522,714	\$ 1,599,145	\$ 1,679,619
Regional Planning Area	\$ 247,343	\$ 257,596	\$ 268,283	\$ 279,422	\$ 291,523	\$ 304,168	\$ 317,381	\$ 331,190	\$ 345,623	\$ 360,619	\$ 376,300
Total Estimated Available Revenues	\$ 42,398,963	\$ 43,310,637	\$ 44,251,473	\$ 45,222,567	\$ 46,329,057	\$ 47,473,217	\$ 48,656,568	\$ 49,880,704	\$ 51,147,294	\$ 52,429,295	\$ 53,756,158
Potential Funds											
Other Potential Funds											
Additional State Grants	\$ 1,712,830	\$ 1,789,938	\$ 1,870,664	\$ 1,955,187	\$ 2,047,290	\$ 2,143,927	\$ 2,245,331	\$ 2,351,747	\$ 2,463,437	\$ 2,576,395	\$ 2,694,859
Yakima County	\$ 455,469	\$ 470,071	\$ 485,142	\$ 500,695	\$ 518,295	\$ 536,513	\$ 555,371	\$ 574,892	\$ 595,100	\$ 616,631	\$ 638,940
Metropolitan Planning Area	\$ 1,010,019	\$ 1,062,271	\$ 1,117,240	\$ 1,175,069	\$ 1,237,472	\$ 1,303,247	\$ 1,372,579	\$ 1,445,665	\$ 1,522,714	\$ 1,599,145	\$ 1,679,619
Regional Planning Area	\$ 247,343	\$ 257,596	\$ 268,283	\$ 279,422	\$ 291,523	\$ 304,168	\$ 317,381	\$ 331,190	\$ 345,623	\$ 360,619	\$ 376,300
Additional Federal Grants	\$ 2,623,768	\$ 2,730,080	\$ 2,840,947	\$ 2,956,577	\$ 3,083,880	\$ 3,216,952	\$ 3,356,073	\$ 3,501,532	\$ 3,653,636	\$ 3,809,656	\$ 3,972,739
Yakima County	\$ 1,366,406	\$ 1,410,213	\$ 1,455,425	\$ 1,502,085	\$ 1,554,884	\$ 1,609,538	\$ 1,666,113	\$ 1,724,677	\$ 1,785,299	\$ 1,849,892	\$ 1,916,821
Metropolitan Planning Area	\$ 1,010,019	\$ 1,062,271	\$ 1,117,240	\$ 1,175,069	\$ 1,237,472	\$ 1,303,247	\$ 1,372,579	\$ 1,445,665	\$ 1,522,714	\$ 1,599,145	\$ 1,679,619
Regional Planning Area	\$ 247,343	\$ 257,596	\$ 268,283	\$ 279,422	\$ 291,523	\$ 304,168	\$ 317,381	\$ 331,190	\$ 345,623	\$ 360,619	\$ 376,300
G.O. Bond (\$0.15 per \$1,000)	\$ -	\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yakima County	\$ -	\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Available Revenues	\$ 4,336,598	\$ 17,520,017	\$ 4,711,612	\$ 4,911,764	\$ 5,131,170	\$ 5,360,880	\$ 5,601,404	\$ 5,853,280	\$ 6,117,073	\$ 6,386,050	\$ 6,667,598
Other Possible Funding											
Other Possible Funding											
Local MVFT (6%)	\$ -	\$ 2,071,554	\$ 2,096,284	\$ 2,121,485	\$ 2,151,413	\$ 2,181,961	\$ 2,213,147	\$ 2,244,987	\$ 2,277,498	\$ 2,308,261	\$ 2,339,695
Yakima County	\$ -	\$ 2,071,554	\$ 2,096,284	\$ 2,121,485	\$ 2,151,413	\$ 2,181,961	\$ 2,213,147	\$ 2,244,987	\$ 2,277,498	\$ 2,308,261	\$ 2,339,695
REET - 2nd Portion	\$ -	\$ 357,763	\$ 375,911	\$ 395,224	\$ 417,741	\$ 441,931	\$ 467,933	\$ 495,897	\$ 525,987	\$ 559,780	\$ 596,369
Metropolitan Planning Area	\$ -	\$ 148,049	\$ 159,523	\$ 171,889	\$ 186,947	\$ 203,356	\$ 221,236	\$ 240,724	\$ 261,965	\$ 286,724	\$ 313,876
Regional Planning Area	\$ -	\$ 209,714	\$ 216,388	\$ 223,335	\$ 230,794	\$ 238,576	\$ 246,697	\$ 255,173	\$ 264,022	\$ 273,056	\$ 282,492
Total Estimated Available Revenues	\$ -	\$ 2,429,317	\$ 2,472,194	\$ 2,516,708	\$ 2,569,154	\$ 2,623,893	\$ 2,681,080	\$ 2,740,883	\$ 2,803,485	\$ 2,868,041	\$ 2,936,063

Appendix I - Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027 Estimated Revenues

Baseline	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL	% of total
Estimated Available Funds												
Property Tax												
Road Levy *	\$ 12,929,882	\$ 13,170,054	\$ 13,414,688	\$ 13,663,866	\$ 13,917,672	\$ 14,176,193	\$ 14,439,516	\$ 14,707,730	\$ 14,966,034	\$ 15,339,599	\$ 268,889,790	23.5%
Yakima County	\$ 12,929,882	\$ 13,170,054	\$ 13,414,688	\$ 13,663,866	\$ 13,917,672	\$ 14,176,193	\$ 14,439,516	\$ 14,707,730	\$ 14,966,034	\$ 15,339,599		
Other Property Tax	\$ 5,974,443	\$ 6,109,223	\$ 6,248,696	\$ 6,387,481	\$ 6,530,933	\$ 6,679,215	\$ 6,832,496	\$ 6,990,952	\$ 7,147,608	\$ 7,339,913	\$ 123,800,023	10.8%
Metropolitan Planning Area	\$ 5,197,269	\$ 5,338,645	\$ 5,484,585	\$ 5,631,365	\$ 5,782,668	\$ 5,938,660	\$ 6,099,510	\$ 6,265,398	\$ 6,429,890	\$ 6,605,035		
Regional Planning Area	\$ 777,174	\$ 770,578	\$ 764,111	\$ 756,116	\$ 748,265	\$ 740,555	\$ 732,985	\$ 725,554	\$ 717,718	\$ 734,878		
Special Assessments	\$ 75,609	\$ 76,201	\$ 76,800	\$ 77,376	\$ 77,958	\$ 78,546	\$ 79,139	\$ 79,738	\$ 80,267	\$ 81,774	\$ 1,580,911	0.1%
Yakima County	\$ 63,080	\$ 63,506	\$ 63,935	\$ 64,366	\$ 64,801	\$ 65,238	\$ 65,678	\$ 66,122	\$ 66,562	\$ 67,000	\$ 67,370	
Metropolitan Planning Area	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Regional Planning Area	\$ 12,529	\$ 12,695	\$ 12,865	\$ 13,010	\$ 13,157	\$ 13,308	\$ 13,461	\$ 13,617	\$ 13,766	\$ 14,004		
General Fund	\$ 6,388,548	\$ 6,514,767	\$ 6,644,364	\$ 6,766,804	\$ 6,892,232	\$ 7,020,738	\$ 7,152,417	\$ 7,287,365	\$ 7,419,313	\$ 7,716,099	\$ 132,356,260	11.5%
Yakima County	\$ 42,018	\$ 41,359	\$ 40,709	\$ 40,070	\$ 39,441	\$ 38,822	\$ 38,213	\$ 37,613	\$ 37,022	\$ 36,441		
Metropolitan Planning Area	\$ 2,605,217	\$ 2,644,501	\$ 2,684,731	\$ 2,724,048	\$ 2,764,226	\$ 2,805,290	\$ 2,847,269	\$ 2,890,190	\$ 2,931,065	\$ 2,975,371		
Regional Planning Area	\$ 3,741,313	\$ 3,828,907	\$ 3,918,924	\$ 4,002,685	\$ 4,088,565	\$ 4,176,626	\$ 4,266,936	\$ 4,359,562	\$ 4,451,226	\$ 4,704,287		
Other Local Funding	\$ 6,485,657	\$ 6,740,966	\$ 7,007,289	\$ 7,282,267	\$ 7,568,942	\$ 7,867,850	\$ 8,179,556	\$ 8,504,653	\$ 8,834,798	\$ 9,211,508	\$ 134,701,314	11.8%
Yakima County	\$ 2,812,861	\$ 2,914,630	\$ 3,020,081	\$ 3,129,348	\$ 3,242,568	\$ 3,359,884	\$ 3,481,444	\$ 3,607,403	\$ 3,734,203	\$ 3,893,565		
Metropolitan Planning Area	\$ 3,001,983	\$ 3,142,113	\$ 3,289,216	\$ 3,441,280	\$ 3,600,746	\$ 3,767,995	\$ 3,943,435	\$ 4,127,491	\$ 4,316,173	\$ 4,517,812		
Regional Planning Area	\$ 670,813	\$ 684,222	\$ 697,991	\$ 711,639	\$ 725,629	\$ 739,971	\$ 754,677	\$ 769,759	\$ 784,422	\$ 800,131		
State Fuel Tax	\$ 10,183,892	\$ 10,290,456	\$ 10,398,986	\$ 10,504,951	\$ 10,612,744	\$ 10,722,417	\$ 10,834,022	\$ 10,947,614	\$ 11,052,458	\$ 11,255,957	\$ 212,382,224	18.5%
Yakima County	\$ 6,375,659	\$ 6,413,913	\$ 6,452,397	\$ 6,491,111	\$ 6,530,058	\$ 6,569,238	\$ 6,608,654	\$ 6,648,306	\$ 6,681,547	\$ 6,763,777		
Metropolitan Planning Area	\$ 2,643,484	\$ 2,696,327	\$ 2,750,587	\$ 2,804,369	\$ 2,859,498	\$ 2,916,016	\$ 2,973,969	\$ 3,033,404	\$ 3,091,186	\$ 3,153,092		
Regional Planning Area	\$ 1,164,748	\$ 1,180,215	\$ 1,196,002	\$ 1,209,470	\$ 1,223,188	\$ 1,237,162	\$ 1,251,399	\$ 1,265,905	\$ 1,279,725	\$ 1,339,088		
State Grants	\$ 6,300,296	\$ 6,584,977	\$ 6,883,379	\$ 7,191,434	\$ 7,514,070	\$ 7,852,026	\$ 8,206,083	\$ 8,577,063	\$ 8,957,006	\$ 9,419,193	\$ 131,135,856	11.4%
Yakima County	\$ 1,986,171	\$ 2,058,031	\$ 2,132,491	\$ 2,209,644	\$ 2,289,589	\$ 2,372,426	\$ 2,458,261	\$ 2,547,201	\$ 2,636,735	\$ 2,749,260		
Metropolitan Planning Area	\$ 3,528,726	\$ 3,707,242	\$ 3,895,301	\$ 4,090,610	\$ 4,296,155	\$ 4,512,501	\$ 4,740,248	\$ 4,980,031	\$ 5,227,140	\$ 5,491,777		
Regional Planning Area	\$ 785,399	\$ 819,703	\$ 855,588	\$ 891,179	\$ 928,326	\$ 967,099	\$ 1,007,575	\$ 1,049,832	\$ 1,093,132	\$ 1,178,155		
Federal Grants	\$ 6,791,462	\$ 7,065,545	\$ 7,351,256	\$ 7,646,731	\$ 7,954,615	\$ 8,275,461	\$ 8,609,853	\$ 8,958,399	\$ 9,312,517	\$ 9,749,907	\$ 141,250,057	12.3%
Yakima County	\$ 4,634,400	\$ 4,802,072	\$ 4,975,811	\$ 5,155,836	\$ 5,342,374	\$ 5,535,661	\$ 5,735,942	\$ 5,943,468	\$ 6,152,381	\$ 6,414,941		
Metropolitan Planning Area	\$ 1,764,363	\$ 1,853,621	\$ 1,947,650	\$ 2,045,305	\$ 2,148,077	\$ 2,256,250	\$ 2,370,124	\$ 2,490,015	\$ 2,613,570	\$ 2,745,888		
Regional Planning Area	\$ 392,699	\$ 409,852	\$ 427,794	\$ 445,590	\$ 464,163	\$ 483,550	\$ 503,787	\$ 524,916	\$ 546,566	\$ 589,078		
Total Estimated Available Revenues	\$ 55,129,789	\$ 56,552,188	\$ 58,025,457	\$ 59,520,909	\$ 61,069,165	\$ 62,672,446	\$ 64,333,081	\$ 66,053,515	\$ 67,770,001	\$ 70,113,950	\$ 1,146,096,436	100.0%
Potential Funds												
Other Potential Funds												
Additional State Grants	\$ 2,819,120	\$ 2,949,483	\$ 3,086,275	\$ 3,227,443	\$ 3,375,437	\$ 3,530,609	\$ 3,693,332	\$ 3,863,998	\$ 4,039,047	\$ 4,251,386	\$ 58,687,735	33.6%
Yakima County	\$ 662,057	\$ 686,010	\$ 710,830	\$ 736,548	\$ 763,196	\$ 790,809	\$ 819,420	\$ 849,067	\$ 878,912	\$ 916,420		
Metropolitan Planning Area	\$ 1,764,363	\$ 1,853,621	\$ 1,947,650	\$ 2,045,305	\$ 2,148,077	\$ 2,256,250	\$ 2,370,124	\$ 2,490,015	\$ 2,613,570	\$ 2,745,888		
Regional Planning Area	\$ 392,699	\$ 409,852	\$ 427,794	\$ 445,590	\$ 464,163	\$ 483,550	\$ 503,787	\$ 524,916	\$ 546,566	\$ 589,078		
Additional Federal Grants	\$ 4,143,234	\$ 4,321,504	\$ 4,507,935	\$ 4,700,539	\$ 4,901,829	\$ 5,112,226	\$ 5,332,172	\$ 5,562,132	\$ 5,796,871	\$ 6,084,227	\$ 86,208,509	49.3%
Yakima County	\$ 1,986,171	\$ 2,058,031	\$ 2,132,491	\$ 2,209,644	\$ 2,289,589	\$ 2,372,426	\$ 2,458,261	\$ 2,547,201	\$ 2,636,735	\$ 2,749,260		
Metropolitan Planning Area	\$ 1,764,363	\$ 1,853,621	\$ 1,947,650	\$ 2,045,305	\$ 2,148,077	\$ 2,256,250	\$ 2,370,124	\$ 2,490,015	\$ 2,613,570	\$ 2,745,888		
Regional Planning Area	\$ 392,699	\$ 409,852	\$ 427,794	\$ 445,590	\$ 464,163	\$ 483,550	\$ 503,787	\$ 524,916	\$ 546,566	\$ 589,078		
G.O. Bond (\$0.15 per \$1,000)	\$ 17,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	17.2%
Yakima County	\$ 17,000,000											
Total Estimated Available Revenues	\$ 23,962,353	\$ 7,270,987	\$ 7,594,209	\$ 7,927,982	\$ 8,277,266	\$ 8,642,835	\$ 9,025,504	\$ 9,426,130	\$ 9,835,918	\$ 10,335,613	\$ 174,896,243	100.0%
Other Possible Funding												
Other Possible Funding												
Local MVFT (6%)	\$ 2,371,823	\$ 2,404,667	\$ 2,438,251	\$ 2,470,712	\$ 2,503,856	\$ 2,537,703	\$ 2,572,275	\$ 2,607,593	\$ 2,641,138	\$ 2,701,400	\$ 47,255,701	78.0%
Yakima County	\$ 2,371,823	\$ 2,404,667	\$ 2,438,251	\$ 2,470,712	\$ 2,503,856	\$ 2,537,703	\$ 2,572,275	\$ 2,607,593	\$ 2,641,138	\$ 2,701,400		
REET - 2nd Portion	\$ 636,007	\$ 678,973	\$ 725,572	\$ 774,119	\$ 826,678	\$ 883,607	\$ 945,296	\$ 1,012,172	\$ 1,080,436	\$ 1,159,053	\$ 13,356,447	22.0%
Metropolitan Planning Area	\$ 343,657	\$ 376,324	\$ 412,160	\$ 450,066	\$ 491,520	\$ 536,855	\$ 586,440	\$ 640,677	\$ 695,890	\$ 760,455		
Regional Planning Area	\$ 292,349	\$ 302,649	\$ 313,412	\$ 324,053	\$ 335,158	\$ 346,751	\$ 358,855	\$ 371,495	\$ 384,545	\$ 398,598		
Total Estimated Available Revenues	\$ 3,007,829	\$ 3,083,640	\$ 3,163,823	\$ 3,244,831	\$ 3,330,534	\$ 3,421,310	\$ 3,517,571	\$ 3,619,765	\$ 3,721,574	\$ 3,860,454	\$ 60,612,148	100.0%

Appendix I - Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027 Maintenance and Operations Expenditures

Total Study Area - Trend	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Transportation M&O Expenditures											
Maintenance	\$ 14,104,711	\$ 14,607,049	\$ 15,131,520	\$ 15,679,219	\$ 16,285,515	\$ 16,919,848	\$ 17,583,676	\$ 18,278,541	\$ 19,006,067	\$ 19,750,859	\$ 20,530,238
Yakima County	\$ 6,718,132	\$ 6,837,814	\$ 6,959,629	\$ 7,083,613	\$ 7,231,392	\$ 7,382,255	\$ 7,536,264	\$ 7,693,487	\$ 7,853,990	\$ 8,025,819	\$ 8,201,407
Metropolitan Planning Area	\$ 5,031,431	\$ 5,298,042	\$ 5,578,853	\$ 5,874,626	\$ 6,193,989	\$ 6,531,002	\$ 6,886,661	\$ 7,262,020	\$ 7,658,193	\$ 8,052,190	\$ 8,467,496
Regional Planning Area	\$ 2,355,147	\$ 2,471,192	\$ 2,593,038	\$ 2,720,981	\$ 2,860,133	\$ 3,006,591	\$ 3,160,751	\$ 3,323,034	\$ 3,493,884	\$ 3,672,850	\$ 3,861,335
Administration	\$ 5,208,331	\$ 5,471,113	\$ 5,747,179	\$ 6,037,200	\$ 6,358,584	\$ 6,697,150	\$ 7,053,822	\$ 7,429,574	\$ 7,825,433	\$ 8,244,323	\$ 8,685,885
Yakima County	\$ 4,081,178	\$ 4,286,642	\$ 4,502,450	\$ 4,729,123	\$ 4,982,079	\$ 5,248,566	\$ 5,529,307	\$ 5,825,064	\$ 6,136,642	\$ 6,471,318	\$ 6,824,246
Metropolitan Planning Area	\$ 951,538	\$ 1,000,764	\$ 1,052,551	\$ 1,107,032	\$ 1,165,821	\$ 1,227,787	\$ 1,293,105	\$ 1,361,960	\$ 1,434,548	\$ 1,506,553	\$ 1,582,367
Regional Planning Area	\$ 175,616	\$ 183,708	\$ 192,178	\$ 201,046	\$ 210,683	\$ 220,797	\$ 231,411	\$ 242,550	\$ 254,244	\$ 266,452	\$ 279,272
Total Estimated Maintenance Expenditures	\$ 19,313,042	\$ 20,078,162	\$ 20,878,699	\$ 21,716,419	\$ 22,644,098	\$ 23,616,998	\$ 24,637,499	\$ 25,708,115	\$ 26,831,500	\$ 27,995,182	\$ 29,216,123
Total Study Area - Increase	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Transportation M&O Expenditures											
Maintenance	\$ 14,264,828	\$ 14,939,429	\$ 15,649,127	\$ 16,395,887	\$ 17,218,146	\$ 18,085,252	\$ 18,999,840	\$ 19,964,706	\$ 20,982,827	\$ 22,039,204	\$ 23,032,870
Yakima County	\$ 6,812,158	\$ 7,030,556	\$ 7,255,956	\$ 7,488,582	\$ 7,751,805	\$ 8,024,281	\$ 8,306,335	\$ 8,598,302	\$ 8,900,533	\$ 9,222,554	\$ 9,556,226
Metropolitan Planning Area	\$ 5,074,222	\$ 5,388,541	\$ 5,722,405	\$ 6,077,035	\$ 6,461,894	\$ 6,871,430	\$ 7,307,248	\$ 7,771,064	\$ 8,264,703	\$ 8,763,807	\$ 9,215,816
Regional Planning Area	\$ 2,378,448	\$ 2,520,332	\$ 2,670,766	\$ 2,830,271	\$ 3,004,447	\$ 3,189,541	\$ 3,386,257	\$ 3,595,341	\$ 3,817,591	\$ 4,052,843	\$ 4,260,828
Administration	\$ 5,515,281	\$ 5,973,720	\$ 6,470,901	\$ 7,010,145	\$ 7,615,317	\$ 8,273,650	\$ 8,989,881	\$ 9,769,174	\$ 10,617,160	\$ 11,544,227	\$ 12,163,744
Yakima County	\$ 4,368,253	\$ 4,746,797	\$ 5,158,145	\$ 5,605,140	\$ 6,109,106	\$ 6,658,384	\$ 7,257,049	\$ 7,909,541	\$ 8,620,699	\$ 9,405,147	\$ 9,918,079
Metropolitan Planning Area	\$ 960,776	\$ 1,020,291	\$ 1,083,506	\$ 1,150,653	\$ 1,223,524	\$ 1,301,068	\$ 1,383,587	\$ 1,471,408	\$ 1,564,876	\$ 1,659,379	\$ 1,742,883
Regional Planning Area	\$ 186,251	\$ 206,632	\$ 229,250	\$ 254,352	\$ 282,687	\$ 314,198	\$ 349,244	\$ 388,225	\$ 431,585	\$ 479,701	\$ 502,782
Total Estimated Maintenance Expenditures	\$ 19,780,109	\$ 20,913,149	\$ 22,120,028	\$ 23,406,033	\$ 24,833,463	\$ 26,358,902	\$ 27,989,720	\$ 29,733,880	\$ 31,599,987	\$ 33,583,432	\$ 35,196,614
Total Study Area - Same Per Cap	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Transportation M&O Expenditures											
Maintenance	\$ 13,762,317	\$ 13,903,731	\$ 14,047,767	\$ 14,194,479	\$ 14,374,592	\$ 14,558,268	\$ 14,745,601	\$ 14,936,689	\$ 15,131,632	\$ 15,318,947	\$ 15,510,138
Yakima County	\$ 6,613,746	\$ 6,626,973	\$ 6,640,227	\$ 6,653,508	\$ 6,686,775	\$ 6,720,209	\$ 6,753,810	\$ 6,787,579	\$ 6,821,517	\$ 6,862,446	\$ 6,903,621
Metropolitan Planning Area	\$ 4,879,059	\$ 4,982,009	\$ 5,087,197	\$ 5,194,675	\$ 5,311,206	\$ 5,430,591	\$ 5,552,908	\$ 5,678,240	\$ 5,806,671	\$ 5,920,514	\$ 6,037,331
Regional Planning Area	\$ 2,269,512	\$ 2,294,749	\$ 2,320,342	\$ 2,346,297	\$ 2,376,611	\$ 2,407,468	\$ 2,438,883	\$ 2,470,869	\$ 2,503,444	\$ 2,535,987	\$ 2,569,186
Administration	\$ 4,986,904	\$ 5,016,071	\$ 5,045,704	\$ 5,075,814	\$ 5,119,729	\$ 5,164,324	\$ 5,209,613	\$ 5,255,616	\$ 5,302,348	\$ 5,350,431	\$ 5,399,272
Yakima County	\$ 3,893,333	\$ 3,901,119	\$ 3,908,922	\$ 3,916,739	\$ 3,936,323	\$ 3,956,005	\$ 3,975,785	\$ 3,995,664	\$ 4,015,642	\$ 4,039,736	\$ 4,063,974
Metropolitan Planning Area	\$ 923,823	\$ 943,316	\$ 963,233	\$ 983,583	\$ 1,005,648	\$ 1,028,253	\$ 1,051,413	\$ 1,075,144	\$ 1,099,461	\$ 1,121,017	\$ 1,143,135
Regional Planning Area	\$ 169,748	\$ 171,635	\$ 173,550	\$ 175,491	\$ 177,758	\$ 180,066	\$ 182,416	\$ 184,808	\$ 187,245	\$ 189,679	\$ 192,162
Total Estimated Maintenance Expenditures	\$ 18,749,220	\$ 18,919,802	\$ 19,093,471	\$ 19,270,293	\$ 19,494,321	\$ 19,722,592	\$ 19,955,214	\$ 20,192,304	\$ 20,433,980	\$ 20,669,379	\$ 20,909,409

Appendix I - Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027 Maintenance and Operations Expenditures

Total Study Area - Trend	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL	% of total
Transportation M&O Expenditures												
Maintenance	\$ 21,346,044	\$ 22,200,225	\$ 23,094,847	\$ 24,014,601	\$ 24,977,054	\$ 25,984,435	\$ 27,039,104	\$ 28,143,554	\$ 29,272,290	\$ 30,759,980	\$ 444,709,376	69.9%
Yakima County	\$ 8,380,837	\$ 8,564,192	\$ 8,751,559	\$ 8,943,025	\$ 9,138,680	\$ 9,338,615	\$ 9,542,925	\$ 9,751,704	\$ 9,955,146	\$ 10,236,722		
Metropolitan Planning Area	\$ 8,905,341	\$ 9,367,028	\$ 9,853,943	\$ 10,360,373	\$ 10,893,952	\$ 11,456,213	\$ 12,048,779	\$ 12,673,374	\$ 13,318,109	\$ 14,009,079		
Regional Planning Area	\$ 4,059,866	\$ 4,269,005	\$ 4,489,345	\$ 4,711,203	\$ 4,944,422	\$ 5,189,607	\$ 5,447,400	\$ 5,718,476	\$ 5,999,034	\$ 6,514,179		
Administration	\$ 9,151,363	\$ 9,642,068	\$ 10,159,387	\$ 10,702,708	\$ 11,275,369	\$ 11,878,970	\$ 12,515,201	\$ 13,185,845	\$ 13,878,990	\$ 14,710,805	\$ 191,859,300	30.1%
Yakima County	\$ 7,196,422	\$ 7,588,896	\$ 8,002,774	\$ 8,439,223	\$ 8,899,476	\$ 9,384,830	\$ 9,896,653	\$ 10,436,390	\$ 10,994,623	\$ 11,666,929		
Metropolitan Planning Area	\$ 1,662,205	\$ 1,746,295	\$ 1,834,879	\$ 1,926,880	\$ 2,023,701	\$ 2,125,611	\$ 2,232,891	\$ 2,345,841	\$ 2,462,241	\$ 2,586,899		
Regional Planning Area	\$ 292,736	\$ 306,878	\$ 321,734	\$ 336,605	\$ 352,191	\$ 368,529	\$ 385,657	\$ 403,614	\$ 422,126	\$ 456,977		
Total Estimated Maintenance Expenditures	\$ 30,497,407	\$ 31,842,294	\$ 33,254,234	\$ 34,717,309	\$ 36,252,422	\$ 37,863,405	\$ 39,554,305	\$ 41,329,399	\$ 43,151,280	\$ 45,470,785	\$ 636,568,676	100.0%
Total Study Area - Increase	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL	% of total
Transportation M&O Expenditures												
Maintenance	\$ 24,074,226	\$ 25,165,744	\$ 26,310,042	\$ 27,490,685	\$ 28,727,329	\$ 30,022,814	\$ 31,380,136	\$ 32,802,457	\$ 34,260,125	\$ 36,141,594	\$ 497,947,269	65.9%
Yakima County	\$ 9,901,970	\$ 10,260,223	\$ 10,631,438	\$ 11,016,084	\$ 11,414,646	\$ 11,827,628	\$ 12,255,551	\$ 12,698,957	\$ 13,145,325	\$ 13,706,318		
Metropolitan Planning Area	\$ 9,692,356	\$ 10,194,845	\$ 10,724,791	\$ 11,275,977	\$ 11,856,712	\$ 12,468,662	\$ 13,113,597	\$ 13,793,391	\$ 14,495,105	\$ 15,247,140		
Regional Planning Area	\$ 4,479,900	\$ 4,710,676	\$ 4,953,813	\$ 5,198,624	\$ 5,455,971	\$ 5,726,524	\$ 6,010,988	\$ 6,310,109	\$ 6,619,694	\$ 7,188,136		
Administration	\$ 12,816,826	\$ 13,505,311	\$ 14,231,140	\$ 14,993,564	\$ 15,797,180	\$ 16,644,234	\$ 17,537,095	\$ 18,478,263	\$ 19,451,111	\$ 20,628,260	\$ 258,026,184	34.1%
Yakima County	\$ 10,458,984	\$ 11,029,389	\$ 11,630,903	\$ 12,265,221	\$ 12,934,133	\$ 13,639,526	\$ 14,383,389	\$ 15,167,821	\$ 15,979,134	\$ 16,956,235		
Metropolitan Planning Area	\$ 1,830,820	\$ 1,923,440	\$ 2,021,011	\$ 2,122,344	\$ 2,228,987	\$ 2,341,235	\$ 2,459,397	\$ 2,583,805	\$ 2,712,013	\$ 2,849,316		
Regional Planning Area	\$ 527,021	\$ 552,481	\$ 579,227	\$ 605,999	\$ 634,059	\$ 663,473	\$ 694,308	\$ 726,638	\$ 759,965	\$ 822,709		
Total Estimated Maintenance Expenditures	\$ 36,891,051	\$ 38,671,055	\$ 40,541,182	\$ 42,484,249	\$ 44,524,509	\$ 46,667,048	\$ 48,917,231	\$ 51,280,720	\$ 53,711,236	\$ 56,769,854	\$ 755,973,453	100.0%
Total Study Area - Same Per Cap	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL	% of total
Transportation M&O Expenditures												
Maintenance	\$ 15,705,328	\$ 15,904,648	\$ 16,108,231	\$ 16,305,774	\$ 16,507,262	\$ 16,712,815	\$ 16,922,552	\$ 17,136,600	\$ 17,338,281	\$ 17,704,718	\$ 326,830,369	74.2%
Yakima County	\$ 6,945,043	\$ 6,986,713	\$ 7,028,633	\$ 7,070,805	\$ 7,113,230	\$ 7,155,909	\$ 7,198,845	\$ 7,242,038	\$ 7,278,248	\$ 7,367,821		
Metropolitan Planning Area	\$ 6,157,225	\$ 6,280,307	\$ 6,406,689	\$ 6,531,960	\$ 6,660,366	\$ 6,792,009	\$ 6,926,993	\$ 7,065,429	\$ 7,200,015	\$ 7,344,208		
Regional Planning Area	\$ 2,603,060	\$ 2,637,628	\$ 2,672,909	\$ 2,703,009	\$ 2,733,666	\$ 2,764,896	\$ 2,796,714	\$ 2,829,133	\$ 2,860,018	\$ 2,992,689		
Administration	\$ 5,448,890	\$ 5,499,311	\$ 5,550,557	\$ 5,601,353	\$ 5,652,933	\$ 5,705,319	\$ 5,758,532	\$ 5,812,596	\$ 5,861,705	\$ 5,951,660	\$ 113,768,682	25.8%
Yakima County	\$ 4,088,358	\$ 4,112,888	\$ 4,137,566	\$ 4,162,391	\$ 4,187,365	\$ 4,212,490	\$ 4,237,764	\$ 4,263,191	\$ 4,284,507	\$ 4,337,236		
Metropolitan Planning Area	\$ 1,165,837	\$ 1,189,142	\$ 1,213,071	\$ 1,236,791	\$ 1,261,104	\$ 1,286,030	\$ 1,311,588	\$ 1,337,800	\$ 1,363,283	\$ 1,390,585		
Regional Planning Area	\$ 194,696	\$ 197,281	\$ 199,920	\$ 202,171	\$ 204,464	\$ 206,800	\$ 209,180	\$ 211,605	\$ 213,915	\$ 223,838		
Total Estimated Maintenance Expenditures	\$ 21,154,218	\$ 21,403,958	\$ 21,658,788	\$ 21,907,127	\$ 22,160,196	\$ 22,418,134	\$ 22,681,084	\$ 22,949,196	\$ 23,199,986	\$ 23,656,377	\$ 440,599,050	100.0%

Appendix I - Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027 Project Costs

Agency	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
M/RTP Local											
Fiscally Constrained	\$ 19,698,768	\$ 32,240,000	\$ 12,253,446	\$ 26,257,700	\$ 479,642	\$ 8,675,952	\$ 35,126,521	\$ 28,763,637	\$ 11,512,403	\$ 7,173,492	\$ -
Other High Priority	\$ 1,850,000	\$ 3,109,600	\$ 973,440	\$ 7,940,415	\$ 12,002,749	\$ 4,866,612	\$ -	\$ 10,497,188	\$ -	\$ -	\$ -
Other	\$ 705,000	\$ 769,600	\$ 470,496	\$ 23,318,431	\$ -	\$ 912,490	\$ -	\$ -	\$ -	\$ -	\$ 103,617,100
Total	\$ 22,253,768	\$ 36,119,200	\$ 13,697,382	\$ 57,516,546	\$ 12,482,391	\$ 14,455,053	\$ 35,126,521	\$ 39,260,825	\$ 11,512,403	\$ 7,173,492	\$ 103,617,100

Agency	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
M/RTP State											
Fiscally Constrained	\$ 66,714,000	\$ 17,031,000	\$ 37,144,000	\$ 41,927,000	\$ -	\$ 2,475,000	\$ 2,210,000	\$ 37,200,000	\$ -	\$ -	\$ -
Other High Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 66,714,000	\$ 17,031,000	\$ 37,144,000	\$ 41,927,000	\$ -	\$ 2,475,000	\$ 2,210,000	\$ 37,200,000	\$ -	\$ -	\$ -

Appendix I - Yakima Valley Metropolitan and Regional Transportation Plan 2007-2027 Project Costs

Agency	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
M/RTP Local											
Fiscally Constrained	\$ 63,930,448	\$ 4,037,803	\$ 9,587,493	\$ 2,597,515	\$ 2,737,434	\$ 4,129,924	\$ -	\$ 52,207,317	\$ -	\$ 13,508,274	\$ 334,917,770
Other High Priority	\$ 3,263,643	\$ 54,467,116	\$ -	\$ 98,497,756	\$ -	\$ -	\$ -	\$ -	\$ 72,370,269	\$ 12,239,614	\$ 282,078,401
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 779,579,703	\$ 909,372,819
Total	\$ 67,194,091	\$ 58,504,919	\$ 9,587,493	\$ 101,095,271	\$ 2,737,434	\$ 4,129,924	\$ -	\$ 52,207,317	\$ 72,370,269	\$ 805,327,591	\$ 1,526,368,990

Agency	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	TOTAL
M/RTP State											
Fiscally Constrained	\$ -	\$ -	\$ -	\$ -	\$ 62,000,000	\$ -	\$ -	\$ -	\$ 10,800,000	\$ -	\$ 277,501,000
Other High Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 208,580,000	\$ 14,170,000	\$ 222,750,000
Other	\$ -	\$ -	\$ -	\$ -	\$ 316,410,000	\$ -	\$ -	\$ -	\$ 166,704,219	\$ 12,600,000	\$ 495,714,219
Total	\$ -	\$ -	\$ -	\$ -	\$ 378,410,000	\$ -	\$ -	\$ -	\$ 386,084,219	\$ 26,770,000	\$ 995,965,219