

Summary of Funding Balance for Scenarios

		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
Scenario 1	CAO Funding	-	-	-	-	-	-	-	-	-	-
	EOFY Balance	\$12,332,161	(\$616,379)	(\$6,386,083)	(\$16,202,308)	(\$24,395,778)	(\$23,752,178)	(\$17,722,178)	(\$10,942,178)	(\$3,412,178)	\$4,867,822
Scenario 2	CAO Funding	-	\$10,000,000	-	-	-	-	-	-	-	-
	EOFY Balance	\$12,513,661	\$818,119	(\$1,049,446)	(\$7,997,513)	(\$4,462,515)	(\$1,408,915)	\$4,621,085	\$11,401,085	\$1,021,085	\$9,301,085
Scenario 3	CAO Funding	-	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	-	-	-	-	-
	EOFY Balance	\$12,332,161	\$9,383,621	\$13,613,917	\$13,797,692	\$15,604,222	\$16,247,822	\$22,277,822	\$29,057,822	\$36,587,822	\$44,867,822
Scenario 4	CAO Funding	\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
	EOFY Balance	\$12,332,161	\$5,383,621	\$5,613,917	\$1,797,692	(\$395,778)	\$6,247,822	\$18,277,822	\$31,057,822	\$44,587,822	\$58,867,822
Scenario 5	CAO Funding	\$0	\$616,379	\$5,800,000	\$9,800,000	\$8,200,000	-	-	-	-	-
	EOFY Balance	\$12,332,161	(\$0)	\$30,296	\$14,071	\$20,601	\$664,201	\$6,694,201	\$13,474,201	\$21,004,201	\$29,284,201
Scenario 6	CAO Funding	\$4,977,226	\$3,640,228	\$3,165,039	\$8,665,224	\$11,908,470	\$3,400,000	-	-	-	-
	EOFY Balance	\$17,309,387	\$8,001,075	\$5,396,410	\$4,245,409	\$7,960,409	\$12,004,009	\$18,034,009	\$24,814,009	\$32,344,009	\$40,624,009

Scenarios

- (1) Baseline
- (2) One-time revenue augmentation of \$10 million for recently awarded grant-funded projects, delay Vasco Road Safety Project – Phase 2 to FY 30-31
- (3) \$10 million revenue augmentation per year for the next four years
- (4) \$6 million revenue augmentation per year
- (5) Revenue augmentation to make annual funding program whole
- (6) Revenue augmentation to cover local match for all grant-funded projects

Road Program Financial Impact Evaluation (FY 23-24 to FY 31-32)

Purpose: (1) Develop scenarios for consideration to evaluate Road Program financial challenges
(2) Research and list unfunded needs

Scenario: (1) Baseline

Gas Tax Revenue											
	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
ECCRRFFA "gas tax": Remaining funding from SR4BPA T&R and ECCRRFFA State of Good Repair (held in account)				\$3,100,000							
Actual/Estimated Gas Tax Revenue (A)	\$39,330,193	\$43,000,000	\$44,000,000	\$46,000,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
CSAC Estimate (January 2022 - for information only)	\$41,786,086	\$46,298,763									

Impact of Sand Box Scenarios on Operational Budget (Base Case) Gas Tax Cashflow											
(These funds are subject to change depending on the Sandbox selected)											
Public Works - 65 (D)	\$51,604,005	\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000

		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 31-32	FY 31-32
Estimated Gas Tax Revenue (A)		\$43,000,000	\$44,000,000	\$49,100,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
Rollover from previous FY (B)		\$13,500,000	\$12,332,161	(\$616,379)	(\$6,386,083)	(\$16,202,308)	(\$24,395,778)	(\$23,752,178)	(\$17,722,178)	(\$10,942,178)	(\$3,412,178)
Less sales revenue from "deadline" equipment in Maintenance		\$106,605									
Total Estimated Gas Tax Revenue (C = A+B)		\$56,393,395	\$56,332,161	\$48,483,621	\$41,613,917	\$33,797,692	\$26,604,222	\$28,247,822	\$35,277,822	\$43,057,822	\$51,587,822
FUND CONTRIBUTION (NOT APPLIED DIRECTLY TO PROJECT) (D)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal (E = C+D)		\$56,393,395	\$56,332,161	\$48,483,621	\$41,613,917	\$33,797,692	\$26,604,222	\$28,247,822	\$35,277,822	\$43,057,822	\$51,587,822
Gas Tax Road Program Budget (F)		\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000
Difference [(E)-(F)]		\$12,332,161	(\$616,379)	(\$6,386,083)	(\$16,202,308)	(\$24,395,778)	(\$23,752,178)	(\$17,722,178)	(\$10,942,178)	(\$3,412,178)	\$4,867,822

Note:

Road Program Financial Impact Evaluation (FY 23-24 to FY 31-32)

Purpose: (1) Develop scenarios for consideration to evaluate Road Program financial challenges
(2) Research and list unfunded needs

Scenario: (2) One-time revenue augmentation of \$10 million for recently awarded grant-funded projects, delay Vasco Road Safety Project – Phase 2 to FY 30-31

Gas Tax Revenue											
	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
ECCRFPA "gas tax": Remaining funding from SR4BPA T&R and ECCRFPA State of Good Repair (held in account)				\$3,100,000							
Actual/Estimated Gas Tax Revenue (A)	\$39,330,193	\$43,000,000	\$44,000,000	\$46,000,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
CSAC Estimate (January 2022 - for information only)	\$41,786,086	\$46,298,763									

Impact of Sand Box Scenarios on Operational Budget (Base Case) Gas Tax Cashflow											
(These funds are subject to change depending on the Sandbox selected)											
Public Works - 65 (D)	\$51,604,005	\$43,879,734	\$55,695,543	\$50,967,565	\$54,948,067	\$46,465,002	\$47,946,400	\$45,970,000	\$46,220,000	\$64,380,000	\$46,720,000
<hr/>											
		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 31-32	FY 31-32
Estimated Gas Tax Revenue (A)		\$43,000,000	\$44,000,000	\$49,100,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
Rollover from previous FY (B)		\$13,500,000	\$12,513,661	\$818,119	(\$1,049,446)	(\$7,997,513)	(\$4,462,515)	(\$1,408,915)	\$4,621,085	\$11,401,085	\$1,021,085
Less sales revenue from "deadline" equipment in Maintenance		\$106,605									
Total Estimated Gas Tax Revenue (C = A+B)		\$56,393,395	\$56,513,661	\$49,918,119	\$46,950,554	\$42,002,487	\$46,537,485	\$50,591,085	\$57,621,085	\$65,401,085	\$56,021,085
FUND CONTRIBUTION (NOT APPLIED DIRECTLY TO PROJECT) (D)		\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal (E = C+D)		\$56,393,395	\$56,513,661	\$49,918,119	\$46,950,554	\$42,002,487	\$46,537,485	\$50,591,085	\$57,621,085	\$65,401,085	\$56,021,085
Gas Tax Road Program Budget (F)		\$43,879,734	\$55,695,543	\$50,967,565	\$54,948,067	\$46,465,002	\$47,946,400	\$45,970,000	\$46,220,000	\$64,380,000	\$46,720,000
Difference [(E)-(F)]		\$12,513,661	\$818,119	(\$1,049,446)	(\$7,997,513)	(\$4,462,515)	(\$1,408,915)	\$4,621,085	\$11,401,085	\$1,021,085	\$9,301,085

Note: The \$10 million fund contribution in FY 23-24 has been allocated to projects in FY 24-25 and FY25-26 reflected on Item F.

Road Program Financial Impact Evaluation (FY 23-24 to FY 31-32)

Purpose: (1) Develop scenarios for consideration to evaluate Road Program financial challenges
(2) Research and list unfunded needs

Scenario: (3) \$10 million revenue augmentation per year for the next four years

Gas Tax Revenue											
	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
ECCRFPA "gas tax": Remaining funding from SR4BPA T&R and ECCRFPA State of Good Repair (held in account)				\$3,100,000							
Actual/Estimated Gas Tax Revenue (A)	\$39,330,193	\$43,000,000	\$44,000,000	\$46,000,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
CSAC Estimate (January 2022 - for information only)	\$41,786,086	\$46,298,763									

Impact of Sand Box Scenarios on Operational Budget (Base Case) Gas Tax Cashflow											
(These funds are subject to change depending on the Sandbox selected)											
Public Works - 65 (D)	\$51,604,005	\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000

		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 31-32	FY 31-32
Estimated Gas Tax Revenue (A)		\$43,000,000	\$44,000,000	\$49,100,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
Rollover from previous FY (B)		\$13,500,000	\$12,332,161	\$9,383,621	\$13,613,917	\$13,797,692	\$15,604,222	\$16,247,822	\$22,277,822	\$29,057,822	\$36,587,822
Less sales revenue from "deadline" equipment in Maintenance		\$106,605									
Total Estimated Gas Tax Revenue (C = A+B)		\$56,393,395	\$56,332,161	\$58,483,621	\$61,613,917	\$63,797,692	\$66,604,222	\$68,247,822	\$75,277,822	\$83,057,822	\$91,587,822
FUND CONTRIBUTION (NOT APPLIED DIRECTLY TO PROJECT) (D)		\$0	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0
Subtotal (E = C+D)		\$56,393,395	\$66,332,161	\$68,483,621	\$71,613,917	\$73,797,692	\$66,604,222	\$68,247,822	\$75,277,822	\$83,057,822	\$91,587,822
Gas Tax Road Program Budget (F)		\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000
Difference [(E)-(F)]		\$12,332,161	\$9,383,621	\$13,613,917	\$13,797,692	\$15,604,222	\$16,247,822	\$22,277,822	\$29,057,822	\$36,587,822	\$44,867,822

Note:

Road Program Financial Impact Evaluation (FY 23-24 to FY 31-32)

Purpose: (1) Develop scenarios for consideration to evaluate Road Program financial challenges
(2) Research and list unfunded needs

Scenario: (4) \$6 million revenue augmentation per year

Gas Tax Revenue											
	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
ECCRFPA "gas tax": Remaining funding from SR4BPA T&R and ECCRFPA State of Good Repair (held in account)				\$3,100,000							
Actual/Estimated Gas Tax Revenue (A)	\$39,330,193	\$43,000,000	\$44,000,000	\$46,000,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
CSAC Estimate (January 2022 - for information only)	\$41,786,086	\$46,298,763									

Impact of Sand Box Scenarios on Operational Budget (Base Case) Gas Tax Cashflow											
(These funds are subject to change depending on the Sandbox selected)											
Public Works - 65 (D)	\$51,604,005	\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000

		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 31-32	FY 31-32
Estimated Gas Tax Revenue (A)		\$43,000,000	\$44,000,000	\$49,100,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
Rollover from previous FY (B)		\$13,500,000	\$12,332,161	\$5,383,621	\$5,613,917	\$1,797,692	(\$395,778)	\$6,247,822	\$18,277,822	\$31,057,822	\$44,587,822
Less sales revenue from "deadline" equipment in Maintenance		\$106,605									
Total Estimated Gas Tax Revenue (C = A+B)		\$56,393,395	\$56,332,161	\$54,483,621	\$53,613,917	\$51,797,692	\$50,604,222	\$58,247,822	\$71,277,822	\$85,057,822	\$99,587,822
FUND CONTRIBUTION (NOT APPLIED DIRECTLY TO PROJECT) (D)		\$0	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Subtotal (E = C+D)		\$56,393,395	\$62,332,161	\$60,483,621	\$59,613,917	\$57,797,692	\$56,604,222	\$64,247,822	\$77,277,822	\$91,057,822	\$105,587,822
Gas Tax Road Program Budget (F)		\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000
Difference [(E)-(F)]		\$12,332,161	\$5,383,621	\$5,613,917	\$1,797,692	(\$395,778)	\$6,247,822	\$18,277,822	\$31,057,822	\$44,587,822	\$58,867,822

Note:

Road Program Financial Impact Evaluation (FY 23-24 to FY 31-32)

Purpose: (1) Develop scenarios for consideration to evaluate Road Program financial challenges
(2) Research and list unfunded needs

Scenario: (5) Revenue augmentation to make annual funding program whole

Gas Tax Revenue											
	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
ECCRFPA "gas tax": Remaining funding from SR4BPA T&R and ECCRFPA State of Good Repair (held in account)				\$3,100,000							
Actual/Estimated Gas Tax Revenue (A)	\$39,330,193	\$43,000,000	\$44,000,000	\$46,000,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
CSAC Estimate (January 2022 - for information only)	\$41,786,086	\$46,298,763									

Impact of Sand Box Scenarios on Operational Budget (Base Case) Gas Tax Cashflow											
(These funds are subject to change depending on the Sandbox selected)											
Public Works - 65 (D)	\$51,604,005	\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000

		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 31-32	FY 31-32
Estimated Gas Tax Revenue (A)		\$43,000,000	\$44,000,000	\$49,100,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
Rollover from previous FY (B)		\$13,500,000	\$12,332,161	(\$0)	\$30,296	\$14,071	\$20,601	\$664,201	\$6,694,201	\$13,474,201	\$21,004,201
Less sales revenue from "deadline" equipment in Maintenance		\$106,605									
Total Estimated Gas Tax Revenue (C = A+B)		\$56,393,395	\$56,332,161	\$49,100,000	\$48,030,296	\$50,014,071	\$51,020,601	\$52,664,201	\$59,694,201	\$67,474,201	\$76,004,201
FUND CONTRIBUTION (NOT APPLIED DIRECTLY TO PROJECT) (D)		\$0	\$616,379	\$5,800,000	\$9,800,000	\$8,200,000	\$0	\$0	\$0	\$0	\$0
Subtotal (E = C+D)		\$56,393,395	\$56,948,540	\$54,900,000	\$57,830,296	\$58,214,071	\$51,020,601	\$52,664,201	\$59,694,201	\$67,474,201	\$76,004,201
Gas Tax Road Program Budget (F)		\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000
Difference [(E)-(F)]		\$12,332,161	(\$0)	\$30,296	\$14,071	\$20,601	\$664,201	\$6,694,201	\$13,474,201	\$21,004,201	\$29,284,201

Note:

Road Program Financial Impact Evaluation (FY 23-24 to FY 31-32)

Purpose: (1) Develop scenarios for consideration to evaluate Road Program financial challenges
(2) Research and list unfunded needs

Scenario: (6) Revenue augmentation to cover local match for all grant-funded projects

Gas Tax Revenue											
	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
ECCRFPA "gas tax": Remaining funding from SR4BPA T&R and ECCRFPA State of Good Repair (held in account)				\$3,100,000							
Actual/Estimated Gas Tax Revenue (A)	\$39,330,193	\$43,000,000	\$44,000,000	\$46,000,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
CSAC Estimate (January 2022 - for information only)	\$41,786,086	\$46,298,763									

Impact of Sand Box Scenarios on Operational Budget (Base Case) Gas Tax Cashflow											
(These funds are subject to change depending on the Sandbox selected)											
Public Works - 65 (D)	\$51,604,005	\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000

		FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 31-32	FY 31-32
Estimated Gas Tax Revenue (A)		\$43,000,000	\$44,000,000	\$49,100,000	\$48,000,000	\$50,000,000	\$51,000,000	\$52,000,000	\$53,000,000	\$54,000,000	\$55,000,000
Rollover from previous FY (B)		\$13,500,000	\$17,309,387	\$8,001,075	\$5,396,410	\$4,245,409	\$7,960,409	\$12,004,009	\$18,034,009	\$24,814,009	\$32,344,009
Less sales revenue from "deadline" equipment in Maintenance		\$106,605									
Total Estimated Gas Tax Revenue (C = A+B)		\$56,393,395	\$61,309,387	\$57,101,075	\$53,396,410	\$54,245,409	\$58,960,409	\$64,004,009	\$71,034,009	\$78,814,009	\$87,344,009
FUND CONTRIBUTION (NOT APPLIED DIRECTLY TO PROJECT) (D)		\$4,977,226	\$3,640,228	\$3,165,039	\$8,665,224	\$11,908,470	\$3,400,000	\$0	\$0	\$0	\$0
Subtotal (E = C+D)		\$61,370,621	\$64,949,615	\$60,266,114	\$62,061,634	\$66,153,879	\$62,360,409	\$64,004,009	\$71,034,009	\$78,814,009	\$87,344,009
Gas Tax Road Program Budget (F)		\$44,061,234	\$56,948,541	\$54,869,704	\$57,816,225	\$58,193,470	\$50,356,400	\$45,970,000	\$46,220,000	\$46,470,000	\$46,720,000
Difference [(E)-(F)]		\$17,309,387	\$8,001,075	\$5,396,410	\$4,245,409	\$7,960,409	\$12,004,009	\$18,034,009	\$24,814,009	\$32,344,009	\$40,624,009

Note: