

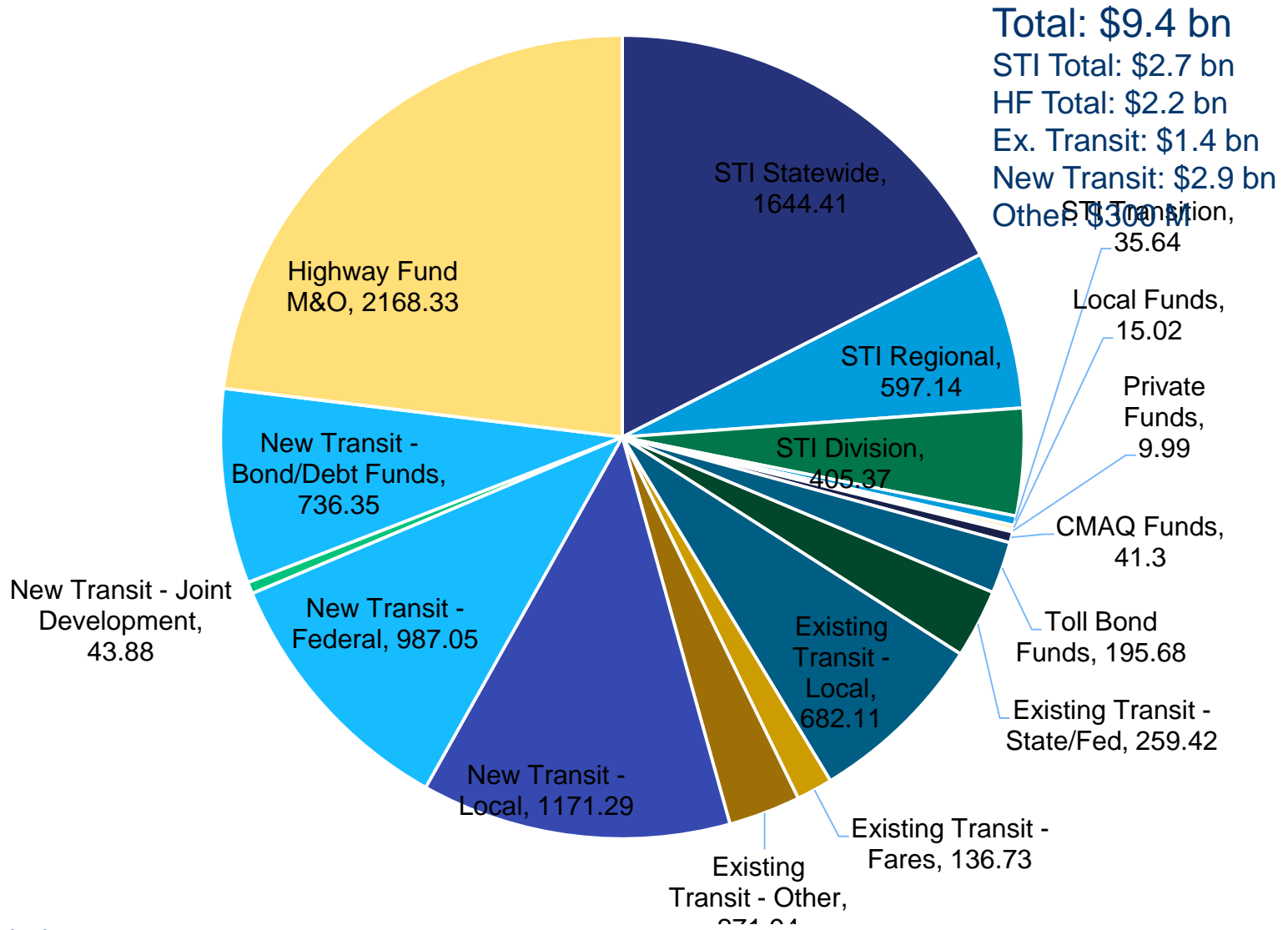
2045 MTP Fiscal Constraint Forecast

Presentation to DCHC MPO Board
September 13, 2017

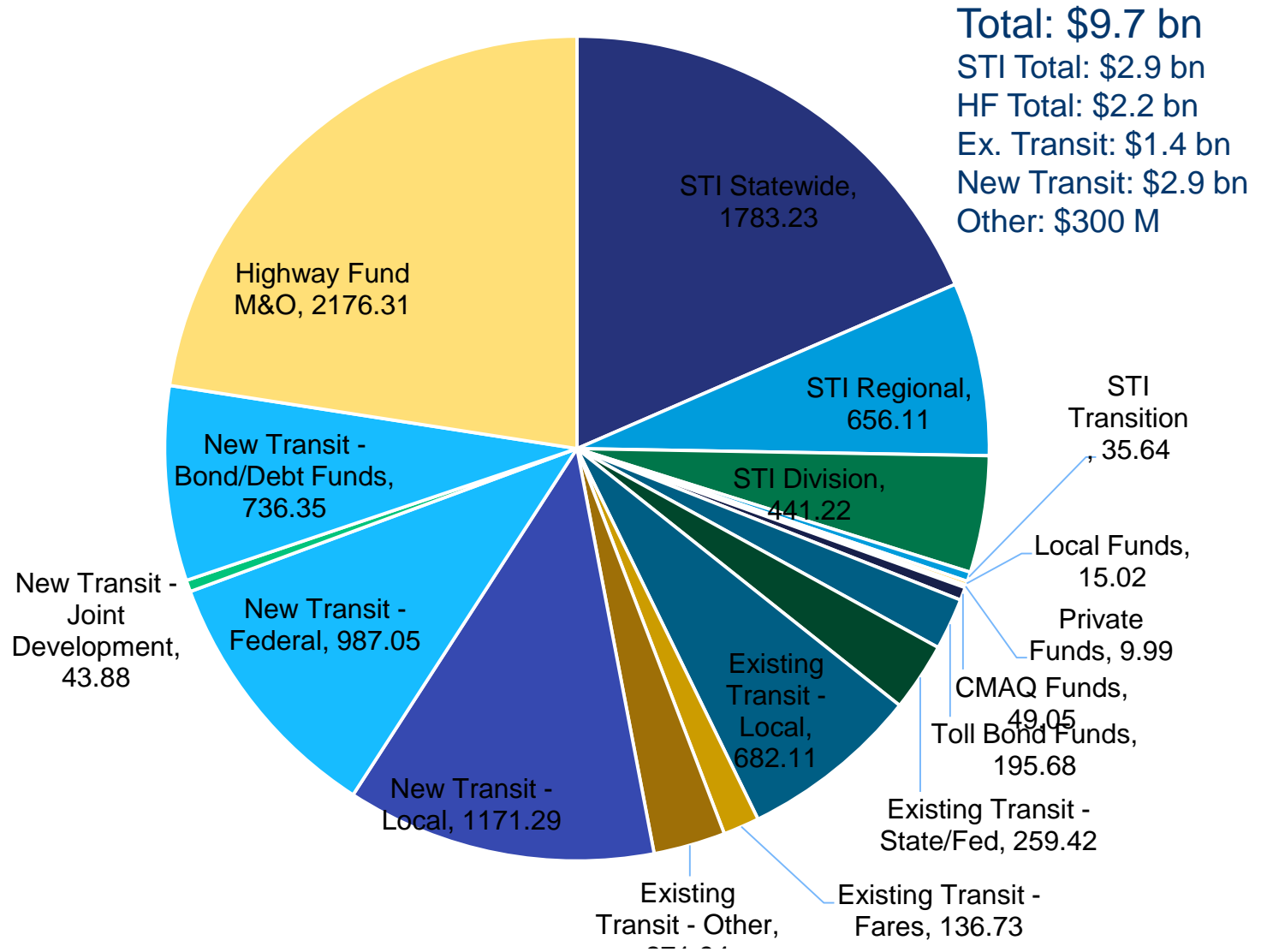
Basis of 2045 Forecast

- ▶ State/federal funding is assumed to work within the framework/ constraints of STI (where applicable)
- ▶ Transit funding is assumed to be consistent with county plans for new service, and existing funding patterns/levels for existing service
- ▶ Three financial forecasts were developed:
 - ▶ Constrained – Assumed growth of state funds in line with NCDOT projections, flat federal revenues
 - ▶ Moderate – Assumed slightly higher growth of state funds, growth of federal funds consistent with FAST Act trends
 - ▶ Aspirational – Assumed overall STI funding would grow at a rate consistent with 2018-27 STIP (which is higher growth than historic trend)

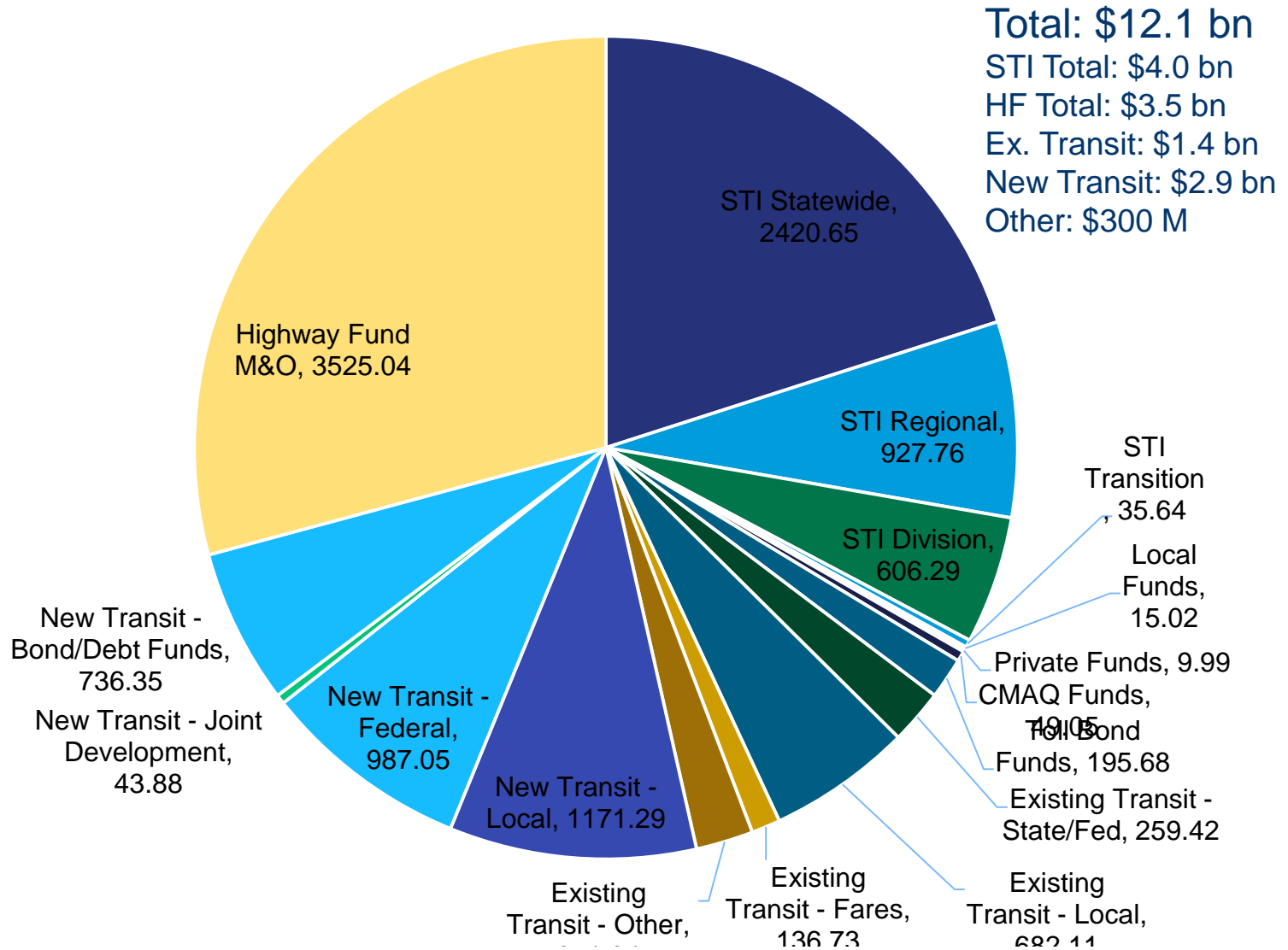
Constrained Forecast (2016 Dollars, Millions)



Moderate Forecast (2016 Dollars, Millions)



Aspirational Forecast (2016 Dollars, Millions)



Notes on STI Funds in Aspirational Forecast

- ▶ In first decade of MTP (through 2025), assumes the projects already shown in STIP (\$831 M)
- ▶ In second decade new projects can be added with the following caveats:
 - ▶ All of the expected Statewide category funding for 26-35 is already spoken for in current STIP projects
 - ▶ \$159M of regional funds already spoken for, leaving \$213M to program
 - ▶ \$21M of division funds already spoken for, leaving \$207M to program
- ▶ In third decade (36-45) new projects can be added as follows:
 - ▶ \$981M for statewide
 - ▶ \$423M for regional
 - ▶ \$256M for division
- ▶ Any STI revenues that are expected to pay toward the new transit services in the county plans (estimated at \$191M) must also be subtracted out from the STI funding. So if we assumed these were Regional STI funds in the second decade, that would leave only \$22M to program on other regional projects that decade.



2045 Metropolitan Transportation Plan (MTP)

Very Preliminary Costs and Revenues

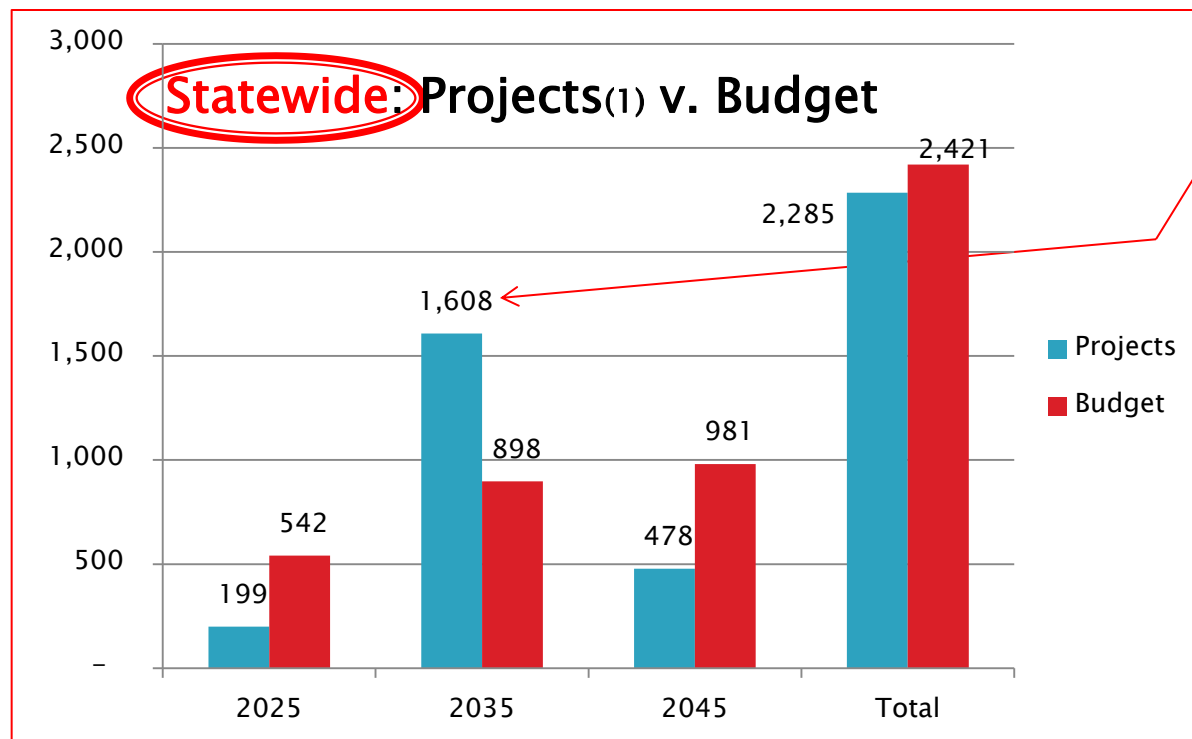
www.bit.ly/DCHC-MTP-Alternatives

MPO Board
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What are these charts?

- We don't know the costs for the 2045 MTP, yet. But, do we know what kind of shape we are in? Do we have to start working on a scenario that eliminates a lot of projects?
- The four charts in this presentation show estimated costs for a scenario that implements the existing 2040 MTP and the FY 18–27 STIP, and compares them to the projected revenues
- Note that the charts break out the financial information by the three horizon years (2025, 2035 and 2045), and by the SPOT funding categories (statewide, regional and division).

Very Preliminary Cost/Revenue Comparison

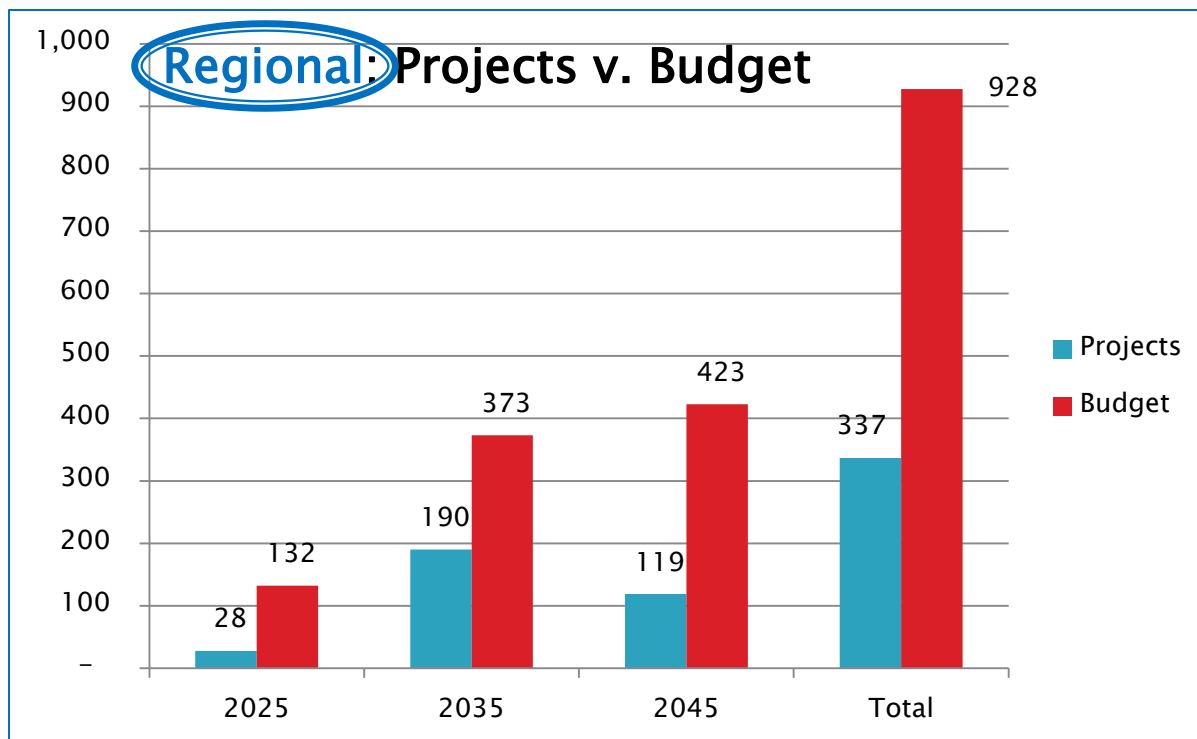


Year 2035 Includes improvements to: I-40 (Orange Co.), I-40 managed lanes*, NC 147, Fordham Blvd, US 70, some I-85, and many interchanges.

(1) Projects are costs to implement 2040 MTP and draft 18-27 STIP. One lump sum in year that project is completed.

* I-40 managed lanes use STIP cost estimate (~\$700m). MPO will likely use feasibility study estimate, which is lower.

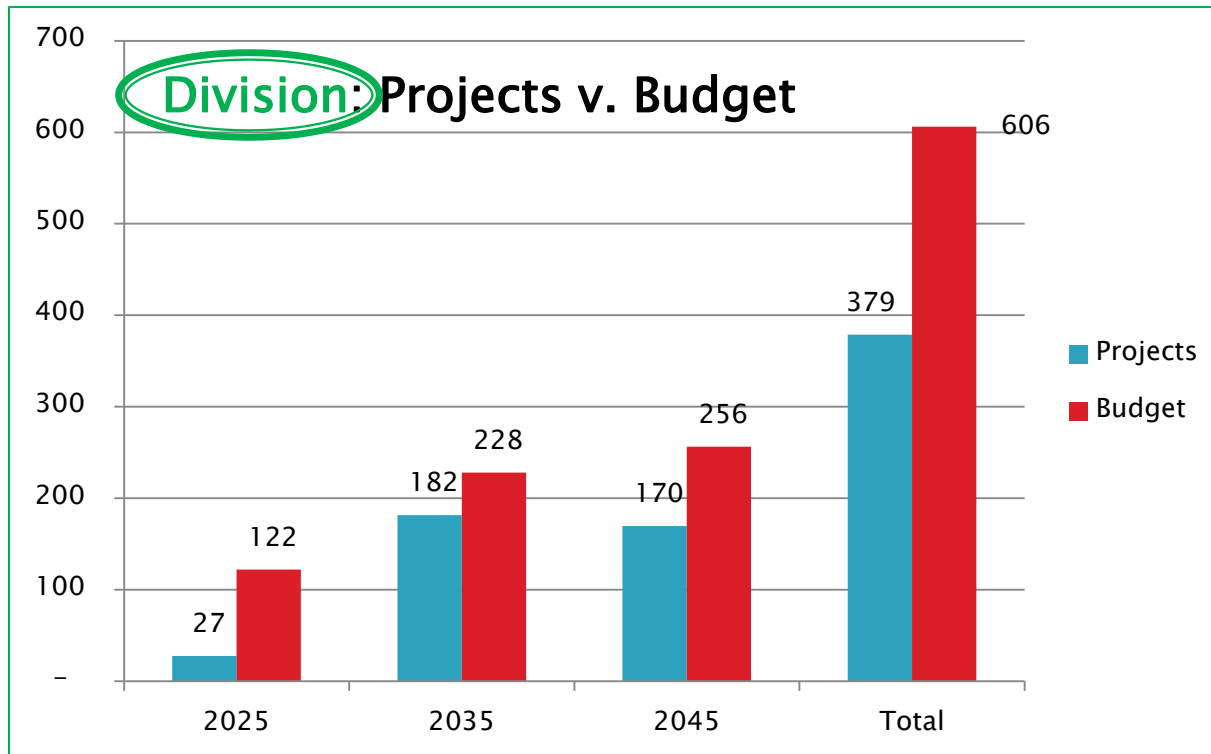
Very Preliminary Cost/Revenue Comparison



There will be additional costs for transit match (~\$191 m), TSM (intersections) and ITS.

* There is 10% transit and non-highway cap; and 4% non-highway minimum.

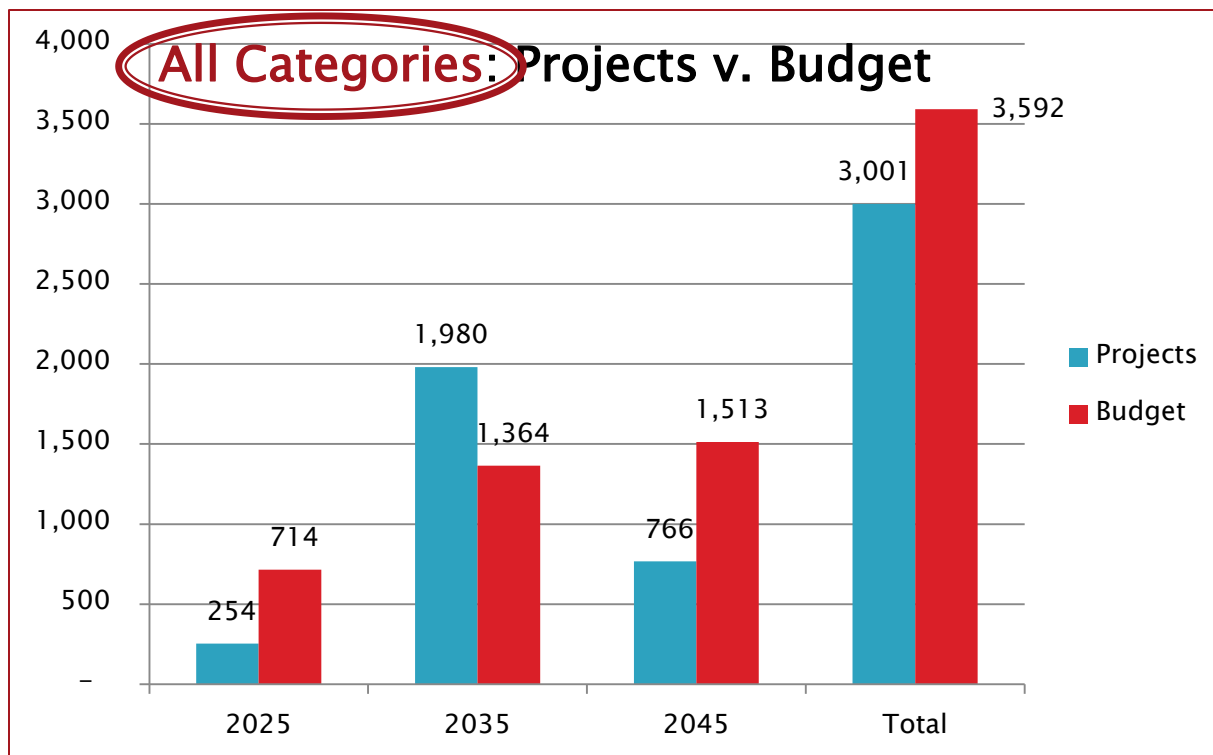
Very Preliminary Cost/Revenue Comparison



- Additional costs for TDM, TSM (intersections), bicycle and pedestrian, and transit match.
- Additional revenues from local government and private sources.

- There is 10% non-highway cap (statewide); and 2% non-highway minimum (division and statewide).

Very Preliminary Cost/Revenue Comparison



Conclusion: the MPO should be able to release a Preferred Option that is similar in scale to the current 2040 MTP.