

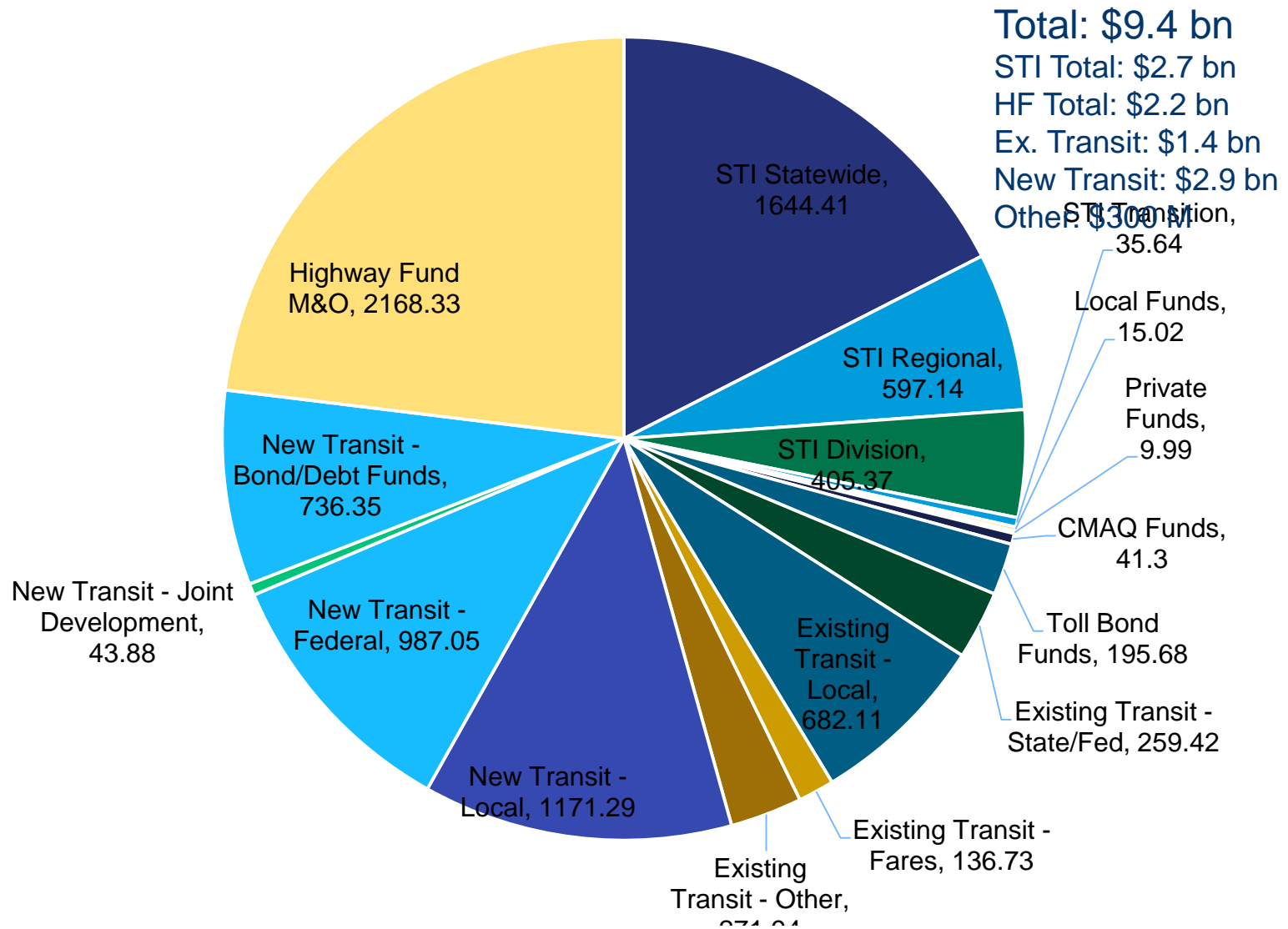
2045 MTP Fiscal Constraint Forecast

Presentation to DCHC MPO Technical Committee
August 23, 2017

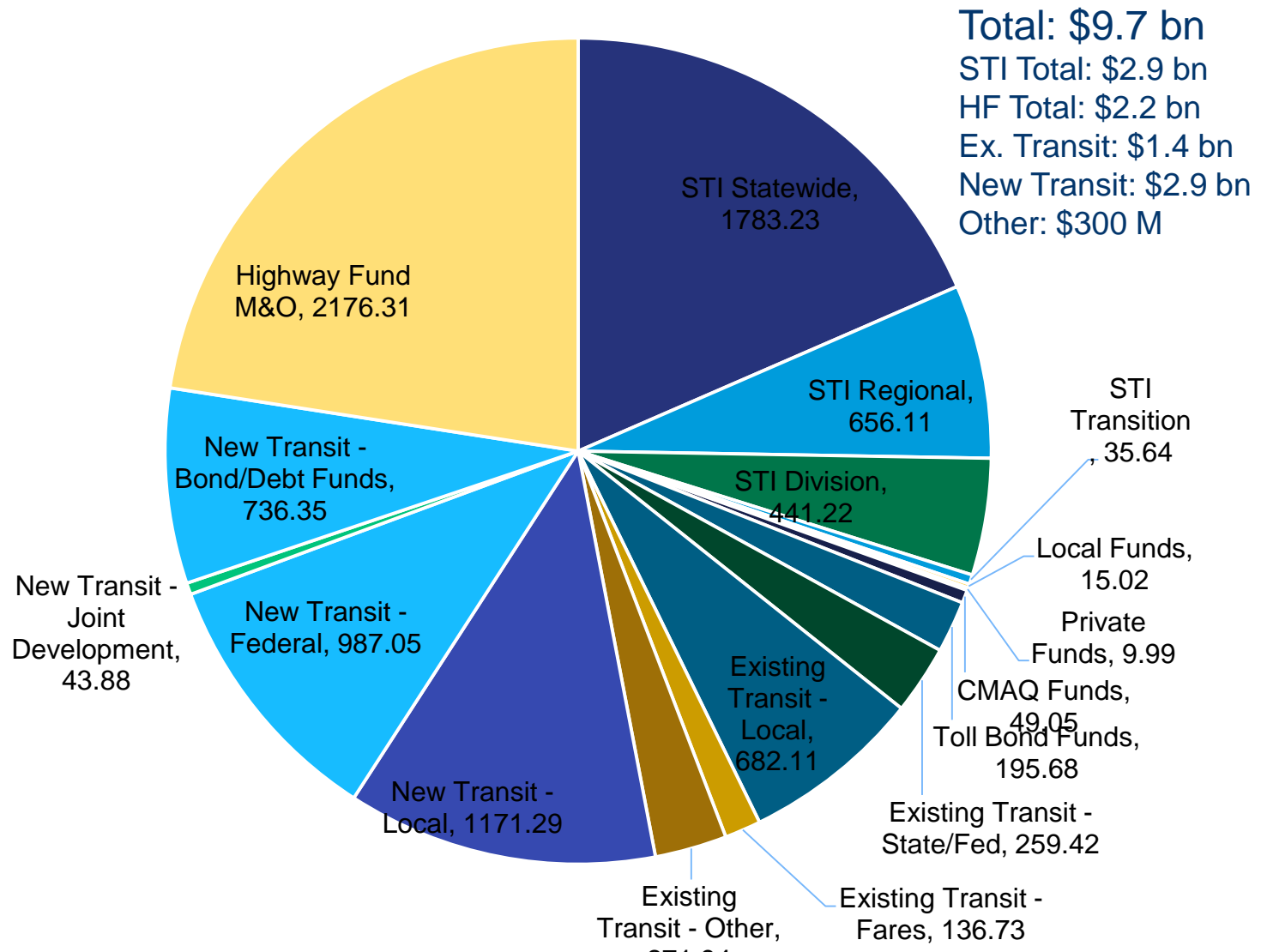
Basis of 2045 Forecast

- ▶ 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)

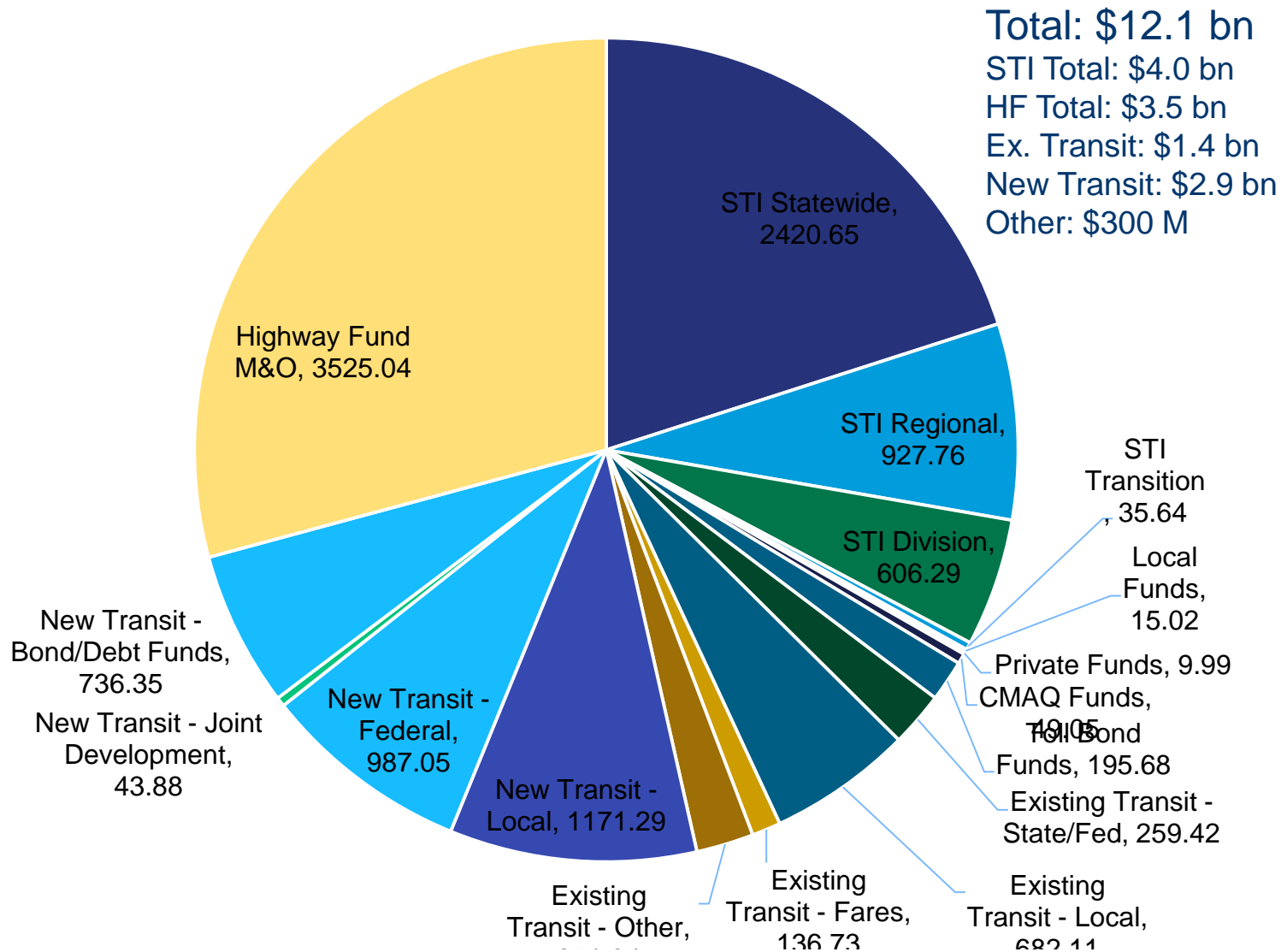
Constrained Forecast (2016 Dollars, Millions)



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.



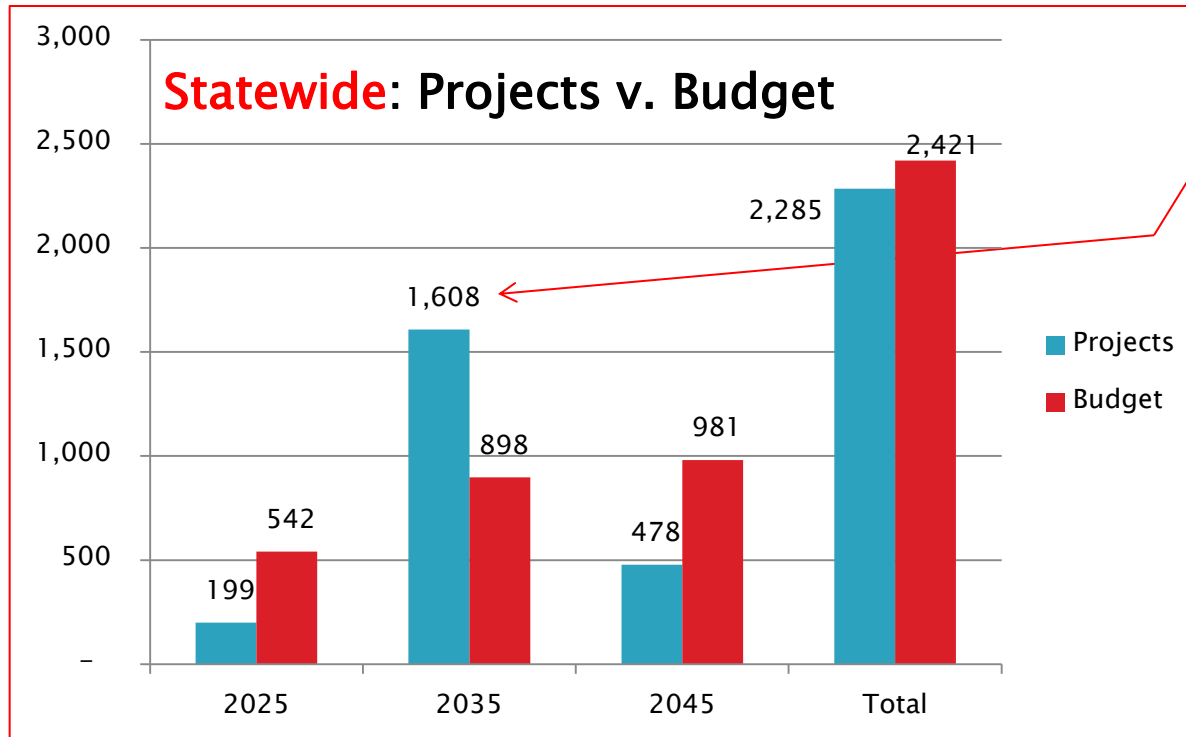
2045 Metropolitan Transportation Plan (MTP)

Very Preliminary Costs and Revenues

www.bit.ly/DCHC-MTP-Alternatives

Technical Committee
August 23, 2017

Very Preliminary Cost/Revenue Comparison

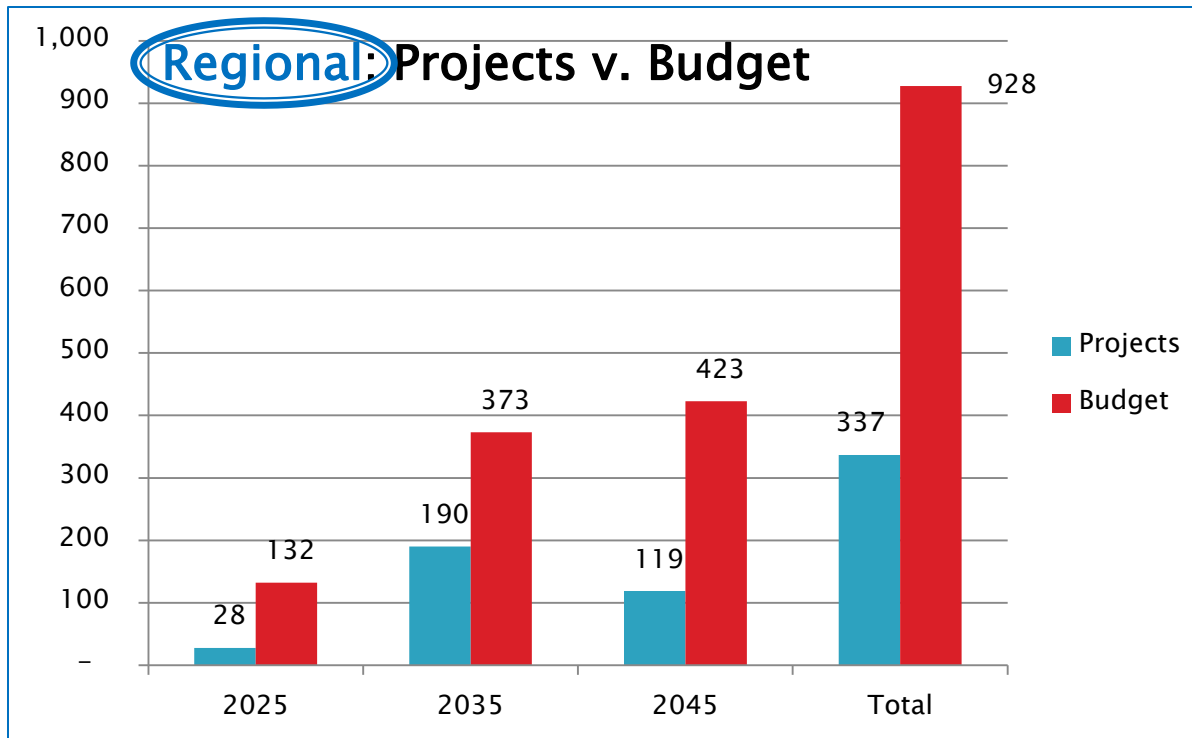


Year 2035 Includes:
I-40 (Orange Co.),
I-40 managed lanes*,
NC 147, Fordham
Blvd, US 70, some
I-85, and many
interchanges.

(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). Reduced by ~\$215m if use feasibility study estimate.

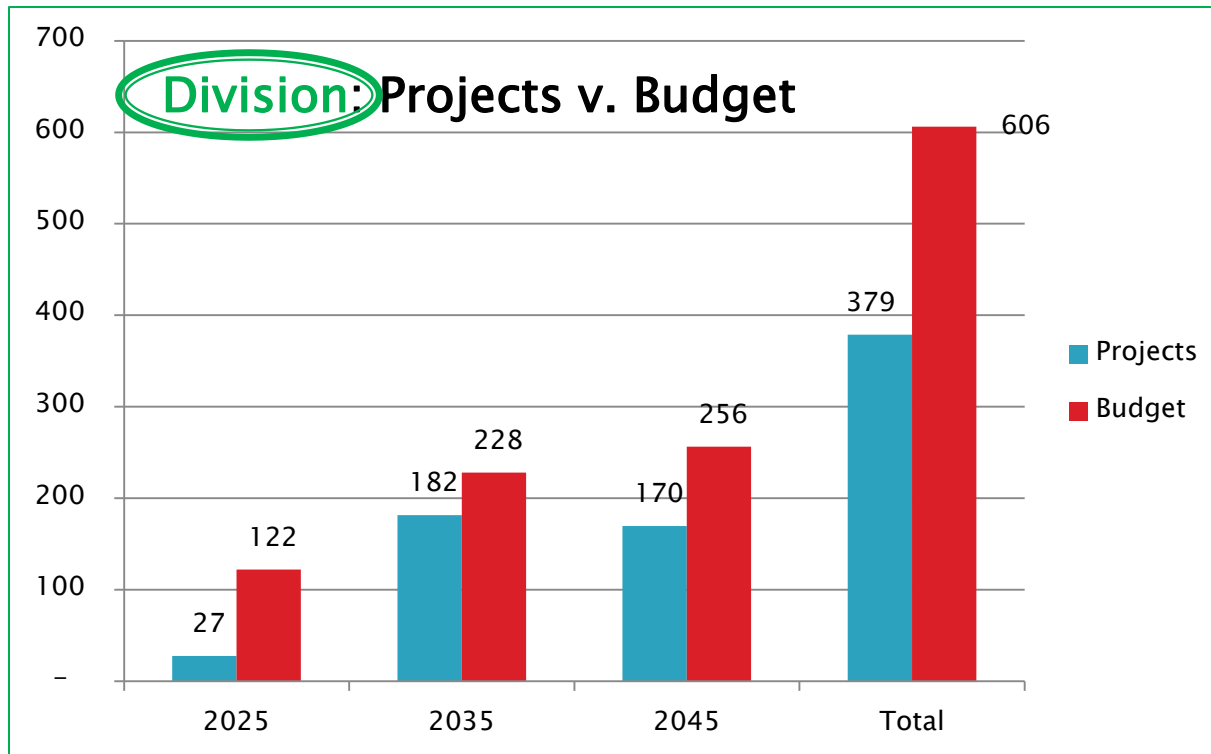
Very Preliminary Cost/Revenue Comparison



There will be additional costs for transit match (~\$191m), 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

