

# **2035 LRTP – Transportation Options Financial Plan**

---

## **Introduction -- Fiscal Constraint**

Federal regulations require the 2035 LRTP to be fiscally-constrained. This requirements means that the cost of the various highway, transit and other transportation facilities must be covered by the reasonably-expected state, federal, local and private transportation revenues. The Financial Plan provides a comparison of projected revenues and costs from 2009 through 2035 – this is a 27-year period – to demonstrate the balance between costs and revenues. After reviewing the current financial plan, the reader will find that the Transportation Options do not meet the fiscal constraint requirement because the expected costs exceed the revenues. The public, staff and elected officials will need to make modifications to the Transportation Options to develop a draft 2035 LRTP that is fiscally constrained.

## **Costs**

The costs for each of the four transportation options are presented in the table on page 3 of this section. The table rows represent a cost category and the columns represent the transportation option (i.e., a set of transportation projects for the proposed long range plan). The cost categories are broken down into cost sub categories for Highway and Other, Bus Transit and Rail Transit. There is only one transportation option for Highways and Other – in other words, the proposed highway network is the same for all four transportation options. As a result, the cost table has only a single set of costs for the Highway and Other cost category in each column.

There are four transportation options for transit. Thus, the Bus Transit and Rail Transit cost categories have a different cost in each column, which represents the costs for one of the four transportation options.

The values include twenty-seven years of costs, from 2009 through 2035.

## **Revenues**

The transportation options are presented in the revenue table on page 4 of this section in the same format as the costs. These are called “traditional” revenues because the figures are based on trends from the current transportation funding sources for the long range transportation plan.

## **Local Revenue Sources**

The table on page 5 of this section presents two new revenue sources that could be used to finance transportation projects: 1) increased sales tax; and 2) increased car registration fee. In previous long range plans, these revenue sources have been called “non-traditional” revenues. The revenue totals assumes receipts from the year 2011 through 2035. Table notes provide additional assumptions made for calculating the receipts.

It is important to note that these revenue options would require a local referendum for approval. The DCHC MPO is not empowered to invoke these tax changes or direct the usage of the receipts.

## **Cost/Revenue Summary**

The table on page 6 presents and balances the key cost and revenue figures. As demonstrated, costs exceed traditional revenues by \$1.2 to \$2.3 billion. The inclusion of nontraditional revenues reduces this negative balance to a point in which costs exceed all revenues by \$356 million to \$1.4 billion. The challenge for the public, staff and DCHC MPO policy board is to refine the transportation options to produce a draft 2035 LRTP that is balance – i.e., costs and revenues are equal.

<b>2035 L RTP Cost Forecast</b>				
(Years 2009 through 2035)		<b>Amount:</b>		
<b>Highways &amp; Other</b>	<u>Bus Transit</u>	<u>Commuter Rail</u>	<u>Rail Transit</u>	<u>Light Rail Transit</u>
Highways	\$ 2,660,464,833	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Maintenance	\$ 1,018,070,580	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Highway Trust Fund ("Loop" projects)	\$ 683,621,384	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Toll roadway	\$ 156,700,000	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Bicycle Projects	\$ 491,910,028	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Pedestrian Projects	\$ 180,435,000	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
TDM/TSM/ITS	\$ 193,306,300	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
<b>Total Highway Capital and Maintenance</b>	<b>\$ 5,384,508,124</b>	<b>\$ 5,384,508,124</b>	<b>\$ 5,384,508,124</b>	<b>\$ 5,384,508,124</b>
<b>Bus Transit</b>				
Capital	\$ 333,131,384	\$ 322,797,142	\$ 324,711,702	\$ 330,032,558
Operations & Maintenance	\$ 1,160,212,360	\$ 936,942,840	\$ 1,444,745,960	\$ 857,205,160
Amenities/Park-n-Ride	\$ 46,550,400	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
<b>Total Bus Transit</b>	<b>\$ 1,539,894,144</b>	<b>\$ 1,306,290,382</b>	<b>\$ 1,816,008,062</b>	<b>\$ 1,233,788,118</b>
<b>Rail Transit</b>				
Capital	(No rail in this option)	\$ 333,627,152	\$ 1,215,200,000	\$ 1,365,700,000
Operations & Maintenance	(No rail in this option)	\$ 88,411,050	\$ 186,600,000	\$ 215,200,000
<b>Total Rail Transit</b>	(No rail in this option)	<b>\$ 422,038,202</b>	<b>\$ 1,401,800,000</b>	<b>\$ 1,580,900,000</b>
<i>Annual Operating &amp; Maintenance Cost</i>	<i>(Not available)</i>		\$ 13,800,000	\$ 12,500,000
<b>Total Costs</b>	<b>\$ 6,924,402,268</b>	<b>\$ 7,112,836,709</b>	<b>\$ 8,602,316,186</b>	<b>\$ 8,199,196,242</b>

## 2035 LRTP Revenue Forecast

### Traditional Revenue

(Years 2009 through 2035)

	Amount:			
<b>Highways &amp; Other</b>	<u>Bus Transit</u>	<u>Commuter Rail</u>	<u>Rail Transit</u>	<u>Light Rail Transit</u>
Capital - Federal / State	\$ 2,006,653,493	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Maintenance -- Federal/State	\$ 1,018,070,580	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Highway Trust Fund ("Loop" projects)	\$ 650,371,384	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Toll roadway	\$ 156,700,000	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Local (Capital Improvement Program)	\$ 271,729,400	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Private	\$ 149,791,685	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
<b>Total Highways</b>	<b>\$ 4,253,316,542</b>	<b>\$ 4,253,316,542</b>	<b>\$ 4,253,316,542</b>	<b>\$ 4,253,316,542</b>
<b>Bus Transit</b>				
Capital - Federal / State	\$ 300,009,986	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Op./Mtce./Planning.- Federal / State	\$ 305,661,753	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Local	\$ 531,174,379	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
Fares	\$ 118,180,898	\$ 114,416,678	\$ 114,416,678	\$ 114,416,678
Private - Capital (Duke and NCCU)	\$ 25,377,312	\$ 25,711,224	\$ 25,711,224	\$ 25,711,224
Private - Operating (Duke and NCCU)	\$ 124,767,080	\$ 69,296,080	\$ 90,530,680	\$ 69,296,080
<b>Total Bus Transit</b>	<b>\$ 1,405,171,409</b>	<b>\$ 1,346,270,100</b>	<b>\$ 1,367,504,700</b>	<b>\$ 1,346,270,100</b>
<b>Rail Transit</b>				
Capital - Federal / State	(No rail in this option)	\$ 250,220,364	\$ 607,600,000	\$ 682,850,000
Op./Mtce./Planning.- Federal / State	(No rail in this option)	\$ 19,353,179	\$ 33,953,000	\$ 39,150,000
Local	(No rail in this option)	\$ -	\$ -	\$ -
Fares	(No rail in this option)	\$ 25,639,205	\$ 37,300,000	\$ 43,000,000
<b>Total Rail Transit</b>	(No rail in this option)	<b>\$ 295,212,748</b>	<b>\$ 678,853,000</b>	<b>\$ 765,000,000</b>
<b>Total Revenues</b>	<b>\$ 5,658,487,951</b>	<b>\$ 5,894,799,390</b>	<b>\$ 6,299,674,242</b>	<b>\$ 6,364,586,642</b>

<b>2035 LRTP Revenue Forecast</b>				
<b>Local Revenue Sources</b>				
(Receipts in years 2011 through 2035)				
	<b>Amount:</b>			
	<u>Bus Transit</u>	<u>Commuter Rail</u>	<u>Rail Transit</u>	<u>Light Rail Transit</u>
<b>Local Source(1)</b>				
<b>Sales Tax</b> (Assumes: 1/2 cent increase in Durham and Orange counties, and 1/4 cent increase in Chatham County; from 2011 through 2035; and, revenue increases commensurate with population.)	\$ 754,991,395	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
<b>Car Registration Fee</b> (Assumes: \$10 car reg. fee in Chatham, Durham and Orange counties; from 2011 through 2035; and, revenue increases commensurate with population.)	\$ 106,588,668	(Same as Bus Transit)	(Same as Bus Transit)	(Same as Bus Transit)
<b>Total Local Source</b>	<b>\$ 861,580,063</b>	<b>\$ 861,580,063</b>	<b>\$ 861,580,063</b>	<b>\$ 861,580,063</b>

(1) These revenue sources require a local referendum.

# 2035 LRTP

## Cost/Revenue Summary

(Years 2009 through 2035)

Amount:

<b>Costs</b>	<u>Bus Transit</u>	<u>Commuter Rail</u>	<u>Rail Transit</u>	<u>Light Rail Transit</u>
Total Highways and Other	\$ 5,384,508,124	\$ 5,384,508,124	\$ 5,384,508,124	\$ 5,384,508,124
Total Bus Transit	\$ 1,539,894,144	\$ 1,306,290,382	\$ 1,816,008,062	\$ 1,233,788,118
Total Rail Transit	(No rail in this option)	\$ 422,038,202	\$ 1,401,800,000	\$ 1,580,900,000
<b>Total Costs</b>	<b>\$ 6,924,402,268</b>	<b>\$ 7,112,836,709</b>	<b>\$ 8,602,316,186</b>	<b>\$ 8,199,196,242</b>
<b>Revenues</b>				
Total Highways and Other	\$ 4,253,316,542	\$ 4,253,316,542	\$ 4,253,316,542	\$ 4,253,316,542
Total Bus Transit	\$ 1,405,171,409	\$ 1,346,270,100	\$ 1,367,504,700	\$ 1,346,270,100
Total Rail Transit	(No rail in this option)	\$ 295,212,748	\$ 678,853,000	\$ 765,000,000
<b>Total Revenues</b>	<b>\$ 5,658,487,951</b>	<b>\$ 5,894,799,390</b>	<b>\$ 6,299,674,242</b>	<b>\$ 6,364,586,642</b>
<b>Difference (Revenues minus Costs)</b>	<b>\$ (1,265,914,318)</b>	<b>\$ (1,218,037,319)</b>	<b>\$ (2,302,641,944)</b>	<b>\$ (1,834,609,600)</b>
<b>Local Source Revenues</b>				
Total	\$ 861,580,063	\$ 861,580,063	\$ 861,580,063	\$ 861,580,063
<b>Difference</b>	<b>\$ (404,334,255)</b>	<b>\$ (356,457,256)</b>	<b>\$ (1,441,061,881)</b>	<b>\$ (973,029,537)</b>
(Revenues + Local Source Revenues) minus (Costs)				