

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

RTP Finance Work Group - Meeting # 6

Date: Thursday, November 10, 2016
 Time: 1:30 – 3:30 p.m.
 Place: Metro Regional Center, Room 401
 600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Agenda items

1:30	Welcome & introductions	Ted Leybold
1:35	Partner Updates <i>Who have you talked to about this work? What have you heard?</i> <i>Impacts from the General Election?</i>	Everyone
1:50	Development of Local Revenues Update <ul style="list-style-type: none"> How the revenue methodology is developed for the templates 85% picture now complete among the three counties – Editing and required updates continue Summary of the local revenue programs across the three counties Represents a Existing Conditions – No Growth (ECNG) scenario 	Ken Lobeck
2:10	Development of State Revenues Update <ul style="list-style-type: none"> Correctly interpreting the tables Working with ODOT to determine appropriate regional allocations How Measures 96-99 may (or may not) impact the State revenue forecast 	Ken Lobeck
2:25	Development of Federal Revenues Update <ul style="list-style-type: none"> Updates to the ECNG, Constrained and Moderate Scenarios Remember the transit revenue picture! 	Ken Lobeck
2:40	Operations and Maintenance Update <ul style="list-style-type: none"> The shortfall and how to tell the story... O&M versus Capital local revenue ratio 	Ken Lobeck Ted Leybold
2:55	RTP Process Updates <ul style="list-style-type: none"> Projects, next Leadership forum, adjustments, etc. How should we tell the revenue story? - The good, the bad, and the ugly... 	Kim Ellis Ted Leybold Ken Lobeck
3:20	Summary and Next Steps	Ted Leybold Ken Lobeck
3:30	Adjourn	

Meeting packet:

Planned Handouts	Upcoming Meetings
<ul style="list-style-type: none"> Agenda & Slides Draft Revenue Forecast Summaries (progress to date) O&M Update Summary Local Revenue Programs Summary 	January: Thursday, Jan 12, 2017, 9-11:00 am, Room 401

RTP Finance Work Group leader:
Ken Lobeck, Funding Programs Lead, Metro
Tel: 503-797-1785, Email: ken.lobeck@oregonmetro.gov

Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information:

www.oregonmetro.gov/metro-regional-center

Getting there with adequate resources



© 2016 Regional Transportation Plan update

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Finance Plan & Revenue Forecasts

RTP Finance Work Group Meeting #6
November 10, 2016

Ken Lobeck, RTP Finance Plan Manager
503-797-1785 | ken.lobeck@oregonmetro.gov

Agenda

- Welcome, intros, and administrative items
- Partner updates
- Local revenue templates development update
- State revenues update
- Federal revenues update
- Operations and Maintenance update
- RTP process updates
- Summary and next steps
 - Next proposed Meeting January 12, 2017
- Adjourn

Partner Updates

- Discussion areas related to transportation funding or other areas?
- Policy updates to share?
- Issues or concerns about transportation emerging in your agency?
- How did the election results impact your agency?

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Local Revenue Forecast Progress

Computation Methodology

- TSPs, CIPS, CAFRs/Audits, budget documents, and staff inputs utilized to determine annual revenue amounts
- Identified a 20 year total, annual amount, or historical average to use to develop the 2018 base year amount
- Determine if annual growth or multipliers would be included
- Project out revenues, division years and segment years out to 2040

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Local Revenue Forecast Computation Methodologies – with Growth

West Linn Local Revenue Totals				
Roadway Maintenance Fees with multiplier				
Year	Amount	Annual Inflationary Growth	RTP Segment Years Total	RTP Divisions
2014	\$ 1,319,000			
2015	\$ 1,391,677	5.51%		
2016	\$ 1,468,358	5.51%		
2017	\$ 1,549,265	5.51%	\$ 3,017,623	
2018	\$ 1,634,629	5.51%	2018-20	2018 to 2027
2019	\$ 1,724,697	5.51%		
2020	\$ 1,819,728	5.51%	\$ 5,179,055	
2021	\$ 1,919,995	5.51%	2021-25	
2022	\$ 2,025,787	5.51%		
2023	\$ 2,137,408	5.51%		
2024	\$ 2,255,179	5.51%		
2025	\$ 2,379,439	5.51%	\$ 10,717,809	
2026	\$ 2,510,547	5.51%	2026-30	
2027	\$ 2,648,878	5.51%		
2028	\$ 2,794,831	5.51%		
2029	\$ 2,948,826	5.51%		
2030	\$ 3,111,306	5.51%	\$ 14,014,387	
2031	\$ 3,282,739	5.51%	2031-35	
2032	\$ 3,463,618	5.51%		
2033	\$ 3,654,464	5.51%		
2034	\$ 3,855,824	5.51%		
2035	\$ 4,068,280	5.51%	\$ 18,324,926	
2036	\$ 4,292,443	5.51%	2036-40	
2037	\$ 4,528,956	5.51%		
2038	\$ 4,778,502	5.51%		
2039	\$ 5,041,797	5.51%		
2040	\$ 5,355,502	6.22%	\$ 23,997,200	
Total:	\$ 75,251,000		\$ 72,233,377	\$ 21,056,288
Tot 2016-40:	\$ 75,251,000			
Tot: 2018-40:	\$ 72,233,377			

Example of Multiplier Used:

- TSP included statement of annual growth present
- 2014-15 historical year amounts
- Total estimate out at 2040 of \$75.2 million
- From there, estimate annual growth percent could be added
- This approach requires:
 - Knowing the starting year amount
 - Or have at least a 3-year historic average...
 - ...And a final total
 - Plus horizon year range (e.g. 20 years, 22 years, etc.)

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Local Revenue Forecast Computation Methodologies – No Growth

West Linn Local Revenue Totals				
System Development Charges (SDC) No Multiplier				
Year	Amount	Annual Inflationary Growth	RTP Segment Years Total	RTP Divisions
2014	\$ 343,000			
2015	\$ -			
2016	\$ 182,080	#DIV/0!		
2017	\$ 182,080	0.00%		
2018	\$ 182,080	0.00%	2018-20	2018 to 2027
2019	\$ 182,080	0.00%		
2020	\$ 182,080	0.00%	\$ 546,240	
2021	\$ 182,080	0.00%	2021-25	
2022	\$ 182,080	0.00%		
2023	\$ 182,080	0.00%		
2024	\$ 182,080	0.00%		
2025	\$ 182,080	0.00%	\$ 910,400	
2026	\$ 182,080	0.00%	2026-30	
2027	\$ 182,080	0.00%		
2028	\$ 182,080	0.00%		
2029	\$ 182,080	0.00%		
2030	\$ 182,080	0.00%	\$ 910,400	
2031	\$ 182,080	0.00%	2031-35	
2032	\$ 182,080	0.00%		
2033	\$ 182,080	0.00%		
2034	\$ 182,080	0.00%		
2035	\$ 182,080	0.00%	\$ 910,400	
2036	\$ 182,080	0.00%	2036-40	
2037	\$ 182,080	0.00%		
2038	\$ 182,080	0.00%		
2039	\$ 182,080	0.00%		
2040	\$ 182,080	0.00%	\$ 910,400	
Tot 18-40:	\$ 4,187,840		\$ 4,187,840	\$ 1,820,800
Tot 16-40:	\$ 4,552,000			
			Total rev	\$ 4,552,000

Example of No Multiplier Used

- TSP included statement of total revenues by 2040
- Total revenues estimated are \$4,552,000 from 2016-2040
- Revenues will be inconsistent
- Some years could be \$0
- Know historical actual amount in 2014 greater than 25 year annual average
- Solution was to equally spread the \$4.55 million among the 25 years then subtract out FY 2016 and 17
- Generally, this approach “front loads” some of the revenues in earlier years

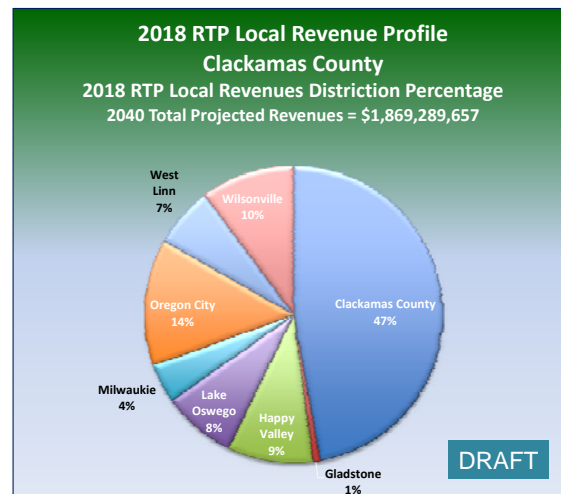
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Local Revenue Forecast Progress

- All 3 counties now almost complete
- Local revenue forecast at 90% accuracy level
- Starting charting and graphical representations
- Expect further refinement, possible slight reductions on the county totals as remaining assumptions used are confirmed or refuted
- **Note: All following local revenue projections are still draft and subject to further revision and refinement**

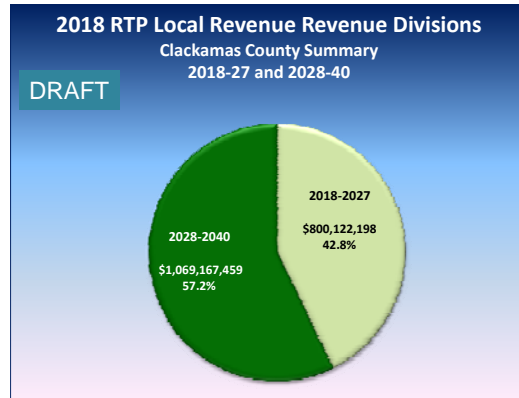
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Local Revenue Forecast Progress Clackamas County Summary

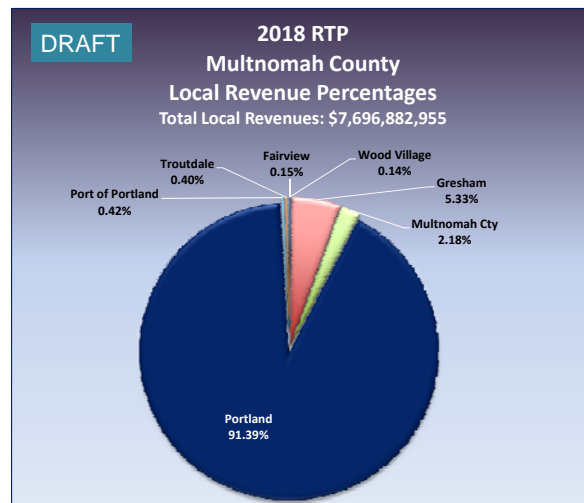


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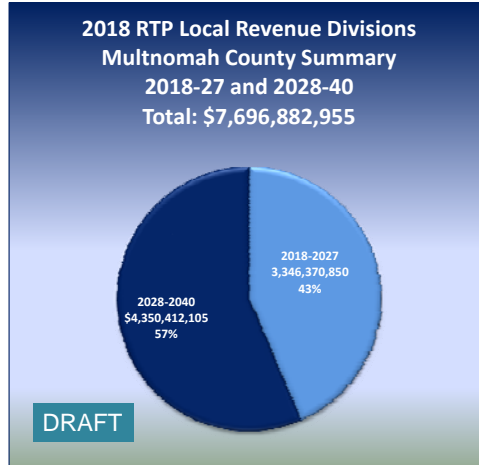
Local Revenue Forecast Progress Clackamas County Summary



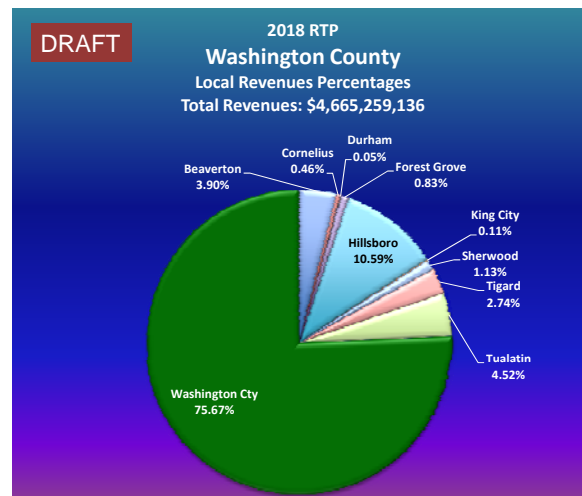
Local Revenue Forecast Progress Multnomah County Summary



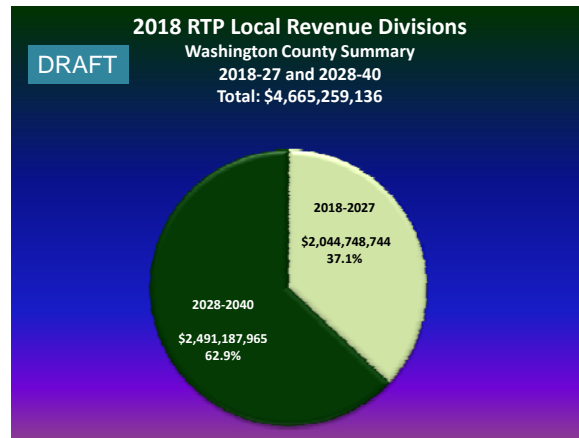
Local Revenue Forecast Progress Multnomah County Summary



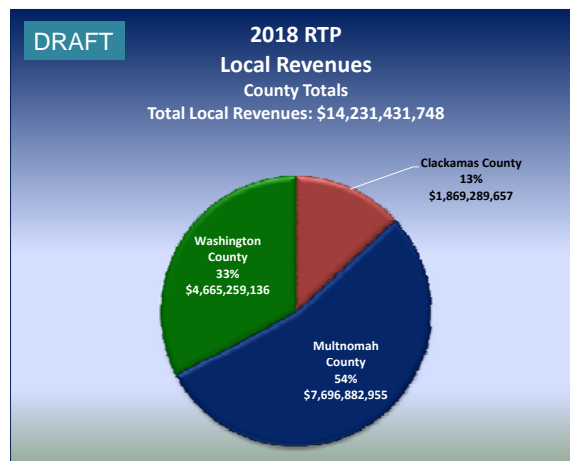
Local Revenue Forecast Progress Washington County Summary



Local Revenue Forecast Progress Washington County Summary



Local Revenue Forecast Progress 3-County Summary



Note:
Does not include local transit funds for TriMet or SMART

Transit funding will be addressed as a separate category

Local revenues represent a Existing Conditions – No Growth Scenario

Local Revenue Forecast

Templates - Still to do

- Templates require refinement, revisions, correct errors, and add any required updates
- O&M vs. Capital funding split comparison review and refine
- Need Hillsboro revenues
- Post election results: Additional new revenues to include?
- Determine if O&M is applicable to Port of Portland

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State and Federal Revenue Forecast

- Still working on correctly interpreting revenue tables at state level down to regional level
- Federal funds: will continue developing the Existing Conditions – No Growth, Conservative, and Moderate scenarios
- Still need to provide TriMet and SMART their federal and state transit funding revenue assumptions

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State and Federal Revenue Forecast

Impact of Measures on State Lottery Fund Assumptions

- Impacts of Measures 96 through 99 on State Lottery funding assumptions for transportation:
 - **Measure 96:** Dedicates 1.5% of state lottery proceeds to fund Veterans' services. Status - 84% YES, Passed
 - **Measure 97:** Increases corporate minimum tax when sales exceed \$25 million using funds for education, healthcare, and senior services. Status - 59% NO, Failed
 - **Measure 98:** Requires the legislature to fund dropout prevention as well as career and college readiness programs in high schools. Status: - 66% YES, Passed

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State and Federal Revenue Forecast

Impact of Measures on State Lottery Fund Assumptions

- Impacts continued:
 - **Measure 99:** Creates "Outdoor School Education Fund" continuously funded through the lottery to provide outdoor school programs statewide. Status: 67% YES – Passed
- ODOT LRFA Work Group will evaluate the extent of funding impacts on State lottery funds previously allocated for transportation needs and if changes are required

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Local Revenue Forecast O&M versus Capital Revenues Comparison

City of West Linn O&M vs. Capital (and other transportation improvement types) Ratio Comparison							
2018 Annual Revenue	Total Revenues 2018-40	O&M Percent	Capital/Other Improvements Percent	2018 Annual Amount O&M	2018 Annual Capital/Other Amount	RTP Horizon Years Total O&M	RTP Horizon Years Total Capital/Other
\$3,481,826	\$122,879,831	60%	40%	\$2,089,096	\$1,392,730	\$73,727,913	\$49,151,918

- Purpose: Provides a summary level of local revenues committed to O&M or Capital needs
- Provides annual and RTP Horizon year comparison
- Transit will be addressed as a separate category

Local Revenue Forecast O&M versus Capital Revenues Comparison

2018 RTP Local Revenue O&M vs Capital Comparison										
Agency	Annual Local Revenues					RTP Total Years (2018-2040) Projection				
	Annual Total Local Revenues	Annual O&M Commitment	Annual Capital Commitment	O&M %	Capital %	Total RTP Local Revenues	Total O&M Commitment	Total Capital Commitment	O&M %	Capital %
Beaverton	\$ 7,910,000	\$ 7,910,000	\$ -	100.0%	0.0%	\$ 181,930,000	\$ 181,930,000	\$ -	100.0%	0.0%
Clackamas County	\$ 38,324,795	\$ 33,920,000	\$ 4,404,795	88.5%	11.5%	\$ 881,470,285	\$ 780,160,000	\$ 101,310,285	88.5%	11.5%
Cornelius	\$ 932,000	\$ 932,000	\$ -	100.0%	0.0%	\$ 21,436,000	\$ 21,436,000	\$ -	100.0%	0.0%
Durham	\$ 93,905	\$ 84,515	\$ 9,390	90.0%	10.0%	\$ 2,159,815	\$ 1,943,845	\$ 215,970	90.0%	10.0%
Fairview	\$ 495,000	\$ 495,000	\$ -	100.0%	0.0%	\$ 11,385,000	\$ 11,385,000	\$ -	100.0%	0.0%
Forest Grove	\$ 1,303,881	\$ 1,298,881	\$ 5,000	99.6%	0.4%	\$ 38,869,080	\$ 38,720,029	\$ 149,051	99.6%	0.4%
Gladstone	\$ 647,430	\$ 647,430	\$ 10,000	98.5%	1.5%	\$ 15,120,890	\$ 14,890,890	\$ 230,000	98.5%	1.5%
Totals:	\$ 571,312,484	\$ 435,866,438	\$ 135,446,046	76.3%	23.7%	\$14,231,401,750	\$ 10,396,302,971	\$3,835,098,779	73.1%	26.9%

County	Annual Total Local Revenues	Annual O&M Commitment	Annual Capital Commitment	O&M %	Capital %	Total RTP Local Revenues	Total O&M Commitment	Total Capital Commitment	O&M %	Capital %
West Linn	\$ 3,481,826	\$ 2,089,096	\$ 1,392,730	60.0%	40.0%	\$ 122,879,831	\$ 73,727,913	\$ 49,151,918	60.0%	40.0%
Wilsonville	\$ 8,300,000	\$ 1,874,719	\$ 6,425,281	22.6%	77.4%	\$ 190,900,000	\$ 43,118,537	\$ 147,781,463	22.6%	77.4%
Wood Village	\$ 451,260	\$ 375,558	\$ 75,702	83.2%	16.8%	\$ 10,378,980	\$ 8,637,834	\$ 1,741,146	83.2%	16.8%

Even with the SDCs, TDTs, and other capacity focused, O&M needs are consuming a large portion of your available local revenues

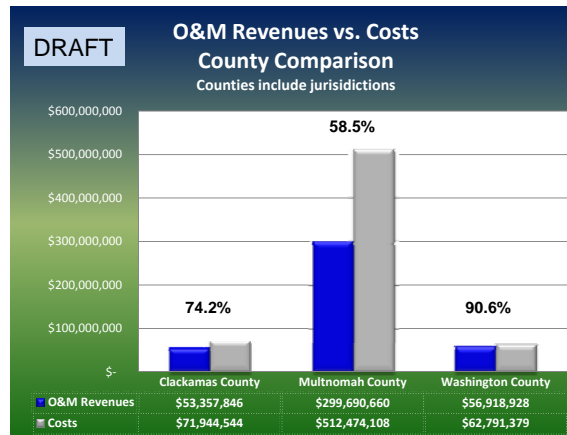
Operations and Maintenance (O&M) Update

Subject to Additional Updates and Revisions **** DRAFT ****

Operations and Maintenance Summary					
Agency	O&M Local Revenues	O & M Annual Costs	Difference	% of O&M Need	Notes
Beaverton	\$ 7,910,000	\$ 9,365,000	\$ (1,455,000)	84.5%	
Clackamas Cty	\$ 33,920,000	\$ 50,920,000	\$ (17,000,000)	66.6%	Delay maintenance used
Cornelius	\$ 932,000	\$ 1,415,840	\$ (483,840)	65.8%	Deferred maintenance used
Durham	\$ 84,515	\$ 84,515	\$ -	100.0%	My guess
Fairview	\$ 393,000	\$ 393,000	\$ -	100.0%	My guess
Forest Grove	\$ 1,298,881	\$ 1,156,272	\$ 142,609	112.3%	
Gladstone	\$ 647,430	\$ 844,496	\$ (197,066)	76.7%	AL - Estimate - needs confirmation
Gresham	\$ 10,000,000	\$ 17,300,000	\$ (7,300,000)	57.8%	Deferred maintenance used
Happy Valley	\$ 1,108,300	\$ 1,484,728	\$ (376,428)	74.6%	Deferred maintenance used
Hillsboro	\$ -	\$ -	\$ -		
King City	\$ 224,507	\$ 224,507	\$ -	100.0%	My guess
Lake Oswego	\$ 6,486,700	\$ 6,626,000	\$ (139,300)	97.9%	
Milwaukie	\$ 3,338,697	\$ 3,507,227	\$ (168,530)	95.2%	
Multnomah City	\$ 3,000,000	\$ 8,122,448	\$ (5,122,448)	36.9%	
ODOT-Reg 1	\$ -	\$ -	\$ -		On system O&M costs
Oregon City	\$ 4,110,000	\$ 3,890,500	\$ 219,500	105.6%	Annual O&M Needs being met
Portland	\$ 284,898,102	\$ 484,898,102	\$ (200,000,000)	58.8%	\$200 million shortfall per year
Sherwood	\$ 2,198,000	\$ 1,467,000	\$ 731,000	149.8%	
SMART	\$ -	\$ -	\$ -		
Tigard					Review table logic and recalculate
TriMet	\$ -	\$ -	\$ -		
Troutdale	\$ 1,024,000	\$ 1,383,000	\$ (361,000)	73.9%	My guess - Troutdale to review
Tualatin	\$ 9,171,025	\$ 8,078,245	\$ 1,092,780	113.3%	
Washington Cty	\$ 35,100,000	\$ 41,000,000	\$ (5,900,000)	85.6%	November update
West Linn	\$ 1,872,000	\$ 1,943,796	\$ (71,796)	96.3%	
Wilsonville	\$ 1,874,719	\$ 2,727,797	\$ (853,078)	68.7%	
Wood Village	\$ 375,558	\$ 375,558	\$ -	100.0%	My guess
Total:	\$ 409,967,434	\$ 647,210,031	\$ (237,242,597)	63.3%	

Handout

Operations and Maintenance (O&M) Update 3-County Comparison

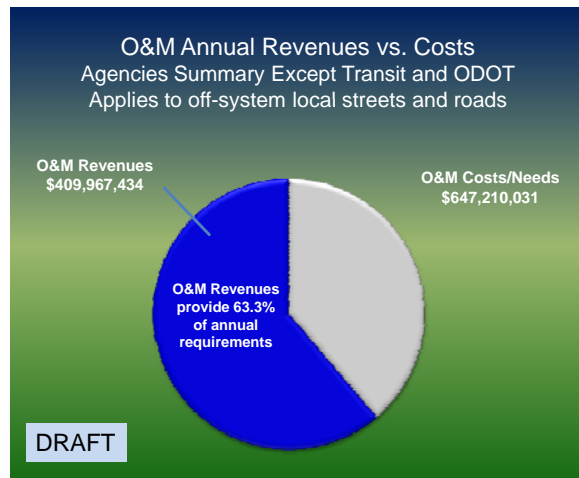


Overall annual O&M revenues among all three counties provide 63.3% of the annual identified O&M costs/needs

Applies primarily to off-system local streets and roads

Does not include transit or ODOT O&M revenues and costs.

Operations and Maintenance (O&M) Update Annual Revenues vs. Costs Comparison



RTP Process Updates

Summary Updates, & Next Steps

Goals for January 12th Meeting

- Complete final draft of local revenue templates and local revenue picture
- Complete state and federal revenue forecast
 - Determine Measure impacts on Lottery funds
 - Break out state funds to the Metro regional level
 - Complete federal ECNG, Conservative, and Moderate revenue scenarios
- Develop and complete the transit revenue forecast
- Prepare to tell the story (i.e. develop the financial plan narrative)

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Questions?

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Stay connected at www.oregonmetro.gov/rtp



Subject to Additional
Updates and Revisions

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Operations and Maintenance Summary					
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Hillsboro	\$ -		\$ -		
King City	\$ 224,507	\$ 224,507	\$ -	100.0%	My guess
Lake Oswego	\$ 6,486,700	\$ 6,626,000	\$ (139,300)	97.9%	
Milwaukie	\$ 3,338,697	\$ 3,507,227	\$ (168,530)	95.2%	
Multnomah Cty	\$ 3,000,000	\$ 8,122,448	\$ (5,122,448)	36.9%	
ODOT-Reg 1	\$ -	\$ -	\$ -		On system O&M costs
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SMART	\$ -		\$ -		
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West Linn	\$ 1,872,000	\$ 1,943,796	\$ (71,796)	96.3%	
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Total:	\$ 409,967,434	\$ 647,210,031	\$ (237,242,597)	63.3%	

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**2018 RTP
Local Revenue
O&M vs Capital Comparison**

Agency	Annual Local Revenues					RTP Total Years (2018-2040) Projection				
	Annual Total Local Revenues	Annual O&M Commitment	Annual Capital Commitment	O&M %	Capital %	Total RTP Local Revenues	Total O&M Commitment	Total Capital Commitment	O&M %	Capital %
Beaverton	\$ 7,910,000	\$ 7,910,000	\$ -	100.0%	0.0%	\$ 181,930,000	\$ 181,930,000	\$ -	100.0%	0.0%
Clackamas County	\$ 38,324,795	\$ 33,920,000	\$ 4,404,795	88.5%	11.5%	\$ 881,470,285	\$ 780,160,000	\$ 101,310,285	88.5%	11.5%
Cornelius	\$ 932,000	\$ 932,000	\$ -	100.0%	0.0%	\$ 21,436,000	\$ 21,436,000	\$ -	100.0%	0.0%
Durham	\$ 93,905	\$ 84,515	\$ 9,390	90.0%	10.0%	\$ 2,159,815	\$ 1,943,845	\$ 215,970	90.0%	10.0%
Fairview	\$ 495,000	\$ 495,000	\$ -	100.0%	0.0%	\$ 11,385,000	\$ 11,385,000	\$ -	100.0%	0.0%
Forest Grove	\$ 1,303,881	\$ 1,298,881	\$ 5,000	99.6%	0.4%	\$ 38,869,080	\$ 38,720,029	\$ 149,051	99.6%	0.4%
Gladstone	\$ 657,430	\$ 647,430	\$ 10,000	98.5%	1.5%	\$ 15,120,890	\$ 14,890,890	\$ 230,000	98.5%	1.5%
Gresham	\$ 17,835,000	\$ 10,000,000	\$ 7,835,000	56.1%	43.9%	\$ 410,205,000	\$ 230,000,000	\$ 180,205,000	56.1%	43.9%
Happy Valley	\$ 7,467,519	\$ 1,108,300	\$ 6,359,219	14.8%	85.2%	\$ 171,752,937	\$ 25,490,900	\$ 146,262,037	14.8%	85.2%
Hillsboro	\$ 21,479,908	\$ 21,479,908	\$ -	100.0%	0.0%	\$ 494,037,884	\$ 494,037,884	\$ -	100.0%	0.0%
King City	\$ 224,507	\$ 224,507	\$ -	100.0%	0.0%	\$ 5,163,663	\$ 5,163,663	\$ -	100.0%	0.0%
Lake Oswego	\$ 6,486,700	\$ 6,486,700	\$ -	100.0%	0.0%	\$ 149,194,100	\$ 149,194,100	\$ -	100.0%	0.0%
Milwaukie	\$ 3,514,418	\$ 3,338,697	\$ 175,721	95.0%	5.0%	\$ 80,831,614	\$ 76,790,031	\$ 4,041,583	95.0%	5.0%
Multnomah County	\$ 7,287,723	\$ 3,000,000	\$ 4,287,723	41.2%	58.8%	\$ 167,617,629	\$ 69,000,000	\$ 98,617,629	41.2%	58.8%
Oregon City	\$ 11,180,000	\$ 4,110,000	\$ 7,070,000	36.8%	63.2%	\$ 257,140,000	\$ 94,530,000	\$ 162,610,000	36.8%	63.2%
Portland	\$ 305,823,102	\$ 284,898,102	\$ 20,925,000	93.2%	6.8%	\$ 7,033,931,346	\$ 6,552,656,346	\$ 481,275,000	93.2%	6.8%
Port of Portland	\$ 1,400,000		\$ 1,400,000	0.0%	100.0%	\$ 32,400,000	\$ -	\$ 32,400,000	0.0%	100.0%
Sherwood	\$ 2,298,000	\$ 2,198,000	\$ 100,000	95.6%	4.4%	\$ 52,854,000	\$ 50,554,000	\$ 2,300,000	95.6%	4.4%
SMART										
Tigard	\$ 5,550,000	\$ 4,100,000	\$ 1,450,000	73.9%	26.1%	\$ 127,650,000	\$ 94,300,000	\$ 33,350,000	73.9%	26.1%

Agency	Annual Local Revenues					RTP Total Years (2018-2040) Projection				
	Annual Total Local Revenues	Annual O&M Commitment	Annual Capital Commitment	O&M %	Capital %	Total RTP Local Revenues	Total O&M Commitment	Total Capital Commitment	O&M %	Capital %
TriMet										
Troutdale	\$ 1,345,000	\$ 1,024,000	\$ 321,000	76.1%	23.9%	\$ 30,935,000	\$ 23,552,000	\$ 7,383,000	76.1%	23.9%
Tualatin	\$ 9,171,025	\$ 9,171,025	\$ -	100.0%	0.0%	\$ 210,933,575	\$ 210,933,575	\$ -	100.0%	0.0%
Washington County	\$ 108,299,485	\$ 35,100,000	\$ 73,199,485	32.4%	67.6%	\$ 3,530,225,121	\$ 1,144,150,425	\$ 2,386,074,696	32.4%	67.6%
West Linn	\$ 3,481,826	\$ 2,089,096	\$ 1,392,730	60.0%	40.0%	\$ 122,879,831	\$ 73,727,913	\$ 49,151,918	60.0%	40.0%
Wilsonville	\$ 8,300,000	\$ 1,874,719	\$ 6,425,281	22.6%	77.4%	\$ 190,900,000	\$ 43,118,537	\$ 147,781,463	22.6%	77.4%
Wood Village	\$ 451,260	\$ 375,558	\$ 75,702	83.2%	16.8%	\$ 10,378,980	\$ 8,637,834	\$ 1,741,146	83.2%	16.8%
Totals:	\$ 571,312,484	\$ 435,866,438	\$ 135,446,046	76.3%	23.7%	\$ 14,231,401,750	\$ 10,396,302,971	\$ 3,835,098,779	73.1%	26.9%

Summary:

1. Annually:

Of the total approximate local revenues of \$571,312,484, about 76% are committed to local road O&M requirements with 24% designated to capacity needs based on use definitions for the funds.

2. RTP 23-Year Horizon Years (2018-2040):

Over the RTP horizon year, the O&M versus Capacity ratio remains fairly consistent with a slight drop to O&M to 73% with Capacity increasing slightly to 27%.

3. Fund Designations:

Each agency designates specific eligibility and uses for the various local revenues based on how they are generated, collected, or allocated. Most agencies already have committed 10 years or more of the future revenues to required O&M needs, new development, expansion, or other authorized requirements identified in their TSPs and CIPs based on planned future growth.

4. Fund Uses:

The majority local revenues are will be primarily applied to off-system requirements within their jurisdiction. The revenues should not be assumed as available for on-system needs.

5. Transit:

Transit O&M and capacity requirements will be treated as a separate category from the above road improvement comparison.