

DCHC 2030 LONG-RANGE TRANSPORTATION PLAN COST SUMMARY			
No.	Cost Componests	Cost Estimate (2005 dollars)	% of Total
1	Highway		
1.1	Improvement	\$2,377,530,000	
1.2	Maintenance	\$741,618,431	
	Total Highway Program	\$3,119,148,431	43%
2	Public Transportation -Transit/Fixed Guideway/Rail		
2.1	Bus Transit Cost	\$2,773,452,917	
2.2	High Capacity Transit	\$102,257,642	
2.3	Fixed Guideway (New Starts)	\$1,061,965,353	
2.4	Rail Right-of-Way Corridor Protection	\$13,575,623	
	Total Public Transportation	\$3,951,251,535	54%
3	Non Motorized Transportation		
	Bicycle Facilities	\$111,555,268	
	Sidewalks & Pedestrian Walkways	\$20,383,000	
	Total Non-Motorized Transportation	\$131,938,268	2%
4	TDM	\$49,785,750	1%
5	ITS/TSM	\$56,680,000	1%
TOTAL 2030 LRTP Costs		\$7,308,803,984	100%

**DCHC 2030 LONG-RANGE TRANSPORTATION PLAN
FINANCIAL ANALYSIS**

COST & REVENUE COMPARISON	2005 Dollars
Total Transportation Cost Estimates	\$7,308,803,984
Total Transportation Revenue Forecast (traditional sources)	\$5,866,697,016
Shortfall	-\$1,442,106,968
NON TRADITIONAL REVENUE SOURCES	
<small>(Includes all Durham County and part of Orange County in MPO boundary)</small>	
Motor (Gasoline) Fuel Tax -	\$356,159,793
<small>5% on non-taxed portion of gas retail cost (\$1.40 non-tax per gallon) Revenue period is 2008 to 2030, and uses ~1.4% annual growth</small>	
Vehicle Registration -	\$124,435,835
<small>\$10 from 2008 to 2009; \$15 from 2010 to 2019; \$20 from 2020 to 2030 Uses ~1.4% annual growth for vehicles</small>	
Total Non Traditional Revenue Sources	\$480,595,629
TOTAL REVENUE (traditional & non-traditional)	\$6,347,292,644
Difference -- Shortfall	-\$961,511,340

DCHC MPO
Changes to Draft 2030 LRTP
(September 22, 2005)

Background

The TAC released the draft 2030 LRTP for public comment on June 23, 2004. Since that time, several refinements have been made to the plan to make project, cost, revenue and TRM (model) information more accurate. This document summarizes the changes that have occurred between the draft 2030 LRTP (June 23, 2004) and final 2030 LRTP (September 22, 2004).

Changes to Draft

Decrease in Highway Costs

The horizon years for the 2030 LRTP are from 2005 through 2030. Some of the highway projects in the draft 2030 LRTP contained costs that were financed in the Transportation Improvement Program (TIP) and local Capital Improvement Programs (CIP) before 2005. Deleting these costs from those projects reduces the highway costs by approximately \$108 million.

Increase in Bus Transit Costs

In previous versions of the 2030 LRTP, the bus transit operating and maintenance (O&M) costs had only been calculated for the first 12 years (i.e., average service life of a transit bus) for each route. This method underestimated O&M costs because most routes are proposed to operate 15 to 25 years during the LRTP time horizon of 2030. Correcting the calculation added approximately \$450 million to the Bus Transit O&M costs, as stated in the June 23, 2004 LRTP release.

In addition, the bus transit capital cost calculation did include the purchase of spare vehicles. Transit fleets commonly carry 15% more buses than needed to cover peak service in order to replace buses under repair or maintenance. Correcting the spare ratio increases the bus transit capital cost by approximately \$69 million.

Increase in Fixed Guideway Costs

Costs for the fixed guideway projects are derived from the project feasibility studies. The draft 2030 LRTP expressed those costs in "2002 dollars." Adding an inflation factor, 3% per year, to those costs properly expresses them in "2005 dollars" and increases the costs by approximately \$33 million.

Increase in Bicycle Facility Costs

There were two substantive changes to the bicycle facility plan. Several bicycle facilities were added in order to complete networks as specified by current bicycle plans or local

bicycle commissions. The additions added approximately \$2.5 million. Also, the project segment descriptions were changed on many projects to make them more accurate.

Increase in State/Federal Highway Revenue

The capital and maintenance costs. \$70,039,000 and \$14,007,800, for the Triangle Parkway are to be financed by tolls. The total increase is \$84,046,800.

Decrease in Highway Trust Fund Revenue

The revenue should match the \$468,097,000 in “loop” projects. Thus, the draft amount of \$510,031,579 has been reduced by \$41,934,579.

Increase in Motor Fuel Tax Revenue

The conservative assumption of an average 1.4% annual growth rate, based on population, increased the motor fuel tax revenue by \$169 million.

Decrease in Vehicle Registration Revenue

The use of the most recent vehicle registration data, provided by the Regional Transportation Alliance, reduced the revenue forecast by \$5 million.