

FUNDING SOURCES

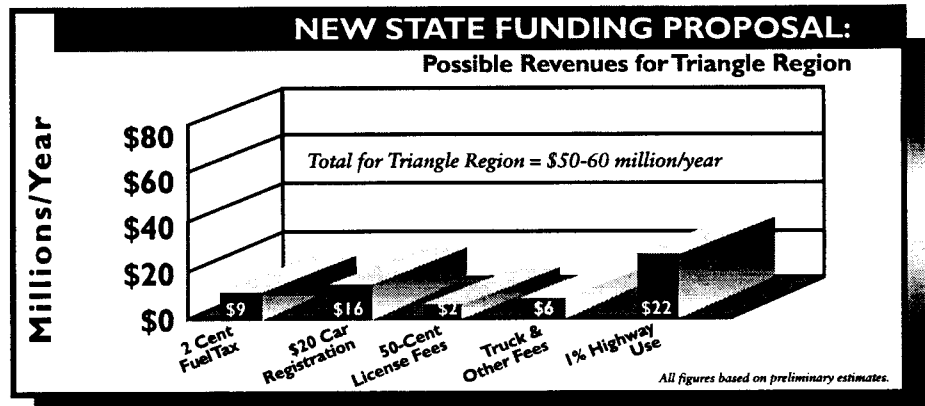
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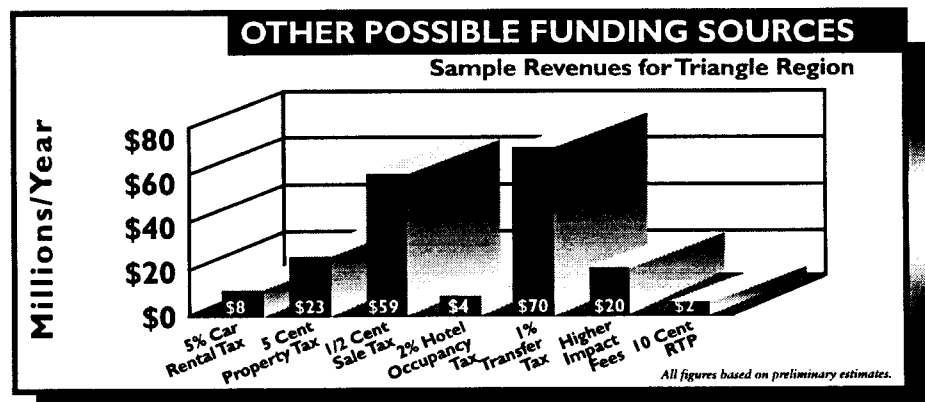
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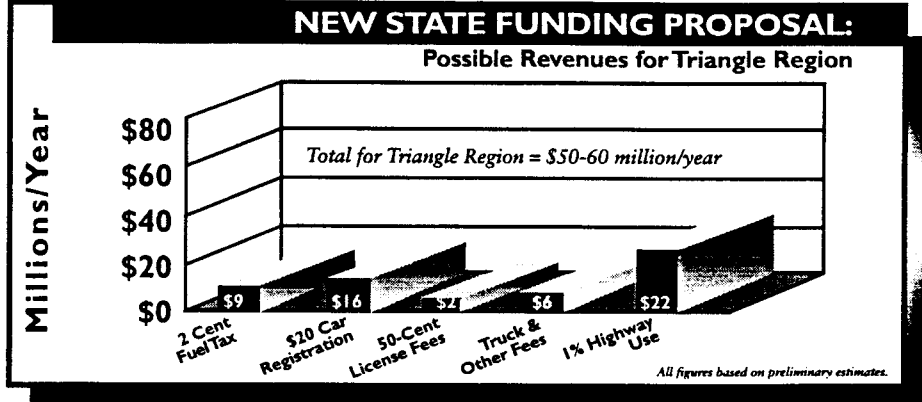
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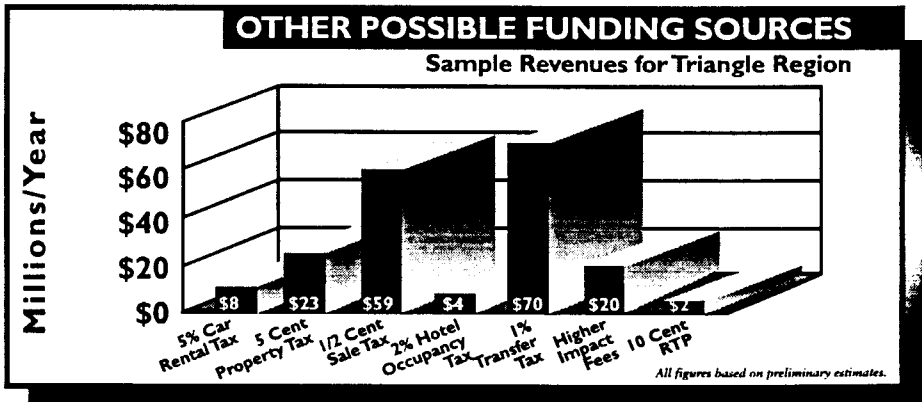
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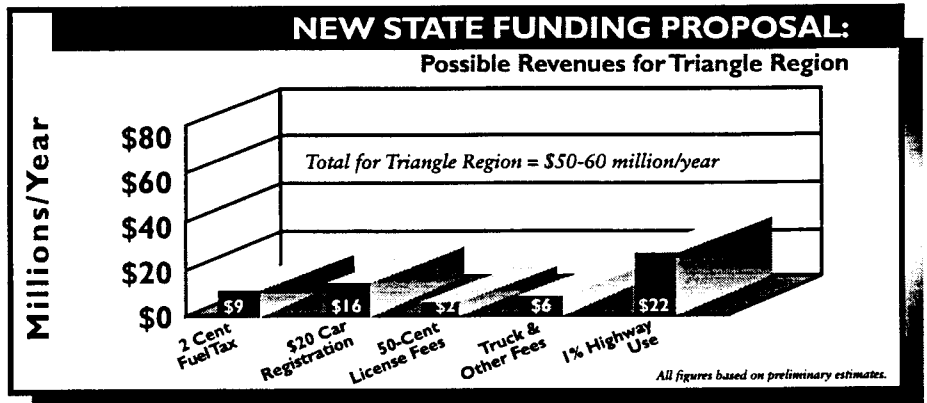
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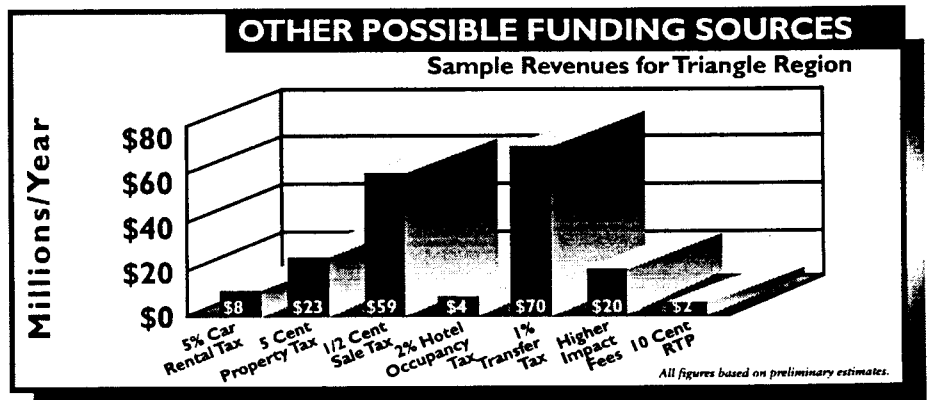
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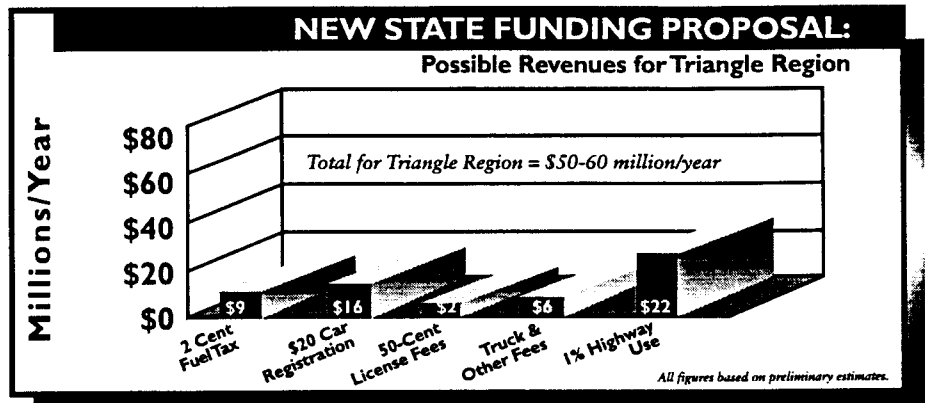
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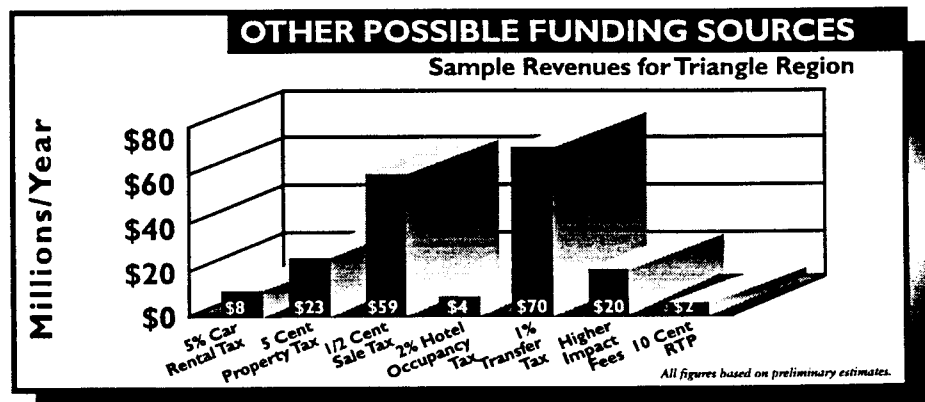
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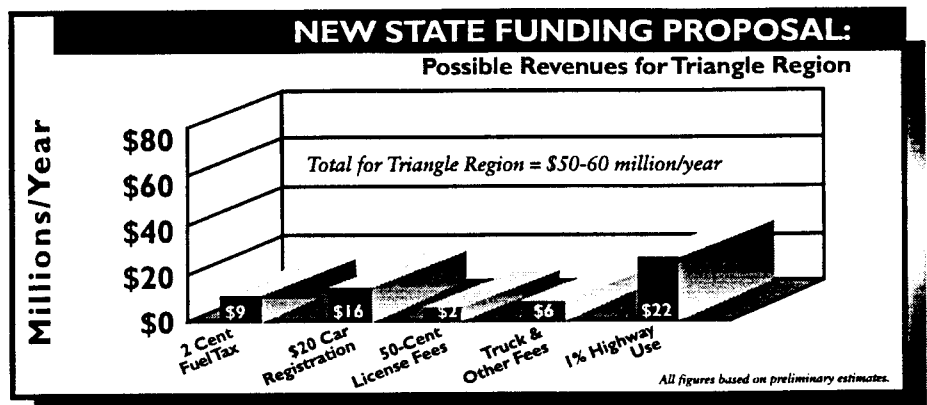
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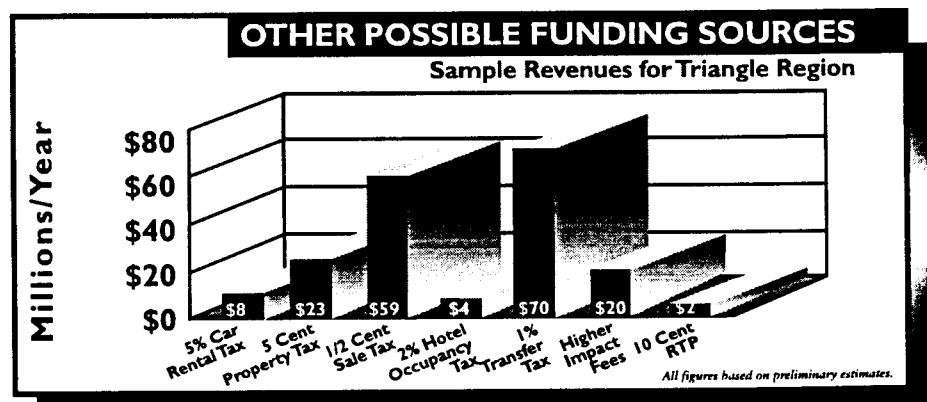
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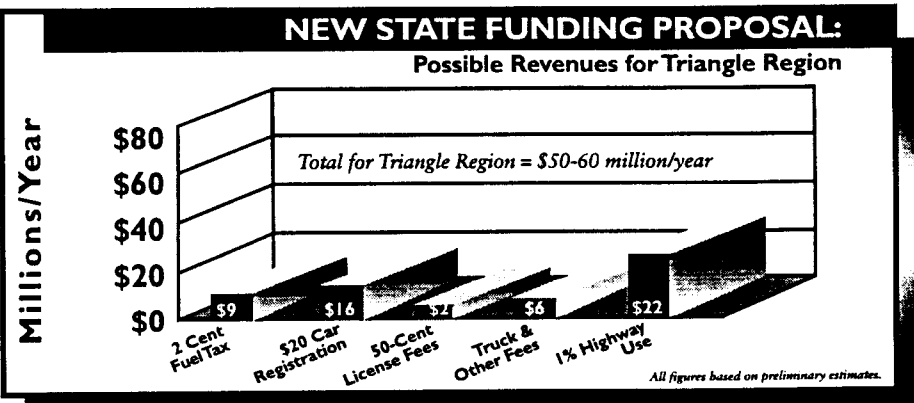
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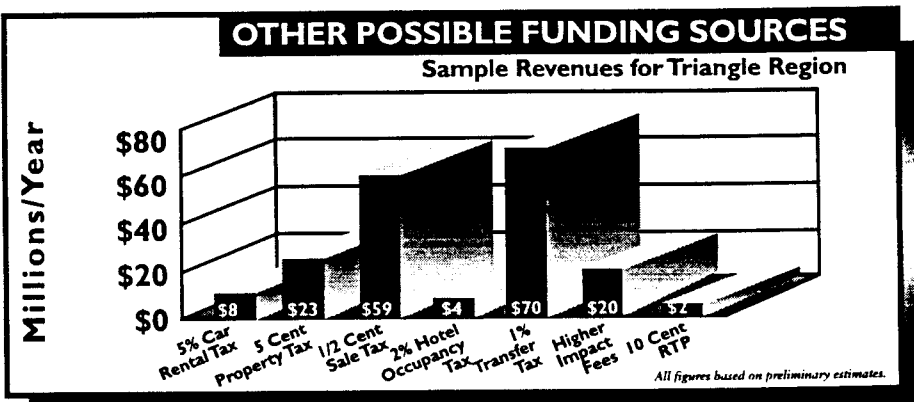
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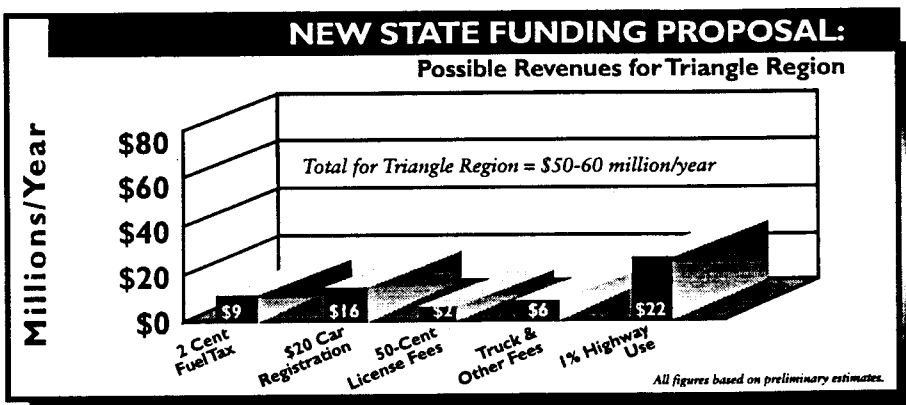
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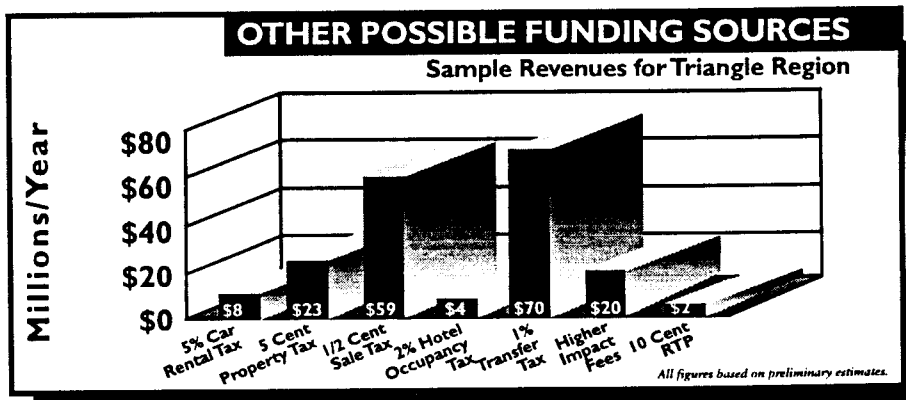
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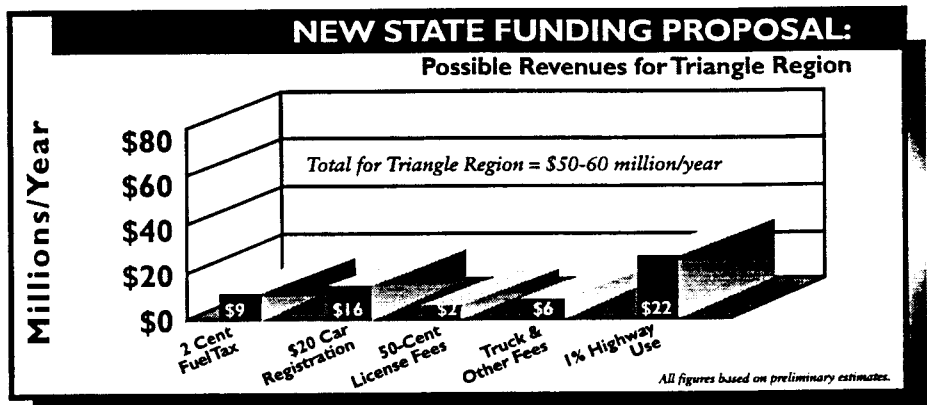
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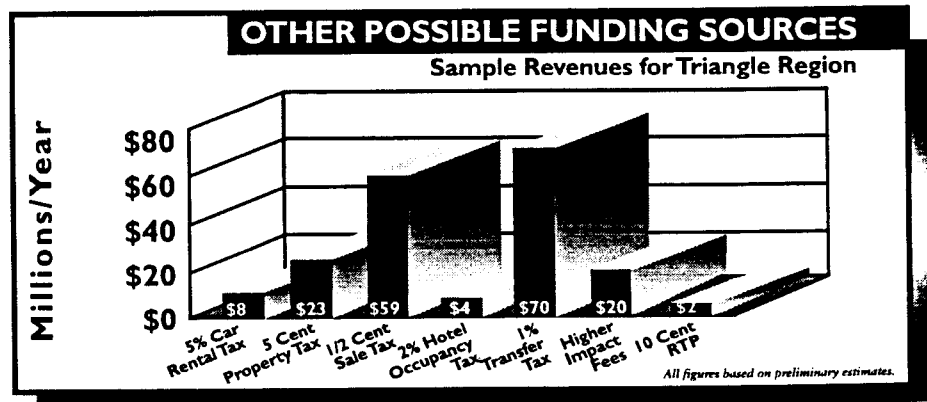
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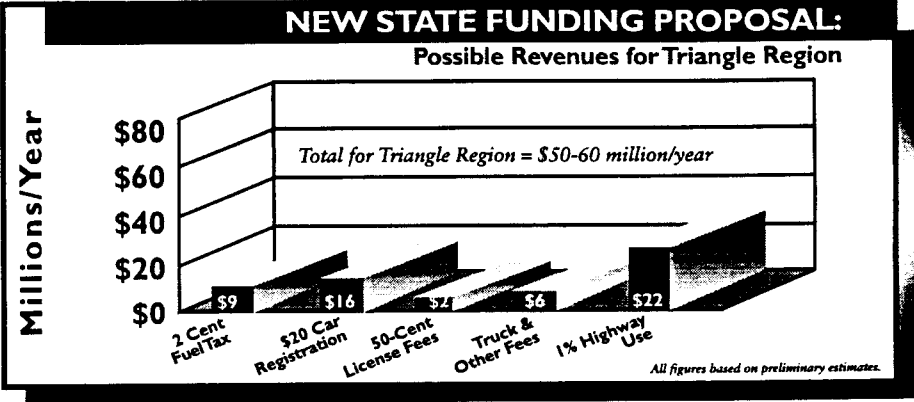
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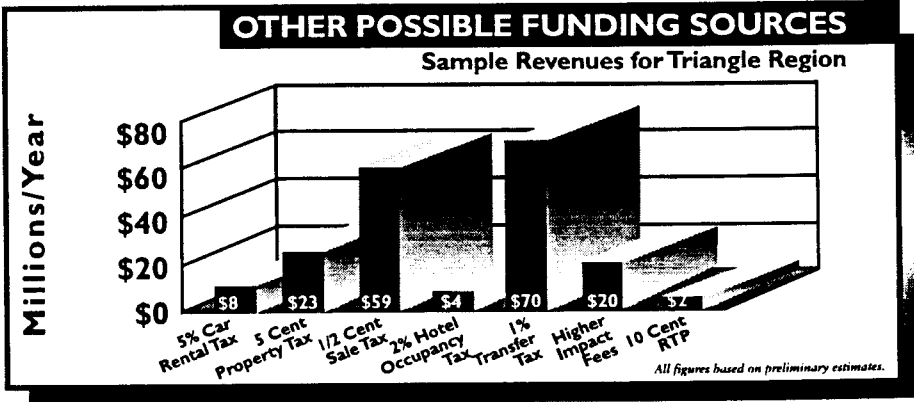
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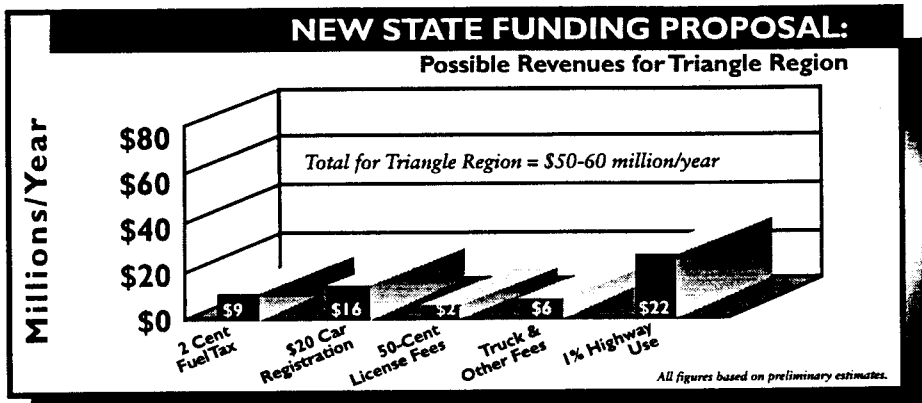
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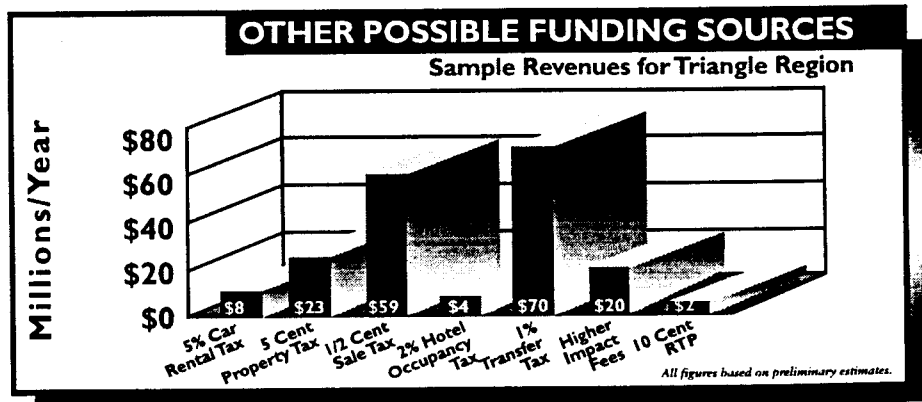
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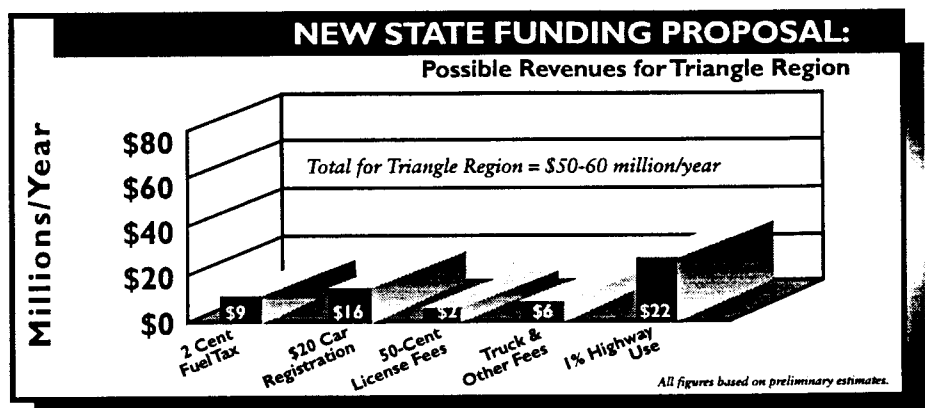
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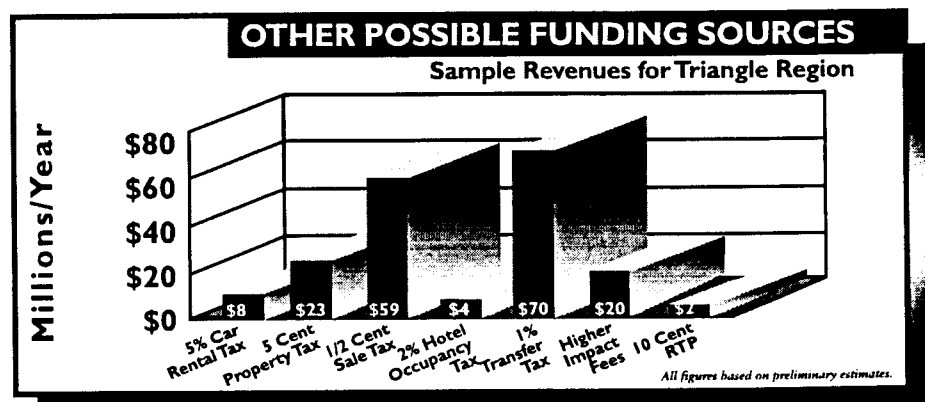
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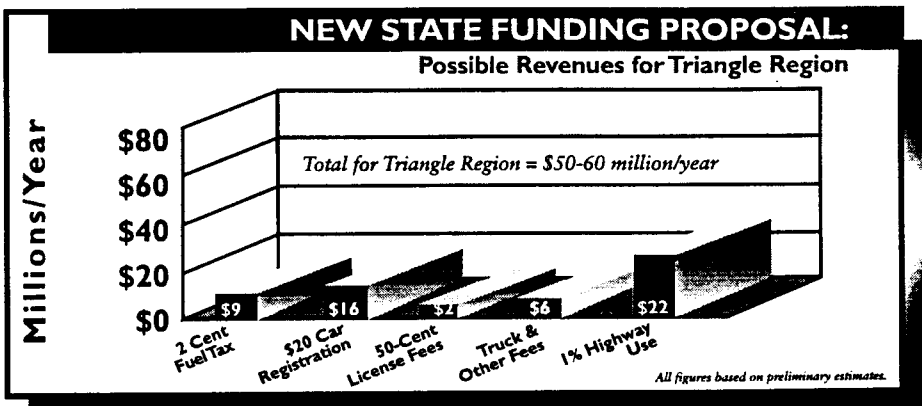
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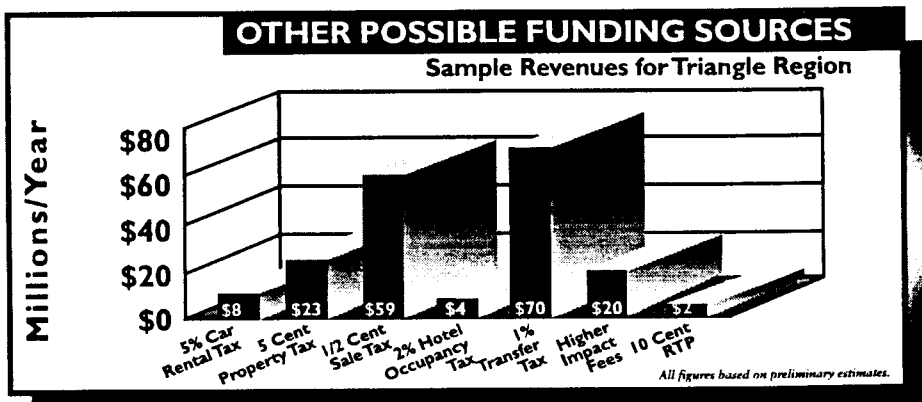
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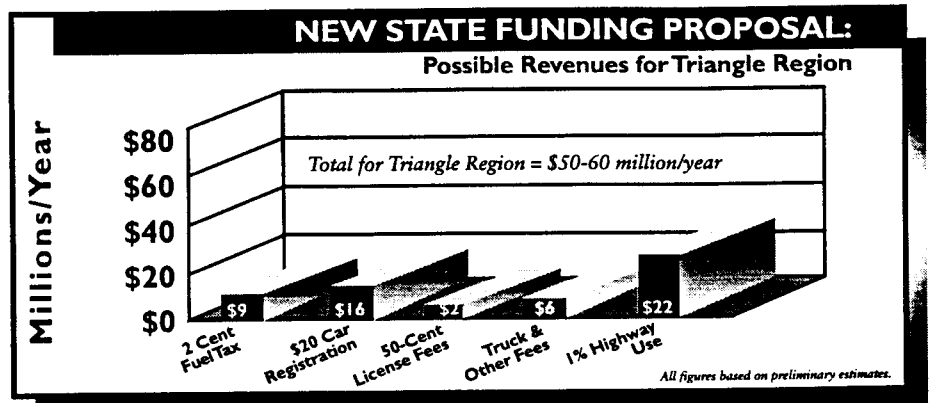
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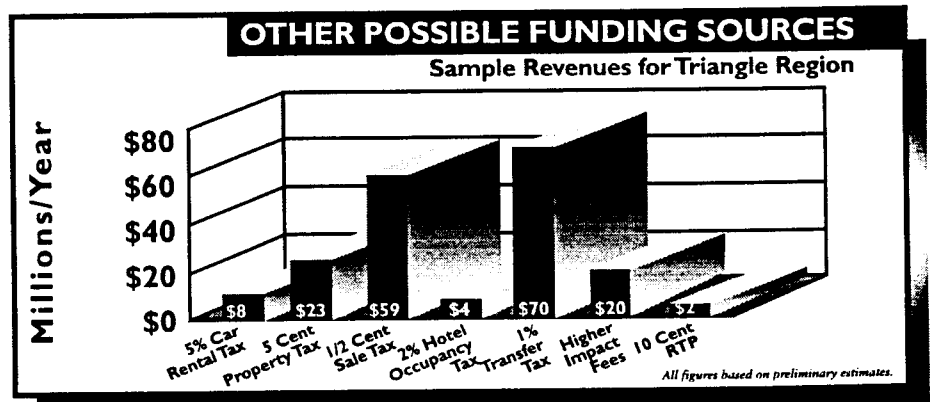
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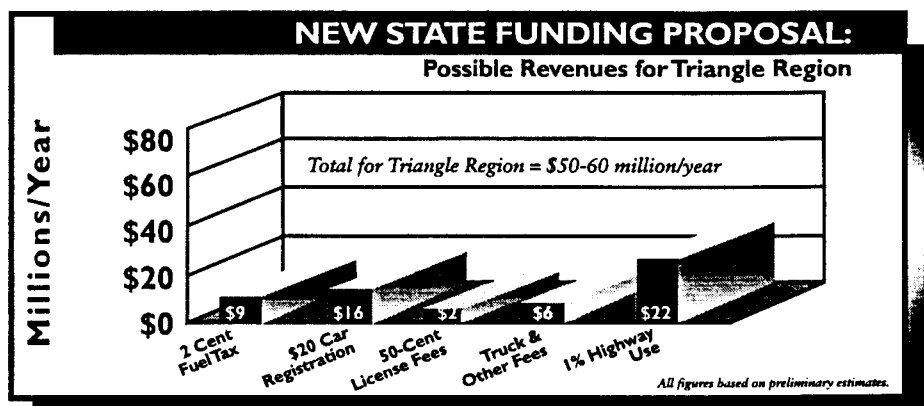
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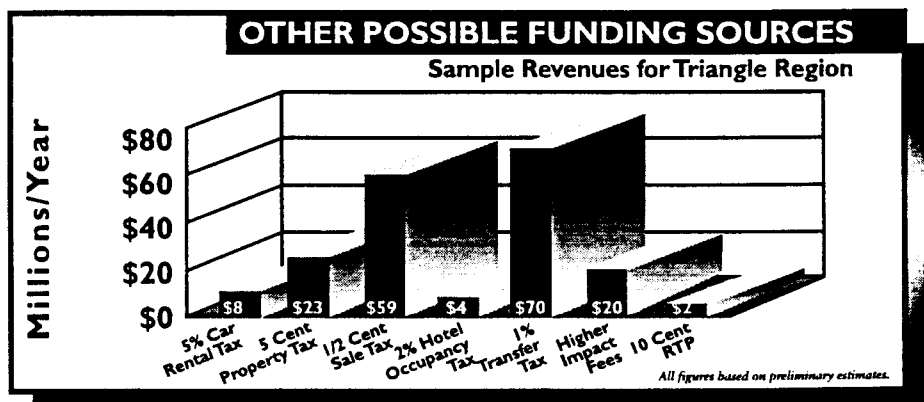
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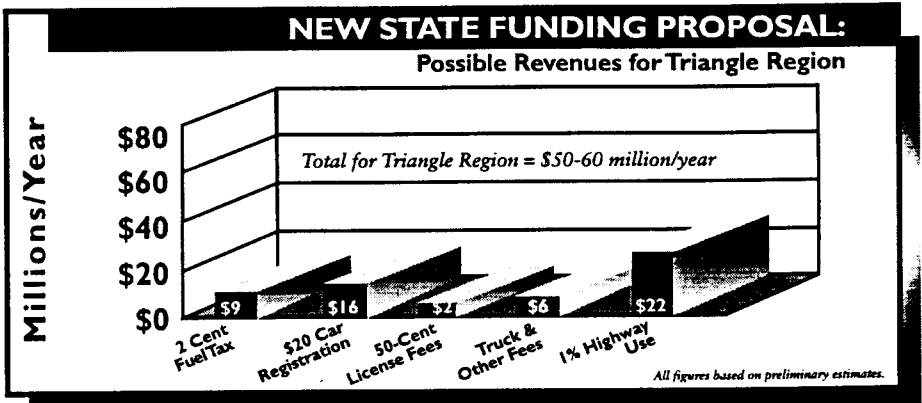
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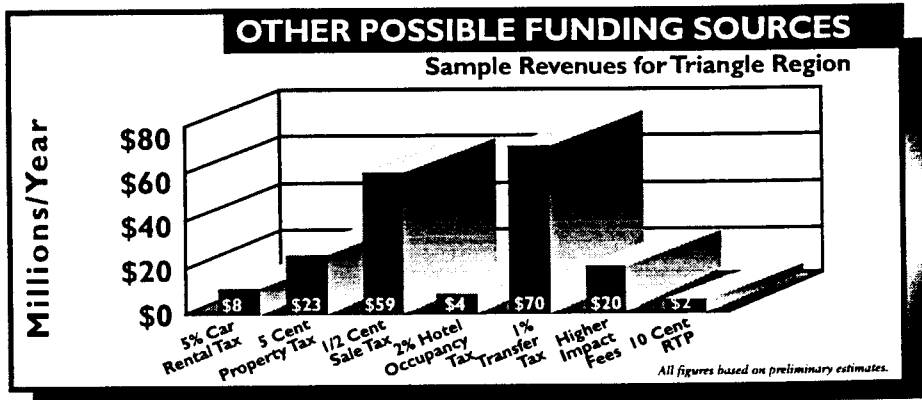
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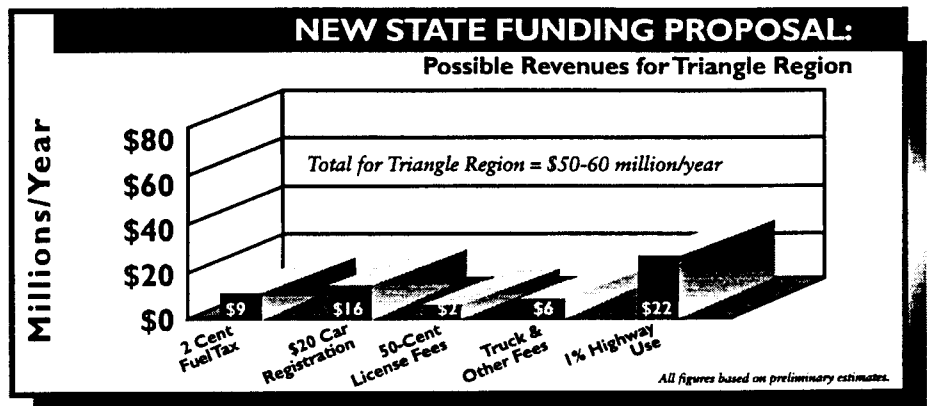
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1. Federal and state funds cover 85%.
2. Local revenues represent 12%.
3. Private sector contributions make up the remaining 3%.

Although funding proportions and mechanisms may change, a successful transportation improvement program will require coordination and innovation to balance costs and benefits. Each sector must take responsibility for addressing its needs in a regional context, while maintaining the autonomy to do so in the manner most appropriate for its situation.

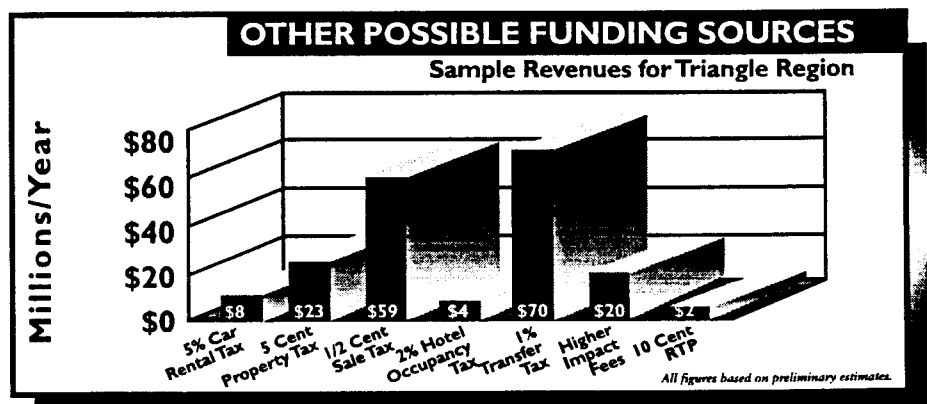
NEW STATE FUNDING

The NC Legislature's Transportation Finance Committee has recently proposed a package of changes to enhance transportation resources. The Finance Committee's recommendations include efficiency improvements and statewide funding mechanisms (local impacts of which are depicted in the chart to the right). Increases to vehicle registration, driver's license, and other fees, combined with a 2-cent fuel tax increase and revisions to the Highway Use Tax, can be expected to raise another \$50 - \$60 million each year for Triangle transportation needs. Nearly half of this funding would go towards road maintenance, with the remainder dedicated to highway construction and transit.



OTHER FUNDING SOURCES

- Matching federal funds could cover up to 50% of the \$4 billion capital cost for proposed regional transit and managed lane projects.
- Some recommendations of the Transportation Finance Committee (fuel tax, vehicle registration fee, etc.) could also be implemented locally, if authorized and desired.
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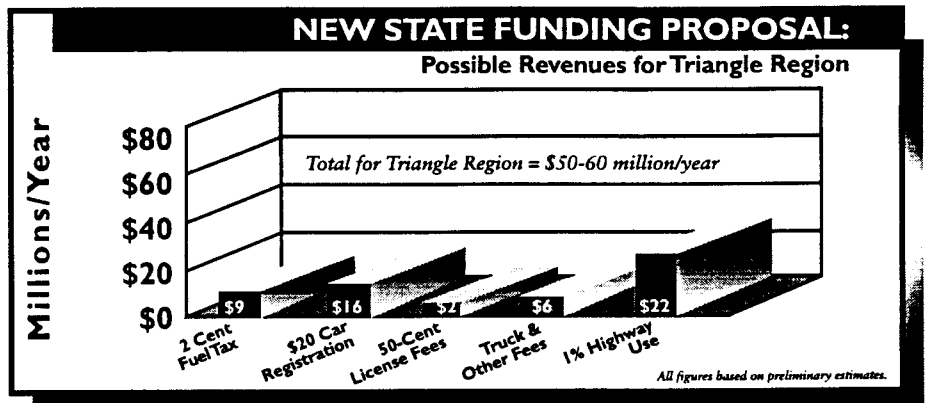
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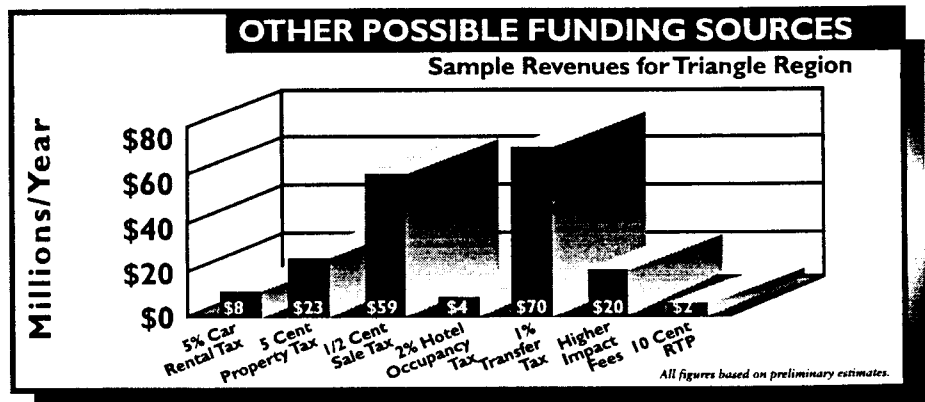
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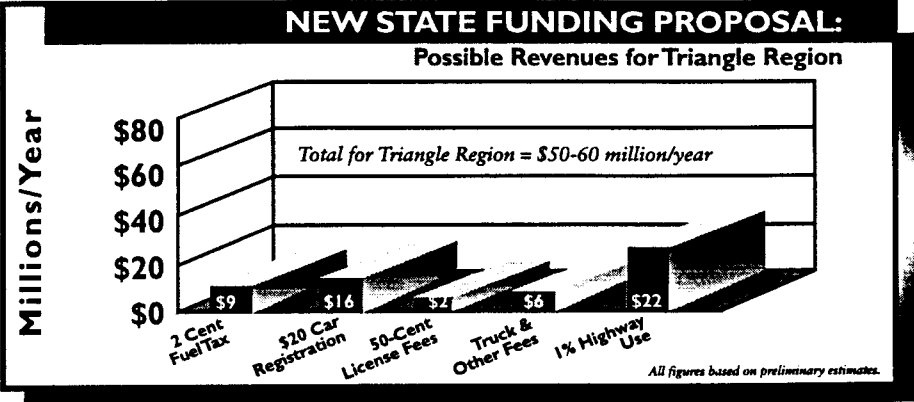
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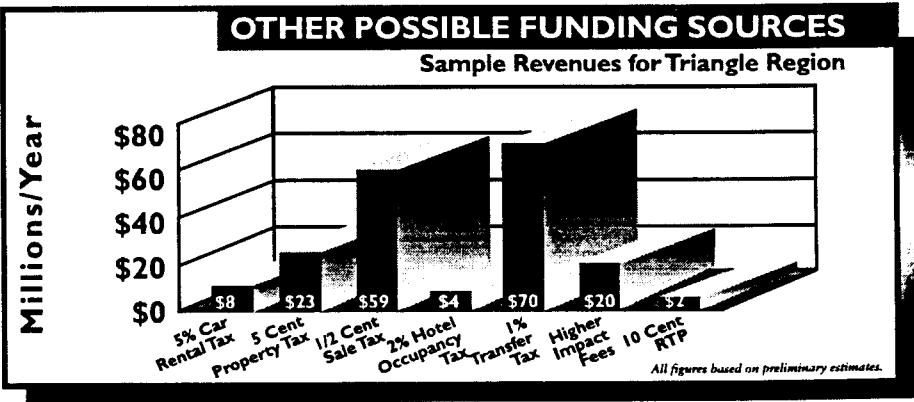
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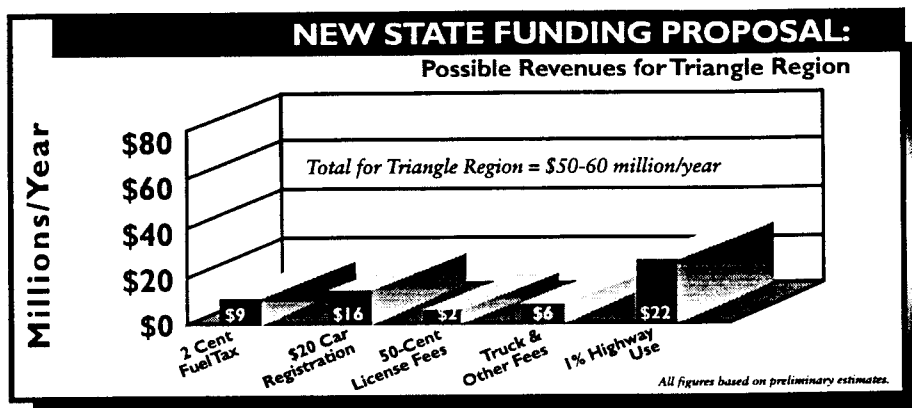
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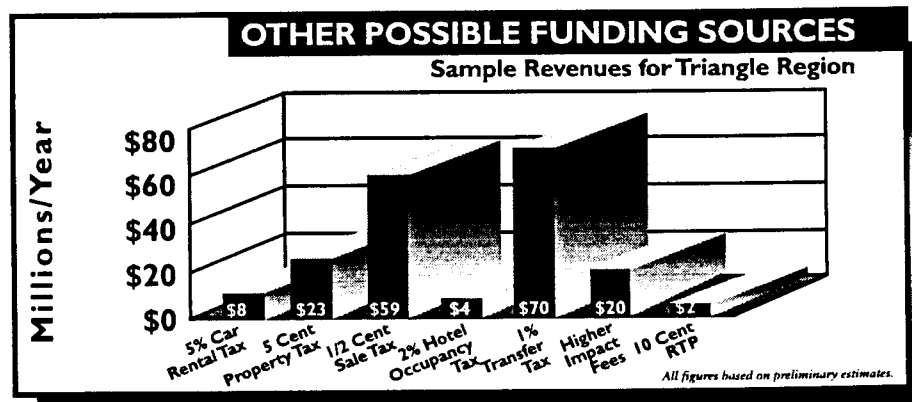
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