

Capital Area Metropolitan Planning Organization



# Fiscal Constraint Modeling

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presented by:  
The Louis Berger Group, Inc.

## Purposes of Fiscal Constraint

- Address Federal Requirements
- Need for Programming  
Credibility
- Increase Your Understanding of  
Resource Availability
- Serve as a Cure for Wild-Eyed  
Optimism



## Requirements

The LRTP must include "a financial plan that demonstrates how the long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs."

-23 U.S.C. 134(g)(2)(B) and  
49 U.S.C. 5303(f)(B)

- Cooperative
  - NCDOT
  - Transit Operators
- \$\$\$ "Reasonably Available"
- Operations, Maintenance, Modernization, Etc. Must Be Included
- Year-of-Expenditure Dollars
  - Final Ruling on Statewide and Metropolitan Planning (2.14.2007)
  - If a Revenue Source is Removed, then the Fiscal Constraint Must be Updated Prior to Updating or Amending the LRTP

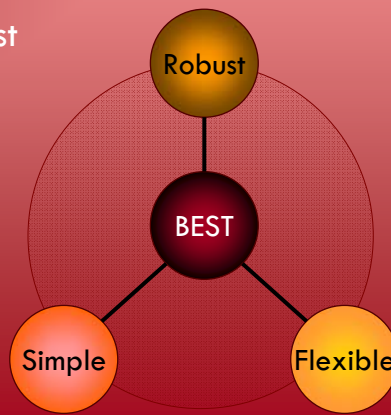
## Forecasting Needs

### What Are Our Needs?

- Just Meet Federal Requirements
- Use to Increase Credibility
- Use to Help with Programming

Easier  
Harder

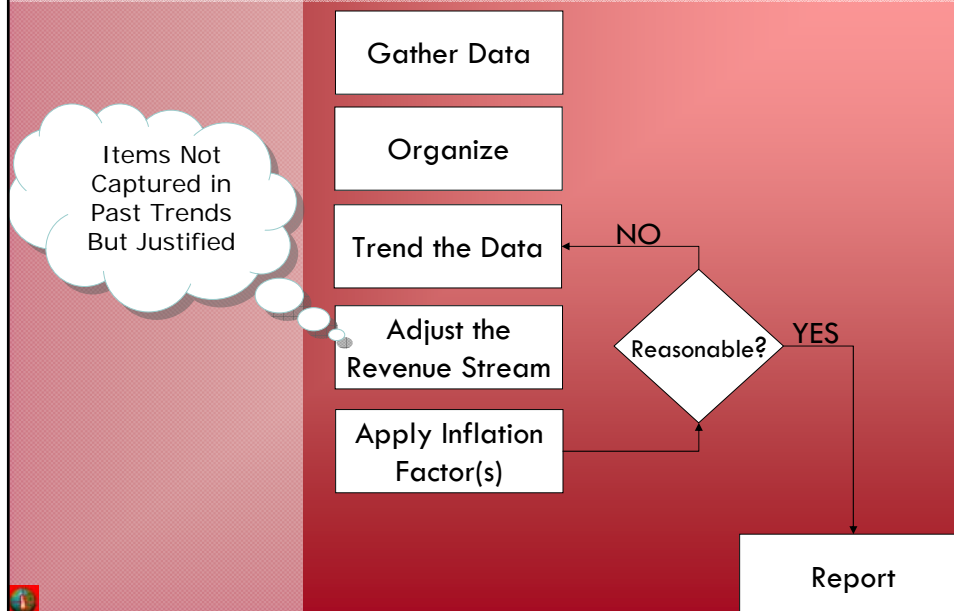
- Simple
- Flexible
- Robust



## Data Sources

- NCDOT
- Transit Operators
- Local Governments

## How to Forecast



# Forecasting Model

## Graphics

- Charts for Horizon Years
- Graphs

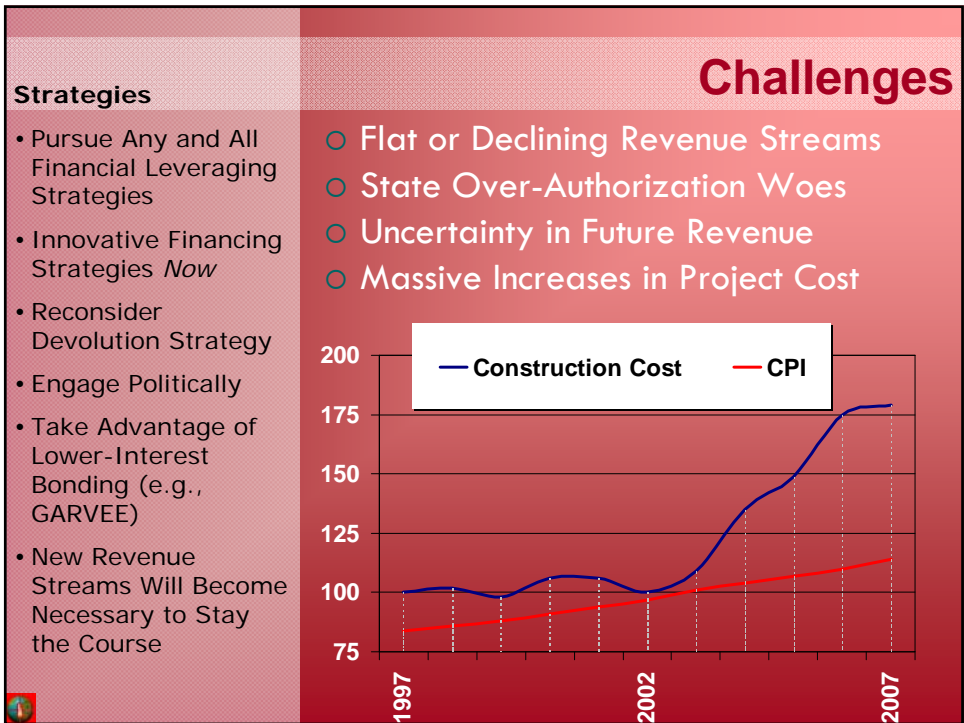
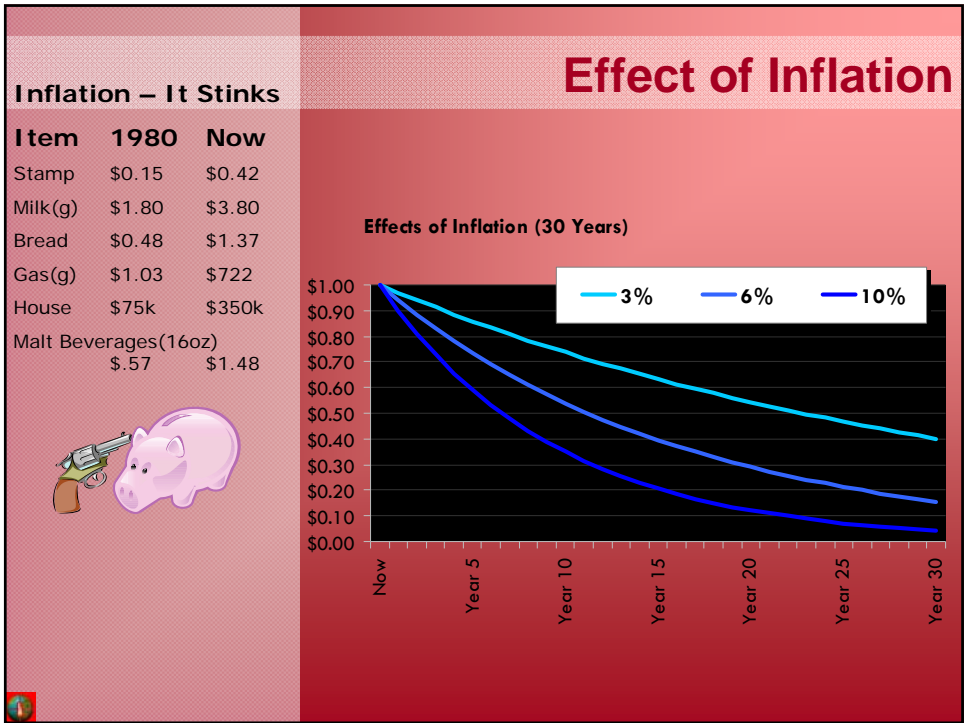
2003	\$100,775,842	\$10,759,328	\$10,760,370	\$453,372
2004	\$101,168,825	\$10,793,254	\$14,986,050	\$1,157
2005	\$97,859,868	\$20,938,207	\$8,762,824	\$1,980
2006	\$89,033,027	\$26,794,157	\$6,246,162	\$0
2007	\$46,271,343	\$30,328,418	\$3,843,151	\$0
2008	\$83,033,700	\$33,083,281	\$6,791,681	\$62,740,618
2009	\$85,749,311	\$21,789,483	\$8,476,607	\$20,893,246
2010	\$86,281,799	\$28,813,376	\$8,899,071	\$81,188,774
2011	\$90,843,051	\$25,363,600	\$9,146,815	\$21,977,733
2012	\$92,682,376	\$26,253,447	\$9,440,012	\$22,844,779
2013	\$94,242,339	\$26,808,800	\$9,778,643	\$23,543,376
2014	\$99,441,498	\$27,407,495	\$10,074,863	\$24,281,363
2015	\$103,504,413	\$28,496,942	\$10,339,734	\$24,992,160
2016	\$105,551,144	\$29,366,254	\$10,644,099	\$25,718,616
2017	\$108,844,648	\$30,254,062	\$10,979,754	\$26,473,338
2018	\$112,761,120	\$31,176,741	\$11,346,481	\$27,263,099
2019	\$116,598,441	\$32,139,485	\$11,646,414	\$28,078,568
2020	\$119,585,878	\$33,149,791	\$12,000,818	\$28,949,851
2021	\$122,760,020	\$34,199,998	\$12,374,770	\$29,946,734
2022	\$126,262,449	\$35,182,057	\$12,764,641	\$30,988,009
2023	\$130,363,054	\$36,214,789	\$13,184,215	\$31,970,170
2024	\$134,362,281	\$37,349,382	\$13,639,473	\$32,946,607
2025	\$138,441,018	\$38,479,492	\$14,023,547	\$33,944,374

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# Complications

- Reliability of Past Trends
- Data Quality/Availability
- New Conditions not Captured in Past Trends, OR
- Sporadic Funding Adjustments
- Changing Revenue Sources Into Available Revenues

NOTE: Not all NCDOT Revenues are represented in the TIP/STIP.




## Preliminary Results

**Additional Revenues**

- One-Time "Hits", e.g., Moving Ahead or Section 1005
- New Starts (Transit)
- Private Funding

(1) Three-Year Period

YEAR	State TIP	Construction	Public Transportation	Local Revenues
2010(1)		\$107,026,266	\$91,646,259	\$177,960,454
2015		\$134,375,976	\$153,795,817	\$178,365,402
2020		\$91,948,718	\$72,675,290	\$104,744,562
2025		\$61,735,591	\$49,944,738	\$61,997,242
2030		\$40,847,963	\$33,634,720	\$36,704,664
2035		\$26,714,757	\$22,307,113	\$21,726,763
2040		\$17,306,790	\$14,616,321	\$12,861,002
<b>TOTALS</b>		<b>\$479,956,060</b>	<b>\$438,620,257</b>	<b>\$594,360,088</b>



## Thank You

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