



FUNDING WORK GROUP MEETING #7

OCTOBER 30, 2019



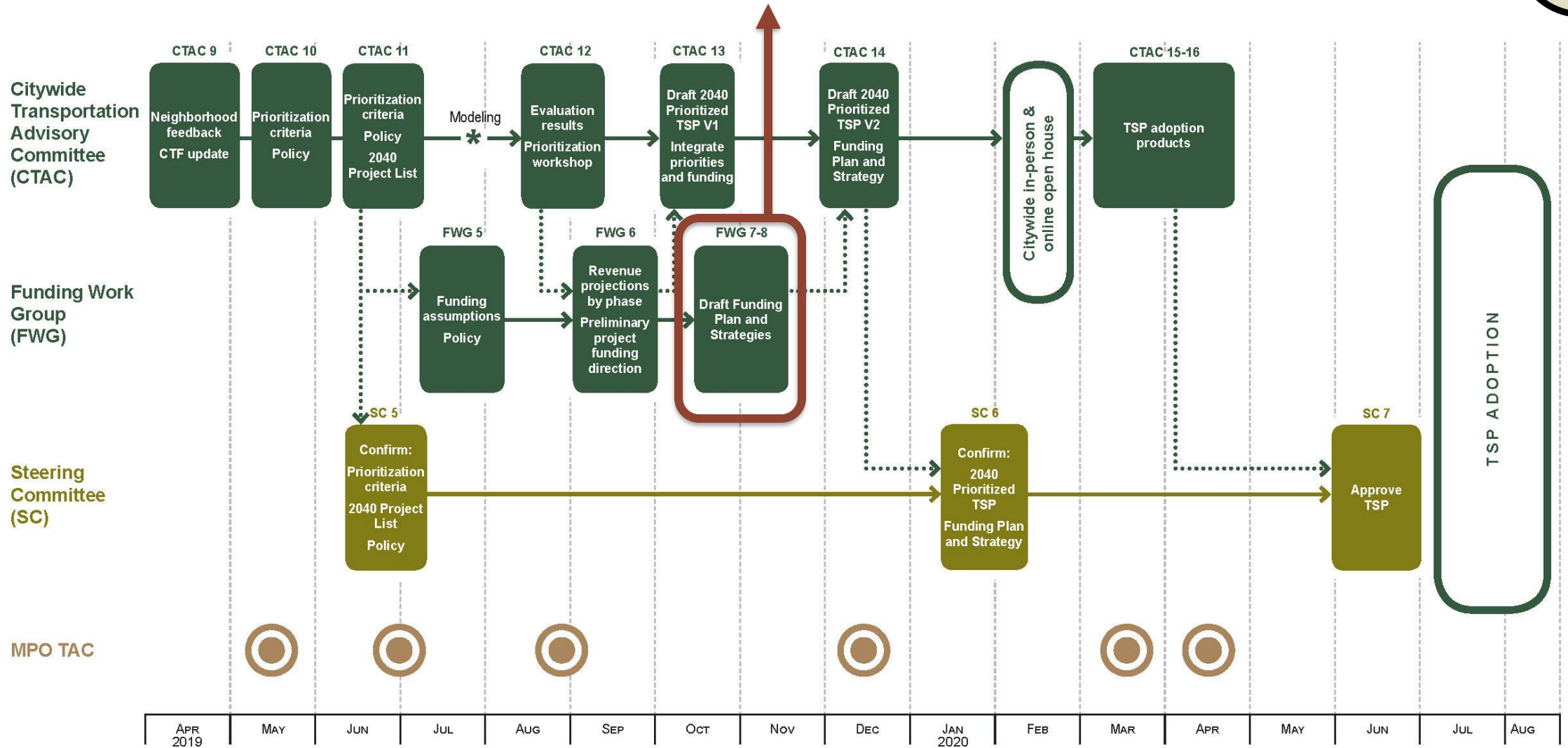
1. Welcome, Where We Are in the Process, Public Comment
2. CTAC Debrief
3. Context: Funding Chapter
4. Funding Chapter Review
5. BREAK
6. Near-term Action Plan
7. Public Comment
8. Next Steps & Adjourn

WHERE WE ARE IN THE PROCESS



PHASE 3-4 WORK PLAN

WE ARE HERE



PUBLIC COMMENT #1



- 15 minutes at beginning of meeting; 10 minutes at end of meeting
- Divide time evenly by those who wish to comment
- Sign in before comment period begins
- Please line up in order that you've been assigned to ensure that we move smoothly through all commenters
- If you are part of a group of people with a shared message, please appoint a spokesperson; others may stand during the comment to demonstrate support.

CTAC DEBRIEF



- Broad support for overall project and program list and revisions
- Key Issues Addressed:
 - Mid-town Bicycle and Pedestrian Crossing
 - Butler Market Road Corridor Sidewalk Infill
 - Core Area Plan Projects
 - Existing Roadway Reconstruction Projects
- Ability to Delivery Projects
 - Staff has recommended including 11-13% cost to cover administration expenses
 - Engineering, Finance, Legal, etc.

CONTEXT: FUNDING CHAPTER



- Legal Framework (TPR requirements)
- Funding analysis
 - Existing funding sources (required)
 - Funding gap
 - New revenue sources by phasing bucket (reasonably likely revenue)
- Conclusion
- Appendix A: Near-term Funding Action Plan
- Appendix B: Analysis details, Methods and Assumptions, Etc.



Questions to address by November 7th:

- Does FWG recommend that CTAC include the funding chapter (with amendments?) in the BTP?
- Does FWG recommend that CTAC include the Near-term Funding Action Plan Appendix (with amendments?) in the BTP?

BTP FUNDING CHAPTER

EXISTING SOURCES AVAILABLE FOR NEW CAPITAL PROJECTS



	Near-Term (Years 1–10)	Mid- and Long-Term (Years 11–20)
Total Revenue	\$139,200,000	\$156,500,000
Committed Revenue	(\$122,500,000)	(\$49,500,000)
Total Available for New Projects	\$16,700,000	\$107,000,000

Estimated capital revenues available and committed from 2020–2040 (2018 dollars)

Existing sources are: Water/Sewer Franchise Fees, Transportation System Development Charges, Surface Transportation Block Grant, Urban Renewal (Juniper Ridge and Murphy Crossing), and Other (misc. sources).

FUNDING GAP: CAPITAL



	Near-Term (Years 1–10)	Mid- and Long- Term (Years 11–20)	Expansion Areas (Development Driven)
Existing Revenue Available for New Projects	\$16,700,000	\$107,000,000	N/A
Total New Project Costs (including administration/ overhead)	(\$241,000,000)	(\$377,800,000)	(\$90,500,000)
Estimated Capital Funding Gap	(\$224,300,000)	(\$270,800,000)	(\$90,500,000)

NEW REVENUE SOURCES FOR CAPITAL PROJECTS



- Total estimated capital gap over 20 years: \$495.1m
- Total that could be generated from (all) new capital sources: \$577–\$592m* over 20 years
 - *Total that could be generated if implementing *either* the fuel tax or food/beverage sales tax (seasonally): \$533–\$558m over 20 years
 - *Total that could be generated if implementing *neither* the fuel tax or food/beverage sales tax (seasonally), but all others: \$514–\$529m over 20 years

EXISTING SOURCES AVAILABLE FOR O&M



- Existing O&M Sources: State Highway Fund, Surface Transportation Block Grant, General Fund, Garbage Franchise Fee, and Other (misc. sources).
- Existing sources generate ~ \$12.9 million per year for O&M
- Existing O&M obligations: pavement and right-of-way maintenance on the existing road system, street sweeping, snow removal and winter operations, programs, etc.
- Existing funding for O&M is **fully committed** to continuing the current operations and maintenance.



Funding Gap:

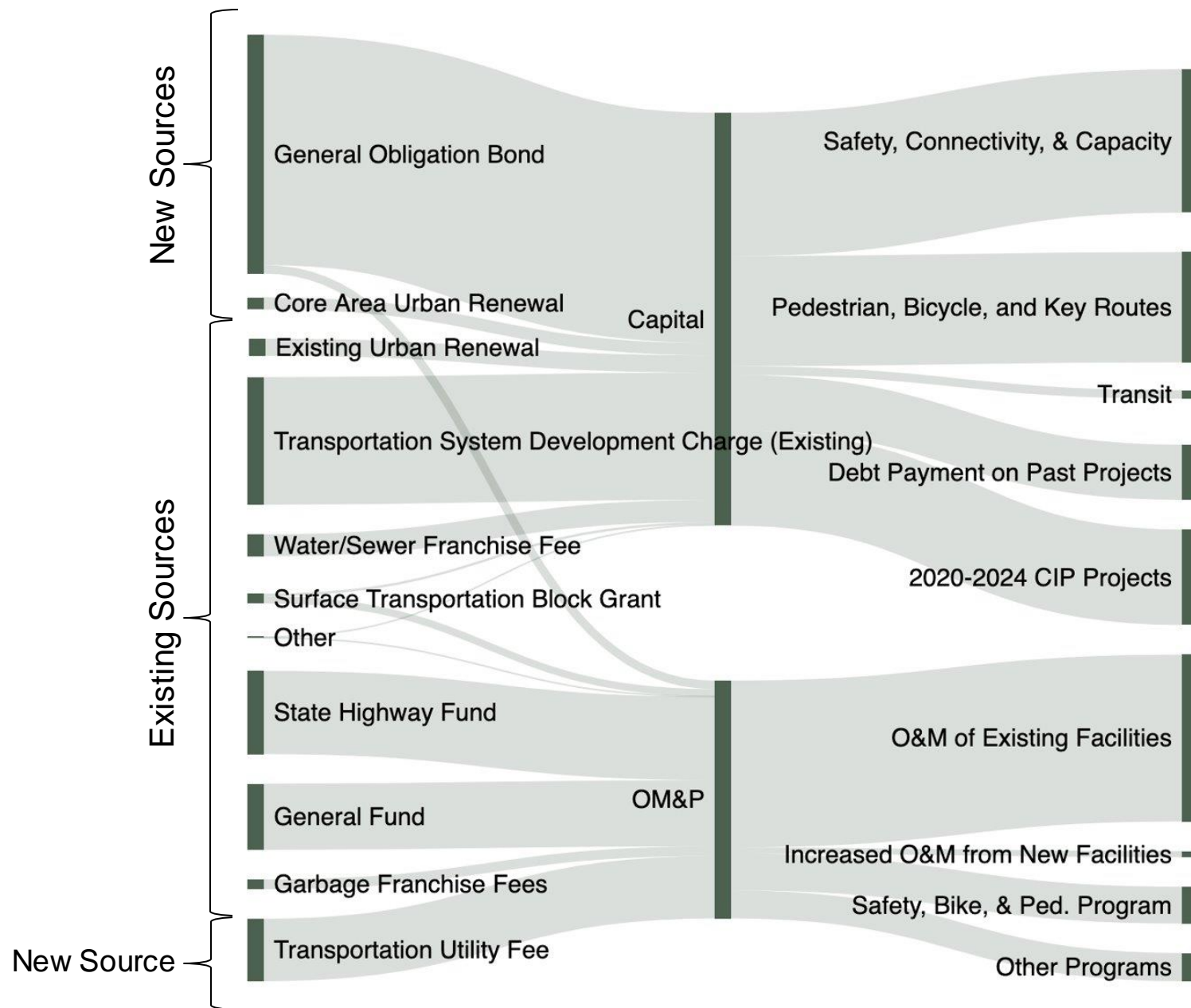
- Need funding for new recommended programs and maintenance costs for planned new transportation facilities: **\$5.8-\$6.3m per year**
- Additionally, existing roadway reconstruction projects (i.e. a City program to reconstruct roads in a state of disrepair) will require **\$56m** over the 20-year planning period.

New Sources:

- Total that could be implemented from a TUF: approx. **\$5m per year**
- Additional funding could come from other new flexible tools

NEAR-TERM ACTION PLAN

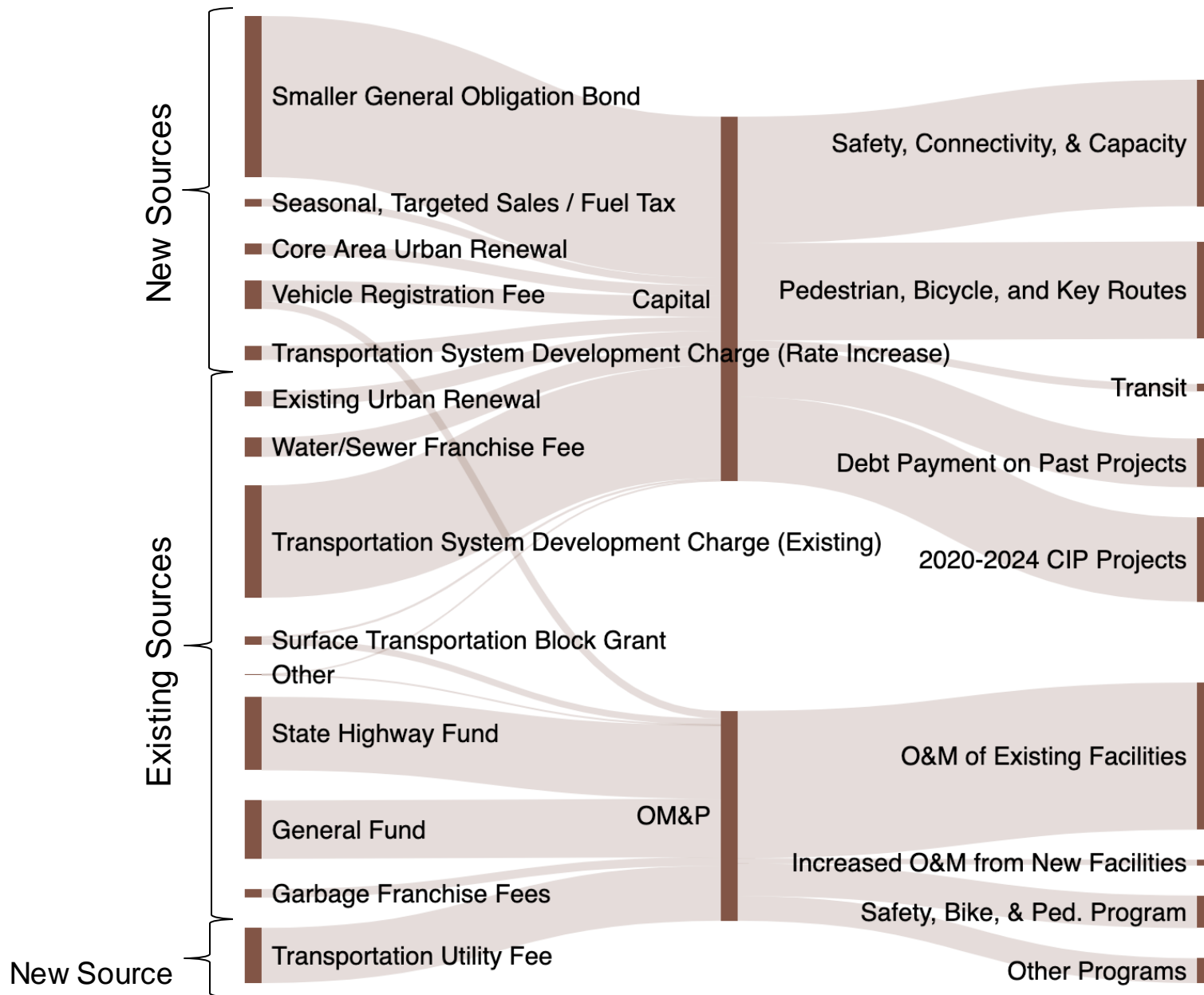
OPTION A



Notes: Scales in Options A and B are the same.

Bond contribution to OM&P is for capital portions of programs.

OPTION B



Note: Scales in Options A and B are the same.

CLOSE AND NEXT STEPS

COMING UP



- Funding Work Group #8 – November 7
- CTAC #14 - December 12