

Agenda Item XIII

Regional Transportation Plan for Clark County: 2018 Update, Preliminary Review of Finance Plan

2040 RTP Update: Finance Plan

At a Glance:

- ◆ *The Finance Plan is an element of the 2018 update of the Regional Transportation Plan. This briefing provides background information on the revenue assumptions for development of the Regional Transportation Plan (RTP) financial element including plan requirements, existing revenue sources, and future revenue trends.*

RTP Finance Plan Requirements

- ◆ Includes financial assumptions, revenue sources and projections, cost estimates for projects and system maintenance and preservation
- ◆ Must be “fiscally constrained” or a reasonable expectation that revenues will be available for projects and maintenance and preservation
- ◆ Project costs include highway, transit, pedestrian and bicycle improvements
- ◆ And costs for ITS, system management and operations and transportation demand management

Transportation Revenue Sources



Revenue	Amount	Notes
Federal	18.4 gas tax	Unchanged since 1993
State	49.4 gas tax	Increases passed in in 2003 (5 cents) 2005 (9.5 cents), and 2015 (11.9 cents)
C-TRAN	.7% sales tax	State law allows a maximum of .9% sales tax for transit districts
Local	Varies	Local funding options include: property taxes, general fund appropriations, state gas tax distributions, and other sources
Transportation Benefit District <i>RCW.36.73.020</i>	Battle Ground - \$20	Effective July 1, 2015
	Vancouver - \$40	\$20 registration fee effective July 1, 2016; increase to \$40 on July 1, 2018

Future Revenue Trends



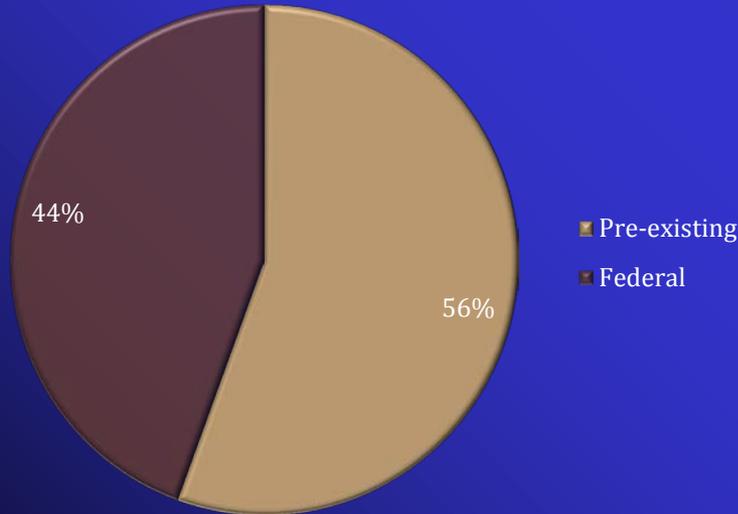
- ◆ Not all federal and state revenues generated here are distributed back for use in this region
- ◆ Recent trends show Clark County has received about 80% of revenue generated
- ◆ Gas tax is flat and does not keep pace with inflation
- ◆ Revenue forecast will be based on new federal mileage standard of 54.5 mpg by 2025 that became effective in 2017
- ◆ Preservation and maintenance costs are based on historical data, however, transportation agencies anticipate higher preservation and maintenance needs because of expanded road miles and deferred maintenance

Federal/State Fuel Tax Share in Washington

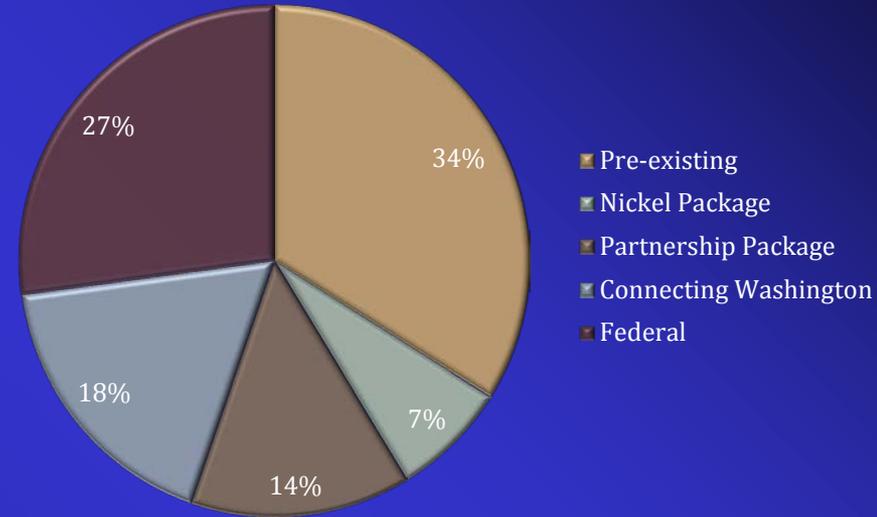


Current Gas Tax
State: 49.4 cents, Federal 18.4 cents

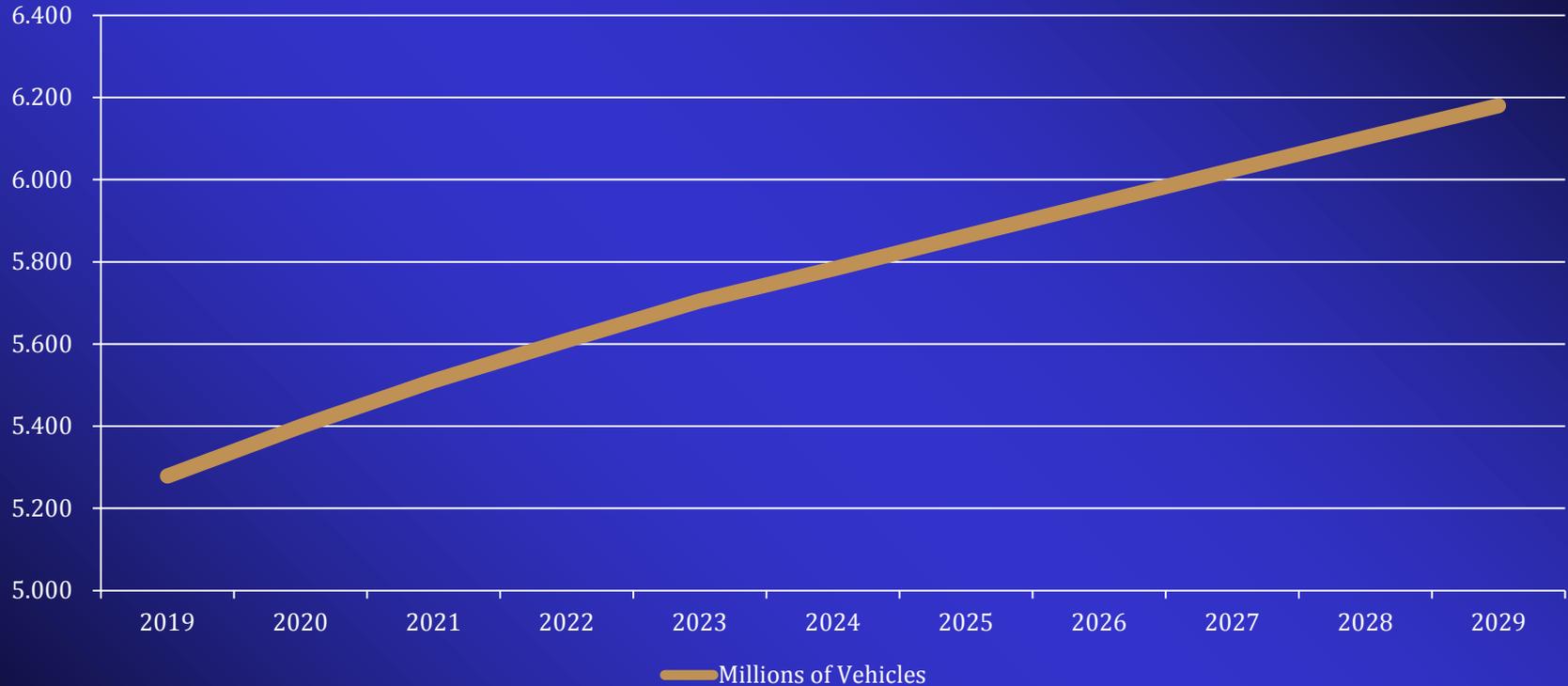
Fuel Tax Before 2003



Current Fuel Tax



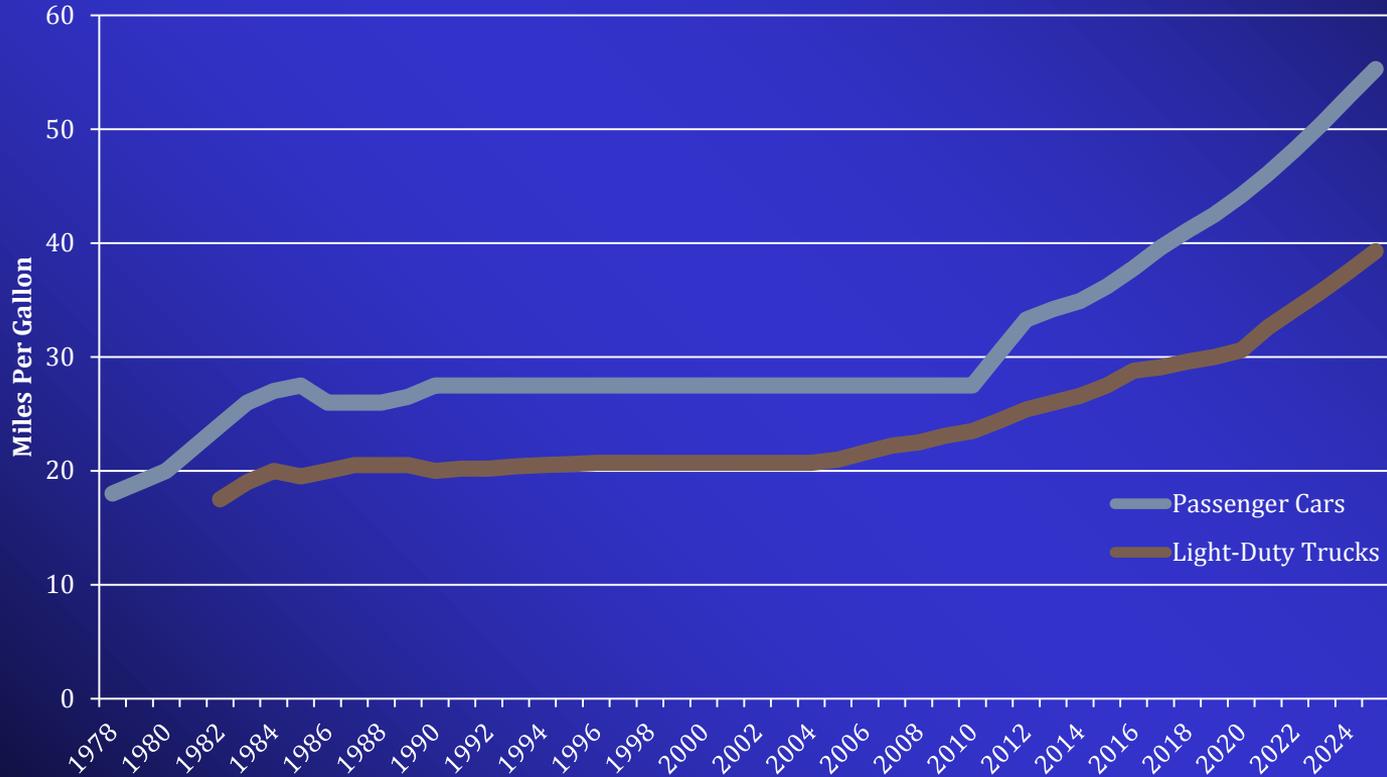
Washington Passenger Cars



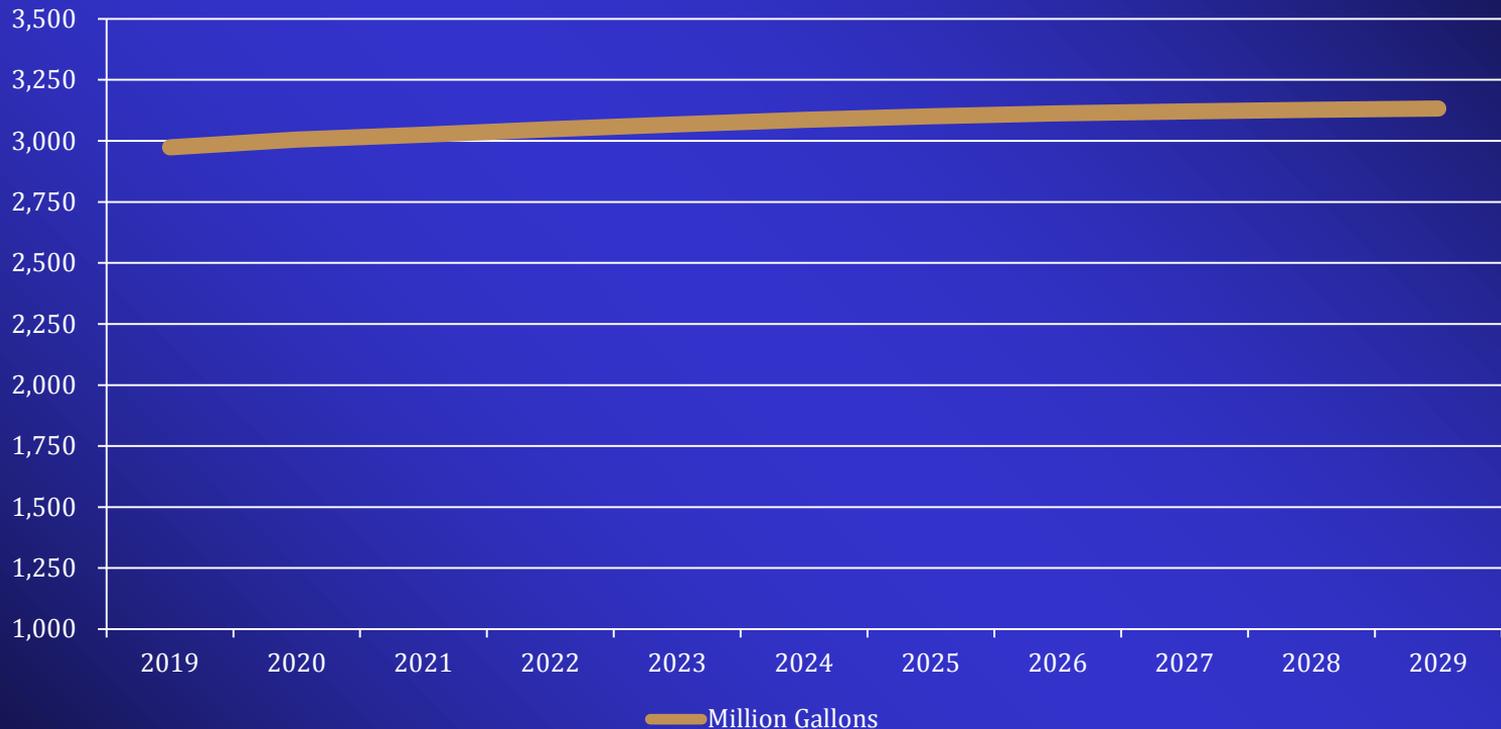
CAFE Standards



Vehicle Fuel Efficiency (CAFE) Requirements by Year



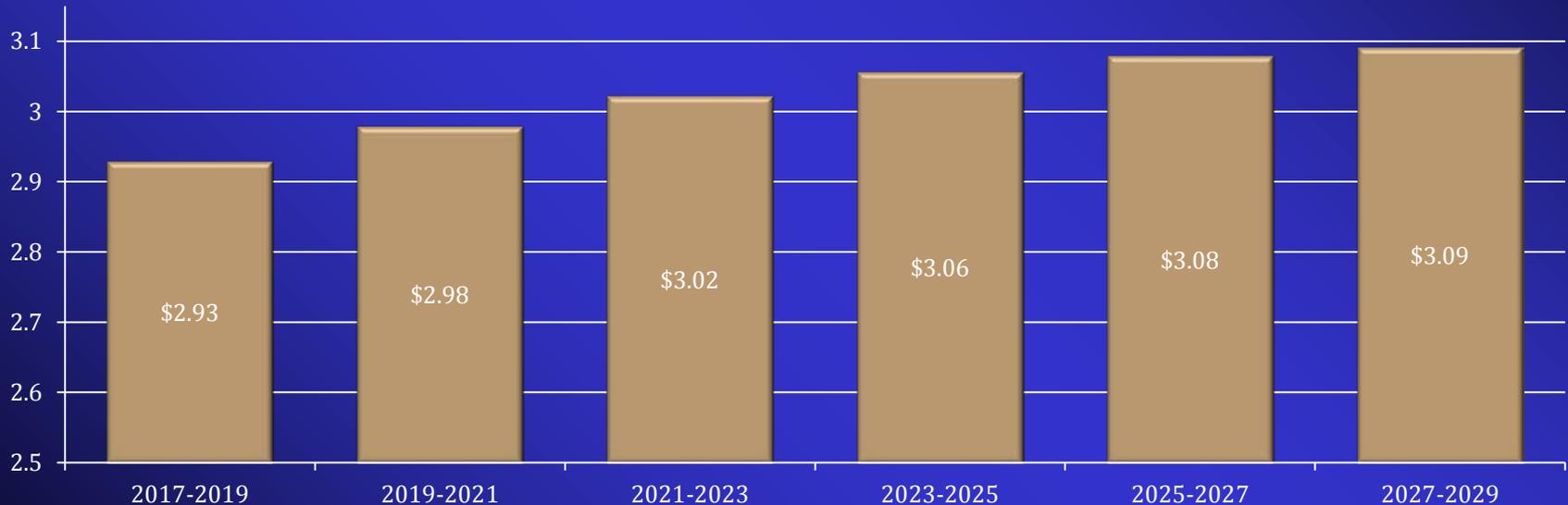
Washington Fuel Consumption



Gross State Gas Tax Revenue



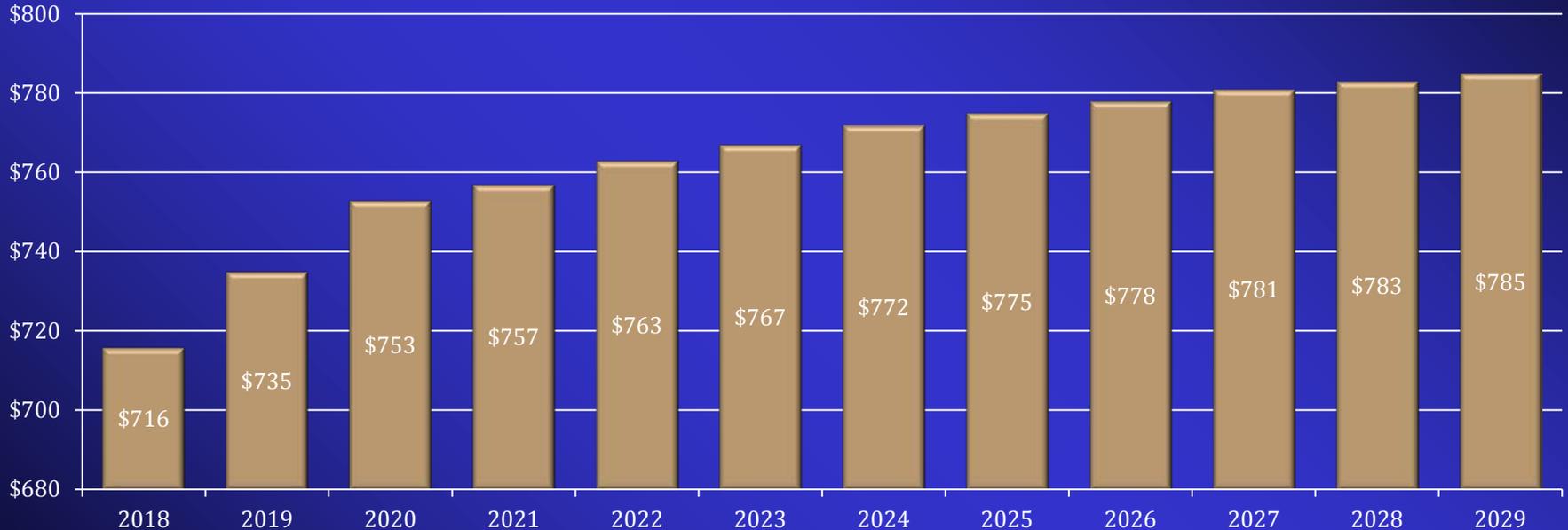
2019-2029 (in billions)



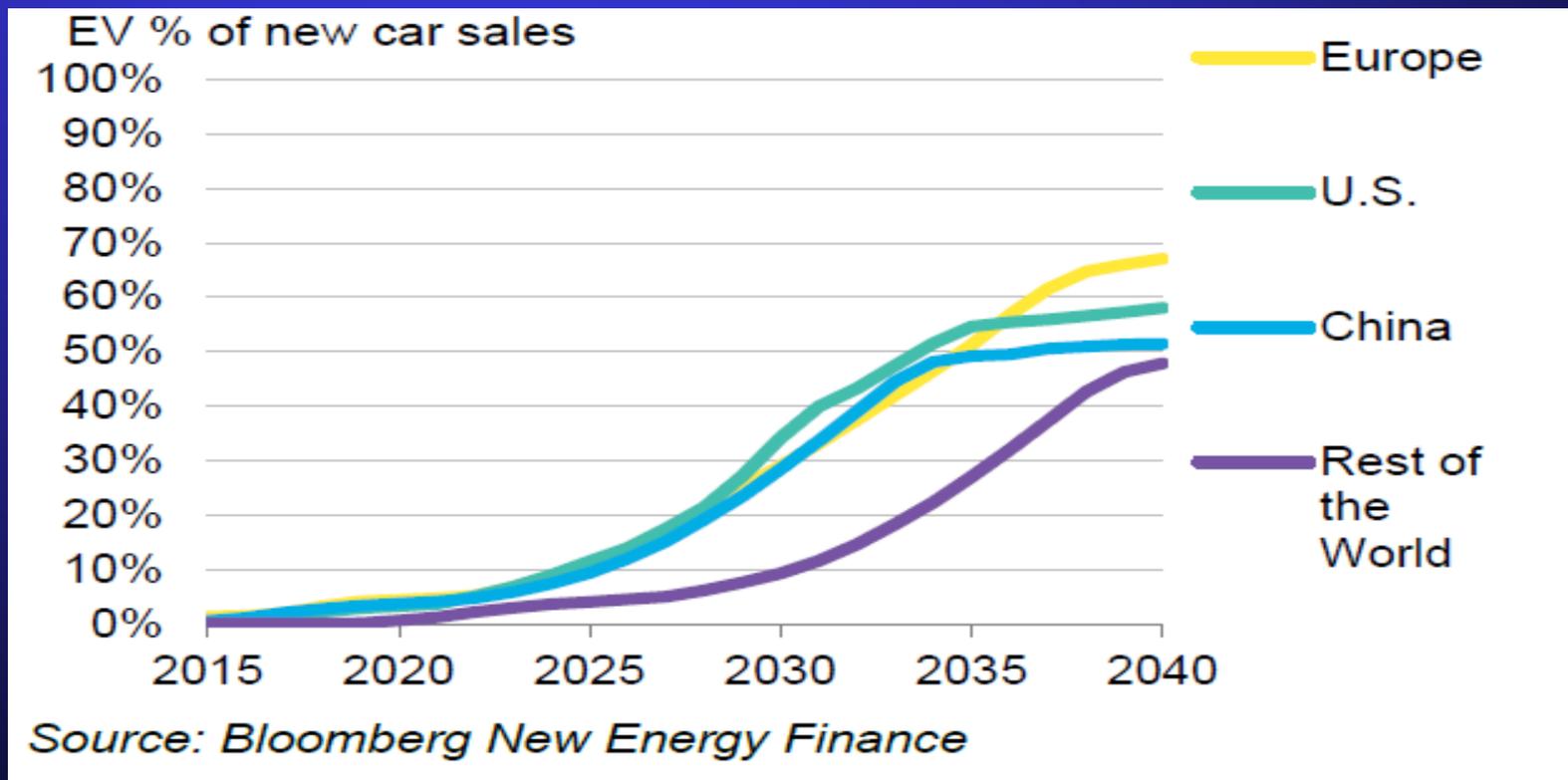
Federal Revenue to Washington



2019-2029 (in millions)



Electric Vehicle Sales-Long Term



Reflecting on the 2014 Update

- ◆ A number of capital projects have been completed since 2014
- ◆ 2014 RTP cost was \$1.78b with revenue of \$1.63b
- ◆ It assumed a gas tax increase equivalent of 4.5 cents a gallon to make up \$150m shortfall
- ◆ If 2018 is underfunded, in addition to gas tax, discussion of new revenue options will include tolls and mileage based fees for new capital projects

Finance Plan Next Steps

- ◆ Preliminary financial plan with forecast revenues and expenditures
- ◆ Review with RTC and other agency staff
- ◆ Draft forecast of revenues and expenditures
- ◆ Discussion of transportation funding options