

JULY 2025 DRAFT RTP FINANCIAL STRATEGY SCENARIOS

	SCENARIO 1 - CURRENT LAW REVENUES ONLY		SCENARIO 2 - ADDITIONAL LEVELS OF INVESTMENT		SCENARIO 3 - MAXIMUM LEVELS OF INVESTMENT	
INVESTMENT CATEGORIES	Investments	Amount in billions (2026\$)	Investments	Amount in billions (2026\$)	Investments	Amount in billions (2026\$)
Regional Capacity Projects	Projects with some level of funding currently committed (120 projects)	\$54.2	All projects scheduled to start before 2040 (277 projects)	\$68.6	All submitted projects (314 projects)	\$72.7
Programmatic System Improvements*	70% of identified needs planned / unconstrained through 2050	\$58.7	Level of needs identified through the horizon year of comprehensive plans  (approximately 80% of all identified needs through 2050)	\$67.1	All identified needs through 2050	\$83.9
Maintenance, Preservation & Operations	Baseline level of maintenance and preservation - i.e., sustaining today's levels of investment - and system operations  (approximately 20% less than optimal levels)	\$176.2	10% above baseline levels of maintenance and preservation, and system operations  (approximately 10% less than optimal levels)	\$188.1	Amount necessary to maintain and operate the current and future system at the optimal state of good repair through 2050  (approximately 20% higher than current baseline levels)	\$200.1
Future Transit Service	1% growth in local transit service hours per year	\$3.9	1.5% growth in local transit service hours per year	\$6.1	Current planned average growth of 2% per year in local transit service hours through 2050	\$8.6
	TOTAL	\$293.0	TOTAL	\$329.9	TOTAL	\$365.3
	Available Current Law Revenues	\$287.1	Available Current Law Revenues	\$287.1	Available Current Law Revenues	\$287.1
	New Revenues Needed:	\$5.9	New Revenues Needed:	\$42.8	New Revenues Needed:	\$78.2
	* to balance to current law revenues, Programmatic System Improvements could be reduced to ~62% of identified needs through 2050					

Preliminary Assessment of Impacts	Preliminary Assessment of Impacts	Preliminary Assessment of Impacts
Wide variety of investments across modes and communities <u>not</u> included (194 projects); 56% of investments that <u>are</u> included are from the six largest agencies	Wider variety of investments across modes and communities included; 63% represented from the six largest agencies	Full suite of projects included, addressing a variety of multimodal needs across the region
Provides less support to meeting climate, safety, equity, and growth strategy goals - i.e., fewer transit, bike/ped, congestion management improvements; Full assessment of impacts to be addressed through modeling & analysis	Provides more support to meeting climate, safety, equity, and growth strategy goals; Full assessment of impacts to be addressed through modeling & analysis	Meets all identified system improvement needs projected through 2050; Full assessment of impacts addressed through modeling & analysis
Not catching up on maintenance and preservation needs, maintaining baseline levels	Higher level of maintenance and preservation levels than the baseline, but not to optimal levels	Addresses backlog and maintains and operates the system to an optimal level of state of good repair
No new revenues assumed, so no additional cost to households from today	An additional \$1.7B of new revenues required each year, increasing the average costs per household by ~\$800 per year	An additional \$3.1B of new revenues required each year, increasing the average costs per household by ~\$1,500 per year