

Revenue Forecasts Report Oahu Regional Transportation Plan 2035 Project

Deliverable 6.2.2



December 2009
Prepared for the
Oahu Metropolitan Planning Organization

Prepared by
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This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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Acronyms Used in this Document

BR	Bridge Replacement & Rehabilitation
CIP	State of Hawaii Capital Improvement Program
CMAQ	Congestion Mitigation & Air Quality
FY	Fiscal Year
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GET	State of Hawaii General Excise and Use Tax
HDOT	State of Hawaii Department of Transportation
HSF	State of Hawaii Highway Special Fund
HTF	Highway Trust Fund
HHCTCP	Honolulu High-Capacity Transit Corridor Project
IM	Interstate Maintenance
MPO	Metropolitan Planning Organization
NHS	National Highway System
OahuMPO	Oahu Metropolitan Planning Organization
ORTP	Oahu Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STP	Surface Transportation Program
YOE	Year of Expenditure

Executive Summary

The purpose of this document is to provide estimates of likely available future revenues for Oahu Regional Transportation Plan (ORTP) 2035 projects and programs during fiscal years (FYs) 2011 through 2035. Historical funding available for regional transportation projects and programs from Federal, State, City and County, and private sources was presented in ORTP 2035 deliverable 6.1.2 *Draft Revenue Source Report*. It is recognized that the recent worldwide economic crisis and the future reauthorization of Federal surface transportation program funding creates significant uncertainty in forecasting future revenues for the ORTP 2035. It is also unclear whether the Federal tax sources that feed into the Highway Trust Fund (HTF) will be able to support future expenditure levels. Forecasted revenues for the ORTP 2035 must be those that are considered “firmly established,” and the estimated future growth trends should be based on past experience.

Revenue estimates for the ORTP 2035 were based on data received from Federal, State of Hawaii, and City and County of Honolulu transportation officials. Table 1 provides summary revenue projections for ORTP 2035 revenues from traditional Federal, State, and City and County tax-based revenue sources. In addition to these sources, potential revenues from transit farebox recovery and from anticipated developer funding of selected improvement projects are also considered herein.

It is estimated that approximately \$25.4 billion in revenues (in year of expenditure dollars) will be available for ORTP 2035 projects and programs.

Table 1: ORTP 2035 Revenue Summary (FYs 2011-2035)

<i>(Millions of YOE dollars)</i>	Estimated Revenue
Federal Highway Administration	\$3,000
Federal Transit Administration	\$3,200
State capital funding	\$700
State operating and maintenance	\$1,200
City and County capital funding	\$4,900
City and County operating and maintenance	\$8,800
Transit passenger fares	\$3,000
Developer funding	\$600
Total	\$25,400

1.1 Report Purpose

The purpose of this document is to provide estimates of likely available future revenues for ORTP 2035 projects and programs during FYs 2011 – 2035. Historical funding available for regional transportation projects and programs from Federal, State, City and County, and private sources was presented in a previous report.¹ It is recognized that the recent worldwide economic crisis and the future — reauthorization of Federal surface transportation program funding creates significant uncertainty in forecasting future revenues for the ORTP 2035. It is also unclear whether the Federal tax sources that feed into the HTF will be able to support future expenditure levels. Forecasted revenues for the ORTP 2035 must be those that are considered “firmly established,” and the estimated future growth trends should be based on past experience.

1.2 Report Overview

This introductory section is followed by a section describing estimates of likely available future revenue for the ORTP 2035.

¹ *Revenue Sources Report for the ORTP 2035, November 2009.*

The following revenue estimates for the ORTP 2035 were based on data received from Federal, State of Hawaii, and City and County of Honolulu transportation officials. Table 2-1 provides summary revenue projections for ORTP 2035 revenues from traditional Federal, State, and City and County tax-based revenue sources. In addition to these sources, potential revenues from transit farebox recovery and from anticipated developer funding of selected improvement projects are also considered herein.

Detailed revenue forecasts by category used in the development of this summary are included in the Appendix. Assumptions used, as well as sources of information for the revenue estimates, are described in the following sections. Existing revenues for surface transportation on Oahu were documented in Deliverable 6.1.2, *Revenue Sources Report for the ORTP 2035* (November 2009).

Unless otherwise noted, all amounts described in this report are expressed in year of expenditure (YOE) dollars.

It is estimated that approximately \$25.4 billion in revenues will be available for ORTP 2035 projects and programs.

Table 2-1: ORTP 2035 Revenue Summary (FYs 2011-2035)

<i>(Millions of YOE dollars)</i>	Estimated Revenue
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State capital funding	\$700
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Transit passenger fares	\$3,000
Developer funding	\$600
Total	\$25,400

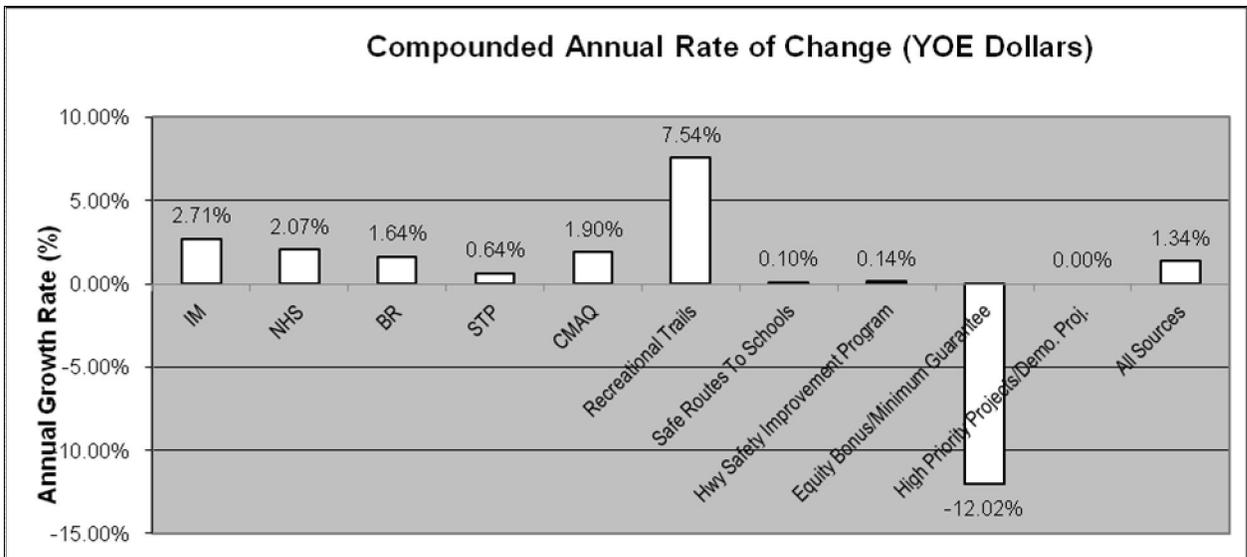
2.1 Federal Revenues

The Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorization expired on September 30, 2009, and Federal funding for surface transportation is currently being provided by means of Continuing Resolutions. It is unclear, based on available information, when Congress will enact a new authorization bill. Guidance from the U.S. Department of Transportation is to assume near-term funding levels equal to those provided during Federal Fiscal Year (FFY) 2009.

2.1.1 Federal Highway Revenues

Future Federal Highway Administration (FHWA) revenues for the ORTP 2035 were estimated by comparing the growth rate of Federal highway funds spent on Oahu over the past several years with the forecasted growth rates used by a sample of other Metropolitan Planning Organizations (MPOs) in their recently completed long-range transportation plans. As shown in Figure 2-1, Federal highway funds allocated to Hawaii grew at an average rate of approximately 1.34 percent per year over the past twelve years, i.e., during FFYs 1998 through 2009. Major Federal highway programs include Interstate Maintenance (IM), National Highway System (NHS), Bridge Replacement and Rehabilitation (BR), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ).

Figure 2-1: Historical Annual Growth Rates of FHWA Funds to Hawaii (FFYs 1998-2009)



Source: State of Hawaii Department of Transportation (HDOT)

For comparison purposes, recent data on assumed forecasted growth rates for Federal highway funds through FFY 2035, such as the following, were considered:

- The Metropolitan Transportation Commission (San Francisco Bay Area) assumed a four percent annual increase in BR, STP and CMAQ programs.
- The Atlanta Regional Commission assumed a two percent annual increase in Federal highway revenues.
- The New York City Metropolitan Transportation Commission assumed an approximately three percent annual increase in Federal highway revenues.

Based on the past experience in Hawaii and the estimates used by other MPOs described previously, it is assumed that future Federal highway revenues for the

ORTP 2035 Project will grow at an average rate of two percent per year through FFY 2035.

The distribution of Federal highway funds to Oahu was assumed to remain constant over the forecast period. The forecasted future share to Oahu of each revenue source was based on the share of that revenue source that was spent on Oahu during SAFETEA-LU. The assumed percentage shares (to Oahu) of each revenue source are shown in Table 2-2. For example, 100 percent of Hawaii’s IM funds were spent on Oahu during SAFETEA-LU, so it is assumed that 100 percent of Hawaii’s future IM funds will also be spend on Oahu through FFY 2035.

As shown in Table 2-2, a total of approximately \$3.0 billion (in YOE dollars) in Federal highway revenues is projected to be available for Oahu over the 25-year life of the plan.

Table 2-2: Forecast of FHWA Funds for Hawaii and Oahu (FFYs 2011-2035)

<i>(Thousands of YOE dollars)</i>	Hawaii	Percent to Oahu	Oahu
Interstate Maintenance	\$325,812	100%	\$325,812
National Highway System	\$1,606,032	56%	\$899,378
Bridge Replacement & Rehabilitation	\$994,098	63%	\$626,282
Surface Transportation Program	\$1,118,531	42%	\$469,783
Congestion Mitigation & Air Quality	\$303,218	82%	\$248,639
Recreational Trails	\$28,426	0%	\$0
Safe Routes To Schools	\$33,324	46%	\$15,329
Highway Safety Improvement Program	\$222,573	46%	\$102,384
Equity Bonus/Minimum Guarantee	\$100,506	24%	\$24,121
High Priority Projects/Demonstration Projects	\$728,000	46%	\$334,880
Totals	\$5,460,521	56%	\$3,046,608

2.1.2 Federal Transit Revenues

It is estimated that Federal Transit Administration (FTA) Section 5307 Urbanized Area formula funds and Section 5309 Fixed Guideway Modernization funds for Oahu will grow by approximately 1.8 percent per year during FFYs 2011 – 2035. It is also assumed that the City and County will receive discretionary Federal allocations from the FTA Section 5309 “New Starts” and FTA Section 5309 Bus Capital programs for specific projects. Based on these assumptions, estimated Federal transit revenues for the ORTP 2035 are shown in Table 2-3.

Table 2-3: Forecast of FTA Funds for Oahu (FFYs 2011-2035)

<i>(Millions of YOE dollars)</i>	
Section 5307 Urbanized Area Formula	\$1,097
Section 5309 Fixed Guideway Modernization	\$160
Section 5309 New Starts Discretionary	\$1,550*
Section 5309 Bus Discretionary	\$418
Totals	\$3,225

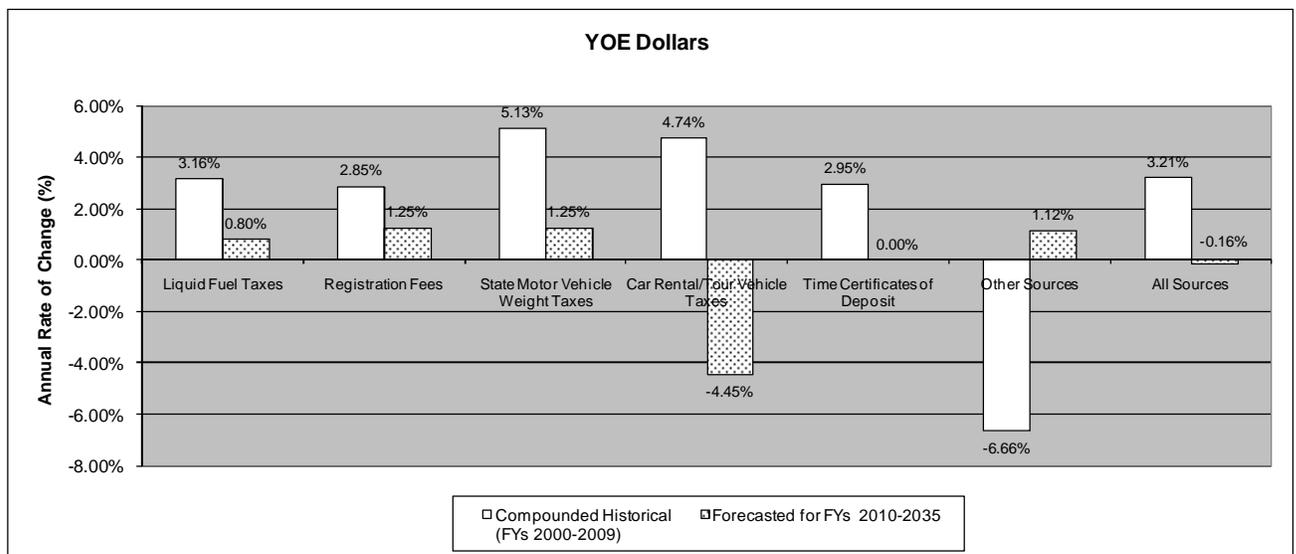
*Includes \$35 million in FFY 2010

2.2 State of Hawaii Revenues

2.2.1 State Highway Revenues

The Highway Special Fund (HSF) is funded by a variety of revenue sources. Figure 2-2 shows the historical rate of change for each of the HSF revenue sources. As part of its HSF multi-year forecasting effort, HDOT developed forecasted annual growth rates through FY 2015 for each of the HSF revenue sources. For purposes of consistency with statewide transportation planning efforts currently underway, it is assumed that these future growth rates (shown as the patterned columns of Figure 2-2) will be used for the 25-year period of the ORTP 2035.

Figure 2-2: Annual Growth Rates of State Highway Special Fund Revenue Sources



Source for Historical Data: HDOT Highway Division

Source for Forecast Data: HDOT Highway Division, Highway Special Fund multi-year forecast for FYs 2010-2015 (September 18, 2009) with extrapolations by OahuMPO for later years.

Historically, debt service payments from the HSF for bonds issued have increased at about 1.45 percent per year. It is assumed that this growth rate will remain constant during the years covered by the ORTP 2035.

Based on these assumptions described previously, it is estimated that HSF revenues will total approximately \$5.0 billion over the FYs 2011 – 2035 period. Subtracting out an estimated \$1.5 billion in future debt service payments, remaining HSF revenues available for statewide highway operations and maintenance are approximately \$3.6 billion during FYs 2011 – 2035. Consistent with past trends, it is estimated that approximately 33 percent of these funds, or \$1.18 billion, will be available for use on Oahu.

The amount of Statewide Capital Improvement Program (CIP) funding for the State highway system has been extremely variable over the past several years. In addition, the percentage of CIP funds spent on Oahu during this period has varied between 16.5 and 69 percent per year, with an average of 50 percent. It is assumed that the Statewide CIP funds will grow at a nominal rate of one percent per year for the ORTP 2035 period and that approximately 50 percent of the CIP will be spent on Oahu. Therefore, it is estimated that the CIP funds available for Oahu during FYs 2011 – 2035 will be approximately \$654 million.

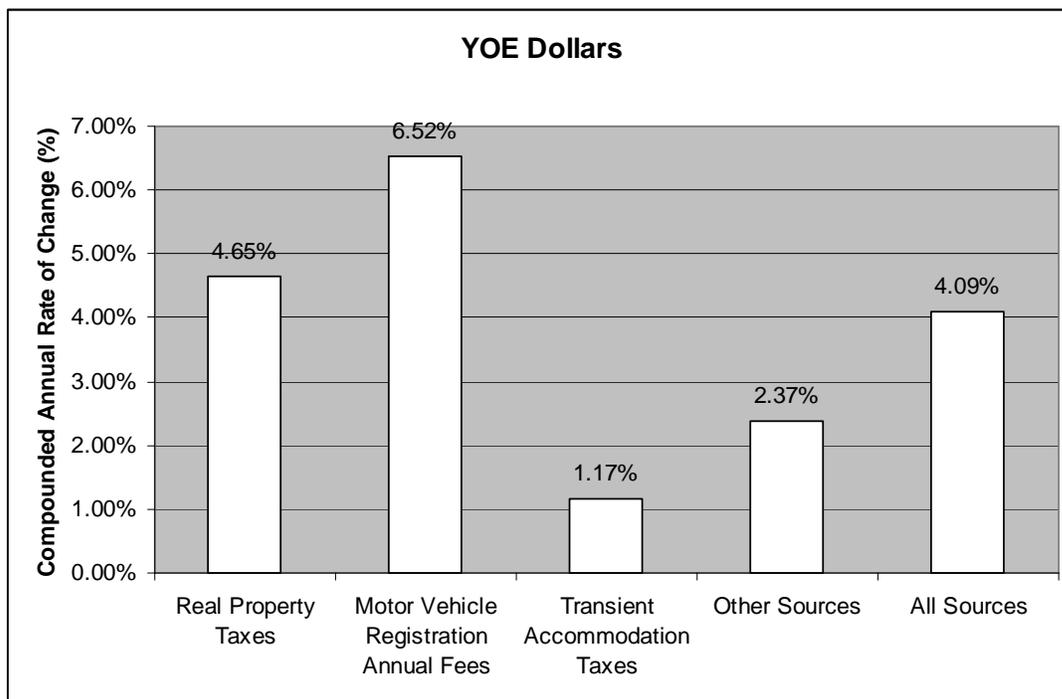
2.2.2 State Transit Revenues

No State funds are currently used for transit operations or capital projects on Oahu, so no State funds are assumed for future transit operations or capital projects for the ORTP 2035.

2.3 City and County of Honolulu Revenues

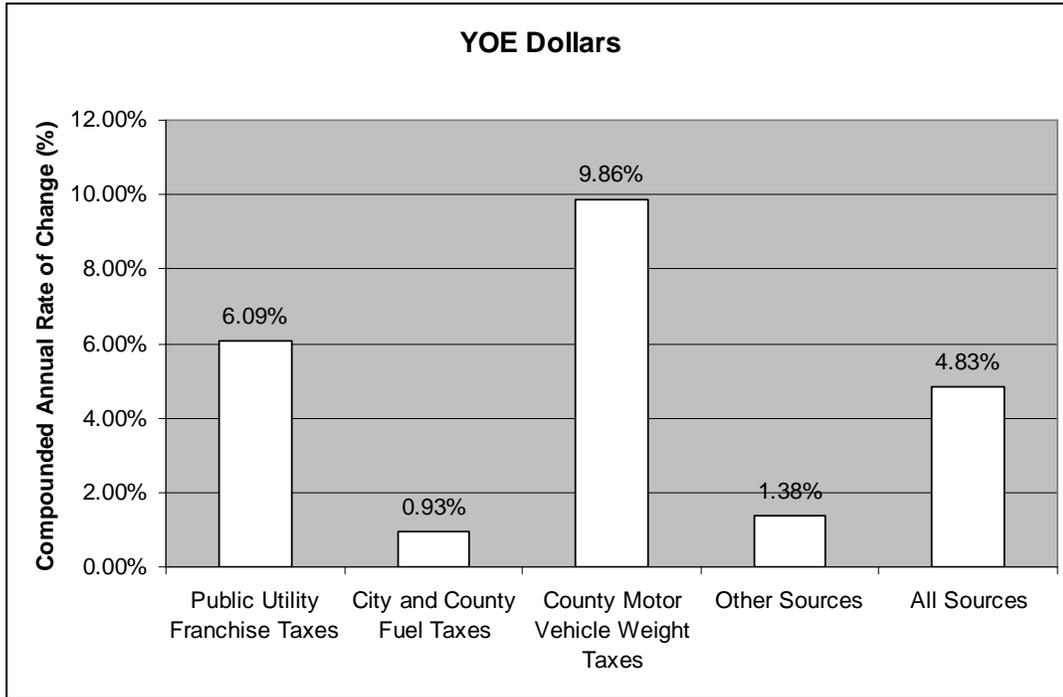
It is assumed that, for the ORTP 2035 period, the City and County of Honolulu General Fund and Highway Fund revenue sources will continue to grow at their historical rates. The rates for the General Fund revenue sources are shown in Figure 2-3. For the FYs 2011 – 2035 period, it is estimated that the General Fund will generate, for all uses, approximately \$48.9 billion in revenues.

Figure 2-3: Historical Annual Growth Rates of General Fund Revenue Sources (FYs 1994-2008)



The assumed annual growth rates for the Highway Fund revenue sources are shown in Figure 2-4. For the FYs 2011 – 2035 period, it is estimated that the Highway Fund will generate, for all uses, approximately \$12.7 billion in revenues.

Figure 2-4: Historical Annual Growth Rates of Highway Fund Revenue Sources (FYs 1994-2008)



Each year, portions of the General and Highway Fund revenues are spent on operations and maintenance activities for streets, highways, traffic, and transit. Assuming that the historical percentage trend of these expenditures continues into the future, it is estimated that approximately \$2.8 billion of those funds would be spent on streets, highways, and traffic operations and maintenance during FYs 2011 – 2035. In addition, it is estimated that approximately \$6.0 billion of those funds would be transferred to the Public Transportation Fund for transit operations and maintenance expenditures during FYs 2011 – 2035.

Most highway capital projects receive their local funding from the City and County Highway Improvement Bond Fund; some projects also receive funding from the City and County General Improvement Bond Fund or the City and County Capital Projects Fund. Extrapolating from past trends, it is estimated that approximately \$1.1 billion in bond funds will be available during FYs 2011 – 2035 for streets, highways, and traffic capital improvement projects.

The Hawaii General Excise and Use Tax (GET) surcharge will be the primary local funding source for the Honolulu High-Capacity Transit Corridor Project (HHCTCP). The lifetime of the GET surcharge for the HHCTCP is January 1, 2007 (FY 2007) to December 31, 2022 (FY 2023). It is estimated that GET surcharge revenues will

generate approximately \$3.5 billion² in capital funds for the HHCTCP. In addition, local bond funds will be available to support transit capital improvement projects and are estimated to total \$571 million during FYs 2011 – 2035.³

2.4 Transit Fare Revenues

It is estimated that approximately \$3.0 billion in transit passenger fare revenues will be collected by the City and County of Honolulu during the 25-year ORTP 2035 period⁴. This revenue estimate assumes that the average transit fare grows at the rate of inflation and that total fare revenues increase at an average annual rate of approximately 5.0 percent. Fare revenues will be used for operations and maintenance of the City and County transit system.

2.5 Other Revenues

Potential future amounts of other types of revenues, such as developer funding, will be identified on a project-by-project basis. It is estimated that approximately \$600 million (comparable to the amount, plus inflation, that was used in the ORTP 2030) will be available for capital improvement projects on Oahu for the ORTP 2035.

² Exclusive of the portion of the proceeds retained by the State of Hawaii for administrative purposes

³ Source: *Honolulu High-Capacity Transit Corridor Project: Financial Plan For Entry Into Preliminary Engineering Submittal*, City and County of Honolulu, May 2009, updated August 2009.

⁴ *ibid.* Amounts beyond FY 2030 were based on an extrapolation of estimated trends for FYs 2009 – 2035.

City of County of Honolulu Comprehensive Annual Financial Report, City and County of Honolulu, Fiscal Years 1994 through 2009.

Honolulu High-Capacity Transit Corridor Project: Financial Plan For Entry Into Preliminary Engineering Submittal, City and County of Honolulu, May 2009, updated August 2009.

Oahu Regional Transportation Plan 2030 Final Technical Report, OahuMPO, April 2006.

Oahu Regional Transportation Plan 2035 Revenue Sources Report for the ORTP 2035, November 2009.

Various financial information also provided by the State of Highway Department of Transportation and the City and County of Honolulu via phone conversations and electronic mail.

Appendix: Detailed Revenue Forecasts

The following table is excerpted from the *Honolulu High-Capacity Transit Corridor Project: Financial Plan For Entry Into Preliminary Engineering Submittal* (City and County of Honolulu, May 2009, updated August 2009).

Transit Operating and Capital Sources and Uses of Funds (FY 2009 – 2030)

Table 1-2, Sources and Uses of Funds, FY2009 – 2030, YOY \$millions

SOURCES OF FUNDS		YOY \$M	USES OF FUNDS		YOY \$M
Project Capital Sources of Funds			Project Capital Uses of Funds		
Project Beginning Cash Balance		\$154	Project Capital Cost		5,120
Net GET Surcharge Revenues		3,524	Subtotal Project Capital Uses of Funds		\$5,120
FTA Section 5309 New Starts Revenues		1,550	Finance Charges		
FTA Section 5307 Formula Funds Used for the Project 1/		305	Total Interest Payment on Long-term Debt		\$354
Interest Income on Cash Balance		11	Total Finance Charges on Short-term Debt		20
Subtotal Project Capital Sources of Funds		\$5,544	Other Finance Charges		19
Ongoing Capital Sources of Funds			Subtotal Finance Charges		\$393
FTA Section 5309 Fixed Guideway Modernization Revenues		\$102	Project Ending Cash Balance		\$31
FTA Section 5309 Bus Discretionary		419	Subtotal Project Uses of Funds		\$5,544
FTA Section 5307 Formula Funds Used for Ongoing CapEx		305	Ongoing Capital Uses of Funds		
American Recovery & Reinvestment Act (ARRA)		20	Additional Railcar Acquisitions		\$75
Transfers to the State's Vanpool program		(35)	Rail Rehab & Replacement		49
City General Obligation Bond Proceeds		571	Total Bus Acquisitions		1,044
Subtotal Ongoing Capital Sources of Funds		\$1,382	Other Ongoing Bus CapEx		124
TOTAL CAPITAL SOURCES OF FUNDS					90
		\$6,926	Subtotal Ongoing Capital Uses of Funds		\$1,382
Operating Sources of Funds			TOTAL CAPITAL USES OF FUNDS		
Total Fare Revenues (Bus and Rail)		2,228			\$6,926
Total Fare Revenues (Handi-Van)		47	Operating Uses of Funds		
Total Fare Revenues		\$2,275	Total O&M Costs - TheBus		\$5,209
FTA Section 5307 Formula Funds Used for Preventative Maintenance		270	Total O&M Costs - the Project		1,383
City's Operating Subsidy		4,726	Total O&M Costs - TheHandi-Van		679
TOTAL OPERATING SOURCES OF FUNDS		\$7,271	TOTAL OPERATING USES OF FUNDS		\$7,271

1/ FTA Section 5307 Funds includes \$4M from the FTA ARRA (stimulus Bill); totals may not add due to rounding

ORTP 2035: FHWA Funds to Hawaii and Oahu (FFYs 2011 - 2035)

Statewide

(Thousands of YOE Dollars)	Compounded Annual Growth Rate	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Interstate Maintenance	2.00%	\$10,172	\$10,375	\$10,583	\$10,795	\$11,010	\$11,231	\$11,455	\$11,684	\$11,918	\$12,156	\$12,400	\$12,648	\$12,901	\$13,159	\$13,422	\$13,690
National Highway System	2.00%	\$50,141	\$51,144	\$52,167	\$53,210	\$54,274	\$55,360	\$56,467	\$57,596	\$58,748	\$59,923	\$61,122	\$62,344	\$63,591	\$64,863	\$66,160	\$67,483
Bridge Replacement & Rehabilitation	2.00%	\$31,036	\$31,657	\$32,290	\$32,936	\$33,595	\$34,266	\$34,952	\$35,651	\$36,364	\$37,091	\$37,833	\$38,590	\$39,361	\$40,149	\$40,952	\$41,771
Surface Transportation Program	2.00%	\$34,921	\$35,619	\$36,332	\$37,058	\$37,800	\$38,556	\$39,327	\$40,113	\$40,916	\$41,734	\$42,569	\$43,420	\$44,288	\$45,174	\$46,078	\$46,999
Congestion Mitigation & Air Quality	2.00%	\$9,467	\$9,656	\$9,849	\$10,046	\$10,247	\$10,452	\$10,661	\$10,874	\$11,092	\$11,313	\$11,540	\$11,771	\$12,006	\$12,246	\$12,491	\$12,741
Recreational Trails	2.00%	\$887	\$905	\$923	\$942	\$961	\$980	\$999	\$1,019	\$1,040	\$1,061	\$1,082	\$1,103	\$1,126	\$1,148	\$1,171	\$1,194
Safe Routes To Schools	2.00%	\$1,040	\$1,061	\$1,082	\$1,104	\$1,126	\$1,149	\$1,172	\$1,195	\$1,219	\$1,243	\$1,268	\$1,294	\$1,319	\$1,346	\$1,373	\$1,400
Highway Safety Improvement Program	2.00%	\$6,949	\$7,088	\$7,230	\$7,374	\$7,522	\$7,672	\$7,826	\$7,982	\$8,142	\$8,304	\$8,471	\$8,640	\$8,813	\$8,989	\$9,169	\$9,352
Equity Bonus/Minimum Guarantee	2.00%	\$3,138	\$3,201	\$3,265	\$3,330	\$3,397	\$3,464	\$3,534	\$3,604	\$3,676	\$3,750	\$3,825	\$3,902	\$3,980	\$4,059	\$4,140	\$4,223
Totals without High Priority/Demo Projects		\$147,751	\$150,706	\$153,721	\$156,795	\$159,931	\$163,129	\$166,392	\$169,720	\$173,114	\$176,577	\$180,108	\$183,710	\$187,384	\$191,132	\$194,955	\$198,854
High Priority Projects/Demonstration Projects		\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120
Totals		\$176,871	\$179,826	\$182,841	\$185,915	\$189,051	\$192,249	\$195,512	\$198,840	\$202,234	\$205,697	\$209,228	\$212,830	\$216,504	\$220,252	\$224,075	\$227,974

ORTP 2035: FHWA Funds to Hawaii and Oahu (FFYs 2011 - 2035)

Statewide

(Thousands of YOE Dollars)	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL (2011 - 2035)	Percent to Oahu*	Oahu Total (2011 - 2035)
Interstate Maintenance	\$13,964	\$14,243	\$14,528	\$14,819	\$15,115	\$15,417	\$15,726	\$16,040	\$16,361	\$325,812	100%	\$325,812
National Highway System	\$68,833	\$70,210	\$71,614	\$73,046	\$74,507	\$75,997	\$77,517	\$79,067	\$80,649	\$1,606,032	56%	\$899,378
Bridge Replacement & Rehabilitation	\$42,606	\$43,458	\$44,327	\$45,214	\$46,118	\$47,040	\$47,981	\$48,941	\$49,920	\$994,098	63%	\$626,282
Surface Transportation Program	\$47,939	\$48,898	\$49,876	\$50,873	\$51,891	\$52,929	\$53,987	\$55,067	\$56,168	\$1,118,531	42%	\$469,783
Congestion Mitigation & Air Quality	\$12,996	\$13,256	\$13,521	\$13,791	\$14,067	\$14,348	\$14,635	\$14,928	\$15,226	\$303,218	82%	\$248,639
Recreational Trails	\$1,218	\$1,243	\$1,268	\$1,293	\$1,319	\$1,345	\$1,372	\$1,399	\$1,427	\$28,426	0%	\$0
Safe Routes To Schools	\$1,428	\$1,457	\$1,486	\$1,516	\$1,546	\$1,577	\$1,608	\$1,641	\$1,673	\$33,324	46%	\$15,329
Highway Safety Improvement Program	\$9,539	\$9,730	\$9,925	\$10,123	\$10,326	\$10,532	\$10,743	\$10,958	\$11,177	\$222,573	46%	\$102,384
Equity Bonus/Minimum Guarantee	\$4,308	\$4,394	\$4,482	\$4,571	\$4,663	\$4,756	\$4,851	\$4,948	\$5,047	\$100,506	24%	\$24,121
Totals without High Priority/Demo Projects	\$202,831	\$206,888	\$211,025	\$215,246	\$219,551	\$223,942	\$228,421	\$232,989	\$237,649	\$4,732,521	57%	\$2,711,728
High Priority Projects/Demonstration Projects	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$29,120	\$728,000	46%	\$334,880
Totals	\$231,951	\$236,008	\$240,145	\$244,366	\$248,671	\$253,062	\$257,541	\$262,109	\$266,769	\$5,460,521	56%	\$3,046,608

ORTP 2035: State Highway Revenues (FYs 2011 - 2035)

STATE HIGHWAY OPERATIONS AND MAINTENANCE REVENUES (Thousands of YOE dollars)	Assumed Annual Growth Rate	HDOT Forecasts (FYs 2010 - 2015) ==>							OMPO Forecasts (FYs 2016 - 2035) ==>							
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Highway Special Fund																
State Liquid Fuel Tax	0.80%	\$87,449	\$88,104	\$88,765	\$90,325	\$91,047	\$91,776	\$92,510	\$93,250	\$93,996	\$94,747	\$95,505	\$96,269	\$97,039	\$97,815	\$98,598
Registration Fee	1.25%	\$21,311	\$21,577	\$21,846	\$22,396	\$22,676	\$22,959	\$23,246	\$23,536	\$23,830	\$24,128	\$24,429	\$24,735	\$25,044	\$25,357	\$25,673
State Motor Vehicle Weight Tax	1.25%	\$34,248	\$34,676	\$35,109	\$35,992	\$36,442	\$36,897	\$37,358	\$37,825	\$38,298	\$38,776	\$39,261	\$39,752	\$40,248	\$40,751	\$41,261
Car Rental/ Tour Vehicle	-4.45%	\$40,449	\$30,674	\$29,730	\$30,931	\$29,555	\$28,240	\$26,984	\$25,783	\$24,636	\$23,540	\$22,493	\$21,492	\$20,536	\$19,622	\$18,749
Time Certificates of Deposit (interest income)	0.00%	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
Other	1.12%	\$4,389	\$4,469	\$4,499	\$4,558	\$4,609	\$4,661	\$4,713	\$4,766	\$4,820	\$4,874	\$4,928	\$4,984	\$5,040	\$5,096	\$5,153
Total Revenues (Statewide)		\$199,846	\$191,500	\$191,949	\$196,202	\$196,329	\$196,533	\$196,811	\$197,160	\$197,579	\$198,065	\$198,617	\$199,231	\$199,906	\$200,641	\$201,434
Less: Debt Service Amount	1.45%	\$51,927	\$52,311	\$52,214	\$54,879	\$55,673	\$56,478	\$59,043	\$59,148	\$59,274	\$59,420	\$59,585	\$59,769	\$59,972	\$60,192	\$60,430
Net Revenue (Statewide)		\$147,919	\$139,189	\$139,735	\$141,323	\$140,656	\$140,055	\$137,767	\$138,012	\$138,305	\$138,646	\$139,032	\$139,462	\$139,934	\$140,449	\$141,004
Assumed Oahu Share of Statewide Revenue =	33%															
Share of Highway Special Fund Revenue for Oahu		\$49,168	\$46,266	\$46,448	\$46,976	\$46,754	\$46,554	\$45,794	\$45,875	\$45,973	\$46,086	\$46,214	\$46,357	\$46,514	\$46,685	\$46,870
CAPITAL IMPROVEMENTS PROJECTS																
State Capital Improvement Program (Statewide)*	1.00%	\$46,288	\$46,750	\$47,218	\$47,690	\$48,167	\$48,649	\$49,135	\$49,627	\$50,123	\$50,624	\$51,130	\$51,642	\$52,158	\$52,680	\$53,206
Assumed Oahu Share of Statewide Revenue =	50%															
State Capital Improvement Program for Oahu Projects		\$23,144	\$23,375	\$23,609	\$23,845	\$24,084	\$24,324	\$24,568	\$24,813	\$25,061	\$25,312	\$25,565	\$25,821	\$26,079	\$26,340	\$26,603

*Historical rate has varied considerably. This analysis assumes minimal future growth at 1% per year.

ORTP 2035: State Highway Revenues (FYs 2011 - 2035)

STATE HIGHWAY OPERATIONS AND MAINTENANCE REVENUES

(Thousands of YOE dollars)

Highway Special Fund

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2011 - 2035
State Liquid Fuel Tax	\$99,386	\$100,181	\$100,982	\$101,790	\$102,604	\$103,425	\$104,252	\$105,086	\$105,927	\$106,774	\$2,427,603
Registration Fee	\$25,994	\$26,319	\$26,648	\$26,980	\$27,318	\$27,659	\$28,004	\$28,354	\$28,708	\$29,067	\$627,794
State Motor Vehicle Weight Tax	\$41,776	\$42,298	\$42,827	\$43,362	\$43,904	\$44,453	\$45,008	\$45,571	\$46,140	\$46,717	\$1,008,951
Car Rental/ Tour Vehicle	\$17,915	\$17,118	\$16,356	\$15,629	\$14,933	\$14,269	\$13,634	\$13,027	\$12,448	\$11,894	\$540,635
Time Certificates of Deposit (interest income)	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$300,000
Other	\$5,211	\$5,270	\$5,329	\$5,388	\$5,449	\$5,510	\$5,572	\$5,634	\$5,698	\$5,762	\$126,380
Total Revenues (Statewide)	\$202,282	\$203,186	\$204,142	\$205,150	\$206,208	\$207,315	\$208,471	\$209,673	\$210,921	\$212,213	\$5,031,364
Less: Debt Service Amount	\$60,685	\$60,956	\$61,243	\$61,545	\$61,862	\$62,195	\$62,541	\$62,902	\$63,276	\$63,664	\$1,481,183
Net Revenue (Statewide)	\$141,598	\$142,230	\$142,899	\$143,605	\$144,346	\$145,121	\$145,929	\$146,771	\$147,644	\$148,549	\$3,550,180

Assumed Oahu Share of Statewide Revenue = Share of Highway Special Fund Revenue for Oahu	\$47,067	\$47,277	\$47,500	\$47,734	\$47,981	\$48,238	\$48,507	\$48,787	\$49,077	\$49,376	\$1,180,082
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CAPITAL IMPROVEMENTS PROJECTS

State Capital Improvement Program (Statewide)*	\$53,738	\$54,276	\$54,819	\$55,367	\$55,920	\$56,480	\$57,044	\$57,615	\$58,191	\$58,773	\$1,307,309
Assumed Oahu Share of Statewide Revenue = State Capital Improvement Program for Oahu Projects	\$26,869	\$27,138	\$27,409	\$27,683	\$27,960	\$28,240	\$28,522	\$28,807	\$29,096	\$29,386	\$653,655

*Historical rate has varied considerably. This analysis assumes minimal future growth at 1% per year.

**ORTP 2035: City and County of Honolulu
Operating and Maintenance Revenues (FYs 2011 - 2035)**

City and County of Honolulu Operating Funds

City and County Fiscal Year (thousands of YOE dollars)	Compound Annual Growth Rate	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
General Fund Revenue Sources																
Real Property Taxes	4.65%	\$889,192	\$930,517	\$973,762	\$1,019,018	\$1,066,377	\$1,115,936	\$1,167,799	\$1,222,073	\$1,278,868	\$1,338,303	\$1,400,501	\$1,465,589	\$1,533,702	\$1,604,981	\$1,679,572
Motor Vehicle Registration Annual Fee	6.52%	\$15,329	\$16,329	\$17,394	\$18,529	\$19,738	\$21,026	\$22,397	\$23,858	\$25,415	\$27,073	\$28,839	\$30,721	\$32,725	\$34,860	\$37,134
Transient Accommodation Tax (from State)	1.17%	\$43,616	\$44,127	\$44,643	\$45,165	\$45,693	\$46,228	\$46,769	\$47,316	\$47,869	\$48,429	\$48,996	\$49,569	\$50,149	\$50,735	\$51,329
Other Sources (including transfers from other funds)	2.37%	\$186,975	\$191,398	\$195,926	\$200,561	\$205,306	\$210,163	\$215,135	\$220,224	\$225,434	\$230,767	\$236,227	\$241,815	\$247,536	\$253,392	\$259,386
Total	4.09%	\$1,135,112	\$1,182,371	\$1,231,726	\$1,283,273	\$1,337,114	\$1,393,353	\$1,452,100	\$1,513,471	\$1,577,587	\$1,644,573	\$1,714,563	\$1,787,694	\$1,864,112	\$1,943,968	\$2,027,421
Highway Fund Revenue Sources																
Public Utility Franchise Tax	6.09%	\$39,432	\$41,832	\$44,377	\$47,078	\$49,943	\$52,982	\$56,206	\$59,626	\$63,255	\$67,104	\$71,188	\$75,520	\$80,116	\$84,991	\$90,163
City and County Fuel Tax	0.93%	\$50,007	\$50,471	\$50,939	\$51,411	\$51,888	\$52,369	\$52,854	\$53,344	\$53,839	\$54,338	\$54,842	\$55,350	\$55,863	\$56,381	\$56,904
County Motor Vehicle Weight Tax	9.86%	\$90,337	\$99,248	\$109,037	\$119,792	\$131,607	\$144,588	\$158,850	\$174,518	\$191,731	\$210,642	\$231,419	\$254,245	\$279,322	\$306,873	\$337,141
Other Sources	1.38%	\$13,342	\$13,526	\$13,713	\$13,903	\$14,095	\$14,290	\$14,488	\$14,688	\$14,891	\$15,097	\$15,306	\$15,518	\$15,732	\$15,950	\$16,170
Total	4.83%	\$193,119	\$205,077	\$218,066	\$232,184	\$247,533	\$264,229	\$282,398	\$302,176	\$323,716	\$347,182	\$372,754	\$400,632	\$431,033	\$464,194	\$500,378

**ORTP 2035: City and County of Honolulu
Operating and Maintenance Revenues (FYs 2011 - 2035)**

City and County of Honolulu Operating Funds

City and County Fiscal Year (thousands of YOE dollars)	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total 2011-2035
General Fund Revenue Sources											
Real Property Taxes	\$1,757,630	\$1,839,315	\$1,924,797	\$2,014,252	\$2,107,864	\$2,205,826	\$2,308,342	\$2,415,622	\$2,527,887	\$2,645,371	\$40,433,094
Motor Vehicle Registration Annual Fee	\$39,557	\$42,138	\$44,887	\$47,815	\$50,935	\$54,258	\$57,798	\$61,569	\$65,585	\$69,864	\$905,775
Transient Accommodation Tax (from State)	\$51,929	\$52,537	\$53,151	\$53,773	\$54,402	\$55,038	\$55,682	\$56,334	\$56,993	\$57,659	\$1,258,129
Other Sources (including transfers from other funds)	\$265,523	\$271,804	\$278,234	\$284,817	\$291,554	\$298,452	\$305,512	\$312,740	\$320,138	\$327,712	\$6,276,734
Total	\$2,114,639	\$2,205,794	\$2,301,070	\$2,400,657	\$2,504,755	\$2,613,575	\$2,727,334	\$2,846,264	\$2,970,604	\$3,100,606	\$48,873,732
Highway Fund Revenue Sources											
Public Utility Franchise Tax	\$95,650	\$101,471	\$107,646	\$114,196	\$121,146	\$128,518	\$136,339	\$144,635	\$153,437	\$162,774	\$2,189,623
City and County Fuel Tax	\$57,431	\$57,964	\$58,501	\$59,043	\$59,591	\$60,143	\$60,701	\$61,263	\$61,831	\$62,404	\$1,399,670
County Motor Vehicle Weight Tax	\$370,394	\$406,928	\$447,065	\$491,161	\$539,606	\$592,830	\$651,303	\$715,544	\$786,121	\$863,659	\$8,703,961
Other Sources	\$16,394	\$16,620	\$16,850	\$17,083	\$17,320	\$17,559	\$17,802	\$18,048	\$18,298	\$18,551	\$395,235
Total	\$539,869	\$582,983	\$630,062	\$681,484	\$737,662	\$799,050	\$866,144	\$939,491	\$1,019,687	\$1,107,389	\$12,688,489