

## ATTACHMENT B

### Wake Transit Financial Scenarios Through FY 2030

Financial Component		Scenario 1: Very Conservative	Scenario 2: Conservative	Scenario 3B: Moderate-Low	Scenario 4: Moderate-High	Scenario 5: Liberal
<b>BRT and CRT</b>		Assume updated costs and schedules for most expensive BRT alternatives and upper limit of CRT cost curve	Assume updated costs and schedules for most reasonably implementable BRT alternatives (100% runningway) and midpoint of CRT cost range	Assume updated costs and schedules for most reasonably implementable BRT alternatives with 70% dedicated runningway (western, southern, northern) and midpoint of CRT cost range	Assume costs and schedules for most reasonably implementable BRT alternatives with 70% dedicated runningway and midpoint of CRT cost range	Assume costs and schedules for most reasonably implementable BRT alternatives with 50% dedicated runningway and midpoint of CRT cost range
<b>Reserve Requirements</b>		Set reserve requirement for BRT and CRT to 10%, keep reserve requirement for other capital projects at 5%	Set reserve requirement for BRT and CRT to 10%, keep reserve requirement for other capital projects at 5%	Set reserve requirement for BRT and CRT to 10%, keep reserve requirement for other capital projects at 5%	Keep reserve requirements as they are now	Keep reserve requirements as they are now
<b>Federal Participation in CRT/BRT</b>		Set CRT to 45% federal participation; retain 50% for all BRT corridors	Keep CRT and BRT federal participation assumption at 50% for each	Keep 50% federal participation for CRT and 50% for eastern, northern, and southern BRT corridors but change to 60% for western BRT corridor	Keep 50% federal participation for CRT and 50% for eastern and northern BRT corridors but change to 60% for western and southern BRT corridors	Keep 50% federal participation for CRT and 50% for eastern BRT corridor, but change to 60% for southern BRT corridor and 70% for western BRT corridor
<b>State Revenue for BRT</b>		No State revenue for BRT	Assume State revenue for Morrisville-Clayton BRT but delay by 2 years	Assume State revenue for Morrisville-Clayton BRT on current STIP schedule	Assume State revenue for Morrisville-Clayton BRT on current STIP schedule	Assume State revenue for Morrisville-Clayton BRT on current STIP schedule
<b>Updated Sales Tax Growth</b>		FY 21: -7.3% from FY 20 FY 22: 2.5% from FY 21 FY 23: 2.75% from FY 22 FYs 24-30: 3% per year	FY 21: -7.3% from FY 20 FY 22: 2.5% from FY 21 FY 23: 2.75% from FY 22 FYs 24-30: 3% per year	FY 21: -7.5% from FY 20 (but higher FY 20 base) FY 22: 3% from FY 21 FYs 23-25: 3.5% per year FYs 26-30: 4% per year	FY 21: -5% from FY 20 FY 22: 3.5% from FY 21 FYs 23-30: 4% per year	FY 21: 0% from FY 20 FYs 22-24: 4% per year FY 25: 4.3% per year FYs 26-28: 4.5% per year FYs 29-30: 5% per year
<b>Reduction in Tax Collections Compared to Draft FY 21 Work Plan (FYs 21-30)</b>		-\$280M	-\$277M	-\$236M	-\$192M	-\$101M
<b>Output</b>	<b>Operating</b>	Cut \$32.5M of recurring expenses starting in FY 22	Cut \$21.5M of recurring expenses starting in FY 22	Cut \$15.3M of recurring expenses starting in FY 22	Cut \$8.6M of recurring expenses starting in FY 22	+\$1.7M of recurring expenses starting in FY 28
	<b>AND</b>	AND	AND	AND	AND	AND
	<b>Capital</b>	FYs 21-27* FYs 21-30**	Cut \$226M	Cut \$226M	Cut \$221M	Cut \$164M
		Cut \$157M   Postpone \$69M until FY 28	Cut \$93M   Postpone \$133M until FY 28	Cut \$38M   Postpone \$183M until FY 28	+\$36M   Postpone \$164M until FY 28	+\$88M

\*FYs 21-27: What happens when we keep everything in its originally programmed year.

\*\*FYs 21-30: What happens when we use three additional years to rebalance what is already programmed.

Note: This table does not include adjustments made to the assumptions for collections of vehicle rental and vehicles registration taxes. Assumptions for collections of these revenue sources have also been modified for each scenario, with the results for each reflected in the output for each scenario.