

Introduction

The JUMPO 2050 MTP balances technical elements with public engagement to create holistic recommendations. This approach can make it challenging to evaluate how adequately the transportation system addresses community needs or how well future transportation projects improve the quality of life. The JUMPO MTP bridges the disconnect by developing a transportation strategy combining technical data with engagement results in a systematic, quantifiable prioritization process.

This MTP is financially constrained in accordance with state and federal requirements. This process demonstrates how recommended and prioritized projects can realistically be funded through the plan's horizon year. Due to limited funding resources, it is critical to understand considerations to ensure that appropriate projects and programs are prioritized, and eventually, implemented.

To create a fiscally constrained plan, the MPO must demonstrate a reasonable expectation of future funding levels, estimate project planning-level costs in the year of expenditure (YOE) dollars, and project the future needs of all modes of transportation. The financially constrained plan allows JUMPO and supporting agencies to focus on near-term opportunities and identify long-term strategies for implementation.

This chapter discusses the process used to determine financial constraints, including project prioritization and estimated funding levels.

Financial Plan Development

A financially constrained plan is required by the IIJA, FAST Act, and MAP-21. The constrained financial plan shows the proposed investments that are realistically anticipated based on future funding availability over the plan's lifetime in a series of funding periods. The horizon bands used for the JUMPO 2050 MTP are:

- 2024-2028
- 2029-2033
- 2034-2040
- 2041-2050
- Unfunded Vision

The first two funding periods (2024-2028 and 2029-2033) reflect the currently adopted State Transportation Improvement Program (STIP). Although the final five years of the STIP are considered “developmental” and subject to reprioritization, the MTP considers these projects committed for the purpose of this long-range planning exercise. The third and fourth funding periods are 2034-2040 and 2041-2050.

The revenue forecasts were developed after a review of previous local and state expenditures, current funding trends, and anticipated funding levels. The revenue forecast involved consultation with the MPO, NCDOT, and FHWA. All the dollar figures in the chapter have been initially assessed in 2024-year dollars and then inflated accordingly to reflect the midpoint of the projected horizon band in which the project is funded.

Based on an assessment of current trends and guidance from MPO staff, an annual inflation rate of 2.0% was used to forecast revenues, and an annual inflation rate of 4.0% was used to forecast costs. The

differing inflation projections suggest that costs will increase at a greater rate than available revenues. This chapter provides an overview of revenue assumptions, planning-level costs, financial strategies, and research results used to derive these values.

Roadway Funding

Capital Roadway Funding

The projections of revenues for capital roadway projects are based on current funding levels identified in the FY 2024-2033 STIP. The JUMPO MPO has \$534 million allocated for roadway capital projects in the 2024-2033 STIP. Beyond the years of the STIP, the average annual value from the STIP period was determined and then grown using a 2.0% inflation rate.

The local funds comprising the Powell Bill capital roadway project allocation within Jacksonville, Holly Ridge, North Topsail Beach, Richlands, Swansboro, and Surf City. Based on historical trends, the MPO assumes 7.5% of Powell Bill funds are allocated to roadway capital projects.

Using this forecasting methodology, the available capital roadway funding for the JUMPO MPO totals \$1.8 billion over the life of the MTP. Table 27 below is the anticipated capital roadway funding by federal/state and local sources.

TABLE 27: ANTICIPATED CAPITAL ROADWAY FUNDING BY HORIZON BAND

Horizon Band	Federal/State	Local	Roadway Capital
2024-2028	\$109,607,000	\$805,000	\$110,412,000
2029-2033	\$424,426,000	\$805,000	\$425,231,000
2034-2040	\$483,959,000	\$1,127,000	\$485,086,000
2041-2050	\$818,794,000	\$1,610,000	\$820,404,000
Total	\$1,836,786,000	\$4,347,000	\$1,841,133,000

After establishing the available capital roadway funding for each horizon band, the next step was considering which recommendations could be funded by 2050. Table 28 summarizes the total cost of all projects, available revenue, and remaining balance for each horizon band. Since total costs are greater than available revenue, only a portion of the proposed projects will be funded during the life of the MTP. As a result, higher-rated projects were prioritized for implementation prior to lower-rated projects. With existing and committed STIP projects occupying the 2024-2028 and 2029-2033 horizon bands, MTP-developed recommendations were funded in the remaining horizon bands.

TABLE 28: ANTICIPATED CAPITAL ROADWAY FUNDING & COSTS BY HORIZON BAND

Horizon Band	Total Cost	Available Revenue	Remaining Balance
2024-2028	\$109,606,600	\$110,412,000	\$805,400
2029-2033	\$424,426,000	\$426,036,400	\$1,610,400
2034-2040	\$484,781,000	\$486,696,400	\$1,915,400
2041-2050	\$821,722,000	\$822,319,400	\$597,400
Unfunded Vision	\$10,522,058,000	-	-

The results of the financial constraint process are shown in Figure 46, Figure 47, and Table 29. Various project types, including modernization, access management, complete streets, widening, new location, and intersection improvements, are funded throughout the life of the MTP. The funded recommendations are distributed throughout Onslow County, with recommendations in Jacksonville, Swansboro, Richlands, Holly Ridge, and Sneads Ferry receiving funding.

Roadway Maintenance Funding

While the JUMPO 2050 MTP primarily focuses on capital improvements, it is imperative to consider maintenance funding. The NCDOT maintenance funding in Onslow County is applied to areas including roadway maintenance, bridge replacement, or infrastructure maintenance. These funds can be a combination of local, state, or federal funding sources, depending on the ownership of the facility being considered. Future-year maintenance funding was not projected; however, it is reasonable to assume that all maintenance funding that is available to the MPO will be fully utilized.

Maintenance is also funded locally using Powell Bill funding and various other local sources.

FIGURE 46: PROJECT FUNDING HORIZONS

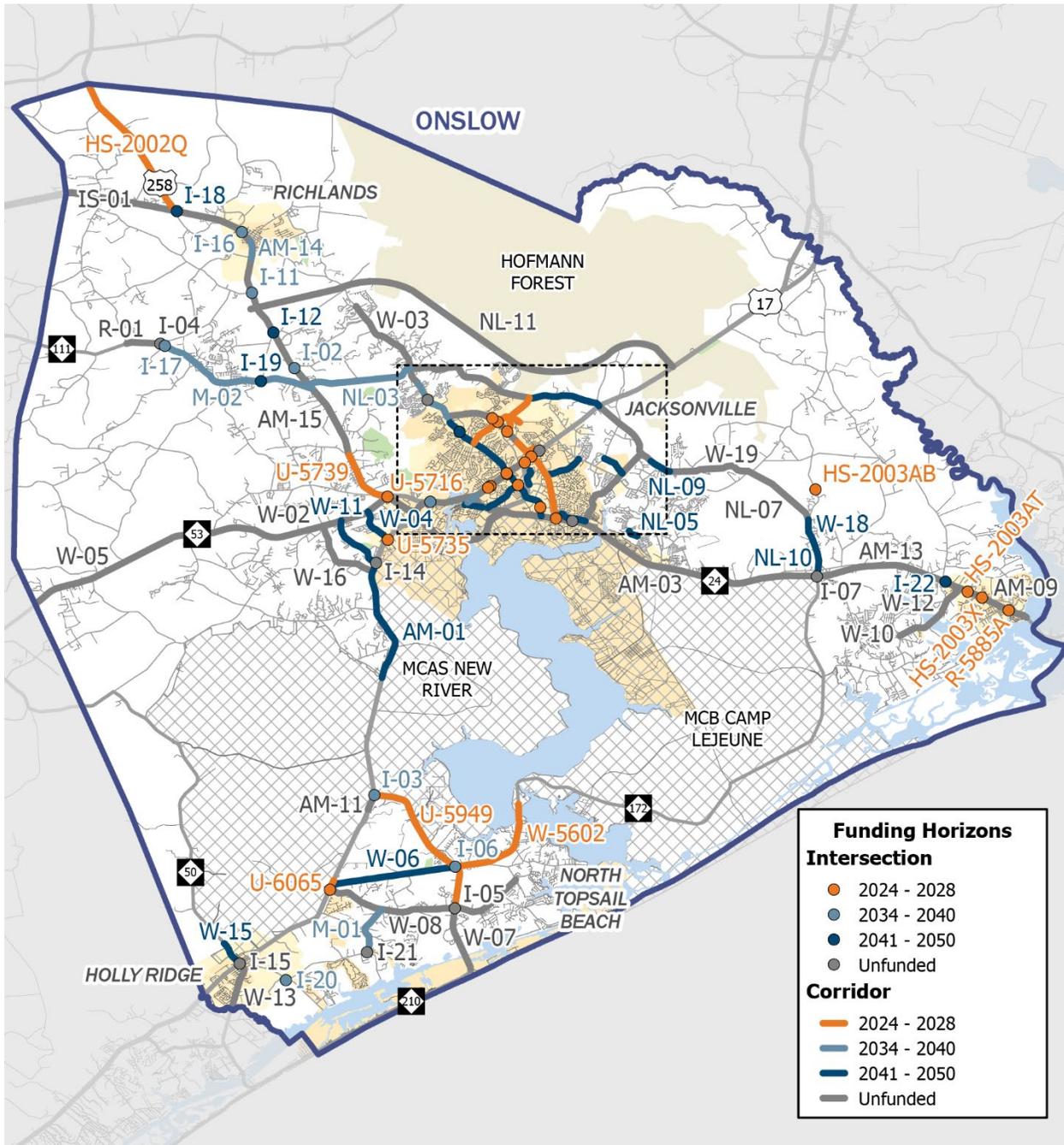


TABLE 29: CONSTRAINED PROJECT LIST

ID	Name	Type	Cost (in YOE \$)
2024-2028			2024 Dollars
HS-2002Q	US 258	Safety	\$70,200
HS-2003AM	NC 53 (Western Blvd) at Forum Road/Marty Goldman Way	Safety	\$178,000
HS-2003AA	Bell Fork Road at Brynn Marr Road	Safety	\$372,000
HS-2003AB	Riggs Road at Nautical Wave Road	Safety	\$52,000
HS-2003AF	US 17 BUS (Marine Boulevard) at Henderson Drive	Safety	\$82,000
HS-2003AJ	US 17 BUS (Marine Boulevard) at Henderson Drive	Safety	\$210,000
HS-2003AG	US 17 BUS (Marine Blvd) at Onslow Dr	Safety	\$144,000
HS-2003AT	NC 24 at Norris Road	Safety	\$325,000
HS-2003X	NC 24 at Phillips Loop Road	Safety	\$386,000
HS-2403B	NC 53; US 117; NC 111	Safety	\$362,400
R-5885A	NC 24 (West Corbett Ave) at West Shore Dr	Replace Culvert	\$1,699,000
U-4007E	NC 53 (Western Blvd)	Widening	\$21,130,000
U-5508	NC 24 (Lejeune Blvd) at NC 53 (Western Blvd)	Intersection Improvement	\$3,689,000
U-5716	US 258 (Richlands Highway) at NC 24	Interchange	\$81,605,000
U-5728	US 17 Business (Marine Boulevard) at Bell Fork Road	Intersection Improvement	\$5,390,000
U-5735	US 17 (Wilmington Highway) at Old Maplehurst Road	Interchange	\$89,891,000
U-5736	NC 53 (Western Blvd)	Access Management	\$59,701,000
U-5739	US 258 (Richlands Hwy)	Access Management	\$34,299,000
U-5787	Trade St	New Location	\$9,389,000
U-5789	NC 53 (Western Blvd) at Jacksonville Parkway	Intersection Improvement	\$4,551,000
U-5791A	Jacksonville Pkwy	New Location	\$79,820,000
U-5878	Commerce Dr EXT	New Location	\$380,000
U-5903	Henderson Dr	Access Management	\$55,400,000
U-5949	NC 210	Widening	\$125,465,000
U-5950	US 17 Business (Marine Blvd) at Henderson Dr	Intersection Improvement	\$1,590,000

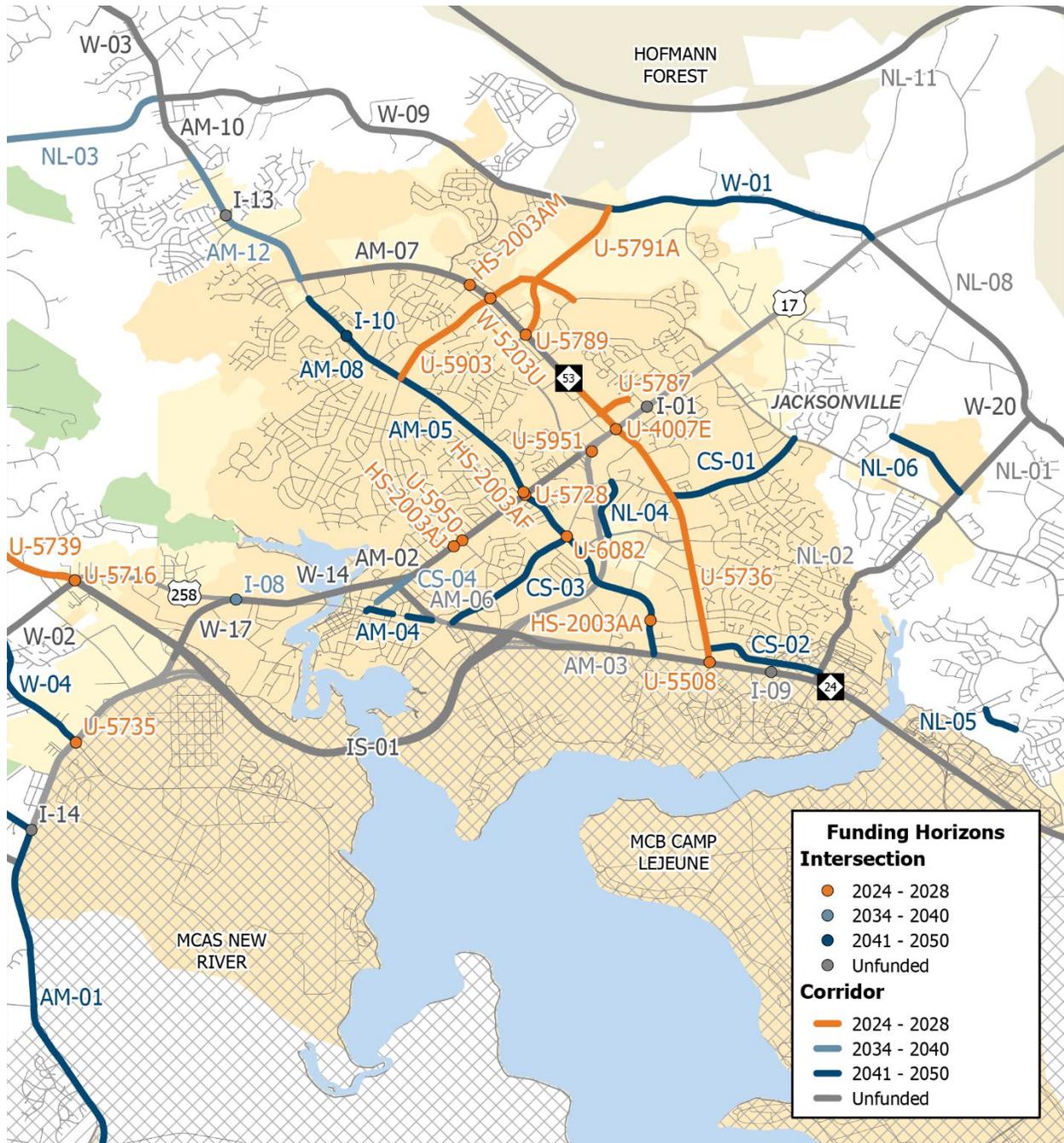
ID	Name	Type	Cost (in YOE \$)
U-5951	US 17 Business (Marine Blvd) at US 17	Interchange	\$18,999,000
U-6065	US 17 (Wilmington Hwy)	Access Management	\$10,878,000
U-6082	Bell Fork Rd at Country Club Rd/Hargett St	Intersection Improvement	\$6,500,000
W-5203U	NC 53 (Western Blvd) at Henderson Dr	Intersection Improvement	\$1,844,000
W-5602	NC 172	Widening	\$5,664,000
2029-2033			
<i>All projects funded in 2029-2033 carry over from 2024-2028.</i>			
2034-2040			2037 Dollars
AM-12	Gum Branch Rd	Access Management	\$70,100,000
AM-14	US 258 (Richlands Hwy)	Access Management	\$14,000,00
CS-04	Chaney Ave	Complete Street	\$4,296,000
I-02	US 258/NC 24 (Richlands Hwy) at Rhodestown Fire Department Rd	Intersection Improvement	\$3,600,000
I-03	US 17 at NC 210	Intersection Improvement	\$3,330,000
I-06	NC 210 at NC 172	Intersection Improvement	\$3,734,000
I-08	US 258 at US 17 BUS	Intersection Study	\$416,000
I-11	US 258 (Richlands Hwy) at Gregory Fork Rd	Intersection Improvement	\$2,165,000
I-16	US 258/NC 24 at West Franck St	Intersection Improvement	\$2,997,000
I-17	NC 111 (Catherine Lake Rd) at Albert J. Ellis Airport Rd	Intersection Improvement	See M-02
I-20	Sound Rd/Morris Landing Rd at Holly Ridge Rd	Intersection Improvement	\$4,479,000
M-01	Tar Landing Rd	Modernization	\$20,367,000
M-02	NC 111 (Catherine Lake Rd)	Modernization	\$78,758,000
NL-03	NC 111 (Catherine Lake Rd Ext)	New Location	\$199,809,000
2041-2050			2046 Dollars
AM-01	US 17 (Wilmington Hwy)	Access Management	\$112,097,000
AM-04	New Bridge St	Access Management	\$15,651,000
AM-05	Gum Branch Rd/Bell Fork Rd	Access Management	\$83,733,000
AM-08	Gum Branch Rd	Access Management	\$35,075,000

ID	Name	Type	Cost (in YOE \$)
CS-01	Country Club Rd	Complete Street	\$46,139,000
CS-02	Liberty Dr	Complete Street	\$18,534,000
CS-03	Hargett St	Complete Street	\$39,137,000
I-10	Gum Branch Rd at Plantation Blvd/Community Dr	Intersection Improvement	See AM-08
I-12	US 258 (Richlands Hwy) at Union Chapel Church Road	Intersection Improvement	\$5,688,000
I-18	NC 24 (Beulaville Hwy) at US 258 (Kinston Hwy)/US 258 (Richlands Hwy)	Intersection Improvement	\$8,931,000
I-19	NC 111 (Catherine Lake Rd) at Union Chapel Church Rd	Intersection Improvement	\$4,781,000
I-22	NC 24 at Belgrade-Swansboro Rd	Intersection Improvement	\$8,931,000
NL-04	Commerce Dr	New Location	\$30,809,000
NL-05	Hunter's Trail	New Location	\$7,816,000
NL-06	Halltown Rd	New Location	\$37,851,000
NL-09	Old 30 Rd Ext	New Location	\$24,489,000
NL-10	Riggs Rd Ext	New Location	\$29,222,000
W-01	Ramsey Rd	Widening	\$128,924,000
W-04	Old Maplehurst Rd	Widening	\$61,144,000
W-06	NC 172	Widening	\$27,508,000
W-11	Onslow Pines Rd	Widening	\$24,095,000
W-15	NC 50 (W Ocean Rd)	Widening	\$16,705,000
W-18	Riggs Rd	Widening	\$54,462,000
Vision			2051 Dollars
U-4007C	US 17	Widening	\$176,102,000
U-4007D	US 17	Widening	\$141,126,000
AM-02	US 17 BUS (Marine Blvd)	Access Management	\$51,770,000
AM-03	NC 24 (Lejeune Blvd)	Access Management	\$203,854,000
AM-06	NC 24 BUS (Johnson Blvd)	Access Management	\$12,622,000
AM-07	NC 53 (Western Blvd)	Access Management	\$270,748,000
AM-09	NC 24 (West Corbett Ave)	Access Management	\$337,931,000

ID	Name	Type	Cost (in YOE \$)
AM-10	Gum Branch Rd	Access Management	\$58,244,000
AM-11	US 17 (Wilmington Hwy)	Access Management	\$75,159,000
AM-13	NC 24	Access Management	\$475,756,000
AM-15	US 258 (Richlands Hwy)	Access Management	\$95,439,000
I-01	McDaniel Drive at Workshop Ln	Intersection Improvement	\$17,300,000
I-04	NC 111 (Catherine Lake Rd) at Fowler Manning Rd	Intersection Improvement	See R-01
I-05	Old Folkstone Rd at NC 210	Intersection Improvement	\$6,466,000
I-07	NC 24 at NC 172	Intersection Improvement	See AM-03
I-09	Piney Valley Rd at NC 24 (Lejeune Blvd)	Intersection Improvement	See AM-03
I-13	Gum Branch Rd at Hunting Green Dr/Ramsey Dr	Intersection Improvement	\$21,914,000
I-14	US 17 (Wilmington Hwy) at Onslow Pines Rd	Interchange	\$92,268,000
I-15	US 17 at NC 50	Intersection Improvement	\$41,232,000
I-21	Holly Ridge Rd at Tar Landing Rd	Intersection Improvement	\$7,757,000
IS-01	NC 24	Upgrade to Interstate	\$5,089,384,000
NL-01	Hemlock Drive Ext	New Location	\$71,427,000
NL-02	Hemlock Dr	New Location	\$154,376,000
NL-07	Old 30 Rd Ext	New Location	\$134,158,000
NL-08	Waters Road Ext	New Location	\$93,720,000
NL-11	Gum Branch Outer Loop	New Location	\$731,960,000
R-01	NC 111 (Catherine Lake Rd)	Realignment	\$33,993,000
W-02	NC 53 (Burgaw Hwy)	Widening	\$193,186,000
W-03	Gum Branch Rd	Widening	\$214,234,000
W-05	NC 53 (Burgaw Hwy)	Widening	\$289,455,000
W-07	NC 210	Widening	\$298,544,000
W-08	Old Folkstone Rd	Widening	\$171,394,000
W-09	Ramsey Rd	Widening	\$217,694,000
W-10	Queens Creek Rd	Widening	\$85,924,000

ID	Name	Type	Cost (in YOE \$)
W-12	Queens Creek Rd	Widening	\$62,569,000
W-13	NC 50 (Ocean Rd)	Widening	\$136,383,000
W-14	US 17 (South Marine Blvd)	Widening	\$168,100,000
W-16	Murrill Hill Rd	Widening	\$57,684,000
W-17	US 17 (Wilmington Hwy)	Widening	\$39,265,000
W-19	Old 30 Rd	Widening	\$108,361,000
W-20	Waters Rd	Widening	\$39,181,000

FIGURE 47: INSET MAP OF PROJECT FUNDING HORIZONS



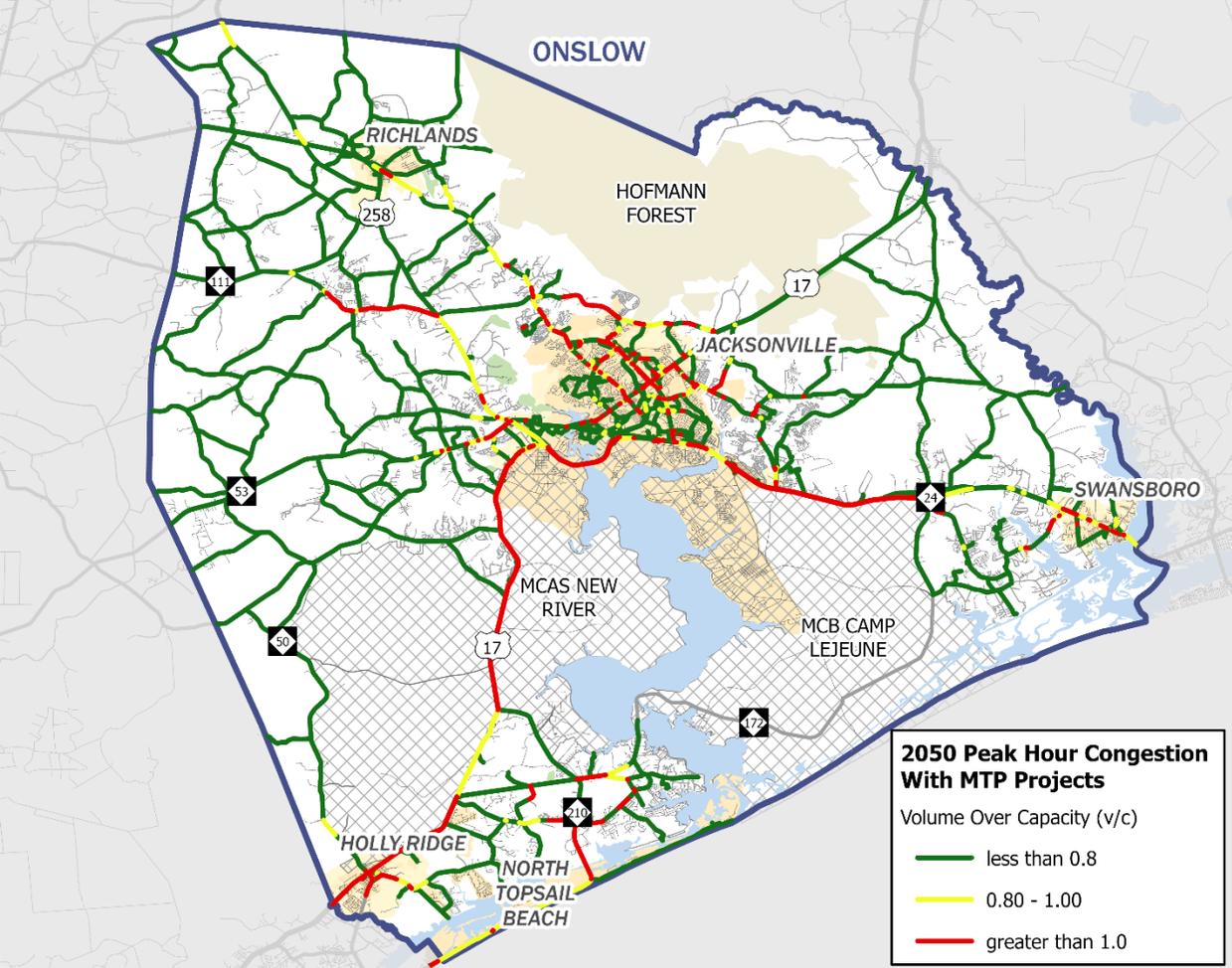
Future Traffic Congestion

Figure 48 illustrates the projected 2050 PM peak hour congestion in the study area, assuming the completion of all financially constrained projects in the 2050 MTP. The model predicts that building the recommended projects will help reduce congestion along key corridors, including US 258, US 17, NC 172, Gum Branch Rd, and Old 30 Rd.

It's important to note that the model calibration only accounts for capacity-building projects, such as new locations and roadway widening. Other project types, such as access management, complete streets, modernization, and intersection improvements, are not included in the model's predictions but offer significant enhancements to the roadway network.

JUMPO will continue to evaluate the financially constrained and unfunded project to ensure future transportation needs are met.

FIGURE 48 - PROJECTED 2050 PM PEAK HOUR CONGESTION WITH ALL MTP PROJECTS



Active Transportation Funding

Capital Pedestrian and Bicycle Funding

New pedestrian and bicycle facilities in the JUMPO MPO are funded using local sources, discretionary funds, or federal programs. Two independent pedestrian and bicycle projects are included in the 2024-2033 STIP.

To understand the potential future funding available for pedestrians and bicycle projects, the amount currently dedicated to pedestrian and bicycle projects in the FY 2024-2033 STIP was combined with 25% of the annual capital Powell Bill funding allocation for Jacksonville, Holly Ridge, North Topsail Beach, Richlands, and Swansboro. Powell Bill allocations were not inflated in generating revenues, and state funding revenues are inflated by 2.0% annually starting in 2034. Using this methodology, the available bicycle and pedestrian funding for the duration of the 2050 MTP is estimated to total \$4 million. To continue the MPO’s commitment to complete streets, bicycle and pedestrian projects will continue to be pursued as incidental projects as part of roadway recommendations. In the future, JUMPO can work with their member jurisdictions to identify discretionary capital grants to supplement limited bicycle and pedestrian funding. Table 30 reflects the proposed revenues for bicycle and pedestrian projects over the life of the MTP.

Maintenance Funding

Bicycle and pedestrian maintenance funding can be sourced from Powell Bill funds or other local funding sources. Currently, none of the member jurisdictions have a dedicated amount of funding set aside for the upkeep of bicycle and pedestrian facilities. Pedestrian and bicycle facilities that are a part of state-maintained facilities are typically maintained as part of those larger facilities.

TABLE 30: ANTICIPATED CAPITAL FUNDING FOR ACTIVE TRANSPORTATION BY HORIZON BAND

Horizon Band	Revenue
2024-2028	\$1,747,000
2029-2033	\$618,000
2034-2040	\$1,715,200
2041-2050	\$2,803,000
Total	\$6,883,200

Public Transportation Funding

Table 31 below reflects the proposed revenues for public transportation projects over the life of the MTP. The costs and revenues are broken up between public transportation capital projects and operations and maintenance based on the 2024-2033 STIP and National Transit Data for the City of Jacksonville. In generating revenues, STIP and Powell Bill allocations were not inflated. The JUMPO MPO will continue to work closely with the City of Jacksonville and NCDOT to understand the financial needs of the public transportation system in the future. Jacksonville Transit will continue to work with FTA to match transit needs with the appropriate discretionary grant sources. The City of Jacksonville will continue to provide detailed information for its costs and revenues through the City’s own independent planning efforts. It is assumed all public transportation revenue will be expended through the life of the plan. In the future, JUMPO can work with their member jurisdictions to identify discretionary capital grants to supplement public transportation funding.

TABLE 31: ANTICIPATED TRANSIT FUNDING BY HORIZON BAND

Horizon Band	Transit Capital	Transit O&M
2024-2028	\$4,843,817	\$5,380,391
2029-2033	\$2,274,084	\$6,141,957
2034-2040	\$3,183,718	\$8,598,739
2041-2050	\$4,548,168	\$12,283,913
Total	\$14,849,787	\$32,405,000

Aviation Funding

Typically, aviation projects are funded using a blend of state and federal funding sources. The FY 2024-2033 STIP only includes funding in 2025. The FY 2018-2027 STIP was used to understand historic funding patterns to supplement aviation funding. Table 32 summarizes the anticipated aviation funding by horizon band. This table does not reflect local capital, operating, or maintenance funds. The Albert J. Ellis Airport prepares its own financial assessment, identifying specific funding sources and long-term priorities.

TABLE 32: ANTICIPATED CAPITAL FUNDING FOR AVIATION BY HORIZON BAND

Horizon Band	Revenue
2024-2028	\$300,000
2029-2033	-
2034-2040	\$238,000
2041-2050	\$372,000
Total	\$910,000

Alternative Funding Sources

Federal and state revenues will not sufficiently fund a systematic program to construct transportation projects in the JUMPO area. Therefore, the City of Jacksonville, Onslow County, and JUMPO must consider alternative funding measures to help implement this plan. Alternative funding measures being considered and applied in areas around the state and the nation are included here.

Local Option Sales Tax

The local option sales tax is implemented at the city or county level and typically requires a voter referendum. It is temporary and may be renewed at the time of its expiration date. Onslow County is not currently assessing a local option sales tax.

Advantages

- Referendum gives voting public control.
- Not tied to specific projects.
- No funding sunset.

Disadvantages

- Additional taxation.
- Voter sentiment is influenced by current economic conditions.

Local Option Sales Tax for Transit

Local Option Sales Taxes for Transit are implemented at the county level and require legislative authority, a voter referendum, and county approval. Only counties that operate public transportation systems can consider this sales tax, and the revenues must be used to finance, construct, operate, and maintain the transit system. Onslow County is not currently assessing a local option sales tax for transit.

Advantages

- Referendum gives voting public control.
- Not tied to specific projects.
- No funding sunset.
- Public transportation sales and use tax can support transit and complementary facilities (signal systems, bicycle, and pedestrian amenities, etc.).

Disadvantages

- Additional taxation.
- Voter sentiment is influenced by current economic conditions.

Vehicle Registration Fees

Following a successful vote by the board of county commissioners, a county that operates a transit system can charge a maximum of \$7 for every registered vehicle with some exceptions. Onslow County currently utilizes vehicle registration fees.

Advantages

- Consistent funding source.
- Vehicle registration tax can support transit and complementary facilities (signal systems, bicycle, and pedestrian amenities, etc.).

Disadvantages

- Vehicle owners are unlikely to support paying for transit service they do not use.

- No revenues from vehicles registered in other counties.

Motor Vehicle License Tax

Municipalities can levy an annual general motor vehicle tax of up to \$30. There are stipulations on how the revenue can be allocated. Up to \$5 can be used for any lawful public purpose, \$5 for transit, and the rest for public streets not part of the state highway system. No municipalities in Onslow County currently impose a motor vehicle license tax.

Advantages

- Consistent funding source.
- Motor vehicle license tax can support transit systems, including passenger transfer facilities, railroads and railroad right-of-way, carpool and vanpool programs, etc.

Disadvantages

- No revenues from vehicles registered in other counties.
- Cannot be leveraged on the state highway system.

Vehicle Rental Tax

Counties in North Carolina can levy 1.5% taxes on the gross receipts of passenger vehicle rentals. Onslow County does not currently utilize any vehicle rental taxes.

Advantages

- Consistent funding source.
- Targets non-residents.
- The tax will be charged at the rental location where the customer takes the vehicle.
- Regional public transportation authorities can also levy taxes.

Disadvantages

- Could potentially disincentivize local car rentals.
- High administrative costs for localities.

Bicycle Registration Fee

Like vehicle registration fees, bicycle registration fees require bicyclists to register their bicycles. Onslow County does not currently utilize any bicycle registration fees.

Advantages

- Dedicated funding source for bicycle infrastructure.

Disadvantages

- Limited data availability.
- Difficult to enforce.
- No precedent in North Carolina.
- May discourage biking as a mode of transportation.
- High administrative cost.

Tolling

Toll fees are direct charges to road users who have chosen to use the toll facility. There are currently no toll roads in Onslow County.

Advantages

- Self-sustaining funding source.
- Accelerate project development/financing.

Disadvantages

- Only practical for limited projects.
- Requires legislative approval.
- Potential for significant public and political opposition.

Transportation Improvement Bonds

Transportation bonds require voter approval and allow municipalities to sell bonds to investors, generating funds for transportation projects sooner. Investors are typically paid back via a property tax increase.

Advantages

- Accelerated project funding.
- The public can see benefits of specific projects.
- Well-known and understood funding mechanism.

Disadvantages

- May be accompanied by property tax rate increases.
- A new referendum is required each time a bond package is pursued, along with new public education campaigns.

Revenue Bonds

Revenue bonds are paid back by user-generated revenues. Allows revenue bonds to be utilized for the public transportation system, facilities, or equipment, including but not limited to bus, truck, ferry, and railroad terminals, depots, trackage, and vehicles/vessels as well as mass transit systems.

Advantages

- A variety of revenue bonds for different types of projects.
- Stable and conservative with low default rates.
- Exempt from federal taxes.

Disadvantages

- More vulnerable to economic downturns than general obligation bonds.
- Required to maintain a debt service reserve.

General Obligation Bonds

General obligation bonds are backed by the full faith and credit of the borrower and, therefore, are paid back by any revenue source. All capital projects can be financed with general obligation bonds, but voter approval is typically needed.

Advantages

- Backed by full faith and credit of the issuing government.
- Relatively inexpensive and easy to sell.
- Preferred financing vehicle for most jurisdictions.
- Accelerated project funding.

Disadvantages

- Impact debt-level used by rating agencies.
- Counts against statutory debt limits.
- Requires voter approval.

Public-Private Partnerships (P3)

Public-private partnerships are a type of project delivery vehicle that obtains private funding through sponsor investments and loans from outside lenders.

Advantages

- Private sector expertise with public sector accountability.
- Public sector does not incur any borrowing.

Disadvantages

- Potentially complicated contracts and negotiations.
- Some sort of project-specific revenue source must be in place prior to implementation (e.g., tolling, tax increment financing).

Tax Increment Financing

Tax increment financing (TIF) enables local government or redevelopment authorities to leverage future tax gains or resulting authorities to leverage future tax gains resulting from current improvements to fund the implementation of the improvements.

Advantages

- Can grow tax base and raise value of tax base.
- Can revitalize areas that may be in decline or have been underinvested in the past.
- Can alleviate burden on developers.

Disadvantages

- Need to mediate between multiple groups.
- Can be difficult to assess incremental gain in tax revenues related to TIF project.
- Can contribute to displacement via gentrification.

Other Financing Mechanisms

- Special Assessment Districts
- Grant Anticipation Revenue Vehicles (GARVEEs)
- Private Activity Bonds
- Transportation Infrastructure Finance and Innovation Act
- State Infrastructure Bank (*NC FIRST Commission Recommended at State level*)