APPENDIX R

Financial Plan

The 2025 Regional Transportation Plan is a long-range strategic document designed to identify and address the eight county region's transportation needs through the year 2025.

The financial forecast of this plan reflects efforts and projection developed to put a price tag on all our transportation needs anticipated in the next 20-25 years. Meeting these transportation needs will require expenditures in routine maintenance and operation of the transportation infrastructure, preserving and rehabbing existing facilities and upgrading and adding transportation capacity to meet future demands projected up the year 2025

General methodology

This plan attempts to measure all currently available sources of funds and anticipate future revenues required to meet the transportation needs based on historical trends and anticipated economic growth.

Costs were prepared by the jurisdiction submitting a project to the plan, some costs and expenditures were estimated using H-GAC internal resources or by extrapolating historical data obtained from the jurisdictions involved. All financial figures were estimated in current year constant dollars (2003). However escalated values can also be used to reflect the year of expenditure dollars.

Transportation needs were anticipated on the basis of future growth in population and employment in the region. The historical growth pattern was taken into consideration. Modeled geographic information system forecasts provided us with a transportation facilities capacity "deficits" or needs relative to a given demographic growth projection.

Revenues required to meet the cost of future needs is a lot more difficult to forecast. Historical trends and revenue growth patterns provided us with some guidelines for forecasting future cash flows. New factors, legislations and issues were also incorporated into our revenue forecasts, such as the recent change in the State Transportation Commission rule allowing the toll road revenue surplus to be used for the construction of transportation facilities within the local area. State and national averages were often utilized to estimate the cost of construction, operation and maintenance of proposed facilities.

Revenues available for transportation expenditure are basically a function of the volume of motor fuel sold in the state, the tax rate per gallon of fuel, the number of vehicles registered in the state and the fee charged by the state and local authorities for the registration.

1- **Motor fuel sold in the state**.

Total vehicle miles traveled, energy prices, size of vehicles driven and the driving pattern will determine the volume of motor fuel sold in the state. Historical trends showed continued growth in total miles driven that may be impacted by level of employment or the overall economic activity in the region. The current relatively stable energy prices would lead us to conclude that price will not be a major factor in VMT growth and also economic studies did show that demand for energy is less "elastic" or responsive to price fluctuation compared to many other goods and services.

2- **Tax rate per gallon of fuel**.

The tax rate per gallon is currently $.20 for the state of Texas, 25% of which is designated for the education fund. A net of $.15 is dedicated to road construction, engineering and maintenance. The Federal Tax rate is currently $.184 per gallon. These rates per gallon have not changed for years.

3- **Vehicles and drivers license registration and other related fees**.

These fees vary depending on the value, weight of the vehicle and year of "make", a local fee is also levied by the county of registration. Driver's license renewal fees are currently $24 for non-commercial drivers and $32 for Motorcycles, a higher fee paid by commercial vehicles drivers depending on the type of vehicle.

4- **Houston area share of TXDOT road construction and maintenance funds**

The region's share declined from 32 % of total state lettings in 1993, down to 15 % in 2001. This share is expected to increase for at least the next several years to account for some major projects currently underway as the Katy freeway expansion. Our region's share of the maintenance funds (routine maintenance), is even smaller averaging 8 % of total funding available, and amounting to only $35 million in 2001. Assuming our maintenance share would match our population as a percent of state total or 22.4%, the region's share of maintenance funds would move up to $104 million annually. TXDOT total revenue available in their 5 year forecast increased from $5,674 million in 2003 to $6,726 million in 2007 an average increase of 4.6% annually. Only 63% of these funds are available for road design, engineering, construction and right of way acquisition.

TXDOT transportation disbursement by type:

Road construction, engineering, and ROW acquisition	63%
Highway routine maintenance	18%
Administration support, traffic safety aviation & public Transportation & state infrastructure bank loans	12%
Department of public safety	4%

TXDOT transportation department revenue distribution by source:

Federal motor fuel tax	40%
State motor fuel tax	36%

State vehicle registration fees	14%
Sales Tax on lubricants, title fees and interest, and other fees	4%
Other reimbursements	6%

5- **The State of Texas share of FHWA available funds**.

The Transportation Equity Act for the 21st Century (TEA 21) markedly increased the availability of funds for transportation projects; historically the state received less than a dollar back from the federal highway department for each dollar sent to the federal highway trust fund. Even with the improvements made in TEA 21 Texas still gets back 88 cents on each dollar contributed. The State is seeking to guarantee at least a 95% rate of return on all funds distributed to the states.

6- **Toll road authority proceeds**.

Revenue growth projected for the Toll Road authorities amounts to 3% a year. This was a conservative estimate considering that the 1997-2002 growth average was more than 16 % a year. And also the consultant's estimate for 2003-2007 growth averages 8.8 % a year, this estimate excludes Katy toll lanes and other proposed projects. Our conservative estimate assumes that the existing toll road facilities will reach a saturation point some time during the life of this long- range plan. Another conservative revenue estimate was prepared for some additional new toll roads, or toll lanes in existing road facilities. The forecast was envisioned by our travel modeling analysis. VMT and corresponding toll revenues were estimated for the Grand Parkway, US290, State highway 35 State highway 288 and others. More studies will be conducted to determine the feasibility and economic viability of these toll projects, the revenues anticipated and the cost involved in the construction, operation and financing of these road proposals.

7- Transit revenue forecast

Transit fare box proceeds, FTA grants and local sales tax collection.
Metro solutions record
($x1000)

Formula grants	2,308,203
Discretionary grants	262,943
Metro Solutions grants	2,503,888
Total federal Grants	5,705,304
Local taxes	
Excluding General mobility distribution	9,455,016
Fare Box revenue	1,935,596
Bond Issue	1,065,026
Less debt service	-674,580
Total revenue	6,856,092

8- Municipal personal property taxes dedicated to transportation.

The county and city property tax assessed on residential dwellings and commercial property usually includes a levy dedicated to road and bridge improvements, rehabilitation and maintenance.
The amount may directly pay for mobility projects, matching the state construction funds (at 10 or 20%), or pay the debt service for revenue bonds issued for mobility and road construction projects.

9- Port and Airport user's fees and Federal grants

The Port of Houston Authority owns a group of facilities. Port of Houston operating & non-operating revenue historical record: in thousands of Dollars.

	Operating	**Non-operating**
1992	61,149	13,361
1993	63,977	9,003
1994	71,157	9,114
1995	75,402	11,276
1996	76,962	17,777
1997	83,969	21,753
1998	97,156	27,817
1999	95,428	27,800
2000	108,140	36,357
2001	108,339	35,178

The Port experienced a 77% increase in operating revenue between the years 1992-2000, then experienced a leveling off in 2001 due to the national economic slow down. Port record did not reflect any Federal grants, however this may change in the near future. The port may start receiving federal funds for security, inspection and other safety related measures.

Funding appropriated by the Port of Houston for capital expansion in 2002 amounted to $247.5 million.

Airports revenue

The Airport system managed by the city of Houston aviation department draws its revenue from local funds, usually users fees as, airline landing fees, gate rentals, concession stands and retail and so forth. FAA/AP (Federal funds) represent approximately 10% of total revenue. Revenue bonds are usually issued for major capital expansion programs.

10- Bond issues and new funding sources as tolls on managed lanes, borrowing against anticipated grants etc.
Counties as Harris County, Ft Bend County, Galveston, and Montgomery issue their own mobility bonds. These bonds help finance locally funded road construction, right of way acquisition and engineering work. The funds are also used as a local match for TxDOT Financing. Bond issues are expected to be common source of revenue for future road construction.

Add list of jurisdictional revenue split by source.

Total Revenue estimate by Jurisdiction in millions of Dollars
2003-2025

TXDOT	$ 23,891
Metro & other transit	$ 17,137
Toll Roads	$ 10,654
Port & Airport System	$ 12,281
City of Houston	$ 4,384
Counties	$ 6,210
All other cities and entities	$ 1,266
The 100% plan transit	
Total	$ 75,825

Forecasting future revenue was based on past historical trends of revenue growth. This pattern of growth may or may not predict future revenues. Population growth, employment and the general strength of the local economy should play a major roll in future revenue collections.

Additional innovative funding:

Alternative methods to finance road projects (1) FHWA resource guide Innovative financing

The FHWA is offering the following options to the states as a better cash management tool and also to facilitate their ability to borrow and provide an opportunity to leverage future Federal revenue and obtain more construction dollars at an earlier stage when funding is needed the most.

1-Innovative management of federal funds

A- Advanced Construction:
Advanced construction is a cash flow management tool that allows the states to begin a project with their own funds and later converts the project to federal assistance. States get the approval to construct in advance of the apportionment of authorized funds. A state can move forward with a project even if available obligation authority is insufficient to cover the entire federal share before construction starts.

B- Partial conversion of advanced construction:
States can request that only a portion of the federal share of a project cost be converted in a given period to Federal assistance with the remainder converted at a later time. This form of advanced construction eliminates a major single year draw down of Federal funds.

C- Tapered Match:

Under this approach the non-federal match ratio (local share) is imposed on the project rather than the individual payments. Federal reimbursement of state expenditure can be as high as 100% in the early phases of a project providing that by the time the project is completed, the overall Federal contribution does not exceed the Federal- aid limit for the project. Exceptions: tapered match cannot be used in advanced construction projects, STP projects for which the non-Federal match is being provided on a program wide basis. Tapered match cannot also be used in GARVEE financed projects. Method would help the cash flow in the early stages of a project.

D- Flexible Match:
The method allows a wide variety of public and private contributions to be counted toward the non-federal match (local match) of Federally aided projects. Match can be private or public, cash or materials (right of way may be considered material match). A fair market value of the non-monetary contributions must be determined and documented in order for credits to be applied as non-Federal match.

E – Toll credits:
States may apply toll revenue for capital expenditures to build or improve public highway facilities. Tolls can be used as credits towards the non-Federal matching share of certain transportation projects. This provision allows the Federal obligation to be increased up to 100% of project cost to the extent that credits are available.

Harris county toll road authority revenue cannot be used for this specific application.

2- Debt Financing

Many states resort to borrowing to finance very large projects with costs exceeding current grant funding. The most common method of borrowing is municipal bonds.

Grant Anticipation Revenue Vehicle (GARVEE)
This method allows states to issue bonds for project financing and pay debt service and other bond related cost with future Federal highway apportionment.

This method has the advantage of bringing a project to construction quicker than otherwise possible. It also can be cost effective. Delaying projects can impose costs as inflation, lost driver's time, freight delays, deferred economic development and worsening driving hazards.

Candidate GARVEE projects are typically large enough projects or program of projects to merit borrowing rather than "pay as you go" grant funding.

GARVEE financed projects are subject to the same local matching requirements as other projects, tapered match is not allowed.

This method of financing involves some risks. The most obvious, there is no guarantees that the Federal Highway program will be reauthorized at the end of the authorization period such as TEA 21 which expired in 2003.

Federal rules make it clear that debt financing instruments eligibility for reimbursement with future Federal-Aid highway funds does not constitute a commitment, guarantee or obligation by the government.

3- Credit Assistance

A- Loans or Credit enhancement
The project sponsor can borrow Federal highway funds directly from a state DOT or the Federal government with dedicated revenue stream (section 129 loans). Credit enhancement allows a state DOT or the Federal government to make Federal funds available on a contingent or standby basis. By reducing the risk to investors, credit enhancement also help the project sponsor borrow at lower interest rate. This funding source benefit the states because every loan Dollar is repaid and recycled back into further investment. These loans are used to offset up-front capital requirement that otherwise have to be borrowed at higher rates.

Project sponsor must dedicate revenue for repayment such as, tolls, excise taxes, sales tax, property tax or motor vehicle tax. Repayment of section 129 loans should start within 5 years after the project is open to traffic.

B- State Infrastructure Bank (SIB):
This is a revolving infrastructure investment funds for surface transportation. These funds are established and administered by the state. The local state is responsible for the structure of the bank with initial seed money. States can apply up to 10% of the Federal apportionment. Federal participation has to be matched by the state with funds from non-Federal sources. Money from the revolving bank fund would be loaned out to project sponsors, repaid, and then recycled back into the revolving fund for more projects. TEA21 establish an SIB pilot program, participation was limited to four states.

C- Transportation Infrastructure Finance and Innovation Act (TIFIA)
TIFIA allows US DOT to provide direct credit assistance (up to 33% of eligible project cost) to sponsors of major transportation projects. Like section 129 loans and SIB, the program's goal is to provide credits rather than grants to sponsors of surface transportation projects. TIFIA differs from these programs in two important ways; first US DOT directly negotiates with private and public sponsors of eligible projects. Second the TIFIA legislation authorizes new funding for such credit assistance; this plan does not draw from funds already apportioned to the state for grant-assisted projects. TIFIA was authorized for 5 years 1999-2003 to provide two types of funding $10.6 Billion for direct project assistance and $530 million to help reduce interest rates for Federal department of transportation. This program offers three credit assistance products: direct loans, loan guarantees and lines of credit.

While direct loans reimburse a project sponsor's expenditure, loan guarantees and lines of credit provide a source of capital should actual project revenue falls short of amounts needed to repay commercial project investors.

4-Innovative use of Tolling

This funding approach involves 3 separate techniques:

A-Tolling Federal –Aid highways
Federal aid funds can be used for the construction or improvement of a facility or to convert an existing Federally funded facility to toll with FHWA agreement. The toll agreement with FHWA will include a commitment that all revenues will be used for debt service, operation and maintenance and a reasonable return on private Investment.

New rules give the states and local governments more flexibility in using revenues in excess of cost and generates new capital for needed highway investments.
Toll agreements executed prior to December 1991 requires the toll facility to become free when the debt is retired. New rules allow the state to determine whether the toll facility becomes free when the debt is retired or continue to collect tolls.

B- Interstate Reconstruction & Rehabilitation Program:
The purpose of this pilot program is to provide for the reconstruction or rehabilitation of Interstate rehabilitation corridors where estimated improvement costs exceed available funding sources and work cannot be advanced without collecting tolls. The secretary of transportation, converting interstate segments into tolls, selected three pilot projects.

C-Value Pricing Toll Program:
Also known as congestion pricing or peak period pricing, the purpose is to reduce congestion during peak hours. The TEA 21 pilot program authorizes $51million of funding for 15 public entities.

Conclusion:
Most of the financial tools provided, as innovative funding would help improve the management of Federal funds, accelerate the start of a project, by providing loans or advance construction funding mechanism. None of the option would increase the Federal funds (share) allocated to the states.

However some of these options may provide some help to our region:
Examples:
Tapered match will provide direct assistance with the (20%) local match during the early phase of construction. It is obvious that the flow of funds will stop early to account for the 20% local match.
Metro has used this technique in the past with some discretionary grants.

GARVEE as a financing tool should help, the local transportation authority, issue their own municipal bonds and start large projects early. However the risk exists, that the promised appropriation from FHWA may never materialize.

TIFIA is only a loan that will not affect FHWA apportionment to the state. The state may reach the same result by issuing revenue bonds. TIFIA would have the edge if it offers lower interest rate and better debt payment terms. The approach would be attractive if interest rate offered is lower than municipal bonds and payments are deferred for a number of years.

The state of Texas has a *State Infrastructure Bank (SIB)* for revolving investment funds.

The Tolling concept will be used in the Katy Freeway project otherwise, HCTRA toll revenues has to be spent within the jurisdiction of the toll-road authority.

Texas Department of Transportation revenue forecast

A three-scenario assumption: high, low and moderate, were adopted to estimate future revenues from TXDOT.

1- **Scenario 1 Baseline scenario**:
In this scenario we assumed that our revenue share available from TxDOT would eventually increase to 19% of total funds available to the State for construction, engineering and right of way acquisition. 2001 figure was only 15% of total State funds available.
The scenario also assumes a revenue growth (volume based) of 2 %. This increase is lower than the annual projection of TXDOT revenue growth between 2003 to 2007, which is 4.6%. Most of the growth in revenue would occur due the increase in the VMT and total number of vehicle registration in the state. No price, tax rate, or fee increase was projected in this scenario. Along with revenues from the City of Houston, The regions counties, cities and townships, and the toll road authority, total revenues available for road construction and maintenance would be approximately $47.6 billion while total need would be $47.4 billion leaving us with a surplus of about $0.2 billion in the road sector only. The total plan expenditure of $77 billion should break-even with total anticipated revenue.

The Harris County Toll road authority and Ft. Bend County toll road authority both account for $6.2 billion in surplus. The total road system funding shortfall would be $6 billion had we isolated the Toll Road surplus from the plan's financial forecast for road construction and maintenance.

Transit revenues are assumed to match the projected expenditures by Metro and other transit organizations serving the region.
This scenario's assumptions result on a $ 187 million in deficit in the transit sector of the plan.

The Airport system and Ports were assumed to generate enough revenue to cover the projected expenditure. Even though the Port of Houston cash flow, historically, shows a consistent revenue surplus, we chose a more conservative revenue scenario in our forecast.

Baseline Scenario
Revenue / Expenditure Comparison
Scenario :Region share of TxDOT revenue share =19.0%, 2.0% annual growth past 2007 ($X1000)

	Revenue	Expenditure			
		Plan	Additional needs	Total Needs	Surplus (deficit)
Roads	47,669,410	30,699,667	16,738,615	47,438,282	231,129
Transit	17,137,398	17,325,290		17,325,290	- 187,892
Port & Airport	12,280,992	12,280,992	0	12,280,992	0
Total	77,087,801	60,305,949	18,738,615	77,044,564	43,237

Scenario 2: Optimistic
This scenario is taking a more aggressive approach in estimating future growth in the sate transportation revenue. It assumes 22.0% revenue share compared to 19% in the baseline scenario, and a 2.5% growth rate equivalent to the projected growth in the VMT in our region the next 23 years, compared to 2.0 for the baseline scenario.
The Scenario also assumes a $.05 /gallon a local option tax increase on Motor fuel sold in the state. And a $10 annual vehicle registration fee increase as a local option for the eight county region. This scenario results in an overall surplus of $8.6 billion. A $8.7 billion surplus in road revenues and $ 187 million deficit in the transit sector.

Revenue / Expenditure Comparison
Scenario :Region share of TxDOT revenue share =22.0% 2.5% growth, 5 C gas tax and 10 Register fee ($X1000)
($in millions)

Revenue		**Expenditure**			
		Plan	Additional needs	Total Needs	Surplus (deficit)
Roads	56,221,954	30,699,667	16,738,615	47,438,282	8,783,672
Transit	17,137,398	17,325,290	-	17,325,290	-187,892
Port & Airports	12,280,993	12,280,992	0	12,280,992	0
Total	85,640,344	63,305,949	16,738,615	77,044,564	8,595,780

Scenario 3: Conservative

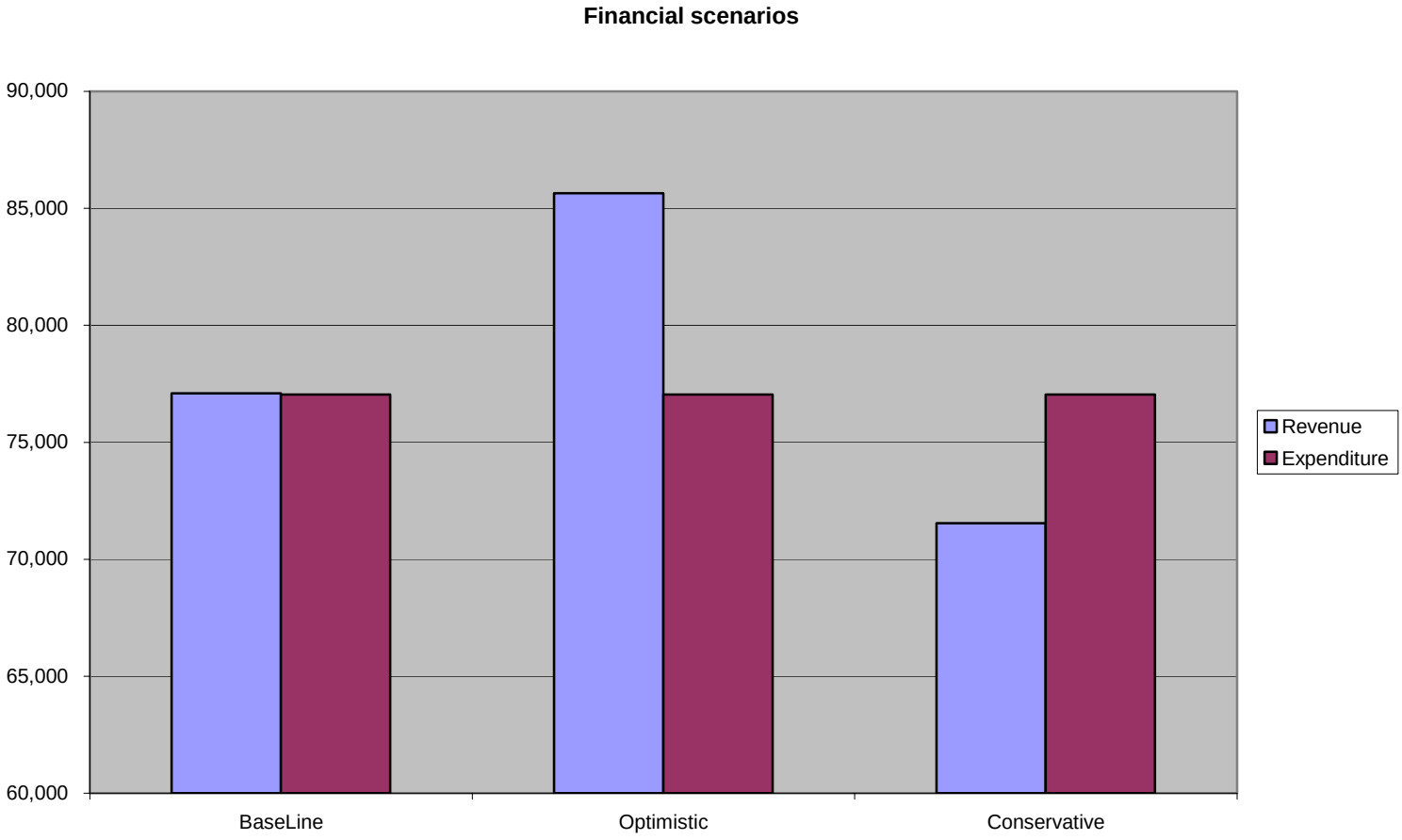
This scenario assumes that the region's share of TxDOT available funds at 16%, (local share amounted to 15% in 2001). Even though this share is heading up the next few years due the massive construction of the Katy Freeway and some other major immediate projects, the conservative approach taken was that this rate may drop again once the current construction peak erodes. The scenario assumes a slower growth in motor fuel tax revenue, vehicle registration fees and other revenue sources only 1.5%. Revenues available for road construction and maintenance at $42.1 billion would run $ 5.3 billion short of meeting the projected needs of $47.4 billion, even with the $6.2 billion in Toll Roads surplus. The scenario also would result in a $11.5 billion deficit for roads only if we ignore the toll road authority surplus. Total shortfall under the conservative scenario is $5.5 billion.

Conservative Scenario
Revenue expenditure comparison
Scenario :Region share of TxDOT revenue share =15.00% no growth past 2007

($X1000)

	Revenue	Expenditure			
		Plan	Additional needs	Total Needs	Surplus (deficit)
Roads	42,128,517	30,699,667	16,738,615	47,438,282	- 5,309,765
Transit	17,137,398	17,325,290		17,325,290	- 187,892
Port & Airport	12,280,983	12,280,992	- 0	12,280,992	- 0
Total	71,546,907	60,305,949	16,738,615	77,044,564	- 5,497,657

Base line or most likely scenario would provide enough revenue to meeting our needs.
Optimistic or aggressive scenario would generate $8.6 billion in surplus
Conservative scenario would have a deficit of $5.5 billion.


Financial scenarios
90,000
85,000
80,000
75,000
70,000
65,000
60,000
BaseLine
Optimistic
Conservative
Revenue
Expenditure

Operation and Maintenance cost

The Operation and maintenance expenditure for the transportation facilities, involves the cost of routine maintenance and upkeep of existing facilities and infrastructure, done continuously to keep the facility in good operating condition, it also involves the administrative and engineering cost, materials, supplies and utility cost required to operate the facility.

The cost should include road repairs performed on a routine basis to keep the pavement from deteriorating, lighting and sweeping the road and mowing the storm ditches. It also includes operating and maintaining traffic control signals and other TCM's, cameras and display boards.

Engineering and administrative cost involved in operating and managing the transportation system may be difficult, in some instances, to identify independently from other non-road related functions. The City of Houston and the eight counties in the region may have engineering functions involving transportation, flood control, real estate and building maintenance and procurement grouped together. Tapping into any transportation related cost separately, may not be simple or easy.

The City of Houston Operation and maintenance cost of the road system is specially high relative to other jurisdiction, due to the extensive number of street repair and "pot hole" filling, sweeping lighting of all the thousands of miles of streets and maintaining a large number of traffic control signals. We projected, in all three forecast scenarios, an increase in road related Operation and Maintenance cost by 53% over the horizon of this long-range plan. Our GIS analysis indicated the need for lane miles would increase by 53%. The scenarios assume a linear increase in maintenance cost corresponding to the increase in lane miles overtime.

Metro's operation and maintenance cost involves operating the bus system, non-capital maintenance of buses and other buildings and facilities. All Metro's operating cost is included since it is all transportation related. Metro's solutions forecast provided the O& M cost

Operation & Maintenance

Cost in millions of Dollars

Texas Department of Transportation	2,211
Metro and other transit authorities	9,629
Toll roads	816
Port & Airport system	5,012
City of Houston	2,453
Eight Counties	2,766
All other Cities and entities	663
Total	**23,550**

Rehab & capital preservation

Rehabilitating the existing transportation infrastructure will have the priority, in the spending hierarchy over added capacity projects. Current estimate put the cost of our road system preservation at approximately $21.3 billion. The amount was estimated for roads on the basis of the state's funding category for preventive Maintenance (category 1) and structural replacement and rehab. (Category 6) relative to total funding categories available. System preservation cost was estimated at 31% of total capital cost funded by TXDOT. In our RTP analysis we assumed that this relation would hold constant for the duration of the plan. Road rehab and preservation was projected at $14.3 billion or $619 million a year.

Maintenance of the public transportation system receives the same priority as the road system. Transit maintenance funds received through federal apportionment (section 5307) are normally used for bus and vehicle replacements and capitalized maintenance of park and ride lots, shelters and operating facilities. Formula grants anticipated to be received during this plan horizon was used as the basis for estimating the Rehab and preservation portion of METRO's capital expenditure.

The Ports and airport system preservation expenditure was extrapolated from the 5 and 10 year capital improvement program.

Capital Needs

Projects classified in data base a call for projects for the 2025 RTP plan was conducted few years ago resulting in several hundred projects submitted by the regions transportation jurisdictions many additional projects were added to our system. These projects are classified as follows:

- Transportation Improvement Program (TIP) - projects expected to be let to contract in the next 3 years.
- Short-range projects- projects are expected to be built the following 7 years past the TIP projects.
- Long-range projects - with forecasted construction date past the TIP and the short range projects time frame.

Our examination and analysis of the existing project cost submitted by different jurisdictions concluded that the construction cost of many of the projects, were often understated. H-GAC

developed it's own projection and added a cost variance to the plan's capital program, to compensate for the estimated higher construction cost. The cost variance estimate was approximately $3.5 billion.

Texas Department of Transportation prepared several corridor studies, to determine the feasibility of improving different roads and corridors. As in case of US 290, SH146, IH 45 North, and South Road studies not formally submitted to the plan, were added, as possible future capital expansion needs. The transportation network deficiencies were modeled to determine all additional lane miles required to bring congestion levels in the region to an acceptable level by the 2025. The studies are referred to as the 100% plan. These needs, priced at an estimated standard construction cost per lane mile, in excess of all projects submitted, were also included in the regional plan. The cost of additional 100% needs including proposed express streets and other road improvements was estimated at $ 16.7 billion.

METRO Transit Solutions
METRO Solutions O&M and Capital Expenditure
$X1000

Operation and maintenance cost	
Transit	9,148,242
Traffic management	248,875
Total operation & maintenance	9,397,117
Capital Cost	
RBP	276,388
Transitways & related facilities	218,020
Buses, support facilities & equipment	1,742,875
Advanced transit plan	263,898
Metro solution buses	597,892
Metro solution rail	3,649,282
Metro solutions Contingency	697,001
Total capital	7,445,356
Total capital & O&M	16,842,473

Capital Expenditure by County (Population) Expenditure Per Capita

($x1000)

County	Sponsored	"Unsponserd Projects"	Transit Projects	Port & Airport	Total *	Percent of Total Capital	Total 2025 Population	Amount Per Capita
Brazoria	1,628,332	850,000	1,497		2,479,829	6.91%	338,673	7.32
Chambers	190,500				190,500	.53%	32,967	5.78
Fort Bend	2,394,694	35,000	35,461		2,465,155	6.87%	748,582	3.29
Galveston	1,478,488	80,000	192,873	300,000	2,051,361	5.72%	344,867	5.95
Harris	9,976,170	2,226,000	7,454,801	6,968,514	26,625,485	74.23%	5,385,062	4.94
Liberty	212,413				212,413	.59%	111,399	1.91
Montgomery	1,15,467	212,000	10,806		1,738,272	4.85%	637,660	2.73
Waller	106,870		926		107,796	.30%	62,361	1.73
Total	17,502,932	3,403,000	7,696,364	7,268,514	35,870,810	100.00%	7,661,571	4.68

Capital Expenditure by County (Employment) Expenditure by Person
($x1000)

County	Sponsored	"Unsponserd Projects"	Transit Projects	Port & Airport	Total *	Percent of Total Capital	Total 2025 Employment	Capital Expen. Per Job
Brazoria	1,628,332	850,000	1,497		2,479,829	6.91%	107,344	23.10
Chambers	190,500	-	-	-	190,500	0.53%	9,066	21.01
Fort Bend	2,394,694	35,000	35,461		2,465,155	6.87%	197,932	12.45
Galveston	1,478,888	80,000	192,873	300,000	2,051,361	5.72%	124,946	16.42
Harris	9,976,170	2,226,000	7,454,801	6,968,514	26,625,485	74.23%	2,814,726	9.46
Liberty	212,413	-	-	-	212,413	0.59%	29,222	7.27
Montgomery	1,515,467	212,000	10,806	-	1,738,272	4.85%	166,077	10.47
Waller	106,870	-	926	-	107,796	0.30%	19,983	5.39
Total	**17,502,932**	**3,403,000**	**7,696,364**	**7,268,514**	**35,870,810**	**100.00%**	**3,469,296**	**10.34**

Total capitol cost excluding variances and other unsponsored (unfounded) projects.