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Metro | *Agenda*

2018 REGIONAL TRANSPORTATION PLAN UPDATE

RTP Finance Work Group - Meeting # 2

Date: May 12, 2016
Time: 9 – 11 a.m.
Place: Metro Regional Center, Council chamber
600 NE Grand Avenue, Portland, OR 97232

Agenda items

9:00	**Welcome & introductions**	Ted Leybold
9:05	**Partner Updates** *Who have you talked to about this work? What have you heard?*	Everyone
9:15	**RTP Finance Plan Step 1 - Identification of Existing Local Revenues Update** • Delay in getting the templates out • Discussion of problems • Other issues with the TSPs • Need to identify O&M versus capacity transportation improvements • **Goal: First draft local revenue summaries completed and reviewed by end of June**	Ken Lobeck
10:00	**RTP Finance Plan Step 2: Identification of NEW Revenue Sources** • Methodology and format • USDOT expectations • New revenues for the RTP Constrained Finance Plan or RTP Unconstrained Strategic component • **Goal: Identification of all new RTP revenue sources by end of July**	Ken Lobeck
10:45	**Quick Updates** • Highlights from April 14th State Long Range Funding Assumptions (LRFA) workgroup meeting • Upcoming RTP activities and events • Nominating Projects for RTP Inclusion	Ken Lobeck Kim Ellis Kim Ellis
10:55	**Next steps**	Ted Leybold
11:00	**Adjourn**	

Meeting packet:

Handouts	Upcoming Meetings
o Agenda	**Tuesday, June 14, 2016** RTP Finance Work Group Meeting # 3 9:00 – 11:00 am, Room 401, Metro
o 2012-2040 Funding Assumptions	
o New RTP Revenue Template Instructions	
o Regional Leadership Forums Series	
o 2018 RTP Update: Council and Regional Advisory Committee briefings	

RTP Finance Work Group leader:
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Proposed New Revenue Area
(Name of Revenue Program)

Summary:

- Type of local funding: New
- Purpose: *(Short description of the new revenue program)*
- Recommended for RTP: *(Constrained Revenue Forecast or Strategic Unconstrained)*
- Estimated annual revenue generation: *($ Amount)*
- Estimated total revenue generation out to 2040: *($ Amount)*
- Revenue program to be implemented: *(year)*

Methodology Background:

Explain what the program will do and why it should be included in the RTP Revenue Forecast. You can describe the new revenue program in paragraph form or as summarized bullets. Please ensure you address the following key points about the program:

- **What is the source of the revenues?**
  (e.g. Property taxes, special tax, special assessment district, ballot initiative, etc.)
- **Explain the history behind the new program and why it is basically justified.**
  (e.g. Past precedents, similar programs, or experience the agency has with this type of program)
- **What is the approval process?**
  (e.g. Ballot, ordinance, council action, etc. to implement the new revenue program? When will it occur?)
- **How will the revenues be collected?**
- **Are you proposing the new revenue program be included in the RTP Constrained Revenue Forecast?**
  (Does it meet the "Reasonable Availability of funds" definition? Or, should it be included in the Strategic Unconstrained Revenue Forecast section of the RTP?)
- **When will the program be implemented?**
  (What is the first implementation year?)
- **Will the revenue collection be consistent from year to year?**
  (Or, will it fluctuate from year to year.)
- **Is the program sensitive to inflation or has the potential for revenue growth**
  (e.g. subject to changes in inflation, economic conditions, or increases with population growth?)
- **How will the revenues be applied?**
  (What is the approximate ratio between O&M applications versus capacity enhancement/ all other transportation needs?)

Sample of Possible New Transportation Revenue Programs
(As identified in the various TSPs)

- Ballot initiatives – special assessments
- Bond programs
- Franchise fees
- Local gas tax assessment
- Local Improvement Districts
- Park fee programs
- Parking fee program
- Street Fund – Safety
- Street maintenance program
- Street Light fund – from property taxes
- Street utility fee program
- Urban Renewal Program

Estimated New Revenues (Sample)

Your Agency NEW Local Revenue Source - SAMPLE 2018-2040							
New Revenue Program Funding Years							
Fund	Annual 2018 Base Amount	2018-2020	2021-2025	2026-2030	2031-2035	2036-2040	**Total**
Trans X Fee	$2,000,000	$6,000,000	$10,000,000	$10,000,000	$10,000,000	$10,000,000	**$46,000,000**

O&M vs. Capital (and other transportation improvement types) Ratio Comparison					
	O&M vs. Capital Ratio			Total Estimated New Revenues	
Annual Revenue Estimate	O&M %	Capital & Other Transportation Improvements %	Total New Revenue Estimate (2018-2040)	Applied to O&M	Applied to Capital and Other Transportation Areas
$2,000,000	75%	25%	$46,000,000	$34,500,000	$11,500,000

Methodologies to calculate the new revenues:

1. Straight-line projection using an annual amount with no revenue multiplier:
    a. Determine the annual amount the new revenue is projected to generate.
    b. Use this as the base year amount.
    c. Determine the implementation first year. If 2018, multiple the annual amount by 23 for the total. Divide accordingly across RTP segment years.
    d. Sample: Annual = $2 million. Implementation year = 2018. No proportional phase –in, no revenue growth multiplier, consistent annual revenue of $2 million/year = 23 x $2 million = $46 million. 2018-2020 year segment = $6 million, 2021-2025 = $10 million, and so on.
    e. Calculate your O&M vs. Capital ratio and amounts based on the split for the funds

2. Straight-line projection with a phase-in revenue generation:
    a. If the new revenue program will be implemented with a staggered phase-in approach where revenue generation will take several years to reach 100% generation threshold, then adjust the phase-in years accordingly against the RTP segment years.
    b. Total as before and calculate your O&M and capital ratio and amounts.

3. Include a revenue multiplier if you believe revenue growth is applicable (sensitive to inflation or revenue growth due to population changes or economic changes):
    a. Provide a brief explanation that justifies the revenue multiplier. **Please ensure you explain why the revenue is sensitive to inflation or will grow due to economic growth or population growth.**
    b. Incorporate it into your annual and RTP horizon year totals.
    c. Adjust the RTP years accordingly with the revenue multiplier.
    d. If the revenue multiplier will cap-out in the future, select the RTP segment year, the revenue multiplier would end and provide a straight-line projection out to 2040.

2018 RTP UPDATE | Council and Regional Advisory Committees Briefings *(dates are subject to change)*

2016	Council	TPAC	JPACT	MTAC	MPAC	Regional Leadership Forum
January		**Jan. 29** *Project update*				
February		**Feb. 26** *Background for RLF 1*				
March	**March 1** *Project update; Background for RLF 1*	**March 25** *RLF 1 update*	**March 17** *Project update; Background for RLF 1*	**March 2** *Project update; Background for RLF 1*	**March 9** *Project update; Background for RLF 1*	
April		**April 29** *Comments from chair*	**April 21** *Comments from chair*	**April 20** *Comments from chair*	**April 13** *Comments from chair*	**April 22** 8-11 AM, OCC *Exploring Big Ideas for Our Transportation Future*
May		**May 27** *Project update*		**May 18** *Project update*		
June		**June 24** *RTP revenue forecast approach; Draft freight needs*	**June 16** *Project update*		**June 8** *Project update*	
July	**July 26** *(tentative)* *Project update; Background for RLF 2*	**July 29** *Transportation equity priority outcomes*	**July 21** *RTP revenue forecast approach*			
August		**Aug. 26** *Background for RLF 2; draft Transit vision; draft RTP revenue forecast*		**Aug. 3** *Background for RLF 2; Transportation equity priority outcomes; Draft transit vision*		
September		**Sept. 30** *Draft RTP performance targets*	**Sept. 15** *Background for RLF 2; draft Transit vision; draft RTP revenue forecast*	**Sept. 21** *Draft RTP performance targets*	**Sept. 14** *Background for RLF 2; draft transit vision; draft RTP revenue forecast*	**Sept. 23** 8-noon, OCC *Navigating Our Transportation Funding Landscape*

Updated 4/28/16

October	**Oct. 18** *Project update; Background for RLF 3*	**Oct. 28** *Background for RLF 3; Safety strategies & actions*	**Oct. 20** *Project update*	**Oct. 19** *Background for RLF 3*	**Oct. 26** *Project update*	
November		**Nov. 18** *Project update; transportation equity measures*	**Nov. 17** *Background for RLF 3; Safety strategies & actions*	**Nov. 2** *Transportation equity measures; Safety strategies & actions*	**Nov. 9** *Background for RLF 3; Safety strategies & actions*	
December						**Dec. 2** 8-noon, OCC *Transforming our Vision into Regional Priorities*

No advisory committee briefings are planned for December 2016. Meeting materials will be posted at oregonmetro.gov/calendar

FINANCIAL ASSUMPTIONS FOR THE DEVELOPMENT OF METROPOLITAN TRANSPORTATION PLANS SFY 2012 - 2040

Oregon Department of Transportation
Planning Section
Long-Range Planning Unit
February 2011

INTRODUCTION

The 2005 Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires metropolitan planning organizations (MPOs), public transit operators (PTOs), and state transportation departments to cooperatively develop estimates of funds available to support long-range transportation plans. Plans financially constrained in this way force early choices to be made about projects affecting mobility, land use and air quality. This requirement is one part of a federal effort to encourage more effective long-range planning and decision-making.

Long-range plan development is a separate process from development of Statewide Transportation Improvement Programs (STIPs). However, the process utilizes some STIP regional distribution methodologies, and STIP projects must be selected from MPO long-range plan project lists.

This document describes the methodology the Oregon Department of Transportation (ODOT), Oregon's MPOs, and directly affected PTOs adopted to meet the SAFETEA-LU requirement as it concerns state and federal funding sources and the distribution and use of revenue expected from these sources. The methodology was developed by an ad hoc committee. The committee consisted of ODOT staff, staff of each of Oregon's six MPOs, and representatives of the seven PTOs in the MPOs' planning areas.

The process of developing this methodology requires (1) projections of state and federal revenue, (2) consideration of other factors affecting revenue availability (e.g., inflation, sharing with local governments, etc.), (3) an estimate of how much of this revenue will be required for state highway maintenance, preservation, and other uses (e.g., debt service, Federal Transit Administration programs), (4) calculation of resources remaining for highway modernization and their geographic distribution, and (5) the geographic distribution of transit funds for transit programs. Long-range projections of revenue from highway user fees depend not only upon the political climate, but also economic structure and conditions, population and demographics, and patterns of land use.

Once long-range revenue projections are developed, current law revenues, new revenues, the effects of inflation, and the amounts needed to maintain present infrastructure must be jointly considered to determine amounts that can be expended on highway and transit capacity improvements. These amounts can then be distributed among regions.

It is quite difficult to forecast transportation revenues over a long period of time. Fortunately, long-range plans are revised and updated on a frequent basis. The revenue assumptions contained in this document will be reconsidered as part of that on-going process. The first long-range revenue estimates under this requirement were published in 1995. As under previous efforts, current conditions and historical trends indicate that it is reasonable to assume some increased revenue.

This paper is organized in three sections. This first examines individual revenue sources, the second considers remaining factors, and the third discusses methodological implications and presents findings.

REVENUE SOURCES

Revenue sources relevant to this exercise are those received from the federal government and those generated by the State of Oregon. Assumptions and the process of developing assumptions about these sources of funding are discussed below.

Assumptions concerning locally-generated revenue will be developed by individual MPOs.

State Highway Fund Revenue

The previous long-range forecasting effort divided consideration of state Highway Fund revenue into two parts. One part addressed operations, maintenance and preservation ("OM&P") needs. The other part addressed modernization needs. For this effort, the committee decided to initially consider the Highway Fund as a whole, with subsequent division between OM&P and modernization as required by statute, or as OM&P needs allow.

The committee considered several scenarios of growth in Highway Fund revenue. Scenarios ranged from decline to growth in excess of inflation:

1. Current law
2. Current tax law with declining fuel consumption due to greenhouse gas reduction initiatives
3. Total revenue increase with inflation (3.1 percent annual average rate of growth) after SFY 2013
4. Total revenue increase greater than inflation (4.1 percent annual average rate of growth)

Through state fiscal year (SFY) 2015, revenue projections under these scenarios are based upon a set of econometric equations that include factors such as fuel price, fuel efficiency, population, per capita personal income, trade sector employment, new vehicle titles and historical data. After SFY 2015, the revenue projections are based on the recent trend with business cycle peak and trough effects removed.

An assumption of no change in highway user tax rates (i.e., a current law assumption) would result in only modest revenue increases over the course of the next 29 years. Such increases would be well below the level needed to maintain the purchasing power of the State Highway Fund. This situation would result in a sharp decline of state pavement and

bridge conditions. An even sharper decline in purchasing power would occur if consumption of fuel was reduced as a result of greenhouse gas reduction policies, and no replacement revenue was assumed. The historical record of Highway Fund revenue indicates rejection of these scenarios is warranted (see page 1 of the Appendix).

At the other end of the spectrum, Highway Fund revenue increases at a rate slightly greater than that of inflation would result in much higher levels of Highway Fund revenue growth. However, the current social environment indicates such scenarios are overly optimistic. Hence, scenarios along these lines were also rejected.

While an assumption of Highway Fund revenue growth equal to the rate of inflation would produce significantly more revenue than a current law assumption, by itself, it would still be insufficient to meet near-term OM&P needs; particularly if proportionately more revenue is distributed to cities and counties. Over a longer period of time however, 2012-2040 OM&P needs are mostly met by increases in Federal funds (see below). Therefore, this scenario was adopted.

Some highway user fee increases are necessary for this scenario to be realized. The committee did not assume the needed tax or fee increases would take any particular form. The annual amounts of current law revenues with the average state, county and city shares noted, as well as the new revenues assumed for the state, counties, and cities, are listed on pages 2 and 3 in the Appendix.

Highway Fund revenue distribution is legislatively established. A base-level of Highway Fund revenue is distributed as follows: 60.05 percent is dedicated to state highway programs; 24.38 percent is dedicated to county road programs, and; 15.57 percent is dedicated to city street programs. The county share is proportionately distributed according to vehicle registrations, except that $500,000 per year is reserved to improve the equity of county road programs. The state contributes another $250,000 per year for this purpose. The city share is proportionately distributed according to population. However, $500,000 per year is reserved from this share to fund the Special City Allotment (SCA) program. The state contributes another $500,000 per year to the SCA program. Slightly greater proportions of Oregon Transportation Investment Act (OTIA) revenues are distributed to counties and cities. Jobs and Transportation Act (JTA) revenues have a distribution of 50 percent for state highway programs; 30 percent for county road programs, and; 20 percent to city street programs.

Through administrative agreements, the state contributes several million dollars each year from its share of Highway Fund revenues to the support of local road projects and programs. These include the Immediate Opportunity Fund (IOF), state match of certain federal funds, and other programs (see the Other Assumptions section).

New revenue resulting from future increased tax rates is expected to be shared among the state, counties and cities on a “50-30-20 percent” basis rather than the previous “60.05-

24.38-15.57 percent" basis. This represents a substantial shift of resources away from the state highway system and towards local road systems.

Oregon Revised Statutes (ORS) 366.507 requires ODOT to spend a certain amount of revenue on highway modernization. Certain program expenditures (e.g., debt service) qualify as modernization expenditures under this statute. These are subtracted from the required amounts to calculate the actual amounts that will be available for highway modernization. None of these amounts can be transferred to Federal Transit Administration (FTA) programs. Estimated amounts required under this statute are shown on page 8 in the Appendix. Further discussion of how these estimates were developed is provided in the Other Assumptions section.

In 2009, the Legislature authorized ODOT to fund a list of projects totaling $960.3 million. This is in addition to modernization amounts required under ORS 366.507. Of the $960.3 million, $840 million is authorized to be financed through the sale of bonds, and the remaining $120.3 million is to be financed through cash flow. Revenue needed to pay for the projects and their debt service is provided by the increased tax and fee rates contained in House Bill (HB) 2001 (2009). Estimated cash outlay for debt service and cash flow financing of these projects is shown in the Appendix (page 8) and is fully considered in the calculations of resources available for other purposes and projects.

The MPOs already know the location and funded amounts of these projects. These projects will be included in their next financially constrained metropolitan transportation plan updates.

Finally, it is important to note that, other than during recessions, Oregon is a high population growth state. Previous long-range revenue forecasting efforts have noted that population growth means increasing demand for highway capacity and more congestion. As a result, in a long-term context, it is reasonable to expect the Legislature will enable some increase in highway modernization funding to occur.

Federal-Aid Highway Revenue

Congress has not yet developed a multi-year replacement for SAFETEA-LU. Formal Federal guidance had been issued for this situation under TEA-21, but not specifically for SAFETEA-LU. After considerable discussion, the committee decided to follow the TEA-21 guidance. Under that guidance, funds distributed according to congressionally established formulas may be assumed to increase after the expiration of the authorizing act at the same rate as they increased over the course of the authorizing act. In Oregon, the annual average growth rate of SAFETEA-LU between 2005 and 2009 was 5.59 percent. That rate was then applied to FFY 2010 actual funds and each year thereafter to produce the formula funds forecast.

Federal formula funds include a myriad of small programs listed under "Other Local Allocations." As these programs are small and exist for special situations, the geographic distribution of their funds will be handled by the MPOs. This is consistent with past practice, which has worked well.

While High Priority Project Program (HPPP) funds are interpreted to be discretionary (i.e., non-formula) funds, they come out of the national total formula amounts. As a result, they also are assumed to increase at the 5.59 percent annual rate. HPPP funds are assumed to be entirely modernization funds. Oregon has a historical record of attracting other federal discretionary modernization funds in the amount of about $10 million per year. As they are functionally similar to HPPP funds, these funds are grouped together. The allocation of this set of funds is assumed to be 41 percent to ODOT, and 59 percent to local governments.

Sub-state distribution of HPPP funds is an important issue. Previously, the committee developed three different approaches to distribution of HPPP funds. In an effort to simplify the process and develop firm estimates, the committee is now basing HPPP fund distribution on proportion of urban major collector and higher road miles (20 percent weight), and population (80 percent weight).

Congress has been authorizing discretionary bridge and pavement preservation programs (e.g., Projects of National and Regional Significance, Transportation Improvement Program, Discretionary Bridge, Freight Intermodal Distribution Pilot Grant Program, etc.) in which ODOT has been a major recipient. These amounts are currently about $41.5 million per year. The committee assumed this amount would remain frozen for the next six years, and would increase with inflation after FFY 2017.

Finally, it should be noted for certain large projects (1) that are a high priority for the region, (2) that can only be built with large federal earmarks, and (3) the likelihood of obtaining such earmarks is questionable, an available alternative is to place the projects on an "illustrative projects list." These lists describe projects "*that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available."* When funding becomes available for these projects, they could be quickly moved into the official long-range transportation plan.

FTA Urban Formula Funds

Most FTA urbanized area formula funds (Section 5307) are used to finance capital equipment purchases and to finance preventive maintenance on existing capital equipment. In areas having a population of less than 200,000 or in areas that are now over 200,000 but were under 200,000 before the 2000 Census, some of these funds may also be used to finance transit operations.

The committee assumed the growth of FTA Section 5307 funds would be the same as the growth of FHWA formula funds. Supporting this assumption is the linkage between federal highway program growth and Section 5307 program growth. They are largely funded from the same revenue source—the Federal Highway Trust Fund. As federal fuel tax rates have increased, the increased revenue has supported both highway and transit programs in a roughly fixed proportion. Therefore, these programs are likely to grow in a similar manner.

FTA Sections 5310 and 5311

FTA Sections 5310 and 5311 are not usually considered as funding sources for development of long-range plans in metropolitan areas. Section 5310 revenue finances specialized equipment purchases by non-profit organizations that provide transportation services to the elderly and people with disabilities. Section 5311 revenue finances public transportation projects outside urbanized areas and/or beyond MPO jurisdiction. Neither program has a significant impact on air quality in areas under MPO jurisdiction. If programs supported by these revenue sources are incorporated into long-range plans, their rate of growth should be the same as that of Section 5307 growth.

FTA Section 5309 Funds

Most FTA Section 5309 funding is provided on a discretionary basis, and is only provided after application by an eligible transit provider. The committee considered Section 5309 funding in three categories; light rail transit (LRT) discretionary, LRT rehabilitation (or "Rail Modernization") funding, and non-LRT discretionary (primarily for bus programs). The amounts the committee assumed for each category and year are shown on pages 19 and 20 in the Appendix.

The committee only considered one long-term FTA Section 5309 scenario. That is extension of near-term capital improvement plans by public transit operators through 2040. Section 5309 requests for non-LRT items (primarily bus replacement) have a proven success record; in part because FTA considers regional distribution of these funds. Most future non-LRT Section 5309 requests are expected to be modest. When requests are larger than usual, there is a reason and a strategy for obtaining the funds. For instance, Lane Transit has a plan and strategy in place to obtain BRT funding. It is reasonable to assume requests like this will be met. Requests by providers in MPO areas are expected to range between $2 and $37 million per year in nominal dollars; less in constant dollars.

The Portland area has had remarkable success in obtaining Section 5309 funding to finance LRT construction. This region is in the process of planning several "new start" projects. Given the region's desire for the projects and the region's historical success, the committee proposes to assume the Section 5309 component of the region's funding

strategy will be successful. This component assumes a total of $1.9 billion in 2011 dollars of Section 5309 support for rail transit expansion from 2012 through 2040.

Lastly, a limited amount of LRT rehabilitation funding (i.e., Section 5309 formula "Rail Modernization" funds) is expected to be available in the Portland area as LRT facilities age. Such amounts will range between $10 and $19 million per year through from 2012 through 2040 in 2011 dollars.

State Funds for Rail Programs

Beyond debt service for lines existing or under construction, no state funds are expected to be used to fund construction of new LRT lines, or to match federal LRT rehabilitation funds. The ConnectOregon program has a history of funding high priority freight rail projects in MPO planning areas. Unfortunately, it is not clear that this program will be continued in the future.

State Match of FTA Capital Funds and Other State Funding

In the distant past, the state tried to provide one-half of the local match for non-LRT transit capital expenditures financed by federal-aid. In recent years this has not occurred. The state is focusing the resources it has available for transit programs on programs serving the elderly and people with disabilities (see below).

Through a variety of mechanisms, the state is also funding a number of ad hoc public transit capital projects with lottery funds. Many of these include Federal participation, but the expenditures are not part of a matching funds program. The amounts available for ad hoc public transit capital projects are expected to gradually increase with personal income through 2030. Once debt service for already funded projects is mostly paid off in 2030, the committee believes it is likely the state will significantly increase public transit capital funding beginning around 2031. Distribution is assumed to be made on the basis of MPO share of statewide population. The assumed dollar amounts are shown on page 15 in the Appendix.

The state provides transit and transportation districts with payments "in-lieu-of" local taxes on state government. The committee assumed this revenue source will increase or decrease at the same rate as Oregon personal income.

The state also provides mechanisms through which cities that operate public transit services can sell state Business Energy Tax Credits (BETC). These mechanisms are not available to transit and transportation districts. Since their use depends upon highly specific local circumstances and local decisions, the committee chose to treat BETC revenue as a local source. The cities of Bend, Corvallis and Wilsonville are expected to explicitly address BETC as a revenue source in their financial plans.

Other than the increases outlined above, no new state source of funding is assumed for public transit purposes. There is no historical record of this occurring, there is no specific strategy in place, and there is no high level political support for a specific proposal to provide a new state funding source for public transit.

Special Transportation Fund

There appears to be a consensus that the state should take primary responsibility for funding programs serving the elderly and people with disabilities. This is reflected in the recent growth of the Special Transportation Fund (STF). The STF provides financial support for operations, as well as funding for specialized equipment purchases by non-profit organizations that provide transportation service to the elderly and people with disabilities. Indirectly, STF funded programs can result in enhanced service to the general public by funding required Americans with Disabilities Act compliance activities when additional service for the general public is implemented. In addition, this program can directly provide additional transit capacity to the general public on a space-available basis.

About a quarter of STF revenue is derived from a 2¢ per pack cigarette tax. About three-quarters is derived from miscellaneous unrestricted revenues available to the state. From biennium to biennium, these revenue sources are not very consistent. However, the Legislature has a history of finding ways to increase STF revenue in real terms. As the near-term financial climate will make this difficult, STF revenues are only assumed to increase with inflation after 2011. A STF revenue forecast is provided on pages 12 and 13 in the Appendix.

Private Participation

Private sector participation in Oregon highway and transit projects is generally on a relatively small scale, and is not predictable. Also, it is project-specific. Legislation in 2003 created new opportunities for private sector participation in transportation projects. A state program designed to take advantage of this legislation has begun operation, but has not yet resulted in any construction projects. At this point, private sector participation cannot be forecasted on a long-term, statewide basis.

In 1997, the Oregon Legislature created the Oregon Transportation Infrastructure Fund (OTIF). It may be used for either public or public-private projects. This fund is designed to provide loans to projects that can generate enough cash flow to pay off the loans. As such, the OTIF is not a new source of revenue, but is a financing tool that can facilitate project implementation.

Possible funding from private sources is project-specific and is more easily dealt with on a local level than in this forum. Therefore, the committee chose to leave estimates of private sector participation with the individual MPOs.

OTHER ASSUMPTIONS

Additional factors, beyond direct funding amounts, affect the availability of resources for highway and transit system continuity and improvements. Such factors include the expected rate of inflation, funding amounts needed to maintain and preserve the existing transportation system, legislative mandates, and factors affecting geographic distribution of funds. These are discussed below.

Inflation

The rate of inflation has a direct impact on the purchasing power of transportation funds. It is the purchasing power of available funds that determines the expansiveness of long-range transportation plans.

Initially, the committee considered inflation scenarios of two percent annually (from a high-profile economic forecast) and four percent annually (from informal Federal Highway Administration (FHWA) guidance). The current monetary stimulus, fiscal stimulus, international holdings of U.S. dollars, assumed economic recovery, dramatic growth in emerging markets, and changing demographic profile of the U.S. indicate the two percent scenario is too low. On the other hand, continual cost increases at the rate of four percent per year, considering their compounding effects, seemed too high to a majority of committee members. The previous assumed rate was 3.1 percent; which has also been adopted by the statewide plan. As a result, the committee decided to continue the assumption of a long-term inflation rate of 3.1 percent annually.

State System OM&P

A high priority of the Oregon Transportation Commission (OTC) has been to maintain and preserve the existing transportation system. Expenditures on OM&P activities preclude expenditures on system expansion (i.e., modernization). Projecting state highway system modernization funding levels is a primary goal of this effort. In order to estimate resources available for modernization activities in MPO areas, transportation providers must know the amount of available resources that will be expended on all other activities.

One of the largest and potentially most controversial of these is pavement preservation. While ODOT has a long-range goal of improving state highway pavement condition to 90 percent fair-or-better, on-going funding to meet this goal does not appear to be likely. In

the past, ODOT OM&P needs estimates were based (with minor adjustments) on Scenario 3 of the 1999 Oregon Highway Plan. This would maintain pavement condition at the 78 percent fair-or-better level. These figures were updated to reflect the non-American Recovery and Reinvestment Act (ARRA), non-bridge[1] budget for the 2009-2011 biennium. These figures are slightly higher than, but close to, the old Scenario 3, and reflect current non-ARRA expenditures.

ARRA expenditures enabled ODOT to improve the condition of state highways, but are no longer available. The assumptions for the first half of the 2012-2040 planning period indicate pavements conditions will decline, with partial recovery in the second half of the period.

An emerging state system priority is improved system operations and management through "intelligent transportation systems" (ITS). About 18 percent of current operations expenditures are ITS expenditures. As there is a growing emphasis on this sort of investment, the committee assumed that in the future ITS expenditures would be about 20 percent of total ODOT operations expenditures. The resulting figures are shown on page 8 in the Appendix.

Bonding Program

Periodically, policy-makers contemplate the use of ODOT's existing cash-flow to back bonds issued to finance highway modernization projects. In the long-run, this reduces amounts available for modernization due to the need to pay interest at a rate above the rate of inflation. This occurred under OTIA III. The committee has assumed no new bonding of existing revenues.

However, the committee recognizes bonding may be a useful tool. If bonding is used, whether backed by existing revenues or new revenues, its costs should be reflected in the long-run calculation of available resources. As a reminder, individual local governments have authority to issue bonds financed with actual revenues (existing and new).

Legislative Requirements

The Oregon Legislature has placed a number of requirements on ODOT regarding how the state share of Highway Fund revenues is spent. These requirements concern city streets (SCA program), county equalization, bicycle and pedestrian facilities, bond revenue, and modernization expenditures. Most of these programs are figured into the calculation of resources needed for OM&P.

[1] Prior to SFY 2015, bridge expenditures reflect the large OTIA III bridge program. After SFY 2014, bridge expenditure estimates reflect OTP bridge need estimates.

The exception is the modernization expenditure category. The legislative directive concerning modernization expenditures is contained in ORS 366.507. Under the adopted scenario, from SFY 2012 - 2027 the annual amounts available for modernization as a result of this statute will be greater than the modernization amount that would be available if the state paid for its OM&P needs before spending any funds on modernization. After SFY 2027, amounts available for modernization exceed the amounts required to be spent on modernization by ORS 366.507. The committee assumed most, but not all, of this excess would be used to fund OM&P needs that were unfunded during SFY 2012-2027.

TMA Designations

When metropolitan areas exceed 200,000 in population, they become eligible to be designated as transportation management areas (TMAs). Among other things, TMA status reallocates federal apportionments within a state. TMAs receive a specific apportionment of federal funds, while the apportionment for state highways is reduced by the amount received by TMAs within the state. For this reason, it is important to consider the impacts of these changes when estimating amounts of federal funds expected to be received in coming decades. The Portland, Eugene, and Salem areas are already designated as TMAs. The committee assumed the Rogue Valley MPO will become a TMA in SFY 2022.

Federal-Aid Highway Distribution by Jurisdiction

Most federal-aid highway funds are apportioned or allocated to the state. However, some funds are allocated specifically for local governments (e.g., the TMA case). Other funds are apportioned to the state for expenditure on local projects or in local areas (e.g., Congestion Mitigation and Air Quality (CMAQ) funds, a share of Surface Transportation Program funds, a share of Bridge funds). Still others are distributed to local jurisdictions by the state through intergovernmental agreements (e.g., Transportation Growth Management grants, Transportation Enhancement funds, another share of Bridge funds). Finally, the state transfers part of its share of STP funds to FTA or alternative mode programs to support local transit, bicycle, pedestrian, and TDM programs.

Completion of this project requires an assumption to be made concerning how federal-aid highway funds are distributed. The committee assumed the existing agreements and distribution methods remain as they are currently written. This includes the activities of the Transportation Enhancement Committee and the CMAQ Committee. The funds controlled by these committees are distributed on a discretionary basis.

It also assumed annual ODOT STP transfers to alternative mode programs would be $34 million per year, with $10 million set-aside for FTA Section 5310 programs, and the total amount increasing ten percent every five years. On a long-term basis, geographic

distribution is expected to be the same as for all other STP funds. MPOs will determine whether the funds are used for transit, bicycle, pedestrian, transportation demand management (TDM), or project development purposes.

Regional Distribution of State-Controlled Funds Available for Modernization

Long-range plan development requires an assumption indicating how and where funds under OTC control and available for modernization will be distributed. The OTC determines allocation of these resources. The committee recognizes that OTC decision-making depends on many elements, and in the long-run cannot be precisely predicted. However, since this is a necessary component to plan development, the committee needed to adopt a methodology.

In the past, the committee assumed modernization funds would be allocated according to regional proportions of population, state system lane-miles, and estimated revenues paid into the Highway Fund. However, this often led to confusion with the STIP development process. The STIP development process relies upon similar factors to distribute modernization funds. Therefore, the committee decided to use the latest STIP development regional allocation formula to project the long-range distribution of modernization funds.

The distribution of projected modernization funds according to the STIP formula is by ODOT Region. Sub-distribution of these projected funds to MPO areas will be determined by deliberation among the MPOs, other affected local governments, ODOT Region Managers and Planners, Area Commissions on Transportation, and the OTC. For long-range forecasting purposes, associated MPOs and Region Planners will work together to determine the proportion of regional funds that are forecasted to be spent in each MPO area. The distribution of actual funds is determined by the OTC.

Regional Distribution of State-Controlled Funds Available for OM&P

The committee assumed that ODOT's OM&P needs as defined in the Appendix (page 8) will be funded where they arise and to the extent funds are available. Over the relatively long-term planning horizon of MPO transportation plans, these needs are not expected to be disproportionately distributed. These expenditures are assumed to be distributed on a lane-mile basis, with a double-weight in the Portland area.[2]

Flexibility for MPOs to Modify Assumptions

[2] On a lane-mile basis, Portland area OM&P costs are about twice the statewide average.

By their very nature, long-term forecasts are highly speculative. As these forecasts are only fully revised every three to six years, the committee assumes MPOs have the flexibility to make adjustments among minor programs or minor adjustments to funding totals. Flexibility also exists to adjust for major, actual changes such as a new Federal authorizing act that is very different than forecast, or a legislative act that is not consistent with the long-term forecast. [3]

FINDINGS

The development of financial assumptions for long-range transportation plans has been accomplished three times in the past, plus two partial updates. The process is now almost routine.

Now informal Federal guidance that revenues "*may be projected based on historic trends, including consideration of past legislative or executive actions*" remains ambiguous. It is not clear whether this requirement applies to actual revenue or the underlying tax and fee schedules that generate the revenue. It is also unclear whether the historic trend should be viewed in an arithmetic sense (i.e., revenue or tax rate growth at a fixed dollar rate) or a geometric sense (i.e., revenue or tax rate growth at a percentage rate). Assumptions that are too conservative imply that as the demand for highway and transit services increases, the willingness of society to pay for increased capacity decreases. Assumptions at the other end of the spectrum produce revenue figures that are unbelievably large.

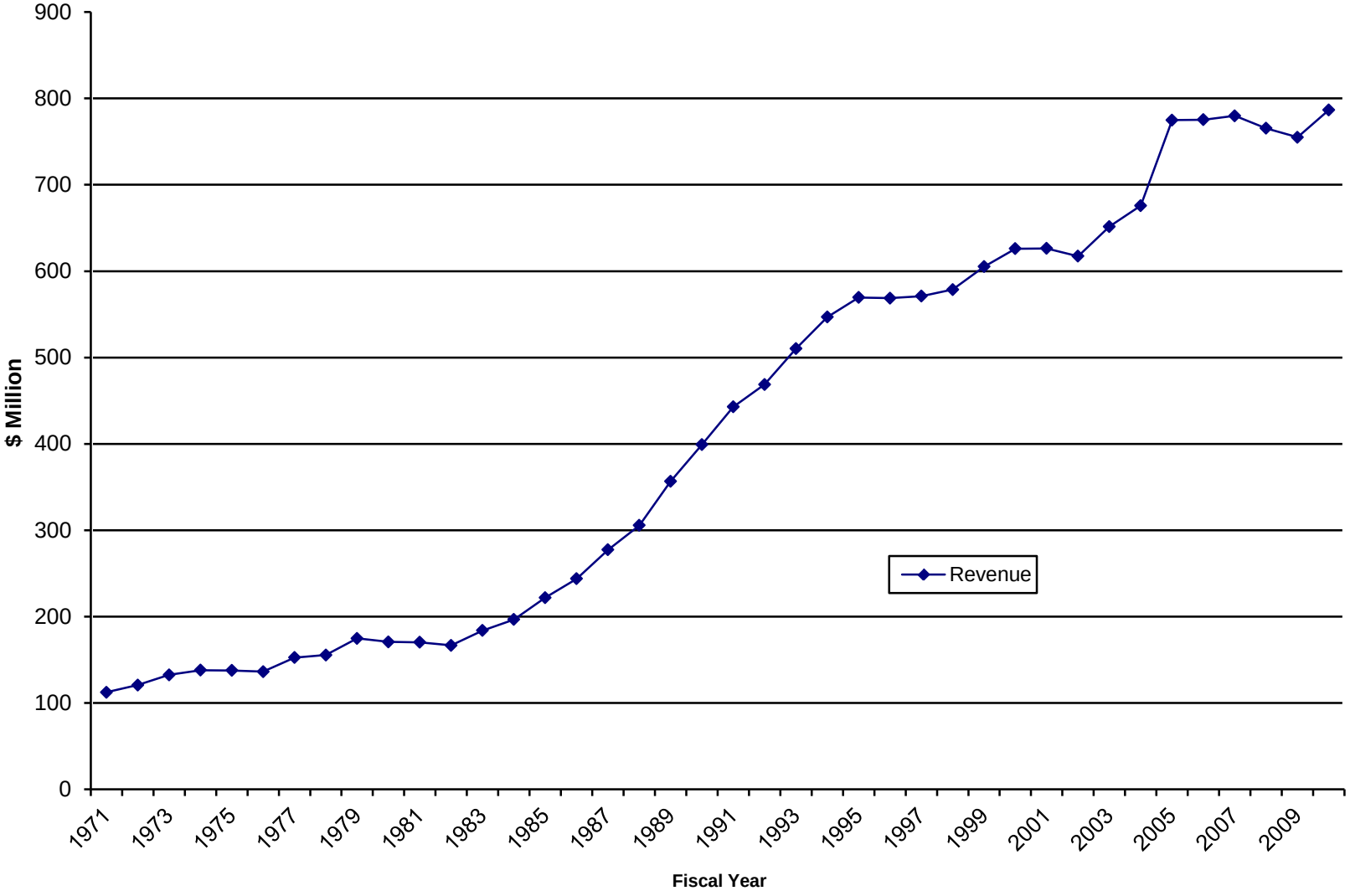
The current outlook for public sector funding is gloomy. Yet the historical record indicates growth in transportation program purchasing power of Federal and state programs has been a normal occurrence. In contrast, the methodology adopted by the committee assumes Federal and state resources available for highway and public transit purposes will enable current programs to continue at roughly the same levels (in terms of purchasing power) through 2030. In the 2030s, purchasing power noticeably expands. Therefore, the committee has struck a reasonable balance between current pessimism about Oregon's economic and financial outlook and the historical record.

[3] ODOT and the committee's predecessors have a track record of providing partial updates for new Federal authorizing acts in a timely manner.

APPENDIX:

REVENUE TABLES AND SUPPORTING MATERIALS

STATE HIGHWAY FUND REVENUE HISTORY



STATE HIGHWAY FUND REVENUE HISTORY AND CURRENT LAW PROJECTION
($ MILLION)

Fiscal Year	Actual Revenue	Fiscal Year	Projected Current Law Revenue
1971	112.3	2011	923.6
1972	120.8	2012	1,012.2
1973	132.5	2013	1,037.4
1974	138.0	2014	1,053.4
1975	137.6	2015	1,073.3
1976	136.2	2016	1,087.3
1977	152.5	2017	1,101.4
1978	155.5	2018	1,115.7
1979	174.7	2019	1,130.2
1980	170.8	2020	1,144.9
1981	170.3	2021	1,159.8
1982	166.7	2022	1,174.9
1983	184.0	2023	1,190.1
1984	196.6	2024	1,205.6
1985	221.9	2025	1,221.3
1986	243.8	2026	1,237.2
1987	277.4	2027	1,253.2
1988	305.6	2028	1,269.5
1989	356.6	2029	1,286.0
1990	399.1	2030	1,302.8
1991	442.9	2031	1,319.7
1992	468.8	2032	1,336.8
1993	510.2	2033	1,354.2
1994	546.9	2034	1,371.8
1995	569.5	2035	1,389.7
1996	568.8	2036	1,407.7
1997	571.0	2037	1,426.0
1998	578.7	2038	1,444.6
1999	605.3	2039	1,463.3
2000	626.1	2040	1,482.4
2001	626.4		
2002	617.4		
2003	651.7		
2004	675.9		
2005	774.9		
2006	775.4		
2007	779.8		
2008	765.5		
2009	755.0		
2010	786.6		

Notes:
(1) Includes amounts shared with counties and cities.
Assumed shares are: State - 59.49%; Counties 24.52%; Cities 15.98%
(2) Also includes large amounts reserved for debt service on expenditures in previous years.
(3) Does not include revenue from the sale of bonds.
(4) Sources: 1971-2008, Legislative Revenue Office; 2009-2015, ODOT June 2010 Revenue Forecast; 2016-2040 "trend" growth rate of 1.3%.

ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE

INCREMENTAL OM&P REVENUE ABOVE CURRENT LAW*
($ MILLION)

SFY	State Share	County Share	City Share
2011	0.0	0.0	0.0
2012	0.0	0.0	0.0
2013	0.0	0.0	0.0
2014	8.1	4.8	3.2
2015	14.7	8.8	5.9
2016	24.8	14.9	9.9
2017	35.4	21.2	14.2
2018	46.4	27.8	18.6
2019	57.9	34.7	23.1
2020	69.8	41.9	27.9
2021	82.3	49.4	32.9
2022	95.3	57.2	38.1
2023	108.8	65.3	43.5
2024	122.9	73.7	49.2
2025	137.6	82.5	55.0
2026	152.8	91.7	61.1
2027	168.7	101.2	67.5
2028	185.2	111.1	74.1
2029	202.4	121.4	80.9
2030	220.2	132.1	88.1
2031	238.8	143.3	95.5
2032	258.0	154.8	103.2
2033	278.1	166.8	111.2
2034	298.9	179.3	119.6
2035	320.5	192.3	128.2
2036	342.9	205.8	137.2
2037	366.2	219.7	146.5
2038	390.4	234.3	156.2
2039	415.5	249.3	166.2
2040	441.6	265.0	176.6

*Includes cost-responsibility effects on heavy vehicles.

DISTRIBUTION OF FEDERAL HIGHWAY FUNDS
($ Million - YOE $s)

YEAR	TOTAL FEDERAL FUNDS TO OREGON	FORMULA FUNDS TO OREGON	HPPP & Other MOD STATE	HPPP & Other MOD LOCAL	SPECIAL DISCRETIONARY	COUNTY ALLOCATION	SMALL CITY ALLOCATION	PORTLAND TMA	EUGENE TMA	SALEM TMA	MEDFORD TMA	FLEX FUNDS SET-ASIDES fta5310	FLEX FUNDS SET-ASIDES Flex	OTHER LOCAL ALLOCATIONS	BALANCE TO STATE FOR HIGHWAYS	LOCAL TOTAL
2010	484.6	443.0	0.0	0.0	41.5	13.3	9.0	21.5	3.7	3.4	0.0	10.0	21.0	60.7	342.0	142.6
2011	509.3	467.8	0.0	0.0	41.5	14.1	9.5	22.7	3.9	3.6	0.0	10.0	24.0	64.1	357.5	151.8
2012	535.5	444.6	20.3	29.1	41.5	14.9	10.0	23.9	4.1	3.8	0.0	10.0	24.0	67.7	348.0	187.5
2013	563.1	469.4	21.4	30.8	41.5	15.7	10.6	25.3	4.4	4.0	0.0	10.0	24.0	71.5	367.0	196.1
2014	592.3	495.6	22.6	32.5	41.5	16.6	11.1	26.7	4.6	4.3	0.0	10.0	24.0	75.5	387.1	205.2
2015	623.0	523.3	23.8	34.3	41.5	17.5	11.8	28.2	4.9	4.5	0.0	10.0	24.0	79.7	408.3	214.7
2016	655.5	552.6	25.2	36.2	41.5	18.5	12.4	29.7	5.1	4.7	0.0	11.0	26.4	84.1	427.3	228.2
2017	689.9	583.5	26.6	38.3	41.5	19.5	13.1	31.4	5.4	5.0	0.0	11.0	26.4	88.8	450.9	238.9
2018	727.4	616.1	28.1	40.4	42.8	20.6	13.8	33.1	5.7	5.3	0.0	11.0	26.4	93.8	477.2	250.2
2019	767.0	650.6	29.6	42.6	44.2	21.7	14.6	35.0	6.0	5.6	0.0	11.0	26.4	99.1	504.9	262.1
2020	808.8	686.9	31.3	45.0	45.5	23.0	15.4	37.0	6.4	5.9	0.0	11.0	26.4	104.6	534.1	274.6
2021	852.8	725.3	33.0	47.5	46.9	24.2	16.3	39.0	6.7	6.2	0.0	12.1	29.0	110.4	561.2	291.6
2022	899.3	765.9	34.9	50.2	48.4	25.6	17.2	41.2	7.1	6.6	5.2	12.1	29.0	116.6	588.5	310.8
2023	948.4	808.7	36.8	53.0	49.9	27.0	18.2	43.5	7.5	6.9	5.5	12.1	29.0	123.1	622.5	325.9
2024	1,000.2	853.9	38.9	56.0	51.4	28.5	19.2	45.9	7.9	7.3	5.8	12.1	29.0	130.0	658.4	341.8
2025	1,054.8	901.6	41.1	59.1	53.0	30.1	20.3	48.5	8.4	7.7	6.1	12.1	29.0	137.3	696.2	358.6
2026	1,112.5	952.0	43.4	62.4	54.7	31.8	21.4	51.2	8.8	8.2	6.4	13.3	31.9	145.0	732.0	380.5
2027	1,173.3	1,005.2	45.8	65.9	56.4	33.6	22.6	54.1	9.3	8.6	6.8	13.3	31.9	153.1	774.1	399.2
2028	1,237.5	1,061.4	48.4	69.6	58.1	35.5	23.9	57.1	9.9	9.1	7.2	13.3	31.9	161.6	818.5	419.0
2029	1,305.2	1,120.7	51.1	73.5	59.9	37.4	25.2	60.3	10.4	9.6	7.6	13.3	31.9	170.6	865.3	439.9
2030	1,376.7	1,183.4	53.9	77.6	61.8	39.5	26.6	63.7	11.0	10.2	8.0	13.3	31.9	180.2	914.7	462.0
2031	1,452.1	1,249.6	56.9	81.9	63.7	41.8	28.1	67.2	11.6	10.7	8.4	14.6	35.1	190.3	962.3	489.8
2032	1,531.7	1,319.4	60.1	86.5	65.7	44.1	29.7	71.0	12.2	11.3	8.9	14.6	35.1	200.9	1,017.3	514.4
2033	1,615.7	1,393.2	63.5	91.3	67.7	46.5	31.3	74.9	12.9	12.0	9.4	14.6	35.1	212.1	1,075.3	540.3
2034	1,704.3	1,471.0	67.0	96.4	69.8	49.2	33.1	79.1	13.7	12.6	9.9	14.6	35.1	224.0	1,136.5	567.8
2035	1,797.8	1,553.3	70.8	101.8	72.0	51.9	34.9	83.6	14.4	13.3	10.5	14.6	35.1	236.5	1,201.1	596.7
2036	1,896.5	1,640.1	74.7	107.5	74.2	54.8	36.9	88.2	15.2	14.1	11.1	16.1	38.7	249.7	1,264.3	632.3
2037	2,000.7	1,731.8	78.9	113.5	76.5	57.9	38.9	93.2	16.1	14.9	11.7	16.1	38.7	263.7	1,336.1	664.5
2038	2,110.6	1,828.6	83.3	119.9	78.9	61.1	41.1	98.4	17.0	15.7	12.4	16.1	38.7	278.4	1,412.0	698.6
2039	2,226.6	1,930.8	88.0	126.6	81.3	64.5	43.4	103.9	17.9	16.6	13.0	16.1	38.7	294.0	1,492.0	734.6
2040	2,349.1	2,038.7	92.9	133.6	83.8	68.1	45.8	109.7	18.9	17.5	13.8	16.1	38.7	310.4	1,576.5	772.6

NOTE: County and small city allocations are distributed the following year. This lag is not reflected above.
NOTE: Flex Funds Set-Asides are OTC decisions. Table assumes OTC increases annual distributions by 10 percent every 5 years.

PROJECTED AVERAGE HPPP AND DISCRETIONARY MODERNIZATION HIGHWAY AMOUNTS
BASED ON MPO SHARE OF URBAN LANE-MILES AND OREGON POPULATION

FY	BEND	Bend 2011 Purchasing Power	CORVALLIS	Corvallis 2011 Purchasing Power	EUGENE	Eugene 2011 Purchasing Power	MEDFORD	Medford 2011 Purchasing Power	PORTLAND	Portland 2011 Purchasing Power	SALEM	Salem 2011 Purchasing Power
2011	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2012	$1,378,738	$1,337,282	$1,022,181	$991,446	$3,841,297	$3,725,797	$2,835,183	$2,749,935	$20,847,815	$20,220,965	$3,533,302	$3,427,063
2013	$1,455,809	$1,369,579	$1,079,321	$1,015,391	$4,056,026	$3,815,780	$2,993,670	$2,816,350	$22,013,207	$20,709,327	$3,730,813	$3,509,831
2014	$1,537,189	$1,402,656	$1,139,655	$1,039,914	$4,282,758	$3,907,936	$3,161,016	$2,884,368	$23,243,746	$21,209,485	$3,939,366	$3,594,598
2015	$1,623,118	$1,436,532	$1,203,362	$1,065,029	$4,522,164	$4,002,318	$3,337,717	$2,954,030	$24,543,071	$21,721,722	$4,159,576	$3,681,412
2016	$1,713,850	$1,471,226	$1,270,630	$1,090,751	$4,774,953	$4,098,979	$3,524,295	$3,025,373	$25,915,029	$22,246,330	$4,392,097	$3,770,323
2017	$1,809,654	$1,506,758	$1,341,658	$1,117,094	$5,041,872	$4,197,975	$3,721,304	$3,098,440	$27,363,679	$22,783,608	$4,637,615	$3,861,381
2018	$1,910,814	$1,543,149	$1,416,657	$1,144,073	$5,323,713	$4,299,362	$3,929,324	$3,173,271	$28,893,309	$23,333,862	$4,896,857	$3,954,639
2019	$2,017,629	$1,580,418	$1,495,848	$1,171,704	$5,621,309	$4,403,197	$4,148,974	$3,249,910	$30,508,444	$23,897,405	$5,170,592	$4,050,148
2020	$2,130,414	$1,618,587	$1,579,465	$1,200,003	$5,935,540	$4,509,540	$4,380,901	$3,328,400	$32,213,867	$24,474,559	$5,459,628	$4,147,965
2021	$2,249,504	$1,657,678	$1,667,758	$1,228,984	$6,267,337	$4,618,451	$4,625,794	$3,408,785	$34,014,622	$25,065,651	$5,764,821	$4,248,144
2022	$2,375,251	$1,697,713	$1,760,985	$1,258,666	$6,617,681	$4,729,993	$4,884,375	$3,491,112	$35,916,039	$25,671,019	$6,087,075	$4,350,742
2023	$2,508,028	$1,738,715	$1,859,424	$1,289,064	$6,987,609	$4,844,228	$5,157,412	$3,575,426	$37,923,746	$26,291,008	$6,427,342	$4,455,818
2024	$2,648,227	$1,780,707	$1,963,366	$1,320,197	$7,378,216	$4,961,223	$5,445,711	$3,661,778	$40,043,683	$26,925,970	$6,786,630	$4,563,432
2025	$2,796,263	$1,823,714	$2,073,118	$1,352,081	$7,790,659	$5,081,043	$5,750,127	$3,750,214	$42,282,125	$27,576,268	$7,166,003	$4,673,645
2026	$2,952,574	$1,867,759	$2,189,006	$1,384,736	$8,226,156	$5,203,757	$6,071,559	$3,840,787	$44,645,696	$28,242,271	$7,566,583	$4,786,519
2027	$3,117,623	$1,912,867	$2,311,371	$1,418,179	$8,685,999	$5,329,434	$6,410,959	$3,933,547	$47,141,390	$28,924,359	$7,989,555	$4,902,120
2028	$3,291,898	$1,959,066	$2,440,577	$1,452,430	$9,171,546	$5,458,147	$6,769,331	$4,028,547	$49,776,594	$29,622,920	$8,436,171	$5,020,513
2029	$3,475,915	$2,006,380	$2,577,005	$1,487,508	$9,684,235	$5,589,969	$7,147,737	$4,125,842	$52,559,105	$30,338,352	$8,907,753	$5,141,764
2030	$3,670,218	$2,054,836	$2,721,060	$1,523,433	$10,225,584	$5,724,974	$7,547,296	$4,225,487	$55,497,159	$31,071,063	$9,405,696	$5,265,945
2031	$3,875,384	$2,104,463	$2,873,167	$1,560,226	$10,797,194	$5,863,239	$7,969,189	$4,327,538	$58,599,450	$31,821,470	$9,931,475	$5,393,124
2032	$4,092,017	$2,155,289	$3,033,777	$1,597,908	$11,400,757	$6,004,844	$8,414,667	$4,432,053	$61,875,160	$32,590,000	$10,486,644	$5,523,375
2033	$4,320,761	$2,207,342	$3,203,365	$1,636,499	$12,038,060	$6,149,869	$8,885,047	$4,539,093	$65,333,981	$33,377,091	$11,072,847	$5,656,772
2034	$4,562,292	$2,260,652	$3,382,433	$1,676,023	$12,710,987	$6,298,396	$9,381,721	$4,648,718	$68,986,151	$34,183,192	$11,691,820	$5,793,390
2035	$4,817,324	$2,315,250	$3,571,511	$1,716,501	$13,421,532	$6,450,511	$9,906,159	$4,760,991	$72,842,477	$35,008,761	$12,345,392	$5,933,308
2036	$5,086,612	$2,371,166	$3,771,158	$1,757,957	$14,171,795	$6,606,299	$10,459,914	$4,875,975	$76,914,371	$35,854,268	$13,035,500	$6,076,606
2037	$5,370,954	$2,428,433	$3,981,966	$1,800,414	$14,963,998	$6,765,850	$11,044,623	$4,993,736	$81,213,884	$36,720,196	$13,764,184	$6,223,364
2038	$5,671,190	$2,487,083	$4,204,558	$1,843,896	$15,800,486	$6,929,254	$11,662,017	$5,114,341	$85,753,740	$37,607,036	$14,533,602	$6,373,666
2039	$5,988,210	$2,547,149	$4,439,593	$1,888,428	$16,683,733	$7,096,605	$12,313,924	$5,237,859	$90,547,375	$38,515,296	$15,346,030	$6,527,598
2040	$6,322,951	$2,608,666	$4,687,766	$1,934,036	$17,616,354	$7,267,997	$13,002,272	$5,364,361	$95,608,973	$39,445,490	$16,203,873	$6,685,248
2012 - 2040		$55,251,117		$40,962,570		$153,934,968		$113,616,268		$835,448,943		$141,592,452

Note: Amounts above are expected to be split: 41% to the state system; 59% to local systems or local decisions.

DISTRIBUTION OF "OTHER LOCAL ALLOCATIONS"
($ Million)

YEAR	CMAQ	TGM	TDM	TRANSPORTATION ENHANCEMENTS	LOCAL BRIDGE	METRO PLANNING	RAIL/HWY CROSSINGS	SAFE ROUTES TO SCHOOLS	HIGH RISK RURAL ROADS	MISC. ALLOCATED	TOTAL -- OTHER LOCAL ALLOCATIONS
2010	17.6	4.6	0.9	8.6	18.5	3.0	2.9	1.3	1.2	2.2	60.7
2011	18.5	4.9	0.9	9.1	19.5	3.2	3.0	1.4	1.3	2.3	64.1
2012	19.6	5.2	1.0	9.6	20.6	3.3	3.2	1.4	1.3	2.5	67.7
2013	20.7	5.5	1.0	10.1	21.8	3.5	3.4	1.5	1.4	2.6	71.5
2014	21.8	5.8	1.1	10.7	23.0	3.7	3.6	1.6	1.5	2.7	75.5
2015	23.0	6.1	1.1	11.3	24.3	3.9	3.8	1.7	1.6	2.9	79.7
2016	24.3	6.4	1.2	11.9	25.6	4.1	4.0	1.8	1.7	3.0	84.1
2017	25.7	6.8	1.3	12.6	27.1	4.4	4.2	1.9	1.8	3.2	88.8
2018	27.1	7.2	1.3	13.3	28.6	4.6	4.5	2.0	1.9	3.4	93.8
2019	28.6	7.6	1.4	14.0	30.2	4.9	4.7	2.1	2.0	3.6	99.1
2020	30.2	8.0	1.5	14.8	31.9	5.1	5.0	2.2	2.1	3.8	104.6
2021	31.9	8.4	1.6	15.6	33.7	5.4	5.2	2.4	2.2	4.0	110.4
2022	33.7	8.9	1.7	16.5	35.5	5.7	5.5	2.5	2.3	4.2	116.6
2023	35.6	9.4	1.7	17.4	37.5	6.1	5.8	2.6	2.4	4.5	123.1
2024	37.6	9.9	1.8	18.4	39.6	6.4	6.2	2.8	2.6	4.7	130.0
2025	39.7	10.5	1.9	19.4	41.8	6.7	6.5	2.9	2.7	5.0	137.3
2026	41.9	11.1	2.1	20.5	44.2	7.1	6.9	3.1	2.9	5.3	145.0
2027	44.3	11.7	2.2	21.7	46.6	7.5	7.3	3.3	3.0	5.5	153.1
2028	46.7	12.3	2.3	22.9	49.2	7.9	7.7	3.5	3.2	5.9	161.6
2029	49.3	13.0	2.4	24.2	52.0	8.4	8.1	3.7	3.4	6.2	170.6
2030	52.1	13.8	2.6	25.5	54.9	8.9	8.6	3.9	3.6	6.5	180.2
2031	55.0	14.5	2.7	27.0	58.0	9.3	9.0	4.1	3.8	6.9	190.3
2032	58.1	15.3	2.8	28.5	61.2	9.9	9.5	4.3	4.0	7.3	200.9
2033	61.3	16.2	3.0	30.0	64.6	10.4	10.1	4.5	4.2	7.7	212.1
2034	64.8	17.1	3.2	31.7	68.3	11.0	10.6	4.8	4.4	8.1	224.0
2035	68.4	18.0	3.4	33.5	72.1	11.6	11.2	5.1	4.7	8.6	236.5
2036	72.2	19.1	3.5	35.4	76.1	12.3	11.9	5.3	4.9	9.0	249.7
2037	76.2	20.1	3.7	37.4	80.4	13.0	12.5	5.6	5.2	9.6	263.7
2038	80.5	21.2	3.9	39.4	84.8	13.7	13.2	6.0	5.5	10.1	278.4
2039	85.0	22.4	4.2	41.6	89.6	14.4	14.0	6.3	5.8	10.7	294.0
2040	89.7	23.7	4.4	44.0	94.6	15.3	14.7	6.6	6.1	11.2	310.4

ESTIMATED STP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAS
(Nominal $s)

YEAR	Clackamas	Multnomah	Washington	Marion	Polk	Bend MPO	Deschutes	Lane	Corvallis MPO	Benton	Medford MPO	Jackson	Eagle Point	TOTAL
2010	572,012	180,347	606,723	643,443	202,384	595,575	465,926	779,159	602,863	218,541	1,333,301	523,492	91,005	6,814,771
2011	603,987	190,428	640,639	679,411	213,697	628,868	491,971	822,714	636,563	230,757	1,407,833	552,755	96,092	7,195,717
2012	637,750	201,073	676,451	717,391	225,643	664,021	519,472	868,704	672,147	243,657	1,486,530	583,654	101,464	7,597,957
2013	673,401	212,313	714,264	757,493	238,256	701,140	548,511	917,264	709,720	257,277	1,569,627	616,280	107,136	8,022,683
2014	711,044	224,182	754,191	799,837	251,575	740,334	579,173	968,539	749,393	271,659	1,657,370	650,731	113,124	8,471,151
2015	750,791	236,713	796,351	844,547	265,638	781,719	611,548	1,022,681	791,284	286,845	1,750,017	687,106	119,448	8,944,688
2016	792,760	249,946	840,867	891,758	280,487	825,417	645,734	1,079,849	835,517	302,879	1,847,842	725,516	126,125	9,444,696
2017	837,076	263,918	887,871	941,607	296,166	871,557	681,831	1,140,212	882,223	319,810	1,951,137	766,072	133,176	9,972,655
2018	883,868	278,671	937,503	994,243	312,722	920,277	719,945	1,203,950	931,539	337,688	2,060,205	808,895	140,620	10,530,126
2019	933,276	294,248	989,910	1,049,821	330,203	971,721	760,190	1,271,251	983,612	356,564	2,175,371	854,113	148,481	11,118,760
2020	985,446	310,697	1,045,246	1,108,506	348,662	1,026,040	802,684	1,342,314	1,038,596	376,496	2,296,974	901,858	156,781	11,740,299
2021	1,040,533	328,065	1,103,675	1,170,471	368,152	1,083,396	847,555	1,417,349	1,096,653	397,543	2,425,375	952,271	165,545	12,396,582
2022	1,098,699	346,404	1,165,370	1,235,901	388,731	1,350,421	894,933	1,496,579	1,366,946	419,765	0	1,005,503	201,155	10,970,406
2023	1,160,116	365,768	1,230,514	1,304,987	410,462	1,425,909	944,960	1,580,237	1,443,358	443,230	0	1,061,711	212,399	11,583,652
2024	1,224,966	386,214	1,299,300	1,377,936	433,406	1,505,617	997,783	1,668,573	1,524,042	468,007	0	1,121,061	224,273	12,231,178
2025	1,293,442	407,803	1,371,931	1,454,963	457,634	1,589,781	1,053,559	1,761,846	1,609,236	494,168	0	1,183,728	236,809	12,914,901
2026	1,365,745	430,600	1,448,622	1,536,295	483,215	1,678,650	1,112,453	1,860,333	1,699,192	521,792	0	1,249,898	250,047	13,636,844
2027	1,442,091	454,670	1,529,600	1,622,174	510,227	1,772,487	1,174,639	1,964,326	1,794,177	550,960	0	1,319,768	264,025	14,399,144
2028	1,522,704	480,086	1,615,105	1,712,854	538,749	1,871,569	1,240,301	2,074,132	1,894,472	581,759	0	1,393,543	278,784	15,204,056
2029	1,607,823	506,923	1,705,389	1,808,602	568,865	1,976,190	1,309,634	2,190,076	2,000,373	614,279	0	1,471,442	294,368	16,053,963
2030	1,697,700	535,260	1,800,720	1,909,703	600,665	2,086,659	1,382,843	2,312,501	2,112,194	648,618	0	1,553,695	310,823	16,951,379
2031	1,792,601	565,181	1,901,381	2,016,456	634,242	2,203,303	1,460,143	2,441,770	2,230,265	684,875	0	1,640,547	328,198	17,898,961
2032	1,892,808	596,775	2,007,668	2,129,175	669,696	2,326,467	1,541,766	2,578,264	2,354,937	723,160	0	1,732,253	346,544	18,899,513
2033	1,998,616	630,134	2,119,896	2,248,196	707,132	2,456,517	1,627,950	2,722,389	2,486,578	763,584	0	1,829,086	365,916	19,955,996
2034	2,110,338	665,359	2,238,399	2,373,871	746,660	2,593,836	1,718,953	2,874,571	2,625,578	806,269	0	1,931,332	386,371	21,071,536
2035	2,228,306	702,552	2,363,525	2,506,570	788,399	2,738,832	1,815,042	3,035,260	2,772,348	851,339	0	2,039,294	407,969	22,249,435
2036	2,352,869	741,825	2,495,646	2,646,687	832,470	2,891,932	1,916,503	3,204,931	2,927,322	898,929	0	2,153,290	430,774	23,493,178
2037	2,484,394	783,293	2,635,153	2,794,637	879,005	3,053,591	2,023,635	3,384,086	3,090,959	949,179	0	2,273,659	454,855	24,806,447
2038	2,623,272	827,079	2,782,458	2,950,857	928,142	3,224,287	2,136,757	3,573,257	3,263,744	1,002,238	0	2,400,757	480,281	26,193,127
2039	2,769,912	873,313	2,937,997	3,115,810	980,025	3,404,525	2,256,201	3,773,002	3,446,187	1,058,264	0	2,534,959	507,129	27,657,323
2040	2,924,751	922,131	3,102,231	3,289,984	1,034,808	3,594,838	2,382,323	3,983,912	3,638,829	1,117,420	0	2,676,663	535,477	29,203,368

Note: County and small city allocations are distributed the following year. This lag is not reflected above.
Source: Calculated by ODOT Government Relations.

FY 2011 LONG RANGE ESTIMATES OF ODOT HIGHWAY PRESERVATION, MAINTENANCE AND OTHER COSTS*

($ Millions)

Fiscal Year	Preservation (2011 $s)	Preservation (YOE $s)	Maintenance (2011 $s)	Maintenance (YOE $s)	Safety (2011 $s)	Safety (YOE $s)	Traditional Operations (2011 $s)	Traditional Operations (YOE $s)	ITS (2011 $s)	ITS (YOE $s)	Bridge (2011 $s)	Bridge (YOE $s)	Non-Mod. Debt S. (YOE $s)	Central Services (2011 $s)	Central Services (YOE $s)	Other (2011 $s)	Other (YOE $s)	All Non-Mod Programs Excluding DS (2011 $s)	All Non-Mod Hwy Programs (YOE $s)
2011	194	194	200	200	36	36	28	28	7	7	335	335	131	55	55	163	163	1,019	1,150
2012	194	200	200	206	36	37	28	29	7	7	335	345	132	55	57	163	168	1,019	1,182
2013	194	207	200	212	36	38	28	30	7	8	335	356	134	55	58	163	173	1,019	1,217
2014	194	213	200	219	36	39	28	31	7	8	335	367	136	55	60	163	178	1,019	1,252
2015	194	220	200	226	36	41	28	32	7	8	152	171	136	55	62	163	184	835	1,080
2016	194	226	200	233	36	42	28	33	7	8	152	177	136	55	64	163	190	835	1,109
2017	194	233	200	240	36	43	28	34	7	9	152	182	136	55	66	163	196	835	1,139
2018	194	241	200	248	36	45	28	35	7	9	152	188	136	55	68	163	202	835	1,170
2019	194	248	200	255	36	46	28	36	7	9	152	194	136	55	70	163	208	835	1,202
2020	194	256	200	263	36	47	28	37	7	9	152	200	136	55	72	163	214	835	1,235
2021	194	264	200	271	36	49	28	39	7	10	152	206	136	55	75	163	221	835	1,270
2022	194	272	200	280	36	50	28	40	7	10	152	212	136	55	77	163	228	835	1,305
2023	194	280	200	288	36	52	28	41	7	10	152	219	136	55	79	163	235	835	1,341
2024	194	289	200	297	36	54	28	42	7	11	152	226	136	55	82	163	242	835	1,378
2025	194	298	200	307	36	55	28	44	7	11	152	232	136	55	84	163	250	835	1,417
2026	194	307	200	316	36	57	28	45	7	11	152	240	136	55	87	163	257	835	1,456
2027	194	317	200	326	36	59	28	46	7	12	152	247	136	55	90	163	265	835	1,497
2028	194	327	200	336	36	60	28	48	7	12	152	255	136	55	92	163	274	835	1,540
2029	194	337	200	346	36	62	28	49	7	12	152	263	136	55	95	163	282	835	1,583
2030	194	347	200	357	36	64	28	51	7	13	152	271	131	55	98	163	291	835	1,622
2031	194	358	200	368	36	66	28	52	7	13	152	279	131	55	101	163	300	835	1,669
2032	194	369	200	380	36	68	28	54	7	13	152	288	131	55	104	163	309	835	1,716
2033	194	381	200	391	36	70	28	56	7	14	152	297	131	55	108	163	319	835	1,765
2034	194	392	200	403	36	73	28	57	7	14	152	306	131	55	111	163	329	835	1,816
2035	194	404	200	416	36	75	28	59	7	15	152	315	131	55	114	163	339	835	1,868
2036	194	417	200	429	36	77	28	61	7	15	152	325	30	55	118	163	349	835	1,822
2037	194	430	200	442	36	80	28	63	7	16	152	335	30	55	122	163	360	835	1,877
2038	194	443	200	456	36	82	28	65	7	16	152	346	30	55	125	163	371	835	1,935
2039	194	457	200	470	36	85	28	67	7	17	152	356	30	55	129	163	383	835	1,994
2040	194	471	200	485	36	87	28	69	7	17	152	368	30	55	133	163	395	835	2,054

*Excludes ARRA and similar expenditures.

DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY MODERNIZATION INCLUDING ADDED REVENUE
($ Million)

Fiscal Year	State Share of Statewide Highway User Fee Revenue Under Current Law	OTIA III State Bond $s	Assumed New Revenue Available for O,M&P	Total Federal Funds	Federal Highway Funds Allocated to Local Governments for Highway Purposes	Federal Highway Funds Available to State	Total Highway Funds Available to State	Non-Modernization State Needs	Amounts Required for the High Priority Projects Mod Program & Allocated Mod Projects	ODOT HPPP & Allocated Mod in 2011 $s*	Assumed ODOT STP** Transfer to FTA Programs
2011	549.4	267.5	0.0	509.3	120.8	388.5	1,205.5	1,149.8	0.0	0.0	31.0
2012	602.2	267.5	0.0	535.5	153.5	382.0	1,251.6	1,182.2	20.3	19.6	34.0
2013	617.1	194.5	0.0	563.1	162.1	401.0	1,212.7	1,216.7	21.4	20.1	34.0
2014	626.7	200.6	8.1	592.3	171.2	421.1	1,256.4	1,252.3	22.6	20.6	34.0
2015	638.5	0.0	14.7	623.0	180.7	442.3	1,095.5	1,079.8	23.8	21.1	34.0
2016	646.8	0.0	24.8	655.5	194.2	461.3	1,132.9	1,109.1	25.2	21.6	34.0
2017	655.2	0.0	35.4	689.9	201.5	488.3	1,178.9	1,139.2	26.6	22.1	37.4
2018	663.7	0.0	46.4	727.4	212.8	514.6	1,224.7	1,170.3	28.1	22.7	37.4
2019	672.4	0.0	57.9	767.0	224.7	542.3	1,272.5	1,202.4	29.6	23.2	37.4
2020	681.1	0.0	69.8	808.8	237.2	571.5	1,322.5	1,235.4	31.3	23.8	37.4
2021	690.0	0.0	82.3	852.8	254.2	598.6	1,370.9	1,269.5	33.0	24.3	37.4
2022	698.9	0.0	95.3	899.3	269.7	629.7	1,423.9	1,304.7	34.9	24.9	41.1
2023	708.0	0.0	108.8	948.4	284.7	663.7	1,480.5	1,340.9	36.8	25.5	41.1
2024	717.2	0.0	122.9	1,000.2	300.7	699.5	1,539.6	1,378.2	38.9	26.2	41.1
2025	726.5	0.0	137.6	1,054.8	317.5	737.3	1,601.4	1,416.7	41.1	26.8	41.1
2026	736.0	0.0	152.8	1,112.5	339.3	773.1	1,661.9	1,456.4	43.4	27.4	41.1
2027	745.6	0.0	168.7	1,173.3	354.0	819.3	1,733.6	1,497.4	45.8	28.1	45.3
2028	755.2	0.0	185.2	1,237.5	373.7	863.7	1,804.2	1,539.6	48.4	28.8	45.3
2029	765.1	0.0	202.4	1,305.2	394.6	910.6	1,878.0	1,583.1	51.1	29.5	45.3
2030	775.0	0.0	220.2	1,376.7	416.7	960.0	1,955.2	1,622.3	53.9	30.2	45.3
2031	785.1	0.0	238.8	1,452.1	444.5	1,007.6	2,031.4	1,668.6	56.9	30.9	45.3
2032	795.3	0.0	258.0	1,531.7	464.6	1,067.1	2,120.4	1,716.3	60.1	31.7	49.8
2033	805.6	0.0	278.1	1,615.7	490.6	1,125.1	2,208.8	1,765.4	63.5	32.4	49.8
2034	816.1	0.0	298.9	1,704.3	518.0	1,186.3	2,301.3	1,816.1	67.0	33.2	49.8
2035	826.7	0.0	320.5	1,797.8	546.9	1,250.9	2,398.1	1,868.4	70.8	34.0	49.8
2036	837.5	0.0	342.9	1,896.5	582.5	1,314.0	2,494.4	1,821.7	74.7	34.8	49.8
2037	848.3	0.0	366.2	2,000.7	609.8	1,390.9	2,605.5	1,877.3	78.9	35.7	54.8
2038	859.4	0.0	390.4	2,110.6	643.9	1,466.7	2,716.5	1,934.5	83.3	36.5	54.8
2039	870.5	0.0	415.5	2,226.6	679.9	1,546.8	2,832.8	1,993.6	88.0	37.4	54.8
2040	881.9	0.0	441.6	2,349.1	717.9	1,631.2	2,954.7	2,054.5	92.9	38.3	54.8
2012-2040											**911.9**

*2012-2040 sum includes match amount, which reduces amounts available for modernization in the final columns.
**Flexible Federal Surface Transportation Program funds that would otherwise be programmed for construction on State highways.

DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY MODERNIZATION INCLUDING ADDED REVENUE, CONTINUED
($ Million)

Fiscal Year	JTA Debt Service @ 5% & 25 Years	Required Additional JTA Project Funding	Statewide Funds Available for Highway Modernization or Other Purposes	2011 Purchasing Power Available for Modernization or Other Net of Debt Service	Statewide Funds Reserved for Highway Modernization Under ORS 366.507	ORS 366.507 Funds Reserved for Debt Service	ORS 366.507 Funds Net of Debt Service & HPPP Match	Net of DS 2011 Purchasing Power Available for Modernization Under ORS 366.507	Funds Available for Modernization in 2011 $s Excluding HPPP (& Match) & JTA $s	Local HPPP Amounts (for Reference)	Local HPPP & Allocated Mod in 2011 $s (for Reference)
2011	0.0	0.0	-3.7	-3.7	$70.9	28.4	42.5	42.5	42.5	0.0	0.0
2012	0.0	48.2	-60.7	-58.9	$78.6	25.2	50.9	49.4	49.4	29.1	28.3
2013	0.0	24.1	-111.4	-104.8	$79.6	25.2	51.8	48.7	48.7	30.8	28.9
2014	29.8	0.0	-110.3	-100.6	$80.9	25.2	52.9	48.3	48.3	32.5	29.6
2015	29.8	0.0	-100.1	-88.6	$82.6	25.2	54.5	48.2	48.2	34.3	30.4
2016	29.8	0.0	-93.4	-80.2	$83.7	25.2	55.4	47.5	47.5	36.2	31.1
2017	29.8	0.0	-82.6	-68.7	$84.8	25.2	56.3	46.9	46.9	38.3	31.8
2018	59.6	0.0	-69.5	-56.2	$85.9	25.2	57.2	46.2	46.2	40.4	32.6
2019	59.6	0.0	-85.4	-66.9	$87.0	25.2	58.1	45.5	45.5	42.6	33.4
2020	59.6	24.1	-94.4	-71.8	$88.1	25.2	59.0	44.9	44.9	45.0	34.2
2021	59.6	24.1	-82.1	-60.5	$89.3	25.2	60.0	44.2	44.2	47.5	35.0
2022	59.6	0.0	-45.9	-32.8	$90.4	25.2	60.9	43.5	43.5	50.2	35.9
2023	59.6	0.0	-27.7	-19.2	$91.6	25.2	61.8	42.9	42.9	53.0	36.8
2024	59.6	0.0	-8.2	-5.5	$92.8	25.2	62.8	42.2	42.2	56.0	37.6
2025	59.6	0.0	12.6	8.2	$94.0	25.2	63.7	41.6	41.6	59.1	38.5
2026	59.6	0.0	30.8	19.5	$95.2	25.2	64.7	40.9	40.9	62.4	39.5
2027	59.6	0.0	54.7	33.6	$96.4	25.2	65.6	40.2	40.2	65.9	40.4
2028	59.6	0.0	92.8	55.2	$97.7	12.6	79.1	47.1	47.1	69.6	41.4
2029	59.6	0.0	132.7	76.6	$99.0	0.0	92.7	53.5	53.5	73.5	42.4
2030	59.6	0.0	167.4	93.7	$100.3	0.0	93.6	52.4	52.4	77.6	43.4
2031	59.6	0.0	194.0	105.4	$101.6	0.0	94.5	51.3	51.3	81.9	44.5
2032	59.6	0.0	227.2	119.7	$102.9	0.0	95.5	50.3	50.3	86.5	45.6
2033	59.6	0.0	262.7	134.2	$104.2	0.0	96.4	49.2	49.2	91.3	46.7
2034	59.6	0.0	300.5	148.9	$105.6	0.0	97.3	48.2	48.2	96.4	47.8
2035	59.6	0.0	340.8	163.8	$106.9	0.0	98.2	47.2	48.2	101.8	48.9
2036	59.6	0.0	479.4	223.5	$108.3	0.0	99.1	46.2	95.7	107.5	50.1
2037	59.6	0.0	525.2	237.5	$109.7	0.0	100.0	45.2	100.7	113.5	51.3
2038	59.6	0.0	574.0	251.7	$111.2	0.0	100.9	44.2	102.8	119.9	52.6
2039	29.8	0.0	626.1	266.3	$112.6	0.0	101.7	43.3	112.8	126.6	53.8
2040	29.8	0.0	711.3	293.5	$114.1	0.0	102.6	42.3	185.2	133.6	55.1
2012-2040									**1,718.5**		**1,167.9**

REGIONAL MODERNIZATION EQUITY SPLITS, 2012-2015 STIP

County	Region	Population (2009) (1)	Vehicle Miles Travelled (2008) (2)	Ton Miles Travelled (2008) (2)	Vehicle Registrations (2009) (3)	Projected Revenue (FY 1999-2001) (4)	Modernization Needs (5)	Regional Average
Clackamas	1	379,845	1,667,700,000	6,313,041,000	412,650	$221,042,000		
Columbia	1	48,410	247,500,000	1,374,303,000	64,836	$34,554,000		
Hood River	1	21,725	286,600,000	1,964,798,000	29,690	$29,328,000		
Multnomah	1	724,680	2,943,400,000	11,085,228,000	700,959	$384,866,000		
Washington	1	527,140	1,845,200,000	5,722,957,000	463,915	$235,746,000		
Region 1 Total		**1,701,800**	**6,990,400,000**	**26,460,327,000**	**1,672,050**	**905,536,000**		
% of Statewide		**44.51%**	**35.84%**	**24.70%**	**40.57%**	**33.56%**	**47.5%**	**37.78%**
Benton	2	86,725	239,100,000	890,256,000	79,429	$40,932,000		
Clatsop	2	37,840	333,600,000	1,247,435,000	43,996	$36,890,000		
Lane	2	347,690	1,494,200,000	7,872,553,000	365,251	$222,900,000		
Lincoln	2	44,700	351,600,000	1,203,843,000	55,347	$43,630,000		
Linn	2	110,865	1,028,700,000	8,135,720,000	140,064	$126,984,000		
Marion	2	318,170	1,560,200,000	8,825,126,000	324,482	$203,622,000		
Polk	2	68,785	398,800,000	1,452,972,000	76,501	$49,845,000		
Tillamook	2	26,130	241,600,000	804,406,000	34,649	$28,920,000		
Yamhill	2	95,250	403,400,000	1,503,337,000	106,044	$57,380,000		
Region 2 Total		**1,136,155**	**6,051,200,000**	**31,935,648,000**	**1,225,763**	**811,103,000**		
% of Statewide		**29.72%**	**31.02%**	**29.81%**	**29.74%**	**30.06%**	**22.5%**	**28.81%**
Coos	3	63,065	311,300,000	1,387,450,000	77,459	$49,825,000		
Curry	3	21,340	121,000,000	428,501,000	30,611	$18,165,000		
Douglas	3	105,395	1,045,500,000	8,744,348,000	137,937	$144,523,000		
Jackson	3	207,010	885,800,000	4,942,638,000	229,799	$126,362,000		
Josephine	3	83,665	456,600,000	2,841,720,000	104,524	$62,470,000		
Region 3 Total		**480,475**	**2,820,200,000**	**18,344,657,000**	**580,330**	**401,345,000**		
% of Statewide		**12.57%**	**14.46%**	**17.12%**	**14.08%**	**14.87%**	**15.6%**	**14.78%**
Crook	4	27,185	92,100,000	295,817,000	33,238	$15,016,000		
Deschutes	4	170,705	644,600,000	3,710,445,000	200,869	$81,945,000		
Gilliam	4	1,885	146,500,000	1,793,654,000	3,591	$21,211,000		
Jefferson	4	22,715	183,700,000	1,114,579,000	27,170	$24,980,000		
Klamath	4	66,350	416,700,000	3,056,369,000	88,125	$71,971,000		
Lake	4	7,600	63,700,000	374,270,000	13,117	$14,863,000		
Sherman	4	1,830	107,300,000	1,187,682,000	3,654	$16,956,000		
Wasco	4	24,230	316,300,000	2,602,940,000	32,233	$44,629,000		
Wheeler	4	1,585	20,700,000	127,701,000	2,465	$5,921,000		
Region 4 Total		**324,085**	**1,991,600,000**	**14,263,457,000**	**404,462**	**297,492,000**		
% of Statewide		**8.48%**	**10.21%**	**13.31%**	**9.81%**	**11.02%**	**9.9%**	**10.46%**
Baker	5	16,450	253,800,000	3,506,724,000	24,234	$38,900,000		
Grant	5	7,525	54,200,000	296,669,000	11,606	$14,407,000		
Harney	5	7,715	77,900,000	454,448,000	11,556	$25,227,000		
Malheur	5	31,720	253,700,000	2,840,673,000	38,157	$47,886,000		
Morrow	5	12,540	161,100,000	1,712,738,000	15,942	$25,709,000		
Umatilla	5	72,430	581,900,000	4,698,113,000	90,824	$86,122,000		
Union	5	25,470	225,200,000	2,376,990,000	34,059	$34,594,000		
Wallowa	5	7,100	43,100,000	238,994,000	11,936	$10,144,000		
Region 5 Total		**180,950**	**1,650,900,000**	**16,125,349,000**	**238,314**	**282,989,000**		
% of Statewide		**4.73%**	**8.46%**	**15.05%**	**5.78%**	**10.49%**	**4.5%**	**8.17%**
Statewide		**3,823,465**	**19,504,300,000**	**107,129,438,000**	**4,120,919**	**$2,698,465,000**	**100.0%**	**100.00%**

(1) 2009 Oregon Population Report, Population Research Center, Portland State University

(2) Transportation Systems Monitoring Unit, Transportation Data Section, Oregon Department of Transportation

(3) Driver and Motor Vehicle Services Branch, Oregon Department of Transportation

(4) State and Federal Highway Revenues and Expenditures by County and Region, August 1999, Policy Section, Oregon Department of Transportation

(5) 1999 Highway Plan Update (20 year needs percentage)

SPECIAL TRANSPORTATION FUND:
PROJECTIONS OF REVENUE AND DISBURSEMENTS ($s)

Fiscal Year	Total Available Revenue*	Capital Formula Program	Capital Discretionary Program	Operating Formula Program	Tri-Met Capital Formula	Tri-Met Operating Formula	Salem Transit Capital Formula	Salem Transit Operating Formula	Lane Transit Capital Formula	Lane Transit Operating Formula	Rogue Valley Transit Capital Formula	Rogue Valley Transit Operating Formula	Benton County Capital Formula	Benton County Operating Formula	Deschutes County Capital Formula	Deschutes County Operating Formula
2011	13,972,049	6,854,541	1,626,847	4,550,000	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2012	14,405,183	7,067,031	1,677,279	4,691,050	2,710,913	1,746,009	640,273	444,712	581,617	417,034	346,285	254,255	146,641	88,661	281,975	179,198
2013	14,851,743	7,286,109	1,729,275	4,836,473	2,794,952	1,800,135	660,122	458,498	599,647	429,962	357,019	262,137	151,187	91,409	290,716	184,753
2014	15,312,147	7,511,979	1,782,882	4,986,403	2,881,595	1,855,939	680,585	472,711	618,236	443,291	368,087	270,263	155,874	94,243	299,728	190,481
2015	15,786,824	7,744,850	1,838,152	5,140,982	2,970,925	1,913,473	701,683	487,365	637,401	457,033	379,498	278,641	160,706	97,165	309,020	196,386
2016	16,276,215	7,984,940	1,895,134	5,300,352	3,063,023	1,972,791	723,436	502,473	657,161	471,201	391,262	287,279	165,688	100,177	318,599	202,473
2017	16,780,778	8,232,474	1,953,884	5,464,663	3,157,977	2,033,948	745,862	518,050	677,533	485,809	403,391	296,185	170,824	103,282	328,476	208,750
2018	17,300,982	8,487,680	2,014,454	5,634,068	3,255,874	2,097,000	768,984	534,110	698,536	500,869	415,896	305,366	176,119	106,484	338,658	215,221
2019	17,837,313	8,750,798	2,076,902	5,808,724	3,356,806	2,162,007	792,822	550,667	720,191	516,396	428,789	314,833	181,579	109,785	349,157	221,893
2020	18,390,269	9,022,073	2,141,286	5,988,794	3,460,867	2,229,029	817,400	567,738	742,517	532,404	442,082	324,593	187,208	113,188	359,981	228,772
2021	18,960,368	9,301,757	2,207,666	6,174,447	3,568,154	2,298,129	842,739	585,338	765,535	548,908	455,786	334,655	193,011	116,697	371,140	235,864
2022	19,548,139	9,590,112	2,276,103	6,365,855	3,678,767	2,369,371	868,864	603,483	789,266	565,924	469,915	345,029	198,995	120,315	382,645	243,176
2023	20,154,131	9,887,405	2,346,663	6,563,196	3,792,809	2,442,822	895,799	622,191	813,733	583,468	484,483	355,725	205,164	124,044	394,507	250,714
2024	20,778,909	10,193,915	2,419,409	6,766,655	3,910,386	2,518,549	923,569	641,479	838,959	601,556	499,502	366,753	211,524	127,890	406,737	258,486
2025	21,423,056	10,509,926	2,494,411	6,976,421	4,031,608	2,596,624	952,199	661,365	864,967	620,204	514,986	378,122	218,081	131,854	419,346	266,499
2026	22,087,170	10,835,734	2,571,738	7,192,691	4,156,588	2,677,119	981,718	681,867	891,781	639,430	530,951	389,844	224,841	135,942	432,346	274,761
2027	22,771,873	11,171,642	2,651,461	7,415,664	4,285,442	2,760,110	1,012,151	703,005	919,426	659,253	547,410	401,929	231,812	140,156	445,749	283,278
2028	23,477,801	11,517,963	2,733,657	7,645,550	4,418,290	2,845,674	1,043,527	724,798	947,928	679,689	564,380	414,389	238,998	144,501	459,567	292,060
2029	24,205,612	11,875,019	2,818,400	7,882,562	4,555,257	2,933,889	1,075,877	747,267	977,314	700,760	581,876	427,235	246,407	148,980	473,813	301,114
2030	24,955,986	12,243,145	2,905,771	8,126,921	4,696,470	3,024,840	1,109,229	770,432	1,007,611	722,483	599,914	440,479	254,045	153,599	488,501	310,448
2031	25,729,622	12,622,683	2,995,849	8,378,856	4,842,061	3,118,610	1,143,615	794,316	1,038,847	744,880	618,511	454,134	261,921	158,360	503,645	320,072
2032	26,527,240	13,013,986	3,088,721	8,638,600	4,992,165	3,215,287	1,179,067	818,939	1,071,051	767,972	637,685	468,212	270,040	163,270	519,258	329,995
2033	27,349,585	13,417,419	3,184,471	8,906,397	5,146,922	3,314,961	1,215,618	844,326	1,104,254	791,779	657,454	482,727	278,411	168,331	535,355	340,224
2034	28,197,422	13,833,359	3,283,190	9,182,495	5,306,477	3,417,725	1,253,302	870,501	1,138,485	816,324	677,835	497,691	287,042	173,549	551,951	350,771
2035	29,071,542	14,262,193	3,384,969	9,467,152	5,470,977	3,523,674	1,292,155	897,486	1,173,779	841,630	698,847	513,120	295,941	178,929	569,062	361,645
2036	29,972,760	14,704,321	3,489,903	9,760,634	5,640,578	3,632,908	1,332,212	925,308	1,210,166	867,720	720,512	529,026	305,115	184,476	586,702	372,856
2037	30,901,915	15,160,155	3,598,090	10,063,214	5,815,436	3,745,528	1,373,510	953,993	1,247,681	894,620	742,848	545,426	314,573	190,195	604,890	384,415
2038	31,859,875	15,630,120	3,709,630	10,375,173	5,995,714	3,861,639	1,416,089	983,566	1,286,359	922,353	765,876	562,334	324,325	196,091	623,642	396,332
2039	32,847,531	16,114,654	3,824,629	10,696,804	6,181,581	3,981,350	1,459,988	1,014,057	1,326,236	950,946	789,618	579,767	334,379	202,170	642,975	408,618
2040	33,865,804	16,614,208	3,943,192	11,028,405	6,373,210	4,104,772	1,505,247	1,045,493	1,367,349	980,425	814,096	597,740	344,745	208,437	662,907	421,285

*May include General Funds, cigarette tax revenue, Transportation Operating Funds, ID card revenue, or other sources.
Assumed to increase with inflation after 2011. Inflation is assumed to be 3.1% per year.

SPECIAL TRANSPORTATION FUND:
PROJECTIONS OF REVENUE AND DISBURSEMENTS (2011 $s)

Fiscal Year	Tri-Met Capital Formula -- 2011 $s	Tri-Met Operating Formula -- 2011 $s	Salem Transit Capital Formula -- 2011 $s	Salem Transit Operating Formula -- 2011 $s	Lane Transit Capital Formula -- 2011 $s	Lane Transit Operating Formula -- 2011 $s	Rogue Valley Transit Capital Formula -- 2011 $s	Rogue Valley Transit Operating Formula -- 2011 $s	Benton County Capital Formula -- 2011 $s	Benton County Operating Formula -- 2011 $s	Deschutes County Capital Formula -- 2011 $s	Deschutes County Operating Formula -- 2011 $s
2011	2,629,402	1,628,375	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2012	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2013	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2014	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2015	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2016	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2017	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2018	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2019	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2020	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2021	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2022	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2023	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2024	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2025	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2026	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2027	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2028	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2029	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2030	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2031	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2032	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2033	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2034	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2035	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2036	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2037	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2038	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2039	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2040	2,629,402	1,693,510	621,021	431,340	564,129	404,495	335,872	246,610	142,232	85,995	273,496	173,810
2012-2040	76,252,652	49,111,790	18,009,620	12,508,860	16,359,732	11,730,355	9,740,302	7,151,690	4,124,720	2,493,855	7,931,389	5,040,490

IN-LIEU-OF PAYROLL TAX PAYMENTS TO MASS TRANSIT AND TRANSPORTATION DISTRICTS

Year	Oregon Total YOE $s	Oregon Total 2011 $s	Tri-Met YOE $s	Tri-Met 2011 $s	Salem YOE $s	Salem 2011 $s	Lane YOE $s	Lane 2011 $s	Rogue Valley YOE $s	Rogue Valley 2011 $s
2010	$9,905,234		$2,676,196		$4,660,625		$1,755,311		$381,916	
2011	$10,321,254	$10,321,254	$2,788,596	$2,788,596	$4,856,371	$4,856,371	$1,829,034	$1,829,034	$397,956	$397,956
2012	$10,950,850	$10,621,581	$2,958,701	$2,869,739	$5,152,610	$4,997,682	$1,940,605	$1,882,255	$422,232	$409,536
2013	$11,618,852	$10,930,648	$3,139,181	$2,953,242	$5,466,919	$5,143,104	$2,058,982	$1,937,025	$447,988	$421,453
2014	$12,327,602	$11,248,707	$3,330,671	$3,039,176	$5,800,401	$5,292,758	$2,184,580	$1,993,389	$475,315	$433,716
2015	$13,079,586	$11,576,022	$3,533,842	$3,127,609	$6,154,226	$5,446,766	$2,317,839	$2,051,392	$504,309	$446,337
2016	$13,877,441	$11,912,860	$3,749,407	$3,218,616	$6,529,633	$5,605,256	$2,459,228	$2,111,083	$535,072	$459,324
2017	$14,723,965	$12,259,500	$3,978,121	$3,312,272	$6,927,941	$5,768,358	$2,609,240	$2,172,512	$567,712	$472,689
2018	$15,622,126	$12,616,227	$4,220,786	$3,408,652	$7,350,545	$5,936,205	$2,768,404	$2,235,727	$602,342	$486,444
2019	$16,575,076	$12,983,333	$4,478,254	$3,507,837	$7,798,929	$6,108,937	$2,937,277	$2,300,782	$639,085	$500,598
2020	$17,586,156	$13,361,122	$4,751,427	$3,609,908	$8,274,663	$6,286,694	$3,116,451	$2,367,730	$678,069	$515,165
2021	$18,658,911	$13,749,903	$5,041,264	$3,714,949	$8,779,418	$6,469,624	$3,306,554	$2,436,627	$719,431	$530,155
2022	$19,797,105	$14,149,998	$5,348,782	$3,823,046	$9,314,962	$6,657,877	$3,508,254	$2,507,527	$763,317	$545,581
2023	$21,004,728	$14,561,734	$5,675,057	$3,934,289	$9,883,175	$6,851,608	$3,722,257	$2,580,491	$809,879	$561,457
2024	$22,286,017	$14,985,450	$6,021,236	$4,048,769	$10,486,049	$7,050,976	$3,949,315	$2,655,578	$859,282	$577,794
2025	$23,645,464	$15,421,496	$6,388,531	$4,166,580	$11,125,698	$7,256,145	$4,190,223	$2,732,850	$911,698	$594,606
2026	$25,087,837	$15,870,231	$6,778,231	$4,287,819	$11,804,365	$7,467,284	$4,445,827	$2,812,371	$967,311	$611,908
2027	$26,618,195	$16,332,022	$7,191,704	$4,412,586	$12,524,432	$7,684,567	$4,717,022	$2,894,205	$1,026,317	$629,714
2028	$28,241,905	$16,807,251	$7,630,397	$4,540,983	$13,288,422	$7,908,172	$5,004,761	$2,978,420	$1,088,923	$648,037
2029	$29,964,661	$17,296,307	$8,095,852	$4,673,116	$14,099,016	$8,138,283	$5,310,051	$3,065,086	$1,155,347	$666,894
2030	$31,792,505	$17,799,595	$8,589,699	$4,809,094	$14,959,056	$8,375,091	$5,633,964	$3,154,274	$1,225,823	$686,299
2031	$33,731,848	$18,317,527	$9,113,670	$4,949,029	$15,871,558	$8,618,789	$5,977,636	$3,246,057	$1,300,599	$706,269
2032	$35,789,491	$18,850,529	$9,669,604	$5,093,036	$16,839,723	$8,869,578	$6,342,272	$3,340,511	$1,379,935	$726,820
2033	$37,972,650	$19,399,041	$10,259,450	$5,241,233	$17,866,946	$9,127,665	$6,729,150	$3,437,713	$1,464,111	$747,969
2034	$40,288,981	$19,963,514	$10,885,277	$5,393,742	$18,956,830	$9,393,261	$7,139,629	$3,537,743	$1,553,422	$769,733
2035	$42,746,609	$20,544,412	$11,549,278	$5,550,689	$20,113,196	$9,666,586	$7,575,146	$3,640,684	$1,648,181	$792,131
2036	$45,354,153	$21,142,212	$12,253,784	$5,712,203	$21,340,101	$9,947,864	$8,037,230	$3,746,621	$1,748,720	$815,180
2037	$48,120,756	$21,757,407	$13,001,265	$5,878,416	$22,641,847	$10,237,327	$8,527,501	$3,855,640	$1,855,391	$838,900
2038	$51,056,122	$22,390,504	$13,794,342	$6,049,466	$24,023,000	$10,535,212	$9,047,678	$3,967,831	$1,968,570	$863,310
2039	$54,170,545	$23,042,022	$14,635,797	$6,225,493	$25,488,403	$10,841,765	$9,599,587	$4,083,287	$2,088,653	$888,431
2040	$57,474,949	$23,712,498	$15,528,581	$6,406,642	$27,043,196	$11,157,239	$10,185,162	$4,202,102	$2,216,061	$914,283
2012-2040		$473,603,652		$127,958,229		$222,840,674		$83,927,518		$18,260,731

DERIVATION OF LOTTERY $S AVAILABLE FOR PUBLIC TRANSIT CAPITAL PURPOSES
($ MILLION)

	Statewide Lottery Revenue Available for Public Transit	Assum-ed Debt Service	Statewide Funds Available Net of Debt Service	Statewide Purchasing Power -- 2011 $s	Portland Area YOE $s	Portland Area 2011 $s	Salem YOE $s	Salem 2011 $s	Lane YOE $s	Lane 2011 $s	Rogue Valley YOE $s	Rogue Valley 2011 $s	Corvallis YOE $s	Corvallis 2011 $s	Bend YOE $s	Bend 2011 $s
2011	39.05	30.72	8.33	8.33												
2012	41.43	31.74	9.70	9.40	3.71	3.60	0.61	0.59	0.65	0.63	0.44	0.42	0.17	0.16	0.23	0.22
2013	43.96	31.74	12.22	11.50	4.67	4.40	0.76	0.72	0.81	0.77	0.55	0.52	0.21	0.20	0.29	0.27
2014	46.64	31.74	14.90	13.60	5.70	5.20	0.93	0.85	0.99	0.91	0.67	0.61	0.26	0.23	0.35	0.32
2015	49.49	31.74	17.75	15.71	6.79	6.01	1.11	0.98	1.18	1.05	0.80	0.71	0.31	0.27	0.42	0.37
2016	52.50	31.74	20.77	17.83	7.94	6.82	1.30	1.12	1.38	1.19	0.94	0.80	0.36	0.31	0.49	0.42
2017	55.71	31.74	23.97	19.96	9.17	7.63	1.50	1.25	1.60	1.33	1.08	0.90	0.41	0.34	0.57	0.47
2018	59.11	31.74	27.37	22.10	10.47	8.45	1.71	1.38	1.82	1.47	1.24	1.00	0.47	0.38	0.65	0.52
2019	62.71	31.74	30.97	24.26	11.84	9.28	1.94	1.52	2.07	1.62	1.40	1.10	0.53	0.42	0.73	0.57
2020	66.54	31.74	34.80	26.44	13.31	10.11	2.18	1.65	2.32	1.76	1.57	1.19	0.60	0.45	0.82	0.62
2021	70.60	31.74	38.86	28.63	14.86	10.95	2.43	1.79	2.59	1.91	1.75	1.29	0.67	0.49	0.92	0.68
2022	74.90	31.74	43.16	30.85	16.51	11.80	2.70	1.93	2.88	2.06	1.95	1.39	0.74	0.53	1.02	0.73
2023	79.47	31.74	47.73	33.09	18.25	12.65	2.99	2.07	3.18	2.21	2.15	1.49	0.82	0.57	1.13	0.78
2024	84.32	31.74	52.58	35.36	20.11	13.52	3.29	2.21	3.51	2.36	2.37	1.60	0.90	0.61	1.24	0.83
2025	89.46	31.74	57.72	37.65	22.07	14.40	3.61	2.36	3.85	2.51	2.61	1.70	0.99	0.65	1.36	0.89
2026	94.92	31.74	63.18	39.97	24.16	15.28	3.95	2.50	4.21	2.66	2.85	1.80	1.09	0.69	1.49	0.94
2027	100.71	31.74	68.97	42.32	26.37	16.18	4.32	2.65	4.60	2.82	3.11	1.91	1.19	0.73	1.63	1.00
2028	106.85	31.74	75.11	44.70	28.72	17.09	4.70	2.80	5.01	2.98	3.39	2.02	1.29	0.77	1.77	1.06
2029	113.37	31.74	81.63	47.12	31.21	18.02	5.11	2.95	5.44	3.14	3.68	2.13	1.40	0.81	1.93	1.11
2030	120.29	31.74	88.55	49.58	33.86	18.96	5.54	3.10	5.90	3.31	4.00	2.24	1.52	0.85	2.09	1.17
2031	127.62	1.34	126.28	68.58	48.29	26.22	7.90	4.29	8.42	4.57	5.70	3.10	2.17	1.18	2.98	1.62
2032	135.41	1.01	134.39	70.79	51.39	27.07	8.41	4.43	8.96	4.72	6.07	3.20	2.31	1.22	3.17	1.67
2033	143.67		143.67	73.40	54.94	28.06	8.99	4.59	9.58	4.89	6.49	3.31	2.47	1.26	3.39	1.73
2034	152.43		152.43	75.53	58.29	28.88	9.54	4.73	10.16	5.04	6.88	3.41	2.62	1.30	3.60	1.78
2035	161.73		161.73	77.73	61.84	29.72	10.12	4.86	10.78	5.18	7.30	3.51	2.78	1.34	3.82	1.84
2036	171.60		171.60	79.99	65.61	30.59	10.74	5.01	11.44	5.33	7.75	3.61	2.95	1.38	4.05	1.89
2037	182.06		182.06	82.32	69.62	31.48	11.39	5.15	12.14	5.49	8.22	3.72	3.13	1.42	4.30	1.94
2038	193.17		193.17	84.71	73.86	32.39	12.09	5.30	12.88	5.65	8.72	3.82	3.32	1.46	4.56	2.00
2039	204.95		204.95	87.18	78.37	33.33	12.83	5.46	13.66	5.81	9.25	3.94	3.52	1.50	4.84	2.06
2040	217.45		217.45	89.72	83.15	34.30	13.61	5.61	14.50	5.98	9.82	4.05	3.74	1.54	5.13	2.12
2012 - 2040						512.38		83.86		89.34		60.49		23.03		31.64

FLEX Funds Split

Year	Portland YOE $s	Portland 2011 $s	Eugene YOE $s	Eugene 2011 $s	Salem YOE $s	Salem 2011 $s	Medford YOE $s	Medford 2011 $s	Bend YOE $s	Bend 2011 $s	Corvallis YOE $s	Corvallis 2011 $s
2011	5,628,559	5,628,559	971,030	971,030	898,132	898,132	349,848	349,848	156,274	156,274	158,187	158,187
2012	5,628,559	5,459,321	971,030	941,833	898,132	871,127	349,848	339,329	156,274	151,575	158,187	153,430
2013	5,628,559	5,295,170	971,030	913,514	898,132	844,934	349,848	329,126	156,274	147,018	158,187	148,817
2014	5,628,559	5,135,956	971,030	886,046	898,132	819,528	349,848	319,230	156,274	142,597	158,187	144,342
2015	5,628,559	4,981,528	971,030	859,405	898,132	794,887	349,848	309,631	156,274	138,310	158,187	140,002
2016	6,191,415	5,314,919	1,068,132	916,921	987,945	848,085	384,833	330,353	171,902	147,566	174,005	149,372
2017	6,191,415	5,155,110	1,068,132	889,351	987,945	822,585	384,833	320,420	171,902	143,129	174,005	144,881
2018	6,191,415	5,000,107	1,068,132	862,610	987,945	797,851	384,833	310,786	171,902	138,826	174,005	140,524
2019	6,191,415	4,849,764	1,068,132	836,673	987,945	773,862	384,833	301,441	171,902	134,651	174,005	136,299
2020	6,191,415	4,703,942	1,068,132	811,516	987,945	750,593	384,833	292,378	171,902	130,603	174,005	132,201
2021	6,810,557	5,018,755	1,174,946	865,827	1,086,739	800,827	423,316	311,945	189,092	139,343	191,406	141,049
2022	6,810,557	4,867,851	1,174,946	839,793	1,086,739	776,748	902,898	645,347	189,092	135,154	191,406	136,807
2023	6,810,557	4,721,485	1,174,946	814,543	1,086,739	753,393	902,898	625,943	189,092	131,090	191,406	132,694
2024	6,810,557	4,579,520	1,174,946	790,051	1,086,739	730,740	902,898	607,122	189,092	127,148	191,406	128,704
2025	6,810,557	4,441,824	1,174,946	766,296	1,086,739	708,768	902,898	588,867	189,092	123,325	191,406	124,834
2026	7,491,613	4,739,094	1,292,440	817,580	1,195,413	756,202	993,188	628,277	208,001	131,579	210,546	133,189
2027	7,491,613	4,596,600	1,292,440	792,998	1,195,413	733,465	993,188	609,386	208,001	127,622	210,546	129,184
2028	7,491,613	4,458,389	1,292,440	769,154	1,195,413	711,411	993,188	591,064	208,001	123,785	210,546	125,300
2029	7,491,613	4,324,335	1,292,440	746,027	1,195,413	690,021	993,188	573,291	208,001	120,063	210,546	121,532
2030	7,491,613	4,194,311	1,292,440	723,595	1,195,413	669,273	993,188	556,054	208,001	116,453	210,546	117,878
2031	8,240,774	4,475,017	1,421,684	772,022	1,314,955	714,065	1,092,507	593,268	228,801	124,247	231,601	125,767
2032	8,240,774	4,340,463	1,421,684	748,809	1,314,955	692,594	1,092,507	575,430	228,801	120,511	231,601	121,986
2033	8,240,774	4,209,954	1,421,684	726,294	1,314,955	671,769	1,092,507	558,128	228,801	116,887	231,601	118,318
2034	8,240,774	4,083,370	1,421,684	704,456	1,314,955	651,571	1,092,507	541,346	228,801	113,373	231,601	114,760
2035	8,240,774	3,960,591	1,421,684	683,274	1,314,955	631,979	1,092,507	525,069	228,801	109,964	231,601	111,310
2036	9,064,851	4,225,655	1,563,853	729,003	1,446,450	674,275	1,201,757	560,209	251,681	117,323	254,761	118,759
2037	9,064,851	4,098,599	1,563,853	707,083	1,446,450	654,001	1,201,757	543,365	251,681	113,796	254,761	115,188
2038	9,064,851	3,975,362	1,563,853	685,823	1,446,450	634,336	1,201,757	527,027	251,681	110,374	254,761	111,725
2039	9,064,851	3,855,832	1,563,853	665,202	1,446,450	615,263	1,201,757	511,180	251,681	107,055	254,761	108,365
2040	9,064,851	3,739,895	1,563,853	645,200	1,446,450	596,763	1,201,757	495,810	251,681	103,836	254,761	105,107
2012 - 2040		132,802,719		22,910,899		21,190,916		14,020,823		3,687,205		3,732,325

Note: The figures show amounts reserved. They are not actually awarded until the following year.
Starting point calculations are shown in rows 2-15.

PROJECTIONS OF SECTION 5307 (FORMULA) FUNDS

Year	Oregon Total YOE $s	Oregon Total 2011 $s	Portland Area YOE $s	Portland Area 2011 $s	Salem YOE $s	Salem 2011 $s	Lane YOE $s	Lane 2011 $s
2010	$50,211,044		$37,084,609		$4,880,846		$4,904,532	
2011	$106,015,763	$106,015,763	$39,157,639	$39,157,639	$5,153,685	$5,153,685	$5,178,695	$5,178,695
2012	$110,259,430	$106,944,161	$41,346,551	$40,103,347	$5,441,776	$5,278,154	$5,468,184	$5,303,768
2013	$114,699,680	$107,905,821	$43,657,823	$41,071,895	$5,745,972	$5,405,628	$5,773,856	$5,431,861
2014	$119,346,521	$108,901,477	$46,098,295	$42,063,835	$6,067,171	$5,536,181	$6,096,614	$5,563,047
2015	$124,210,497	$109,931,876	$48,675,190	$43,079,732	$6,406,326	$5,669,887	$6,437,415	$5,697,402
2016	$129,302,716	$110,997,787	$51,396,133	$44,120,164	$6,764,440	$5,806,822	$6,797,267	$5,835,002
2017	$134,634,882	$112,099,997	$54,269,177	$45,185,724	$7,142,572	$5,947,064	$7,177,234	$5,975,925
2018	$140,219,329	$113,239,313	$57,302,824	$46,277,018	$7,541,842	$6,090,694	$7,578,441	$6,120,251
2019	$146,069,053	$114,416,561	$60,506,052	$47,394,669	$7,963,431	$6,237,792	$8,002,076	$6,268,063
2020	$152,197,751	$115,632,588	$63,888,340	$48,539,312	$8,408,587	$6,388,443	$8,449,392	$6,419,445
2021	$158,619,857	$116,888,262	$67,459,698	$49,711,600	$8,878,627	$6,542,732	$8,921,713	$6,574,483
2022	$165,350,586	$118,184,472	$71,230,695	$50,912,200	$9,374,942	$6,700,748	$9,420,437	$6,733,265
2023	$172,405,972	$119,522,130	$75,212,491	$52,141,796	$9,899,001	$6,862,580	$9,947,039	$6,895,883
2024	$179,802,919	$120,902,168	$79,416,869	$53,401,089	$10,452,355	$7,028,320	$10,503,079	$7,062,427
2025	$187,559,242	$122,325,544	$83,856,272	$54,690,795	$11,036,642	$7,198,063	$11,090,201	$7,232,994
2026	$195,693,725	$123,793,238	$88,543,838	$56,011,650	$11,653,590	$7,371,906	$11,710,143	$7,407,680
2027	$204,226,168	$125,306,253	$93,493,438	$57,364,404	$12,305,026	$7,549,947	$12,364,740	$7,586,585
2028	$213,177,447	$126,865,620	$98,719,722	$58,749,830	$12,992,877	$7,732,288	$13,055,929	$7,769,811
2029	$222,569,569	$128,472,392	$104,238,154	$60,168,715	$13,719,179	$7,919,033	$13,785,756	$7,957,463
2030	$232,425,742	$130,127,650	$110,065,067	$61,621,868	$14,486,081	$8,110,288	$14,556,380	$8,149,646
2031	$242,770,432	$131,832,499	$116,217,704	$63,110,117	$15,295,853	$8,306,162	$15,370,081	$8,346,470
2032	$253,629,440	$133,588,075	$122,714,274	$64,634,309	$16,150,891	$8,506,766	$16,229,269	$8,548,049
2033	$265,029,971	$135,395,538	$129,574,002	$66,195,312	$17,053,726	$8,712,216	$17,136,485	$8,754,495
2034	$277,000,716	$137,256,080	$136,817,188	$67,794,016	$18,007,029	$8,922,627	$18,094,414	$8,965,928
2035	$289,571,928	$139,170,918	$144,465,269	$69,431,330	$19,013,622	$9,138,121	$19,105,892	$9,182,467
2036	$302,775,515	$141,141,302	$152,540,878	$71,108,188	$20,076,483	$9,358,818	$20,173,911	$9,404,235
2037	$316,645,128	$143,168,513	$161,067,913	$72,825,543	$21,198,759	$9,584,846	$21,301,633	$9,631,360
2038	$331,216,257	$145,253,860	$170,071,609	$74,584,376	$22,383,769	$9,816,332	$22,492,394	$9,863,970
2039	$346,526,334	$147,398,688	$179,578,612	$76,385,686	$23,635,022	$10,053,410	$23,749,719	$10,102,197
2040	$362,614,842	$149,604,371	$189,617,057	$78,230,500	$24,956,220	$10,296,213	$25,077,328	$10,346,179
2012-2040		$3,636,267,154		$1,656,909,020		$218,072,078		$219,130,349

PROJECTIONS OF SECTION 5307 (FORMULA) FUNDS

Year	Rogue Valley YOE $s	Rogue Valley 2011 $s	Corvallis YOE $s	Corvallis 2011 $s	Bend YOE $s	Bend 2011 $s	Rainier 5311 - YOE $s	Rainier 5311 - 2011 $s
2010	$1,826,412		$791,689		$704,091		$18,865	
2011	$1,928,508	$1,928,508	$835,944	$835,944	$743,450	$743,450	$19,920	$19,920
2012	$2,036,312	$1,975,084	$882,674	$856,134	$785,009	$761,405	$21,033	$20,401
2013	$2,150,142	$2,022,785	$932,015	$876,810	$828,891	$779,794	$22,209	$20,893
2014	$2,270,335	$2,071,638	$984,115	$897,986	$875,225	$798,627	$23,450	$21,398
2015	$2,397,247	$2,121,671	$1,039,127	$919,674	$924,151	$817,915	$24,761	$21,915
2016	$2,531,253	$2,172,912	$1,097,214	$941,885	$975,811	$837,669	$26,145	$22,444
2017	$2,672,750	$2,225,391	$1,158,548	$964,633	$1,030,358	$857,899	$27,607	$22,986
2018	$2,822,156	$2,279,137	$1,223,311	$987,930	$1,087,955	$878,619	$29,150	$23,541
2019	$2,979,915	$2,334,181	$1,291,694	$1,011,790	$1,148,772	$899,839	$30,780	$24,110
2020	$3,146,492	$2,390,555	$1,363,900	$1,036,226	$1,212,989	$921,571	$32,500	$24,692
2021	$3,322,381	$2,448,290	$1,440,142	$1,061,252	$1,280,795	$943,828	$34,317	$25,288
2022	$3,508,102	$2,507,419	$1,520,646	$1,086,883	$1,352,391	$966,623	$36,235	$25,899
2023	$3,704,205	$2,567,976	$1,605,650	$1,113,133	$1,427,990	$989,968	$38,261	$26,525
2024	$3,911,270	$2,629,996	$1,695,406	$1,140,016	$1,507,814	$1,013,877	$40,399	$27,165
2025	$4,129,910	$2,693,514	$1,790,179	$1,167,549	$1,592,101	$1,038,363	$42,658	$27,821
2026	$4,360,772	$2,758,566	$1,890,250	$1,195,747	$1,681,100	$1,063,441	$45,042	$28,493
2027	$4,604,539	$2,825,189	$1,995,915	$1,224,626	$1,775,073	$1,089,125	$47,560	$29,181
2028	$4,861,933	$2,893,421	$2,107,487	$1,254,202	$1,874,300	$1,115,428	$50,219	$29,886
2029	$5,133,715	$2,963,301	$2,225,295	$1,284,493	$1,979,073	$1,142,367	$53,026	$30,608
2030	$5,420,690	$3,034,869	$2,349,689	$1,315,515	$2,089,703	$1,169,957	$55,990	$31,347
2031	$5,723,706	$3,108,165	$2,481,037	$1,347,286	$2,206,518	$1,198,213	$59,120	$32,104
2032	$6,043,661	$3,183,231	$2,619,727	$1,379,825	$2,329,862	$1,227,152	$62,425	$32,880
2033	$6,381,502	$3,260,110	$2,766,169	$1,413,150	$2,460,101	$1,256,789	$65,915	$33,674
2034	$6,738,228	$3,338,846	$2,920,798	$1,447,279	$2,597,621	$1,287,142	$69,599	$34,487
2035	$7,114,895	$3,419,484	$3,084,071	$1,482,233	$2,742,828	$1,318,228	$73,490	$35,320
2036	$7,512,618	$3,502,069	$3,256,470	$1,518,031	$2,896,152	$1,350,065	$77,598	$36,173
2037	$7,932,573	$3,586,648	$3,438,507	$1,554,693	$3,058,047	$1,382,671	$81,936	$37,046
2038	$8,376,004	$3,673,270	$3,630,720	$1,592,241	$3,228,992	$1,416,064	$86,516	$37,941
2039	$8,844,222	$3,761,985	$3,833,677	$1,630,696	$3,409,492	$1,450,264	$91,352	$38,858
2040	$9,338,615	$3,852,842	$4,047,980	$1,670,079	$3,600,083	$1,485,290	$96,459	$39,796
2012-2040		$81,602,546		#########		#########		$842,872

ASSUMED SECTION 5309 DISTRIBUTIONS
($ Million)

Year	Rogue Valley	Rogue Valley 2011 Purchasing Power	Lane	Lane 2011 Purchasing Power	Corvallis	Corvallis 2011 Purchasing Power	Salem	Salem 2011 Purchasing Power
2011	0.294	0.294	15.339	15.339	0.296	0.296	0.300	0.300
2012	1.500	1.455	6.000	5.820	0.000	0.000	2.796	2.712
2013	0.000	0.000	12.000	11.289	0.315	0.296	2.179	2.050
2014	1.500	1.369	18.500	16.881	0.000	0.000	0.500	0.456
2015	1.100	0.974	17.900	15.842	0.669	0.592	0.339	0.300
2016	1.620	1.391	11.200	9.614	1.035	0.888	3.159	2.712
2017	2.160	1.798	2.940	2.448	0.356	0.296	2.462	2.050
2018	1.620	1.308	0.000	0.000	0.000	0.000	0.565	0.456
2019	1.160	0.909	0.000	0.000	0.378	0.296	0.383	0.300
2020	0.000	0.000	20.189	15.339	0.000	0.000	3.569	2.712
2021	1.800	1.326	7.897	5.820	0.803	0.592	2.782	2.050
2022	1.800	1.287	15.795	11.289	1.243	0.888	0.638	0.456
2023	0.000	0.000	24.350	16.881	0.427	0.296	0.433	0.300
2024	0.437	0.294	23.560	15.842	0.000	0.000	4.033	2.712
2025	2.231	1.455	14.742	9.614	0.454	0.296	3.143	2.050
2026	0.000	0.000	3.870	2.448	0.000	0.000	0.721	0.456
2027	2.231	1.369	0.000	0.000	0.965	0.592	0.489	0.300
2028	1.636	0.974	0.000	0.000	1.493	0.888	4.557	2.712
2029	2.409	1.391	26.574	15.339	0.513	0.296	3.551	2.050
2030	3.212	1.798	10.395	5.820	0.000	0.000	0.815	0.456
2031	2.409	1.308	20.789	11.289	0.546	0.296	0.552	0.300
2032	1.725	0.909	32.050	16.881	0.000	0.000	5.149	2.712
2033	0.000	0.000	31.011	15.842	1.159	0.592	4.013	2.050
2034	2.677	1.326	19.403	9.614	1.793	0.888	0.921	0.456
2035	2.677	1.287	5.093	2.448	0.616	0.296	0.624	0.300
2036	0.000	0.000	0.000	0.000	0.000	0.000	5.818	2.712
2037	0.650	0.294	0.000	0.000	0.655	0.296	4.534	2.050
2038	3.318	1.455	34.977	15.339	0.000	0.000	1.040	0.456
2039	0.000	0.000	13.682	5.820	1.392	0.592	0.705	0.300
2040	3.318	1.369	27.363	11.289	2.154	0.888	6.573	2.712
2012-2040		27.044		248.809		10.068		41.339

Source: Review of metropolitan PTOs' capital expenditure plans and extrapolation of their cycles.

ASSUMED SECTION 5309 DISTRIBUTIONS
($ Million)

Year	Tri-Met	Tri-Met 2011 Purchasing Power	Tri-Met LRT Formula Rehabilitation	Tri-Met LRT Formula 2011 Purchasing Power	SMART	SMART 2011 Purchasing Power	Bend	Bend 2011 Purchasing Power	Nominal MPO Total
2011	0.000	0.000	10.799	10.799	0.000	0.000	0.000	0.000	27.028
2012	0.000	0.000	11.015	10.684	4.600	4.462	0.103	0.100	26.014
2013	100.000	94.077	11.236	10.570	2.600	2.446	0.106	0.100	128.436
2014	100.000	91.248	11.685	10.662	2.600	2.372	0.326	0.297	135.111
2015	100.000	88.504	12.269	10.859	2.600	2.301	0.000	0.000	134.877
2016	100.000	85.843	12.883	11.059	2.600	2.232	0.116	0.100	132.614
2017	100.000	83.262	15.027	12.512	2.600	2.165	0.120	0.100	125.664
2018	100.000	80.759	17.278	13.953	0.000	0.000	0.368	0.297	119.831
2019	100.000	78.330	18.142	14.211	5.696	4.462	0.000	0.000	125.759
2020	45.000	34.189	19.049	14.473	3.219	2.446	0.131	0.100	91.159
2021	0.000	0.000	20.002	14.740	3.219	2.372	0.135	0.100	36.639
2022	0.000	0.000	21.002	15.011	3.219	2.301	0.416	0.297	44.114
2023	135.702	94.077	22.052	15.288	3.219	2.232	0.000	0.000	186.183
2024	135.702	91.248	23.154	15.569	3.219	2.165	0.149	0.100	190.255
2025	135.702	88.504	24.312	15.856	0.000	0.000	0.153	0.100	180.737
2026	135.702	85.843	25.528	16.149	7.053	4.462	0.470	0.297	173.344
2027	135.702	83.262	26.804	16.446	3.987	2.446	0.000	0.000	170.177
2028	135.702	80.759	28.144	16.749	3.987	2.372	0.168	0.100	175.686
2029	135.702	78.330	29.552	17.058	3.987	2.301	0.173	0.100	202.461
2030	61.066	34.189	31.029	17.372	3.987	2.232	0.531	0.297	111.035
2031	0.000	0.000	32.270	17.524	3.987	2.165	0.000	0.000	60.553
2032	0.000	0.000	33.561	17.677	0.000	0.000	0.190	0.100	72.675
2033	184.151	94.077	34.903	17.831	8.734	4.462	0.195	0.100	264.165
2034	184.151	91.248	36.300	17.987	4.936	2.446	0.600	0.297	250.781
2035	184.151	88.504	37.752	18.144	4.936	2.372	0.000	0.000	235.849
2036	184.151	85.843	39.262	18.302	4.936	2.301	0.214	0.100	234.381
2037	184.151	83.262	40.832	18.462	4.936	2.232	0.221	0.100	235.979
2038	184.151	80.759	42.465	18.623	4.936	2.165	0.678	0.297	271.565
2039	184.151	78.330	44.164	18.786	0.000	0.000	0.000	0.000	244.093
2040	82.868	34.189	45.930	18.950	11.150	4.600	0.242	0.100	179.597
2012-2040		1,908.639		451.505		68.512		3.580	

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Leadership Forums

The Metro Council will convene MPAC, JPACT, state legislators and invited community and business leaders in a series of discussions to foster regional leadership and collaboration to address regional transportation challenges.

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at **oregonmetro.gov/rtp**.

1 Exploring Big Ideas for Our Transportation Future

Explore challenges, trends and solutions for the future of transportation

Outcome: Identify possible Big Solutions to consider through the 2018 RTP update

April 22, 2016 8-11 a.m.

2 Navigating Our Transportation Funding Landscape

Explore solutions for securing adequate transportation funding

Outcome: Direction on RTP investment levels and possible funding solutions

Sept. 23 2016 8-noon

3 Transforming Our Vision into Regional Priorities

Define our regional priorities

Outcome: Direction on regional priorities to guide updating policies, projects and strategies

Dec. 2, 2016 8-noon

4 Drafting Our Shared Plan for the Region

Refine our regional transportation plan for public review

Outcome: Direction on refinements to policies, projects and strategies to prepare draft 2018 RTP for public review

Oct. 2017

5 Finalizing Our Shared Plan for the Region

Finalize 2018 Regional Transportation Plan for approval

Outcome: Preliminary action on recommended 2018 RTP for consideration by JPACT and the Metro Council

June 2018

5/3/16