

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

RTP Finance Work Group - Meeting # 4

Date: September 22, 2016
Time: 9 – 11 a.m.
Place: Metro Regional Center, Council Chambers
600 NE Grand Avenue, Portland, OR 97232

Getting there with a connected region



Agenda items

9:00	Welcome & introductions	Ted Leybold
9:05	Partner Updates <i>Who have you talked to about this work? What have you heard?</i>	Everyone
9:15	General RTP Revenue Forecast Progress Update <ul style="list-style-type: none"> Where we are with the RTP financially constrained revenue forecast Refined time period buckets (2018-2027 and 2018-2040) Where are we now and where are we headed 	Ken Lobeck Kim Ellis Ted Leybold
9:25	RTP Funding Levels <ul style="list-style-type: none"> Why a worst-case/baseline revenue scenario (existing resources) is needed and relationship to financially constrained plus strategic levels Impacts upon long range funding strategies and opportunities 	Ken Lobeck
9:35	Local Revenue Forecast Progress Update <ul style="list-style-type: none"> More delays completing the local revenue templates Forecasts and existing commitments Initial comparison matrix of the various local agency revenue programs Update timeline for a draft local revenue forecast 	Ken Lobeck
9:50	Draft Federal and State Revenue Forecast <ul style="list-style-type: none"> Review of preliminary federal and state and revenue projections from the ODOT Long Range Funding Assumptions (LRFA) Work Group Timeline for ODOT's final report and summary from the September 12th meeting 	Ken Lobeck Ted Leybold
10:20	Small Starts/New Starts Methodology <ul style="list-style-type: none"> Discussion of the Methodology for the State Financial Assumptions Plan and 2018 RTP financially constrained revenues assumptions Explanation for why it must be part of the State Financial Assumptions Plan Large project initiatives (\$300+ million) to be called out in the RTP (Financial Plan & other areas) 	Ken Lobeck Jamie Snook
10:30	Operations and Maintenance (O&M) Update <ul style="list-style-type: none"> Emerging trends from the submitted O&M Worksheets 	Ken Lobeck

- Next steps and how this can shape future transportation strategies

Agenda – Page 2

2018 Regional Transportation Plan Update

RTP Finance Work Group – Meeting #4



10:45 RTP Calendar - Updates to Metro Committees & Fall Leadership Forums Key Dates Kim Ellis

- RTP updates to Metro committees:
 - October 28, 2016 – TPAC (Revenue forecast related)
 - November 15, 2016 – Council Work Session
 - November 17, 2016 – JPACT (Revenue forecast related)
- Fall RTP Leadership Forums:
 - RTP Leadership Forum #2 – September 23, 2016
 - RTP Leadership Forum #3 – December 2, 2016 (Direction on regional investment priorities and funding)

10:55 Summary and Next steps Ted Leybold

- Timing of next work group meeting and follow-on events

11:00 Adjourn

Meeting packet:

Planned Handouts	Upcoming Meetings
○ Agenda & Slides	October: Thursday, Oct. 13, 1:30-3:30 pm, Room 501
○ Local Revenue Program Matrix - Starting Logic	November: Thursday, Nov. 10, 1:30-3:30 pm, Room 401
○ Draft Federal and State Revenue Forecasts	January: Thursday, Jan 12, 2017, 9-11:00 am, Room 401
○ New/Small Start Methodology	
○ RTP Finance Discussions (Next Steps handout)	

RTP Finance Work Group leader:

Ken Lobeck, Funding Programs Lead, Metro

Tel: 503-797-1785, Email: ken.lobeck@oregonmetro.gov

Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information:

www.oregonmetro.gov/metro-regional-center

Getting there with adequate resources



© 2016 Regional Transportation Plan update

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Finance Plan & Revenue Forecasts

RTP Finance Work Group Meeting #4
September, 22, 2016

Ken Lobeck, RTP Finance Plan Manager
503-797-1785 | ken.lobeck@oregonmetro.gov

Agenda

- Welcome, intros, and administrative items
- Partner updates
- General RTP Revenue Progress Update
- RTP Funding Levels
- Local Revenue Forecast Progress Update
- Draft Federal and State Revenue Forecast (*Revenue tables handout*)
- Small Starts/New Starts Methodology (*Handout*)
- Operations and Maintenance (O&M) Update
- RTP Calendar Review + Summary and Next Steps (*Handout*)

Partner Updates

- Discussion areas related to transportation funding or other areas?
- Policy updates to share?
- Issues or concerns about transportation emerging in your agency?

3

General RTP Revenue Forecast Progress Update

- Status of the RTP Constrained Revenue Forecast
- Revised RTP funding time periods from 3 to 2 divisions:
 - Was: 2018-2025, 2026-2032, and 2033-2040
 - Now: 2018-2027 and 2028-2040
 - Highest priority projects in 2018-2027 period
- Where are we now and where are we headed?



4

RTP Funding Levels

- Need for a worst-case/baseline revenue scenario
- Impacts upon long range funding strategies

Federal Revenue Forecasts					
Fund and Administrator	Description and Assumption(s)	Existing Resources No Action	Financially Constrained		Strategic Unconstrained Scenario
			Conservative Scenario	Moderate Scenario	
Surface Transportation Program (STBG) Funds (FHWA)	<p>Description: The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.</p> <p>Assumptions: ER-NA: Historical average of \$22,134,188 = 2018 amount, no annual growth from then on Conservative = ODOT FY18 with 1.5% annual growth Moderate = ODOT 2.3% annual growth</p>	\$509,085,174	\$737,801,393	\$826,600,000	<p>STBG funding needed above the Constrained level to meet the strategic needs</p> <p>Amounts to be determined as part of the development of the RTP strategic unconstrained portion</p>

5

Local Revenue Forecast Progress

- More delays with templates due to from project delivery issues
- Forecasts and existing commitments:
 - How much of existing local revenues are already committed to local roads and streets?
 - How much of local revenues would really be available for on-system needed improvements?

6

Local Revenue Forecast Progress

- Local Agency Revenue Program Comparison

2018 RTP Finance Plan Local Agency Revenue Sources Summary									
Agency	Bike/ Pedestrian Program	Street Improvement/Maint. Road Fund Program		Franchise Fee Program	Gain Share Program	Gas Tax Programs/ Vehicle Registration Fees			Notes
		Local	County			Local	County	State	
Beaverton				X			X	X	
Clackamas City							X	X	Template not developed
Cornelius						X	X	X	
Damascus				X				X	
Durham								X	
Fairview									Template not developed
Forest Grove							X	X	
Gladstone									Template not developed
Gresham									Template not developed

2018 RTP Finance Plan Local Revenue Sources									
Annual Local Transportation Revenue Sources									
Agency	General Fund Special Allocations	Miscellaneous Programs	Parking Fee Programs	Private Development Contributions	Property Taxes (General)	Road Utility Fee Program	Special Funding Districts	SSC/TOT Program (Local)	Notes

2018 RTP Finance Plan Local Revenue Sources									
Annual Local Transportation Revenue Sources									
Agency					School Partnerships Program	Street Light Fee Program	Urban Renewal Program	Urban Road Maint Program	Notes

7

Local Revenue Forecast Progress

- Timeline for local revenue forecast and constrained revenue forecast (draft formats):
 - Preliminary draft revenue forecast by October 13, 2016
 - Full draft revenue forecast by November 10, 2016
 - Editing and updates to the local revenue templates can continue through November
- Complete both the Constrained Revenue Forecast and the RTP Financial Plan narrative by December 2, 2016 for the December Leadership Forum


8

Draft Federal and State Revenue Forecast

- Draft revenue tables released by ODOT LRFA:
 - Years covered: 2016 out to 2047
 - Draft narrative portion to be released around late November
 - Include federal STP, CMAQ, TAP breakouts by TMA
 - Includes state funding assumptions – but not divided out to the ODOT regional level – at the state level
 - Some transit tables combined various Section 53xx funds
- Need ODOT and TriMet to assist in additional fund breakouts and reviews of the funding tables

Revenue Table Examples & Challenges

YEAR	PORTLAND TMA (STP)
2016	24.9
2017	26.0
2018	27.1
2019	28.1
2020	29.3
2021	29.9
2022	30.6
2023	31.3
2024	32.0
2025	32.7
2026	33.4
2027	34.1
2028	34.9
2029	35.6
2030	36.4
2031	37.2
2032	38.0
2033	38.9
2034	39.7
2035	40.6
2036	41.5
2037	42.4
2038	43.3
2039	44.3
2040	45.3
2041	46.3
2042	47.3
2043	48.3
2044	49.4
2045	50.5
2046	51.6
2047	52.7



STBG Revenue Forecasts				
Moderate Scenario - ODOT LRFA Projected Annual Growth				
Year	Amount	Annual % Change	Segment Totals	RTP Division Totals
2018	\$ 27,100,000	0%	Segment 1	2018 to 2027
2019	\$ 28,100,000	3.7%		
2020	\$ 29,300,000	4.3%	\$ 94,500,000	
2021	\$ 29,900,000	2.0%	Segment 2	
2022	\$ 30,600,000	2.3%		
2023	\$ 31,300,000	2.3%		
2024	\$ 32,000,000	2.2%		
2025	\$ 32,700,000	2.2%	\$ 156,500,000	
2026	\$ 33,400,000	2.1%	Segment 3	
2027	\$ 34,100,000	2.1%		\$ 308,500,000
2028	\$ 34,900,000	2.3%		
2029	\$ 35,600,000	2.0%		RTP Division Totals
2030	\$ 36,400,000	2.2%	\$ 174,400,000	2028-2040
2031	\$ 37,200,000	2.2%	Segment 4	
2032	\$ 38,000,000	2.2%		
2033	\$ 38,900,000	2.4%		
2034	\$ 39,700,000	2.1%		
2035	\$ 40,600,000	2.3%	\$ 194,400,000	
2036	\$ 41,500,000	2.2%	Segment 5	
2037	\$ 42,400,000	2.2%		
2038	\$ 43,300,000	2.1%		
2039	\$ 44,300,000	2.3%		
2040	\$ 45,300,000	2.3%	\$ 216,800,000	\$ 518,100,000
Totals:	\$ 826,600,000	2.3%	<-Ave Change	\$ 826,600,000

Revenue Table Examples & Challenges

Federal Revenue Forecasts					
Fund and Administrator	Description and Assumption(s)	Existing Resources No Action	Financially Constrained		Strategic Unconstrained Scenario
			Conservative Scenario	Moderate Scenario	
Surface Transportation Program (STBG) Funds (FHWA)	<p>Description: The Surface Transportation Block Grant (STBG) Program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.</p> <p>Assumptions: ER-NA: Historical average of \$22,134,188 = 2018 amount, no annual growth from then on Conservative = ODOT FY18 with 1.5% annual growth Moderate = ODOT 2.3% annual growth</p>	\$509,085,174	\$737,801,393	\$826,600,000	<p>STBG funding needed above the Constrained level to meet the strategic needs</p> <p>Amounts to be determined as part of the development of the RTP strategic unconstrained portion</p>

Revenue Table Examples & Challenges

Federal Revenue Sources Scenario Divided into RTP Summary Divisions					
Fund	Scenario	2018-2027	2028-2040	Total	Notes
FHWA					
STP	2.3% annual growth	\$308,500,000	\$518,100,000	\$826,600,000	Constrained projection, moderate scenario
CMAQ					
CMAQ State					
TAP Metro					
TAP State					
G200					
Equity Bonus					

Revenue Table Examples & Challenges

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

Fiscal Year	State Share of Statewide Highway User Fee Revenue Under Current Law	Assumed New Revenue Available for O&M ¹	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
2016	608.7	0.0	514.8	168.4	346.4	955.1	972.2
2017	625.2	2.0	526.2	173.7	352.6	979.8	997.0
2018	622.5	20.7	537.9	178.1	359.7	1,002.9	1,020.2
2019	621.8	38.2	549.7	182.7	367.0	1,027.1	1,049.5
2020	623.1	54.6	561.8	187.5	374.3	1,052.0	1,078.9
2021	624.3	71.6	574.2	191.6	382.6	1,078.5	1,112.2
2022	625.6	89.1	586.8	195.9	391.0	1,105.7	1,158.7
2023	626.8	107.2	599.7	200.2	399.6	1,133.6	1,192.0
2024	628.1	125.8	612.9	204.6	408.4	1,162.3	1,226.3
2025	629.3	145.1	626.4	209.1	417.4	1,191.8	1,261.7
2026	630.6	165.0	640.2	213.7	426.5	1,222.2	1,304.2
2027	631.9	185.6	654.3	218.4	435.9	1,253.4	1,341.8
2028	633.1	206.8	668.7	223.2	445.5	1,284.5	1,380.6
2029	634.4	228.8	683.4	228.1	455.3	1,318.5	1,420.5
2030	635.7	251.4	698.4	233.1	465.3	1,352.4	1,461.8
2031	636.9	274.8	713.8	238.2	475.6	1,387.3	1,515.3
2032	638.2	298.9	729.5	243.3	482.2	1,419.3	1,559.2
2033	639.5	323.8	745.6	252.7	492.8	1,456.1	1,604.3
2034	640.8	349.5	762.0	258.3	503.7	1,493.9	1,650.9
2035	642.0	376.0	778.7	263.9	514.8	1,532.8	1,698.9
2036	643.3	403.4	795.8	269.8	526.1	1,572.8	1,682.4
2037	644.6	431.6	813.4	275.7	537.7	1,613.9	1,733.4
2038	645.9	460.8	831.3	281.8	549.5	1,656.2	1,786.1
2039	647.2	490.9	849.5	288.0	561.6	1,699.7	1,840.3
2040	648.5	522.0	868.2	294.3	573.9	1,744.4	1,892.3

State Highway revenues not identified down to the ODOT regional level

Revenue Table Examples & Challenges

PROJECTIONS OF URBAN FORMULA FUNDS (PRIMARILY BUS-ORIENTED*)

Year	Oregon Total YOE \$s	Oregon Total 2016 \$s	Portland Area* YOE \$s	Portland Area 2016 \$s	Salem YOE \$s	Salem 2016 \$s	Lane* YOE \$s	Lane 2016 \$s
2016	79.6	79.6	57.4	57.4	6.4	6.4	7.5	7.5
2017	81.3	78.9	58.6	56.9	6.6	6.4	7.7	7.5
2018	83.1	78.2	59.9	56.4	6.7	6.3	7.9	7.4
2019	84.9	77.5	61.2	55.9	6.8	6.2	8.0	7.3
2020	86.8	76.8	62.6	55.4	7.0	6.2	8.2	7.3
2021	88.7	76.2	63.9	54.9	7.1	6.1	8.4	7.2
2022	90.7	75.5	65.4	54.4	7.3	6.1	8.6	7.1
2023	92.7	74.8	66.8	53.9	7.5	6.0	8.8	7.1
2024	94.7	74.2	68.3	53.5	7.6	6.0	9.0	7.0
2025	96.8	73.5	69.8	53.0	7.8	5.9	9.2	7.0
2026	98.9	72.9	71.3	52.5	8.0	5.9	9.4	6.9
2027	101.1	72.2	72.9	52.1	8.1	5.8	9.6	6.8
2028	103.3	71.6	74.5	51.6	8.3	5.8	9.8	6.8
2029	105.6	71.0	76.1	51.2	8.5	5.7	10.0	6.7
2030	107.9	70.4	77.8	50.7	8.7	5.7	10.2	6.7
2031	110.3	69.8	79.5	50.3	8.9	5.6	10.4	6.6
2032	112.7	69.1	81.2	49.8	9.1	5.6	10.7	6.5
2033	115.2	68.5	83.0	49.4	9.3	5.5	10.9	6.5
2034	117.7	67.9	84.9	49.0	9.5	5.5	11.1	6.4
2035	120.3	67.4	86.7	48.6	9.7	5.4	11.4	6.4
2036	123.0	66.8	88.6	48.1	9.9	5.4	11.6	6.3
2037	125.7	66.2	90.6	47.7	10.1	5.3	11.9	6.3
2038	128.4	65.6	92.6	47.3	10.3	5.3	12.1	6.2
2039	131.2	65.0	94.6	46.9	10.6	5.2	12.4	6.2
2040	134.1	64.5	96.7	46.5	10.8	5.2	12.7	6.1
2041	137.1	63.9	98.8	46.1	11.0	5.1	13.0	6.0
2042	140.1	63.3	101.0	45.7	11.3	5.1	13.3	6.0
2043	143.2	62.8	103.2	45.3	11.5	5.1	13.5	5.9
2044	146.3	62.2	105.5	44.9	11.8	5.0	13.8	5.9
2045	149.6	61.7	107.8	44.5	12.0	5.0	14.1	5.8
2046	152.8	61.2	110.2	44.1	12.3	4.9	14.5	5.8
2047	156.2	60.6	112.6	43.7	12.6	4.9	14.8	5.7

2018-2047 Oregon Total 2,071.4
*Includes FTA Section 5337 \$s

Page 19

Urbanized Formula Funds Revenue Table
Includes 5307 and 5339 funds combined together

Draft Federal and State Revenue Forecast

- Timeline for the final ODOT 2016-2047 Funding Assumptions Plan:
 - Metro draft full revenue forecast by November 10th
 - Late November to receive narrative portion from LRFA
 - Jan-Feb 2017 final draft (or approved?) plan
- However, Measure 97 could be an issue:
 - If passed, transportation funding assumptions for the State revenues could be determined to be invalid
 - Impact could be minor impact to...we start over with the State funding assumptions

Measure 97 - Oregon Business Tax Increase: If passed, would increase certain corporate taxes by establishing a 2.5% increase on corporate gross sales that exceed \$25 million

15

Small Starts/New Starts Methodology

- Metro's HCT accepted into State's Financial Assumptions Plan:
 - Referenced in "Assumed FTA Discretionary Distributions" table
 - Required as part of the FTA approval process for future New or Small Starts grants
 - Reflects consistency with State funding plans assumptions and goals
- Other large (big-ticket) projects to be identified in the RTP Financial Plan*:
 - Identifies proposed large regional initiatives & investments

* In support of 23 CFR 450.318(a)-(g), Major Investment Studies, to identify and reflect the region's need for major investments and proposed improvements to the transportation system

16

Small Starts/New Starts Methodology

ASSUMED FTA DISCRETIONARY DISTRIBUTIONS (\$ Million)							
Year	Statewide Bus Discretionary	Statewide Bus 2016 Purchasing Power	Lane Small Starts	Lane 2016 Purchasing Power	Tri-Met New Starts & Small Starts	Tri-Met 2016 Purchasing Power	Nominal MPG Total
2016	10.9	10.9	?	#VALUE!	100.0	100.0	#VALUE!
2017	5.1	4.9	?	#VALUE!	0.0	0.0	#VALUE!
2018	5.3	5.0	?	#VALUE!	0.0	0.0	#VALUE!
2019	5.7	5.2	?	#VALUE!	0.0	0.0	#VALUE!
2020	6.0	5.3	?	#VALUE!	200.0	177.0	#VALUE!
2021	6.1	5.3	?	#VALUE!	200.0	171.7	#VALUE!
2022	6.3	5.2	?	#VALUE!	150.0	124.9	#VALUE!
2023	6.4	5.2	?	#VALUE!	150.0	121.1	#VALUE!
2024	6.5	5.1	?	#VALUE!	150.0	117.5	#VALUE!
2025	6.7	5.1	?	#VALUE!	150.0	114.0	#VALUE!
2026	6.8	5.0	?	#VALUE!	200.0	147.4	#VALUE!
2027	7.0	5.0	?	#VALUE!	200.0	143.0	#VALUE!
2028	7.1	4.9	?	#VALUE!	0.0	0.0	#VALUE!
2029	7.3	4.9	?	#VALUE!	150.0	100.9	#VALUE!
2030	7.4	4.9	?	#VALUE!	175.0	114.1	#VALUE!
2031	7.6	4.8	?	#VALUE!	175.0	110.7	#VALUE!
2032	7.8	4.8	?	#VALUE!	150.0	92.0	#VALUE!
2033	7.9	4.7	?	#VALUE!	150.0	89.3	#VALUE!
2034	8.1	4.7	?	#VALUE!	200.0	115.4	#VALUE!
2035	8.3	4.6	?	#VALUE!	200.0	112.0	#VALUE!
2036	8.5	4.6	?	#VALUE!	150.0	81.5	#VALUE!
2037	8.7	4.6	?	#VALUE!	0.0	0.0	#VALUE!
2038	8.9	4.5	?	#VALUE!	25.0	12.8	#VALUE!
2039	9.0	4.5	?	#VALUE!	25.0	12.4	#VALUE!
2040	9.2	4.4	?	#VALUE!	0.0	0.0	#VALUE!
2041	9.5	4.4	?	#VALUE!	0.0	0.0	#VALUE!
2042	9.7	4.4	?	#VALUE!	150.0	67.8	#VALUE!
2043	9.9	4.3	?	#VALUE!	175.0	76.7	#VALUE!
2044	10.1	4.3	?	#VALUE!	175.0	74.4	#VALUE!
2045	10.3	4.3	?	#VALUE!	150.0	61.9	#VALUE!
2046	10.5	4.2	?	#VALUE!	150.0	60.0	#VALUE!
2047	10.8	4.2	?	#VALUE!	200.0	77.6	#VALUE!
2018-2047		142.3		#VALUE!		2,376.1	

Source: Discussion with metropolitan PTOs and extrapolation.

17

Operations and Maintenance (O&M) Update

- O&M exercise goal - Present the need and costs of maintaining the existing system and local roads:
 - *Federal requirement to evaluate O&M needs
 - Agency O&M needs have already committed local funds
 - How much of local revenues are really available for regional capacity improvements?
 - Can the region meet future O&M requirements?
- Initial State picture not optimistic can meet 100% on-system O&M needs:
 - Dedicated OM&P Revenues may not keep up with inflation
 - OM&P needs and costs will outpace available revenues

* 23 CFR 450.316(a)(1) & (2)(i) - Preservation of existing transportation facilities

* 23 CFR 450.322(b)(5) – Assess capital investment and other measures necessary to preserve the existing transportation system including requirements for operational improvements, resurfacing, restoration, and rehab...

18

Operations and Maintenance (O&M) Update

DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY MODERNIZATION INCLUDING ADDED REVENUE (\$ Million)								
Fiscal Year	State Share of Highway User Fee Revenue Under Current Law	Assumed New Revenue Available for O&M	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 Federal Modernization Projects
2016	608.7	0.0	514.8	168.4	346.4	955.1	972.2	36.6
2017	625.2	2.0	526.2	173.7	352.6	979.8	997.0	37.4
2018	622.5	20.7	537.9	178.1	359.7	1,002.9	1,020.2	38.2
2019	621.8	38.2	549.7	182.7	367.0	1,027.1	1,049.5	39.1
2020	623.1	54.6	561.8	187.5	374.3	1,052.0	1,078.9	40.0
2021	624.3	71.6	574.2	191.6	382.6	1,078.5	1,112.2	40.8
2022	625.6	89.1	586.8	195.9	391.0	1,105.7	1,158.7	41.7
2023	626.8	107.2	599.7	200.2	399.6	1,133.6	1,192.0	42.7
2024	628.1	125.8	612.9	204.6	408.4	1,162.3	1,226.3	43.6
2025	629.3	145.1	626.4	209.1	417.4	1,191.8	1,261.7	44.6
2026	630.6	165.0	640.2	213.7	426.5	1,222.2	1,304.2	45.5
2027	631.9	185.6	654.3	218.4	435.9	1,253.4	1,341.8	46.5
2028	633.1	206.8	668.7	223.2	445.5	1,285.5	1,380.6	47.6
2029	634.4	228.8	683.4	228.1	455.3	1,318.5	1,420.5	48.6
2030	635.7	251.4	698.4	233.1	465.3	1,352.4	1,461.8	49.7
2031	636.9	274.8	713.8	238.2	475.6	1,387.3	1,515.3	50.8
2032	638.2	298.9	729.5	243.3	482.2	1,419.3	1,559.2	51.9
2033	639.5	323.8	745.6	252.7	492.8	1,456.1	1,604.3	53.0
2034	640.8	349.5	762.0	258.3	503.7	1,493.9	1,650.9	54.2
2035	642.0	376.0	778.7	263.9	514.8	1,532.8	1,698.9	55.4
2036	643.3	403.4	795.8	269.8	526.1	1,572.8	1,682.4	56.6
2037	644.6	431.6	813.4	275.7	537.7	1,613.9	1,733.4	57.9
2038	645.9	460.8	831.3	281.8	549.5	1,656.2	1,786.1	59.1
2039	647.2	490.9	849.5	288.0	561.6	1,699.7	1,840.3	60.4
2040	648.5	522.0	868.2	294.3	573.9	1,744.4	1,892.3	61.8

Reference
Revenue
Tables
Pages 9 and 10

"Derivation of
Funds Available
to Finance State
Highway
Modernization
Including Added
Revenue"

Operations and Maintenance (O&M) Update


- Emerging trends from local agencies:
 - 6 O&M Worksheets received
 - (From Clackamas County, Cornelius, Happy Valley, Gresham, Multnomah County, and Washington County
 - Enough of an initial sampling to indicate:
 - Confirmation that O&M annual needs exceed available revenues
 - Shortfall varies among agencies
 - Exception: Washington County – at 100% , but not at 100%
- Need ODOT Region 1 O&M data
- When remaining templates sent out please complete the O&M worksheet as best as possible

Operations and Maintenance (O&M) Update

Operations and Maintenance Summary					
Agency	O&M Local Revenues	O & M Annual Costs	Difference	% of O&M Need	Notes
Beaverton	\$ -	\$ -	\$ -	#DIV/0!	SDC possible double counting
Clackamas Cty	\$ 33,920,000	\$ 50,920,000	\$ (17,000,000)	66.6%	Delay maintenance used
Cornelius	\$ 932,000	\$ 1,415,840	\$ (483,840)	65.8%	32 miles of street responsibilities. Deferred maintenance used
Damascus	\$ -	\$ -	\$ -	#DIV/0!	
Durham	\$ -	\$ -	\$ -	#DIV/0!	
Fairview	\$ -	\$ -	\$ -	#DIV/0!	
Forest Grove	\$ -	\$ -	\$ -	#DIV/0!	
Gladstone	\$ -	\$ -	\$ -	#DIV/0!	
Gresham	\$ 10,000,000	\$ 17,300,000	\$ (7,300,000)	57.8%	Deferred maintenance used
Happy Valley	\$ 980,000	\$ 1,700,000	\$ (720,000)	57.6%	Deferred maintenance used
Hillsboro	\$ -	\$ -	\$ -	#DIV/0!	
Johnson City	\$ -	\$ -	\$ -	#DIV/0!	
King City	\$ -	\$ -	\$ -	#DIV/0!	
Lake Oswego	\$ -	\$ -	\$ -	#DIV/0!	
Maywood Park	\$ -	\$ -	\$ -	#DIV/0!	
Milwaukie	\$ -	\$ -	\$ -	#DIV/0!	
Multnomah Cty	\$ 3,000,000	\$ 8,122,448	\$ (5,122,448)	36.9%	
Portland	\$ -	\$ -	\$ -	#DIV/0!	
Rivergrove	\$ -	\$ -	\$ -	#DIV/0!	
Sherwood	\$ -	\$ -	\$ -	#DIV/0!	
SMART	\$ -	\$ -	\$ -	#DIV/0!	
Tigard	\$ -	\$ -	\$ -	#DIV/0!	
TriMet	\$ -	\$ -	\$ -	#DIV/0!	
Troutdale	\$ -	\$ -	\$ -	#DIV/0!	
Tualatin	\$ -	\$ -	\$ -	#DIV/0!	
Washington Cty	\$ 27,000,000	\$ 27,000,000	\$ -	100.0%	\$54,823,624 of \$108m for O&M?
West Linn	\$ -	\$ -	\$ -	#DIV/0!	
Wilsonville	\$ -	\$ -	\$ -	#DIV/0!	
Wood Village	\$ -	\$ -	\$ -	#DIV/0!	
Total:	\$ 75,832,000	\$ 106,458,288	\$ (30,626,288)	71.2%	

21

Summary, Updates, & Next Steps

2018 RTP Finance Discussions Next Steps and Follow-on Activities <small>DRAFT September 20, 2016</small>		
Now		
Sept. 22, 2016	RTP Finance Work Group <ul style="list-style-type: none"> Preliminary revenue forecast (portion) Proposed New Starts/Small Starts Pending Assumptions 	
For the Future		
Oct. 13, 2016	RTP Finance Work Group <ul style="list-style-type: none"> Draft revenue forecast 	
Oct. 28, 2016	TPAC <ul style="list-style-type: none"> RTP Call for Projects vis-a-vis revenue forecast (discussion) 	
Nov. 8, 2016	Council work session (requested) <ul style="list-style-type: none"> Regional Leadership Forum #3 prep 	
Nov. 10, 2016	RTP Finance Work Group <ul style="list-style-type: none"> Draft revenue forecast (full) Draft OMP forecast (full) 	
Nov. 10, 2016	JPACT <ul style="list-style-type: none"> Regional Leadership Forum #3 prep RTP Call for Projects vis-a-vis revenue forecast (discussion) 	
Dec. 2, 2016	Regional Leadership Forum #3	
Jan. 12, 2017	RTP Finance Work Group <ul style="list-style-type: none"> Revenue forecast as applied to RTP Call for Projects Final adjustments to revenue forecast and OMP costs 	
Jan. 27, 2017	TPAC <ul style="list-style-type: none"> Recommendation to JPACT on RTP Call for Projects 	
Feb. 16, 2017	JPACT <ul style="list-style-type: none"> JPACT requested to issue RTP Call for Projects 	
Feb. 23, 2017	Metro Council <ul style="list-style-type: none"> Metro Council requested to issue RTP Call for Projects 	
Feb. 27 to April 14, 2017	RTP Call For Projects	

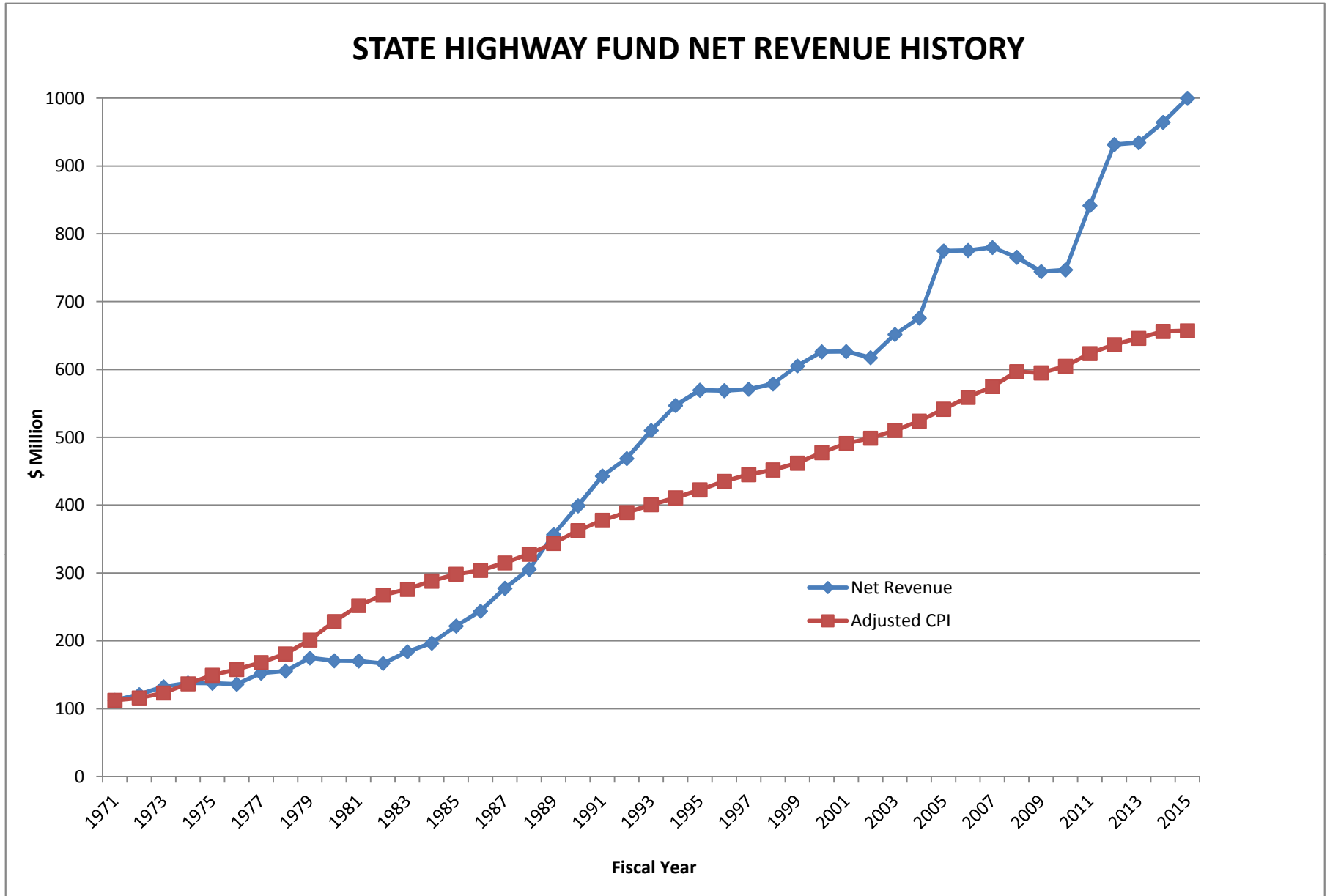
22

Questions?



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

Fiscal Year	Actual Revenue	Projected				
		Fiscal Year	Current Law Revenue	State Share	County Share	City Share
1971	112.3	2016	1,028.2	608.7	254.1	165.4
1972	120.8	2017	1,056.0	625.2	260.9	169.9
1973	132.5	2018	1,051.6	622.5	259.9	169.2
1974	138.0	2019	1,050.4	621.8	259.6	169.0
1975	137.6	2020	1,052.5	623.1	260.1	169.3
1976	136.2	2021	1,054.6	624.3	260.6	169.7
1977	152.5	2022	1,056.7	625.6	261.1	170.0
1978	155.5	2023	1,058.8	626.8	261.6	170.4
1979	174.7	2024	1,060.9	628.1	262.2	170.7
1980	170.8	2025	1,063.1	629.3	262.7	171.0
1981	170.3	2026	1,065.2	630.6	263.2	171.4
1982	166.7	2027	1,067.3	631.9	263.7	171.7
1983	184.0	2028	1,069.5	633.1	264.3	172.1
1984	196.6	2029	1,071.6	634.4	264.8	172.4
1985	221.9	2030	1,073.7	635.7	265.3	172.8
1986	243.8	2031	1,075.9	636.9	265.9	173.1
1987	277.4	2032	1,078.0	638.2	266.4	173.5
1988	305.6	2033	1,080.2	639.5	266.9	173.8
1989	356.6	2034	1,082.4	640.8	267.5	174.2
1990	399.1	2035	1,084.5	642.0	268.0	174.5
1991	442.9	2036	1,086.7	643.3	268.5	174.8
1992	468.8	2037	1,088.9	644.6	269.1	175.2
1993	510.2	2038	1,091.0	645.9	269.6	175.5
1994	546.9	2039	1,093.2	647.2	270.1	175.9
1995	569.5	2040	1,095.4	648.5	270.7	176.3
1996	568.8	2041	1,097.6	649.8	271.2	176.6
1997	571.0	2042	1,099.8	651.1	271.8	177.0
1998	578.7	2043	1,102.0	652.4	272.3	177.3
1999	605.3	2044	1,104.2	653.7	272.8	177.7
2000	626.1	2045	1,106.4	655.0	273.4	178.0
2001	626.4	2046	1,108.6	656.3	273.9	178.4
2002	617.4	2047	1,110.8	657.6	274.5	178.7
2003	651.7					
2004	675.9					
2005	774.9					
2006	775.4					
2007	779.8					
2008	765.5					
2009	744.3					
2010	746.9					
2011	841.6					
2012	931.6					
2013	934.5					
2014	964.3					
2015	999.7					

(1) Includes amounts shared with counties and cities.

Assumed shares are: State - 59.20%; Counties 24.71%; Cities 16.09%

(2) Also includes large amounts reserved for debt service on expenditures in previous years. Does not include revenue from the sale of bonds.

(3) Sources: 1971-2015, Legislative Revenue Office; 2016-2019, ODOT June 2016 Revenue Forecast; 2020-2047 "trend" growth rate of 0.2%.

ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE

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

SFY	State Share	County Share	City Share
2016	0.0	0.0	0.0
2017	2.0	1.2	0.8
2018	20.7	12.4	8.3
2019	38.2	22.9	15.3
2020	54.6	32.8	21.8
2021	71.6	42.9	28.6
2022	89.1	53.5	35.6
2023	107.2	64.3	42.9
2024	125.8	75.5	50.3
2025	145.1	87.1	58.1
2026	165.0	99.0	66.0
2027	185.6	111.4	74.2
2028	206.8	124.1	82.7
2029	228.8	137.3	91.5
2030	251.4	150.8	100.6
2031	274.8	164.9	109.9
2032	298.9	179.3	119.5
2033	323.8	194.3	129.5
2034	349.5	209.7	139.8
2035	376.0	225.6	150.4
2036	403.4	242.0	161.3
2037	431.6	259.0	172.7
2038	460.8	276.5	184.3
2039	490.9	294.5	196.4
2040	522.0	313.2	208.8
2041	554.0	332.4	221.6
2042	587.1	352.3	234.9
2043	621.3	372.8	248.5
2044	656.5	393.9	262.6
2045	692.9	415.7	277.2
2046	730.4	438.2	292.2
2047	769.1	461.5	307.6

*Includes cost-responsibility effects on heavy vehicles.

DISTRIBUTION OF FEDERAL HIGHWAY FUNDS
(\$ Million - YOY \$s)

YEAR	TOTAL FEDERAL HWY FUNDS TO OREGON	FORMULA FUNDS TO OREGON	FEDERAL	FEDERAL	HIGHWAY	DISCRETIONARY FOR MOD. - STATE**	DISCRETIONARY FOR MOD. - LOCAL**	COUNTY ALLOCATION (STP)	SMALL CITY ALLOCATION (STP)	PORTLAND TMA (STP)	EUGENE	SALEM	MEDFORD TMA (STP)	FTA 5310		LOCAL TOTAL
			LANDS ACCESS - STATE*	LANDS ACCESS - LOCAL*	FREIGHT PROGRAM (MOD.)						TMA (STP)	TMA (STP)		SET-ASIDE (STP)	OTHER LOCAL ALLOCATIONS	
2016	514.8	444.9	18.3	18.3	13.4	10.0	10.0	16.2	10.9	24.9	4.1	3.8	0.0	10.0	80.3	178.4
2017	526.2	454.7	18.7	18.7	13.7	10.3	10.3	17.0	11.4	26.0	4.3	4.0	0.0	10.0	82.0	183.7
2018	537.9	464.7	19.1	19.1	14.0	10.5	10.5	17.4	11.7	27.1	4.5	4.1	0.0	15.0	83.8	193.1
2019	549.7	474.9	19.5	19.5	14.3	10.8	10.8	17.8	11.9	28.1	4.7	4.3	0.0	15.0	85.7	197.7
2020	561.8	485.4	19.9	19.9	14.6	11.0	11.0	18.1	12.2	29.3	4.9	4.5	0.0	15.0	87.6	202.5
2021	574.2	496.0	20.4	20.4	14.9	11.2	11.2	18.5	12.4	29.9	5.0	4.6	0.0	15.0	89.5	206.6
2022	586.8	507.0	20.8	20.8	15.3	11.5	11.5	19.0	12.7	30.6	5.1	4.7	0.0	15.0	91.5	210.9
2023	599.7	518.1	21.3	21.3	15.6	11.7	11.7	19.4	13.0	31.3	5.2	4.8	0.0	15.0	93.5	215.2
2024	612.9	529.5	21.7	21.7	15.9	12.0	12.0	19.8	13.3	32.0	5.3	4.9	0.0	16.5	95.5	221.1
2025	626.4	541.2	22.2	22.2	16.3	12.3	12.3	20.2	13.6	32.7	5.5	5.0	0.0	16.5	97.6	225.6
2026	640.2	553.1	22.7	22.7	16.7	12.5	12.5	20.7	13.9	33.4	5.6	5.1	0.0	16.5	99.8	230.2
2027	654.3	565.2	23.2	23.2	17.0	12.8	12.8	21.1	14.2	34.1	5.7	5.2	0.0	16.5	102.0	234.9
2028	668.7	577.7	23.7	23.7	17.4	13.1	13.1	21.6	14.5	34.9	5.8	5.4	0.0	16.5	104.2	239.7
2029	683.4	590.4	24.2	24.2	17.8	13.4	13.4	22.1	14.8	35.6	6.0	5.5	0.0	16.5	106.5	244.6
2030	698.4	603.4	24.8	24.8	18.2	13.7	13.7	22.6	15.1	36.4	6.1	5.6	0.0	18.2	108.8	251.2
2031	713.8	616.6	25.3	25.3	18.6	14.0	14.0	23.1	15.5	37.2	6.2	5.7	0.0	18.2	111.2	256.4
2032	729.5	630.2	25.9	25.9	19.0	14.3	14.3	23.6	15.8	38.0	6.4	5.8	3.8	18.2	113.7	265.4
2033	745.6	644.1	26.4	26.4	19.4	14.6	14.6	24.1	16.1	38.9	6.5	6.0	3.9	18.2	116.2	270.9
2034	762.0	658.2	27.0	27.0	19.8	14.9	14.9	24.6	16.5	39.7	6.6	6.1	4.0	18.2	118.7	276.4
2035	778.7	672.7	27.6	27.6	20.3	15.2	15.2	25.2	16.9	40.6	6.8	6.2	4.1	18.2	121.4	282.1
2036	795.8	687.5	28.2	28.2	20.7	15.6	15.6	25.7	17.2	41.5	6.9	6.4	4.1	20.0	124.0	289.7
2037	813.4	702.6	28.9	28.9	21.2	15.9	15.9	26.3	17.6	42.4	7.1	6.5	4.2	20.0	126.8	295.7
2038	831.3	718.1	29.5	29.5	21.6	16.3	16.3	26.8	18.0	43.3	7.2	6.7	4.3	20.0	129.5	301.7
2039	849.5	733.9	30.1	30.1	22.1	16.6	16.6	27.4	18.4	44.3	7.4	6.8	4.4	20.0	132.4	307.9
2040	868.2	750.0	30.8	30.8	22.6	17.0	17.0	28.0	18.8	45.3	7.6	7.0	4.5	20.0	135.3	314.3
2041	887.3	766.5	31.5	31.5	23.1	17.4	17.4	28.7	19.2	46.3	7.7	7.1	4.6	20.0	138.3	320.7
2042	906.9	783.4	32.2	32.2	23.6	17.8	17.8	29.3	19.6	47.3	7.9	7.3	4.7	22.0	141.3	329.3
2043	926.8	800.6	32.9	32.9	24.1	18.1	18.1	29.9	20.1	48.3	8.1	7.4	4.8	22.0	144.4	336.1
2044	947.2	818.3	33.6	33.6	24.6	18.5	18.5	30.6	20.5	49.4	8.3	7.6	4.9	22.0	147.6	343.0
2045	968.0	836.3	34.3	34.3	25.2	19.0	19.0	31.3	21.0	50.5	8.4	7.8	5.0	22.0	150.9	350.1
2046	989.3	854.7	35.1	35.1	25.7	19.4	19.4	32.0	21.4	51.6	8.6	7.9	5.2	22.0	154.2	357.3
2047	1,011.1	873.5	35.9	35.9	26.3	19.8	19.8	32.7	21.9	52.7	8.8	8.1	5.3	22.0	157.6	364.7

NOTE: County and small city allocations are distributed the following year. This lag is reflected above.

NOTE: FTA Set-Asides are OTC decisions. Table assumes OTC increases annual distributions by 10 percent every 7th year.

**Assumes 50/50 split between state and local governments.

*Assumes 50/50 split between state and local governments; reflects historic distribution of Forest Highway funding carried forward in new program. Historically, 72% of FLAP has been spent on modernization.

**BALANCE TO
STATE FOR
HIGHWAYS**

336.4
342.6
344.7
352.0
359.3
367.6
376.0
384.6
391.9
400.9
410.0
419.4
429.0
438.8
447.2
457.4
464.1
474.7
485.5
496.6
506.1
517.7
529.5
541.6
554.0
566.6
577.5
590.7
604.2
618.0
632.0
646.4

**DISTRIBUTION OF "OTHER LOCAL ALLOCATIONS"
(\$ Million)**

YEAR	CMAQ	TGM (STP)	TDM (STP)	TRANSPORTATION ALTERNATIVES		LOCAL BRIDGE	FHWA METROPOLITAN PLANNING	RAIL/HWY CROSSINGS	HSIP	MISC.	TOTAL -- OTHER LOCAL ALLOCATIONS
				Non-TMAs	TMAs						
2016	17.8	4.0	2.1	5.3	1.9	26.0	4.0	2.9	13.3	3.0	80.3
2017	18.2	4.1	2.1	5.4	1.9	26.6	4.1	3.0	13.6	3.1	82.0
2018	18.6	4.2	2.2	5.5	2.0	27.2	4.2	3.0	13.9	3.1	83.8
2019	19.0	4.3	2.2	5.7	2.0	27.8	4.3	3.1	14.2	3.2	85.7
2020	19.4	4.4	2.3	5.8	2.1	28.4	4.4	3.2	14.5	3.3	87.6
2021	19.8	4.5	2.3	5.9	2.1	29.0	4.5	3.2	14.8	3.3	89.5
2022	20.3	4.6	2.4	6.0	2.2	29.6	4.6	3.3	15.1	3.4	91.5
2023	20.7	4.7	2.4	6.2	2.2	30.3	4.7	3.4	15.4	3.5	93.5
2024	21.2	4.8	2.5	6.3	2.3	30.9	4.8	3.5	15.8	3.6	95.5
2025	21.7	4.9	2.6	6.4	2.3	31.6	4.9	3.5	16.1	3.6	97.6
2026	22.1	5.0	2.6	6.6	2.4	32.3	5.0	3.6	16.5	3.7	99.8
2027	22.6	5.1	2.7	6.7	2.4	33.0	5.1	3.7	16.9	3.8	102.0
2028	23.1	5.2	2.7	6.9	2.5	33.8	5.2	3.8	17.2	3.9	104.2
2029	23.6	5.3	2.8	7.0	2.5	34.5	5.3	3.8	17.6	4.0	106.5
2030	24.1	5.4	2.8	7.2	2.6	35.3	5.4	3.9	18.0	4.1	108.8
2031	24.7	5.5	2.9	7.3	2.6	36.0	5.5	4.0	18.4	4.2	111.2
2032	25.2	5.7	3.0	7.5	2.7	36.8	5.7	4.1	18.8	4.2	113.7
2033	25.8	5.8	3.0	7.7	2.8	37.6	5.8	4.2	19.2	4.3	116.2
2034	26.3	5.9	3.1	7.8	2.8	38.5	5.9	4.3	19.6	4.4	118.7
2035	26.9	6.0	3.2	8.0	2.9	39.3	6.0	4.4	20.1	4.5	121.4
2036	27.5	6.2	3.2	8.2	2.9	40.2	6.2	4.5	20.5	4.6	124.0
2037	28.1	6.3	3.3	8.4	3.0	41.1	6.3	4.6	20.9	4.7	126.8
2038	28.7	6.5	3.4	8.6	3.1	42.0	6.5	4.7	21.4	4.8	129.5
2039	29.4	6.6	3.5	8.7	3.1	42.9	6.6	4.8	21.9	4.9	132.4
2040	30.0	6.7	3.5	8.9	3.2	43.8	6.7	4.9	22.4	5.1	135.3
2041	30.7	6.9	3.6	9.1	3.3	44.8	6.9	5.0	22.9	5.2	138.3
2042	31.3	7.0	3.7	9.3	3.3	45.8	7.0	5.1	23.4	5.3	141.3
2043	32.0	7.2	3.8	9.5	3.4	46.8	7.2	5.2	23.9	5.4	144.4
2044	32.7	7.4	3.9	9.7	3.5	47.8	7.4	5.3	24.4	5.5	147.6
2045	33.5	7.5	3.9	10.0	3.6	48.9	7.5	5.5	24.9	5.6	150.9
2046	34.2	7.7	4.0	10.2	3.6	49.9	7.7	5.6	25.5	5.8	154.2
2047	34.9	7.9	4.1	10.4	3.7	51.0	7.9	5.7	26.0	5.9	157.6

NOTES:

LOCAL BRIDGE based on revised Local Bridge Program Agreement.

Metro planning includes state provision of match; Misc.: includes Safe Routes to School, Bike Ped Quick fix, OTC STIP directions.

HSIP: Assumes jurisdictionally blind allocation of 50% state, 50% local.

ESTIMATED STP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAS

(STPFundstoLocalJurisdictions - Expanded)

YEAR	Clackamas	Multnomah	Washington	Canby	Molalla	Sandy	Marion	Silverton	Stayton	Woodburn	Polk	Dalles	Independence	Monmouth	Yamhill	McMinnville
2016	\$953,048	\$238,983	\$491,333	\$177,217	\$97,630	\$112,573	\$785,226	\$104,714	\$85,233	\$270,696	\$298,930	\$165,373	\$95,250	\$106,485	\$539,770	\$362,017
2017	\$1,001,653	\$251,171	\$516,391	\$186,255	\$102,609	\$118,314	\$825,273	\$110,054	\$89,580	\$284,501	\$314,175	\$173,807	\$100,108	\$111,916	\$567,298	\$380,480
2018	\$1,023,690	\$256,697	\$527,752	\$190,353	\$104,867	\$120,917	\$843,429	\$112,476	\$91,551	\$290,761	\$321,087	\$177,631	\$102,310	\$114,378	\$579,779	\$388,850
2019	\$1,046,211	\$262,344	\$539,362	\$194,540	\$107,174	\$123,577	\$861,984	\$114,950	\$93,565	\$297,157	\$328,151	\$181,539	\$104,561	\$116,894	\$592,534	\$397,405
2020	\$1,069,228	\$268,116	\$551,228	\$198,820	\$109,531	\$126,296	\$880,948	\$117,479	\$95,623	\$303,695	\$335,371	\$185,533	\$106,861	\$119,466	\$605,570	\$406,148
2021	\$1,092,751	\$274,014	\$563,355	\$203,194	\$111,941	\$129,075	\$900,328	\$120,064	\$97,727	\$310,376	\$342,749	\$189,614	\$109,212	\$122,094	\$618,892	\$415,083
2022	\$1,116,791	\$280,043	\$575,749	\$207,665	\$114,404	\$131,914	\$920,136	\$122,705	\$99,877	\$317,204	\$350,289	\$193,786	\$111,615	\$124,780	\$632,508	\$424,215
2023	\$1,141,361	\$286,204	\$588,415	\$212,233	\$116,921	\$134,816	\$940,379	\$125,404	\$102,074	\$324,183	\$357,996	\$198,049	\$114,070	\$127,525	\$646,423	\$433,548
2024	\$1,166,471	\$292,500	\$601,361	\$216,902	\$119,493	\$137,782	\$961,067	\$128,163	\$104,320	\$331,315	\$365,871	\$202,406	\$116,580	\$130,331	\$660,644	\$443,086
2025	\$1,192,133	\$298,935	\$614,590	\$221,674	\$122,122	\$140,813	\$982,210	\$130,983	\$106,615	\$338,604	\$373,921	\$206,859	\$119,145	\$133,198	\$675,179	\$452,834
2026	\$1,218,360	\$305,512	\$628,111	\$226,551	\$124,808	\$143,911	\$1,003,819	\$133,865	\$108,960	\$346,053	\$382,147	\$211,410	\$121,766	\$136,129	\$690,032	\$462,796
2027	\$1,245,164	\$312,233	\$641,930	\$231,535	\$127,554	\$147,077	\$1,025,903	\$136,810	\$111,357	\$353,666	\$390,554	\$216,061	\$124,445	\$139,123	\$705,213	\$472,978
2028	\$1,272,557	\$319,102	\$656,052	\$236,629	\$130,360	\$150,313	\$1,048,473	\$139,819	\$113,807	\$361,447	\$399,146	\$220,814	\$127,183	\$142,184	\$720,728	\$483,383
2029	\$1,300,554	\$326,122	\$670,486	\$241,835	\$133,228	\$153,620	\$1,071,539	\$142,895	\$116,311	\$369,399	\$407,927	\$225,672	\$129,981	\$145,312	\$736,584	\$494,018
2030	\$1,329,166	\$333,297	\$685,236	\$247,155	\$136,159	\$157,000	\$1,095,113	\$146,039	\$118,870	\$377,525	\$416,902	\$230,637	\$132,840	\$148,509	\$752,789	\$504,886
2031	\$1,358,407	\$340,630	\$700,311	\$252,593	\$139,155	\$160,454	\$1,119,206	\$149,252	\$121,485	\$385,831	\$426,074	\$235,711	\$135,763	\$151,776	\$769,350	\$515,993
2032	\$1,388,292	\$348,123	\$715,718	\$258,150	\$142,216	\$163,984	\$1,143,828	\$152,535	\$124,158	\$394,319	\$435,447	\$240,897	\$138,749	\$155,115	\$786,276	\$527,345
2033	\$1,418,835	\$355,782	\$731,464	\$263,829	\$145,345	\$167,591	\$1,168,992	\$155,891	\$126,889	\$402,994	\$445,027	\$246,196	\$141,802	\$158,528	\$803,574	\$538,947
2034	\$1,450,049	\$363,609	\$747,556	\$269,633	\$148,543	\$171,278	\$1,194,710	\$159,321	\$129,681	\$411,860	\$454,818	\$251,613	\$144,922	\$162,015	\$821,252	\$550,804
2035	\$1,481,950	\$371,609	\$764,002	\$275,565	\$151,811	\$175,046	\$1,220,994	\$162,826	\$132,534	\$420,921	\$464,824	\$257,148	\$148,110	\$165,580	\$839,320	\$562,921
2036	\$1,514,553	\$379,784	\$780,811	\$281,628	\$155,150	\$178,897	\$1,247,856	\$166,408	\$135,450	\$430,181	\$475,050	\$262,805	\$151,368	\$169,223	\$857,785	\$575,306
2037	\$1,547,873	\$388,139	\$797,988	\$287,823	\$158,564	\$182,833	\$1,275,309	\$170,069	\$138,429	\$439,645	\$485,501	\$268,587	\$154,698	\$172,945	\$876,656	\$587,962
2038	\$1,581,927	\$396,678	\$815,544	\$294,155	\$162,052	\$186,855	\$1,303,365	\$173,811	\$141,475	\$449,318	\$496,182	\$274,496	\$158,102	\$176,750	\$895,943	\$600,898
2039	\$1,616,729	\$405,405	\$833,486	\$300,627	\$165,617	\$190,966	\$1,332,039	\$177,634	\$144,587	\$459,203	\$507,098	\$280,535	\$161,580	\$180,639	\$915,654	\$614,117
2040	\$1,652,297	\$414,324	\$851,823	\$307,241	\$169,261	\$195,168	\$1,361,344	\$181,542	\$147,768	\$469,305	\$518,254	\$286,707	\$165,135	\$184,613	\$935,798	\$627,628
2041	\$1,688,647	\$423,439	\$870,563	\$314,000	\$172,985	\$199,461	\$1,391,294	\$185,536	\$151,019	\$479,630	\$529,656	\$293,014	\$168,768	\$188,674	\$956,385	\$641,436
2042	\$1,725,798	\$432,755	\$889,715	\$320,908	\$176,790	\$203,849	\$1,421,902	\$189,618	\$154,342	\$490,182	\$541,308	\$299,461	\$172,481	\$192,825	\$977,426	\$655,547
2043	\$1,763,765	\$442,276	\$909,289	\$327,968	\$180,680	\$208,334	\$1,453,184	\$193,790	\$157,737	\$500,966	\$553,217	\$306,049	\$176,275	\$197,067	\$998,929	\$669,969
2044	\$1,802,568	\$452,006	\$929,293	\$335,183	\$184,655	\$212,917	\$1,485,154	\$198,053	\$161,207	\$511,987	\$565,388	\$312,782	\$180,153	\$201,403	\$1,020,906	\$684,709
2045	\$1,842,225	\$461,950	\$949,738	\$342,557	\$188,717	\$217,602	\$1,517,828	\$202,410	\$164,754	\$523,250	\$577,826	\$319,663	\$184,117	\$205,834	\$1,043,366	\$699,772
2046	\$1,882,754	\$472,113	\$970,632	\$350,094	\$192,869	\$222,389	\$1,551,220	\$206,863	\$168,378	\$534,762	\$590,538	\$326,696	\$188,167	\$210,362	\$1,066,320	\$715,167

Note: County, small MPO and city allocations are presently lagged one year, FAST Act funding increases observed for FY 2016 do not show up in distributions to Local Jurisdictions until 2017.

ESTIMATED STP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAS, CONTINUED

								Corvallis								Grants Pass
Newberg	Sheridan	Bend MPO	Deschutes	Lane	Cottage Grove	Florence	Junction City	MPO	Benton	Medford MPO	Jackson	Albany MPO	Linn	Lebanon	Sweet Home	MPO
\$251,989	\$68,906	\$1,011,290	\$631,882	\$921,900	\$108,921	\$94,807	\$62,209	\$719,274	\$288,601	\$1,771,974	\$583,644	\$667,293	\$620,934	\$174,229	\$100,287	\$575,132
\$264,840	\$72,420	\$1,062,866	\$664,108	\$968,917	\$114,476	\$99,642	\$65,382	\$755,957	\$303,320	\$1,862,345	\$613,410	\$701,325	\$652,602	\$183,115	\$105,402	\$604,464
\$270,667	\$74,013	\$1,086,249	\$678,718	\$990,233	\$116,994	\$101,834	\$66,820	\$772,588	\$309,993	\$1,903,316	\$626,905	\$716,754	\$666,959	\$187,143	\$107,720	\$617,762
\$276,622	\$75,642	\$1,110,146	\$693,650	\$1,012,018	\$119,568	\$104,075	\$68,290	\$789,585	\$316,813	\$1,945,189	\$640,697	\$732,523	\$681,632	\$191,260	\$110,090	\$631,353
\$282,707	\$77,306	\$1,134,570	\$708,910	\$1,034,283	\$122,199	\$106,364	\$69,792	\$806,956	\$323,782	\$1,987,983	\$654,792	\$748,638	\$696,628	\$195,468	\$112,512	\$645,242
\$288,927	\$79,007	\$1,159,530	\$724,506	\$1,057,037	\$124,887	\$108,704	\$71,328	\$824,709	\$330,906	\$2,031,719	\$669,198	\$765,108	\$711,954	\$199,768	\$114,988	\$659,438
\$295,283	\$80,745	\$1,185,040	\$740,446	\$1,080,292	\$127,635	\$111,096	\$72,897	\$842,852	\$338,186	\$2,076,417	\$683,920	\$781,941	\$727,617	\$204,163	\$117,517	\$673,945
\$301,779	\$82,521	\$1,211,111	\$756,735	\$1,104,058	\$130,443	\$113,540	\$74,501	\$861,395	\$345,626	\$2,122,098	\$698,966	\$799,143	\$743,624	\$208,655	\$120,103	\$688,772
\$308,419	\$84,337	\$1,237,755	\$773,384	\$1,128,347	\$133,312	\$116,038	\$76,140	\$880,346	\$353,229	\$2,168,784	\$714,343	\$816,724	\$759,984	\$213,245	\$122,745	\$703,925
\$315,204	\$86,192	\$1,264,986	\$790,398	\$1,153,171	\$136,245	\$118,591	\$77,815	\$899,714	\$361,000	\$2,216,497	\$730,059	\$834,692	\$776,704	\$217,937	\$125,445	\$719,412
\$322,138	\$88,088	\$1,292,815	\$807,787	\$1,178,541	\$139,243	\$121,200	\$79,527	\$919,507	\$368,942	\$2,265,260	\$746,120	\$853,056	\$793,791	\$222,731	\$128,205	\$735,239
\$329,225	\$90,026	\$1,321,257	\$825,558	\$1,204,469	\$142,306	\$123,866	\$81,276	\$939,736	\$377,059	\$2,315,096	\$762,535	\$871,823	\$811,254	\$227,631	\$131,026	\$751,414
\$336,468	\$92,007	\$1,350,325	\$843,720	\$1,230,967	\$145,437	\$126,591	\$83,065	\$960,411	\$385,354	\$2,366,028	\$779,311	\$891,003	\$829,102	\$232,639	\$133,908	\$767,945
\$343,871	\$94,031	\$1,380,032	\$862,282	\$1,258,048	\$148,636	\$129,376	\$84,892	\$981,540	\$393,832	\$2,418,081	\$796,455	\$910,605	\$847,342	\$237,757	\$136,854	\$784,840
\$351,436	\$96,100	\$1,410,393	\$881,252	\$1,285,725	\$151,906	\$132,222	\$86,760	\$1,003,133	\$402,497	\$2,471,279	\$813,977	\$930,638	\$865,984	\$242,988	\$139,865	\$802,106
\$359,167	\$98,214	\$1,441,421	\$900,640	\$1,314,011	\$155,248	\$135,131	\$88,668	\$1,025,202	\$411,352	\$2,525,647	\$831,885	\$951,112	\$885,036	\$248,334	\$142,942	\$819,753
\$367,069	\$100,374	\$1,473,133	\$920,454	\$1,342,919	\$158,664	\$138,104	\$90,619	\$1,047,757	\$420,401	\$2,581,211	\$850,186	\$972,037	\$904,506	\$253,797	\$146,087	\$837,787
\$375,145	\$102,583	\$1,505,542	\$940,704	\$1,372,464	\$162,154	\$141,142	\$92,613	\$1,070,808	\$429,650	\$2,637,998	\$868,891	\$993,422	\$924,405	\$259,381	\$149,301	\$856,218
\$383,398	\$104,840	\$1,538,664	\$961,400	\$1,402,658	\$165,722	\$144,248	\$94,650	\$1,094,365	\$439,102	\$2,696,034	\$888,006	\$1,015,277	\$944,742	\$265,087	\$152,585	\$875,055
\$391,832	\$107,146	\$1,572,514	\$982,550	\$1,433,516	\$169,368	\$147,421	\$96,732	\$1,118,441	\$448,763	\$2,755,346	\$907,542	\$1,037,613	\$965,527	\$270,919	\$155,942	\$894,306
\$400,453	\$109,503	\$1,607,109	\$1,004,166	\$1,465,054	\$173,094	\$150,664	\$98,861	\$1,143,047	\$458,635	\$2,815,964	\$927,508	\$1,060,440	\$986,768	\$276,879	\$159,373	\$913,981
\$409,263	\$111,912	\$1,642,466	\$1,026,258	\$1,497,285	\$176,902	\$153,979	\$101,035	\$1,168,194	\$468,725	\$2,877,915	\$947,913	\$1,083,770	\$1,008,477	\$282,970	\$162,879	\$934,089
\$418,267	\$114,374	\$1,678,600	\$1,048,836	\$1,530,225	\$180,794	\$157,366	\$103,258	\$1,193,894	\$479,037	\$2,941,229	\$968,767	\$1,107,613	\$1,030,664	\$289,196	\$166,462	\$954,639
\$427,468	\$116,891	\$1,715,529	\$1,071,910	\$1,563,890	\$184,771	\$160,828	\$105,530	\$1,220,160	\$489,576	\$3,005,936	\$990,080	\$1,131,981	\$1,053,338	\$295,558	\$170,125	\$975,641
\$436,873	\$119,462	\$1,753,271	\$1,095,492	\$1,598,296	\$188,836	\$164,367	\$107,852	\$1,247,004	\$500,347	\$3,072,067	\$1,011,862	\$1,156,884	\$1,076,512	\$302,060	\$173,867	\$997,105
\$446,484	\$122,090	\$1,791,843	\$1,119,593	\$1,633,458	\$192,990	\$167,983	\$110,224	\$1,274,438	\$511,354	\$3,139,652	\$1,034,123	\$1,182,336	\$1,100,195	\$308,706	\$177,692	\$1,019,041
\$456,307	\$124,776	\$1,831,263	\$1,144,224	\$1,669,394	\$197,236	\$171,678	\$112,649	\$1,302,475	\$522,604	\$3,208,725	\$1,056,874	\$1,208,347	\$1,124,399	\$315,497	\$181,602	\$1,041,460
\$466,345	\$127,521	\$1,871,551	\$1,169,397	\$1,706,121	\$201,575	\$175,455	\$115,128	\$1,331,130	\$534,102	\$3,279,317	\$1,080,125	\$1,234,931	\$1,149,136	\$322,438	\$185,597	\$1,064,372
\$476,605	\$130,327	\$1,912,725	\$1,195,124	\$1,743,656	\$206,010	\$179,315	\$117,660	\$1,360,415	\$545,852	\$3,351,462	\$1,103,888	\$1,262,099	\$1,174,417	\$329,532	\$189,680	\$1,087,788
\$487,090	\$133,194	\$1,954,805	\$1,221,416	\$1,782,016	\$210,542	\$183,260	\$120,249	\$1,390,344	\$557,861	\$3,425,194	\$1,128,173	\$1,289,865	\$1,200,254	\$336,782	\$193,853	\$1,111,720
\$497,806	\$136,124	\$1,997,811	\$1,248,288	\$1,821,220	\$215,174	\$187,292	\$122,894	\$1,420,931	\$570,133	\$3,500,548	\$1,152,993	\$1,318,242	\$1,226,660	\$344,191	\$198,118	\$1,136,178

Josephine

\$487,904
\$512,787
\$524,068
\$535,598
\$547,381
\$559,423
\$571,731
\$584,309
\$597,164
\$610,301
\$623,728
\$637,450
\$651,474
\$665,806
\$680,454
\$695,424
\$710,723
\$726,359
\$742,339
\$758,671
\$775,361
\$792,419
\$809,852
\$827,669
\$845,878
\$864,487
\$883,506
\$902,943
\$922,808
\$943,110
\$963,858

FY 2016 LONG RANGE ESTIMATES OF ODOT HIGHWAY PRESERVATION, MAINTENANCE AND OTHER COSTS
(\$ Millions)

Fiscal Year	Pavement	Pavement			Safety	Safety	Traditional	Traditional	ITS	ITS	Bridge	Bridge
	Preservation	Preservation	Maintenance	Maintenance	Construction	Construction	Operations	Operations	ITS	ITS	Bridge	Bridge
	(2016 \$s)	(YOE \$s)	(2016 \$s)	(YOE \$s)	(2016 \$s)	(YOE \$s)	(2016 \$s)	(YOE \$s)	(2016 \$s)	(YOE \$s)	(2016 \$s)	(YOE \$s)
2016	131	131	232	232	33	33	28	28	5	5	100	100
2017	131	135	232	239	33	34	28	29	5	5	100	103
2018	131	139	232	247	33	35	28	30	5	6	100	107
2019	131	143	232	254	33	36	28	31	5	6	100	110
2020	131	148	232	262	33	38	28	32	5	6	100	113
2021	131	152	232	271	33	39	28	32	5	6	100	117
2022	131	157	232	279	33	40	28	34	5	6	100	121
2023	131	162	232	288	33	41	28	35	5	7	100	124
2024	131	167	232	296	33	42	28	36	5	7	100	128
2025	131	172	232	306	33	44	28	37	5	7	100	132
2026	131	178	232	315	33	45	28	38	5	7	100	136
2027	131	183	232	325	33	46	28	39	5	7	100	140
2028	131	189	232	335	33	48	28	40	5	8	100	145
2029	131	195	232	345	33	49	28	41	5	8	100	149
2030	131	201	232	356	33	51	28	43	5	8	100	154
2031	131	207	232	367	33	52	28	44	5	8	100	159
2032	131	213	232	378	33	54	28	45	5	9	100	164
2033	131	220	232	390	33	56	28	47	5	9	100	169
2034	131	227	232	402	33	58	28	48	5	9	100	174
2035	131	234	232	415	33	59	28	50	5	9	100	179
2036	131	241	232	428	33	61	28	51	5	10	100	185
2037	131	248	232	441	33	63	28	53	5	10	100	191
2038	131	256	232	455	33	65	28	55	5	10	100	196
2039	131	264	232	469	33	67	28	56	5	11	100	203
2040	131	272	232	483	33	69	28	58	5	11	100	209
2041	131	281	232	498	33	71	28	60	5	11	100	215
2042	131	289	232	514	33	73	28	62	5	12	100	222
2043	131	298	232	530	33	76	28	64	5	12	100	229
2044	131	308	232	546	33	78	28	66	5	12	100	236
2045	131	317	232	563	33	80	28	68	5	13	100	243
2046	131	327	232	580	33	83	28	70	5	13	100	251
2047	131	337	232	598	33	86	28	72	5	14	100	259

*For comparison, Scenario 3, "Protecting Current Infrastructure," of the 1999 Oregon Highway Plan required \$599 million in 1997 \$s, or \$894 million in 2016 \$s. These amounts exclude debt service costs.

FY 2016 LONG RANGE ESTIMATES OF ODOT HIGHWAY PRESERVATION, MAINTENANCE AND OTHER COSTS, CONT'D
(\$ Millions)

Fiscal Year	Non-Mod.	Central	Central	All Non-Mod		Amounts	Amounts	All Non-Mod. Hwy Programs
	Debt S. (YOE \$s)	Services (Hwy. Portion) (2016 \$s)	Services (Hwy. Portion) (YOE \$s)	Other (2016 \$s)	Other (YOE \$s)	Needed to Implement Scenario 3 (2016 \$s)	Needed to Implement Scenario 3 (YOE \$s)	
2016	78	70	70	208	208	808	86	972
2017	75	70	72	208	215	808	86	997
2018	70	70	75	208	221	808	86	1,020
2019	70	70	77	208	228	808	86	1,050
2020	69	70	79	208	235	808	86	1,079
2021	71	70	82	208	242	808	86	1,112
2022	85	70	84	208	250	808	86	1,159
2023	85	70	87	208	258	808	86	1,192
2024	85	70	90	208	266	808	86	1,226
2025	85	70	92	208	274	808	86	1,262
2026	91	70	95	208	282	808	86	1,304
2027	91	70	98	208	291	808	86	1,342
2028	91	70	101	208	300	808	86	1,381
2029	91	70	104	208	310	808	86	1,421
2030	91	70	108	208	319	808	86	1,462
2031	102	70	111	208	329	808	86	1,515
2032	102	70	114	208	339	808	86	1,559
2033	102	70	118	208	350	808	86	1,604
2034	102	70	122	208	361	808	86	1,651
2035	102	70	125	208	372	808	86	1,699
2036	36	70	129	208	383	808	86	1,682
2037	36	70	133	208	395	808	86	1,733
2038	36	70	137	208	407	808	86	1,786
2039	36	70	142	208	420	808	86	1,840
2040	32	70	146	208	433	808	86	1,892
2041	32	70	151	208	446	808	86	1,950
2042	32	70	155	208	460	808	86	2,009
2043	32	70	160	208	475	808	86	2,071
2044	32	70	165	208	489	808	86	2,134
2045	32	70	170	208	504	808	86	2,199
2046	0	70	175	208	520	808	86	2,234
2047	0	70	181	208	536	808	86	2,303

**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	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 Federal Modernization Projects	*Federal Modernization \$s in 2016 \$s (State FLAP, Freight, FastLane, TIGER)	Assumed ODOT STBGP** Transfer to FTA Programs
2016	608.7	0.0	514.8	168.4	346.4	955.1	972.2	36.6	36.6	10.0
2017	625.2	2.0	526.2	173.7	352.6	979.8	997.0	37.4	36.3	10.0
2018	622.5	20.7	537.9	178.1	359.7	1,002.9	1,020.2	38.2	36.0	15.0
2019	621.8	38.2	549.7	182.7	367.0	1,027.1	1,049.5	39.1	35.7	15.0
2020	623.1	54.6	561.8	187.5	374.3	1,052.0	1,078.9	40.0	35.4	15.0
2021	624.3	71.6	574.2	191.6	382.6	1,078.5	1,112.2	40.8	35.1	15.0
2022	625.6	89.1	586.8	195.9	391.0	1,105.7	1,158.7	41.7	34.8	15.0
2023	626.8	107.2	599.7	200.2	399.6	1,133.6	1,192.0	42.7	34.5	15.0
2024	628.1	125.8	612.9	204.6	408.4	1,162.3	1,226.3	43.6	34.2	16.5
2025	629.3	145.1	626.4	209.1	417.4	1,191.8	1,261.7	44.6	33.9	16.5
2026	630.6	165.0	640.2	213.7	426.5	1,222.2	1,304.2	45.5	33.6	16.5
2027	631.9	185.6	654.3	218.4	435.9	1,253.4	1,341.8	46.5	33.3	16.5
2028	633.1	206.8	668.7	223.2	445.5	1,285.5	1,380.6	47.6	33.0	16.5
2029	634.4	228.8	683.4	228.1	455.3	1,318.5	1,420.5	48.6	32.7	16.5
2030	635.7	251.4	698.4	233.1	465.3	1,352.4	1,461.8	49.7	32.4	18.2
2031	636.9	274.8	713.8	238.2	475.6	1,387.3	1,515.3	50.8	32.1	18.2
2032	638.2	298.9	729.5	247.3	482.2	1,419.3	1,559.2	51.9	31.8	18.2
2033	639.5	323.8	745.6	252.7	492.8	1,456.1	1,604.3	53.0	31.6	18.2
2034	640.8	349.5	762.0	258.3	503.7	1,493.9	1,650.9	54.2	31.3	18.2
2035	642.0	376.0	778.7	263.9	514.8	1,532.8	1,698.9	55.4	31.0	18.2
2036	643.3	403.4	795.8	269.8	526.1	1,572.8	1,682.4	56.6	30.7	20.0
2037	644.6	431.6	813.4	275.7	537.7	1,613.9	1,733.4	57.9	30.5	20.0
2038	645.9	460.8	831.3	281.8	549.5	1,656.2	1,786.1	59.1	30.2	20.0
2039	647.2	490.9	849.5	288.0	561.6	1,699.7	1,840.3	60.4	29.9	20.0
2040	648.5	522.0	868.2	294.3	573.9	1,744.4	1,892.3	61.8	29.7	20.0
2041	649.8	554.0	887.3	300.8	586.6	1,790.4	1,950.0	63.1	29.4	20.0
2042	651.1	587.1	906.9	307.4	599.5	1,837.7	2,009.5	64.5	29.2	22.0
2043	652.4	621.3	926.8	314.1	612.7	1,886.3	2,070.8	65.9	28.9	22.0
2044	653.7	656.5	947.2	321.0	626.1	1,936.3	2,133.9	67.4	28.7	22.0
2045	655.0	692.9	968.0	328.1	639.9	1,987.8	2,199.1	68.9	28.4	22.0
2046	656.3	730.4	989.3	335.3	654.0	2,040.7	2,234.1	70.4	28.2	22.0
2047	657.6	769.1	1,011.1	342.7	668.4	2,095.1	2,303.3	71.9	27.9	22.0

2018-2047

1,192.2

*2018-2047 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	2016 Purchasing Power Available for Modernization or Other 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 & Federal Match	Net of DS 2016 Purchasing Power Available for Modernization Under ORS 366.507	ODOT FLAP Mod. Amounts (for Reference)***	ODOT FLAP Mod. in 2016 \$s (for Reference)***	Local FLAP Mod. Amounts (for Reference)***	Local FLAP Mod. in 2016 \$s (for Reference)***	Discretionary for Mod. - Local***	Discretionary for Mod. - Local in 2016 \$s (for Reference)***
2016	29.1	0.0	-115.4	-115.4	\$79.9	18.1	52.7	52.7	13.2	13.2	13.2	13.2	10.0	10.0
2017	29.1	0.0	-115.7	-112.2	\$82.7	17.4	56.0	54.3	13.4	13.0	13.4	13.0	10.3	9.9
2018	58.2	0.0	-120.5	-113.3	\$83.8	16.1	58.1	54.7	13.7	12.9	13.7	12.9	10.5	9.9
2019	58.2	0.0	-155.7	-142.1	\$84.1	16.1	58.2	53.1	14.0	12.8	14.0	12.8	10.8	9.8
2020	58.2	24.1	-184.9	-163.7	\$84.5	15.9	58.6	51.9	14.4	12.7	14.4	12.7	11.0	9.7
2021	58.2	24.1	-193.2	-165.9	\$84.8	16.3	58.3	50.0	14.7	12.6	14.7	12.6	11.2	9.7
2022	58.2	0.0	-189.1	-157.5	\$85.0	15.9	58.6	48.8	15.0	12.5	15.0	12.5	11.5	9.6
2023	58.2	0.0	-195.5	-157.9	\$85.1	15.9	58.5	47.3	15.3	12.4	15.3	12.4	11.7	9.5
2024	58.2	0.0	-203.6	-159.5	\$85.3	15.9	58.5	45.8	15.7	12.3	15.7	12.3	12.0	9.4
2025	58.2	0.0	-210.6	-160.0	\$85.5	15.9	58.4	44.4	16.0	12.2	16.0	12.2	12.3	9.3
2026	58.2	0.0	-224.9	-165.7	\$85.7	17.1	57.2	42.2	16.4	12.1	16.4	12.1	12.5	9.2
2027	58.2	0.0	-232.5	-166.1	\$85.8	17.1	57.1	40.8	16.7	11.9	16.7	11.9	12.8	9.2
2028	58.2	0.0	-240.3	-166.6	\$86.0	17.1	57.0	39.5	17.1	11.8	17.1	11.8	13.1	9.1
2029	58.2	0.0	-248.5	-167.1	\$86.2	17.1	56.9	38.3	17.5	11.7	17.5	11.7	13.4	9.0
2030	58.2	0.0	-258.6	-168.7	\$86.3	17.1	56.9	37.1	17.8	11.6	17.8	11.6	13.7	8.9
2031	58.2	0.0	-280.6	-177.5	\$86.5	19.1	54.7	34.6	18.2	11.5	18.2	11.5	14.0	8.8
2032	58.2	0.0	-293.7	-180.2	\$86.7	19.1	54.6	33.5	18.6	11.4	18.6	11.4	14.3	8.8
2033	58.2	0.0	-303.3	-180.5	\$86.9	19.1	54.5	32.4	19.0	11.3	19.0	11.3	14.6	8.7
2034	58.2	0.0	-313.4	-180.9	\$87.0	19.1	54.3	31.4	19.5	11.2	19.5	11.2	14.9	8.6
2035	58.2	0.0	-323.8	-181.3	\$87.2	19.1	54.2	30.4	19.9	11.1	19.9	11.1	15.2	8.5
2036	58.2	0.0	-258.2	-140.2	\$87.4	6.8	66.5	36.1	20.3	11.0	20.3	11.0	15.6	8.5
2037	58.2	0.0	-269.5	-141.9	\$87.6	6.8	66.3	34.9	20.8	10.9	20.8	10.9	15.9	8.4
2038	58.2	0.0	-281.2	-143.7	\$87.7	6.8	66.2	33.8	21.2	10.8	21.2	10.8	16.3	8.3
2039	29.1	0.0	-293.5	-145.4	\$87.9	6.8	66.0	32.7	21.7	10.8	21.7	10.8	16.6	8.2
2040	29.1	0.0	-266.4	-128.0	\$88.1	0.0	72.6	34.9	22.2	10.7	22.2	10.7	17.0	8.2
2041	0.0	0.0	-250.5	-116.8	\$88.3	0.0	72.5	33.8	22.7	10.6	22.7	10.6	17.4	8.1
2042	0.0	0.0	-266.2	-120.4	\$88.4	0.0	72.3	32.7	23.2	10.5	23.2	10.5	17.8	8.0
2043	0.0	0.0	-280.5	-123.0	\$88.6	0.0	72.1	31.6	23.7	10.4	23.7	10.4	18.1	8.0
2044	0.0	0.0	-295.3	-125.6	\$88.8	0.0	71.9	30.6	24.2	10.3	24.2	10.3	18.5	7.9
2045	0.0	0.0	-310.6	-128.2	\$89.0	0.0	71.7	29.6	24.7	10.2	24.7	10.2	19.0	7.8
2046	0.0	0.0	-294.4	-117.8	\$89.1	0.0	71.5	28.6	25.3	10.1	25.3	10.1	19.4	7.8
2047	0.0	0.0	-311.0	-120.7	\$89.3	0.0	71.3	27.7	25.8	10.0	25.8	10.0	19.8	7.7
2018-2047								1,143.1		342.5		342.5		262.5

***Amounts are already accounted for in other columns (state) or worksheets (local).

REGIONAL MODERNIZATION EQUITY SPLITS, 2015-2018 STIP

County	Region	Population (2011) (1)	Vehicle Miles Travelled (2011) (2)	Ton Miles Travelled (2011) (2)	Vehicle Registrations (2011) (3)	Projected Revenue (FY 1999-2001) (4)	Modernization Needs (5)	Regional Average
Clackamas	1	378,480	1,758,450,280	6,784,904,554	412,297	\$221,042,000		
Hood River	1	22,625	277,832,014	1,911,991,574	29,151	\$29,328,000		
Multnomah	1	741,925	2,890,377,221	11,016,638,152	691,488	\$384,866,000		
Washington	1	466,642	1,490,574,619	4,554,884,646	409,474	205,099,020		
Region 1 Total		1,609,672	6,417,234,134	24,268,418,926	1,542,410	840,335,020		
% of Statewide		41.73%	33.03%	22.26%	37.96%	31.14%	47.5%	35.60%
Benton	2	85,995	241,898,969	885,438,101	78,895	\$40,932,000		
Clatsop	2	37,145	317,737,647	1,178,764,361	42,686	\$36,890,000		
Columbia	2	49,625	236,963,293	1,313,734,776	63,161	\$34,554,000		
Lane	2	353,155	1,462,564,871	7,596,039,473	356,098	\$222,900,000		
Lincoln	2	46,155	336,551,864	1,149,248,994	53,029	\$43,630,000		
Linn	2	117,340	1,040,831,226	8,236,599,680	137,496	\$126,984,000		
Marion	2	318,150	1,622,694,808	9,196,050,287	318,880	\$203,622,000		
Polk	2	75,965	410,235,691	1,502,388,662	74,944	\$49,845,000		
Tillamook	2	25,255	213,426,779	711,618,837	34,045	\$28,920,000		
Washington	2	69,728	222,729,541	680,614,947	61,186	30,646,980		
Yamhill	2	99,850	416,521,429	1,558,546,365	104,118	\$57,380,000		
Region 2 Total		1,278,363	6,522,156,118	34,009,044,483	1,324,538	876,303,980		
% of Statewide		33.14%	33.57%	31.19%	32.60%	32.47%	22.5%	30.91%
Coos	3	62,960	277,635,754	1,221,567,568	74,540	\$49,825,000		
Curry	3	22,335	114,100,278	404,787,891	29,849	\$18,165,000		
Douglas	3	107,795	1,032,748,776	9,301,213,627	133,992	\$144,523,000		
Jackson	3	203,950	884,841,906	5,057,214,273	225,579	\$126,362,000		
Josephine	3	82,820	449,210,209	3,164,471,386	101,631	\$62,470,000		
Region 3 Total		479,860	2,758,536,923	19,149,254,745	565,591	401,345,000		
% of Statewide		12.44%	14.20%	17.56%	13.92%	14.87%	15.6%	14.77%
Crook	4	20,855	90,031,740	302,815,362	31,946	\$15,016,000		
Deschutes	4	158,875	627,627,967	3,683,820,392	198,008	\$81,945,000		
Gilliam	4	1,880	146,396,755	1,795,009,114	3,678	\$21,211,000		
Jefferson	4	21,845	185,522,456	1,152,991,696	26,304	\$24,980,000		
Klamath	4	66,580	423,596,334	3,144,659,132	84,857	\$71,971,000		
Lake	4	7,885	67,348,669	387,085,234	13,113	\$14,863,000		
Sherman	4	1,765	111,043,950	1,227,350,708	3,725	\$16,956,000		
Wasco	4	25,300	325,122,035	2,667,279,490	31,775	\$44,629,000		
Wheeler	4	1,435	20,055,692	136,859,258	2,431	\$5,921,000		
Region 4 Total		306,420	1,996,745,598	14,497,870,386	395,837	297,492,000		
% of Statewide		7.94%	10.28%	13.30%	9.74%	11.02%	9.9%	10.36%
Baker	5	16,215	254,909,832	3,572,381,834	23,582	\$38,900,000		
Grant	5	7,450	54,648,384	317,365,398	11,611	\$14,407,000		
Harney	5	7,375	78,430,032	458,220,650	11,300	\$25,227,000		
Malheur	5	31,445	271,281,031	3,044,870,957	37,076	\$47,886,000		
Morrow	5	11,270	168,987,189	1,788,212,895	15,735	\$25,709,000		
Umatilla	5	76,580	627,781,349	5,187,132,442	90,099	\$86,122,000		
Union	5	25,980	234,635,505	2,510,095,200	33,295	\$34,594,000		
Wallowa	5	6,995	40,780,501	226,941,393	11,799	\$10,144,000		
Region 5 Total		183,310	1,731,453,823	17,105,220,769	234,497	282,989,000		
% of Statewide		4.75%	8.91%	15.69%	5.77%	10.49%	4.5%	8.35%
Statewide		3,857,625	19,426,126,596	109,029,809,309	4,062,873	\$2,698,465,000	100.0%	100.00%

(1) 2011 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*	Salem Transit				Rogue Valley Transit	Benton County	Deschutes County	Linn County	Josephine County
		Tri-Met	Lane Transit							
2016	17,203,764	6,178,001	1,423,311	1,281,379	756,235	316,248	614,304	429,793	302,055	
2017	17,763,236	6,378,781	1,469,467	1,322,920	780,697	326,403	634,151	443,640	311,748	
2018	18,497,035	6,642,289	1,530,171	1,377,570	812,948	339,886	660,348	461,967	324,626	
2019	19,261,148	6,916,682	1,593,382	1,434,478	846,531	353,927	687,627	481,051	338,037	
2020	20,056,826	7,202,410	1,659,205	1,493,736	881,501	368,548	716,032	500,923	352,001	
2021	20,885,373	7,499,941	1,727,746	1,555,442	917,916	383,773	745,612	521,616	366,542	
2022	21,748,148	7,809,764	1,799,120	1,619,697	955,835	399,626	776,413	543,164	381,684	
2023	22,646,564	8,132,385	1,873,441	1,686,607	995,321	416,135	808,487	565,602	397,451	
2024	23,582,094	8,468,334	1,950,833	1,756,281	1,036,437	433,325	841,885	588,967	413,870	
2025	24,556,270	8,818,161	2,031,422	1,828,833	1,079,253	451,226	876,663	613,297	430,967	
2026	25,570,689	9,182,439	2,115,340	1,904,382	1,123,837	469,866	912,878	638,633	448,770	
2027	26,627,015	9,561,766	2,202,725	1,983,052	1,170,262	489,276	950,589	665,015	467,309	
2028	27,726,977	9,956,762	2,293,719	2,064,972	1,218,606	509,488	989,858	692,486	486,614	
2029	28,872,378	10,368,076	2,388,473	2,150,276	1,268,946	530,535	1,030,749	721,093	506,716	
2030	30,065,096	10,796,381	2,487,141	2,239,104	1,321,367	552,452	1,073,329	750,881	527,648	
2031	31,307,085	11,242,380	2,589,884	2,331,601	1,375,952	575,273	1,117,669	781,900	549,445	
2032	32,600,381	11,706,803	2,696,872	2,427,919	1,432,793	599,038	1,163,840	814,201	572,143	
2033	33,947,102	12,190,411	2,808,280	2,528,217	1,491,981	623,784	1,211,918	847,835	595,778	
2034	35,349,457	12,693,997	2,924,290	2,632,657	1,553,615	649,553	1,261,982	882,859	620,389	
2035	36,809,743	13,218,386	3,045,093	2,741,412	1,617,795	676,386	1,314,115	919,330	646,018	
2036	38,330,354	13,764,437	3,170,886	2,854,660	1,684,626	704,327	1,368,401	957,308	672,705	
2037	39,913,781	14,333,046	3,301,875	2,972,586	1,754,218	733,423	1,424,929	996,854	700,494	
2038	41,562,619	14,925,144	3,438,275	3,095,384	1,826,685	763,721	1,483,793	1,038,034	729,432	
2039	43,279,571	15,541,702	3,580,310	3,223,254	1,902,145	795,270	1,545,089	1,080,915	759,564	
2040	45,067,450	16,183,730	3,728,213	3,356,407	1,980,723	828,123	1,608,916	1,125,568	790,942	
2041	46,929,186	16,852,279	3,882,226	3,495,060	2,062,546	862,332	1,675,381	1,172,065	823,616	
2042	48,867,831	17,548,447	4,042,600	3,639,441	2,147,750	897,955	1,744,591	1,220,483	857,639	
2043	50,886,561	18,273,373	4,209,600	3,789,786	2,236,474	935,050	1,816,660	1,270,901	893,069	
2044	52,988,685	19,028,246	4,383,499	3,946,342	2,328,862	973,677	1,891,706	1,323,402	929,961	
2045	55,177,647	19,814,303	4,564,581	4,109,365	2,425,068	1,013,899	1,969,852	1,378,072	968,378	
2046	57,457,036	20,632,832	4,753,144	4,279,123	2,525,247	1,055,784	2,051,227	1,435,000	1,008,382	
2047	59,830,586	21,485,175	4,949,496	4,455,894	2,629,565	1,099,398	2,135,963	1,494,280	1,050,038	

*May include General Funds, cigarette tax revenue, Transportation Operating Funds, ID card revenue, or other sources.

Includes discretionary amounts, as these are also assumed to be distributed by population over the long-term.

Assumed to increase at a real (beyond inflation) rate of 1% after 2017. Inflation is assumed to be 3.1% per year.

17.5% is reserved for ODOT, smaller areas, and administration.

**SPECIAL TRANSPORTATION FUND:
PROJECTIONS OF REVENUE AND DISBURSEMENTS (2016 \$s)
1% REAL AARG**

Fiscal Year	Tri-Met -- 2016 \$s	Salem Transit -- 2016 \$s	Lane Transit -- 2016 \$s	Rogue Valley Transit -- 2016 \$s	Benton County -- 2016 \$s	Deschutes County -- 2016 \$s	Linn County - 2016 \$s	Josephine County -- 2016 \$s
2016	6,178,001	1,423,311	1,281,379	756,235	316,248	614,304	429,793	302,055
2017	6,186,985	1,425,283	1,283,143	757,224	316,588	615,083	430,301	302,374
2018	6,248,855	1,439,536	1,295,974	764,796	319,754	621,234	434,604	305,398
2019	6,311,343	1,453,931	1,308,934	772,444	322,952	627,446	438,950	308,452
2020	6,374,457	1,468,471	1,322,023	780,168	326,181	633,721	443,339	311,537
2021	6,438,201	1,483,155	1,335,244	787,970	329,443	640,058	447,773	314,652
2022	6,502,583	1,497,987	1,348,596	795,850	332,738	646,459	452,250	317,799
2023	6,567,609	1,512,967	1,362,082	803,808	336,065	652,923	456,773	320,977
2024	6,633,285	1,528,096	1,375,703	811,846	339,426	659,452	461,341	324,186
2025	6,699,618	1,543,377	1,389,460	819,965	342,820	666,047	465,954	327,428
2026	6,766,614	1,558,811	1,403,354	828,164	346,248	672,707	470,614	330,702
2027	6,834,280	1,574,399	1,417,388	836,446	349,711	679,435	475,320	334,010
2028	6,902,623	1,590,143	1,431,562	844,810	353,208	686,229	480,073	337,350
2029	6,971,649	1,606,045	1,445,877	853,258	356,740	693,091	484,874	340,723
2030	7,041,366	1,622,105	1,460,336	861,791	360,307	700,022	489,722	344,130
2031	7,111,779	1,638,326	1,474,940	870,409	363,910	707,022	494,620	347,572
2032	7,182,897	1,654,710	1,489,689	879,113	367,549	714,093	499,566	351,047
2033	7,254,726	1,671,257	1,504,586	887,904	371,225	721,233	504,561	354,558
2034	7,327,274	1,687,969	1,519,632	896,783	374,937	728,446	509,607	358,103
2035	7,400,546	1,704,849	1,534,828	905,751	378,687	735,730	514,703	361,684
2036	7,474,552	1,721,897	1,550,176	914,809	382,473	743,088	519,850	365,301
2037	7,549,297	1,739,116	1,565,678	923,957	386,298	750,518	525,049	368,954
2038	7,624,790	1,756,508	1,581,335	933,196	390,161	758,024	530,299	372,644
2039	7,701,038	1,774,073	1,597,148	942,528	394,063	765,604	535,602	376,370
2040	7,778,048	1,791,813	1,613,120	951,953	398,003	773,260	540,958	380,134
2041	7,855,829	1,809,731	1,629,251	961,473	401,983	780,992	546,368	383,935
2042	7,934,387	1,827,829	1,645,543	971,088	406,003	788,802	551,831	387,775
2043	8,013,731	1,846,107	1,661,999	980,799	410,063	796,690	557,350	391,652
2044	8,093,868	1,864,568	1,678,619	990,607	414,164	804,657	562,923	395,569
2045	8,174,807	1,883,214	1,695,405	1,000,513	418,306	812,704	568,553	399,525
2046	8,256,555	1,902,046	1,712,359	1,010,518	422,489	820,831	574,238	403,520
2047	8,339,121	1,921,066	1,729,483	1,020,623	426,713	829,039	579,980	407,555
2018-2047	217,365,731	50,074,104	45,080,325	26,603,339	11,122,621	21,609,559	15,117,645	10,623,243

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

Year	Oregon Total YOE \$s	Oregon Total 2016 \$s	Tri-Met YOE \$s	Tri-Met 2016 \$s	Salem YOE \$s	Salem 2016 \$s	Lane YOE \$s	Lane 2016 \$s	Rogue Valley YOE \$s	Rogue Valley 2016 \$s
2016	\$8,727,000	\$8,727,000	\$2,118,000	\$2,118,000	\$5,603,000	\$5,603,000	\$364,000	\$364,000	\$272,000	\$272,000
2017	\$9,215,712	\$8,938,615	\$2,236,608	\$2,169,358	\$5,916,768	\$5,738,863	\$384,384	\$372,826	\$287,232	\$278,596
2018	\$9,731,792	\$9,155,361	\$2,361,858	\$2,221,961	\$6,248,107	\$5,878,021	\$405,910	\$381,867	\$303,317	\$285,351
2019	\$10,276,772	\$9,377,363	\$2,494,122	\$2,275,840	\$6,598,001	\$6,020,553	\$428,640	\$391,126	\$320,303	\$292,270
2020	\$10,852,271	\$9,604,748	\$2,633,793	\$2,331,025	\$6,967,489	\$6,166,541	\$452,644	\$400,611	\$338,240	\$299,357
2021	\$11,459,999	\$9,837,647	\$2,781,285	\$2,387,549	\$7,357,668	\$6,316,069	\$477,992	\$410,325	\$357,181	\$306,616
2022	\$12,101,759	\$10,076,193	\$2,937,037	\$2,445,443	\$7,769,698	\$6,469,223	\$504,760	\$420,274	\$377,183	\$314,051
2023	\$12,779,457	\$10,320,524	\$3,101,511	\$2,504,740	\$8,204,801	\$6,626,091	\$533,027	\$430,465	\$398,306	\$321,666
2024	\$13,495,107	\$10,570,779	\$3,275,196	\$2,565,476	\$8,664,270	\$6,786,762	\$562,876	\$440,903	\$420,611	\$329,466
2025	\$14,250,833	\$10,827,103	\$3,458,607	\$2,627,685	\$9,149,469	\$6,951,330	\$594,397	\$451,595	\$444,165	\$337,455
2026	\$15,048,879	\$11,089,641	\$3,652,289	\$2,691,401	\$9,661,839	\$7,119,888	\$627,683	\$462,545	\$469,038	\$345,638
2027	\$15,891,617	\$11,358,546	\$3,856,817	\$2,756,663	\$10,202,902	\$7,292,533	\$662,834	\$473,761	\$495,304	\$354,019
2028	\$16,781,547	\$11,633,972	\$4,072,799	\$2,823,508	\$10,774,265	\$7,469,365	\$699,952	\$485,249	\$523,041	\$362,603
2029	\$17,721,314	\$11,916,076	\$4,300,876	\$2,891,973	\$11,377,624	\$7,650,484	\$739,150	\$497,015	\$552,332	\$371,396
2030	\$18,713,707	\$12,205,021	\$4,541,725	\$2,962,099	\$12,014,770	\$7,835,995	\$780,542	\$509,067	\$583,262	\$380,402
2031	\$19,761,675	\$12,500,972	\$4,796,061	\$3,033,924	\$12,687,598	\$8,026,005	\$824,252	\$521,411	\$615,925	\$389,626
2032	\$20,868,329	\$12,804,099	\$5,064,641	\$3,107,492	\$13,398,103	\$8,220,622	\$870,410	\$534,054	\$650,417	\$399,074
2033	\$22,036,955	\$13,114,577	\$5,348,261	\$3,182,843	\$14,148,397	\$8,419,958	\$919,153	\$547,004	\$686,840	\$408,750
2034	\$23,271,025	\$13,432,583	\$5,647,763	\$3,260,022	\$14,940,707	\$8,624,128	\$970,626	\$560,268	\$725,303	\$418,662
2035	\$24,574,202	\$13,758,300	\$5,964,038	\$3,339,072	\$15,777,387	\$8,833,248	\$1,024,981	\$573,854	\$765,920	\$428,814
2036	\$25,950,357	\$14,091,916	\$6,298,024	\$3,420,039	\$16,660,920	\$9,047,439	\$1,082,380	\$587,769	\$808,811	\$439,212
2037	\$27,403,577	\$14,433,621	\$6,650,713	\$3,502,969	\$17,593,932	\$9,266,824	\$1,142,993	\$602,021	\$854,105	\$449,862
2038	\$28,938,178	\$14,783,611	\$7,023,153	\$3,587,910	\$18,579,192	\$9,491,529	\$1,207,001	\$616,619	\$901,935	\$460,770
2039	\$30,558,715	\$15,142,089	\$7,416,450	\$3,674,911	\$19,619,627	\$9,721,683	\$1,274,593	\$631,571	\$952,443	\$471,943
2040	\$32,270,004	\$15,509,259	\$7,831,771	\$3,764,021	\$20,718,326	\$9,957,417	\$1,345,970	\$646,886	\$1,005,780	\$483,387
2041	\$34,077,124	\$15,885,332	\$8,270,350	\$3,855,292	\$21,878,552	\$10,198,867	\$1,421,344	\$662,571	\$1,062,104	\$495,108
2042	\$35,985,443	\$16,270,524	\$8,733,490	\$3,948,776	\$23,103,751	\$10,446,173	\$1,500,940	\$678,638	\$1,121,581	\$507,114
2043	\$38,000,627	\$16,665,057	\$9,222,565	\$4,044,527	\$24,397,561	\$10,699,475	\$1,584,992	\$695,093	\$1,184,390	\$519,411
2044	\$40,128,663	\$17,069,156	\$9,739,029	\$4,142,600	\$25,763,824	\$10,958,919	\$1,673,752	\$711,948	\$1,250,716	\$532,005
2045	\$42,375,868	\$17,483,054	\$10,284,415	\$4,243,051	\$27,206,599	\$11,224,654	\$1,767,482	\$729,212	\$1,320,756	\$544,906
2046	\$44,748,916	\$17,906,989	\$10,860,342	\$4,345,938	\$28,730,168	\$11,496,833	\$1,866,461	\$746,894	\$1,394,718	\$558,119
2047	\$47,254,856	\$18,341,203	\$11,468,521	\$4,451,320	\$30,339,058	\$11,775,611	\$1,970,983	\$765,005	\$1,472,822	\$571,652

2018-2047

\$397,165,317

\$96,390,070

\$254,992,239

\$16,565,621

\$12,378,706

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

	Statewide	Assumed Debt Service	Statewide	Statewide	Portland		Salem		Lane		Rogue Valley		Corvallis		Bend		Albany		Grants Pass		
	Lottery Revenue Available for Public Transit		Funds Available Net of Debt Service	Purchasing Power -- 2016 \$\$	Area	Area	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$	YOE \$\$
					2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s	2016 \$s
2016	34.60	29.60	5.00	5.00	1.99	1.99	0.32	0.32	0.33	0.33	0.22	0.22	0.08	0.08	0.12	0.12	0.07	0.07	0.07	0.07	
2017	37.70	29.60	8.10	7.86	3.23	3.13	0.52	0.50	0.53	0.51	0.35	0.34	0.14	0.13	0.19	0.18	0.12	0.11	0.11	0.10	
2018	39.81	30.20	9.61	9.04	3.83	3.60	0.61	0.58	0.63	0.59	0.42	0.39	0.16	0.15	0.22	0.21	0.14	0.13	0.13	0.12	
2019	42.04	30.20	11.84	10.80	4.72	4.30	0.75	0.69	0.78	0.71	0.51	0.47	0.20	0.18	0.27	0.25	0.17	0.16	0.15	0.14	
2020	44.39	30.20	14.19	12.56	5.66	5.01	0.90	0.80	0.93	0.82	0.61	0.54	0.24	0.21	0.33	0.29	0.21	0.18	0.19	0.16	
2021	46.88	30.80	16.08	13.80	6.41	5.50	1.02	0.88	1.05	0.90	0.70	0.60	0.27	0.23	0.37	0.32	0.23	0.20	0.21	0.18	
2022	49.51	30.80	18.71	15.58	7.45	6.21	1.19	0.99	1.22	1.02	0.81	0.67	0.31	0.26	0.43	0.36	0.27	0.23	0.24	0.20	
2023	52.28	30.80	21.48	17.35	8.56	6.91	1.37	1.10	1.41	1.14	0.93	0.75	0.36	0.29	0.50	0.40	0.31	0.25	0.28	0.23	
2024	55.21	30.80	24.41	19.12	9.72	7.62	1.55	1.22	1.60	1.25	1.06	0.83	0.41	0.32	0.56	0.44	0.35	0.28	0.32	0.25	
2025	58.30	30.80	27.50	20.89	10.96	8.32	1.75	1.33	1.80	1.37	1.19	0.90	0.46	0.35	0.64	0.48	0.40	0.30	0.36	0.27	
2026	61.56	8.50	53.06	39.10	21.14	15.58	3.38	2.49	3.47	2.56	2.30	1.69	0.89	0.66	1.23	0.90	0.77	0.57	0.69	0.51	
2027	65.01	8.50	56.51	40.39	22.52	16.09	3.59	2.57	3.70	2.64	2.45	1.75	0.95	0.68	1.31	0.93	0.82	0.58	0.74	0.53	
2028	68.65	8.50	60.15	41.70	23.97	16.61	3.83	2.65	3.94	2.73	2.61	1.81	1.01	0.70	1.39	0.97	0.87	0.60	0.79	0.54	
2029	72.50	8.50	64.00	43.03	25.50	17.15	4.07	2.74	4.19	2.82	2.77	1.86	1.07	0.72	1.48	1.00	0.92	0.62	0.84	0.56	
2030	76.55	8.50	68.05	44.39	27.12	17.68	4.33	2.82	4.46	2.91	2.95	1.92	1.14	0.75	1.57	1.03	0.98	0.64	0.89	0.58	
2031	80.84	3.30	77.54	49.05	30.90	19.54	4.93	3.12	5.08	3.21	3.36	2.12	1.30	0.82	1.79	1.14	1.12	0.71	1.01	0.64	
2032	85.37	3.30	82.07	50.35	32.70	20.06	5.22	3.20	5.37	3.30	3.55	2.18	1.38	0.85	1.90	1.17	1.19	0.73	1.07	0.66	
2033	90.15	3.30	86.85	51.69	34.60	20.59	5.52	3.29	5.69	3.38	3.76	2.24	1.46	0.87	2.01	1.20	1.25	0.75	1.13	0.68	
2034	95.20	3.30	91.90	53.05	36.62	21.14	5.85	3.37	6.02	3.47	3.98	2.30	1.54	0.89	2.13	1.23	1.33	0.77	1.20	0.69	
2035	100.53	3.20	97.33	54.49	38.78	21.71	6.19	3.47	6.37	3.57	4.22	2.36	1.63	0.91	2.25	1.26	1.41	0.79	1.27	0.71	
2036	106.16	0.60	105.56	57.32	42.06	22.84	6.71	3.65	6.91	3.75	4.57	2.48	1.77	0.96	2.44	1.33	1.53	0.83	1.38	0.75	
2037	112.10	0.60	111.50	58.73	44.43	23.40	7.09	3.74	7.30	3.84	4.83	2.54	1.87	0.99	2.58	1.36	1.61	0.85	1.46	0.77	
2038	118.38		118.38	60.48	47.17	24.10	7.53	3.85	7.75	3.96	5.13	2.62	1.99	1.02	2.74	1.40	1.71	0.87	1.55	0.79	
2039	125.01		125.01	61.94	49.81	24.68	7.95	3.94	8.18	4.06	5.41	2.68	2.10	1.04	2.89	1.43	1.81	0.90	1.63	0.81	
2040	132.01		132.01	63.45	52.60	25.28	8.40	4.04	8.64	4.15	5.72	2.75	2.22	1.07	3.06	1.47	1.91	0.92	1.72	0.83	
2041	139.40		139.40	64.98	55.54	25.89	8.87	4.13	9.13	4.25	6.04	2.81	2.34	1.09	3.23	1.50	2.01	0.94	1.82	0.85	
2042	147.21		147.21	66.56	58.65	26.52	9.36	4.23	9.64	4.36	6.38	2.88	2.47	1.12	3.41	1.54	2.13	0.96	1.92	0.87	
2043	155.45		155.45	68.17	61.94	27.16	9.89	4.34	10.18	4.46	6.73	2.95	2.61	1.14	3.60	1.58	2.25	0.99	2.03	0.89	
2044	164.16		164.16	69.83	65.41	27.82	10.44	4.44	10.75	4.57	7.11	3.02	2.76	1.17	3.80	1.62	2.37	1.01	2.14	0.91	
2045	173.35		173.35	71.52	69.07	28.50	11.03	4.55	11.35	4.68	7.51	3.10	2.91	1.20	4.01	1.66	2.50	1.03	2.26	0.93	
2046	183.06		183.06	73.25	72.94	29.19	11.64	4.66	11.98	4.80	7.93	3.17	3.07	1.23	4.24	1.70	2.65	1.06	2.39	0.96	
2047	193.31		193.31	75.03	77.02	29.89	12.30	4.77	12.66	4.91	8.37	3.25	3.25	1.26	4.47	1.74	2.79	1.08	2.53	0.98	

FLEX Funds (STBGP) Shift to FTA 5310

Year	Tri-Met YOR \$s	Tri-Met 2016 \$s	LTD YOR \$s	LTD 2016 \$s	SAMTD YOR \$s	SAMTD 2016 \$s	RVTD YOR \$s	RVTD 2016 \$s	Benton YOR \$s	Benton 2016 \$s	Deschutes YOR \$s	Deschutes 2016 \$s	Josephine YOR \$s	Josephine 2016 \$s	Linn YOR \$s	Linn 2016 \$s
2016	3.1	3.1	0.9	0.9	0.9	0.9	0.7	0.7	0.2	0.2	0.5	0.5	0.2	0.2	0.3	0.3
2017	3.1	3.0	0.9	0.8	0.9	0.9	0.7	0.6	0.2	0.2	0.5	0.5	0.2	0.2	0.3	0.3
2018	4.7	4.4	1.3	1.2	1.4	1.3	1.0	0.9	0.3	0.3	0.7	0.7	0.3	0.2	0.5	0.5
2019	4.7	4.3	1.3	1.2	1.4	1.2	1.0	0.9	0.3	0.3	0.7	0.6	0.3	0.2	0.5	0.5
2020	4.7	4.2	1.3	1.1	1.4	1.2	1.0	0.9	0.3	0.3	0.7	0.6	0.3	0.2	0.5	0.5
2021	4.7	4.0	1.3	1.1	1.4	1.2	1.0	0.8	0.3	0.3	0.7	0.6	0.3	0.2	0.5	0.4
2022	4.7	3.9	1.3	1.1	1.4	1.1	1.0	0.8	0.3	0.3	0.7	0.6	0.3	0.2	0.5	0.4
2023	4.7	3.8	1.3	1.0	1.4	1.1	1.0	0.8	0.3	0.3	0.7	0.6	0.3	0.2	0.5	0.4
2024	5.2	4.1	1.4	1.1	1.5	1.2	1.1	0.8	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4
2025	5.2	3.9	1.4	1.1	1.5	1.1	1.1	0.8	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4
2026	5.2	3.8	1.4	1.0	1.5	1.1	1.1	0.8	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4
2027	5.2	3.7	1.4	1.0	1.5	1.1	1.1	0.8	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4
2028	5.2	3.6	1.4	1.0	1.5	1.0	1.1	0.7	0.4	0.3	0.8	0.5	0.3	0.2	0.6	0.4
2029	5.2	3.5	1.4	0.9	1.5	1.0	1.1	0.7	0.4	0.3	0.8	0.5	0.3	0.2	0.6	0.4
2030	5.7	3.7	1.5	1.0	1.7	1.1	1.2	0.8	0.4	0.3	0.9	0.6	0.3	0.2	0.6	0.4
2031	5.7	3.6	1.5	1.0	1.7	1.0	1.2	0.7	0.4	0.3	0.9	0.5	0.3	0.2	0.6	0.4
2032	5.7	3.5	1.5	0.9	1.7	1.0	1.2	0.7	0.4	0.3	0.9	0.5	0.3	0.2	0.6	0.4
2033	5.7	3.4	1.5	0.9	1.7	1.0	1.2	0.7	0.4	0.2	0.9	0.5	0.3	0.2	0.6	0.4
2034	5.7	3.3	1.5	0.9	1.7	1.0	1.2	0.7	0.4	0.2	0.9	0.5	0.3	0.2	0.6	0.4
2035	5.7	3.2	1.5	0.9	1.7	0.9	1.2	0.7	0.4	0.2	0.9	0.5	0.3	0.2	0.6	0.3
2036	6.3	3.4	1.7	0.9	1.8	1.0	1.3	0.7	0.5	0.2	0.9	0.5	0.3	0.2	0.7	0.4
2037	6.3	3.3	1.7	0.9	1.8	1.0	1.3	0.7	0.5	0.2	0.9	0.5	0.3	0.2	0.7	0.4
2038	6.3	3.2	1.7	0.9	1.8	0.9	1.3	0.7	0.5	0.2	0.9	0.5	0.3	0.2	0.7	0.3
2039	6.3	3.1	1.7	0.8	1.8	0.9	1.3	0.6	0.5	0.2	0.9	0.5	0.3	0.2	0.7	0.3
2040	6.3	3.0	1.7	0.8	1.8	0.9	1.3	0.6	0.5	0.2	0.9	0.5	0.3	0.2	0.7	0.3
2041	6.3	2.9	1.7	0.8	1.8	0.8	1.3	0.6	0.5	0.2	0.9	0.4	0.3	0.2	0.7	0.3
2042	6.9	3.1	1.9	0.8	2.0	0.9	1.4	0.6	0.5	0.2	1.0	0.5	0.4	0.2	0.7	0.3
2043	6.9	3.0	1.9	0.8	2.0	0.9	1.4	0.6	0.5	0.2	1.0	0.5	0.4	0.2	0.7	0.3
2044	6.9	2.9	1.9	0.8	2.0	0.9	1.4	0.6	0.5	0.2	1.0	0.4	0.4	0.2	0.7	0.3
2045	6.9	2.8	1.9	0.8	2.0	0.8	1.4	0.6	0.5	0.2	1.0	0.4	0.4	0.2	0.7	0.3
2046	6.9	2.8	1.9	0.7	2.0	0.8	1.4	0.6	0.5	0.2	1.0	0.4	0.4	0.1	0.7	0.3
2047	6.9	2.7	1.9	0.7	2.0	0.8	1.4	0.6	0.5	0.2	1.0	0.4	0.4	0.1	0.7	0.3

2018 - 2047 104.3 28.2 30.2 21.6 7.6 15.6 5.6 11.3

Note: The figures show amounts reserved. They are not actually awarded until the following year. Assumes Flex Funding amounts increase by 10 percent every 7th year. The FY 2018 total amount is assumed to be \$15 million.

**PROJECTIONS OF FTA SENIORS AND PEOPLE WITH DISABILITIES FUNDS
(\$ Millions)**

Year	Oregon Total YOE \$s	Oregon Total 2016 \$s	Portland Area YOE \$s	Portland Area 2016 \$s	Salem YOE \$s	Salem 2016 \$s	Lane YOE \$s	Lane 2016 \$s
2016	3.3	3.3	1.5	1.5	0.2	0.2	0.2	0.2
2017	3.4	3.3	1.5	1.5	0.2	0.2	0.2	0.2
2018	3.5	3.3	1.6	1.5	0.2	0.2	0.2	0.2
2019	3.6	3.3	1.6	1.5	0.2	0.2	0.2	0.2
2020	3.7	3.2	1.6	1.4	0.2	0.2	0.3	0.2
2021	3.7	3.2	1.7	1.4	0.2	0.2	0.3	0.2
2022	3.8	3.2	1.7	1.4	0.3	0.2	0.3	0.2
2023	3.9	3.1	1.7	1.4	0.3	0.2	0.3	0.2
2024	4.0	3.1	1.8	1.4	0.3	0.2	0.3	0.2
2025	4.1	3.1	1.8	1.4	0.3	0.2	0.3	0.2
2026	4.2	3.1	1.9	1.4	0.3	0.2	0.3	0.2
2027	4.3	3.0	1.9	1.4	0.3	0.2	0.3	0.2
2028	4.3	3.0	1.9	1.4	0.3	0.2	0.3	0.2
2029	4.4	3.0	2.0	1.3	0.3	0.2	0.3	0.2
2030	4.5	3.0	2.0	1.3	0.3	0.2	0.3	0.2
2031	4.6	2.9	2.1	1.3	0.3	0.2	0.3	0.2
2032	4.7	2.9	2.1	1.3	0.3	0.2	0.3	0.2
2033	4.8	2.9	2.2	1.3	0.3	0.2	0.3	0.2
2034	5.0	2.9	2.2	1.3	0.3	0.2	0.3	0.2
2035	5.1	2.8	2.3	1.3	0.3	0.2	0.3	0.2
2036	5.2	2.8	2.3	1.3	0.3	0.2	0.4	0.2
2037	5.3	2.8	2.4	1.2	0.3	0.2	0.4	0.2
2038	5.4	2.8	2.4	1.2	0.4	0.2	0.4	0.2
2039	5.5	2.7	2.5	1.2	0.4	0.2	0.4	0.2
2040	5.6	2.7	2.5	1.2	0.4	0.2	0.4	0.2
2041	5.8	2.7	2.6	1.2	0.4	0.2	0.4	0.2
2042	5.9	2.7	2.6	1.2	0.4	0.2	0.4	0.2
2043	6.0	2.6	2.7	1.2	0.4	0.2	0.4	0.2
2044	6.2	2.6	2.8	1.2	0.4	0.2	0.4	0.2
2045	6.3	2.6	2.8	1.2	0.4	0.2	0.4	0.2
2046	6.4	2.6	2.9	1.2	0.4	0.2	0.4	0.2
2047	6.6	2.6	2.9	1.1	0.4	0.2	0.5	0.2
2018-2047		87.1		39.1		5.7		6.0

**PROJECTIONS OF FTA SENIORS AND PEOPLE WITH DISABILITIES FUNDS
(\$ Millions)**

Year	Rogue Valley YOE \$s	Rogue Valley 2016 \$s	Corvallis YOE \$s	Corvallis 2016 \$s	Bend YOE \$s	Bend 2016 \$s	Albany YOE \$s	Albany 2016 \$s	Grants Pass YOE \$s	Grants Pass 2016 \$s
2016	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2017	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2018	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2019	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2020	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2021	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2022	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2023	0.3	0.3	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
2024	0.3	0.3	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2025	0.4	0.3	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2026	0.4	0.3	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2027	0.4	0.3	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2028	0.4	0.3	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2029	0.4	0.3	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2030	0.4	0.3	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.1
2031	0.4	0.3	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1
2032	0.4	0.3	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1
2033	0.4	0.2	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1
2034	0.4	0.2	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1
2035	0.4	0.2	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1
2036	0.4	0.2	0.2	0.1	0.2	0.1	0.2	0.1	0.1	0.1
2037	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.1	0.1
2038	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.1	0.1
2039	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.1	0.1
2040	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2041	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2042	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2043	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2044	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2045	0.5	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2046	0.6	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2047	0.6	0.2	0.2	0.1	0.3	0.1	0.2	0.1	0.2	0.1
2018-2047		7.5		3.1		4.2		2.9		2.3

NOTE: Funding amounts for small MPOs based on funding breakdowns used by ODOT Public Transit, including rural populations in the vicinity.

PROJECTIONS OF URBAN FORMULA FUNDS (PRIMARILY BUS-ORIENTED*)

Year	Oregon Total YOE \$s	Oregon Total 2016 \$s	Portland Area* YOE \$s	Portland Area 2016 \$s	Salem YOE \$s	Salem 2016 \$s	Lane* YOE \$s	Lane 2016 \$s
2016	79.6	79.6	57.4	57.4	6.4	6.4	7.5	7.5
2017	81.3	78.9	58.6	56.9	6.6	6.4	7.7	7.5
2018	83.1	78.2	59.9	56.4	6.7	6.3	7.9	7.4
2019	84.9	77.5	61.2	55.9	6.8	6.2	8.0	7.3
2020	86.8	76.8	62.6	55.4	7.0	6.2	8.2	7.3
2021	88.7	76.2	63.9	54.9	7.1	6.1	8.4	7.2
2022	90.7	75.5	65.4	54.4	7.3	6.1	8.6	7.1
2023	92.7	74.8	66.8	53.9	7.5	6.0	8.8	7.1
2024	94.7	74.2	68.3	53.5	7.6	6.0	9.0	7.0
2025	96.8	73.5	69.8	53.0	7.8	5.9	9.2	7.0
2026	98.9	72.9	71.3	52.5	8.0	5.9	9.4	6.9
2027	101.1	72.2	72.9	52.1	8.1	5.8	9.6	6.8
2028	103.3	71.6	74.5	51.6	8.3	5.8	9.8	6.8
2029	105.6	71.0	76.1	51.2	8.5	5.7	10.0	6.7
2030	107.9	70.4	77.8	50.7	8.7	5.7	10.2	6.7
2031	110.3	69.8	79.5	50.3	8.9	5.6	10.4	6.6
2032	112.7	69.1	81.2	49.8	9.1	5.6	10.7	6.5
2033	115.2	68.5	83.0	49.4	9.3	5.5	10.9	6.5
2034	117.7	67.9	84.9	49.0	9.5	5.5	11.1	6.4
2035	120.3	67.4	86.7	48.6	9.7	5.4	11.4	6.4
2036	123.0	66.8	88.6	48.1	9.9	5.4	11.6	6.3
2037	125.7	66.2	90.6	47.7	10.1	5.3	11.9	6.3
2038	128.4	65.6	92.6	47.3	10.3	5.3	12.1	6.2
2039	131.2	65.0	94.6	46.9	10.6	5.2	12.4	6.2
2040	134.1	64.5	96.7	46.5	10.8	5.2	12.7	6.1
2041	137.1	63.9	98.8	46.1	11.0	5.1	13.0	6.0
2042	140.1	63.3	101.0	45.7	11.3	5.1	13.3	6.0
2043	143.2	62.8	103.2	45.3	11.5	5.1	13.5	5.9
2044	146.3	62.2	105.5	44.9	11.8	5.0	13.8	5.9
2045	149.6	61.7	107.8	44.5	12.0	5.0	14.1	5.8
2046	152.8	61.2	110.2	44.1	12.3	4.9	14.5	5.8
2047	156.2	60.6	112.6	43.7	12.6	4.9	14.8	5.7

2018-2047

2,071.4

1,493.1

166.9

195.9

*Includes FTA Section 5337 \$s.

PROJECTIONS OF URBAN FORMULA FUNDS (PRIMARILY BUS-ORIENTED*)

Year	Rogue Valley YOE \$s	Rogue Valley 2016 \$s	Corvallis YOE \$s	Corvallis 2016 \$s	Bend YOE \$s	Bend 2016 \$s	Albany YOE \$s	Albany 2016 \$s	Grants Pass YOE \$s	Grants Pass 2016 \$s
2016	3.0	3.0	1.8	1.8	1.5	1.5	1.1	1.1	0.8	0.8
2017	3.1	3.0	1.9	1.8	1.6	1.5	1.1	1.1	0.8	0.8
2018	3.1	3.0	1.9	1.8	1.6	1.5	1.1	1.1	0.9	0.8
2019	3.2	2.9	1.9	1.8	1.6	1.5	1.2	1.1	0.9	0.8
2020	3.3	2.9	2.0	1.8	1.7	1.5	1.2	1.0	0.9	0.8
2021	3.4	2.9	2.0	1.7	1.7	1.5	1.2	1.0	0.9	0.8
2022	3.4	2.9	2.1	1.7	1.8	1.5	1.2	1.0	0.9	0.8
2023	3.5	2.8	2.1	1.7	1.8	1.5	1.3	1.0	1.0	0.8
2024	3.6	2.8	2.2	1.7	1.8	1.4	1.3	1.0	1.0	0.8
2025	3.7	2.8	2.2	1.7	1.9	1.4	1.3	1.0	1.0	0.8
2026	3.7	2.8	2.3	1.7	1.9	1.4	1.3	1.0	1.0	0.8
2027	3.8	2.7	2.3	1.7	2.0	1.4	1.4	1.0	1.0	0.7
2028	3.9	2.7	2.4	1.6	2.0	1.4	1.4	1.0	1.1	0.7
2029	4.0	2.7	2.4	1.6	2.0	1.4	1.4	1.0	1.1	0.7
2030	4.1	2.7	2.5	1.6	2.1	1.4	1.5	1.0	1.1	0.7
2031	4.2	2.6	2.5	1.6	2.1	1.4	1.5	0.9	1.1	0.7
2032	4.3	2.6	2.6	1.6	2.2	1.3	1.5	0.9	1.2	0.7
2033	4.4	2.6	2.6	1.6	2.2	1.3	1.6	0.9	1.2	0.7
2034	4.4	2.6	2.7	1.6	2.3	1.3	1.6	0.9	1.2	0.7
2035	4.5	2.5	2.8	1.5	2.3	1.3	1.6	0.9	1.2	0.7
2036	4.6	2.5	2.8	1.5	2.4	1.3	1.7	0.9	1.3	0.7
2037	4.7	2.5	2.9	1.5	2.4	1.3	1.7	0.9	1.3	0.7
2038	4.9	2.5	2.9	1.5	2.5	1.3	1.7	0.9	1.3	0.7
2039	5.0	2.5	3.0	1.5	2.5	1.3	1.8	0.9	1.4	0.7
2040	5.1	2.4	3.1	1.5	2.6	1.3	1.8	0.9	1.4	0.7
2041	5.2	2.4	3.1	1.5	2.7	1.2	1.9	0.9	1.4	0.7
2042	5.3	2.4	3.2	1.5	2.7	1.2	1.9	0.9	1.4	0.7
2043	5.4	2.4	3.3	1.4	2.8	1.2	1.9	0.9	1.5	0.6
2044	5.5	2.4	3.4	1.4	2.8	1.2	2.0	0.8	1.5	0.6
2045	5.6	2.3	3.4	1.4	2.9	1.2	2.0	0.8	1.5	0.6
2046	5.8	2.3	3.5	1.4	3.0	1.2	2.1	0.8	1.6	0.6
2047	5.9	2.3	3.6	1.4	3.0	1.2	2.1	0.8	1.6	0.6

2018-2047

78.2

47.4

40.2

28.2

21.4

ASSUMED FTA DISCRETIONARY DISTRIBUTIONS
(\$ Million)

Year	Statewide Bus	Statewide Bus 2016	Lane Small Starts	Lane 2016	Tri-Met New	Tri-Met 2016	Nominal MPO Total
	Discretionary	Purchasing Power		Purchasing Power	Starts & Small Starts	Purchasing Power	
2016	10.9	10.9	?	#VALUE!	100.0	100.0	#VALUE!
2017	5.1	4.9	?	#VALUE!	0.0	0.0	#VALUE!
2018	5.3	5.0	?	#VALUE!	0.0	0.0	#VALUE!
2019	5.7	5.2	?	#VALUE!	0.0	0.0	#VALUE!
2020	6.0	5.3	?	#VALUE!	200.0	177.0	#VALUE!
2021	6.1	5.3	?	#VALUE!	200.0	171.7	#VALUE!
2022	6.3	5.2	?	#VALUE!	150.0	124.9	#VALUE!
2023	6.4	5.2	?	#VALUE!	150.0	121.1	#VALUE!
2024	6.5	5.1	?	#VALUE!	150.0	117.5	#VALUE!
2025	6.7	5.1	?	#VALUE!	150.0	114.0	#VALUE!
2026	6.8	5.0	?	#VALUE!	200.0	147.4	#VALUE!
2027	7.0	5.0	?	#VALUE!	200.0	143.0	#VALUE!
2028	7.1	4.9	?	#VALUE!	0.0	0.0	#VALUE!
2029	7.3	4.9	?	#VALUE!	150.0	100.9	#VALUE!
2030	7.4	4.9	?	#VALUE!	175.0	114.1	#VALUE!
2031	7.6	4.8	?	#VALUE!	175.0	110.7	#VALUE!
2032	7.8	4.8	?	#VALUE!	150.0	92.0	#VALUE!
2033	7.9	4.7	?	#VALUE!	150.0	89.3	#VALUE!
2034	8.1	4.7	?	#VALUE!	200.0	115.4	#VALUE!
2035	8.3	4.6	?	#VALUE!	200.0	112.0	#VALUE!
2036	8.5	4.6	?	#VALUE!	150.0	81.5	#VALUE!
2037	8.7	4.6	?	#VALUE!	0.0	0.0	#VALUE!
2038	8.9	4.5	?	#VALUE!	25.0	12.8	#VALUE!
2039	9.0	4.5	?	#VALUE!	25.0	12.4	#VALUE!
2040	9.2	4.4	?	#VALUE!	0.0	0.0	#VALUE!
2041	9.5	4.4	?	#VALUE!	0.0	0.0	#VALUE!
2042	9.7	4.4	?	#VALUE!	150.0	67.8	#VALUE!
2043	9.9	4.3	?	#VALUE!	175.0	76.7	#VALUE!
2044	10.1	4.3	?	#VALUE!	175.0	74.4	#VALUE!
2045	10.3	4.3	?	#VALUE!	150.0	61.9	#VALUE!
2046	10.5	4.2	?	#VALUE!	150.0	60.0	#VALUE!
2047	10.8	4.2	?	#VALUE!	200.0	77.6	#VALUE!
2018-2047		142.3		#VALUE!		2,376.1	

Source: Discussion with metropolitan PTOs and extrapolation.

PROJECTIONS OF DISCRETIONARY INTERCITY FUNDS (5311 (C))

Year	Oregon Total YOE \$s	Oregon Total 2016 \$s	Portland Area YOE \$s	Portland Area 2016 \$s	Salem YOE \$s	Salem 2016 \$s	Lane YOE \$s	Lane 2016 \$s
2016	1.8	1.8	0.7	0.7	0.1	0.1	0.1	0.1
2017	1.9	1.8	0.7	0.7	0.1	0.1	0.1	0.1
2018	1.9	1.8	0.8	0.7	0.1	0.1	0.1	0.1
2019	2.0	1.8	0.8	0.7	0.1	0.1	0.1	0.1
2020	2.0	1.8	0.8	0.7	0.1	0.1	0.1	0.1
2021	2.0	1.8	0.8	0.7	0.1	0.1	0.1	0.1
2022	2.1	1.7	0.8	0.7	0.1	0.1	0.1	0.1
2023	2.1	1.7	0.8	0.7	0.1	0.1	0.1	0.1
2024	2.2	1.7	0.9	0.7	0.1	0.1	0.1	0.1
2025	2.2	1.7	0.9	0.7	0.1	0.1	0.1	0.1
2026	2.3	1.7	0.9	0.7	0.1	0.1	0.1	0.1
2027	2.3	1.7	0.9	0.7	0.1	0.1	0.2	0.1
2028	2.4	1.6	0.9	0.7	0.2	0.1	0.2	0.1
2029	2.4	1.6	1.0	0.7	0.2	0.1	0.2	0.1
2030	2.5	1.6	1.0	0.6	0.2	0.1	0.2	0.1
2031	2.5	1.6	1.0	0.6	0.2	0.1	0.2	0.1
2032	2.6	1.6	1.0	0.6	0.2	0.1	0.2	0.1
2033	2.6	1.6	1.1	0.6	0.2	0.1	0.2	0.1
2034	2.7	1.6	1.1	0.6	0.2	0.1	0.2	0.1
2035	2.8	1.5	1.1	0.6	0.2	0.1	0.2	0.1
2036	2.8	1.5	1.1	0.6	0.2	0.1	0.2	0.1
2037	2.9	1.5	1.2	0.6	0.2	0.1	0.2	0.1
2038	3.0	1.5	1.2	0.6	0.2	0.1	0.2	0.1
2039	3.0	1.5	1.2	0.6	0.2	0.1	0.2	0.1
2040	3.1	1.5	1.2	0.6	0.2	0.1	0.2	0.1
2041	3.2	1.5	1.3	0.6	0.2	0.1	0.2	0.1
2042	3.2	1.5	1.3	0.6	0.2	0.1	0.2	0.1
2043	3.3	1.4	1.3	0.6	0.2	0.1	0.2	0.1
2044	3.4	1.4	1.3	0.6	0.2	0.1	0.2	0.1
2045	3.4	1.4	1.4	0.6	0.2	0.1	0.2	0.1
2046	3.5	1.4	1.4	0.6	0.2	0.1	0.2	0.1
2047	3.6	1.4	1.4	0.6	0.2	0.1	0.2	0.1

2018-2047

47.6

19.0

3.0

3.1

PROJECTIONS OF DISCRETIONARY INTERCITY FUNDS (5311 (C))

Rogue Valley YOE \$s	Rogue Valley 2016 \$s	Corvallis YOE \$s	Corvallis 2016 \$s	Bend YOE \$s	Bend 2016 \$s	Albany YOE \$s	Albany 2016 \$s	Grants Pass YOE \$s	Grants Pass 2016 \$s
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0
0.2	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.0
	2.1		0.8		1.1		0.7		0.6

FTA PLANNING \$s
(\$ Millions)

Year	MPO Planning	MPO Planning 2016 \$s
2016	1.1	1.1
2017	1.1	1.1
2018	1.2	1.1
2019	1.2	1.1
2020	1.2	1.1
2021	1.2	1.1
2022	1.3	1.1
2023	1.3	1.1
2024	1.3	1.0
2025	1.4	1.0
2026	1.4	1.0
2027	1.4	1.0
2028	1.5	1.0
2029	1.5	1.0
2030	1.5	1.0
2031	1.6	1.0
2032	1.6	1.0
2033	1.6	1.0
2034	1.7	1.0
2035	1.7	0.9
2036	1.7	0.9
2037	1.8	0.9
2038	1.8	0.9
2039	1.8	0.9
2040	1.9	0.9
2041	1.9	0.9
2042	2.0	0.9
2043	2.0	0.9
2044	2.1	0.9
2045	2.1	0.9
2046	2.2	0.9
2047	2.2	0.9

2018-2047

29.2

 **Metro** | *Memo*

Date: September 19, 2016
To: RTP Finance Work Group
From: Ted Leybold, Resource Development Manager
Jamie Snook, Principal Planner
Ken Lobeck, Finance Work Group Lead
Subject: 2018 RTP: Proposed New Starts/Small Starts Transit Funding Assumptions

Purpose

The purpose of this memorandum is summarize our best estimate regarding what could be available to invest in New Starts and Small Starts transit projects in the Portland metropolitan region between 2018 and 2040 to support the 2018 Regional Transportation Plan (RTP) update. This memorandum is intended to help frame the conversation for expectations in the financially constrained RTP.

Background

The region has been very successful building New Starts and Small Starts transit projects in partnership with the Federal Transit Administration (FTA), the State of Oregon and our regional partners. Through this partnership, we have constructed:

- Banfield light rail project
- Westside light rail project (including the Hillsboro extension)
- Airport light rail project
- Interstate Avenue light rail project
- WES Commuter rail project
- I-205/Portland Transit Mall light rail project
- Milwaukie light rail project
- Portland Eastside Streetcar Loop

Each project is different and the federal, state, regional and local contributions and involvement have varied for each of these projects. The financial plans for New Starts and Small Starts transit projects are developed during the planning and project development phases and vary depending on the needs of those specific projects.

Since 1986, the region has been very successful in obtaining New Starts and Small Starts funding through the FTA 5309 Capital Investment Grant (CIG) program. Partnerships in the region have resulted in approximately \$4.03 billion in transit investments, which includes \$2.2 billion from the FTA 5309 CIG program and \$497 million from other federal sources. New Starts and Small Starts funding is a key part of the financial plan for the majority of transit capital projects in the region. This has traditionally contributed between 50% and 90% of project costs through full funding grant

agreements. Most recent and future transit capital projects will be looking at approximately 50% of the project revenues coming from FTA 5309 New Starts/Small Starts program. Additional federal funding may be allocated to cover project costs through the allocation of financially constrained MPO directed funding (e.g. Urban STP, CMAQ, or TAP).

State contributions for each project have been defined during the planning and project development phases. State contributions have ranged in type from dedication of right-of-way to lottery backed bond proceeds. The state contributions have been negotiated project by project, relative to needs and conditions of each project. Typically, the state contribution to the projects have been a proportional share in partnership with the transit agency, regional and local funding.

Similarly, the local funding portion of New Starts and Small Starts transit projects vary depending on the needs of those projects and are developed during the planning and project development phases of the projects.

Current Planning

Metro and its regional partners are currently developing two High Capacity Transit (HCT) projects: the Southwest Corridor Light Rail Project and the Powell-Division Transit and Development Project.

Southwest Corridor Transit Project

The Southwest Corridor Plan is a broad array of transit, roadway, bicycle and pedestrian solutions that can help reduce congestion, improve circulation and improve quality of life in the area stretching from Southwest Portland to Sherwood and Beaverton to Tualatin. The Plan defines investments to help realize the local land use visions adopted by each community in the area. Community members, business leaders, transit providers, the state and local governments are working together now to plan for these transportation and community development improvements in this corridor. In 2013, the Southwest Corridor Steering Committee adopted a comprehensive Shared Investment Strategy (SIS) that established a vision of investments in parks, trails, sidewalks, bikeways, transit and roadways to support community goals.

A new high capacity transit (HCT) line is a critical component of the broader Shared Investment Strategy. Based on technical analysis and public engagement, the steering committee identified light rail transit (LRT) as the preferred HCT mode for the Southwest Corridor in May 2016. The LRT line acts as the spine of the improvements envisioned for the corridor and its design inherently includes roadway connectivity improvements, stormwater and streetscape improvements, and bikeways, sidewalks, and safe crossings, as identified in the Shared Investment Strategy along and adjacent to the proposed LRT line. Road, bike and pedestrian projects not included in the HCT Package remain part of the overall Southwest Corridor Plan, but require a separate collaborative funding strategy.

The Southwest Corridor LRT Project is preparing to enter into environmental review under the National Environmental Policy Act (NEPA) this summer. Through NEPA, the project partners will be preparing an Environmental Impact Statement (EIS) which will include an in-depth environmental review of potential impacts and benefits, identification of potential mitigation measures and development of a finance plan.

Metro, TriMet and the regional partners are currently working on a draft finance plan. More detail will be developed during the NEPA process. The Southwest Corridor project is estimated to cost approximately \$2.4 billion. Based on this draft project cost, it is anticipated that the region would request 50% of the overall project cost from the FTA 5309 CIG grant program in the form of New Starts funding. The remaining 50% would be covered by other federal, state, regional and local funding sources. Additionally, the region is exploring the idea of a regional or local funding measure to support the construction of this project potentially in 2018. This would likely contribute to a portion of the local match required to build this project.

Table 1: Southwest Corridor Project Estimates (YOE 2023)

Project	Total project cost estimate	Federal 5309 CIG share estimate	Other Federal, state and local share estimate*
Southwest Corridor	\$2.4 B	\$1.2 B	\$1.2 B

**Potential funding measure in 2018 could generate approximately \$600 M of the \$1.2 B*

Powell- Division Transit and Development Project

The Powell-Division Transit and Development project is a collaborative effort to define a package of investments and policies to support community visions along the Powell-Division corridor from downtown Portland to Gresham. The effort is a partnership between the public agencies including the cities of Gresham and Portland, Multnomah County, the Oregon Department of Transportation (ODOT), TriMet and Metro, community members, business interests and educational institutions.

Project partners have defined a new regional bus rapid transit line to connect Portland and Gresham and related investments to support community and economic development. Project partners are currently refining the bus rapid transit route options for the corridor. As part of a corridor development plan, Metro is partnering with Gresham, Portland and community partners for several investments that support community-based equitable development.

The Powell-Division Transit Project is currently in the Project Development phase under the 5309 CIG program and will be seeking Small Starts funding to the support the development of a bus rapid transit project in this corridor. The project steering committee will be defining the Locally Preferred Alternative (LPA) this fall and moving into NEPA following this decision. Because of the nature of the project, the NEPA classification is likely to be a Categorical Exclusion.

Table 2: Division BRT Project Estimates (YOE 2018)

Project	Total project cost estimate	Federal 5309 CIG share estimate	Other federal, state and local share estimate*
Division BRT	\$175M	\$100 M	\$75M

**Approximately \$60M of the Other federal, state and local match has been identified.*

Future Planning

Metro and regional partners are currently developing a comprehensive Regional Transit Strategy (RTS) as part of the 2018 Regional Transportation Plan (RTP) update. The regional transit strategy will provide a coordinated vision and strategy for making transit more convenient, frequent, accessible and affordable. The RTS will build on the adopted High Capacity Transit (HCT) System Plan and Transit System Expansion Policy adopted in 2010. The RTS will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the South Metro Area Regional Transit (SMART) Master Plan. In addition to New Starts and Small Starts projects, the RTS will include transit-supportive elements that improve service reliability and access to transit. The RTS will be designed to implement the goals identified in the Climate Smart Strategy and support community visions and Metro’s 2040 Growth Concept. As part of this effort, the region will be updating the Transit System Expansion Policy, which will help prioritize the regional pipeline of New Starts and Small Starts transit investments.

Based on the region’s previous history, we have made the assumption that over the next 25 years, we will likely have one additional New Starts project and five Small Starts projects of differing scales move through the regional pipeline towards implementation.

It is unclear at this time which projects will move forward. Therefore, we are making projections based on historical experiences, our most recent planning efforts and current federal legislation from FTA.

Table 3: Additional New Starts and Small Starts Projects Within Planning Horizon Years

Project	Total project cost estimate	Federal 5309 CIG share estimate	Other federal, state and local share estimate
New Starts or Core Capacity Project	\$2.4 B	\$1.2 B	\$1.2 B
Small Starts Project	\$300 M	\$100 M	\$100 M
Small Starts Project	\$200 M	\$50 M	\$50 M
Small Starts Project	\$100 M	\$37.5 M	\$37.5 M
Small Starts Project	\$50M	\$25 M	\$25 M
Small Starts Project	\$50M	\$25 M	\$25 M

These numbers are purely estimates. Project costs and finance plans would be developed during the planning and project development phases.

The following table represents an example of how funding for these projects may be distributed over the RTP planning years (2018 to 2040).

Table 4: Example of potential funding of New Starts and Small Starts projects across the RTP planning years

Year	New Starts (in millions)			Small Starts (in millions)			Total (in millions)
	Federal CIG	State	Local	Federal CIG	State	Local	
2018				Small Starts for Powell-Division			
2019	New Starts for SW Corridor					\$25	\$25
2020	\$150	\$100	\$200	\$50		\$25	\$525
2021	\$150	\$100	\$200	\$50		\$25	\$525
2022	\$150	\$100	\$200				\$450
2023	\$150		\$200				\$350
2024	\$150		\$100	Small Starts project			\$250
2025	\$150				\$50	\$75	\$275
2026	\$150			\$50		\$75	\$275
2027	\$150			\$50			\$200
2028	New Starts project(s)						
2029	\$150	\$100	\$200	Small Starts Project*			\$450
2030	\$150	\$100	\$200	\$25	\$5	\$20	\$500
2031	\$150	\$100	\$200	\$25	\$50	\$20	\$500
2032	\$150		\$200				\$350
2033	\$150		\$100	Small Starts Project			\$250
2034	\$150			\$50	\$15	\$37.5	\$252.5
2035	\$150			\$50	\$10	\$37.5	\$247.5
2036	\$150						
2037				Small Starts project			
2038				\$25	\$5	\$20	\$50
2039				\$25	\$5	\$20	\$50
2040							

*Assumes two Small Starts projects at \$50M each



2018 RTP Finance Discussions Next Steps and Follow-on Activities

DRAFT September 20, 2016

Now

Sept. 22, 2016

RTP Finance Work Group

- Preliminary revenue forecast (portion)
- Proposed New Starts/Small Starts Funding Assumptions

For the Future...

Oct. 13, 2016

RTP Finance Work Group

- Draft revenue forecast

Oct. 28, 2016

TPAC

- RTP Call for Projects vis-a-vis revenue forecast (discussion)

Nov. 8, 2016

Council work session *(requested)*

- Regional Leadership Forum #3 prep

Nov. 10, 2016

RTP Finance Work Group

- Draft revenue forecast (full)
- Draft OMP forecast (full)

Nov. 10, 2016

JPACT

- Regional Leadership Forum #3 prep
- RTP Call for Projects vis-a-vis revenue forecast (discussion)

Dec. 2, 2016

Regional Leadership Forum #3

Jan. 12, 2017

RTP Finance Work Group

- Revenue forecast as applied to RTP Call for Projects
- Final adjustments to revenue forecast and OMP costs

Jan. 27, 2017

TPAC

- Recommendation to JPACT on RTP Call for Projects

Feb. 16, 2017

JPACT

- JPACT requested to issue RTP Call for Projects

Feb. 23, 2017

Metro Council

- Metro Council requested to issue RTP Call for Projects

**Feb. 27 to
April 14, 2017**

RTP Call For Projects