

**FINANCIAL ASSUMPTIONS FOR THE  
DEVELOPMENT OF METROPOLITAN  
TRANSPORTATION PLANS  
SFY 2018 - 2047**

**Oregon Department of Transportation  
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## **INTRODUCTION**

The 2015 Federal Fixing America's Surface Transportation Act (FAST Act) requires metropolitan planning organizations (MPOs), public transit operators (PTOs), and state transportation departments to cooperatively develop estimates of funds available to support long-range transportation plans. Plans financially constrained in this way force early choices to be made about projects affecting mobility, land use and air quality. This requirement is one part of a federal effort to encourage more effective long-range planning and decision-making.

MPO long-range plan development is a separate process from development of Statewide Transportation Improvement Programs (STIPs), and metropolitan transportation Improvement programs (TIPs). However, the process utilizes some STIP regional distribution methodologies, and STIP and TIP projects must reflect the investment priorities established in the long-range plans.

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

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

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

It is quite difficult to forecast transportation revenues over a long period of time. Fortunately, long-range plans are revised and updated on a frequent basis. The revenue assumptions contained in this document will be reconsidered as part of that on-going process. The first long-range revenue estimates under this requirement were published in

1995. As under previous efforts, current conditions and historical trends indicate it is reasonable to assume some increased revenue.

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

## **REVENUE SOURCES**

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

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

### **State Highway Fund Revenue**

In the distant past, long-range forecasting efforts divided consideration of State Highway Fund (Highway Fund) revenue into two parts. One part addressed operations, maintenance and preservation (“OM&P”) needs. The other part addressed modernization needs. More recently and for this effort, the committee decided to initially consider the Highway Fund as a whole, with subsequent division between modernization as required by statute and OM&P, or as OM&P needs allow.

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

1. Current law;
2. Current tax law with declining fuel consumption due to greenhouse gas reduction initiatives (calculations based on 3.5 percent annual decline per vehicle mile(s) of travel (VMT), along with one percent annual growth in VMT);
3. Total revenue increase with inflation (3.1 percent annual average rate of growth) after state fiscal year (SFY) 2016; and
4. Total revenue increase greater than inflation (4.13 percent annual average rate of growth).

Through SFY 2019, revenue projections under these scenarios are based upon a set of econometric equations that include factors such as fuel price, fuel efficiency, population, per capita personal income, trade sector employment, new vehicle titles and historical data. After SFY 2019, the revenue projections are based on the recent trend with business cycle peak and trough effects removed (0.2 percent per year).

An assumption of no change in highway user tax rates (i.e., a current law assumption) would result in only very modest revenue increases over the course of the next 30 years. Such increases would be well below the level needed to maintain the purchasing power of the State Highway Fund. This situation would result in a sharp decline of state pavement and bridge conditions. An even sharper decline in purchasing power would occur if consumption of fuel was reduced as a result of greenhouse gas reduction policies, and no replacement revenue was assumed. The historical record of Highway Fund revenue indicates rejection of these scenarios is warranted (see page 1 of the Appendix).

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

While an assumption of Highway Fund revenue growth equal to the rate of inflation would produce significantly more revenue than a current law assumption, by itself it would still be insufficient to meet near-term ODOT OM&P needs; particularly if proportionately more revenue is distributed to cities and counties. Nevertheless this is the adopted scenario.

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

Highway Fund revenue distribution is legislatively established. A base-level of Highway Fund revenue is distributed as follows: 60.05 percent is dedicated to state highway programs; 24.38 percent is dedicated to county road programs, and; 15.57 percent is dedicated to city street programs. The county share is proportionately distributed according to vehicle registrations, except that \$500,000 per year is reserved to improve the equity of county road programs. The state contributes another \$250,000 per year for this purpose. The city share is proportionately distributed according to population. However, \$500,000 per year is reserved from this share to fund the Special City Allotment (SCA) program. The state contributes another \$500,000 per year to the SCA program. Slightly greater proportions of the 2001, 2002 and 2003 Oregon Transportation Investment Acts (OTIA) revenues are distributed to counties and cities. Revenues from the 2009 Jobs and Transportation Act (JTA) have a distribution of 50 percent for state highway programs; 30 percent for county road programs, and; 20 percent to city street programs.

Through administrative agreements, the state contributes several million dollars each year from its share of Highway Fund revenues to the support of local road projects and

programs. These include the Immediate Opportunity Fund (IOF), state match of certain Federal funds, and other programs (see the Other Assumptions section).

New revenue resulting from future increased tax rates is expected to be shared among the state, counties and cities on a “50-30-20 percent” basis rather than the previous “60.05-24.38-15.57 percent” basis. This represents a substantial shift of resources away from the state highway system and towards local road systems.

Oregon Revised Statutes (ORS) 366.507 requires ODOT to spend a certain amount of revenue on highway modernization. Certain program expenditures (e.g., debt service) qualify as modernization expenditures under this statute. These are subtracted from the required amounts to calculate the actual amounts that will be available for highway modernization. None of these amounts can be transferred to Federal Transit Administration (FTA) programs. Estimated amounts required under this statute are shown on page 11 in the Appendix. Further discussion of how these estimates were developed is provided in the Other Assumptions section.

In 2009, the Legislature authorized ODOT to fund a list of projects totaling \$960.3 million. This is in addition to modernization amounts required under ORS 366.507. Of the \$960.3 million, \$840 million is authorized to be financed through the sale of bonds, and the remaining \$120.3 million financed through cash flow. Revenue needed to pay for the projects and their debt service is provided by the increased tax and fee rates contained in House Bill (HB) 2001 (2009). Estimated cash outlay for debt service and cash flow financing of these projects is shown in the Appendix (page 11) and is fully considered in the calculations of resources available for other purposes and projects.

MPOs know the location and funded amounts of these projects. Listed projects in their areas that have not yet been built are included in their financially constrained, long-range plans.

Finally, it is important to note that, other than during recessions, Oregon is a high population growth state. Previous long-range revenue forecasting efforts have noted that population growth means increasing demand for highway capacity and more congestion. As a result, in a long-term context, it is reasonable to expect the Legislature will enable some increase in highway modernization funding to occur. However, no such increase is assumed here.

### **Federal-Aid Highway Revenue**

On December 4, 2015, the FAST Act was signed into law. The bill establishes funding amounts for Federal highway and transit programs for Federal fiscal years 2016-2020. A 30 year planning horizon is a very long period of time, and the FAST Act expires in 2020. Its successors are likely to be very different. In accordance with established Federal guidance, funds distributed according to congressionally established formulas may be assumed to increase after the expiration of the authorizing act at the same rate as they

increased over the course of the authorizing act. In Oregon, the annual average growth rate of the FAST Act between 2016 and 2020 is 2.2 percent. That rate is also applied to FFY 2016 actual funds (including a downward adjustment for the limitation on obligations) and each year thereafter to produce the formula funds forecast.

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

While discretionary funds are not formula funds, they come out of the national authorized amounts. As a result, they are assumed to increase at the 2.2 percent annual rate beginning in 2021. Before 2021, discretionary funds are assumed to increase modestly, consistent with yearly authorized amounts. Oregon has a historical record of attracting Federal discretionary funds in the amount of about \$20 million per year. The committee has assumed that over time, half of the discretionary funds will go to ODOT, and the other half will go to local jurisdictions. Highway discretionary funds are assumed to be entirely modernization funds.

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

### **FTA Urban Formula Funds**

Most FTA urbanized area formula funds (Section 5307) are used to finance capital equipment purchases and to finance preventive maintenance on existing capital equipment. In areas having a population of less than 200,000 or in areas that are over 200,000 but operate less than 100 buses, some of these funds may also be used to finance transit operations. Section 5307 funds are supplemented by Section 5339(a) funds.

The committee assumed the growth of FTA Sections 5307 and 5339(a) funds would be the same as the growth of FHWA formula funds (2.2 percent per year). Supporting this assumption is the linkage between Federal highway program growth and Section 5307 program growth. They are largely funded from the same revenue source—the Federal Highway Trust Fund. Historically, as Federal fuel tax rates have increased, the increased revenue has supported both highway and transit programs. Therefore, these programs are likely to grow in a similar manner.

Finally, high capacity transit systems are eligible for State of Good Repair formula funds under Section 5337. The only systems eligible in Oregon are Lane Transit District's Bus Rapid Transit (BRT) system and TriMet's Light Rail Transit System (LRT) system. Section 5337 assumptions are included in the formula projections on page 20 of the Appendix.

### **FTA Sections 5310 and 5311**

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

An important change under the FAST Act is for MPOs to include intercity surface transportation projects in their long-range plans. Funding for intercity projects is available through a 15 percent set-aside of Section 5311 funds. Having no experience in this area, the committee assumed these funds are distributed on a per capita basis. The distribution may be found on pages 23-24 of the appendix. Such funds may be leveraged by cooperation with jurisdictions having termini in their areas.

### **FTA Discretionary Funds**

FTA discretionary funds are only provided after application by an eligible transit provider. There are three major categories of discretionary funds; "bus discretionary" under Section 5339 (including the Low or No Emission Vehicle Program), "new starts" under Section 5309, and "small starts" also under Section 5309. The amounts the committee assumed for each category and year are shown on page 22 in the Appendix.

The committee only considered one long-term FTA Section 5339 "bus discretionary" scenario. When bus-oriented discretionary programs existed in the past, Oregon was usually successful in winning more than its population share of the funds available. Oregon's population share is just under 1.3 percent. As the result, the committee assumed Oregon would, on average, receive 1.5 percent of the bus discretionary funds available (including both Section 5339 discretionary programs).

"New starts" and "small starts" projects are highly situation-specific. As a result, the committee largely left the amounts assumed to the public transit providers involved. However, the committee expects the transit providers to be able to identify the source of required matching funds, and expects those matching funds to be financially constrained as required under 23 USC 134(i)(2)(E) in their long-range plans.

As part of this process and decision, the committee noted that both the Portland area and the Eugene area have had remarkable success in obtaining Section 5309 funding to finance LRT and BRT construction.

### **State Match of FTA Capital Funds and Other State Funding**

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

Through a variety of mechanisms the state also funds a number of ad hoc public transit capital projects with lottery funds. Many of these include Federal participation, but the expenditures are not part of a special matching funds program. The amounts available for public transit capital projects are expected to gradually increase with personal income through 2025. Once debt service for already funded projects is mostly paid off in 2025, the committee believes it is likely the state will significantly increase public transit capital funding beginning around 2026. In real terms, funding will continue to increase thereafter. Distribution is assumed to be made on the basis of MPO share of statewide population. The assumed dollar amounts are shown on page 16 in the Appendix.

While voter approval of recent ballot measures means increased competition for lottery revenues, the Legislature has a history of supporting public transit infrastructure, even during the worst of times. A transportation funding package with broad support is under development, and the Governor's budget includes an increase in the Connect Oregon program (the primary mechanism for providing on-going state capital support to general purpose public transit programs). This program has been in existence during the past 12 years, and survived the budget cuts of the "great recession" (albeit at a reduced level). As a result, the committee believes the recent ballot measures will have no impact on state public transit funding.

In addition, the committee recognizes the Portland area has had and is likely to continue to have success in obtaining limited additional capital support from the state to help match Federal HCT discretionary funds (up to 10 percent of HCT project costs). The additional support is expected only for projects that are highly developed and is conditional on obtaining a full funding agreement with FTA.

The state provides transit and transportation districts with payments "in-lieu-of" local taxes on state government. The committee assumed this revenue source will increase at the same rate as Oregon personal income (see Appendix page 15).

Other than the increases outlined above, no new state source of funding is assumed for public transit purposes. There is no historical record of this occurring. While a major

effort is underway to provide additional funding for transportation, there is not yet a specific proposal to provide a new funding source for public transit.

### **Special Transportation Fund**

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

About a quarter of STF revenue is derived from a 2 cent per pack cigarette tax. About three-quarters is derived from miscellaneous unrestricted revenues available to the state. From biennium to biennium, these revenue sources are not very consistent.

However, the Legislature has a history of finding ways to increase STF revenue in real terms. This reflects the existence of a large unmet need for program services. It also reflects the transition of the baby boom generation to elderly status. Therefore, STF revenues are assumed to increase at a real rate (above inflation) of one percent per year after 2017. A STF revenue forecast is provided on pages 13 and 14 in the Appendix.

### **State Support for Non-Highway Bicycle and Pedestrian Facilities**

During the last four years, the state has provided limited financial support for construction of bicycle and pedestrian facilities that are not part of a highway facility. This support has come from the Connect Oregon program, and consumed about 15 percent of the funding available through this program. Both the mode and specific projects are selected on a competitive basis. The Connect Oregon share is assumed to remain 15 percent. Due to the effects of increasing and then declining debt service, the amounts available for bicycle and pedestrian capital projects are expected to increase faster than personal income from 2018 through 2035. After a small spike in the 2036-2038 period (as debt service ceases), the committee believes the growth rate will be the same as personal income beginning around 2039. Distribution is assumed to be made on the basis of MPO share of statewide population. The assumed dollar amounts are shown on page 26 in the Appendix.

### **Private Participation**

Private sector participation in Oregon highway and transit projects is generally on a relatively small scale, and is not predictable. Also, it is project-specific. Legislation in

2003 created new opportunities for private sector participation in transportation projects. A state program designed to take advantage of this legislation has begun operation, but has not resulted in any construction projects. At this point, private sector participation cannot be forecasted on a long-term, statewide basis.

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

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

## **OTHER FACTORS AND ASSUMPTIONS**

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

### **Inflation**

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

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

### **State System OM&P**

A high priority of the Oregon Transportation Commission (OTC) has been to maintain and preserve the existing transportation system. Expenditures on OM&P activities

preclude expenditures on system expansion (i.e., modernization). Projecting state highway system modernization funding levels is a primary goal of this effort. In order to estimate resources available for modernization activities in MPO areas, transportation providers must know the amount of available resources that will be expended on all other activities.

One of the largest and potentially most controversial of these is pavement preservation. While ODOT has a long-range goal of improving state highway pavement condition to 90 percent fair-or-better, on-going funding to meet this goal does not appear to be likely. In the past, ODOT OM&P needs estimates were based (with minor adjustments) on Scenario 3 of the 1999 Oregon Highway Plan. This would maintain pavement condition at the 78 percent fair-or-better level.

Provisions established by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and continued under the FAST Act require the adoption of performance measures and targets for interstate system pavements and bridges of the National Highway System (NHS). Two requirements that are expected to be placed on states are to a) maintain the condition of interstate pavement at a 95 percent fair or better condition, and b) limit the percentage of NHS bridge deck area that is structurally deficient to 10 percent. Failure to meet these requirements will require states to expend specified amounts of Federal funding to improve interstate pavement or NHS bridge condition.

An emerging state system priority is improved system operations and management through “intelligent transportation systems” (ITS). About 16 percent of current operations needs are ITS needs. The corresponding figures are shown on page 8 in the Appendix.

### **Bonding Program**

Periodically, policy-makers contemplate the use of ODOT’s existing cash-flow to back bonds issued to finance highway modernization projects. In the long-run, this reduces amounts available for modernization due to the need to pay interest at a rate above the rate of inflation. This occurred under OTIA III. The committee has assumed no new bonding of existing revenues. Further, the committee does not believe it is appropriate to assume revenues from beyond the planning horizon (SFY 2047) are used to finance projects within the planning horizon.

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

## **Legislative Requirements**

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

The exception is the modernization expenditure category. The legislative directive concerning modernization expenditures is contained in ORS 366.507. Under the adopted scenario, from SFY 2018 - 2047 the annual amounts available for state highway modernization as a result of this statute will be greater than the modernization amount that would be available if the state paid for its OM&P needs before spending any funds on modernization. For all years, the funding needed to meet state highway OM&P needs is insufficient.

## **TMA Designations**

When metropolitan areas exceed 200,000 in population, they become eligible to be designated as transportation management areas (TMAs). Among other things, TMA status reallocates federal apportionments within a state. TMAs receive a specific apportionment of Federal funds, while the apportionment for state highways is reduced by the amount received by TMAs within the state. For this reason, it is important to consider the impacts of these changes when estimating amounts of Federal funds expected to be received in coming decades. The Portland, Eugene, and Salem areas are already designated as TMAs. The committee assumed the Rogue Valley MPO will become a TMA in SFY 2032.

## **Federal-Aid Highway Distribution by Jurisdiction**

Most federal-aid highway funds are apportioned or allocated to the state. However, some funds are allocated specifically for local governments (e.g., the TMA case). Other funds are apportioned to the state for expenditure on local projects or in local areas (e.g., Congestion Mitigation and Air Quality Improvement (CMAQ) funds, a share of Surface Transportation Block Grant Program (STBGP) funds, a share of STBGP funds reserved for off-system bridges). Still others are distributed to local jurisdictions by the state through intergovernmental agreements (e.g., Transportation Growth Management grants, Transportation Alternatives Program funds, Local Bridge Program funds). Finally, the state transfers part of its share of STBGP funds to FTA for alternative mode and Transportation Demand Management programs.

Completion of this project requires assumptions to be made concerning how federal-aid highway funds are distributed. The committee assumed the existing agreements and distribution methods remain as they are currently established. This includes the activities

of the Transportation Alternatives Committee and the CMAQ Committee. The funds controlled by these committees are distributed on a discretionary or cooperative basis.

It also assumed annual ODOT STBGP transfers to alternative mode programs would be \$10.5 million in SFY 2018 and \$15.5 million per year for FTA Section 5310 programs beginning in SFY 2019, and the total amount increasing ten percent every seventh year. On a long-term basis, geographic distribution is expected to be the same as for the STF (see Appendix page 17).

### **Regional Distribution of State-Controlled Funds Available for Modernization**

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

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

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

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

The committee assumed that ODOT's OM&P needs as defined in the Appendix (pages 8 and 9) will be funded where they arise and to the extent funds are available. Over the relatively long-term planning horizon of MPO transportation plans, these needs are not expected to be disproportionately distributed. The resulting expenditures are assumed to be distributed on a lane-mile basis, with a double-weight in the Portland area.<sup>1</sup>

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<sup>1</sup> On a lane-mile basis, Portland area OM&P costs are about twice the statewide average.

## Flexibility for MPOs to Modify Assumptions

By their very nature, long-term forecasts are highly speculative. As these forecasts are only fully revised every three to six years, the committee assumes MPOs have the flexibility to make adjustments among minor programs or minor adjustments to funding totals. The CMAQ Program is an example of a program in which fund distribution is expected to change in the near future; requiring some adjustments to long-range plans. Flexibility also exists to adjust for major, actual changes such as a new Federal authorizing act that is very different than forecast, or a legislative act that is not consistent with the long-term forecast.<sup>2</sup> When an MPO makes changes to assumptions developed by the committee, that activity should be accompanied by a written justification of why the new assumptions are more reasonable than the assumptions contained in this report and accompanying tables.

## FINDINGS

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

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

The current outlook for public sector funding is uncertain. Yet the historical record indicates growth in transportation program purchasing power of Federal and state programs has been a normal occurrence. In contrast, the methodology adopted by the committee assumes Federal and state resources available, in terms of purchasing power, for highway and public transit purposes will gradually decline through the 2040s.<sup>3</sup> Therefore, the committee has been quite conservative in its financial outlook.

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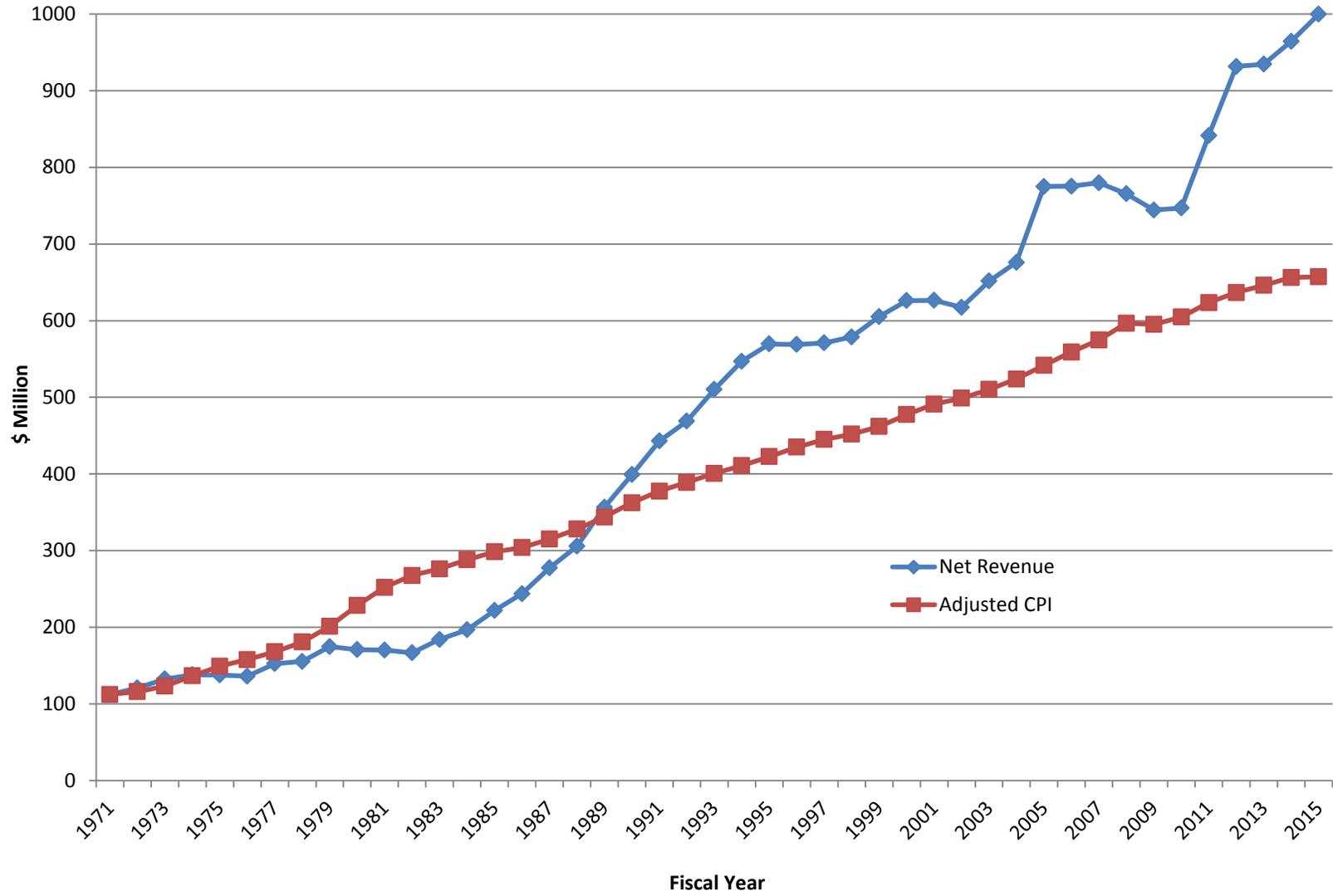
<sup>2</sup> ODOT and the committee’s predecessors have a track record of providing partial updates for new Federal authorizing acts in a timely manner.

<sup>3</sup> The state lottery revenue assumption is an exception.

**APPENDIX:**

**REVENUE TABLES AND SUPPORTING MATERIALS**

# STATE HIGHWAY FUND NET REVENUE HISTORY



**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	<b>2016</b>	<b>1,028.2</b>	<b>608.7</b>	<b>254.1</b>	<b>165.4</b>
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)**

<b>SFY</b>	<b>State Share</b>	<b>County Share</b>	<b>City Share</b>
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 LANDS ACCESS - STATE*	FEDERAL LANDS ACCESS - LOCAL*	HIGHWAY FREIGHT PROGRAM (MOD.)	DISCRETIONARY FOR MOD. - STATE**	DISCRETIONARY FOR MOD. - LOCAL**	COUNTY ALLOCATION (STBGP)	SMALL CITY ALLOCATION (STBGP)	PORTLAND TMA (STBGP)	EUGENE TMA (STBGP)	SALEM TMA (STBGP)	MEDFORD TMA (STBGP)	FTA 5310 SET-ASIDE (STBGP)	OTHER LOCAL ALLOCATIONS	LOCAL TOTAL	BALANCE TO STATE FOR HIGHWAYS
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	10.5	80.3	178.9	335.9
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	10.5	82.0	184.2	342.1
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	10.5	83.8	188.6	349.2
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	15.5	85.7	198.2	351.5
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	15.5	87.6	203.0	358.8
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	15.5	89.5	207.1	367.1
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	15.5	91.5	211.4	375.5
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	15.5	93.5	215.7	384.1
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	15.5	95.5	220.1	392.9
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	17.1	97.6	226.1	400.3
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	17.1	99.8	230.7	409.5
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	17.1	102.0	235.4	418.9
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	17.1	104.2	240.2	428.5
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	17.1	106.5	245.1	438.3
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	17.1	108.8	250.1	448.3
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	18.8	111.2	257.0	456.8
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	18.8	113.7	266.0	463.5
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	18.8	116.2	271.5	474.1
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	18.8	118.7	277.0	484.9
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	18.8	121.4	282.7	496.0
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	4.2	18.8	124.0	288.5	507.3
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	20.6	126.8	296.3	517.0
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	20.6	129.5	302.4	528.9
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	20.6	132.4	308.6	540.9
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	20.6	135.3	314.9	553.3
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	20.6	138.3	321.4	565.9
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	20.6	141.3	328.0	578.8
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	22.7	144.4	336.8	590.0
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	22.7	147.6	343.8	603.4
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	5.1	22.7	150.9	350.8	617.2
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	22.7	154.2	358.0	631.3
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	22.7	157.6	365.4	645.7

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.

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

YEAR	CMAQ	TGM (STBGP)	TDM (STBGP)	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	7.3	2.9	36.8	5.7	4.1	18.8	4.2	113.7
2033	25.8	5.8	3.0	7.5	3.0	37.6	5.8	4.2	19.2	4.3	116.2
2034	26.3	5.9	3.1	7.6	3.0	38.5	5.9	4.3	19.6	4.4	118.7
2035	26.9	6.0	3.2	7.8	3.1	39.3	6.0	4.4	20.1	4.5	121.4
2036	27.5	6.2	3.2	8.0	3.2	40.2	6.2	4.5	20.5	4.6	124.0
2037	28.1	6.3	3.3	8.1	3.2	41.1	6.3	4.6	20.9	4.7	126.8
2038	28.7	6.5	3.4	8.3	3.3	42.0	6.5	4.7	21.4	4.8	129.5
2039	29.4	6.6	3.5	8.5	3.4	42.9	6.6	4.8	21.9	4.9	132.4
2040	30.0	6.7	3.5	8.7	3.5	43.8	6.7	4.9	22.4	5.1	135.3
2041	30.7	6.9	3.6	8.9	3.5	44.8	6.9	5.0	22.9	5.2	138.3
2042	31.3	7.0	3.7	9.1	3.6	45.8	7.0	5.1	23.4	5.3	141.3
2043	32.0	7.2	3.8	9.3	3.7	46.8	7.2	5.2	23.9	5.4	144.4
2044	32.7	7.4	3.9	9.5	3.8	47.8	7.4	5.3	24.4	5.5	147.6
2045	33.5	7.5	3.9	9.7	3.9	48.9	7.5	5.5	24.9	5.6	150.9
2046	34.2	7.7	4.0	9.9	3.9	49.9	7.7	5.6	25.5	5.8	154.2
2047	34.9	7.9	4.1	10.1	4.0	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 STBGP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAS**

*(STPFundstoLocalJurisdictions - Expanded)*

<b>YEAR</b>	<b>Clackamas</b>	<b>Multnomah</b>	<b>Washington</b>	<b>Canby</b>	<b>Molalla</b>	<b>Sandy</b>	<b>Marion</b>	<b>Silverton</b>	<b>Stayton</b>	<b>Woodburn</b>	<b>Polk</b>	<b>Dalles</b>	<b>Independence</b>	<b>Monmouth</b>	<b>Yamhill</b>	<b>McMinnville</b>	<b>Newberg</b>	<b>Sheridan</b>
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	\$251,989	\$68,906
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	\$264,840	\$72,420
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	\$270,667	\$74,013
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	\$276,622	\$75,642
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	\$282,707	\$77,306
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	\$288,927	\$79,007
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	\$295,283	\$80,745
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	\$301,779	\$82,521
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	\$308,419	\$84,337
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	\$315,204	\$86,192
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	\$322,138	\$88,088
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	\$329,225	\$90,026
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	\$336,468	\$92,007
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	\$343,871	\$94,031
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	\$351,436	\$96,100
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	\$359,167	\$98,214
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	\$367,069	\$100,374
2033*	\$1,418,835	\$355,782	\$731,464	\$309,041	\$170,253	\$196,311	\$1,168,992	\$182,606	\$148,634	\$472,055	\$445,027	\$288,387	\$166,102	\$185,695	\$803,574	\$631,306	\$439,433	\$120,162
2034	\$1,450,049	\$363,609	\$747,556	\$315,840	\$173,998	\$200,630	\$1,194,710	\$186,624	\$151,904	\$482,441	\$454,818	\$294,732	\$169,757	\$189,780	\$821,252	\$645,195	\$449,101	\$122,806
2035	\$1,481,950	\$371,609	\$764,002	\$322,789	\$177,826	\$205,044	\$1,220,994	\$190,729	\$155,246	\$493,054	\$464,824	\$301,216	\$173,491	\$193,955	\$839,320	\$659,389	\$458,981	\$125,508
2036	\$1,514,553	\$379,784	\$780,811	\$329,890	\$181,739	\$209,555	\$1,247,856	\$194,925	\$158,662	\$503,902	\$475,050	\$307,842	\$177,308	\$198,222	\$857,785	\$673,896	\$469,078	\$128,269
2037	\$1,547,873	\$388,139	\$797,988	\$337,148	\$185,737	\$214,165	\$1,275,309	\$199,214	\$162,152	\$514,987	\$485,501	\$314,615	\$181,209	\$202,583	\$876,656	\$688,722	\$479,398	\$131,091
2038	\$1,581,927	\$396,678	\$815,544	\$344,565	\$189,823	\$218,877	\$1,303,365	\$203,597	\$165,719	\$526,317	\$496,182	\$321,536	\$185,196	\$207,040	\$895,943	\$703,873	\$489,945	\$133,975
2039	\$1,616,729	\$405,405	\$833,486	\$352,145	\$193,999	\$223,692	\$1,332,039	\$208,076	\$169,365	\$537,896	\$507,098	\$328,610	\$189,270	\$211,595	\$915,654	\$719,359	\$500,724	\$136,922
2040	\$1,652,297	\$414,324	\$851,823	\$359,893	\$198,267	\$228,613	\$1,361,344	\$212,653	\$173,091	\$549,730	\$518,254	\$335,840	\$193,434	\$216,250	\$935,798	\$735,185	\$511,740	\$139,934
2041	\$1,688,647	\$423,439	\$870,563	\$367,810	\$202,629	\$233,643	\$1,391,294	\$217,332	\$176,899	\$561,824	\$529,656	\$343,228	\$197,689	\$221,007	\$956,385	\$751,359	\$522,998	\$143,013
2042	\$1,725,798	\$432,755	\$889,715	\$375,902	\$207,087	\$238,783	\$1,421,902	\$222,113	\$180,791	\$574,184	\$541,308	\$350,779	\$202,039	\$225,870	\$977,426	\$767,889	\$534,504	\$146,159
2043	\$1,763,765	\$442,276	\$909,289	\$384,172	\$211,643	\$244,036	\$1,453,184	\$226,999	\$184,768	\$586,816	\$553,217	\$358,496	\$206,483	\$230,839	\$998,929	\$784,782	\$546,263	\$149,375
2044	\$1,802,568	\$452,006	\$929,293	\$392,624	\$216,299	\$249,405	\$1,485,154	\$231,993	\$188,833	\$599,726	\$565,388	\$366,383	\$211,026	\$235,917	\$1,020,906	\$802,047	\$558,281	\$152,661
2045	\$1,842,225	\$461,950	\$949,738	\$401,261	\$221,057	\$254,892	\$1,517,828	\$237,097	\$192,988	\$612,920	\$577,826	\$374,444	\$215,669	\$241,107	\$1,043,366	\$819,692	\$570,563	\$156,020
2046	\$1,882,754	\$472,113	\$970,632	\$410,089	\$225,921	\$260,500	\$1,551,220	\$242,313	\$197,233	\$626,404	\$590,538	\$382,681	\$220,413	\$246,412	\$1,066,320	\$837,726	\$583,115	\$159,452

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.

\* Assumes Medford's expected funding distributed among remaining small MPOs and cities over 5,000. Assumes that populations of 4 addition cities outside MPO boundaries exceed 5,000 and one city (Veneta) is within an MPO county

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

YEAR	Bend MPO	Deschutes	Lane	Cottage Grove	Florence	Junction City	Veneta	Corvallis				Albany MPO	Linn	Lebanon	Sweet Home	Grants Pass	
								MPO	Benton	Medford MPO	Jackson					MPO	Josephine
2016	\$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	\$487,904
2017	\$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	\$512,787
2018	\$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	\$524,068
2019	\$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	\$535,598
2020	\$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	\$547,381
2021	\$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	\$559,423
2022	\$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	\$571,731
2023	\$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	\$584,309
2024	\$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	\$597,164
2025	\$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	\$610,301
2026	\$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	\$623,728
2027	\$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	\$637,450
2028	\$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	\$651,474
2029	\$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	\$665,806
2030	\$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	\$680,454
2031	\$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	\$695,424
2032	\$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	\$710,723
2033*	\$1,763,546	\$940,704	\$1,372,464	\$189,943	\$165,330	\$108,484	\$104,429	\$1,254,312	\$429,650		\$868,891	\$1,163,664	\$924,405	\$303,831	\$174,886	\$1,002,949	\$726,359
2034	\$1,802,344	\$961,400	\$1,402,658	\$194,122	\$168,967	\$110,870	\$106,727	\$1,281,907	\$439,102	\$0	\$888,006	\$1,189,265	\$944,742	\$310,515	\$178,734	\$1,025,013	\$742,339
2035	\$1,841,996	\$982,550	\$1,433,516	\$198,392	\$172,684	\$113,309	\$109,075	\$1,310,109	\$448,763	\$0	\$907,542	\$1,215,429	\$965,527	\$317,346	\$182,666	\$1,047,564	\$758,671
2036	\$1,882,520	\$1,004,166	\$1,465,054	\$202,757	\$176,484	\$115,802	\$111,474	\$1,338,931	\$458,635	\$0	\$927,508	\$1,242,168	\$986,768	\$324,328	\$186,685	\$1,070,610	\$775,361
2037	\$1,923,935	\$1,026,258	\$1,497,285	\$207,217	\$180,366	\$118,350	\$113,927	\$1,368,387	\$468,725	\$0	\$947,913	\$1,269,496	\$1,008,477	\$331,463	\$190,792	\$1,094,164	\$792,419
2038	\$1,966,262	\$1,048,836	\$1,530,225	\$211,776	\$184,334	\$120,954	\$116,433	\$1,398,492	\$479,037	\$0	\$968,767	\$1,297,425	\$1,030,664	\$338,755	\$194,989	\$1,118,235	\$809,852
2039	\$2,009,520	\$1,071,910	\$1,563,890	\$216,435	\$188,390	\$123,615	\$118,995	\$1,429,259	\$489,576	\$0	\$990,080	\$1,325,968	\$1,053,338	\$346,208	\$199,279	\$1,142,836	\$827,669
2040	\$2,053,729	\$1,095,492	\$1,598,296	\$221,197	\$192,534	\$126,334	\$121,613	\$1,460,703	\$500,347	\$0	\$1,011,862	\$1,355,139	\$1,076,512	\$353,824	\$203,663	\$1,167,979	\$845,878
2041	\$2,098,911	\$1,119,593	\$1,633,458	\$226,063	\$196,770	\$129,113	\$124,288	\$1,492,838	\$511,354	\$0	\$1,034,123	\$1,384,953	\$1,100,195	\$361,609	\$208,144	\$1,193,674	\$864,487
2042	\$2,145,087	\$1,144,224	\$1,669,394	\$231,037	\$201,099	\$131,954	\$127,022	\$1,525,680	\$522,604	\$0	\$1,056,874	\$1,415,421	\$1,124,399	\$369,564	\$212,723	\$1,219,935	\$883,506
2043	\$2,192,279	\$1,169,397	\$1,706,121	\$236,119	\$205,523	\$134,857	\$129,817	\$1,559,245	\$534,102	\$0	\$1,080,125	\$1,446,561	\$1,149,136	\$377,694	\$217,403	\$1,246,774	\$902,943
2044	\$2,240,509	\$1,195,124	\$1,743,656	\$241,314	\$210,045	\$137,824	\$132,673	\$1,593,549	\$545,852	\$0	\$1,103,888	\$1,478,385	\$1,174,417	\$386,004	\$222,185	\$1,274,203	\$922,808
2045	\$2,289,800	\$1,221,416	\$1,782,016	\$246,623	\$214,666	\$140,856	\$135,592	\$1,628,607	\$557,861	\$0	\$1,128,173	\$1,510,910	\$1,200,254	\$394,496	\$227,074	\$1,302,235	\$943,110
2046	\$2,340,176	\$1,248,288	\$1,821,220	\$252,049	\$219,388	\$143,955	\$138,575	\$1,664,436	\$570,133	\$0	\$1,152,993	\$1,544,150	\$1,226,660	\$403,175	\$232,069	\$1,330,884	\$963,858

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

Fiscal Year	Pavement	Pavement	Maintenance	Maintenance	Safety	Safety	Traditional	Traditional	ITS	ITS	Bridge	Bridge
	Preservation	Preservation	(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 Services (Hwy. Portion)	Central Services (Hwy. Portion)	Other	Other	All Non-Mod Programs Excluding DS*	Amounts Needed to Implement Scenario 3	Amounts Needed to Implement Scenario 3	All Non-Mod. Hwy Programs
	(YOE \$s)	(2016 \$s)	(YOE \$s)	(2016 \$s)	(YOE \$s)	(2016 \$s)	(2016 \$s)	(YOE \$s)	(YOE \$s)
2016	78	70	70	208	208	808	86	86	972
2017	75	70	72	208	215	808	86	88	997
2018	70	70	75	208	221	808	86	91	1,020
2019	70	70	77	208	228	808	86	94	1,050
2020	69	70	79	208	235	808	86	97	1,079
2021	71	70	82	208	242	808	86	100	1,112
2022	85	70	84	208	250	808	86	103	1,159
2023	85	70	87	208	258	808	86	106	1,192
2024	85	70	90	208	266	808	86	110	1,226
2025	85	70	92	208	274	808	86	113	1,262
2026	91	70	95	208	282	808	86	116	1,304
2027	91	70	98	208	291	808	86	120	1,342
2028	91	70	101	208	300	808	86	124	1,381
2029	91	70	104	208	310	808	86	128	1,421
2030	91	70	108	208	319	808	86	132	1,462
2031	102	70	111	208	329	808	86	136	1,515
2032	102	70	114	208	339	808	86	140	1,559
2033	102	70	118	208	350	808	86	144	1,604
2034	102	70	122	208	361	808	86	149	1,651
2035	102	70	125	208	372	808	86	153	1,699
2036	36	70	129	208	383	808	86	158	1,682
2037	36	70	133	208	395	808	86	163	1,733
2038	36	70	137	208	407	808	86	168	1,786
2039	36	70	142	208	420	808	86	173	1,840
2040	32	70	146	208	433	808	86	179	1,892
2041	32	70	151	208	446	808	86	184	1,950
2042	32	70	155	208	460	808	86	190	2,009
2043	32	70	160	208	475	808	86	196	2,071
2044	32	70	165	208	489	808	86	202	2,134
2045	32	70	170	208	504	808	86	208	2,199
2046	0	70	175	208	520	808	86	214	2,234
2047	0	70	181	208	536	808	86	221	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	10.5
2017	625.2	2.0	526.2	173.7	352.6	979.8	997.0	37.4	36.3	10.5
2018	622.5	20.7	537.9	178.1	359.7	1,002.9	1,020.2	38.2	36.0	10.5
2019	621.8	38.2	549.7	182.7	367.0	1,027.1	1,049.5	39.1	35.7	15.5
2020	623.1	54.6	561.8	187.5	374.3	1,052.0	1,078.9	40.0	35.4	15.5
2021	624.3	71.6	574.2	191.6	382.6	1,078.5	1,112.2	40.8	35.1	15.5
2022	625.6	89.1	586.8	195.9	391.0	1,105.7	1,158.7	41.7	34.8	15.5
2023	626.8	107.2	599.7	200.2	399.6	1,133.6	1,192.0	42.7	34.5	15.5
2024	628.1	125.8	612.9	204.6	408.4	1,162.3	1,226.3	43.6	34.2	15.5
2025	629.3	145.1	626.4	209.1	417.4	1,191.8	1,261.7	44.6	33.9	17.1
2026	630.6	165.0	640.2	213.7	426.5	1,222.2	1,304.2	45.5	33.6	17.1
2027	631.9	185.6	654.3	218.4	435.9	1,253.4	1,341.8	46.5	33.3	17.1
2028	633.1	206.8	668.7	223.2	445.5	1,285.5	1,380.6	47.6	33.0	17.1
2029	634.4	228.8	683.4	228.1	455.3	1,318.5	1,420.5	48.6	32.7	17.1
2030	635.7	251.4	698.4	233.1	465.3	1,352.4	1,461.8	49.7	32.4	17.1
2031	636.9	274.8	713.8	238.2	475.6	1,387.3	1,515.3	50.8	32.1	18.8
2032	638.2	298.9	729.5	247.3	482.2	1,419.3	1,559.2	51.9	31.8	18.8
2033	639.5	323.8	745.6	252.7	492.8	1,456.1	1,604.3	53.0	31.6	18.8
2034	640.8	349.5	762.0	258.3	503.7	1,493.9	1,650.9	54.2	31.3	18.8
2035	642.0	376.0	778.7	264.0	514.8	1,532.8	1,698.9	55.4	31.0	18.8
2036	643.3	403.4	795.8	269.8	526.1	1,572.8	1,682.4	56.6	30.7	18.8
2037	644.6	431.6	813.4	275.7	537.7	1,613.9	1,733.4	57.9	30.5	20.6
2038	645.9	460.8	831.3	281.8	549.5	1,656.2	1,786.1	59.1	30.2	20.6
2039	647.2	490.9	849.5	288.0	561.6	1,699.7	1,840.3	60.4	29.9	20.6
2040	648.5	522.0	868.2	294.3	573.9	1,744.4	1,892.3	61.8	29.7	20.6
2041	649.8	554.0	887.3	300.8	586.6	1,790.4	1,950.0	63.1	29.4	20.6
2042	651.1	587.1	906.9	307.4	599.5	1,837.7	2,009.5	64.5	29.2	20.6
2043	652.4	621.3	926.8	314.2	612.6	1,886.3	2,070.8	65.9	28.9	22.7
2044	653.7	656.5	947.2	321.1	626.1	1,936.3	2,133.9	67.4	28.7	22.7
2045	655.0	692.9	968.0	328.1	639.9	1,987.8	2,199.1	68.9	28.4	22.7
2046	656.3	730.4	989.3	335.3	654.0	2,040.7	2,234.1	70.4	28.2	22.7
2047	657.6	769.1	1,011.1	342.7	668.4	2,095.1	2,303.3	71.9	27.9	22.7

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	-115.9	-115.9	\$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	-116.2	-112.7	\$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	-116.0	-109.1	\$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	-156.2	-142.5	\$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	-185.4	-164.1	\$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	-193.7	-166.3	\$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	-189.6	-157.9	\$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	-196.0	-158.3	\$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	-202.6	-158.7	\$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	-211.1	-160.4	\$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	-225.5	-166.2	\$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	-233.0	-166.5	\$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	-240.8	-167.0	\$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	-249.0	-167.4	\$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	-257.5	-167.9	\$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	-281.2	-177.9	\$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	-294.3	-180.6	\$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	-303.9	-180.9	\$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	-314.0	-181.2	\$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	-324.5	-181.7	\$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	-257.0	-139.5	\$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	-270.2	-142.3	\$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	-281.9	-144.0	\$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	-294.1	-145.7	\$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	-267.1	-128.4	\$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	-251.2	-117.1	\$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	-264.9	-119.8	\$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	-281.2	-123.3	\$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	-296.0	-125.9	\$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	-311.4	-128.5	\$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	-295.2	-118.1	\$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	-311.7	-121.0	\$89.3	0.0	71.3	27.7	25.8	10.0	25.8	10.0	19.8	7.7
<b>2018-2047</b>								<b>1,143.1</b>		<b>342.5</b>		<b>342.5</b>		<b>262.5</b>

\*\*\* 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		
<b>Region 1 Total</b>		<b>1,609,672</b>	<b>6,417,234,134</b>	<b>24,268,418,926</b>	<b>1,542,410</b>	<b>840,335,020</b>		
<b>% of Statewide</b>		<b>41.73%</b>	<b>33.03%</b>	<b>22.26%</b>	<b>37.96%</b>	<b>31.14%</b>	<b>47.5%</b>	<b>35.60%</b>
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		
<b>Region 2 Total</b>		<b>1,278,363</b>	<b>6,522,156,118</b>	<b>34,009,044,483</b>	<b>1,324,538</b>	<b>876,303,980</b>		
<b>% of Statewide</b>		<b>33.14%</b>	<b>33.57%</b>	<b>31.19%</b>	<b>32.60%</b>	<b>32.47%</b>	<b>22.5%</b>	<b>30.91%</b>
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		
<b>Region 3 Total</b>		<b>479,860</b>	<b>2,758,536,923</b>	<b>19,149,254,745</b>	<b>565,591</b>	<b>401,345,000</b>		
<b>% of Statewide</b>		<b>12.44%</b>	<b>14.20%</b>	<b>17.56%</b>	<b>13.92%</b>	<b>14.87%</b>	<b>15.6%</b>	<b>14.77%</b>
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		
<b>Region 4 Total</b>		<b>306,420</b>	<b>1,996,745,598</b>	<b>14,497,870,386</b>	<b>395,837</b>	<b>297,492,000</b>		
<b>% of Statewide</b>		<b>7.94%</b>	<b>10.28%</b>	<b>13.30%</b>	<b>9.74%</b>	<b>11.02%</b>	<b>9.9%</b>	<b>10.36%</b>
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		
<b>Region 5 Total</b>		<b>183,310</b>	<b>1,731,453,823</b>	<b>17,105,220,769</b>	<b>234,497</b>	<b>282,989,000</b>		
<b>% of Statewide</b>		<b>4.75%</b>	<b>8.91%</b>	<b>15.69%</b>	<b>5.77%</b>	<b>10.49%</b>	<b>4.5%</b>	<b>8.35%</b>
<b>Statewide</b>		<b>3,857,625</b>	<b>19,426,126,596</b>	<b>109,029,809,309</b>	<b>4,062,873</b>	<b>\$2,698,465,000</b>	<b>100.0%</b>	<b>100.00%</b>

(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)**

<b>Fiscal Year</b>	<b>Total Available Revenue*</b>	<b>Tri-Met</b>	<b>Salem Transit</b>	<b>Lane Transit</b>	<b>Rogue Valley Transit</b>	<b>Benton County</b>	<b>Deschutes County</b>	<b>Linn County</b>	<b>Josephine County</b>
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**

<b>Fiscal Year</b>	<b>Tri-Met -- 2016 \$s</b>	<b>Salem Transit -- 2016 \$s</b>	<b>Lane Transit -- 2016 \$s</b>	<b>Rogue Valley Transit -- 2016 \$s</b>	<b>Benton County -- 2016 \$s</b>	<b>Deschutes County -- 2016 \$s</b>	<b>Linn County - 2016 \$s</b>	<b>Josephine County -- 2016 \$s</b>
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
<b>2018-2047</b>	<b>217,365,731</b>	<b>50,074,104</b>	<b>45,080,325</b>	<b>26,603,339</b>	<b>11,122,621</b>	<b>21,609,559</b>	<b>15,117,645</b>	<b>10,623,243</b>

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

<b>Year</b>	<b>Oregon Total YOE \$s</b>	<b>Oregon Total 2016 \$s</b>	<b>Tri-Met YOE \$s</b>	<b>Tri-Met 2016 \$s</b>	<b>Salem YOE \$s</b>	<b>Salem 2016 \$s</b>	<b>Lane YOE \$s</b>	<b>Lane 2016 \$s</b>	<b>Rogue Valley YOE \$s</b>	<b>Rogue Valley 2016 \$s</b>
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)**

Year	Statewide Lottery Revenue Available for Public Transit	Assumed Debt Service	Statewide Funds Available Net of Debt Service	Statewide Purchasing Power -- 2016 \$\$	Portland Area	Portland Area	Salem	Salem	Lane	Lane	Rogue Valley	Rogue Valley	Corvallis	Corvallis	Bend	Bend	Albany	Albany	Grants Pass	Grants Pass	Other Areas	Other Areas
					YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$	YOE \$\$	2016 \$\$
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	1.81	1.81
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	2.93	2.84
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	3.48	3.27
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	4.28	3.91
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	5.13	4.54
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	5.82	4.99
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	6.77	5.63
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	7.77	6.27
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	8.83	6.92
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	9.95	7.56
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	19.19	14.14
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	20.44	14.61
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	21.76	15.08
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	23.15	15.57
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	24.62	16.06
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	28.05	17.74
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	29.69	18.22
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	31.42	18.70
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	33.24	19.19
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	35.21	19.71
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	38.19	20.74
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	40.34	21.24
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	42.82	21.88
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	45.22	22.41
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	47.75	22.95
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	50.43	23.51
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	53.25	24.08
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	56.23	24.66
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	59.38	25.26
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	62.71	25.87
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	66.22	26.50
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	69.93	27.14
<b>2018-2047</b>				<b>1,377.7</b>		<b>548.9</b>		<b>87.6</b>		<b>90.2</b>		<b>59.7</b>		<b>23.1</b>		<b>31.9</b>		<b>19.9</b>		<b>18.0</b>		<b>498.4</b>



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

<b>Year</b>	<b>Oregon Total YOE \$s</b>	<b>Oregon Total 2016 \$s</b>	<b>Portland Area YOE \$s</b>	<b>Portland Area 2016 \$s</b>	<b>Salem YOE \$s</b>	<b>Salem 2016 \$s</b>	<b>Lane YOE \$s</b>	<b>Lane 2016 \$s</b>
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
<b>2018-2047</b>		<b>87.1</b>		<b>39.1</b>		<b>5.7</b>		<b>6.0</b>

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

<b>Year</b>	<b>Rogue Valley YOE \$s</b>	<b>Rogue Valley 2016 \$s</b>	<b>Corvallis YOE \$s</b>	<b>Corvallis 2016 \$s</b>	<b>Bend YOE \$s</b>	<b>Bend 2016 \$s</b>	<b>Albany YOE \$s</b>	<b>Albany 2016 \$s</b>	<b>Grants Pass YOE \$s</b>	<b>Grants Pass 2016 \$s</b>
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
<b>2018-2047</b>		<b>7.5</b>		<b>3.1</b>		<b>4.2</b>		<b>2.9</b>		<b>2.3</b>

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\*)**

<b>Year</b>	<b>Oregon Total YOE \$s</b>	<b>Oregon Total 2016 \$s</b>	<b>Portland Area* YOE \$s</b>	<b>Portland Area 2016 \$s</b>	<b>Salem YOE \$s</b>	<b>Salem 2016 \$s</b>	<b>Lane* YOE \$s</b>	<b>Lane 2016 \$s</b>
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\*)**

<b>Year</b>	<b>Rogue Valley YOE \$s</b>	<b>Rogue Valley 2016 \$s</b>	<b>Corvallis YOE \$s</b>	<b>Corvallis 2016 \$s</b>	<b>Bend YOE \$s</b>	<b>Bend 2016 \$s</b>	<b>Albany YOE \$s</b>	<b>Albany 2016 \$s</b>	<b>Grants Pass YOE \$s</b>	<b>Grants Pass 2016 \$s</b>
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)

<b>Year</b>	<b>Statewide Bus Discretionary</b>	<b>Statewide Bus 2016 Purchasing Power</b>	<b>Lane Small Starts</b>	<b>Lane 2016 Purchasing Power</b>	<b>Tri-Met New Starts &amp; Small Starts</b>	<b>Tri-Met 2016 Purchasing Power</b>	<b>Nominal MPO Total</b>
2016	7.2	7.2	13.3	13.3	100.0	100.0	120.2
2017	5.1	4.9	13.3	12.9	0.0	0.0	18.2
2018	5.3	5.0	13.3	12.5	0.0	0.0	18.4
2019	5.7	5.2	13.3	12.1	0.0	0.0	18.7
2020	6.0	5.3	26.7	23.6	200.0	177.0	232.3
2021	6.1	5.3	26.7	22.9	200.0	171.7	232.5
2022	6.3	5.2	13.3	11.1	150.0	124.9	169.3
2023	6.4	5.2	13.3	10.8	150.0	121.1	169.4
2024	6.5	5.1	26.7	20.9	150.0	117.5	182.9
2025	6.7	5.1	26.7	20.3	150.0	114.0	183.0
2026	6.8	5.0	13.3	9.8	200.0	147.4	219.8
2027	7.0	5.0	13.3	9.5	200.0	143.0	220.0
2028	7.1	4.9	13.3	9.2	0.0	0.0	20.1
2029	7.3	4.9	13.3	9.0	150.0	100.9	170.2
2030	7.4	4.9	13.3	8.7	175.0	114.1	195.4
2031	7.6	4.8	13.3	8.4	175.0	110.7	195.6
2032	7.8	4.8	13.3	8.2	150.0	92.0	170.7
2033	7.9	4.7	13.3	7.9	150.0	89.3	170.9
2034	8.1	4.7	13.3	7.7	200.0	115.4	221.0
2035	8.3	4.6	13.3	7.5	200.0	112.0	221.2
2036	8.5	4.6	13.3	7.2	150.0	81.5	171.4
2037	8.7	4.6	13.3	7.0	0.0	0.0	21.6
2038	8.9	4.5	13.3	6.8	25.0	12.8	46.7
2039	9.0	4.5	13.3	6.6	25.0	12.4	46.9
2040	9.2	4.4	13.3	6.4	0.0	0.0	22.1
2041	9.5	4.4	13.3	6.2	0.0	0.0	22.3
2042	9.7	4.4	13.3	6.0	150.0	67.8	172.5
2043	9.9	4.3	13.3	5.8	175.0	76.7	197.7
2044	10.1	4.3	13.3	5.7	175.0	74.4	197.9
2045	10.3	4.3	13.3	5.5	150.0	61.9	173.1
2046	10.5	4.2	13.3	5.3	150.0	60.0	173.3
2047	10.8	4.2	13.3	5.2	200.0	77.6	223.6
<b>2018-2047</b>		<b>142.3</b>		<b>294.0</b>		<b>2,376.1</b>	

Source: Discussion with metropolitan PTOs and extrapolation.

**PROJECTIONS OF DISCRETIONARY INTERCITY FUNDS (5311 (C))**

<b>Year</b>	<b>Oregon Total YOE \$s</b>	<b>Oregon Total 2016 \$s</b>	<b>Portland Area YOE \$s</b>	<b>Portland Area 2016 \$s</b>	<b>Salem YOE \$s</b>	<b>Salem 2016 \$s</b>	<b>Lane YOE \$s</b>	<b>Lane 2016 \$s</b>
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**



**FTA PLANNING \$s**  
**(\$ Millions)**

<b>Year</b>	<b>MPO Planning</b>	<b>MPO Planning 2016 \$s</b>
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**

**ESTIMATE OF LOTTERY \$\$ AVAILABLE FOR BICYCLE/PEDESTRIAN CAPITAL PURPOSES  
(\$ MILLION)**

Year	Statewide	Assumed Debt Service	Statewide	Statewide	Portland		Salem		Lane		Rogue	Rogue	Corvallis		Bend		Albany	Albany	Grants	Grants	Other	Other
	Lottery Revenue Available for Bicycle/Ped		Funds Available Net of Debt Service	Purchasing Power -- 2016 \$s	Area	Area	Salem	Salem	Lane	Lane	Valley	Valley	Corvallis	Corvallis	Bend	Bend	Albany	Albany	Pass	Pass	Areas	Areas
	YOE \$s		YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s	YOE \$s
2016	3.50	0.40	3.10	3.10	1.24	1.24	0.20	0.20	0.20	0.20	0.13	0.13	0.05	0.05	0.07	0.07	0.04	0.04	0.04	0.04	1.12	1.12
2017	4.10	0.40	3.70	3.59	1.47	1.43	0.24	0.23	0.24	0.23	0.16	0.16	0.06	0.06	0.09	0.08	0.05	0.05	0.05	0.05	1.34	1.30
2018	4.33	1.10	3.23	3.04	1.29	1.21	0.21	0.19	0.21	0.20	0.14	0.13	0.05	0.05	0.07	0.07	0.05	0.04	0.04	0.04	1.17	1.10
2019	4.57	1.10	3.47	3.17	1.38	1.26	0.22	0.20	0.23	0.21	0.15	0.14	0.06	0.05	0.08	0.07	0.05	0.05	0.05	0.04	1.26	1.15
2020	4.83	1.10	3.73	3.30	1.49	1.31	0.24	0.21	0.24	0.22	0.16	0.14	0.06	0.06	0.09	0.08	0.05	0.05	0.05	0.04	1.35	1.19
2021	5.10	1.10	4.00	3.43	1.59	1.37	0.25	0.22	0.26	0.22	0.17	0.15	0.07	0.06	0.09	0.08	0.06	0.05	0.05	0.04	1.45	1.24
2022	5.38	1.10	4.28	3.57	1.71	1.42	0.27	0.23	0.28	0.23	0.19	0.15	0.07	0.06	0.10	0.08	0.06	0.05	0.06	0.05	1.55	1.29
2023	5.69	1.10	4.59	3.70	1.83	1.48	0.29	0.24	0.30	0.24	0.20	0.16	0.08	0.06	0.11	0.09	0.07	0.05	0.06	0.05	1.66	1.34
2024	6.00	1.10	4.90	3.84	1.95	1.53	0.31	0.24	0.32	0.25	0.21	0.17	0.08	0.06	0.11	0.09	0.07	0.06	0.06	0.05	1.77	1.39
2025	6.34	1.10	5.24	3.98	2.09	1.59	0.33	0.25	0.34	0.26	0.23	0.17	0.09	0.07	0.12	0.09	0.08	0.06	0.07	0.05	1.90	1.44
2026	6.70	1.10	5.60	4.12	2.23	1.64	0.36	0.26	0.37	0.27	0.24	0.18	0.09	0.07	0.13	0.10	0.08	0.06	0.07	0.05	2.02	1.49
2027	7.07	1.10	5.97	4.27	2.38	1.70	0.38	0.27	0.39	0.28	0.26	0.18	0.10	0.07	0.14	0.10	0.09	0.06	0.08	0.06	2.16	1.54
2028	7.47	1.10	6.37	4.41	2.54	1.76	0.40	0.28	0.42	0.29	0.28	0.19	0.11	0.07	0.15	0.10	0.09	0.06	0.08	0.06	2.30	1.60
2029	7.88	1.10	6.78	4.56	2.70	1.82	0.43	0.29	0.44	0.30	0.29	0.20	0.11	0.08	0.16	0.11	0.10	0.07	0.09	0.06	2.45	1.65
2030	8.33	1.10	7.23	4.71	2.88	1.88	0.46	0.30	0.47	0.31	0.31	0.20	0.12	0.08	0.17	0.11	0.10	0.07	0.09	0.06	2.61	1.70
2031	8.79	1.10	7.69	4.87	3.06	1.94	0.49	0.31	0.50	0.32	0.33	0.21	0.13	0.08	0.18	0.11	0.11	0.07	0.10	0.06	2.78	1.76
2032	9.28	1.10	8.18	5.02	3.26	2.00	0.52	0.32	0.54	0.33	0.35	0.22	0.14	0.08	0.19	0.12	0.12	0.07	0.11	0.07	2.96	1.82
2033	9.80	1.10	8.70	5.18	3.47	2.06	0.55	0.33	0.57	0.34	0.38	0.22	0.15	0.09	0.20	0.12	0.13	0.07	0.11	0.07	3.15	1.87
2034	10.35	1.10	9.25	5.34	3.69	2.13	0.59	0.34	0.61	0.35	0.40	0.23	0.16	0.09	0.21	0.12	0.13	0.08	0.12	0.07	3.35	1.93
2035	10.93	1.10	9.83	5.51	3.92	2.19	0.63	0.35	0.64	0.36	0.43	0.24	0.17	0.09	0.23	0.13	0.14	0.08	0.13	0.07	3.56	1.99
2036	11.55	0.70	10.85	5.89	4.32	2.35	0.69	0.37	0.71	0.39	0.47	0.26	0.18	0.10	0.25	0.14	0.16	0.09	0.14	0.08	3.92	2.13
2037	12.19	0.70	11.49	6.05	4.58	2.41	0.73	0.38	0.75	0.40	0.50	0.26	0.19	0.10	0.27	0.14	0.17	0.09	0.15	0.08	4.16	2.19
2038	12.87		12.87	6.58	5.13	2.62	0.82	0.42	0.84	0.43	0.56	0.28	0.22	0.11	0.30	0.15	0.19	0.10	0.17	0.09	4.66	2.38
2039	13.60		13.60	6.74	5.42	2.68	0.86	0.43	0.89	0.44	0.59	0.29	0.23	0.11	0.31	0.16	0.20	0.10	0.18	0.09	4.92	2.44
2040	14.36		14.36	6.90	5.72	2.75	0.91	0.44	0.94	0.45	0.62	0.30	0.24	0.12	0.33	0.16	0.21	0.10	0.19	0.09	5.19	2.50
2041	15.16		15.16	7.07	6.04	2.82	0.96	0.45	0.99	0.46	0.66	0.31	0.25	0.12	0.35	0.16	0.22	0.10	0.20	0.09	5.48	2.56
2042	16.01		16.01	7.24	6.38	2.88	1.02	0.46	1.05	0.47	0.69	0.31	0.27	0.12	0.37	0.17	0.23	0.10	0.21	0.09	5.79	2.62
2043	16.91		16.91	7.41	6.74	2.95	1.08	0.47	1.11	0.49	0.73	0.32	0.28	0.12	0.39	0.17	0.24	0.11	0.22	0.10	6.12	2.68
2044	17.85		17.85	7.59	7.11	3.03	1.14	0.48	1.17	0.50	0.77	0.33	0.30	0.13	0.41	0.18	0.26	0.11	0.23	0.10	6.46	2.75
2045	18.85		18.85	7.78	7.51	3.10	1.20	0.49	1.23	0.51	0.82	0.34	0.32	0.13	0.44	0.18	0.27	0.11	0.25	0.10	6.82	2.81
2046	19.91		19.91	7.97	7.93	3.17	1.27	0.51	1.30	0.52	0.86	0.35	0.33	0.13	0.46	0.18	0.29	0.12	0.26	0.10	7.20	2.88
2047	21.02		21.02	8.16	8.38	3.25	1.34	0.52	1.38	0.53	0.91	0.35	0.35	0.14	0.49	0.19	0.30	0.12	0.27	0.11	7.61	2.95
<b>2018-2047</b>				<b>161.4</b>		<b>64.3</b>		<b>10.3</b>		<b>10.6</b>		<b>7.0</b>			<b>2.7</b>		<b>3.7</b>		<b>2.3</b>		<b>2.1</b>	<b>58.4</b>