



Metro

## APPENDIX H

2023 Regional Transportation Plan

# Financial strategy documentation

November 30, 2023

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: [\*\*oregonmetro.gov/rtp\*\*](http://oregonmetro.gov/rtp)

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

## 2023 Regional Transportation Plan



Updated December 2023

*Prepared for Metro*



*by DKS Associates*



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Exhibit B: Financial Assumptions for the Development Metropolitan Transportation Plans SFY 2020/2021 – 2049/2050 (July 2022)

Exhibit C: Local and Regional Revenue Estimates, 2024-2045

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## PURPOSE AND BACKGROUND

### Regional Transportation Plan (RTP)

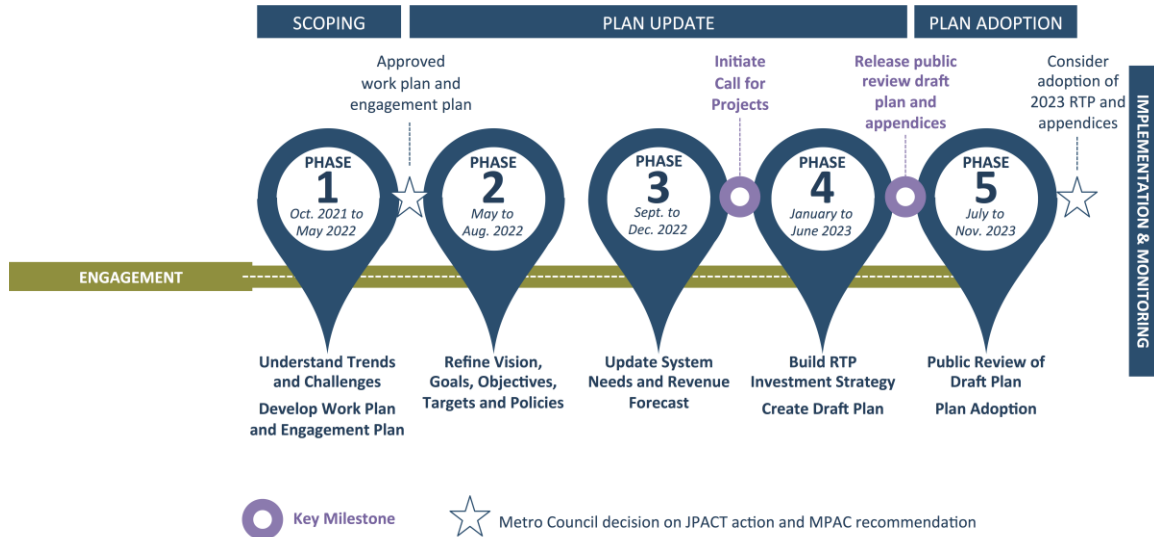
An RTP is a federally- and state-required long-range plan that must address the region’s multi-modal transportation system for the next 20 years and beyond. As the federally recognized metropolitan planning organization (MPO), Metro is responsible for leading and coordinating the effort to update the RTP every five years. This update to the plan is for the fiscal years 2023 to 2045.



The RTP must meet federal and state fiscal constraint requirements. This appendix is part of the larger effort to document forecasted revenues and proposed transportation projects and programs identified in the RTP. The timeline for the RTP update is shown in Figure 1.

Find out more about the 2023 Regional Transportation Plan:  
<https://www.oregonmetro.gov/rtp>

**Figure 1: 2023 RTP Update Timeline**



This appendix summarizes cooperative process used to develop the RTP financial forecast and the initial revenue estimates provided by local jurisdictions, the Confederated Tribes of Grand Ronde, and transportation agencies serving the greater Portland area during Phases 3 and 4 of the RTP update. All revenues that are applied to regionally significant transportation infrastructure by cities, counties, ODOT, the Port of Portland, tribes, transit agencies, and parks districts are included.

The complete list of jurisdictions is presented in Table 1.

**Table 1: Governments and transportation agencies within the Portland metropolitan region**

<b>Clackamas County</b>	
Johnson City	Lake Oswego <sup>a</sup>
Rivergrove <sup>a</sup>	West Linn
<b>Multnomah County</b>	
Maywood Park	Portland <sup>a</sup>
<b>Washington County</b>	
Durham	Forest Grove
Sherwood	Tigard
<b>Transit Agencies</b>	
TriMet	SMART
<b>Regional Agencies</b>	
Port of Portland	Metro
<b>State Agency and Tribal Government</b>	
ODOT	Confederated Tribes of Grand Ronde

<sup>a</sup> This city may have portions in other counties. However, for the purposes of this RTP, it is included as part of the county in which the city predominantly lies.

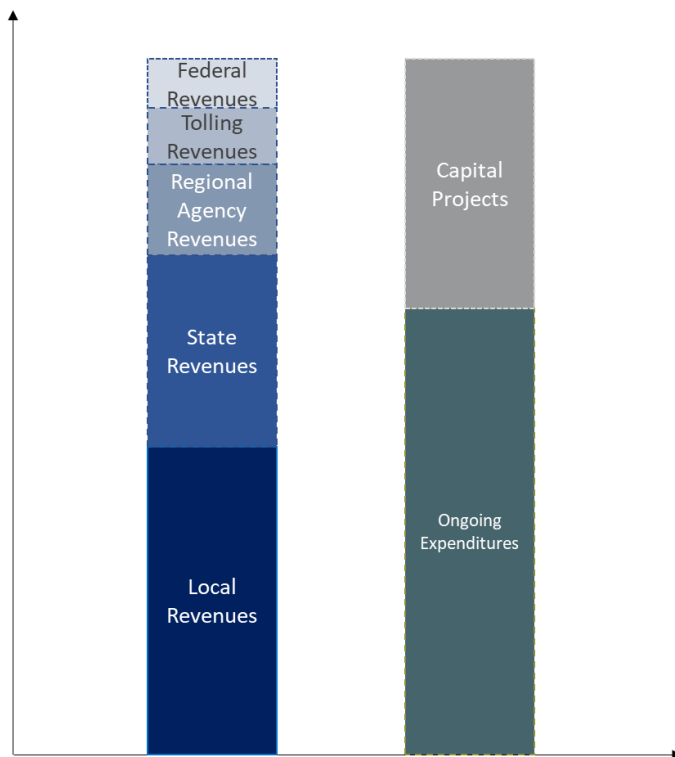
This appendix discusses the process for collecting and estimating the revenue that is reasonably expected to be available for operations and maintenance activities and capital projects and programs on the regional transportation system in the greater Portland region.

These estimates include revenues collected or received by cities, counties, local parks districts, ODOT, the Confederated Tribes of Grand Ronde, Metro, TriMet, the South Metro Area Regional Transit (SMART) district, and the Port of Portland. This document is designed to supplement Chapter 5 of the RTP. Additional details on revenue and spending may be found there.

## COOPERATIVE PROCESS AND METHODOLOGY OVERVIEW

Development of the 2023 RTP revenue forecast occurred in cooperation and consultation with the Oregon Department of Transportation (ODOT) senior economist, ODOT Region 1 and Urban Mobility Office staff, ODOT’s Long Range Funding Assumptions Working Group and two Metro-convened finance workshops of city, county, ODOT, TriMet, SMART and the Port of Portland staff. Metro also consulted and worked directly with the Confederated Tribes of Grand Ronde, individual cities, three counties, ODOT, TriMet, SMART and the Port of Portland. County leads also helped to coordinate identification of local revenue sources that meet the federal “reasonably likely to be available” guidance and growth methodologies.

**Figure 2: Illustration of the RTP Financial Estimation Process**



Note that the bars in Figure 2 are not to scale and are for illustrative purposes only.

The process detailed in this document describes the estimation of reasonably available funds and potential new funding mechanisms to assume in the 2023 RTP. The revenues collected by local, state, regional agencies, tolling projects, and federal transportation agencies, as represented by the left bar in Figure 2, can be used to fund capital infrastructure projects and other ongoing expenditures, such as system operations and maintenance (O&M) activities. For example, in cities and counties, roadway pavement maintenance is a significant portion of their ongoing system expenditures. During the RTP update process, the share of funds applied to ongoing operations and maintenance (O&M)

expenditures is deducted from the total revenue to reveal the amount that is assumed to be available to be spent on future capital infrastructure projects and programs in the region. The transportation agencies then compiled a list of priority capital projects that can be funded with that remaining amount.

The next sections describe the methodology used to estimate revenues and expenditures to identify funds available for capital projects.

## **Revenue Estimation Methodology**

The Federal Highway Administration (FHWA) requires that the RTP use “reasonably available” funds to forecast that regional transportation improvements are prudent and reasonably financed. Reasonably available funds are forecast to the best knowledge of staff and may not be indicative of actual funding levels in a future year. Values reflect current trends and are used to forecast “likely” project timelines for the region, not, for example, commitment that a project will be built in 20 years’ time. Reasonably available fund estimates are therefore not like budget estimates and are likely to reflect a higher value than local budget documents.

Federal law requires that the amounts be reported in annualized totals, reflecting “Year of Expenditure” dollars. All revenue estimates and project costs in the RTP are in year of expenditure dollars. Federal regulations also direct the revenue forecast be developed cooperatively by the MPO with agencies involved in the regional transportation planning process.

### **ODOT State Transportation Revenue Forecast**

This cooperative process began at the state level, led by the Oregon Department of Transportation (ODOT). ODOT led development of a statewide long-range revenue forecast for expected revenues through the fiscal year 2029 with the participation of the Oregon MPOs. The forecast, the ODOT State Transportation Revenue Forecast (provided as Exhibit A), provided a basis for forecasting all federal and state funding for transportation purposes, including revenues collected at the state level but distributed by formula to cities and counties, such as state gas tax revenues.

The process then tailored consideration of these revenues for how they would be forecast to funding programs and projects at the metropolitan planning area level through fiscal year 2050. This forecast documented agreed upon methodologies and the federal and state transportation revenues to be expected for the state to inform the long-range planning efforts led by the MPOs. The forecast was the starting point for defining federal and state revenues expected within the Metro MPO region over the planning period of FY 2024 through FY 2045. The statewide forecast report is provided as Exhibit B.

Metro staff worked with both ODOT central financial services unit and Region 1 staff to forecast how much of the statewide revenues available to ODOT would be forecast as



available for ODOT projects and activities within the Metro metropolitan planning area boundary.

### City, County and Park District Worksheets

Metro coordinated with all cities, counties, and local parks districts that generate and expend transportation revenues to update individual local revenue worksheets from the previous plan. An example of a worksheet from a hypothetical jurisdiction – City of Pleasantville, is shown as Table 2.

**Table 2: Example Revenue Worksheet**

City of Pleasantville Local Revenues						
FYE	Local Gas Tax	IGA	SDC-Residential	Urban Renewal/LID	Misc Grants	Total
2023	\$959,633	\$18,921	\$30,399	\$100,000	\$0	\$1,108,953
2024	\$980,745	\$19,337	\$30,399	\$100,000	\$0	\$1,130,481
2025	\$1,002,321	\$19,763	\$30,399	\$100,000	\$0	\$1,152,483
2026	\$1,024,372	\$20,197	\$30,399	\$100,000	\$0	\$1,174,969
2027	\$1,046,909	\$20,642	\$30,399	\$100,000	\$48,421	\$1,246,370
2028	\$1,069,941	\$21,096	\$30,399	\$100,000	\$0	\$1,221,435
2029	\$1,093,479	\$21,560	\$30,399	\$100,000	\$0	\$1,245,438
2030	\$1,117,536	\$22,034	\$30,399	\$100,000	\$0	\$1,269,969
2031	\$1,142,122	\$22,519	\$30,399	\$100,000	\$0	\$1,295,040
2032	\$1,167,248	\$23,015	\$30,399	\$100,000	\$48,421	\$1,369,083
2033	\$1,192,928	\$23,521	\$30,399	\$100,000	\$0	\$1,346,848
2034	\$1,219,172	\$24,038	\$30,399	\$100,000	\$0	\$1,373,609
2035	\$1,245,994	\$24,567	\$30,399	\$100,000	\$0	\$1,400,960
2036	\$1,273,406	\$25,108	\$30,399	\$100,000	\$0	\$1,428,912
2037	\$1,301,421	\$25,660	\$30,399	\$100,000	\$48,421	\$1,505,901
2038	\$1,330,052	\$26,225	\$30,399	\$100,000	\$0	\$1,486,675
2039	\$1,359,313	\$26,801	\$30,399	\$100,000	\$0	\$1,516,514
2040	\$1,389,218	\$27,391	\$30,399	\$100,000	\$0	\$1,547,008
2041	\$1,419,781	\$27,994	\$30,399	\$100,000	\$0	\$1,578,173
2042	\$1,451,016	\$28,610	\$30,399	\$100,000	\$48,421	\$1,658,445
2043	\$1,482,938	\$29,239	\$30,399	\$100,000	\$0	\$1,642,576
2044	\$1,515,563	\$29,882	\$30,399	\$100,000	\$0	\$1,675,844
2045	\$1,548,905	\$30,540	\$30,399	\$100,000	\$0	\$1,709,844
Source: City of Pleasantville						
<b>2024-30</b>	\$7,335,303	\$144,630	\$212,793	\$700,000	\$48,421	\$8,441,146
<b>2031-45</b>	\$20,039,077	\$395,109	\$455,984	\$1,500,000	\$145,263	\$22,535,432
<b>2024-45</b>	\$27,374,379	\$539,738	\$668,777	\$2,200,000	\$193,684	\$30,976,578

Growth rates were generally left to the local agency to determine; jurisdictions usually opted to extrapolate from historic rates of growth. Cities and counties were allowed to change the growth rate if future conditions were expected to change, input negative growth rates, or to terminate a revenue source if for some reason it was to sunset.

These worksheets were then used to compile county-level summaries of revenues expected to be available from each jurisdiction. A county-level summary of local agency revenues by County is provided as Exhibit C. Every effort has been made to separate fund sources out by type. However, some jurisdictions have more complex fund sources and agreements, and complete breakdowns by source were not always available.

### Federal Revenue Sources

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), also commonly called the Bipartisan Infrastructure Law (BIL). In general, federal revenue sources come from the Department of Transportation (USDOT), including Federal Highways Administration (FHWA) programs and Federal Transit Administration (FTA) funds. However, any federal funds or grants, including congressionally directed spending or emergency funds (e.g. Federal Emergency Management Agency (FEMA) that go towards improving the regional transportation network may be included in the spending totals. Metro participated in a statewide revenue forecasting effort led by the Oregon DOT that included MPOs and transit agencies from across the state described above and as documented in Exhibit B.

The expected beneficiaries of these funds are all agency types. A non-exhaustive table showing roles of agencies and examples of funding from the federal government are included in the tables that follow.

*How do agencies use federal funds?*

**Table 3. Federal funds and how they are used**

Agency Type	Role and/or Fund Examples
ODOT	<p>ODOT coordinates all federal funding statewide in Oregon, including disbursements to local agencies and projects on federal lands.</p> <p>ODOT receives funding from FHWA for road construction, congestion mitigation and air quality improvement, active transportation projects, and trails.</p> <p>ODOT prepares the Statewide Transportation Improvement Plan (STIP), which includes statements on how federal funds are used throughout Oregon.</p>
Regional Agencies	<p>Metro is required to record how federal funds are used in the region through the Metropolitan Transportation Improvement Program (MTIP), coordinates disbursement of regional flexible funds through RFFA, and receives federal grants for regional planning and trails efforts.</p> <p>The Port of Portland receives Department of Transportation funding for port and airport projects</p>
Transit Agencies	Transit agencies receive grant funding from the FTA.
Counties, Parks Districts, and Cities	Counties, parks districts, and cities receive funds from FHWA grants and emergency planning programs that can be used on the regionally significant transportation system.

What federal funds does the greater Portland region receive to improve roads and bridges?

Unless otherwise stated, these funds are administered by ODOT, and all local agencies (counties, cities, special districts), regional agencies, ODOT programs, and projects on Federal lands in the metropolitan planning area boundary are eligible. This table does not include funds specific to the Port of Portland, SMART or TriMet. Specific revenue estimates can be found in Exhibit C.

**Table 4: Federal funds the region receives to invest in transportation**

Fund Name	Description
Congestion Mitigation Air Quality (CMAQ) Improvement Funds	<p>Allocated to ODOT, which portions out an annual apportionment to Metro. These funds are used for the Metropolitan Transportation Improvement Program (MTIP).</p> <p>CMAQ funds must be used on programs that reduce congestion and improve air quality to meet national standards for ozone, carbon monoxide, or particulate matter.</p> <p>Forecasts for these funds are included as part of the Statewide forecast (Exhibit A).</p>
Surface Transportation Block Grant (STBG) Program (includes Transportation Alternatives (TA) set-aside)	<p>STBG funds may be used to maintain or improve the performance of any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBGP supplants programs from prior authorizations, including FAST Act Transportation Alternatives and the Surface Transportation Program of MAP-21.</p> <p>ODOT administers this funding to Metro, and to the rural portions of Clackamas, Multnomah, and Washington Counties.</p>
Highway Safety Improvement Program (HSIP)	<p>The HSIP program is intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.</p>
National Highway Freight Program	<p>The National Highway Freight Program promotes projects that improve the efficiency of freight on the national highway freight network. These funds can also be used to fund supporting infrastructure.</p>
National Highway Performance Program (NHPP)	<p>The NHPP supports the construction of new facilities and improvement of existing facilities on the National Highway system to support projects that meet the goals of Oregon’s highway performance plan. NHPP funds, as of the IIJA, can also be used to provide resiliency against sea-level rise, extreme climate events, and natural disasters.</p>
Metropolitan Planning Program	<p>These funds support regional planning efforts in metropolitan areas. As the area MPO, Metro is the primary user of these funds, and uses it mostly for the regional Unified Planning Work Program (UPWP).</p>
Carbon Reduction Program	<p>These funds are used for projects that reduce transportation CO<sub>2</sub> emissions.</p>

<b>Fund Name</b>	<b>Description</b>
State Planning and Research	Every State DOT must develop a State Transportation Research program. Research may identify actions to improve the transportation system, benefitting travelers in the greater Portland region.
Bridge Program	Regionally, several bridges qualify for the bridge investment program. The Interstate Bridge Replacement Program has been awarded funds for the project, and Multnomah County hopes to win funds for the Burnside Bridge replacement.
National Electric Vehicle Infrastructure (NEVI)	NEVI funds allow states to strategically deploy electric vehicle charging stations, per the IIJA. In the Metro region, I-5 is already compliant with national alternative fuel network provisions. I-205 is in the immediate statewide infrastructure plan.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	The IIJA sees the creation of a new program to increase the resilience of the Nation’s infrastructure. PROTECT funds can be used to fund planning activities, resilience improvements, community resilience, evacuation route improvements, and at-risk coastal infrastructure.
Miscellaneous Grants	Based on historical rates of winning grants from prior authorizations and assuming that programming continues under the current Infrastructure, Investment, and Jobs Act (IIJA), this RTP assumes some level of money under miscellaneous grant programs. Examples include competitive funds under the Congestion Relief, Resilient Operations (PROTECT program), electric infrastructure, or Reconnecting Communities grant and discretionary funds.

*What federal funds does the region receive for transit and port infrastructure?*

Unless otherwise stated, SMART and TriMet are the primary recipients of Federal Transit Administration (FTA) funds in the region.

**Table 5: Federal funds the region receives for transit and port infrastructure**

<b>Fund Name</b>	<b>Description</b>
Reduction of Truck Emissions at Port Facilities	In the Metro region, the public operator of seaport and airport infrastructure, as well as the public manager of port-supporting rail infrastructure, is the Port of Portland.  While funds for the National Highway Freight Program can be used on any Federal-aid highway, this funding is specific to Port facilities.
Railway-Highway Crossings Program	This program funds improvements to safety at public railway-highway grade crossings, including protective devices and grade separation. These are usually coordinated between Class I railroads, the Port of Portland, Metro, and the affected local agency.
Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP)	The PIDP is discretionary funding that can be used to improve port and related infrastructure to ensure that the nation’s ports can meet the nation’s freight transportation needs and can meet anticipated growth in freight volumes.

Fund Name	Description
FTA Section 5303 Metropolitan and non-Metropolitan Statewide Planning Formula Funds	Similar to the FHWA’s Metropolitan and non-Metropolitan planning grants, these funds are allocated to ODOT, which portions out the funds statewide. Metro uses these funds for transit and regional planning purposes.
FTA Section 5307 Urbanized Area Formula Grant	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. As the transit agencies in the Metro region, SMART and TriMet are the users of these funds.
FTA Section 5337 State of Good Repair Grants	The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.
FTA Section 5339 Grants for Buses and Bus Facilities Formula Program	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs
Other funding	Certain projects are funded through discretionary funds, such as the FTA 5309 New Starts/Small Starts grants, or STBG Flex funds allowed under Section 5310. These funds are forecast based on historical levels.

**State Revenue Sources to Transit Agencies, Regional Agencies, Cities, Counties and Park Districts**

Any pass-through funds mandated by state statute, most commonly gas tax and vehicle registration fees, that apply statewide are included as state funds and included in a local agency revenue forecast sheet. Note, however, that local jurisdictions are free to charge their own local gas tax and vehicle registration fee.

The State Safe Routes to Schools program and Multimodal Active Transportation discretionary ODOT funding programs are expected to generate additional revenue for local agencies in the region. These funds are not listed in the individual local agency forecast but are included as a part of the “Federal and State Discretionary” revenue forecast that are assumed to be available for capital projects in each county.

Revenues from the Regional Mobility Pricing Project or other tolling projects are not included for distribution to local projects. As noted in the section below, however, active conversations on tolling/congestion pricing policy and operations are continuing at the state, regional and local levels.

**Table 6: State funds agencies and jurisdictions in the region receive**

Agency Type	Role and/or Fund Examples
Regional Agencies	Metro supports local governments with policy and communications assistance in pursuing and implementing grants, receives grants to develop plans, and receives and provides grants for improvements to the regional trail system.  The Port of Portland receives ODOT support and funding for access to and at Port facilities.
Transit Agencies	Transit agencies receive statewide funding to operate service and defray capital costs
Cities, Counties and Parks Districts	Counties and cities receive formula pass-through funds from the State fuel tax and vehicle registration fees and may also receive discretionary grants for specific transportation planning or projects.

### ODOT Distributed State and Federal Funds and Tolling Revenues

This section goes into additional detail on the funds distributed by ODOT to ODOT Region 1 projects and programs. This section includes funds generated by the state and does not include the core highways program funding and FTA funds, which have been detailed as part of the Federal funding. Many federal funds are administered at the state level by ODOT.

**Table 7: State funds distributed in the region**

Fund	Description
HB 2017	Passed by the Oregon legislature during the previous RTP update cycle, HB 2017 includes bonds for the Rose Quarter improvements, highway safety, projects along I-205, Safe Routes to School, highway maintenance, and other projects. HB 2017 also established new transportation funding mechanisms, including a transit payroll tax, bicycle excise tax, and vehicle privilege tax.  HB 2017 also included an increase to the gas tax. These are passed, by formula, to local agencies in the Metro region, and are largely reported as “State Pass-through” funds.
State Gas Tax and Vehicle Registration Fees	The State of Oregon collects fuel duties on gasoline and diesel, and a vehicle registration fee on every vehicle registered in the State. ODOT retains a little more than half of these funds for ODOT needs.  The other portion of these funds are returned to the jurisdictions where the fuel is purchased, or the vehicle was registered using a formula-based allocation. These are generally reported as “State Pass-through” funds.

Fund	Description
2009 Jobs and Transportation Act (JTA) Funds	The issuance of JTA bonds was completed in 2017. However, some projects remain outstanding. The closeout of the JTA is anticipated before the adoption of the next RTP.
Connect Oregon	<p>Connect Oregon, established in 2005, was the States’ comprehensive multimodal funding program for non-roadway projects. However, HB 2017 and HB 2592 have changed the program to focus on aviation, marine, and rail transportation projects.</p> <p>Transit is now funded by the Statewide Transit Tax and bicycle/pedestrian infrastructure has been shifted to the multimodal statewide investments management fund through STIP programming.</p>

ODOT allocates the funds it retains for ODOT purposes using five funding allocation categories.<sup>1</sup> These are:

- **Fix-it** - provides funding for projects that maintain or fix the state highway system. As part of the development process, ODOT will seek direction from the Oregon Transportation Commission to continue with the current categories or modify program categories.
- **Enhance** – funds projects that expand or enhance the state owned and operated transportation system.
- **Safety** – funds projects that are focused on reducing fatal and serious injury crashes on Oregon’s roads.
- **Public and Active Transportation** (formerly Non-Highway) – funds bicycle, pedestrian, public transportation and transportation options projects and programs.
- **Other Functions** – provides funding for workforce development, planning and data collection and administrative programs using federal resources.

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<sup>1</sup> ODOT programming materials also include a “Local Programs” category, listing the federal and state funds distributed by formulas to local agencies, as ODOT is the fund administering agency on behalf of USDOT for federal funds in Oregon. These funds are described in the federal and state funds to cities, counties, regional agencies and transit sections of this report.



ODOT is also administering three interlinked tolling projects:

- I-5 Interstate Bridge Replacement (IBR) Program
- Regional Mobility Pricing Project on I-5 and I-205
- I-205/Abernethy Bridge Replacement Project and I-205 Toll Project

The tolling revenues have remained difficult to fully forecast. Metro staff developed a preliminary forecast in consultation with ODOT staff that assumes tolling/congestion pricing is anticipated to begin during the early years of the plan period. The initial forecast of revenues from these project sources was included in the public review draft RTP.

In May 2023, Governor Kotek directed that tolling not be implemented before January 2026. Active conversations on tolling/congestion pricing policy and operations are continuing at the state, regional and local levels. Adjustments to the tolling revenue forecast for the I-205 Toll project were made to reflect that direction prior to adoption of the 2023 RTP. Forecasted toll revenues are still forecasted to be sufficient to provide a significant contribution to the capital costs of the I-5 Bridge Replacement, I-205/Abernethy Bridge Widening project, the Regional Mobility Pricing project, and for operations and maintenance of the tolling system and tolled facilities.

The 2025 legislative session is expected to provide an opportunity for legislative consideration of alternative revenue sources and the future of tolling in the greater Portland region. Implementation of future tolling is also subject to completion of the federal environmental review processes and further consideration and decisions of the Oregon Legislature, Governor Kotek and the Oregon Transportation Commission.

All federal and state revenue sources forecast to be available to ODOT led projects are summarized in Exhibit D.

### **Funding Sources for the Confederated Tribes of Grand Ronde**

The Confederated Tribes of Grand Ronde Community of Oregon is a federally recognized Tribe. The Tribe, representing over 30 Tribes and bands from western Oregon, northern California, and southwest Washington.<sup>2</sup>

The Tribe has made concerted efforts to reestablish its deep connection with tumwata village area in the Oregon City. The Tribe is working with local jurisdictions, primarily Oregon City, to contribute to regional transportation projects with Tribal Transportation Program Funds, Tribal Federal Discretionary Grants, Indian Health Services funds, and Confederated Tribes of Grand Ronde revenues.

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<sup>2</sup> <https://www.grandronde.org/history-culture/history/>

Metro consulted and coordinated with the Confederated Tribes of Grand Ronde (CTGR) to document federal pass through funding and tribal transportation revenues for inclusion in the RTP revenue forecast. Notably, this is the first time tribal revenues have been included in the RTP forecast and that a tribe has nominated a project to be included in the RTP.

### **Funding Sources for Regional Agencies**

The Port of Portland operates marine port and airport facilities across Clackamas, Multnomah, and Washington Counties. While the Port of Portland enters memoranda of understanding (MOUs) and tax agreements with the Counties, it is largely a self-contained enterprise. However, roads leading to and from Port of Portland facilities, as well as certain passenger and freight terminal upgrades are considered regionally significant projects and are included in the RTP.

Beyond self-generated funds from its enterprise activities, the Port also benefits from FHWA emissions and MARAD port improvement projects and statewide Connect Oregon funding. Note that while regional airports do receive Federal Aviation Administration (FAA) funding for site improvements such as greener heating in passenger terminals or improved runway lights, these are not listed in the RTP as part of the regionally significant road and freight system.

Metro's regionally significant transportation projects are generally limited to supporting regional planning efforts (such as this RTP), and regional active transportation infrastructure. Metro is supporting some regional trail projects, which are included in this RTP. Metro's parks and nature bonds also generate a local share component which may be used on regionally significant trails.

Funding flows from these regional agencies to the regionally significant transportation system occurs on a project-by-project basis.

### **Funding Sources for Cities, Counties, and Parks Districts**

The following funding sources are common sources of transportation system revenues generated by local agencies in the greater Portland region. These funds all contribute either to capital improvements or maintaining and operating the regional transportation system. Other funds, including general fund transfers, property taxes, or investment funds, may be committed in part to transportation, but are not generally used primarily for transportation purposes.

#### **Franchise Fees**

Franchise fees, utility fees, or right-of-way fees are charged to entities, such as companies or the city themselves, to use the city's streets, roads, or infrastructure. While not all

franchise fees are spent on transportation infrastructure, cities generally do fund road projects using these fees.

### **Local Gas Tax**

Oregon allows local governments to assess a gas tax for gasoline sold within their boundaries. These revenues are required to be spent on roadway infrastructure.

### **Miscellaneous Fee Revenues**

Cities occasionally have some smaller funds dedicated to specific parts of their roadway network or take on specific, revenue producing tasks. These can produce a small but steady revenue stream that can be used on roadway projects.

### **System Development Charges (SDC)**

SDCs are one-time fees paid as part of the development process. These fees help jurisdictions pay for improvements to the roadway network that offset traffic growth from new development. These charges may apply to an entire city, or a sub-area of a city.

### **Transportation Development Tax (TDT)**

Washington County jurisdictions elected to adopt a transportation development tax in addition to local system development charges. This tax, assessed on development and redevelopment within Washington County, pays for multimodal transportation improvements in the jurisdiction where the project is located.

### **Vehicle Registration Fees (VRF)**

Counties in the Metro region assess vehicle registration fees in addition to what the State charges. These by law must be paying for certain regional transportation improvements.

### **Cost and Expenditure**

Several jurisdictions provided internal estimates on the operations and maintenance (O&M) (sometimes referred to operations, maintenance, and preservation, or OM&P) costs. However, for many jurisdictions, these were estimated using the local road surveys compiled by ODOT for each odd-numbered year as required by House Bill 2017. Local governments completed their most recent reports for the February 1, 2023 deadline.

The Oregon Transportation Commission approved the [2023 Transportation Infrastructure Report](#), and it was sent to the Oregon Legislature. Use the links below to get a picture of the state of Oregon's roads and bridges, including cities and counties in the greater Portland region.

- [State-owned roads](#)

- [State-owned bridges](#)
- [City- and county-owned roads and bridges](#)

Table 8. Example Local Road and Street Finance Questionnaire FY 2023 State Fiscal Year

<b>OREGON DEPARTMENT OF TRANSPORTATION</b> In cooperation with The League of Oregon Cities and the Association of Oregon Counties		Please Return to: <a href="mailto:Economics@odot.state.or.us">Economics@odot.state.or.us</a>
Local Road and Street Questionnaire for the Fiscal Year Ending June 30,		<b>2023</b>
Prepared by: _____ E-mail _____ Phone _____	Local Jurisdiction Name: <b>Master</b>	

II. DISBURSEMENTS FOR ROAD AND STREET PURPOSES		AMOUNT
<b>A. LOCAL DISBURSEMENTS</b> (Identify by footnote the application of private contributions)		
<b>1. Capital Projects - Construction, Expansion and Preservation</b>		
A.1.a:	Right-of-way	\$16,332,308
A.1.b:	Project engineering	\$91,501,290
<b>A.1.c: Construction</b>		
A.1.c.1:	New Facilities	\$47,667,649
A.1.c.2:	Capacity Improvements	\$120,382,350
A.1.c.3:	Bicycle and Pedestrian Paths	\$31,353,369
A.1.c.4:	System Preservation	\$186,346,629
A.1.c.4:	System Enhancement	\$124,168,039
Footnote 1		
Footnote 2		
Footnote 3		
<b>2. Operations and Maintenance</b>		
A.2.a:	General maintenance of condition	\$333,558,523
A.2.b:	Safety and traffic maintenance	\$88,349,486
A.2.c:	Snow and ice removal	\$18,105,586
A.2.d:	Extraordinary maintenance (not including Declared Emergency Events)	\$5,469,402
A.2.e:	Federally declared emergency events	\$10,515,734
		\$0
<b>3.</b>	<b>A.3: Administration and General Engineering</b>	\$269,231,249
	Costs shown here should include, but not be limited to:	\$0
	General supervision & administration, all clerical & accounting costs,	\$0
	administrative fees paid to agency general funds, long range planning	\$0
	costs, permit issuing costs (permit acquisition should be included in	\$0
	construction), operations and maintenance engineering,	\$0
	highway planning, traffic studies, and research activities	\$0
		\$0
<b>4.</b>	<b>A.4: Match Payments for Local Agency Projects</b>	\$6,410,414
<b>B. DEBT SERVICE ON LOCAL OBLIGATIONS</b>		
<b>1. Bonds</b>		
B.1.a:	Interest (including paying fees)	\$12,537,826
B.1.b:	Redemption (Must equal item III, C.1)	\$59,622,172
<b>2. Notes</b>		
B.2.a:	Interest (including paying fees)	\$3,257,341
B.2.b:	Redemption (Must equal item III, C.2)	\$18,070,932
<b>C. 1. PAYMENTS TO OTHER JURISDICTIONS FOR WORK ON THEIR ROADS/STREETS</b>		
C.1.a:	To counties	\$1,521,970
C.1.b:	To cities	\$41,001,467
C.1.c:	To other local agencies	\$3,523,062
C.1.d:	To state for state highway projects	\$15,727,561
<b>D. 1. EXPENDITURES THAT ARE REIMBURSED FOR WORK DONE ON OTHERS' ROADS/STREETS</b>		
D.1.a:	Non-road and street work	\$14,220,867
D.1.b:	Work reimbursed by another agency for their road/street work	\$30,818,200
<b>TOTAL DISBURSEMENTS</b>		<b>1,549,693,426</b>
<b>ENDING BALANCE(S)</b> (See Instructions on what should be included)		<b>2,404,307,146</b>
<b>TOTAL FUNDS ACCOUNTED FOR</b> (Must equal Total Funds Available for on Part I)		<b>3,954,000,572</b>

Table 8 is extracted from the [FY 2023 Local Road and Street Finance Questionnaire](#). A default growth factor was applied to the average of recent years' O&M costs to project the annual cost of O&M to 2045. The default growth factor, 3.3 percent, was the long-term

economic trend in the growth of transportation costs in the State. In development of the financially constrained revenue forecast, it is assumed that funding not used for O&M is available for capital projects.

### **Funding Sources for Transit Agencies**

Transit agencies provided similar workbooks as the local and county agencies. However, transit agencies receive their federal dollars primarily from the FTA instead of the FHWA.

Connect Oregon funds can no longer be used for transit projects with the creation of the dedicated HB 2017 transit payroll tax. Transit funding in the region comes from three dedicated sources.

### **Payroll Taxes and STIF Revenues**

Payroll taxes assessed for employers and freelancers in the region where each transit system operates. This includes the additional tax from the Statewide Transportation Improvement Fund (STIF) under HB 2017.

### **Passenger Fares**

SMART and TriMet collect fares that are used to fund service.

### **Other Revenues**

TriMet also has some smaller local revenue programs that raise some funds for the system. Other revenues may also include interest gains from investments.

### **Special Transportation Fund (STF)**

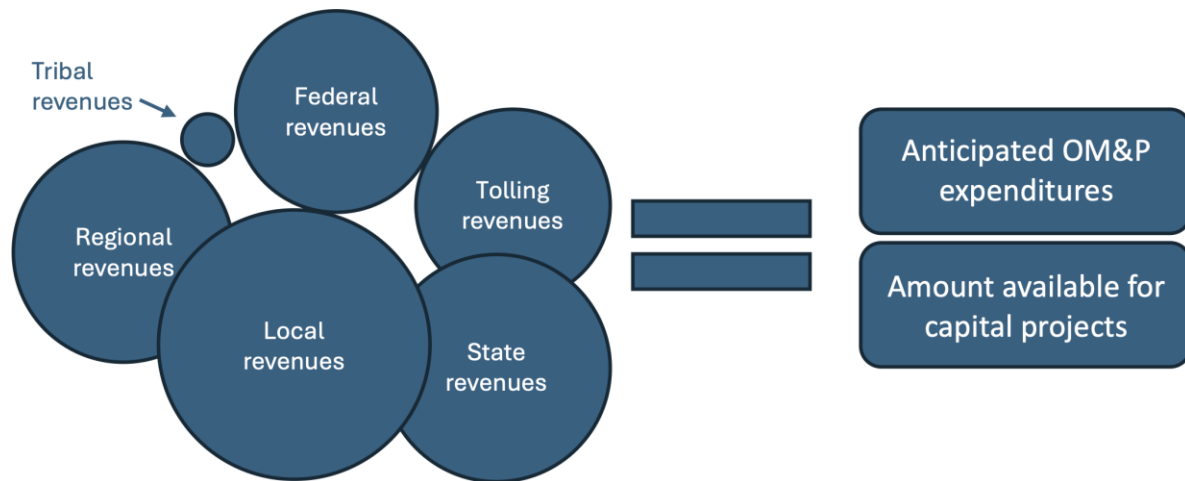
The Special Transportation Fund (STF), funded through cigarette taxes and ODOT revenues, provides a flexible, coordinated, reliable and continuing source of revenue in support of transportation services for people who are senior and people with disabilities of any age. Transit agencies and tribal governments are eligible for STF funds.

### **Revenues Dedicated to Specific Projects to Prior to FY 2024**

In addition, all cities, counties, transportation agencies and CTGR were asked to identify funding that had been previously dedicated to specific projects through local, regional, state or federal legislative action prior to FY 2024 (called pre-2024 revenues). These are projects that must be included in the financially constrained project list until the projects are deemed substantially complete, and the dedicated funds are not available for other projects. This funding is reflected in the RTP financially constrained revenue forecast in this appendix and Chapter 5 of the RTP, and corresponding projects are reflected in the RTP financially constrained project list in Appendix A.

## REGIONAL REVENUE PICTURE

The funds and fund types listed above, as well as ongoing expenditures, create the cost targets for each jurisdiction. For most jurisdictions, revenues are a mix of federal, state, regional, and local revenues. The sum of all revenues at all levels creates the revenue forecast for the RTP, which includes the anticipated amount of funding to be spent on OM&P and the remaining funds available for capital projects.



For example, if a hypothetical jurisdiction forecast that its federal, state, and local transportation revenues to 2045 totaled \$250 million, but had \$200 million of anticipated OM&P expenditure, then it would have \$50 million remaining to build capital projects.

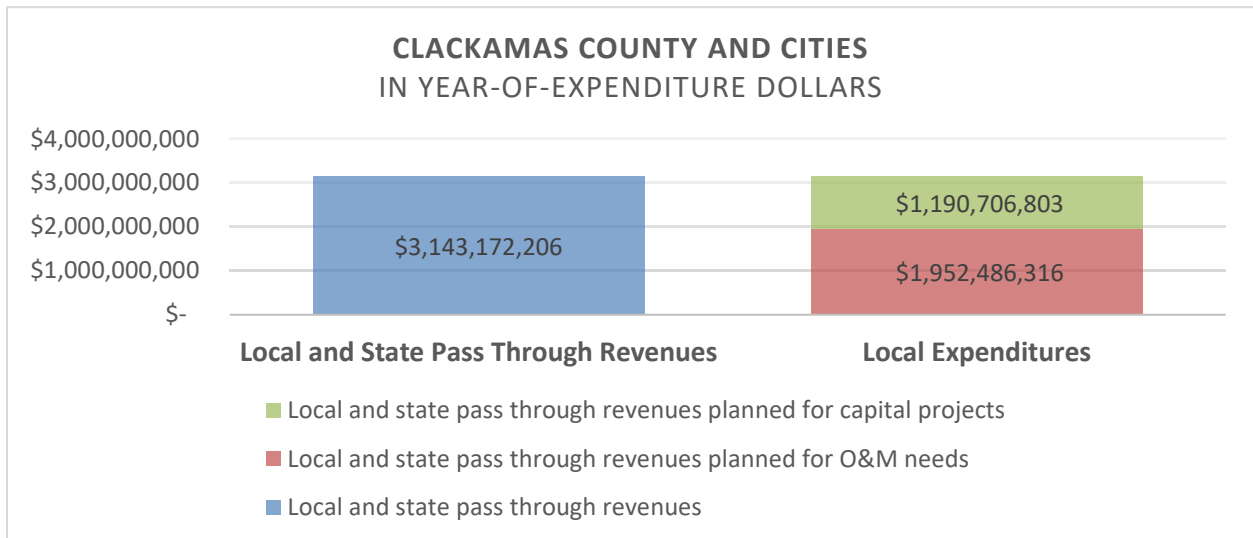
The figures that follow show revenues and planned expenditures for transportation agencies and governments identified in Table 1:

- Clackamas, Multnomah, and Washington counties, including the cities and park districts within each county
- Confederated Tribes of Grand Ronde
- Transit agencies (SMART and TriMet)
- Metro
- Port of Portland
- ODOT

The funds represented in each figure will represent the authority spending the money, i.e. local funds will be shown under Clackamas County and the ODOT graphic will reflect only funds spent by ODOT. The estimated local revenues and expenditures by county include the county and individual cities within the county totals. The local revenue estimates include state pass through revenues to local agencies, including HB 2017 revenues.

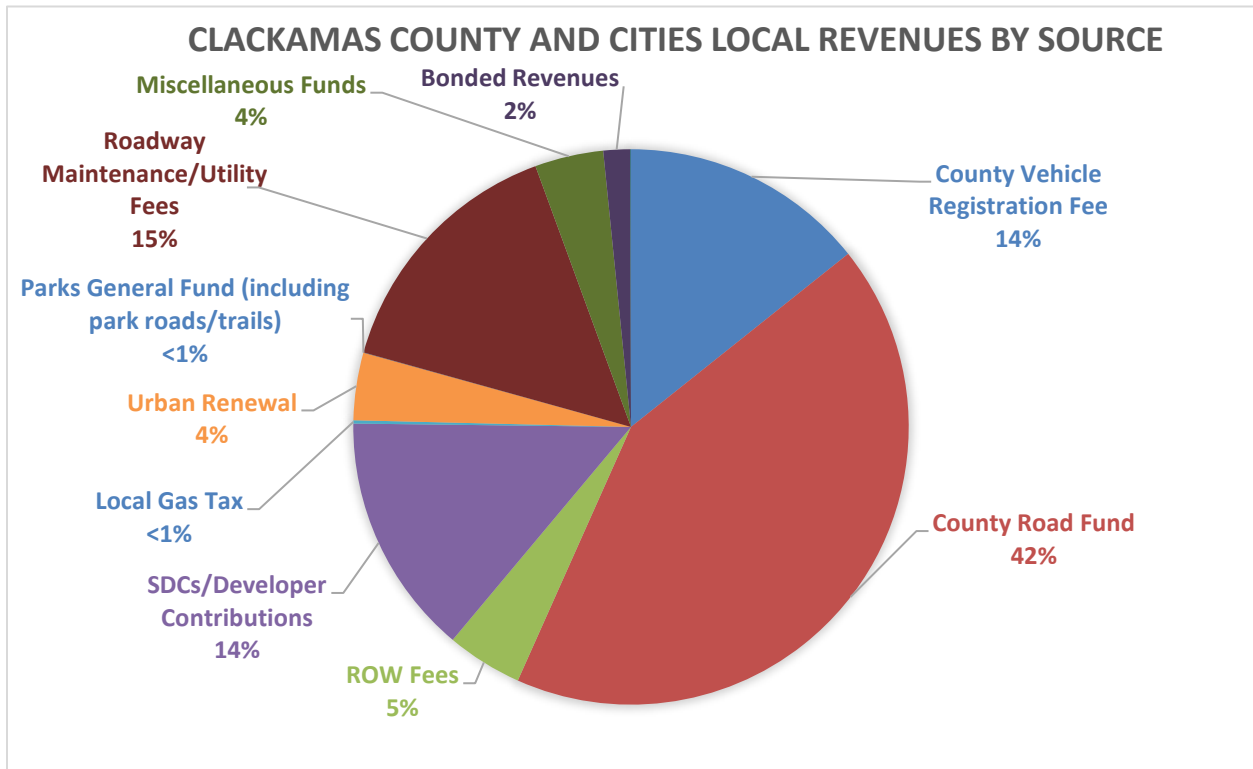
## Clackamas County and Cities in Urban Clackamas County

Figure 3: Clackamas County and cities in Urban Clackamas County Revenue Estimates, 2024-2045



Note: Local revenues include state pass through revenues to local agencies.

Figure 4: Clackamas County and cities in Urban Clackamas County local revenues by source, 2024-2045

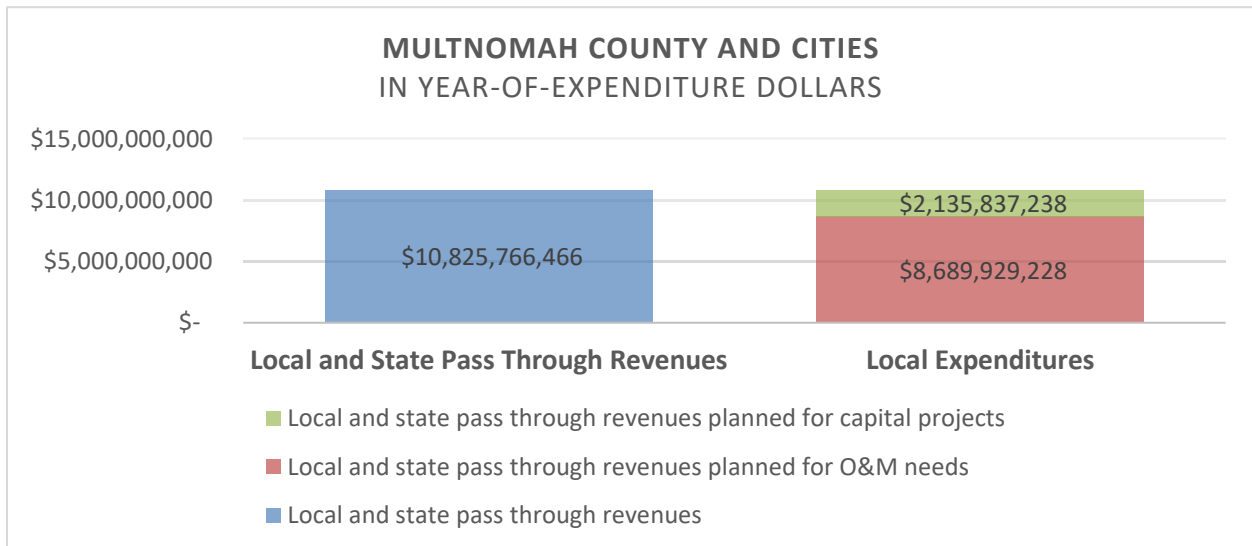


Note: Percentages have been rounded. Local revenues do not include state pass through revenues.



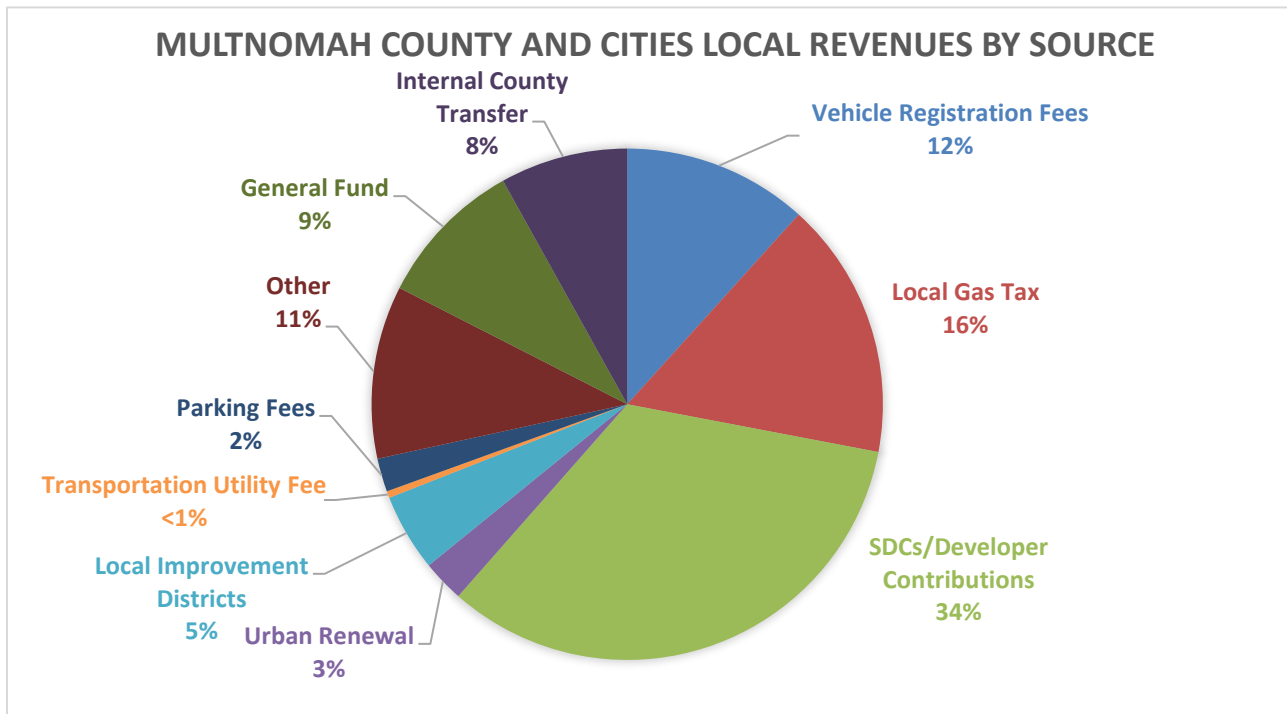
## Multnomah County and Cities in Multnomah County (including the City of Portland)

Figure 5: Multnomah County and cities in Multnomah County Revenue Estimates, 2024-2045



Note: Local revenues and expenditures include the City of Portland revenues and state pass through revenues to local agencies.

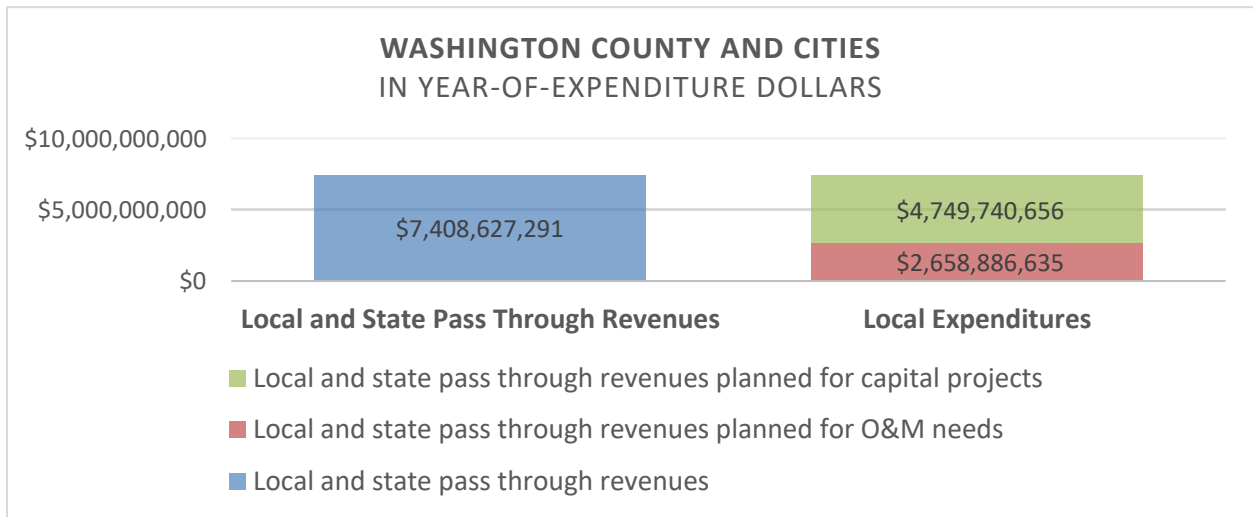
Figure 6: Multnomah County and cities in Multnomah County local revenues by source (excludes city of Portland revenues planned for O&M use), 2024-2045



Note: Percentages have been rounded and do not include City of Portland revenues planned for use on operations and maintenance (O&M) or state pass through revenues.

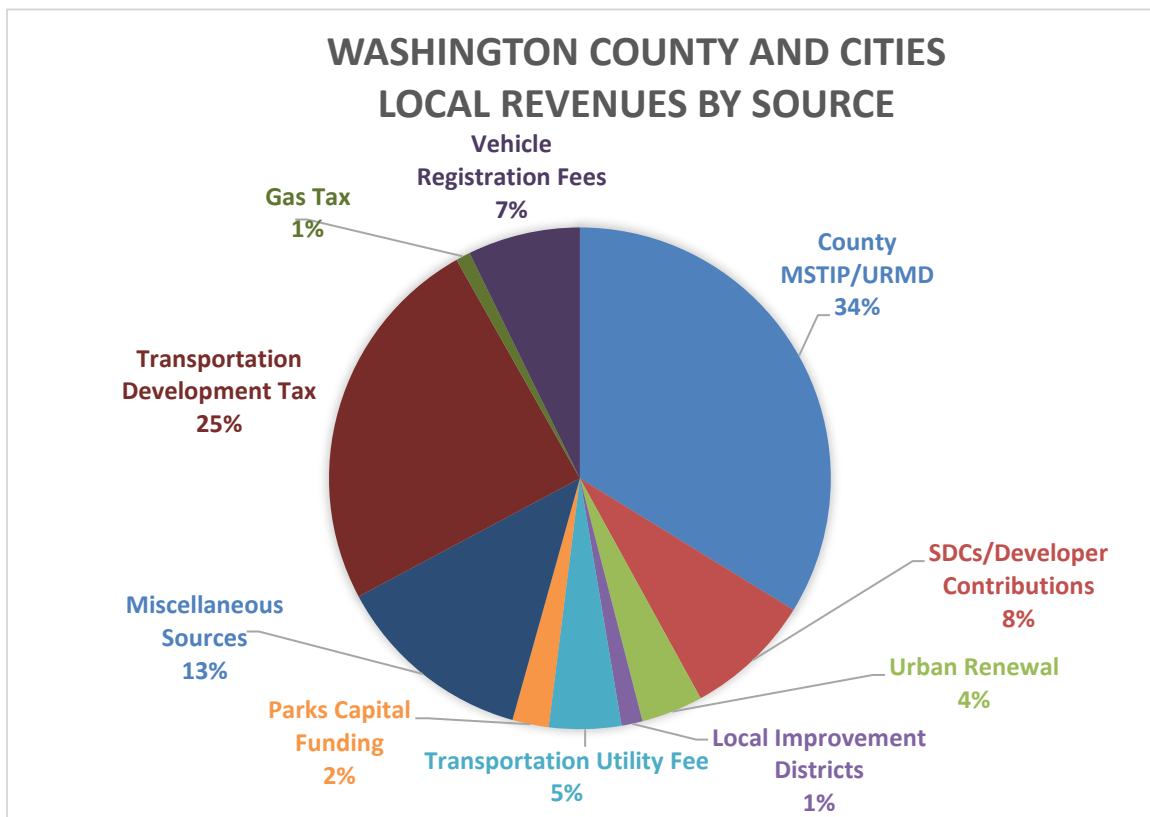
## Washington County and Cities in Urban Washington County

Figure 7: Washington County and cities in Urban Washington County revenue estimates, 2024-2045



Note: Local revenues include state pass through revenues to local agencies.

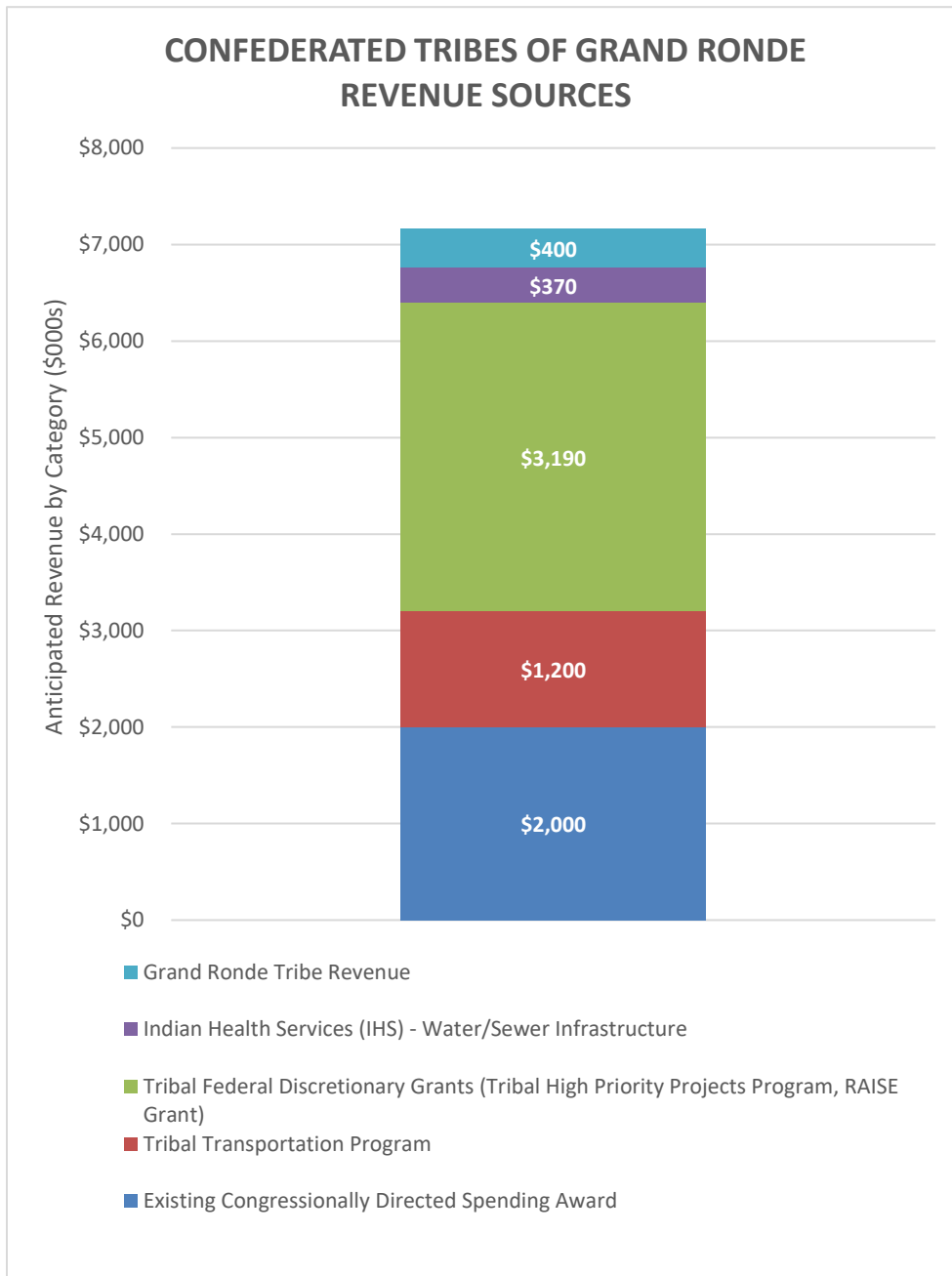
Figure 8: Washington County and cities in Urban Washington County local revenues by source, 2024-2045



Note: Percentages have been rounded. Local revenues do not include state pass through revenues.

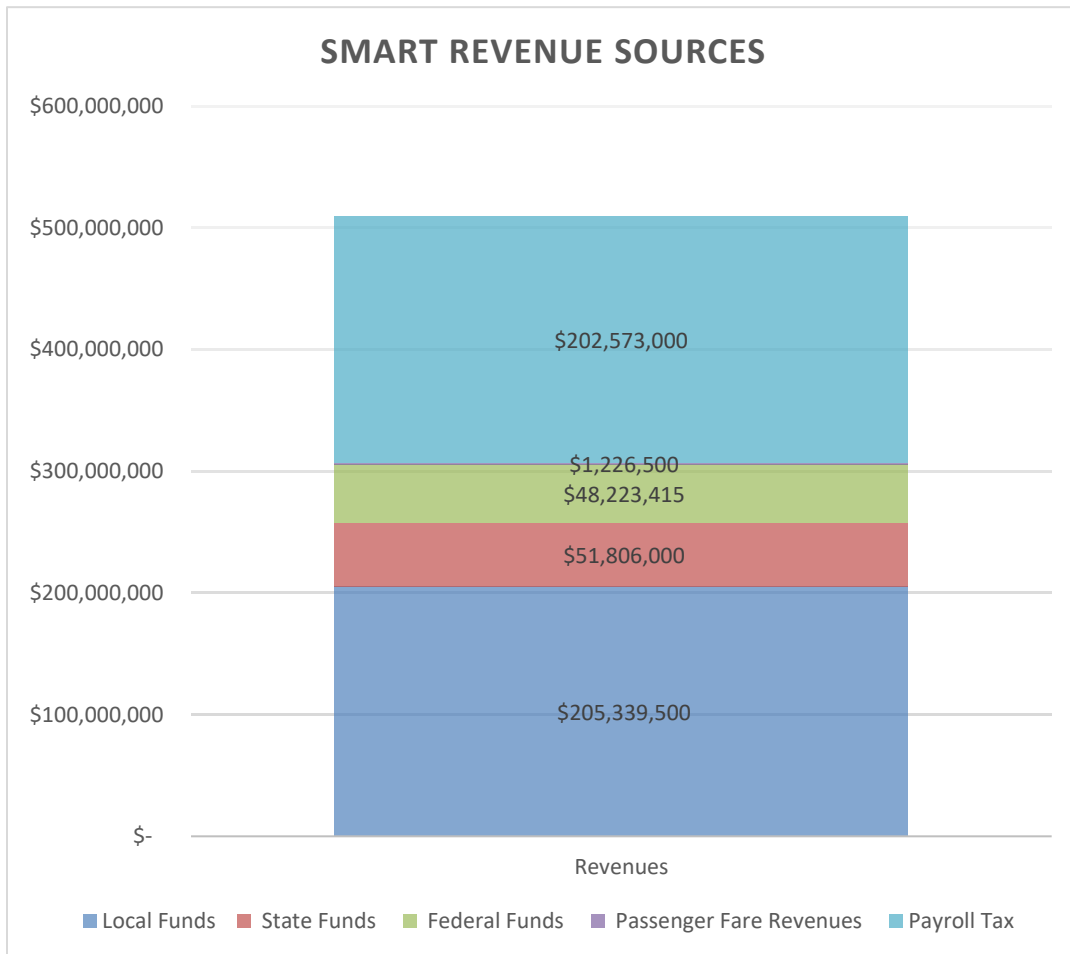
## Confederated Tribes of Grand Ronde

Figure 9: Confederated Tribes of Grand Ronde revenue estimates by source, 2024-2045



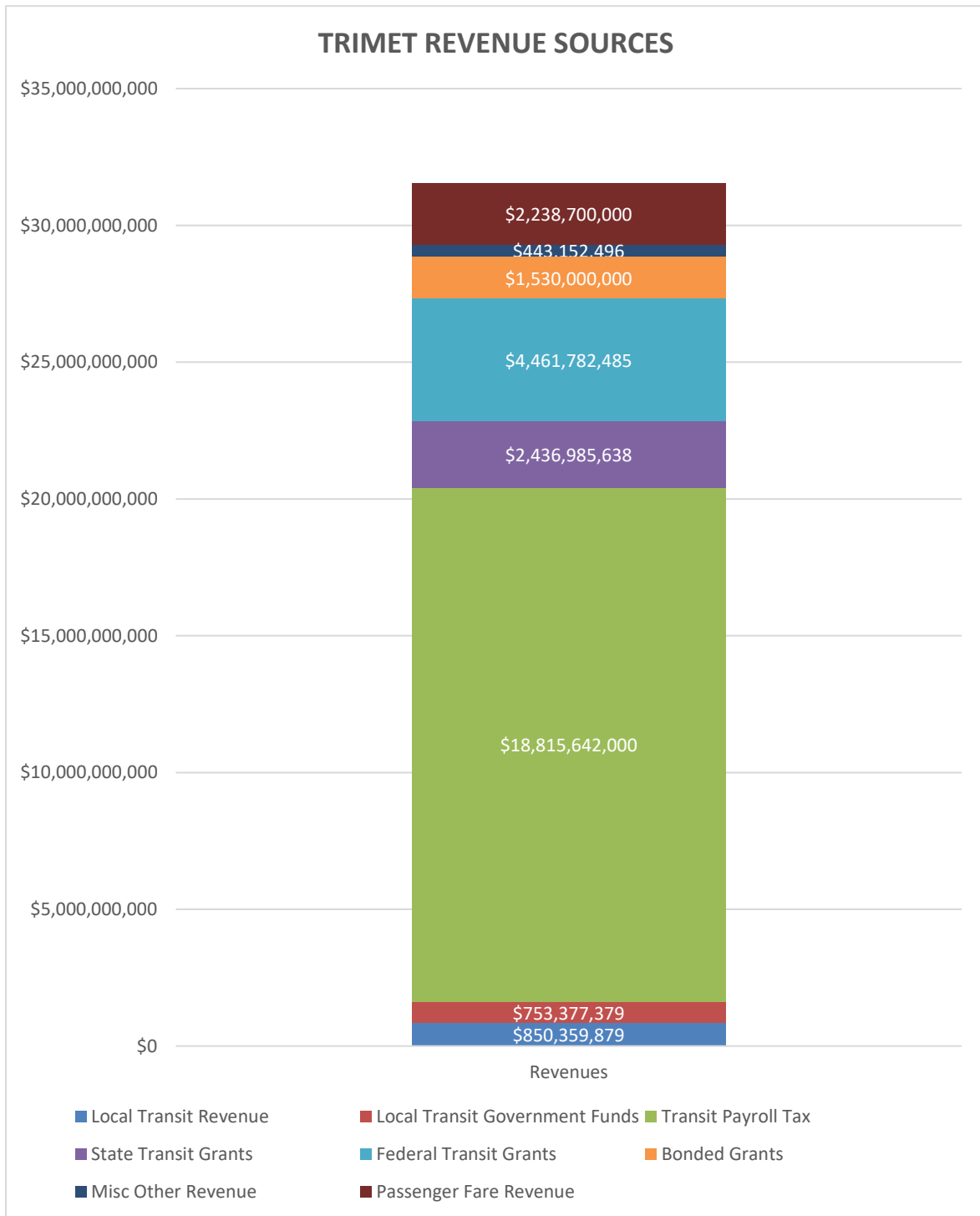
## SMART

Figure 10: SMART revenue estimates by source, 2024-2045



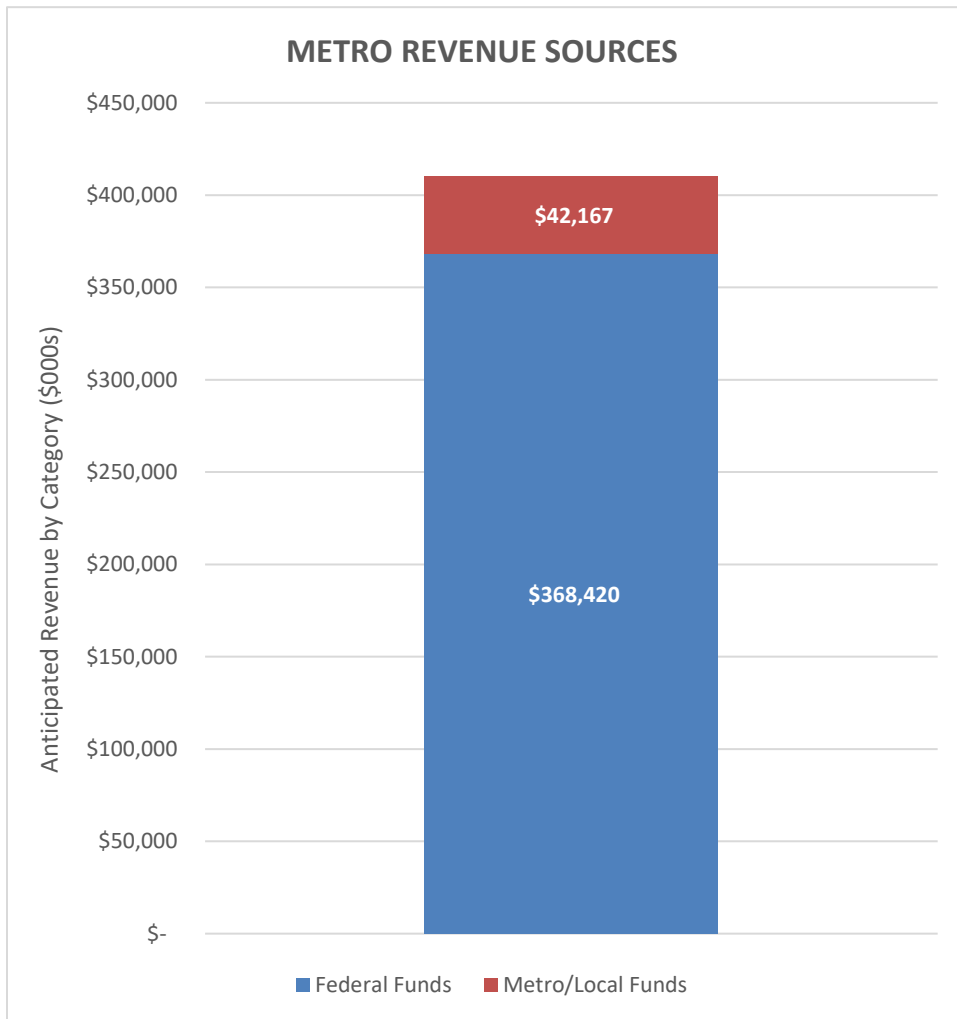
## TriMet

Figure 11: TriMet revenue estimates by source, 2024-2045



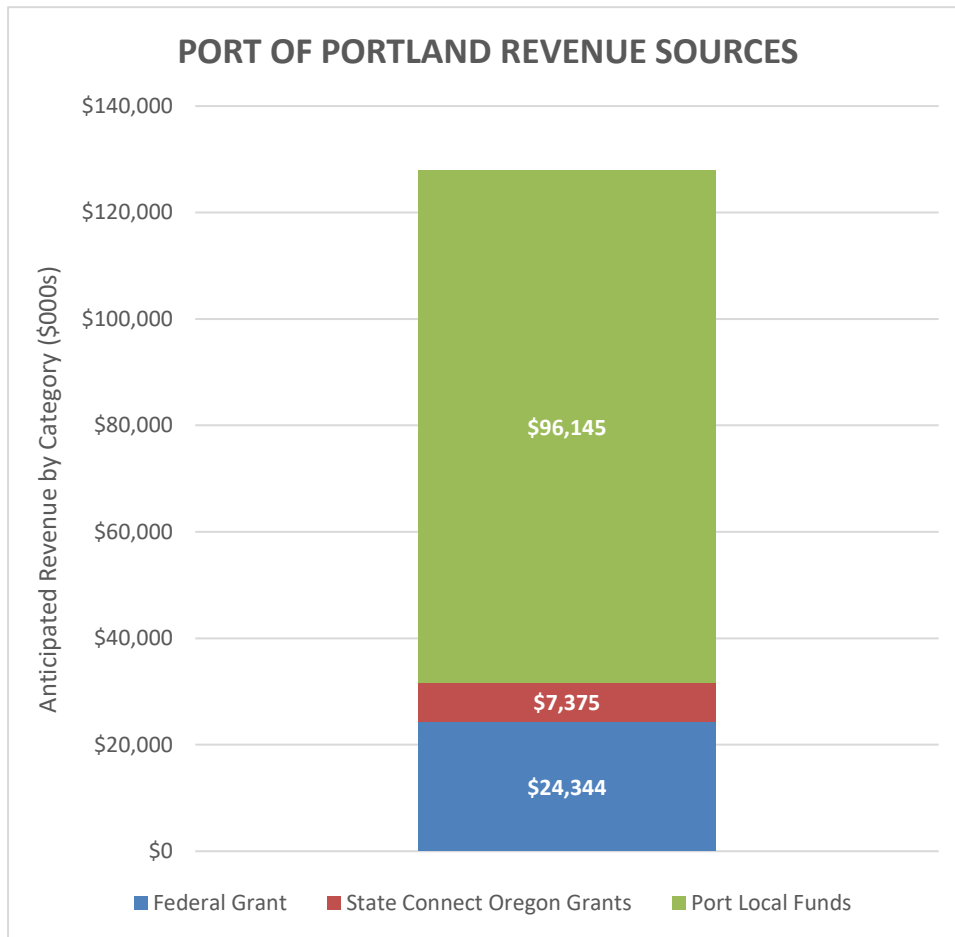
## Metro

Figure 12: Metro revenue estimates by source, 2024-2045



## Port of Portland

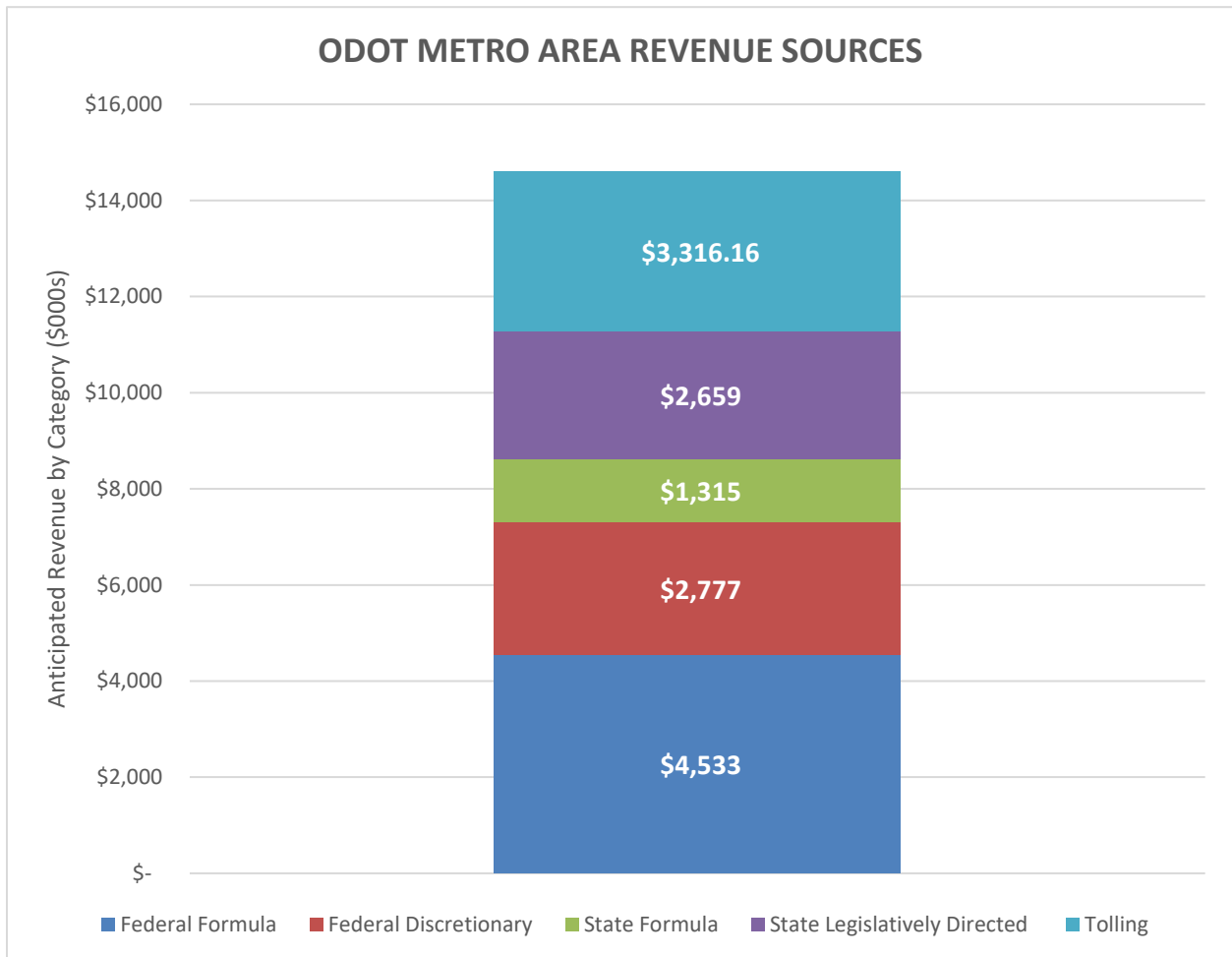
Figure 13: Port of Portland revenue estimates by source, 2024-2045





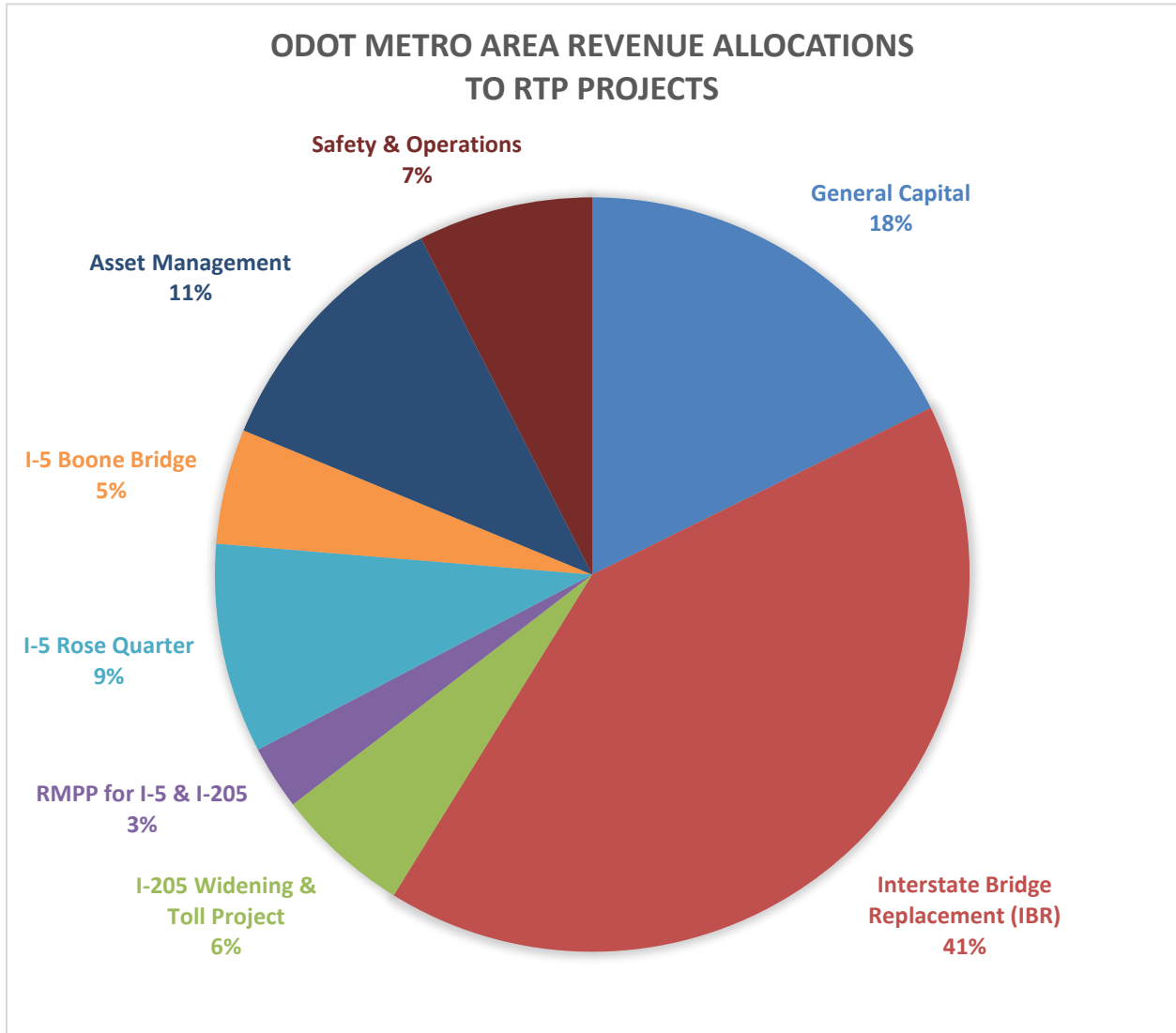
## ODOT

Figure 14: ODOT Metro Area revenue estimates by source, 2024-2045



The I-5 IBR Replacement Program project is in an early stage of design as are the I-205 Toll Project and Regional Mobility Pricing Project (RMPP). These estimates may be adjusted higher or lower depending on the outcome of NEPA and updated design.

Figure 15: ODOT Metro area revenue allocations to RTP Projects



The I-5 IBR Replacement Program project is in an early stage of design as are the I-205 Toll Project and Regional Mobility Pricing Project (RMPP). These estimates may be adjusted higher or lower depending on the outcome of NEPA and updated design.

## **WHERE DOES THIS DOCUMENT SUPPORT THE RTP?**

For a project to receive federal funding, it must appear on the financially constrained list of a regional transportation plan.

Metro worked with ODOT and other partners to finalize the picture of state and federal funding that flows into the region. This work supported the creation of the near-term and long-term financially constrained capital projects lists in Appendix A to the 2023 RTP. As demonstrated in Chapter 5, the project costs were constrained to the revenues forecast as available and documented in this appendix.

**EXHIBIT A: ODOT STATE TRANSPORTATION REVENUE FORECAST (APRIL 2022)**

<https://www.oregon.gov/odot/Data/Documents/April%202022%20Revenue%20Forecast.pdf>



*OREGON DEPARTMENT OF TRANSPORTATION*

# **ODOT STATE TRANSPORTATION REVENUE FORECAST**

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## Foreword

This summary report presents a selection of Other Funds State Highway Revenue forecasts for the Oregon Department of Transportation (ODOT). It is published twice a year to assist in financial planning, the formulation of transportation budgets, and to support other decision-making activities. The forecast is consistent with the Department of Administrative Services' Oregon Economic and Revenue Forecast (Vol. XLII, No. 1, March 2022) and the associated baseline macroeconomic forecast from IHS Markit.

The projections set forth in this forecast represent the Oregon Department of Transportation's forecast of future results as of the date of preparation based on information then available to ODOT as well as estimates, trends and assumptions that are inherently subject to economic, political, regulatory and other uncertainties, all of which are difficult to predict and many of which are beyond the control of ODOT. No assurance can be given that the future results discussed herein will be achieved, and actual results may differ materially from the forecasts described. In this respect, the words "estimate," "project," "forecast," "anticipate," "expect," "intend," "believe," and similar expressions are intended to identify forward-looking statements.

The prospective financial information was not prepared with a view toward compliance with published guidelines of the United States Securities and Exchange Commission or the guidelines established by the American Institute of Certified Public Accountants for preparation and presentation of prospective financial information.

This document is also available online at:

<https://www.oregon.gov/odot/Data/Pages/Revenue-Forecasts.aspx> and scroll down to "Most Recent Forecasts."

Questions and comments should be directed to:

Daniel Porter  
ODOT Finance and Budget  
Phone: (503) 689-3918  
Email: Daniel.R.Porter@odot.oregon.gov

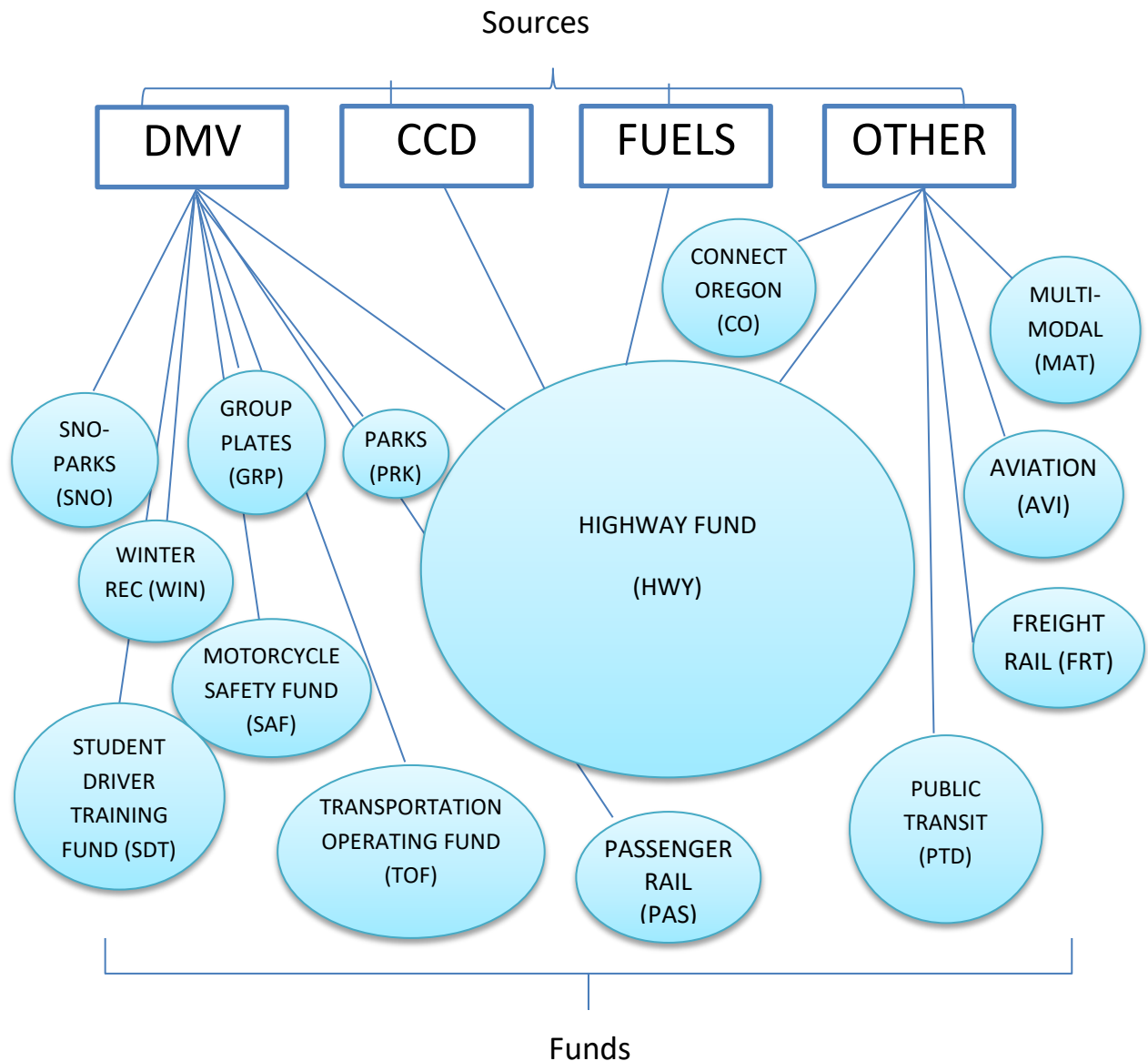
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## Introduction

ODOT revenue collections can be broadly divided into four main groups: Driver and Motor Vehicle (DMV), Commerce and Compliance (CCD), Motor Fuels (FUELS), and Other Revenues (OTHER). This publication will discuss the details for each one of these groups. Distribution of revenues into funds is a bit more complicated. Prior to House Bill (HB) 2017 (2017 Session) passage, the share of highway funds was about 97 percent of all ODOT state revenues. However, HB 2017 added the new Transit Payroll Tax, Vehicle Privilege Tax, and Bicycle Excise Tax, which caused the share of highway fund to decline to 89 percent of state revenues. Public transit (transit payroll tax) is the second largest fund with a 6 percent share and Connect Oregon (vehicle privilege tax) is the third largest fund with about 2 percent share of total revenues. The diagram below summarizes graphically the flow of funds.

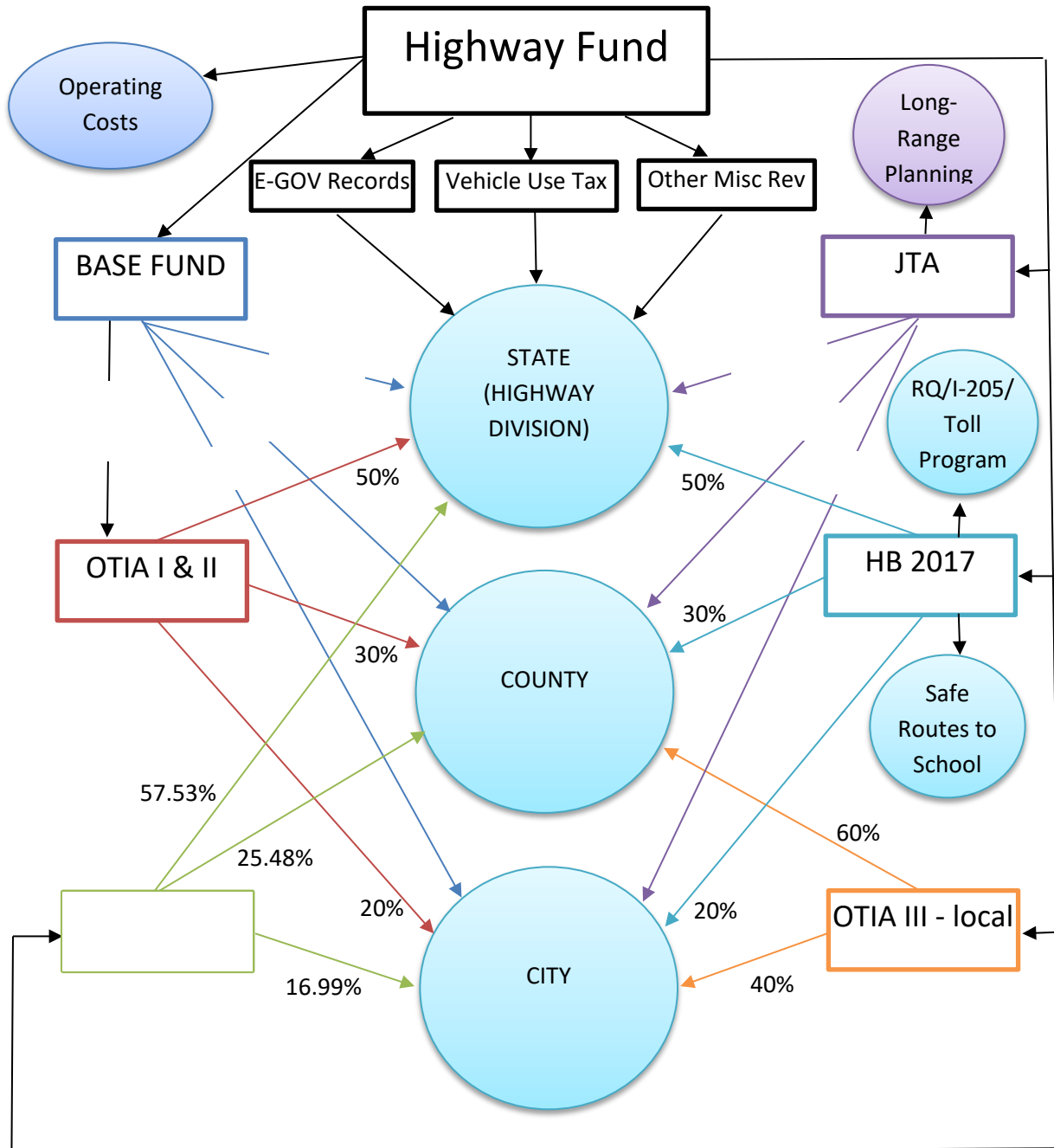
Figure 1. ODOT Collections and Distributions Diagram





Appendix A lists all the revenue items that we forecast, including the associated current fee, forecast group, and fund. The revenues in the Highway Fund are divided into: Base Fund, OTIA I & II Set Aside, OTIA III Funds, JTA, and HB 2017. Within each of these buckets further distribution takes place into specific programs: State (Highway Division), City, and County Funds. The diagram below shows how Highway Funds get distributed.

Figure 2. Highway Funds Distribution Diagram



## Revenue Forecast Overview

Over the last several forecasts, beginning with the April 2020 forecast at the start of the COVID-19 pandemic, our forecasts have generally predicted a sharp drop in revenue followed by a sustained, but slow, recovery. Actuals since the October 2020 forecast show the recovery assumption of this statement to be false. While ODOT’s State Highway Fund revenues experienced a drop at the beginning of the pandemic, the recovery has been much quicker than expected.

In addition, the overall impact to each of our revenue sources has not been equal. DMV revenues were hit early in the pandemic with field office closures and the registration moratorium, but rebounded in 2021 as DMV put intensive effort into catching up on the backlog created in 2020 and meeting the pent-up demand. Likewise, Motor Fuels experienced a significant drop initially due to the mandatory stay at home orders, but 2021 motor fuels revenues have rebounded to within just a few percentage points below 2019 levels. This rebound is probably due to services reopening and consumers feeling more confident in getting out. Finally, trucking activity, which only experienced a small and short drop early in the pandemic, has grown almost 11 percent above 2019 levels, but we are expecting a slight decline in 2022.

This growth across the revenue sources combined with the continued implementation of HB 2017, where fiscal year (FY) 2021 revenue contains a full year of the 2020 tax and fee increases, yielded an impressive revenue increase in FY 2021 over FY 2020.

Figure 3. Total Gross State Highway Revenues by Fiscal Year

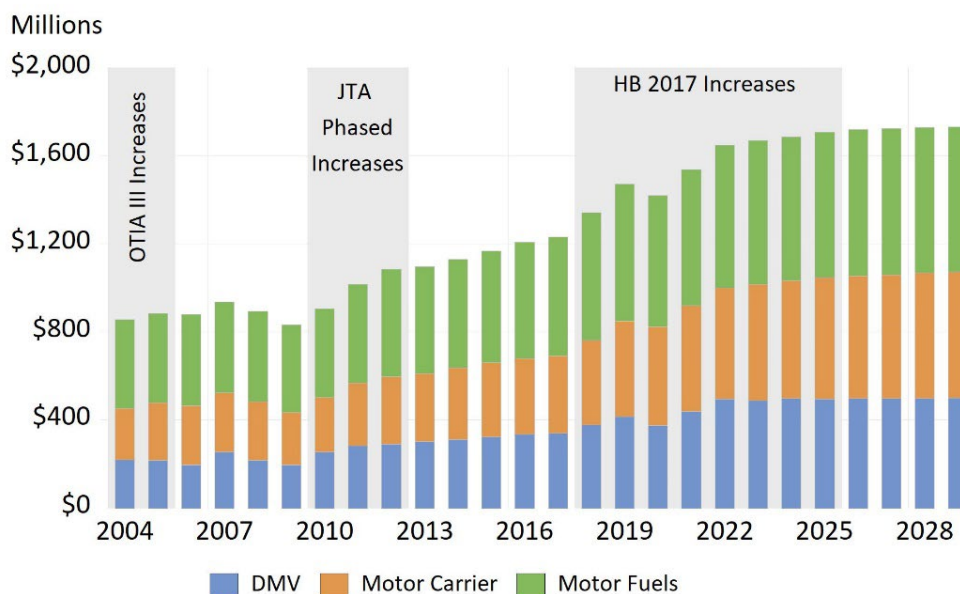


Figure 3 summarizes the forecast. First, there is a noticeable drop in FY 2020 revenues, despite the tax and fee increases implemented in January 2020. This drop is due to the COVID-19 impact. Revenues rebounded in 2021 and are expected to continue growing into 2022 as the economy recovers. A weight-mile tax increase is scheduled for January 2024, which will help boost overall revenues through 2025. An additional two-cent fuels tax increase will be implemented in January 2024, if the conditions are met for triggering this final increase. This would further boost revenues through 2025. Beyond 2025, revenue growth stagnates overall as the economic and demographic growth slow down and fuel demand declines due to increases in on-road vehicle fuel efficiency.

Table 1 below shows the biennial change in highway revenues from the October 2021 forecast. Total gross revenues have increased modestly over the prior forecast, mainly due to a stronger DMV forecast and the two-cent increase in fuels tax that took place in January 2022.

The net apportionable revenue changes are very similar to the gross revenue changes, which implies very little change in pre-apportionment administrative costs between forecasts. This is because we used the final Legislatively Adopted Budget for 2021-23 for both our forecasts.

Table 1. Change in Highway Revenues from the October 2021 Forecast

(\$ Millions)	2021-23	2023-25	2025-27	2027-29
<b>Motor Fuels (w/o triggered increases)</b>				
Gross	\$ (4.1)	\$ 5.5	\$ 22.4	\$ 24.1
Net Apportionable	\$ (7.0)	\$ 1.7	\$ 18.5	\$ 20.1
<b>CCD</b>				
Gross	\$ 0.8	\$ 7.2	\$ 5.1	\$ 3.0
Net Apportionable	\$ (4.3)	\$ 1.7	\$ (0.7)	\$ (3.3)
<b>DMV</b>				
Gross	\$ 6.0	\$ 20.2	\$ 17.9	\$ 23.4
Net Apportionable	\$ 5.9	\$ 20.1	\$ 17.9	\$ 23.4
<b>Total (w/o triggered increases)</b>				
Gross	\$ 2.7	\$ 32.9	\$ 45.5	\$ 50.5
Net Apportionable	\$ (5.4)	\$ 23.5	\$ 35.7	\$ 40.3

Table 2 highlights changes for some of the most important revenue generating transactions in the ODOT State Highway Revenue forecast. After double digit declines across the board (with the exception of weight-mile in calendar (CY) 2020 due to COVID-19 crisis), we have seen some rebounds in CY 2021, especially in Original Class C Licenses where there was substantial growth. Pent-up demand and implementation of HB 2015 were the main reasons for the growth. The negative growth rates in CY 2022 only indicate that the transaction volumes in 2021 were unusually high due to pent-up demand.

Table 2. Percentage Change in Selected Key Oregon Transportation Indicators

	Actual		Forecast									
	CY 20	CY 21	CY 22	CY 23	CY 24	CY 25	CY 26	CY 27	CY 28	CY 29		
MOTOR FUELS GALLONS (WITH TRIGGERS)	-10.2%	8.4%	-2.3%	-0.7%	0.7%	1.0%	0.1%	-0.1%	-0.7%	-0.3%		
ORIGINAL CLASS C LICENSES	-34.5%	118.4%	-22.3%	-4.2%	0.4%	-0.2%	-0.7%	-0.2%	0.1%	0.7%		
PASSENGER VEHICLE REGISTRATIONS	-16.6%	24.6%	-3.1%	1.4%	-1.7%	1.3%	-0.9%	0.9%	-0.3%	0.3%		
TITLE TRANSFERS	-40.2%	70.0%	-1.6%	-1.2%	-1.6%	-0.1%	-2.0%	-0.4%	-1.2%	-0.9%		
TRUCKING ACTIVITY (WEIGHT-MILE)	3.6%	7.1%	-2.3%	0.0%	-1.7%	1.3%	1.2%	1.2%	1.1%	1.1%		

## Transportation Backdrop

The Oregon economy is in a state of flux. Employment, personal income, and consumer spending have been changing significantly over the last few years. This has led to the Oregon Office of Economic Analysis (OEA) to estimate two scenarios projecting changes to these factors. The baseline outlook is the most likely scenario given the most current economic data. However, with the amount of volatility in inflation forecasts, OEA have opted to also include a boom/bust scenario. This scenario includes higher inflation and growth in the short term with a larger recession rebound. Table 3 shows the percent change to each of these measures over the next five years, with the boom/bust scenario generally describing larger swings. A full discussion of the state and national economic forecasts can be found on the Oregon Office of Economic Analysis website: <https://www.oregon.gov/das/OEA/Pages/index.aspx>.

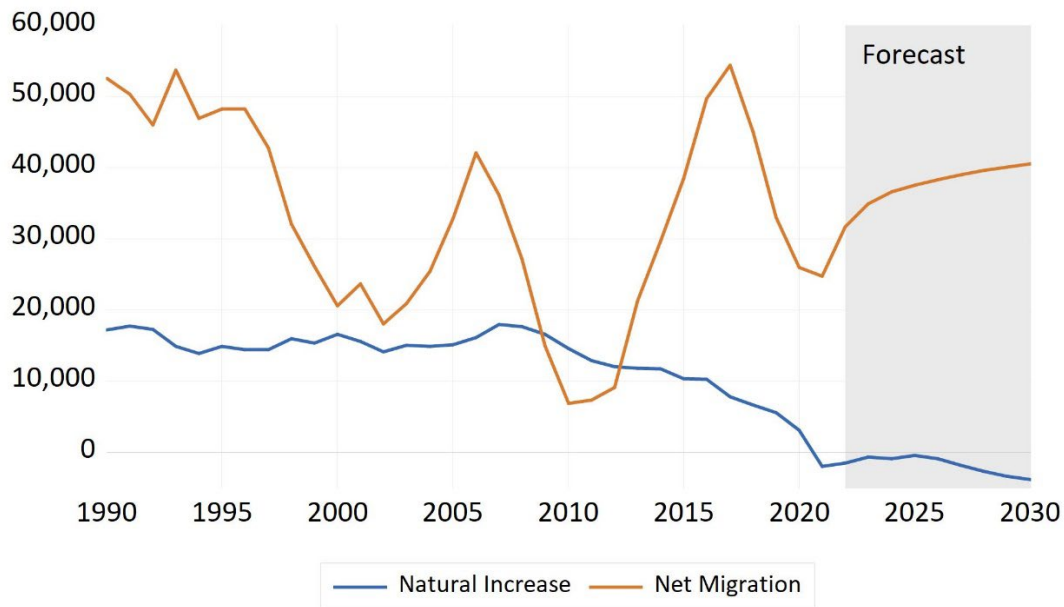
Table 3: Percent changes in four Oregon economic indicators

	Mar 2022					
	2021	2022	2023	2024	2025	2026
<b>Employment</b>						
Baseline	2.4%	3.6%	2.3%	1.2%	0.8%	0.7%
Boom/Bust	2.4%	4.8%	0.2%	-2.6%	-0.8%	1.7%
<b>Unemployment Rate</b>						
Baseline	5.3%	3.7%	3.6%	3.8%	4.0%	4.1%
Boom/Bust	5.3%	2.7%	5.1%	8.1%	8.6%	7.6%
<b>Personal Income</b>						
Baseline	7.8%	2.0%	5.8%	5.3%	5.2%	5.2%
Boom/Bust	7.8%	3.5%	3.4%	1.2%	5.7%	7.0%
<b>Consumer Spending</b>						
Baseline	12.2%	7.3%	4.2%	4.7%	5.0%	5.2%
Boom/Bust	12.2%	9.9%	-0.7%	1.4%	7.4%	7.8%

The economic health of Oregon is dependent on its people. While total population is projected to increase over the next eight years, net migration into the state in 2021 was at its lowest point since 2012 (Figure 4). In 2021, the natural population change (births minus deaths) was negative for the first time in over 30 years. This change is projected to continue to be negative until 2030, as the state becomes entirely dependent on in-migration to sustain its overall population increases. Total net migration is expected to increase until the end of the decade, and is likely to continue with a positive trend thereafter. This trend will have direct impacts on a number of important revenue drivers for the Oregon Department of Transportation. DMV transactions and fuels taxes are particularly dependent on the total Oregon population, as

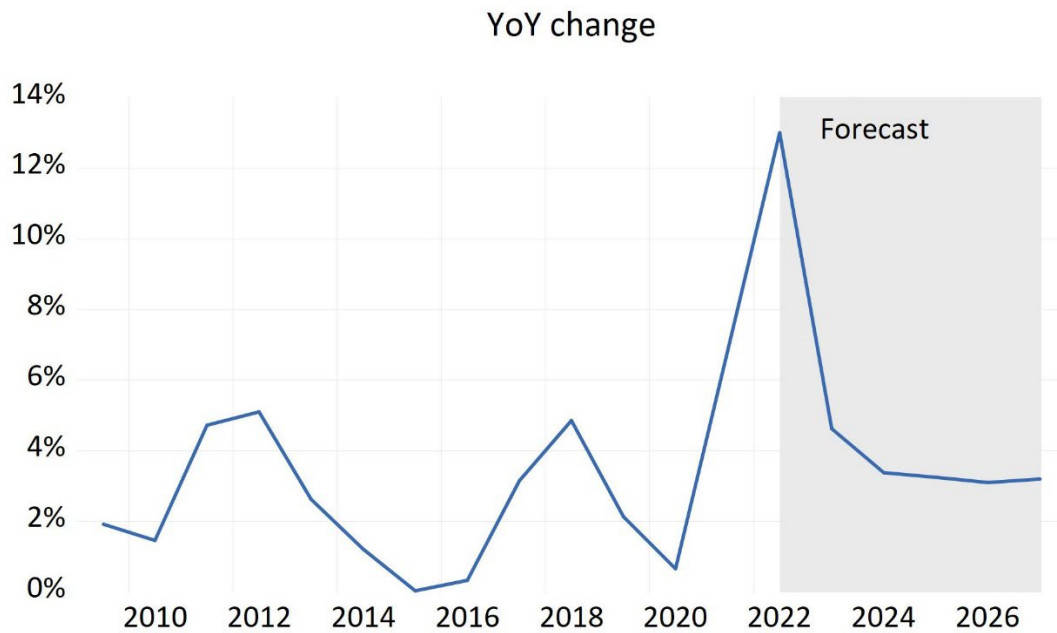
increased population means more drivers and gasoline consumers in the state. Higher population also stimulates the Oregon economy through consumer purchases. As a result, commercial trucking activity increases as well as tax collections resulting from fuel and weight-mile taxation. Thus, the population forecasts provide an optimistic outlook for ODOT revenues.

Figure 4: Oregon natural population change and net migration into the state.



The skyrocketing inflation has become a real problem in the last year or so, having large impacts on budgets and economic activity. One source of inflation we track as an agency is how the prices of “State and Local Highway Capital Projects” are changing. This price index is more closely related to the cost of transportation projects and not just household goods. This index tracks national costs on non-federal highway projects and has data going back to 1997. There has been steady and positive year-over-year growth to these costs in a range from roughly zero percent to 5 percent from 2012 to 2020 (Figure 5). This cost escalation hit a new high in 2021 with 13 percent when compared to 2020. These costs have the potential to impact ODOT’s ability to complete these types of projects on time and within budget. Future projections of this inflation are estimating a return to a baseline increase by 2023. There are no other deviations from this inflation, so it will be more predictable in the future. This inflation measure has been very susceptible to significant changes from month-to-month. We carefully track these changes as they happen and incorporate them into our work as quickly as we can.

Figure 5: Year-over-year state and local highway cost escalation.



There are still substantial sources of uncertainty with the current economic forecast. As mentioned previously, the volatility surrounding inflation numbers make it difficult to accurately predict long term trends and their effects on transportation infrastructure in Oregon. Inflation for construction projects have the potential to delay and cancel projects if the cost increases cannot be supported by their current budgets. This problem is impossible to solve as over allocating funds to projects results in wasted state resources, while under allocating threatens the timing and probability projects move forward. As uncertainty surrounding inflation remains, there will continue to be instabilities in any economic forecast. We will continue to incorporate this uncertainty into our baseline forecast and reassess forecasts as we move forward.

## Driver and Motor Vehicle

The Driver and Motor Vehicle Services Division is responsible for the administration of driver and motor vehicle related activities. Revenues collected from the fees charged for the various DMV activities flow into the State Highway Fund, the Transportation Operating Fund, and into other funds administered by ODOT divisions such as Public Transit and Passenger Rail. Additionally, some fees net-of-costs are transferred to outside entities. For example, recreational vehicle-related fees are transferred to the Oregon Parks and Recreation Department. Lastly, revenues remaining after deducting transfers and costs are apportioned to cities and counties statewide for local road repair, maintenance, and construction.

The DMV forecast is produced at the transaction level and aggregated to the summary level. The transactions are grouped into three different business lines: Vehicle, Driver, and Business Regulation. The Vehicle program area contains the transactions related to legal ownership and operation of a vehicle, including titling, plates, registrations, and permits. The Driver program contains the transactions related to the legal right to operate a vehicle, including permits, licenses, endorsements, and the associated tests to obtain these rights to drive. The Business Regulation program is tasked with ensuring the businesses that sell vehicles in Oregon are properly licensed along with those that dismantle and transport vehicles.

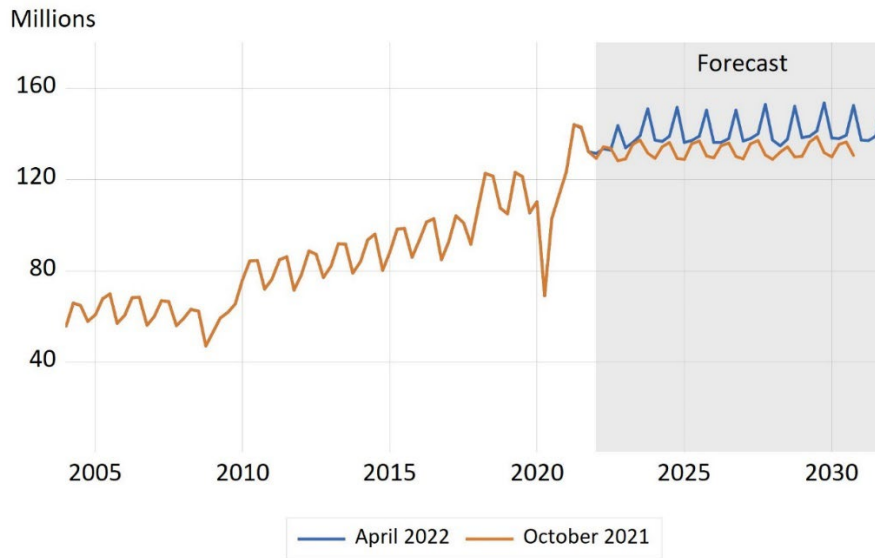
In total, the DMV forecast contains over 240 individual product transactions and over 100 different forecast equations. However, most of these transactions have little significant impact on the overall forecast as their volumes and fee levels are small. In FY 2021, 79 percent of the revenue was collected by the top ten DMV transactions. Passenger vehicle registrations alone (two-year and four-year registrations combined) accounted for about 48 percent of all revenues collected by DMV. Other top revenue contributors for FY 2021 were light title transactions, truck and travel trailer registrations, class C driver license renewals and original issuances, and plate manufacturing fees.

Various economic and demographic variables affect DMV activities and provide a reflection of broad undercurrents in the state. The impacts from changes in population, employment, migration, and economic production are evident in many of the DMV data series. In general, demographic changes affect DMV activities more strongly than economic changes. As such, demographic changes are generally more immune to cyclical swings typical with economic variables. Of the three business lines in DMV, the Vehicle and Business Regulation programs are most susceptible to economic influences, especially as they relate to new vehicle titles.

Figure 6 compares current forecast with the previous forecast (October 2021) for total DMV revenues on a quarterly basis. Overall, April 2022 forecast is higher than the previous forecast due to increased share of vehicle registrations and title transactions for higher MPG tiers compared to the previous forecast, and also there is an expectation of boosted new vehicle sales due to accumulated pent-up demand.

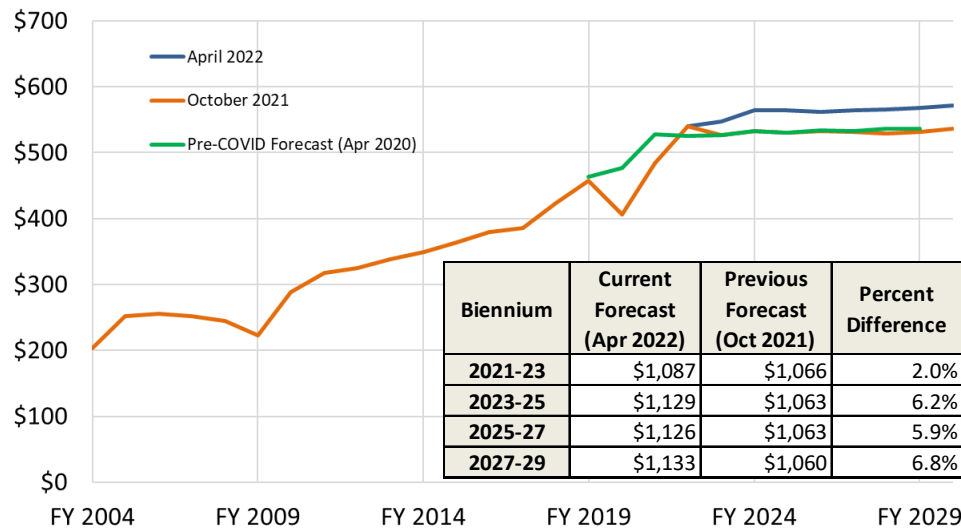


Figure 6. Total DMV Revenues (quarterly values)



In summary, we expect two percent higher revenues for the current 2021-23 biennium, compared to October 2021 forecast (Figure 7). We also expect an average six percent higher revenues for the forecast horizon compared to the previous forecast. The highest gain is expected for FY 2024, when revenues are forecasted to increase by three percent compared to the FY 2023 revenues. This is driven by the post-COVID economic recovery and the expectation of strong new light vehicle sales.

Figure 7. Total DMV Revenues by Fiscal Year (in Millions)



In preparing our forecast, we used a number of national and Oregon indicators. The Oregon Office of Economic Analysis (OEA), supplies us with these forecasts. OEA prepares their

forecasts quarterly and use national forecasts from reputable sources, such as IHS Markit. National light vehicle sales (Figure 8) and Oregon total non-farm employment (Figure 9) are two of the leading indicators that are used in the models for some of our key transactions. There is a little bit of positive news here as the actuals came in stronger than expected in the previous forecast.

Figure 8. Total US Light Vehicle Sales (quarterly frequency – seasonally adjusted)

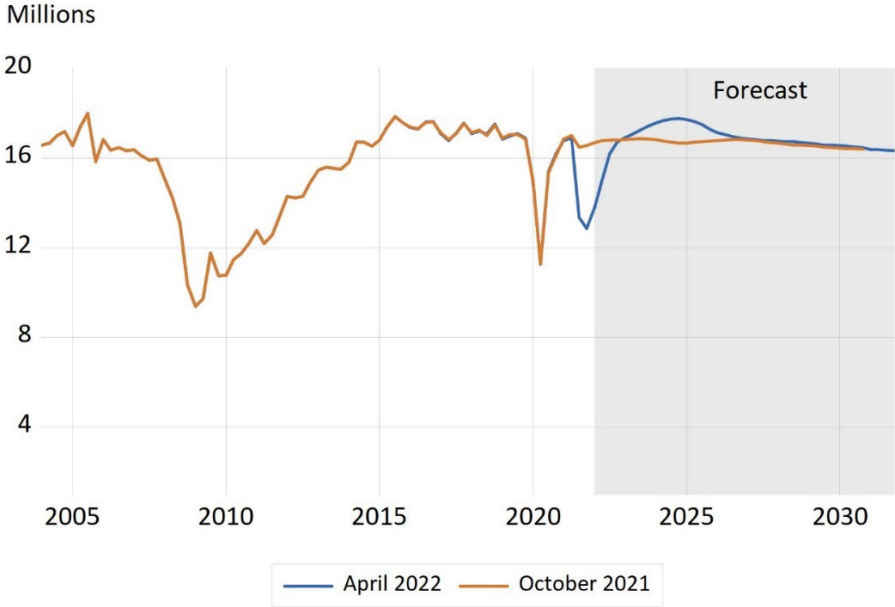
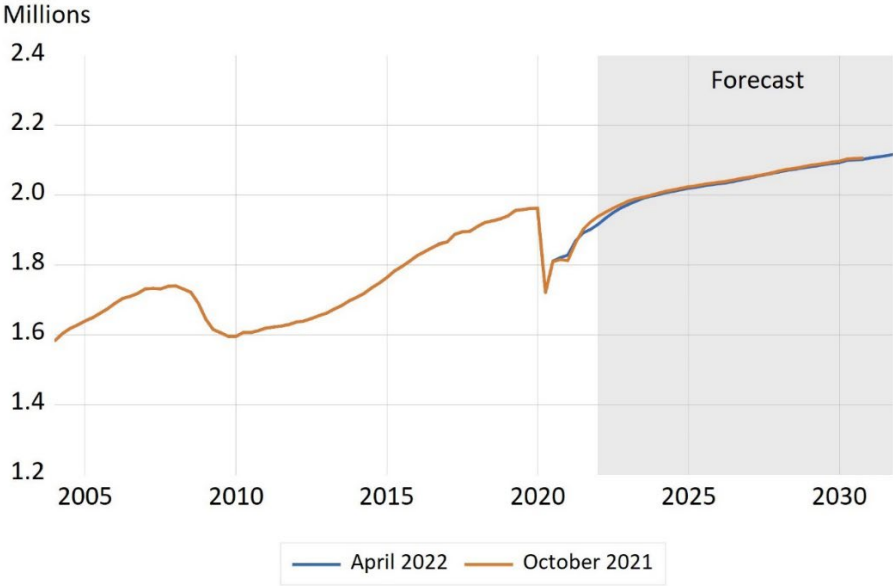


Figure 9. Total Non-Farm Employment (quarterly frequency – seasonally adjusted)



Two-year passenger registrations is one of the top DMV revenue transactions (Figure 10). The moratorium on citations due to expired registrations ended as of December 31, 2021 and we saw a subsequent spike in two-year registrations. We are expecting the transaction volumes to go back to normal levels. The forecast is similar to the October 2021 forecast. However, what is different is how the total registrations are distributed by miles per gallon (MPG) tiers (Figure 11). The shares of 20-39 MPG and 40 plus MPG tiers will grow faster than previously assumed.

Figure 10. Two-Year Passenger Vehicle Registrations (quarterly frequency – seasonally adjusted)

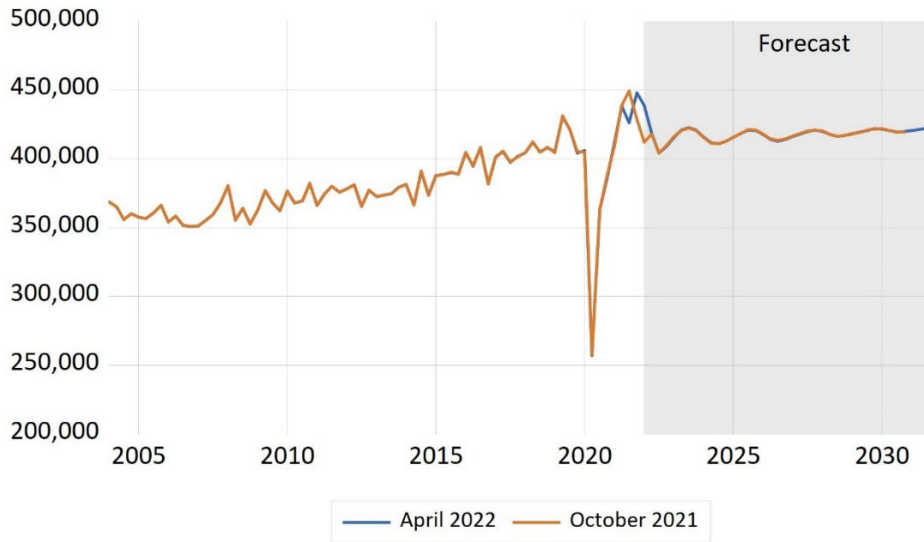
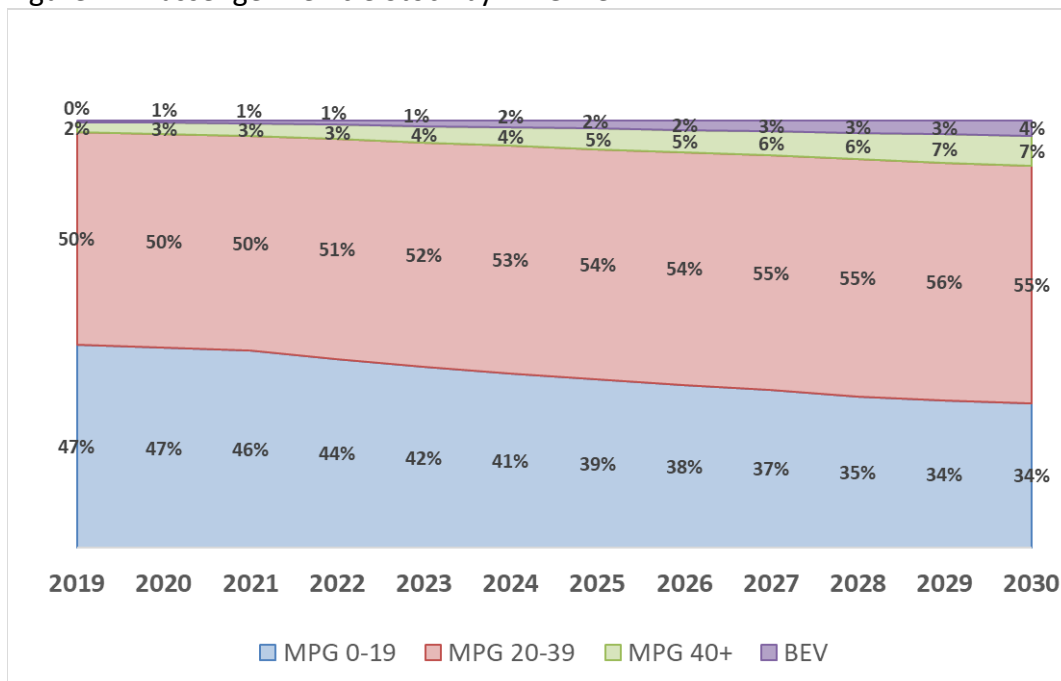


Figure 11. Passenger Vehicle Stock by MPG Tier



Light title transfers is another top revenue transaction for DMV. There was a significant backlog at the beginning of this year due to COVID-19. DMV resolved the title related backlogs around November 2021. The peak was a bit lower than we expected in our previous forecast, but not by a big margin. The current forecast has a bigger drop in transaction levels for 2022 compared to the previous forecast. Overall, the long-run forecast has not changed that much, coming in just a touch lower than the previous forecast (Figure 12). Unlike light title transfers, we expect a higher transaction volume for new light vehicle titles. This is driven by the IHS Markit forecast and the expectation of a big boost in the light duty vehicle sales for 2022 (Figure 13).

Figure 12. Light Title Transfers (quarterly frequency – seasonally adjusted)

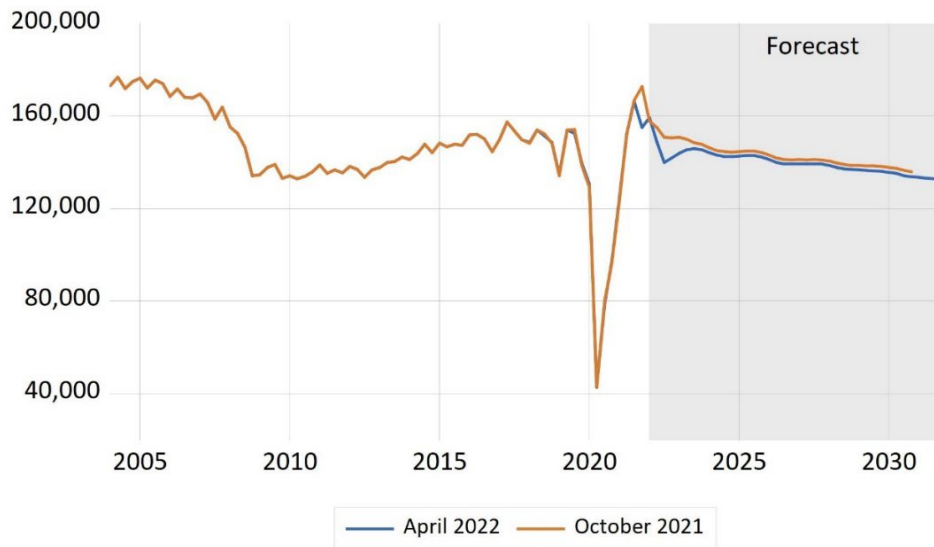
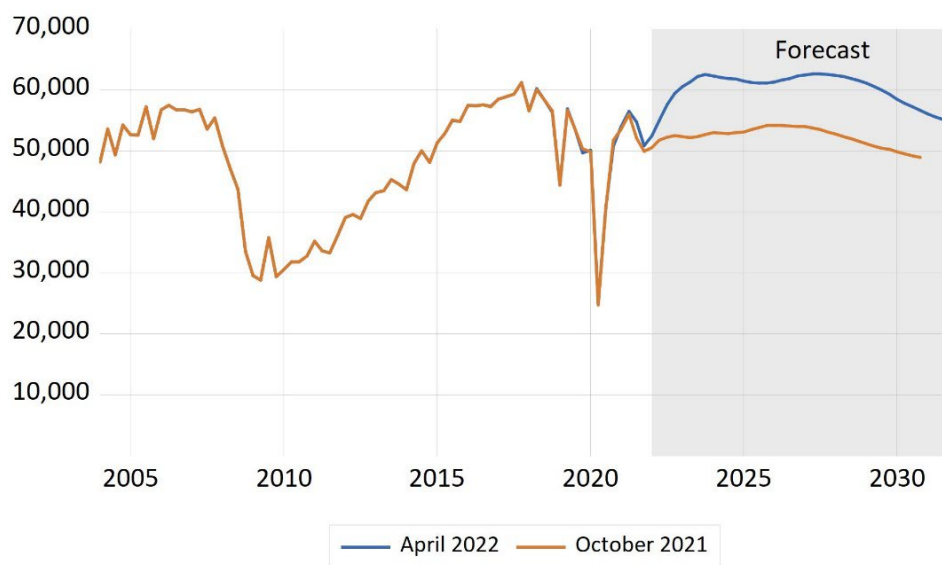
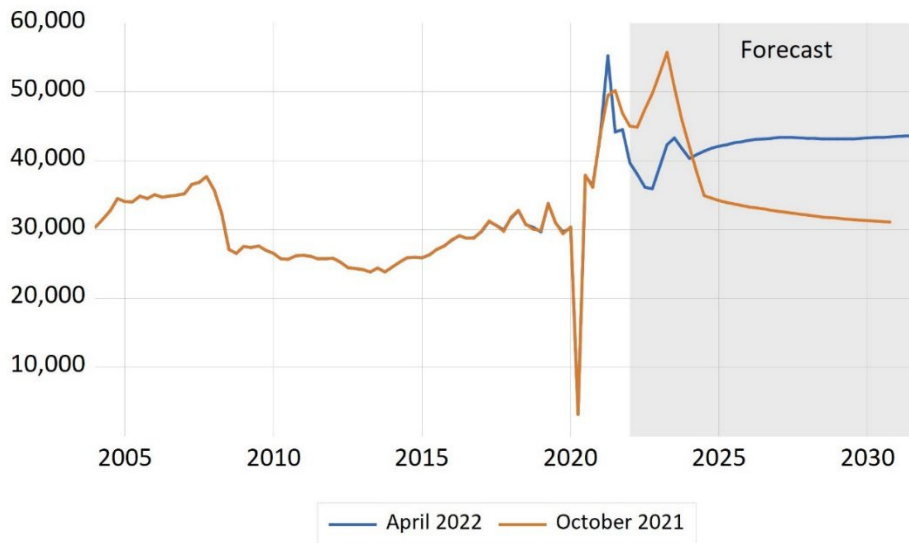


Figure 13. New Light Vehicle Titles (quarterly frequency – seasonally adjusted)



Within driver transactions, we see two distinct patterns: transactions impacted by Real ID versus transactions that are not. Replacement/Duplicate License is an example of a driver transaction that is impacted by Real ID. Prior to the pandemic, the federal cut-off date for requiring Real ID when flying was October 2020, then the cut-off date was pushed to October 2021, and now it has been pushed out to May 2023. Since there is still more than twelve months until the Real ID cut-off date, we continue to expect a decline in replacement cards because the post-COVID pent-up demand is wearing off. However, we expect the volumes to go up closer to the Real ID cut-off date and maintain at the higher level thereafter.

Figure 14. Replacement/Duplicate License (quarterly frequency – seasonally adjusted)



Original Class C Non-Commercial License (Figure 15) is an example of a driver transaction not impacted by the Real ID cut-off date in terms of volume. Getting Real ID credentials is an available option and many choose to acquire them. After the Real ID became available in July 2020, several patterns emerged. For the first six-months of issuing Real ID licenses (Jul-Dec 2020), on average 48 percent of people obtaining their first class C driver license chose to get a Real ID license. However, the average dropped to 30 percent from January to June 2021. We think it could have been due to HB 2015 implementation and the initial pent-up demand for original driver licenses by undocumented residents who would not qualify for a Real ID. The share of Real ID original licenses has been averaging 39 percent for the second half of 2022. For current forecast, we assumed a 45 percent average rate due to DMV’s campaign to promote Real ID.

There were some transactions that were pushed out to the third parties, such as Class C non-commercial drive tests (Figure 16). The transaction volume here dropped to zero and remained low even after offices reopened. In the past few months DMV has increased field office capacity to conduct drive tests and approved a few more third party drive test businesses. These

measures should help restore the services to meet the current pent-up and future demand. The figure reflects only drive tests conducted by DMV field offices.

Figure 15. Original Class C Driver License (quarterly frequency – seasonally adjusted)

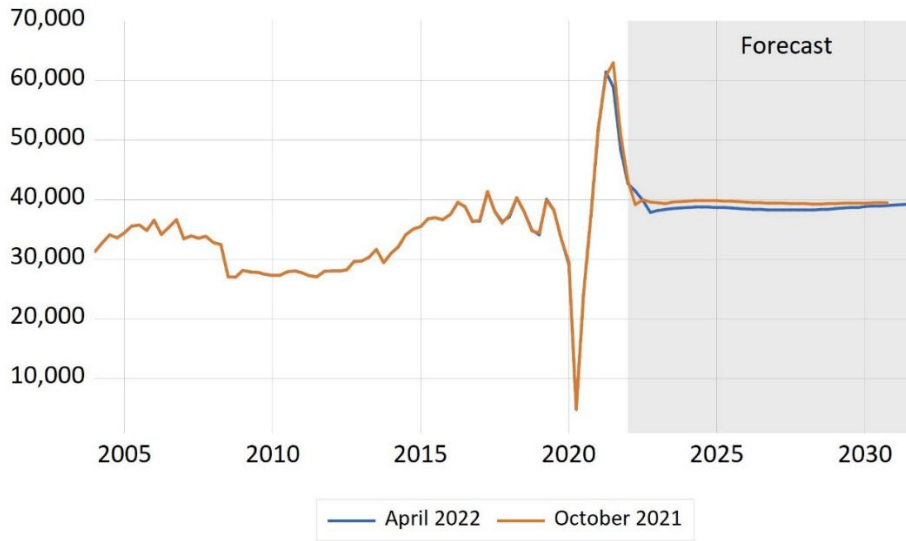
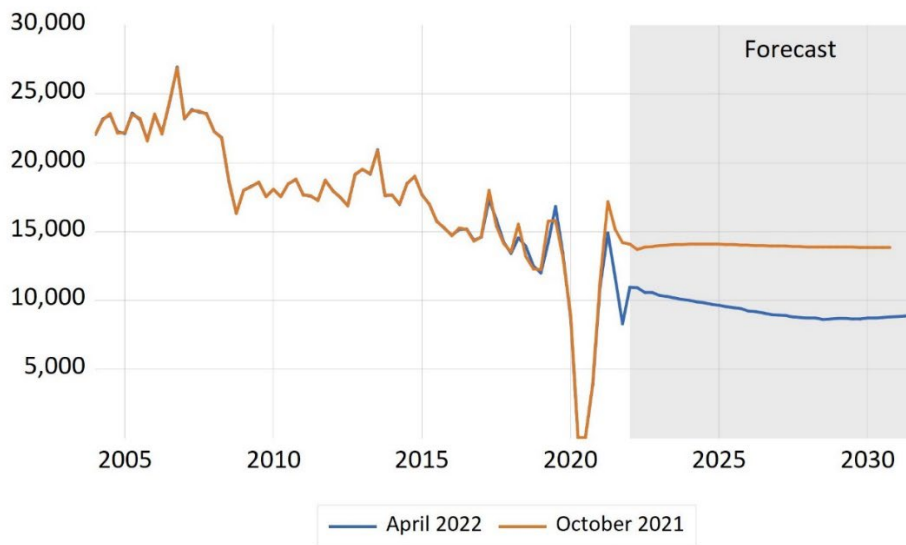
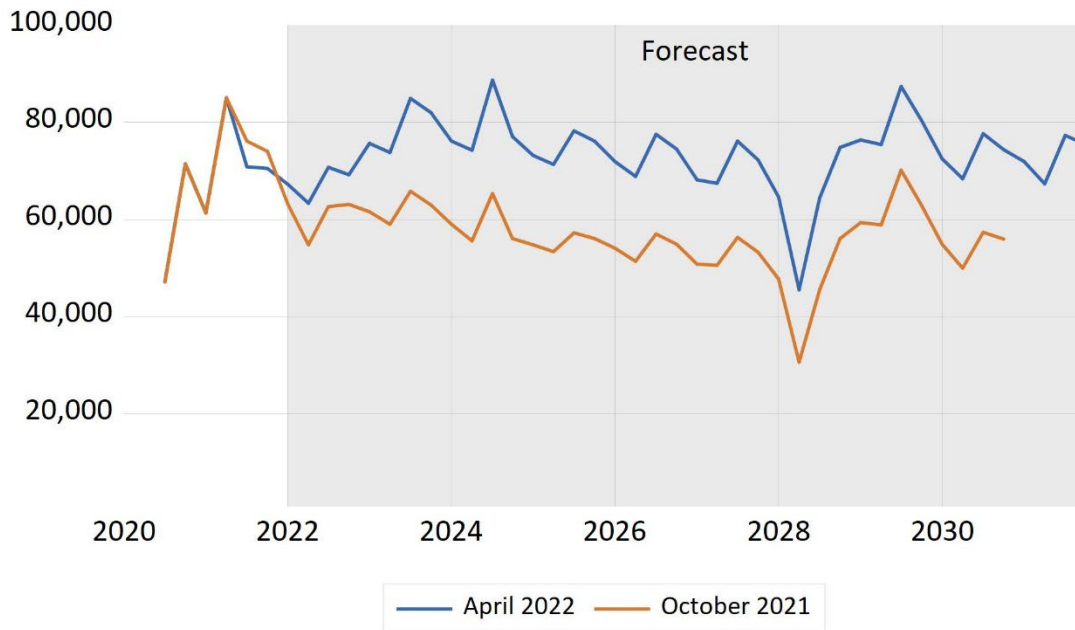


Figure 16. Class C Non-Commercial Drive Test (quarterly frequency – seasonally adjusted)



As of July 2020, DMV started issuing Real ID compliant licenses and ID cards. The fee for Real ID transaction is \$30 and it will be collected each time it is renewed (every eight years). The current forecast is a bit higher than the previous because of DMV’s promotion of Real ID (Figure 17).

Figure 17. Real ID Transactions (quarterly frequency – seasonally adjusted)



Some of the revenues collected by DMV are not Highway Fund revenues. The most prominent examples include ID card revenues, revenues from specialty plates (Smokey Bear, Gray Whale, Pacific Wonderland, etc.), Real ID revenues, snowmobile title and registration fees, motorhome, travel trailer, and camper registration fees. While we produce forecasts for all DMV revenues, not all of them can be used for highway construction and maintenance.

Table 4 shows the summary of DMVs Highway Fund revenues based on forecasted transaction volumes. The gross revenue portion of Table 4 is grouped into three major components reflecting the primary revenue sources: vehicle registrations, driver licenses, and vehicle titles. Overall, we expect \$6 million more in gross Highway revenues for 2021-23 biennium compared to our previous forecast. The outlook for the next biennium has improved as well and we are expecting \$20.2 million more for 2023-25 biennium.

Table 4. Highway Fund Revenues Collected by DMV (Millions of Dollars)

	Actual		Forecast							
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29
1 VEHICLE REGISTRATIONS	\$238.0	\$277.7	\$306.4	\$305.8	\$311.8	\$310.4	\$313.4	\$313.3	\$316.8	\$316.2
2 DRIVER LICENSES & OTHER	\$22.4	\$36.7	\$35.8	\$32.8	\$33.8	\$33.6	\$32.6	\$32.1	\$29.7	\$32.6
3 TITLE, PLATE & OTHER	\$114.5	\$122.9	\$151.7	\$148.5	\$151.9	\$151.5	\$151.3	\$151.2	\$151.6	\$150.6
4 <b>TOTAL DMV COLLECTIONS</b>	<b>\$374.8</b>	<b>\$437.3</b>	<b>\$493.9</b>	<b>\$487.2</b>	<b>\$497.5</b>	<b>\$495.5</b>	<b>\$497.3</b>	<b>\$496.7</b>	<b>\$498.1</b>	<b>\$499.4</b>
5 Change from Previous Forecast	(\$0.3)	\$0.0	\$2.1	\$3.9	\$10.5	\$9.7	\$8.3	\$9.6	\$11.7	\$11.8
6 COLLECTION/ADMINISTRATION & PROGRAM COST	(\$118.7)	(\$121.1)	(\$114.4)	(\$116.7)	(\$113.9)	(\$116.2)	(\$121.9)	(\$124.3)	(\$130.4)	(\$133.1)
7 TRAFFIC SAFETY TRANSFER	(\$0.6)	(\$0.6)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
8 DEPARTMENT OF EDUCATION TRANSFER	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
9 E-GOV RECORDS INCREMENTAL REVENUE TRANSFER	(\$8.4)	(\$8.3)	(\$8.4)	(\$8.4)	(\$8.4)	(\$8.4)	(\$8.5)	(\$8.5)	(\$8.5)	(\$8.5)
10 ODOT CENTRAL SERVICES ASSESSMENT	(\$30.7)	(\$31.3)	(\$36.4)	(\$37.2)	(\$39.0)	(\$39.8)	(\$41.7)	(\$42.6)	(\$44.6)	(\$45.5)
11 <b>NET DMV REVENUE</b>	<b>\$216.4</b>	<b>\$275.9</b>	<b>\$334.6</b>	<b>\$324.9</b>	<b>\$336.2</b>	<b>\$331.1</b>	<b>\$325.3</b>	<b>\$321.3</b>	<b>\$314.6</b>	<b>\$312.3</b>
12 REVENUE SET-ASIDE TO OTIA I & II - memo	(\$5.7)	(\$6.3)	(\$6.8)	(\$6.6)	(\$6.7)	(\$6.7)	(\$6.6)	(\$6.5)	(\$6.5)	(\$6.5)
13 REVENUE PLEDGED TO OTIA III - memo	(\$72.7)	(\$78.9)	(\$89.0)	(\$86.2)	(\$87.7)	(\$86.9)	(\$87.0)	(\$86.6)	(\$86.9)	(\$86.3)
14 REVENUE DUE TO JTA - memo	(\$96.5)	(\$103.3)	(\$115.3)	(\$111.8)	(\$113.6)	(\$113.0)	(\$113.4)	(\$113.0)	(\$113.5)	(\$112.7)
15 REVENUE DUE TO HB 2017 - memo	(\$78.6)	(\$109.2)	(\$130.0)	(\$136.1)	(\$140.4)	(\$140.9)	(\$143.0)	(\$144.0)	(\$146.4)	(\$147.1)

Actual	Forecast			
BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29
\$515.7	\$612.2	\$622.2	\$626.7	\$633.0
\$59.0	\$68.6	\$67.4	\$64.7	\$62.3
\$237.4	\$300.2	\$303.4	\$302.6	\$302.2
<b>\$812.1</b>	<b>\$981.0</b>	<b>\$993.0</b>	<b>\$994.0</b>	<b>\$997.5</b>
(\$0.3)	\$6.0	\$20.2	\$17.9	\$23.4
(\$239.9)	(\$231.1)	(\$230.1)	(\$246.2)	(\$263.5)
(\$1.3)	\$0.0	\$0.0	\$0.0	\$0.0
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
(\$16.7)	(\$16.8)	(\$16.8)	(\$16.9)	(\$17.0)
(\$62.0)	(\$73.6)	(\$78.8)	(\$84.3)	(\$90.2)
<b>\$492.2</b>	<b>\$659.5</b>	<b>\$667.3</b>	<b>\$646.5</b>	<b>\$626.8</b>
(\$12.0)	(\$13.4)	(\$13.4)	(\$13.1)	(\$13.0)
(\$151.6)	(\$175.2)	(\$174.6)	(\$173.6)	(\$173.2)
(\$199.8)	(\$227.1)	(\$226.6)	(\$226.4)	(\$226.2)
(\$187.8)	(\$266.1)	(\$281.3)	(\$286.9)	(\$293.6)



## Commerce and Compliance

Trucking activity and the freight industry contribute to the State Highway Fund through the weight-mile tax, heavy vehicle registration fees, and other fees. Changes in economic conditions within Oregon and the nation as a whole influence each of these revenue sources. State and federal legislation can also impact trucking activity.

The weight-mile tax is the largest source of trucking-related revenue at just under 90 percent of total revenue collected by CCD. This highway use tax applies to trucks with a gross weight over 26,000 pounds. The tax paid by a motor carrier varies with the weight of the vehicle, the number of miles traveled, and the axle configuration. The carriers generally have the option of paying on a monthly or quarterly schedule, but in some cases will pay by the trip. Certain qualifying motor carriers, such as those transporting logs, wood chips, and sand/gravel, may pay the highway use tax based on a flat monthly fee. The weight-mile revenue and transaction totals discussed in this report include the trip based, monthly, quarterly and flat fee revenue, as well as revenues from a small number of other trip-related fees.

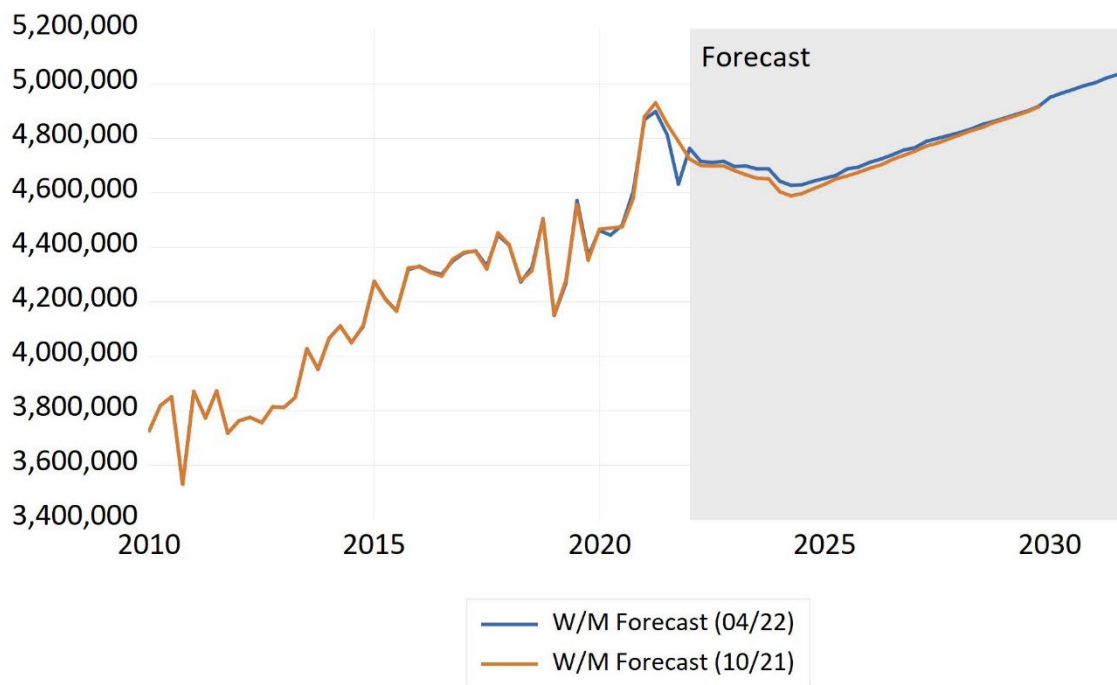
Over the course of the pandemic we have been consistently surprised by the resiliency in the weight-mile tax revenue. Normalized for the 2020 tax rate increase, overall transaction volumes increased four percent in 2020 and continued into 2021. Through the first half of the year, volumes were up ten percent over 2020. However, the second half of 2021 had reductions in these transactions for the first time since 2019. The last time two consecutive quarters had reductions to the weight-mile transactions was Q1 and Q2 in 2018. While these drops are not predicted to be sustained, they may be signaling a slowing of trucking activity in the state. One driver of reduced weight-mile activity is less real consumer spending from increased inflation. While the costs of good increases, there is less purchasing power from consumer personal income. Another potential driver could be global supply chain issues that were present throughout the last year as this normally acts as a drag on growth.

An estimate of weight-mile transactions provides the basis for the current forecast of weight-mile revenues. This methodology, also used for prior forecasts, constructs a measure of weight-mile transactions by normalizing revenues by the tax rate paid for a typical heavy vehicle. The forecasting model regresses the normalized weight-mile transactions on Oregon construction and durable goods employment, real consumer spending on durable goods, and industrial production and sales of heavy trucks in order to estimate weight-mile transactions. The variables in the model that have the most significant impact on the forecast are real consumer spending on durable goods and Oregon construction employment.

Figure 18 shows our current weight-mile transactions forecast compared to our previous forecast. Our updated model deviates from the previous projections only slightly after incorporating some of the drops in weight-mile transactions during the end of 2021. Oregon Construction employment and real consumer spending on durable goods both had slightly stronger projections over the next two years. However, both models expect trucking activity to decline from our current peak into 2024 as the consumer spending cools and new tax rates

become effective January 2022 and 2024. In the outer years of the forecast, continued, but slow, population and economic growth lead to increased trucking activity.

Figure 18. Weight-mile transaction forecast alternatives



In addition to the economic changes, under HB 2017 the weight-mile tax rates increased in 2018 and 2020, with upcoming increases scheduled for 2022 and 2024, for a total of 53 percent over the 2017 rates. These significant rate increases will likely have an impact on trucking activity as businesses look for ways to minimize the impact of these higher rates. The slight decline at the beginning of 2022 and 2024 are a direct result of these upcoming tax rate changes.

Row 1 of Table 5 shows the amount of weight-mile and flat fee revenues collected each fiscal year. In 2021, weight-mile and flat-fee revenues totaled \$430.1 million, increasing 9.1 percent over 2020. This strong growth is both from the HB 2017 rate increase and positive COVID-19 impact on trucking activity. Revenue growth is strong in 2022 through 2025 as the next two rate increases are implemented and the economy fully recovers. Beyond 2025, growth slows to rates a little over one percent.

Row 2 of Table 5 shows heavy vehicle registration fee revenues. It includes both International Registration Plan (IRP) registration fees paid by interstate carriers and the Commercial registration fees paid by intrastate carriers. Together these heavy vehicle registration fees totaled \$44.6 million in FY 2021. The drop between 2020 and 2021 is due to the moratorium on registration fees. For a brief period trucks were able to legally be on the road without updated

registration due to the pandemic and this resulted in a very low quarter of revenue. Looking ahead, we expect revenue to recover in FY 2022 and remain fairly constant through the remainder of the forecast.

Row 3 of Table 5 shows the revenues from Road Use Assessment Fees (RUAF), permits, passes, and credentials. This row also includes OTIA III Local Fund fee increments from the commercial driver permits, licenses, and tests, along with weight receipts. Overall, total revenues from these heavy vehicle sources increased slightly to \$6.7 million in FY 2021 as the rates were increased for a few of these transactions as part of HB 2017. Looking forward we expect an increase slightly in FY 2022 and hold steady over the remainder of the forecast.

Row 4 of Table 5 reports the total gross revenues for the Commerce and Compliance Division and row 5 shows the change from the prior forecast. There is very little difference in these forecasts. The general increase to revenue from the combined projections puts estimated revenue at almost \$21 million higher than the previous projection. FY 2022 is predicted to be \$1.5 million less than our previous projection, but this is the only year that is not an increase.

Row 9 of Table 5 reports the revenues net-of-collection costs. Rows 10 through 13 of Table 5 are informational only and highlight the amounts CCD contributes to the OTIA, JTA, and HB 2017 programs.

Table 5. Highway Fund Revenues Collected by Commerce and Compliance (Millions of Dollars)

	Actual		Forecast									Actual BI 19-21	Forecast				
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 21-23		BI 23-25	BI 25-27	BI 27-29		
1	WEIGHT-MILE TAX	\$394.3	\$430.1	\$449.4	\$473.6	\$480.2	\$495.5	\$501.7	\$507.8	\$513.5	\$519.2	\$824.4	\$923.0	\$975.7	\$1,009.5	\$1,032.7	
2	IRP & COMMERCIAL VEHICLE REGISTRATIONS*	\$48.4	\$44.6	\$49.0	\$47.7	\$47.8	\$47.9	\$47.9	\$48.0	\$48.0	\$48.1	\$92.9	\$96.7	\$95.7	\$95.9	\$96.1	
3	RUAF, PERMITS, PASSES & CREDENTIALS**	\$6.5	\$6.7	\$7.3	\$7.2	\$7.4	\$7.5	\$7.5	\$7.6	\$7.6	\$7.7	\$13.2	\$14.5	\$15.0	\$15.1	\$15.3	
4	<b>TOTAL MCTD COLLECTIONS</b>	<b>\$449.2</b>	<b>\$481.3</b>	<b>\$505.7</b>	<b>\$528.5</b>	<b>\$535.5</b>	<b>\$550.9</b>	<b>\$557.1</b>	<b>\$563.3</b>	<b>\$569.2</b>	<b>\$575.0</b>	<b>\$930.5</b>	<b>\$1,034.2</b>	<b>\$1,086.4</b>	<b>\$1,120.5</b>	<b>\$1,144.2</b>	
5	Change from Previous Forecast	\$0.0	\$0.0	(\$1.5)	\$2.3	\$4.2	\$2.9	\$2.8	\$2.3	\$1.7	\$1.2	\$0.0	\$0.8	\$7.2	\$5.1	\$3.0	
6	COLLECTION/ADMINISTRATION & PROGRAM COST	(\$35.4)	(\$36.2)	(\$38.4)	(\$39.2)	(\$41.1)	(\$42.0)	(\$44.0)	(\$44.9)	(\$47.1)	(\$48.0)	(\$71.6)	(\$77.7)	(\$83.1)	(\$88.9)	(\$95.1)	
7	IFTA BUDGETED EXPENDITURES***	\$0.4	\$0.4	\$1.4	\$1.5	\$1.4	\$1.5	\$1.4	\$1.5	\$1.4	\$1.5	\$0.7	\$2.9	\$2.9	\$2.9	\$2.9	
8	ODOT CENTRAL SERVICES ASSESSMENT	(\$11.8)	(\$12.1)	(\$13.6)	(\$13.9)	(\$14.5)	(\$14.8)	(\$15.6)	(\$15.9)	(\$16.7)	(\$17.0)	(\$23.9)	(\$27.5)	(\$29.4)	(\$31.4)	(\$33.6)	
9	<b>NET MCTD REVENUE</b>	<b>\$402.3</b>	<b>\$433.5</b>	<b>\$455.1</b>	<b>\$476.9</b>	<b>\$481.2</b>	<b>\$495.6</b>	<b>\$499.0</b>	<b>\$504.0</b>	<b>\$506.9</b>	<b>\$511.4</b>	<b>\$835.8</b>	<b>\$931.9</b>	<b>\$976.8</b>	<b>\$1,003.0</b>	<b>\$1,018.3</b>	
10	REVENUE SET-ASIDE TO OTIA I & II - memo	(\$11.3)	(\$11.3)	(\$11.0)	(\$11.2)	(\$11.0)	(\$11.0)	(\$11.1)	(\$11.2)	(\$11.3)	(\$11.4)	(\$22.6)	(\$22.2)	(\$22.1)	(\$22.3)	(\$22.7)	
11	REVENUE PLEDGED TO OTIA III - memo	(\$30.9)	(\$31.5)	(\$32.2)	(\$32.0)	(\$31.7)	(\$31.7)	(\$32.0)	(\$32.3)	(\$32.6)	(\$32.9)	(\$62.4)	(\$64.2)	(\$63.4)	(\$64.3)	(\$65.5)	
12	REVENUE DUE TO JTA - memo	(\$86.2)	(\$88.2)	(\$90.3)	(\$89.8)	(\$88.9)	(\$89.0)	(\$89.8)	(\$90.6)	(\$91.4)	(\$92.2)	(\$174.4)	(\$180.1)	(\$178.0)	(\$180.4)	(\$183.6)	
13	REVENUE DUE TO HB 2017 - memo	(\$86.9)	(\$103.3)	(\$123.9)	(\$147.4)	(\$158.7)	(\$173.9)	(\$176.1)	(\$178.2)	(\$180.2)	(\$182.2)	(\$190.2)	(\$271.3)	(\$332.6)	(\$354.2)	(\$362.4)	

\*IRP: International Registration Plan.

\*\*RUAF: Road Use Assessment Fees.

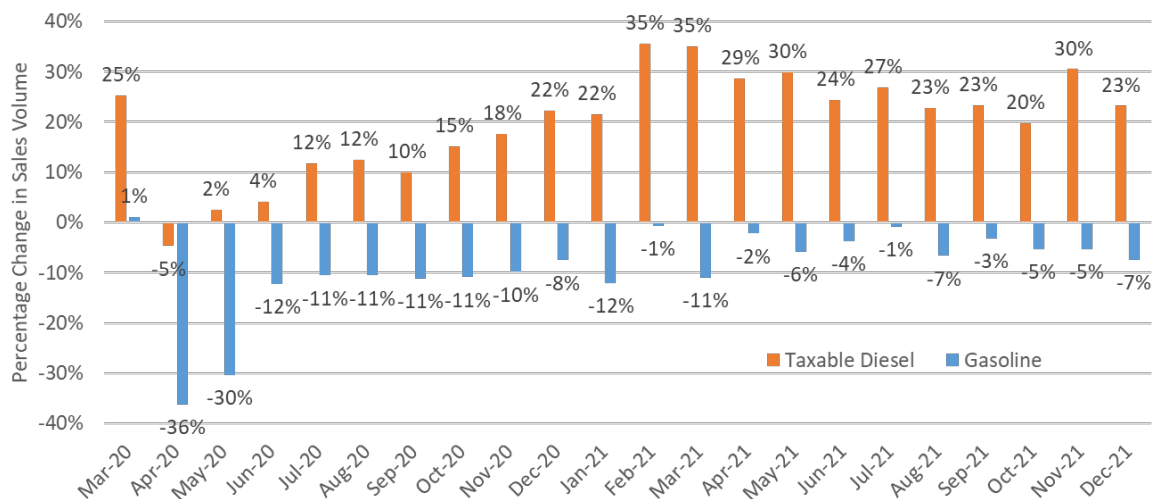
\*\*\*IFTA: International Fuel Tax Agreement.

## Motor Fuels

Motor Fuels revenues are derived from the tax paid on the sale of both motor vehicle fuels (gasoline) and use fuels (predominately diesel). The distinction is important because the tax is collected in different parts of the supply chain. Gasoline is taxed at the point of first sale, when the dealer or distributor purchases the fuel from the terminal. Diesel on the other hand is taxed later in the supply chain, at the retail level. This gives retailers, like card lock stations, the option of not imposing the tax on heavy trucks that pay the weight-mile tax instead of the Motor Fuels tax. The separation between when a vehicle pays the fuels tax or pays the weight-mile tax is at the 26,000 pound weight class. Generally, a vehicle up to 26,000 pounds will pay the fuels tax and register their vehicle through DMV, while vehicles over this weight will pay the weight-mile tax and register their vehicle through CCD.

Prior to the ongoing COVID-19 crisis, gasoline comprised the largest share of taxable fuel at roughly 89 percent, while diesel comprised the remaining eleven percent. This has not always been the case: in the past, taxable diesel represented as low as one percent of sales back in 1980. However, as more vehicles required to pay the fuels tax switch to diesel, its share has steadily increased until around 2014, when diesel's share leveled out at about eleven percent. Since COVID-19, travel patterns have changed resulting in the share of diesel increasing over this period, stabilizing at fourteen percent since the initial shock of early 2020 (Figure 19). This seems reasonable because a lot of the light trucking activity, like delivery vehicles, has increased as a result of COVID-19, while car use has declined as people stay home. The chart below shows the change in sales volume for both gasoline and taxable diesel compared to the same month in 2019. With the exception of April 2020, all other months have seen growth in taxable diesel over 2019 levels, while gasoline has struggled to regain prior levels.

Figure 19: Percentage change in Gasoline and Taxable Diesel sales over 2019



While the recovery to date has been impressive in how quickly overall fuel sales have rebounded, getting back to 2019 levels is not likely to occur as future growth faces significant challenges. First, the stock of passenger vehicles is not expected to reach 2019 levels until later this biennium. Extended teleworking has clearly changed how we work, for those who can work remotely. We would expect some of these changes to be permanent if businesses can save on costs and workers can still maintain their prior levels of productivity. Slow registration growth allows for growth in fuel efficiency to counteract any increase in fuel demand from additional vehicles. Additionally, the spike in fuel prices will continue to depress fuel sales over the next several years as prices remain elevated.

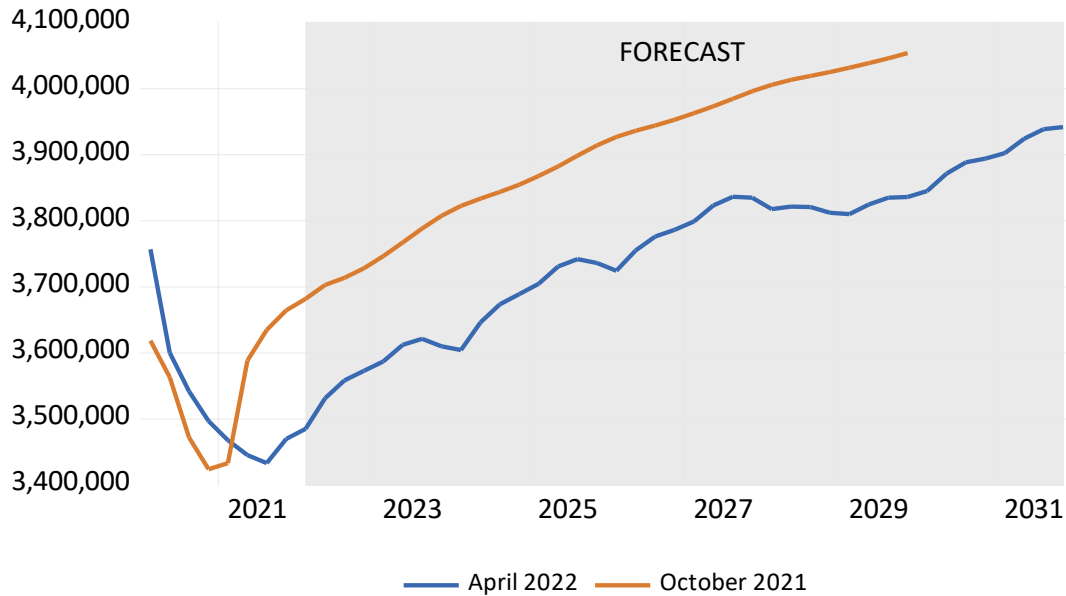
The Motor Fuels forecast model regresses the volume of Motor Fuels on the price of fuel, stock fuel efficiency of the light vehicle fleet, stock of passenger vehicles, and Oregon total non-farm employment. Compared to the prior forecast, only the total non-farm employment did not see a significant change between forecasts and the changes in the other variables all contribute to a weaker Motor Fuels forecast.

Generally, the forecast model does a good job of the six-months ahead forecast, with forecast errors averaging 1.3 percent over the last twelve years. However, since COVID-19, our forecast models have been less accurate due to high levels of uncertainty surrounding the explanatory variables, which most recently is due to the war in Ukraine and high fuel prices.

One of the strongest model variables is the stock of passenger vehicles. The number of registered vehicles provides a sense of scale for the amount of fuel sold. Small changes in registered vehicles over time help explain the variation in the amount of fuel sold. However, during 2020, the number of registered vehicles dropped significantly. This drop is at least in part an artifact of the pandemic's impact on the ability of vehicle owners to register their vehicles due to the shutdown of field offices and Department of Environmental Quality (DEQ) emissions testing sites during the early months of the pandemic. The inability for owners to register implies that some of this drop is artificial. DMV sent out several hundred thousand renewal reminders in the fall of 2021 to encourage those who were unable or forgot to renew their registrations to do so by the end of 2021, when the registration moratorium expired. There has been some increased registration activity through the end of 2021 and into the beginning of 2022, but at levels less than expected (Figure 20).

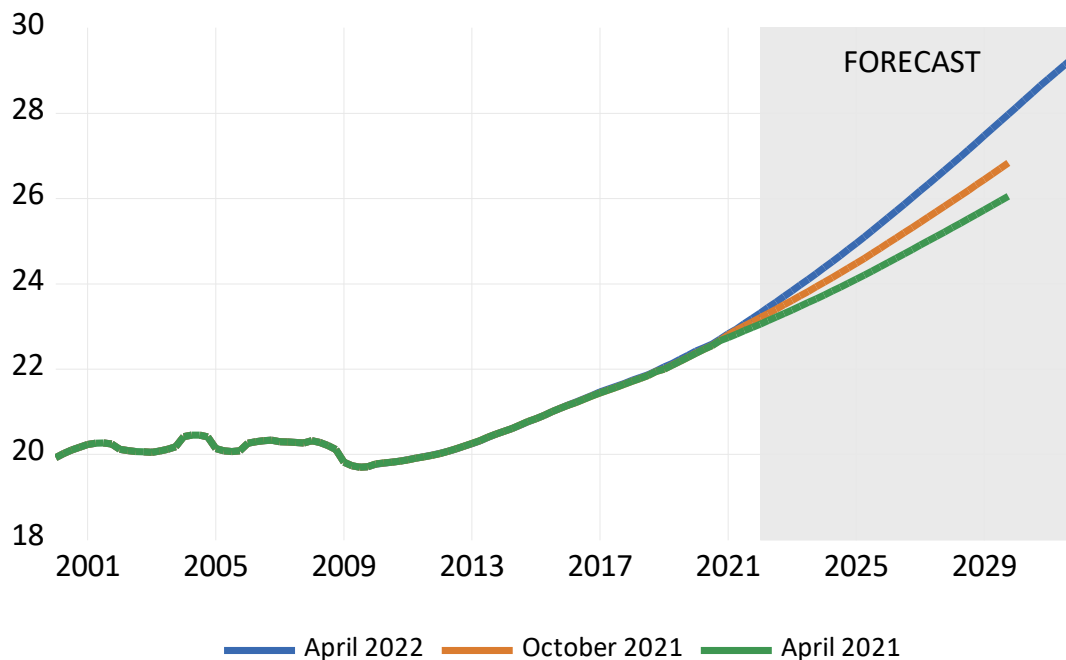
The result of a smaller than expected rebound in registrations is an overall lower forecast compared to the October 2021 forecast. While we generally expect growth rates to be similar to the prior forecast, the lack of a rebound causes a gap between forecasts and contributes to an overall lower fuels forecasts, since there is now an expectation of fewer vehicles on the road.

Figure 20: Stock of Passenger Vehicles



A lower stock forecast is not the only variable contributing to a weaker Motor Fuels forecast. Over the last several quarters the overall growth in fuel efficiency of the light vehicle fleet has accelerated resulting in consecutive stronger forecasts. This is in part due to strong new vehicle sales, which has led to a slight decline in the average age of the fleet. Since newer vehicles in the same class are generally more efficient than their older versions, this pushes the average fuel efficiency rating upward. In addition, policies that encourage electrification continue to contribute to increasing overall fleet fuel efficiency as these vehicles increase their share of total light vehicles.

Figure 21: Average Combined Light Vehicle Fuel Efficiency

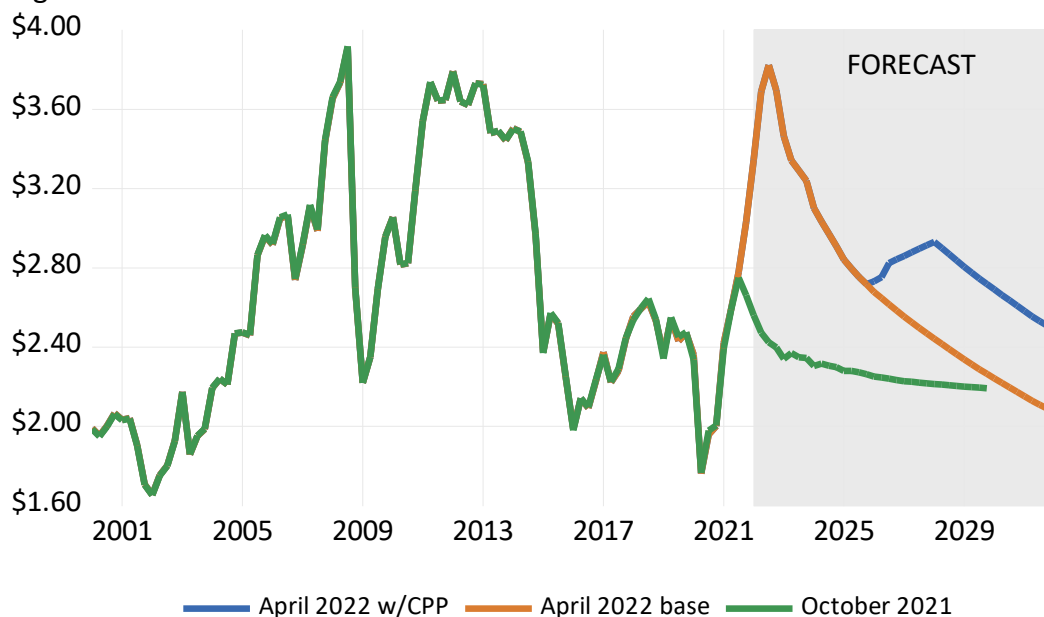


The single biggest change between this forecast and the prior one is fuel prices. While fuel demand is relatively unaffected by the price of fuel, large changes do have an impact. The price of fuel has increased roughly 50 percent in a year and about 25 percent just between February and March of this year. The reason for the large increase is directly tied to the war in Ukraine. The oil futures market is notoriously volatile and any political instability, especially in the world’s third largest oil producing country (Russia) will lead to price changes. In this case, the sanctions on Russia are leaving a gap in the global market, thus pushing prices up. These increases are large enough to have a significant impact on fuel demand absent any other changes. While this conflict may not escalate further, the sanctions will likely last much longer and fuel prices will remain elevated over the next several years.

In addition to fuel prices being impacted by increasing oil prices, climate action is also expected to have an impact on prices. The Climate Protection Program (CPP), passed by the Environmental Quality Commission in December 2021, sets explicit limits on greenhouse gas emissions by the transportation sector each year. These limits will effectively set a cap on the amount of fossil fuel sold each year. To achieve these limits, electrification of the vehicle fleet becomes a long-run key strategy, along with developing alternative bio-fuels. In addition, fuel prices can become an important mechanism to encourage less consumption. While we do not know when prices will need to increase to incentivize less consumption, based on conversations with fuel suppliers, it is likely to happen later this decade.

To capture this impact in the Motor Fuels model, beginning in 2026, prices are increased two percent until reaching 20 percent in 2028. Based on CPP rules, if price increases in Oregon are 20 percent higher than the average price increases in Washington, Idaho, and Nevada, the Environmental Quality Commission can take action to address the increase. Thus, we assumed prices do not increase more than 20 percent, but maintain a 20 percent increase over the remainder of the forecast from a baseline price without any additional price effect.

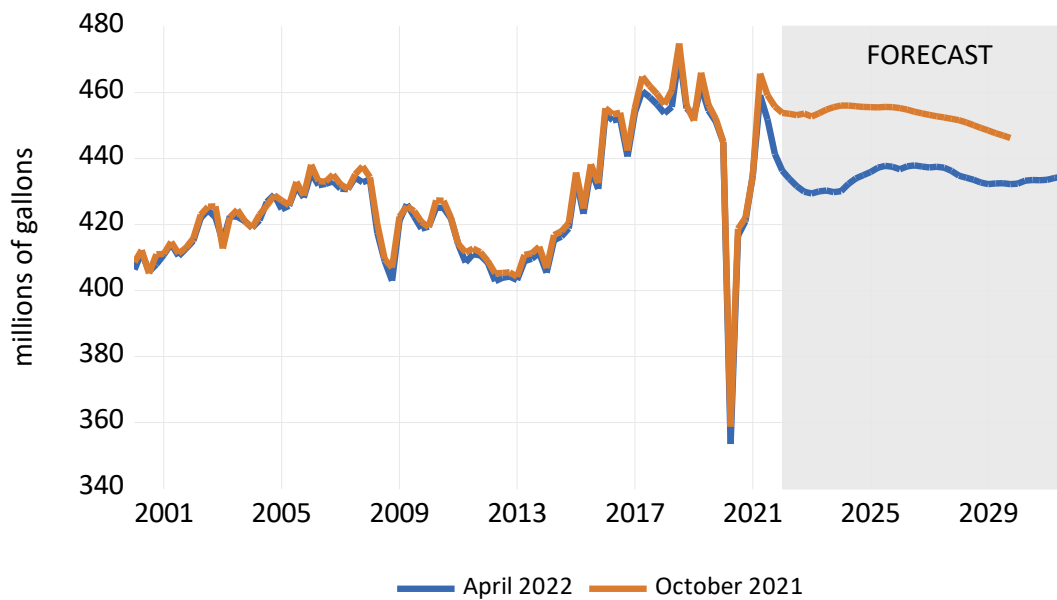
Figure 22: Real Price of Gasoline





The figure below shows the gallons sold forecast for Motor Fuels compared to the prior forecast. Looking at recent history, there was an unprecedented drop in sales during the second quarter of 2020 and a rapid partial recovery in the third quarter of 2020. As noted above, lower vehicle stock, an increase in fleet fuel efficiency, and the price of fuel all combine to act as a drag on the current forecast. Essentially, the price of fuel is expected to have a sustained impact over the next couple years, followed by a brief reprieve and then pick up again the outer years of the forecast with the CPP impact. This translates into a slight increase in fuel sales heading into 2025 before falling in the later years as the CPP price impact drags down sales. Overall, slow economic and registration growth, coupled with stronger fuel efficiency growth, keep fuel sales relatively flat in the outer years.

Figure 23. Motor Fuels forecast (millions of gallons of taxable fuel)



Lastly, HB 2017 included guaranteed and conditional fuels tax rate increases. Since the bill only guarantees the first four cent tax rate increase, this necessitates creating two distinct forecasts: one forecast where we assume all the conditions are met and the full ten cents in increases are implemented, and another forecast where only what is guaranteed is implemented. For now, the first eight cents are included in the guaranteed version. However, since fuel consumption is not very sensitive to price changes, the impact of the final two cents increase is very minor.

Row 2 of Table 6 shows the total gross revenues from the Motor Fuels taxes. FY 2021 finished with \$620 million in gross revenues increasing by 4.2 percent over FY 2020 as demand recovered from the pandemic and benefited from a full year of the January 2020 two cent increase. FY 2022 also benefits for a partial year of the January 2022 two cent tax increase, leading to a \$30 million increase in revenue. FY 2023 will include a full year of the most recent tax increase and revenues should continue to grow slightly in FY 2026 as fuel prices fall. In the outer years, revenues should drop slightly as the CPP price impact is applied to the price of fuel.

Row 3 shows the change from the prior forecast. This row does not provide a useful comparison for this forecast. The prior forecast did not include the January 2022 two cent increase, so while the forecast for gallons of fuel sold is lower than the previous forecast, the revenue comparison does not reflect this due to the added two cent increase in the current forecast.

Rows 4 through 13 of Table 6 list the costs associated with the Fuels Tax program and the statutory transfers that occur prior to apportionment.

Rows 16 through 19 of Table 6 highlight the amounts that the Motor Fuels tax contributes to the OTIA, JTA, and HB 2017 programs, either as a portion of the OTIA I set-aside shown in row 10 or as the incremental revenues from the OTIA III, JTA, and HB 2017 programs shown in rows 17 through 19. Note that the OTIA III legislation did not increase the Motor Fuels tax rate so the incremental amount is zero.

Table 6. Highway Fund Revenues Collected by FSB (Millions of Dollars) (Includes Guaranteed Fuels Tax Increases Only – Currently 8 Cents)

	Actual		Forecast								Actual BI 19-21	Forecast				
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1 MOTOR FUELS TAXES	\$595.1	\$619.9	\$649.9	\$654.1	\$654.7	\$662.2	\$665.1	\$665.3	\$662.5	\$658.1	\$1,215.0	\$1,304.1	\$1,316.9	\$1,330.4	\$1,320.5	
2 <b>TOTAL FSB COLLECTIONS</b>	<b>\$595.1</b>	<b>\$619.9</b>	<b>\$649.9</b>	<b>\$654.1</b>	<b>\$654.7</b>	<b>\$662.2</b>	<b>\$665.1</b>	<b>\$665.3</b>	<b>\$662.5</b>	<b>\$658.1</b>	<b>\$1,215.0</b>	<b>\$1,304.1</b>	<b>\$1,316.9</b>	<b>\$1,330.4</b>	<b>\$1,320.5</b>	
3 Change from Previous Forecast	\$0.0	\$0.0	(\$5.8)	\$1.6	(\$0.9)	\$6.5	\$9.8	\$12.6	\$12.2	\$11.9	\$0.0	(\$4.1)	\$5.5	\$22.4	\$24.1	
4 COLLECTION/ADMINISTRATION COST	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.5)	(\$2.7)	(\$2.7)	(\$4.1)	(\$4.4)	(\$4.7)	(\$5.0)	(\$5.4)	
5 ODOT CENTRAL SERVICES ASSESSMENT	(\$0.3)	(\$0.4)	(\$0.3)	(\$0.3)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.7)	(\$0.7)	(\$0.7)	(\$0.8)	(\$0.8)	
6 SNOWMOBILE TRANSFER	(\$0.8)	(\$0.7)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.6)	
7 CLASS I ATV TRANSFER	(\$2.8)	(\$3.0)	(\$3.0)	(\$3.1)	(\$3.1)	(\$3.1)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$5.7)	(\$6.1)	(\$6.1)	(\$6.1)	(\$6.0)	
8 MARINE BOARD TRANSFER	(\$4.8)	(\$5.0)	(\$5.2)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$9.8)	(\$10.5)	(\$10.6)	(\$10.6)	(\$10.6)	
9 CLASS II ATV TRANSFER	(\$1.5)	(\$1.8)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$3.3)	(\$3.8)	(\$3.8)	(\$3.8)	(\$3.8)	
10 CLASS III ATV TRANSFER	(\$1.5)	(\$1.7)	(\$1.7)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$3.2)	(\$3.5)	(\$3.6)	(\$3.6)	(\$3.6)	
11 CLASS IV ATV TRANSFER	(\$1.2)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$2.7)	(\$3.1)	(\$3.1)	(\$3.1)	(\$3.1)	
12 TRANSPORTATION OPERATING FUND (TOF)	(\$14.6)	(\$15.8)	(\$16.5)	(\$17.2)	(\$17.5)	(\$17.7)	(\$18.0)	(\$18.3)	(\$18.6)	(\$18.8)	(\$30.5)	(\$33.7)	(\$35.2)	(\$36.3)	(\$37.4)	
13 AVIATION TRANSFER	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	
14 HB 2435 (2013 Session) B20 FUEL TAX EXEMPTION -memo	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	
15 <b>NET FSB REVENUE</b>	<b>\$562.7</b>	<b>\$587.8</b>	<b>\$616.8</b>	<b>\$619.8</b>	<b>\$620.0</b>	<b>\$627.2</b>	<b>\$629.7</b>	<b>\$629.7</b>	<b>\$626.4</b>	<b>\$621.6</b>	<b>\$1,150.5</b>	<b>\$1,236.5</b>	<b>\$1,247.3</b>	<b>\$1,259.4</b>	<b>\$1,248.0</b>	
16 REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$18.6)	(\$18.0)	(\$17.8)	(\$17.8)	(\$17.8)	(\$17.9)	(\$17.9)	(\$17.9)	(\$17.8)	(\$17.7)	(\$36.6)	(\$35.6)	(\$35.8)	(\$35.8)	(\$35.5)	
17 REVENUE PLEDGED TO OTIA III - memo	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
18 REVENUE DUE TO JTA - memo	(\$102.3)	(\$103.3)	(\$105.5)	(\$103.3)	(\$103.4)	(\$104.6)	(\$105.0)	(\$105.1)	(\$104.6)	(\$103.9)	(\$205.6)	(\$208.8)	(\$207.9)	(\$210.1)	(\$208.5)	
19 REVENUE DUE TO HB 2017 - memo	(\$83.5)	(\$103.3)	(\$122.3)	(\$137.7)	(\$137.8)	(\$139.4)	(\$140.0)	(\$140.1)	(\$139.5)	(\$138.5)	(\$186.8)	(\$260.0)	(\$277.3)	(\$280.1)	(\$278.0)	

## Other Revenues

In addition to the traditional highway revenues, ODOT also collects and distributes the following revenues:

1. HB 2017 Tax Programs
2. Aviation Fuel Tax
3. Gross Railroad Revenues
4. Other Highway Revenues

### HB 2017 Tax Programs

The 2017 Oregon Legislature passed House Bill 2017, marking a significant investment in transportation to promote a clean environment, strong communities with good quality of life, a vibrant economy with good jobs, and safe, healthy people. This effort is referred to as Keep Oregon Moving. In addition to increasing the traditional Highway Fund taxes and fees, three new taxes were introduced to provide additional funding for Keep Oregon Moving:

1. Statewide **Transit Payroll Tax** for investments in public transportation.
2. **Vehicle Privilege Tax** (on new vehicles purchased and registered in Oregon) dedicated to the Connect Oregon program and to promote electric vehicle sales. New vehicles purchased outside of Oregon and registered in Oregon are subject to a similar tax called **Vehicle Use Tax**. However, these funds go to Highway Fund and thus are treated as a separate line item.
3. **Bike Excise Tax** also dedicated to the Connect Oregon program to provide grants for bicycle and pedestrian projects.

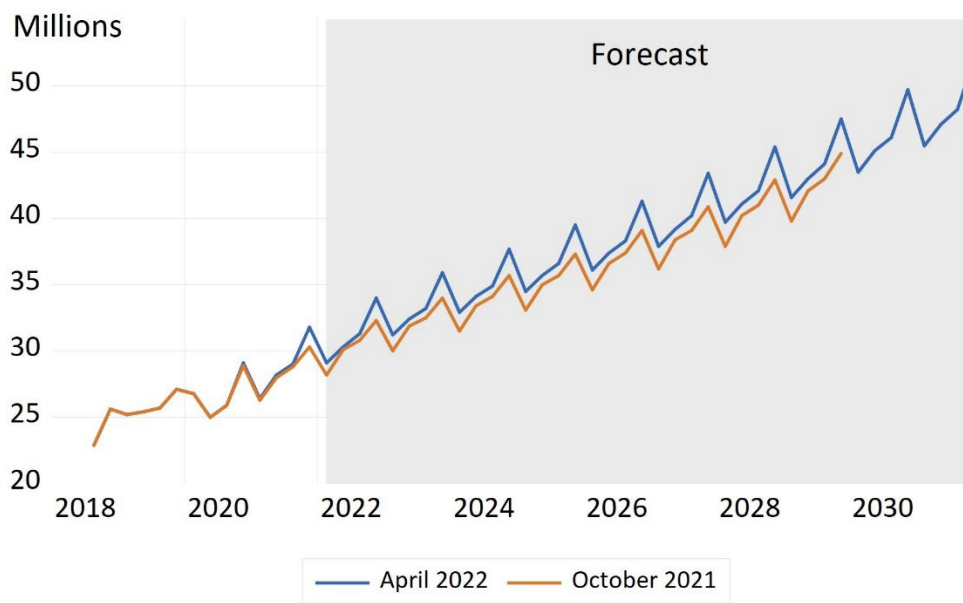
The Vehicle Privilege/Use Tax and Bike Excise Tax were implemented in January 2018. The Transit Payroll Tax went into effect in July 2018. The most significant update relative to the October 2021 forecast is the legislature restructuring the amounts transferred to DEQ, [Senate Bill 1558 \(2022\)](#).

The Transit Payroll Tax is a statewide payroll tax and is the largest of the HB 2017 taxes. A rate of one-tenth of one percent is imposed on the wages of employees who are Oregon residents regardless of where they work as well as residents of other states who work in Oregon. The revenue from this tax is directed to state transit agencies. About 90 percent is distributed by formula to statutorily defined Qualified Entities based on their respective share of state payrolls.

The current forecast method is a simple one because we have limited historical data to help predict future revenues. Payroll data from The Oregon Employment Department (OED) is multiplied by growth rates from the OEA forecasted growth in Oregon wages and salaries. These values are multiplied by the payroll tax rate to produce the estimated gross quarterly payroll tax, which assumes that OED payroll is equivalent to the total transit payroll tax liability.

However, since these are two different payroll programs, the payroll totals will likely not be completely comparable. To adjust for this, a ratio was created measuring the share of transit payroll tax liability to total OED payroll. The ratio is about 97 percent. Another feature of this data is that the most recent actuals will continue maturing as entities pay past due tax. As a result, some of the most recent historical data might still change and should be viewed as preliminary and not final. The forecast has been tracking well against the actuals. The current forecast is slightly higher for the current and next biennia, mainly due to a stronger than anticipated wage growth and lower unemployment through COVID-19 pandemic impacts.

Figure 24. Transit Payroll Tax Collections - Forecast Comparison (Quarterly Collections, Accrual)



Vehicle Privilege and Use Taxes only apply to manufacturer or dealer vehicle sales: private vehicle sales are excluded. The tax amount of 0.5 percent of the vehicle’s sale price is assessed on the following vehicle types: passenger vehicles, trucks, trailers (except 1,800 lbs. or less), travel trailers, motor homes, campers, motorcycles, mopeds, buses, bus trailers, and fixed load trailers. Only vehicles with odometer reading of 7,500 miles or less (if there is an odometer) and gross vehicle weight rating of 26,000 lbs. or less are subject to this tax. For sales occurring in Oregon, the vehicle dealer is required to pay the **Privilege Tax**. An Oregon resident purchasing a new vehicle out-of-state pays the **Use Tax**. The rates are the same for both taxes. However, Use Tax revenue is Highway Fund revenue while Privilege Tax revenue is dedicated to ODOT’s Connect Oregon program and to Department of Environmental Quality programs.

The forecast method uses reports of actual vehicles sold, historical sales, and national vehicle sale price forecasts. There is still limited history in this series, and the impact of COVID-19 and subsequently large federal policy responses presents challenges for typical methods. First, the

quantities of subject vehicles are forecasted. Second, the total revenue collections are estimated by multiplying the quantity by the price using National Average Light Vehicle Price forecast from IHS Markit. Third, the total dollar amount from the previous two steps is multiplied by the tax rate of 0.5 percent.

Figure 25 compares the current forecast with our previous (October 2021) forecast for Vehicle Privilege Tax, and Figure 26 shows the forecast comparison for Vehicle Use Tax. The expected revenues for FY 2022 and beyond are higher than previously forecasted due to a stronger new light vehicle sales forecast, higher average vehicle sales prices, and an improved overall economic outlook, though inflation and interest rate concerns have increased since our last forecast. Vehicle supply delays present risks to the timing of these improvements, but consumer savings and demand for vehicles continue to appear strong, which supports the upward adjustment of the forecast.

Figure 25. Vehicle Privilege Tax - Forecast Comparison (Quarterly Collections, Accrual)

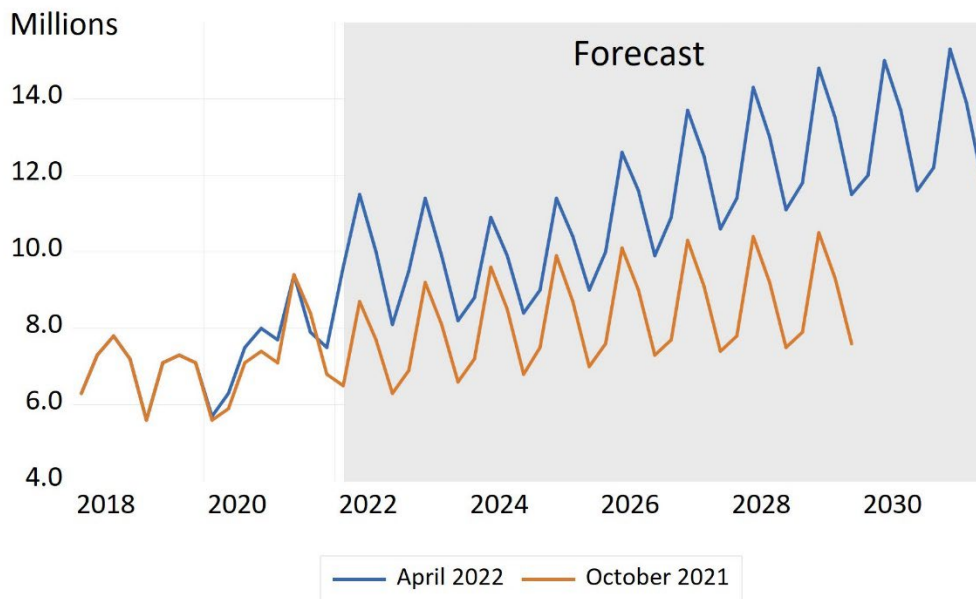


Figure 26. Vehicle Use Tax - Forecast Comparison (Quarterly Collections, Accrual)

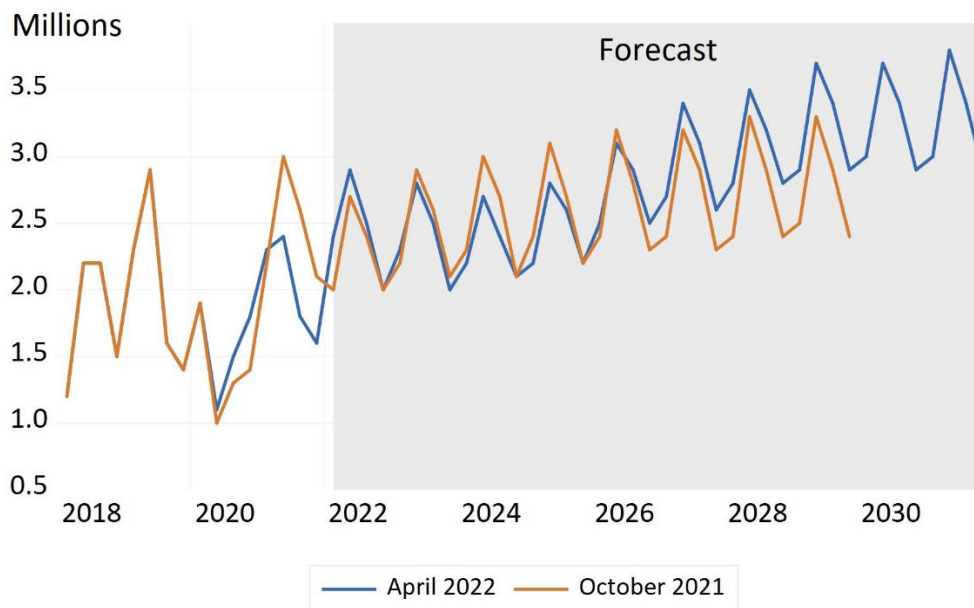


Table 7 provides a summary of expected total revenues, collection costs, transfers to DEQ (for electric vehicle rebates and promotions), and net revenues to ODOT. Collection costs have been consistent and are expected to remain stable. Recent legislation (HB 2165) extended the transfer each calendar year of Vehicle Privilege Tax to DEQ past its initial sunset on January 1, 2024. The amount of that transfer was adjusted in the 2022 Legislative Session by Senate Bill (SB) 1558. Going forward, DEQ will receive the maximum of either 45 percent of total collected revenues or \$12 million each calendar year. This change will result in reduced transfers to ODOT relative to expectations if the transfer had remained at \$12 million. Our current forecast for net revenues to ODOT accounts for this change.

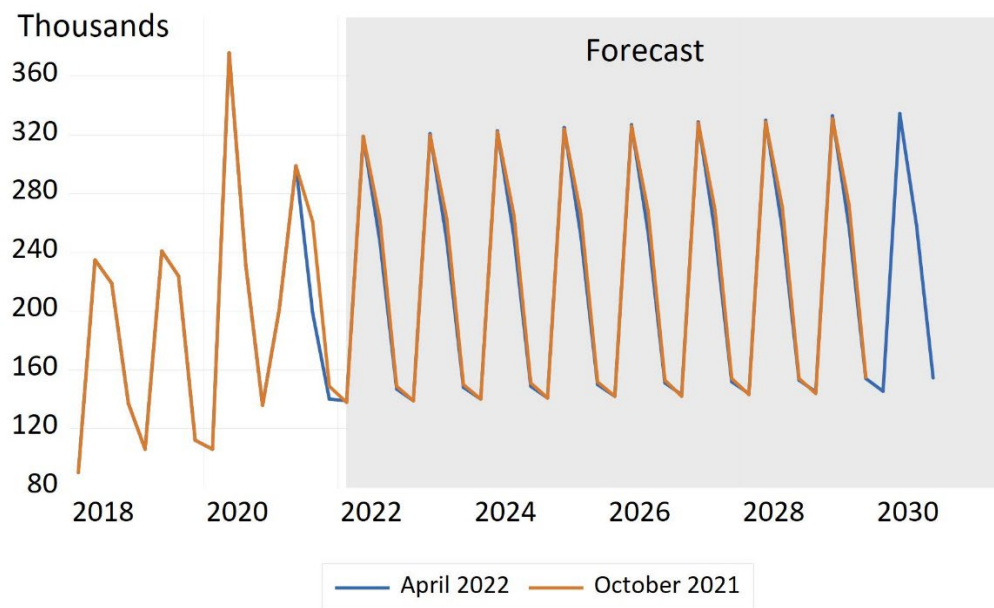
The Oregon Bicycle Excise Tax is a flat tax of \$15, collected at the point of sale starting January 1, 2018. Revenue from the Bicycle Excise Tax goes into the Multimodal Active Transportation Fund to provide grants for bicycle and pedestrian transportation projects. This tax initially applied to bicycles with a wheel diameter of 26-inches or larger and excluded electric-assist bicycles. However, during the 2018 Legislative Session, these restrictions were removed (HB 4059) and now all new bicycles of \$200 and higher are subject to the tax. While the tax is a liability of the purchaser, the seller is ultimately responsible for collecting it, filing quarterly returns with Department of Revenue, and making payments.

The forecast is developed using historical data from the Department of Revenue and Oregon population growth rates. There was an unexpectedly large increase in bicycle sales in the second quarter of 2020, which coincided with the start of COVID-19 related policy changes. It is too early to know if this increase was a result of stimulus money people received or if it was the

beginning of a new trend (Figure 27). Future data will provide more answers and insights into this forecast. The overall current forecast is not significantly different from our previous October 2021 forecast, though the previous forecast exceeded actuals for the last quarter of 2022.

Collection costs for the Bike Tax program are small, scaled to the revenue collected. Like the other HB 2017 taxes, FY 2018 and FY 2019 experienced some one-time costs that bumped up collection costs for those years. Going forward, we expect collection costs to average \$44,000 per year through FY 2029.

Figure 27: Bicycle Excise Tax Collections – Forecast Comparison (Quarterly Collections, Accrual)



In summary, net tax revenues to ODOT for all three HB 2017 taxes totaled \$256.7 million during the 2019-21 biennium. For 2021-23 biennium we anticipate a net revenue of \$307.8 million, which is 3.6 percent (\$10.7 million) more than the October 2021 forecast. Revenues for 2023-25 biennium are forecast up 2.5 percent (\$8.1 million) compared to the previous forecast, and revenues for 2025-27 biennium are revised up 5.7 percent. This upward revision is driven by the strength of the Privilege Tax forecast and vehicle price inflation forecast.



Table 7. Total & Net Tax Revenues (Millions of Dollars)

	Actual		Forecast								Actual BI 2019-21	Forecast			
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029		BI 2021-23	BI 2023-25	BI 2025-27	BI 2027-29
<b>TAX COLLECTIONS</b>															
TRANSIT TAX	\$104.6	\$109.6	\$120.2	\$128.8	\$136.1	\$142.8	\$149.6	\$156.7	\$164.3	\$172.1	\$214.18	\$249.07	\$278.92	\$306.30	\$336.47
VEHICLE PRIVILEGE TAX	\$26.4	\$32.6	\$36.6	\$38.9	\$37.8	\$38.6	\$42.0	\$46.2	\$48.8	\$50.8	\$58.98	\$75.51	\$76.35	\$88.27	\$99.58
VEHICLE USE TAX	\$6.0	\$8.1	\$8.7	\$9.7	\$9.4	\$9.6	\$10.4	\$11.5	\$12.1	\$12.6	\$14.13	\$18.36	\$18.93	\$21.89	\$24.70
BIKE EXCISE TAX	\$0.8	\$0.9	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$0.9	\$1.68	\$1.65	\$1.72	\$1.74	\$1.77
<b>TOTAL TAX COLLECTIONS</b>	<b>\$137.8</b>	<b>\$151.2</b>	<b>\$166.3</b>	<b>\$178.3</b>	<b>\$184.1</b>	<b>\$191.8</b>	<b>\$202.9</b>	<b>\$215.3</b>	<b>\$226.1</b>	<b>\$236.4</b>	<b>\$289.0</b>	<b>\$344.6</b>	<b>\$375.9</b>	<b>\$418.2</b>	<b>\$462.5</b>
Change from Previous Forecast	\$0.6	\$3.3	\$13.0	\$19.5	\$15.4	\$13.9	\$16.6	\$20.5	\$226.1	\$236.4	\$4.0	\$32.5	\$29.2	\$37.1	\$462.5
<b>COLLECTION COSTS:</b>															
TRANSIT TAX	\$3.6	\$3.5	\$3.5	\$3.6	\$3.7	\$3.9	\$4.0	\$4.2	\$4.3	\$4.5	\$7.12	\$7.12	\$7.63	\$8.17	\$8.76
VEHICLE PRIVILEGE TAX	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$0.78	\$0.76	\$0.82	\$0.88	\$0.94
VEHICLE USE TAX	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.31	\$0.31	\$0.33	\$0.35	\$0.38
BIKE EXCISE TAX	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.08	\$0.08	\$0.09	\$0.09	\$0.10
<b>TOTAL COLLECTION COSTS</b>	<b>\$4.2</b>	<b>\$4.1</b>	<b>\$4.1</b>	<b>\$4.2</b>	<b>\$4.4</b>	<b>\$4.5</b>	<b>\$4.7</b>	<b>\$4.8</b>	<b>\$5.0</b>	<b>\$5.2</b>	<b>\$8.3</b>	<b>\$8.3</b>	<b>\$8.9</b>	<b>\$9.5</b>	<b>\$10.2</b>
<b>TRANSFER TO DEQ:</b>															
VEHICLE PRIVILEGE TAX	\$12.0	\$12.0	\$12.0	\$16.5	\$15.3	\$15.6	\$15.8	\$16.2	\$16.5	\$16.7	\$24.0	\$28.5	\$30.9	\$32.0	\$33.2
<b>NET TAX REVENUES TO ODOT</b>															
TRANSIT TAX	\$101.0	\$106.1	\$116.7	\$125.2	\$132.3	\$139.0	\$145.6	\$152.6	\$160.0	\$167.7	\$207.1	\$241.9	\$271.3	\$298.1	\$327.72
VEHICLE PRIVILEGE TAX	\$14.0	\$20.2	\$24.2	\$22.0	\$22.1	\$22.6	\$25.8	\$29.6	\$31.9	\$33.6	\$34.2	\$46.2	\$44.6	\$55.4	\$65.46
VEHICLE USE TAX	\$5.9	\$7.9	\$8.6	\$9.5	\$9.2	\$9.4	\$10.3	\$11.3	\$11.9	\$12.4	\$13.8	\$18.1	\$18.6	\$21.5	\$24.32
BIKE EXCISE TAX	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$1.6	\$1.6	\$1.6	\$1.7	\$1.67
<b>TOTAL NET REVENUES TO ODOT</b>	<b>\$121.6</b>	<b>\$135.1</b>	<b>\$150.2</b>	<b>\$157.5</b>	<b>\$164.4</b>	<b>\$171.7</b>	<b>\$182.4</b>	<b>\$194.3</b>	<b>\$204.7</b>	<b>\$214.5</b>	<b>\$256.7</b>	<b>\$307.8</b>	<b>\$336.2</b>	<b>\$376.7</b>	<b>\$419.2</b>
<b>PRIOR FORECAST NET TAX REVENUES</b>															
TRANSIT TAX	\$101.0	\$105.7	\$113.9	\$121.3	\$127.8	\$134.0	\$140.3	\$146.8	N/A	N/A	\$206.7	\$235.3	\$261.8	\$287.1	N/A
VEHICLE PRIVILEGE TAX	\$14.0	\$20.0	\$20.6	\$20.9	\$22.0	\$22.6	\$23.1	\$24.0	N/A	N/A	\$33.9	\$41.5	\$44.7	\$47.1	N/A
VEHICLE USE TAX	\$5.9	\$7.6	\$9.1	\$9.5	\$9.9	\$10.0	\$10.2	\$10.4	N/A	N/A	\$13.5	\$18.6	\$19.9	\$20.6	N/A
BIKE EXCISE TAX	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	N/A	N/A	\$1.6	\$1.7	\$1.7	\$1.7	N/A
<b>CHANGE FROM PRIOR FORECAST</b>															
TRANSIT TAX	\$0.0	\$0.4	\$2.8	\$3.9	\$4.6	\$4.9	\$5.3	\$5.7	N/A	N/A	\$0.4	\$6.7	\$9.5	\$11.0	N/A
VEHICLE PRIVILEGE TAX	\$0.0	\$0.3	\$3.5	\$1.1	\$0.0	-\$0.1	\$2.7	\$5.5	N/A	N/A	\$0.3	\$4.7	\$0.0	\$8.2	N/A
VEHICLE USE TAX	\$0.0	\$0.3	-\$0.6	\$0.0	-\$0.7	-\$0.6	\$0.1	\$0.9	N/A	N/A	\$0.3	-\$0.6	-\$1.3	\$0.9	N/A
BIKE EXCISE TAX	\$0.0	\$0.0	-\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	N/A	N/A	\$0.0	-\$0.1	\$0.0	\$0.0	N/A

Note: Individual amounts may not add up to the total due to rounding.

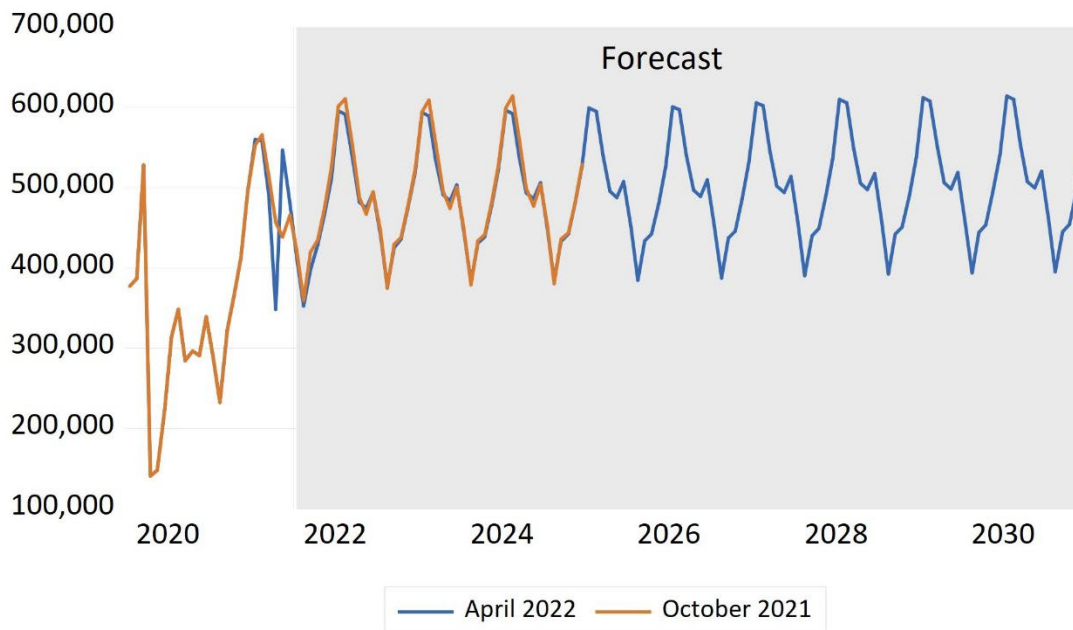
### Aviation Fuel Tax

The April 2022 forecast shows a slight downward revision of forecast revenues from jet fuel and aviation gas taxes. Recent fuel price increases drive this result, as the model anticipates higher ticket prices and diminished demand for fuel as a result. Flights rebounded last summer reaching ODOT’s pre-COVID forecast levels for the first time since the pandemic started. The downward revision may also be in part because of a large fall-off in October 2021 as the omicron COVID-19 affected air travel.

Flights themselves have remained below their pre-COVID trend, matching overall US air travel trends. Jet fuel and aviation gas use has followed suit, with a stronger than expected rebound in summer 2021 followed by a drop-off in fall 2021. The forecast does not differ drastically, though, predicting 1.7 percent lower revenues for the 2021-2023 than the October 2021 forecast.

Figure 28 shows the current forecast for April 2022 (data current through March 2021), the previous forecast from October 2021 (data current through June 2021), and actual revenues. The passage of HB 2434 in the 2021 legislative session removed the sunset of current jet fuel and aviation gas rates, locking in the \$0.03 and \$0.11 respective rates going forward from January 2022.

Figure 28: Jet Fuel Revenue - Forecast Comparison



### Gross Railroad Revenues Tax

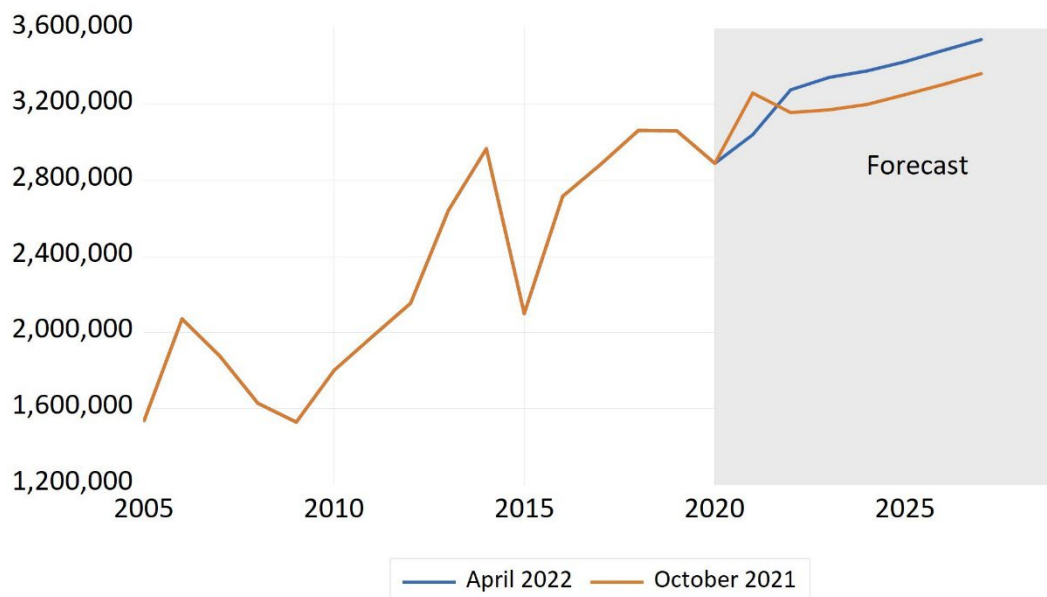
ODOT collects annual (calendar year) fees on gross operating revenues of railroads not to exceed 0.35 percent of any railroad’s gross operating revenues ([ORS 824.010](#)). Funds collected

from this fee are separate from the General Fund and are directed to be used to defray costs to ODOT for carrying out its legal duties related to railroads, or to obtain matching funds for track improvement or rehabilitation. ODOT sets the rate and requests payment, after which railroads pay the fee and issue an accompanying statement of revenues upon which they based their fee payment. The fee is collected on any gross operating revenues associated with transportation of passengers (excludes Amtrak) and property.

The forecast methodology starts with forecasting of railroad gross operating revenues as reported by the railroads. Then, the forecast of the fees ODOT collects are calculated from the forecast of gross operating revenues. Inputs to the forecast include forecast from IHS Markit for the highest value goods reported to be carried on Oregon railroads. This forecast is still new, and annual data means few observations to work with so far. Still, the October forecast appears very close to currently reported 2021 revenues from Class I railroads, within one percent. The April forecast, which does not include any updated actual data on gross receipts, would under-forecast the current data, but shows stronger revenues for ODOT in coming years based on forecasts of those goods carried by the railroads.

The upward revision in April is likely related to the currently strong forecast for the Oregon lumber industry and overall economic picture for Oregon, as well as inflationary pressures on the overall economy and fuel prices. Uncertainty of economic conditions post-COVID continues to present forecast risk. Still, consumer spending and demand for durable goods, motor vehicles, and homes has proven more resilient than expected at the beginning of the pandemic in early 2020.

Figure 29: Gross Rail Revenue Tax – Forecast Comparison



## Other Highway Revenues

There are other sources of highway fund revenue that do not fall under any previous category. These revenue sources include equipment sales, rental fees, property sales, billboard fees, material testing revenue, and interest income. Cumulatively, these revenue sources totaled \$21,274,505 in 2021 which was an 11.5 percent drop from 2020 revenues (\$24,043,471). The two largest individual sources of these revenues are damage recovery and interest from the highway fund. ODOT's efforts to recover damages from individuals and businesses has increased this revenue almost 50 percent (\$4,758,569 in 2020 to \$7,135,651 in 2021). As ODOT continues to pursue the recovery of these damages we can expect these revenues to be a significant source of other revenue. Interest from our highway fund is directly tied to the [Oregon State Treasury Short Term Fund](#). These rates are used to forecast rates into the future to estimate total interest amounts.

## Highway Revenue Forecast Summary

This forecast, like our previous forecasts, comes with a heightened level of uncertainty. While the uncertainty around the pandemic is somewhat easing up, there are other global uncertainties brewing in the background: the ongoing war in Ukraine, growing prices of fuel, overall inflation and consumer sentiment, and the growing risk of a recession. While our forecasts for DMV show an increase over the last forecast, boosted from the pent-up demand for new vehicle sales and a greater share of vehicles registering in higher MPG tiers with higher fees, the CCD and Motor Fuels forecasts have softened up a bit. Consumer spending is expected to cool off due to inflation impacting tracking activity. High prices of fuel, slow economic and vehicle registration growth, coupled with stronger fuel efficiency growth will keep fuel sales relatively flat for the forecast horizon. The historic accuracy of our Highway Revenue Forecast is presented in Appendix B.

Row 5 of Table 8 sums all the collection and program costs for DMV, CCD, and Motor Fuels, and pre-apportionment transfers. It also includes the incremental revenues from the OTIA III, JTA, and HB 2017 programs. Row 6 is the total gross revenues minus the amount in row 5.

Rows 7 through 19 of Table 8 are memo items creating summaries of different bill components related to forecast revenues. Note that HB 2017 not only created new revenues, it also included some dedicated funds prior to apportionment and created new bonding potential. Row 17 includes a placeholder for bonds to support the projects from Section 71 of the bill. The 2019 Legislature authorized the sale of these bonds, with the first round of bonds sold in the late summer of 2020.

Rows 20 through 26 of Table 8 summarize the net revenues for each OTIA, JTA, and HB 2017 programs disaggregated by amounts to the local governments or to the state. Row 27 represents the total net revenues for distribution by summing rows 20 through 26 plus row 6.

The purpose of Table 9 is to separate the totals from row 22 in Table 7 into county, city, and state apportionments by apportionment formula, whether it is pre-OTIA, OTIA I&II, OTIA III, JTA, or HB 2017.

If the conditions for HB 2017 are met and ODOT gets the final two-cent increase in the Motor Fuels tax rate in January of 2024, this will significantly increase future Motor Fuels tax revenues. Appendix C has the updated tables 6A, 8A, and 9A with the conditional tax increase. In addition to generating higher revenues for the State Highway Fund and local governments, it also increases the revenues transferred for the non-highway fuel uses.

A separate monthly forecast of the County/City Apportionments is available under “Highway Revenue Apportionment Forecasts” at <http://www.oregon.gov/ODOT/Data/Pages/Revenue-Forecasts.aspx>.

Table 8. Highway Fund Revenues by Fiscal Year and Biennium (Millions of Dollars) (Includes Guaranteed Fuels Tax Increases Only – Currently 8 Cents)

	Actual		Forecast									Actual					Forecast				
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29						
1 TOTAL MCTD COLLECTIONS	\$449.2	\$481.3	\$505.7	\$528.5	\$535.5	\$550.9	\$557.1	\$563.3	\$569.2	\$575.0	\$930.5	\$1,034.2	\$1,086.4	\$1,120.5	\$1,144.2						
2 TOTAL FSB COLLECTIONS	\$595.1	\$619.9	\$649.9	\$654.1	\$654.7	\$662.2	\$665.1	\$665.3	\$662.5	\$658.1	\$1,215.0	\$1,304.1	\$1,316.9	\$1,330.4	\$1,320.5						
3 TOTAL DMV COLLECTIONS	\$374.8	\$437.3	\$493.9	\$487.2	\$497.5	\$495.5	\$497.3	\$496.7	\$498.1	\$499.4	\$812.1	\$981.0	\$993.0	\$994.0	\$997.5						
4 <b>TOTAL GROSS HIGHWAY FUND</b>	<b>\$1,419.2</b>	<b>\$1,538.5</b>	<b>\$1,649.5</b>	<b>\$1,669.7</b>	<b>\$1,687.7</b>	<b>\$1,708.7</b>	<b>\$1,719.5</b>	<b>\$1,725.3</b>	<b>\$1,729.8</b>	<b>\$1,732.4</b>	<b>\$2,957.6</b>	<b>\$3,319.2</b>	<b>\$3,396.4</b>	<b>\$3,444.8</b>	<b>\$3,462.2</b>						
5 COLLECTION, PROGRAMS, & TRANSFERS (incl. Obligated OTIA & JTA)	(\$856.5)	(\$941.1)	(\$1,026.3)	(\$1,068.7)	(\$1,088.6)	(\$1,109.9)	(\$1,127.3)	(\$1,135.6)	(\$1,152.3)	(\$1,158.3)	(\$1,797.6)	(\$2,095.0)	(\$2,198.5)	(\$2,262.9)	(\$2,310.6)						
6 <b>NET REVENUE TO HIGHWAY FUND</b>	<b>\$562.6</b>	<b>\$597.4</b>	<b>\$623.2</b>	<b>\$601.1</b>	<b>\$599.2</b>	<b>\$598.7</b>	<b>\$592.2</b>	<b>\$589.8</b>	<b>\$577.5</b>	<b>\$574.1</b>	<b>\$1,160.0</b>	<b>\$1,224.3</b>	<b>\$1,197.9</b>	<b>\$1,182.0</b>	<b>\$1,151.6</b>						
7 OTIA I & II SET ASIDE - memo	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2						
8 DEBT SERVICE (OTIA I & II) - memo	(\$27.4)	(\$24.5)	(\$20.0)	(\$18.2)	(\$18.7)	(\$18.2)	(\$18.4)	(\$20.2)	(\$23.6)	(\$24.5)	(\$51.9)	(\$38.2)	(\$37.0)	(\$38.6)	(\$48.1)						
9 OTIA III Dedicated Revenues - memo	\$97.5	\$103.5	\$113.5	\$110.6	\$111.6	\$110.9	\$111.4	\$111.3	\$112.0	\$111.6	\$201.0	\$224.1	\$222.6	\$222.7	\$223.6						
10 DEBT SERVICE (OTIA III) - memo	(\$90.7)	(\$96.1)	(\$105.4)	(\$106.7)	(\$106.1)	(\$105.1)	(\$103.6)	(\$111.8)	(\$124.7)	(\$133.1)	(\$186.7)	(\$212.1)	(\$211.2)	(\$215.3)	(\$257.8)						
11 JTA Total Gross Revenues - memo	\$285.0	\$294.8	\$311.2	\$304.8	\$305.9	\$306.5	\$308.2	\$308.7	\$309.5	\$308.8	\$579.8	\$616.0	\$612.5	\$616.8	\$618.2						
12 JTA Allocation for Long-Range Planning - memo	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$48.0)	(\$48.0)	(\$48.0)	(\$48.0)	(\$48.0)						
13 DEBT SERVICE (JTA) - State Only - memo	(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)						
14 HB 2017 Total Gross Revenues - memo	\$249.0	\$315.8	\$376.1	\$421.2	\$437.0	\$454.2	\$459.0	\$462.2	\$466.1	\$467.9	\$564.8	\$797.3	\$891.2	\$921.3	\$934.0						
15 Safe Routes to School set aside - memo	(\$10.0)	(\$10.0)	(\$10.0)	(\$12.5)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$20.0)	(\$22.5)	(\$30.0)	(\$30.0)	(\$30.0)						
16 Rose Quarter project set aside - memo	\$0.0	\$0.0	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	\$0.0	(\$45.0)	(\$60.0)	(\$60.0)	(\$60.0)						
17 DEBT SERVICE (HB 2017 Section 71d) - State Only - memo	\$0.0	(\$4.4)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	(\$4.4)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)						
18 Oregon Travel Experience Transfer - State Only - memo	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)						
19 E-GOV Records Incremental Revenue Transfer - memo	(\$8.4)	(\$8.3)	(\$8.4)	(\$8.4)	(\$8.4)	(\$8.4)	(\$8.5)	(\$8.5)	(\$8.5)	(\$8.5)	(\$16.7)	(\$16.8)	(\$16.8)	(\$16.9)	(\$17.0)						
20 NET OTIA I & II REVENUE FOR DISTRIBUTION	\$8.2	\$11.1	\$15.6	\$17.4	\$16.9	\$17.4	\$17.2	\$15.4	\$12.0	\$11.1	\$19.3	\$33.0	\$34.2	\$32.6	\$23.1						
21 NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$33.7	\$36.5	\$35.6	\$31.9	\$32.9	\$32.5	\$32.7	\$35.4	\$37.7	\$46.3	\$70.2	\$67.4	\$65.5	\$68.1	\$84.0						
22 NET OTIA III REVENUE FOR DISTRIBUTION - STATE	(\$20.9)	(\$22.1)	(\$19.8)	(\$20.4)	(\$19.7)	(\$19.0)	(\$17.2)	(\$28.3)	(\$42.9)	(\$60.1)	(\$43.0)	(\$40.2)	(\$38.7)	(\$45.5)	(\$103.0)						
23 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$130.5	\$135.4	\$143.6	\$140.4	\$141.0	\$141.3	\$142.1	\$142.3	\$142.7	\$142.4	\$265.9	\$284.0	\$282.2	\$284.4	\$285.1						
24 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - STATE	\$4.5	\$4.7	\$8.5	\$6.5	\$6.8	\$5.9	\$5.4	\$14.7	\$32.2	\$42.6	\$9.1	\$15.0	\$12.7	\$20.2	\$74.7						
25 NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$119.5	\$152.9	\$175.5	\$189.3	\$196.0	\$204.6	\$207.0	\$208.6	\$210.5	\$211.4	\$272.3	\$364.9	\$400.5	\$415.6	\$421.9						
26 NET HB 2017 REVENUE FOR DISTRIBUTION - STATE	\$119.5	\$148.5	\$166.7	\$180.5	\$178.9	\$180.9	\$182.8	\$184.4	\$186.4	\$187.2	\$267.9	\$347.2	\$359.9	\$367.3	\$373.6						
27 <b>TOTAL NET REVENUE FOR DISTRIBUTION</b>	<b>\$957.5</b>	<b>\$1,064.3</b>	<b>\$1,149.0</b>	<b>\$1,146.6</b>	<b>\$1,151.9</b>	<b>\$1,162.2</b>	<b>\$1,162.2</b>	<b>\$1,162.4</b>	<b>\$1,156.1</b>	<b>\$1,155.0</b>	<b>\$2,021.8</b>	<b>\$2,295.6</b>	<b>\$2,314.2</b>	<b>\$2,324.6</b>	<b>\$2,311.1</b>						

Note: Row and column sums may vary slightly due to rounding.

Table 9. Distribution of Total Net Revenues (Millions of Dollars) (Includes Guaranteed Fuels Tax Increases Only – Currently 8 Cents)

	Distribution Percentage	Actual										Actual	Forecast				
		FY 20	FY 21									BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$123.9	\$131.8	\$137.1	\$132.1	\$131.6	\$131.4	\$129.7	\$129.1	\$126.1	\$125.3	\$255.7	\$269.2	\$263.0	\$258.8	\$251.3
2	SPECIAL COUNTY (ORS 366.772)		(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$2.5	\$3.3	\$4.7	\$5.2	\$5.1	\$5.2	\$5.2	\$4.6	\$3.6	\$3.3	\$5.8	\$9.9	\$10.3	\$9.8	\$6.9
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$24.8	\$26.4	\$28.9	\$28.2	\$28.4	\$28.3	\$28.4	\$28.4	\$28.5	\$28.4	\$51.2	\$57.1	\$56.7	\$56.7	\$57.0
6	DEBT SERVICE (OTIA III)	84.07%	(\$11.5)	(\$12.1)	(\$17.1)	(\$19.1)	(\$18.7)	(\$18.7)	(\$18.7)	(\$18.7)	(\$16.3)	(\$7.3)	(\$23.6)	(\$36.2)	(\$37.4)	(\$35.1)	(\$22.0)
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$3.6	\$4.1	\$4.6	\$4.6	\$4.6	\$4.6	\$4.6	\$4.6	\$4.5	\$4.5	\$7.8	\$9.2	\$9.3	\$9.2	\$9.1
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$78.3	\$81.2	\$86.1	\$84.2	\$84.6	\$84.8	\$85.3	\$85.4	\$85.6	\$85.4	\$159.5	\$170.4	\$169.3	\$170.7	\$171.1
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$71.7	\$91.7	\$105.3	\$113.6	\$117.6	\$122.7	\$124.2	\$125.2	\$126.3	\$126.8	\$163.4	\$218.9	\$240.3	\$249.3	\$253.2
10	<b>NET COUNTY APPORTIONMENT</b>		<b>\$287.8</b>	<b>\$321.0</b>	<b>\$344.2</b>	<b>\$343.3</b>	<b>\$347.7</b>	<b>\$352.8</b>	<b>\$353.1</b>	<b>\$355.3</b>	<b>\$354.6</b>	<b>\$361.1</b>	<b>\$608.8</b>	<b>\$687.5</b>	<b>\$700.4</b>	<b>\$708.4</b>	<b>\$715.6</b>
11	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$79.1	\$84.2	\$87.6	\$84.4	\$84.0	\$83.9	\$82.8	\$82.4	\$80.5	\$80.0	\$163.3	\$171.9	\$167.9	\$165.3	\$160.5
12	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
13	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$1.6	\$2.2	\$3.1	\$3.5	\$3.4	\$3.5	\$3.4	\$3.1	\$2.4	\$2.2	\$3.9	\$6.6	\$6.8	\$6.5	\$4.6
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$16.6	\$17.6	\$19.3	\$18.8	\$19.0	\$18.8	\$18.9	\$18.9	\$19.0	\$19.0	\$34.1	\$38.1	\$37.8	\$37.8	\$38.0
15	DEBT SERVICE (OTIA III)	15.93%	(\$2.2)	(\$2.3)	(\$3.2)	(\$3.6)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.1)	(\$2.8)	(\$1.4)	(\$4.5)	(\$6.9)	(\$7.1)	(\$6.6)	(\$4.2)
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$2.4	\$2.8	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.0	\$3.0	\$3.0	\$5.2	\$6.1	\$6.2	\$6.1	\$6.1
17	CITY APPORTIONMENT (JTA)	20.00%	\$52.2	\$54.2	\$57.4	\$56.2	\$56.4	\$56.5	\$56.8	\$56.9	\$57.1	\$57.0	\$106.4	\$113.6	\$112.9	\$113.8	\$114.0
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$47.8	\$61.2	\$70.2	\$75.7	\$78.4	\$81.8	\$82.8	\$83.4	\$84.2	\$84.6	\$108.9	\$145.9	\$160.2	\$166.2	\$168.8
19	<b>NET CITY APPORTIONMENT</b>		<b>\$195.0</b>	<b>\$217.3</b>	<b>\$235.0</b>	<b>\$235.4</b>	<b>\$238.2</b>	<b>\$241.6</b>	<b>\$241.9</b>	<b>\$242.2</b>	<b>\$241.0</b>	<b>\$241.9</b>	<b>\$412.3</b>	<b>\$470.4</b>	<b>\$479.8</b>	<b>\$484.1</b>	<b>\$482.9</b>
20	HIGHWAY DIVISION (including small City/County)	60.05%	\$305.2	\$324.6	\$337.7	\$325.3	\$324.0	\$323.7	\$319.5	\$318.0	\$310.5	\$308.6	\$629.8	\$663.0	\$647.7	\$637.5	\$619.1
21	SPECIAL COUNTY (ORS 366.772)		(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)
22	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
23	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$4.1	\$5.6	\$7.8	\$8.7	\$8.4	\$8.7	\$8.6	\$7.7	\$6.0	\$5.6	\$9.7	\$16.5	\$17.1	\$16.3	\$11.6
24	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$56.1	\$59.5	\$65.3	\$63.6	\$64.2	\$63.8	\$64.1	\$64.0	\$64.4	\$64.2	\$115.6	\$128.9	\$128.0	\$128.1	\$128.6
25	DEBT SERVICE (OTIA III)	100.00%	(\$77.0)	(\$81.7)	(\$85.1)	(\$84.0)	(\$83.9)	(\$82.8)	(\$81.3)	(\$92.3)	(\$107.3)	(\$124.3)		(\$169.1)	(\$166.7)	(\$173.6)	(\$231.7)
26	STATE APPORTIONMENT (OTIA III)	0.00%	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$63.6	\$66.0	\$70.0	\$68.4	\$68.7	\$68.9	\$69.3	\$69.4	\$69.6	\$69.4	\$129.6	\$138.4	\$137.6	\$138.7	\$139.0
28	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$66.9	\$69.4	\$73.6	\$72.0	\$72.2	\$72.4	\$72.8	\$72.9	\$73.2	\$73.0	\$136.3	\$145.5	\$144.6	\$145.8	\$146.1
29	DEBT SERVICE (JTA)		(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)
30	STATE APPORTIONMENT (HB 2017)	50.00%	\$119.5	\$152.9	\$175.5	\$189.3	\$196.0	\$204.6	\$207.0	\$208.6	\$210.5	\$211.4	\$272.3	\$364.9	\$400.5	\$415.6	\$421.9
31	DEBT SERVICE (HB 2017 Section 71d)		\$0.0	(\$4.4)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	(\$4.4)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)
32	OREGON TRAVEL EXPERIENCE TRANSFER		(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)
33	<b>NET HIGHWAY DIVISION</b>		<b>\$464.0</b>	<b>\$515.3</b>	<b>\$559.0</b>	<b>\$557.2</b>	<b>\$555.3</b>	<b>\$557.1</b>	<b>\$556.5</b>	<b>\$554.0</b>	<b>\$549.8</b>	<b>\$541.3</b>	<b>\$979.3</b>	<b>\$1,116.2</b>	<b>\$1,112.4</b>	<b>\$1,110.6</b>	<b>\$1,091.1</b>
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$76.9	\$79.7	\$81.5	\$79.9	\$79.3	\$79.7	\$80.0	\$80.2	\$80.1	\$79.9	\$156.6	\$161.4	\$159.0	\$160.2	\$159.9
35	<b>NET COUNTY APPORTIONMENT</b>		<b>\$287.8</b>	<b>\$321.0</b>	<b>\$344.2</b>	<b>\$343.3</b>	<b>\$347.7</b>	<b>\$352.8</b>	<b>\$353.1</b>	<b>\$355.3</b>	<b>\$354.6</b>	<b>\$361.1</b>	<b>\$608.8</b>	<b>\$687.5</b>	<b>\$700.4</b>	<b>\$708.4</b>	<b>\$715.6</b>
36	<b>NET CITY APPORTIONMENT</b>		<b>\$195.0</b>	<b>\$217.3</b>	<b>\$235.0</b>	<b>\$235.4</b>	<b>\$238.2</b>	<b>\$241.6</b>	<b>\$241.9</b>	<b>\$242.2</b>	<b>\$241.0</b>	<b>\$241.9</b>	<b>\$412.3</b>	<b>\$470.4</b>	<b>\$479.8</b>	<b>\$484.1</b>	<b>\$482.9</b>
37	<b>NET HIGHWAY DIVISION</b>		<b>\$464.0</b>	<b>\$515.3</b>	<b>\$559.0</b>	<b>\$557.2</b>	<b>\$555.3</b>	<b>\$557.1</b>	<b>\$556.5</b>	<b>\$554.0</b>	<b>\$549.8</b>	<b>\$541.3</b>	<b>\$979.3</b>	<b>\$1,116.2</b>	<b>\$1,112.4</b>	<b>\$1,110.6</b>	<b>\$1,091.1</b>
38	<b>NET HIGHWAY FUNDS REVENUE</b>		<b>\$946.8</b>	<b>\$1,053.6</b>	<b>\$1,138.2</b>	<b>\$1,135.9</b>	<b>\$1,141.2</b>	<b>\$1,151.5</b>	<b>\$1,151.5</b>	<b>\$1,151.6</b>	<b>\$1,145.3</b>	<b>\$1,144.2</b>	<b>\$2,000.3</b>	<b>\$2,274.1</b>	<b>\$2,292.7</b>	<b>\$2,303.1</b>	<b>\$2,289.6</b>
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5
40	<b>TOTAL NET REVENUES FOR DISTRIBUTION</b>		<b>\$957.5</b>	<b>\$1,064.3</b>	<b>\$1,149.0</b>	<b>\$1,146.6</b>	<b>\$1,151.9</b>	<b>\$1,162.2</b>	<b>\$1,162.2</b>	<b>\$1,162.4</b>	<b>\$1,156.1</b>	<b>\$1,155.0</b>	<b>\$2,021.8</b>	<b>\$2,295.6</b>	<b>\$2,314.2</b>	<b>\$2,324.6</b>	<b>\$2,311.1</b>

Note: Row and column sums may vary slightly due to rounding.



## Appendix A – Forecast Line Items, Current Fees and Funds

ID	Description	Group	Sub Group	Fee	Fund
1001	Gasoline	FUELS	Motor Fuels	0.38	HWY
1002	Use Fuel (Diesel)	FUELS	Motor Fuels	0.38	HWY
2001	Jet Fuel	OTHER	Aircraft & Jet Fuels	0.03	AVI
2002	Aircraft Fuel	OTHER	Aircraft & Jet Fuels	0.11	AVI
3001	Weight Mile Revenues	CCD	Highway Use	22.83	HWY
3002	Road Use Assessment Fee (RUAf)	CCD	Highway Use	0.095	HWY
3003	Commercial Trip Permit	CCD	Highway Use	43	HWY
3004	Temporary Passes	CCD	Highway Use	9	HWY
3005	Over-Dimension (OD) Permit Revenue	CCD	Highway Use	8	HWY
3006	IRP Revenue	CCD	CCD Registration Fee	998	HWY
3007	Commercial Registration Revenue	CCD	CCD Registration Fee	998	HWY
3008	Commercial Cab Cards Revenue	CCD	CCD Registration Fee	3	HWY
3009	Weight Receipt Revenues (Commercial & IRP)	CCD	CCD Registration Fee	8	HWY
4001	Type 1 Dealer New Plate (Large & Small)	DMV	Business Licensing	54	HWY
4002	Type 1 Dealer Renew Plate	DMV	Business Licensing	42	HWY
4003	Type 1 Dealer Replacement Plate	DMV	Business Licensing	22	HWY
4004	Type 2 Dealer New Plate	DMV	Business Licensing	21	HWY
4005	Type 2 Dealer Renew Plate	DMV	Business Licensing	9	HWY
4006	Type 2 Dealer Replacement Plate	DMV	Business Licensing	12	HWY
4007	Transporter Vehicle Plate	DMV	Business Licensing	17	HWY
4008	Dealer Corrections	DMV	Business Licensing	30	HWY
4009	Replacement Sticker	DMV	Business Licensing	10	HWY
4010	Dealer Original Application	DMV	Business Licensing	1112	TOF
4011	Dealer Renewal Application	DMV	Business Licensing	1100	TOF
4012	Dealer Supplemental Location	DMV	Business Licensing	350	TOF
4013	Transporter Business Certificate	DMV	Business Licensing	150	TOF
4014	Dismantler Business Certificate	DMV	Business Licensing	500	TOF
4015	Dismantler Supplemental Location	DMV	Business Licensing	500	TOF
4016	Dismantler Duplicate Certificate	DMV	Business Licensing	40	TOF
4017	Compliance/Enforcement Fee	DMV	Business Licensing	75	TOF
4018	Vehicle Appraiser	DMV	Business Licensing	100	TOF
4019	RV Show License Certificate	DMV	Business Licensing	50	TOF
4020	Commercial Driving Schools	DMV	Business Licensing	200	TOF
4021	Commercial Driving School Instructor	DMV	Business Licensing	100	TOF
4022	Late Renewal Penalty	DMV	Business Licensing	150	TOF
4023	Dealer Civil Penalty	DMV	Business Licensing		TOF
5003	Registration - Passenger MPG 0-19	DMV	Registration Fee	122	HWY
5004	Registration - Passenger MPG 20-39	DMV	Registration Fee	132	HWY
5005	Registration - Passenger MPG 40+	DMV	Registration Fee	152	HWY
5006	Registration - Passenger Electric	DMV	Registration Fee	306	HWY
5007	Registration - Passenger OReGO	DMV	Registration Fee	86	HWY
5009	Registration - 4-Year Passenger MPG 0-19	DMV	Registration Fee	244	HWY



ID	Description	Group	Sub Group	Fee	Fund
5010	Registration - 4 Year Passenger MPG 20-39	DMV	Registration Fee	264	HWY
5011	Registration - 4-Year Passenger MPG 40+	DMV	Registration Fee	304	HWY
5012	Registration - 4-Year Passenger Electric	DMV	Registration Fee	612	HWY
5013	Registration - 4-Year Passenger OReGO	DMV	Registration Fee	172	HWY
5015	Registration - Motorcycle	DMV	Registration Fee	78	HWY
5016	Registration - Moped	DMV	Registration Fee	78	HWY
5018	Registration - 4-Year Motorcycle	DMV	Registration Fee	156	HWY
5019	Registration - 4-Year Moped	DMV	Registration Fee	156	HWY
5020	Registration - Motor Home	DMV	Registration Fee		PRK
5021	Registration - Camper	DMV	Registration Fee		PRK
5022	Registration - Travel Trailer	DMV	Registration Fee		PRK
5023	Registration - Bus	DMV	Registration Fee		HWY
5024	Registration - School Bus	DMV	Registration Fee	5	HWY
5025	Registration - Truck	DMV	Registration Fee		HWY
5026	Registration - Farm	DMV	Registration Fee		HWY
5027	Registration - Heavy Fixed Load Vehicle	DMV	Registration Fee	82	HWY
5028	Registration - Manufactured Structure Toter	DMV	Registration Fee		HWY
5029	Registration - Tow Truck	DMV	Registration Fee		HWY
5031	Registration - Light Trailer	DMV	Registration Fee	116	HWY
5032	Registration - 4-Year Light Trailer	DMV	Registration Fee	232	HWY
5033	Registration - Light Fixed Load Trailer	DMV	Registration Fee	61	HWY
5034	Registration - For Rent Trailer	DMV	Registration Fee	30	HWY
5035	Registration - Special Use Trailer	DMV	Registration Fee		HWY
5036	Registration - Heavy Trailer	DMV	Registration Fee	10	HWY
5037	Registration - Exempt Government	DMV	Registration Fee	5	HWY
5038	Registration - 2 YR Government	DMV	Registration Fee	10	HWY
5039	Registration - Special Interest	DMV	Registration Fee	100	HWY
5040	Registration - Charitable/Non-Profit	DMV	Registration Fee		HWY
5041	Registration - Disabled Veteran	DMV	Registration Fee	15	HWY
5042	Registration - Medium Speed	DMV	Registration Fee	116	HWY
5043	Registration - Low Speed	DMV	Registration Fee	116	HWY
5044	Registration - Snowmobile	DMV	Registration Fee	10	SNO
5045	Registration - Antique	DMV	Registration Fee	100	HWY
5046	Registration - Ex-POW	DMV	Registration Fee	15	HWY
5047	Registration - Racing Activity	DMV	Registration Fee	100	HWY
5050	Standard Title 0-19 MPG - New from Dealer	DMV	Title Fee	98	HWY
5051	Standard Title 20-39 MPG - New from Dealer	DMV	Title Fee	103	HWY
5052	Standard Title 40+ MPG - New from Dealer	DMV	Title Fee	113	HWY
5053	Standard Title Electric - New from Dealer	DMV	Title Fee	187	HWY
5055	Standard Title 0-19 MPG - New to Oregon	DMV	Title Fee	98	HWY
5056	Standard Title 20-39 MPG- New to Oregon	DMV	Title Fee	103	HWY
5057	Standard Title 40+ - New to Oregon	DMV	Title Fee	113	HWY
5058	Standard Title Electric - New to Oregon	DMV	Title Fee	187	HWY
5060	Standard Title 0-19 MPG	DMV	Title Fee	98	HWY

ID	Description	Group	Sub Group	Fee	Fund
5061	Standard Title 20-39 MPG	DMV	Title Fee	103	HWY
5062	Standard Title 40+ MPG	DMV	Title Fee	113	HWY
5063	Standard Title Electric	DMV	Title Fee	187	HWY
5065	Heavy Vehicle Title - New from Dealer	DMV	Title Fee	90	HWY
5066	Heavy Vehicle Title - New to Oregon	DMV	Title Fee	90	HWY
5067	Heavy Vehicle Title	DMV	Title Fee	90	HWY
5069	Salvage Title	DMV	Title Fee	27	HWY
5070	Salvage Title - New from Dealer	DMV	Title Fee	27	HWY
5071	Salvage Title - New to Oregon	DMV	Title Fee	27	HWY
5072	ATV Standard Title - New	DMV	Title Fee	98	HWY
5073	Snowmobile Standard Title	DMV	Title Fee	98	SNO
5075	Title Expedite Service Fee	DMV	Miscellaneous Vehicle	10	HWY
5076	Title Late Presentation Penalty - 30 Days	DMV	Miscellaneous Vehicle		HWY
5077	Title Late Presentation Penalty - Past 60 Days	DMV	Miscellaneous Vehicle		HWY
5078	Dealer Expedite Title	DMV	Miscellaneous Vehicle	100	HWY
5079	VIN Inspection	DMV	Miscellaneous Vehicle	7	HWY
5080	Fleet Licensing Service Fees	DMV	Miscellaneous Vehicle	2	HWY
5081	Fleet Licensing Initial Process	DMV	Miscellaneous Vehicle	3	HWY
5082	Fleet Licensing Process	DMV	Miscellaneous Vehicle	2	HWY
5083	Vehicle Code Book Sale	DMV	Miscellaneous Vehicle	7	HWY
5084	Replacement Registration Card	DMV	Miscellaneous Vehicle	5	HWY
5085	Vehicle Restoration Plate Fee	DMV	Miscellaneous Vehicle	10	HWY
5086	TOD Filing Fee	DMV	Miscellaneous Vehicle	13	HWY
5087	TOD Filing Account Registration Fee	DMV	Miscellaneous Vehicle	70	HWY
5088	Pre-paid Hearing Tape	DMV	Miscellaneous Vehicle	6	HWY
5089	Secure P.O.A. Filing Fee	DMV	Miscellaneous Vehicle	4	HWY
5090	Tow Truck Certificate	DMV	Miscellaneous Vehicle	17	HWY
5091	Special Interest Sticker (Customer-provided Plate)	DMV	Miscellaneous Vehicle	1	HWY
5092	Rental Vehicle Registration Surcharge	DMV	Miscellaneous Vehicle	2	HWY
5093	Dishonored Payment Handling Fee	DMV	Miscellaneous Vehicle	35	HWY
5094	Miscellaneous Revenue	DMV	Miscellaneous Vehicle		HWY
5096	Registered Vehicle Trip Permit	DMV	Permit Fee	7.5	HWY
5097	Light Motor Vehicle Trip Permit	DMV	Permit Fee	33	HWY
5098	Heavy Motor Vehicle Trip Permit	DMV	Permit Fee	43	HWY
5099	Registered Weight Trip Permit	DMV	Permit Fee	5	HWY
5100	Heavy Trailer Trip Permit	DMV	Permit Fee	10	HWY
5101	60 Day Out-of-State Permit	DMV	Permit Fee	7	HWY
5102	Dealer/Tower No Sticker Trip Permit	DMV	Permit Fee	15	HWY
5103	Unregistered Recreational Vehicle(RV) Trip Permit	DMV	Permit Fee	32	PRK
5104	1-Day Sno-Park Permit	DMV	Permit Fee	4	WIN
5105	3-Day Sno-Park Permit	DMV	Permit Fee	9	WIN
5106	Annual Sno-Park Permit	DMV	Permit Fee	25	WIN
5108	Plate Manufacturing Fee	DMV	Plate Fee	12	HWY
5109	Plate Manufacturing Fee (Pair)	DMV	Plate Fee	12.25	HWY

ID	Description	Group	Sub Group	Fee	Fund
5111	Replacement Plate/Sticker	DMV	Plate Fee	10	HWY
5112	Replacement Plate/Sticker (At Renewal)	DMV	Plate Fee	5	HWY
5113	Plate Transfer Fee	DMV	Plate Fee	6	HWY
5114	Custom Plate	DMV	Plate Fee	50	PAS
	HAM (Amateur Radio Operator) Initial Plate	DMV	Plate Fee	5	HWY
5116	Specialty Plate - Crater Lake	DMV	Plate Fee	30	GRP
5117	Specialty Plate - Cultural Trust	DMV	Plate Fee	30	GRP
5118	Specialty Plate - Trail Blazers	DMV	Plate Fee	40	GRP
5119	Specialty Plate - Wine Country	DMV	Plate Fee	30	GRP
5120	Specialty Plate - Pacific Wonderland	DMV	Plate Fee	100	GRP
5121	Group Plate - Vietnam Veterans of America	DMV	Plate Fee	10	GRP
5122	Group Plate - U.S. Merchant Marine	DMV	Plate Fee	10	GRP
5123	Group Plate - Oregon Paralyzed Veterans of America	DMV	Plate Fee	10	GRP
5124	Group Plate - 1st Marine Division FMF	DMV	Plate Fee	10	GRP
	Group Plate - The Chosin Few	DMV	Plate Fee	10	GRP
5126	Group Plate - Veterans for Human Rights	DMV	Plate Fee	10	GRP
5127	Group Plate - Oregon Donor Program	DMV	Plate Fee	10	GRP
5128	Group Plate - George Fox College	DMV	Plate Fee	32	GRP
5129	Group Plate - Korean War Veteran 1950-1953	DMV	Plate Fee	10	GRP
5130	Group Plate - Oregon State Elks	DMV	Plate Fee	10	GRP
5131	Group Plate - Non Commissioned Officers Association	DMV	Plate Fee	10	GRP
5132	Group Plate - Square and Round Dancers	DMV	Plate Fee	10	GRP
5133	Specialty Plate - Salmon	DMV	Plate Fee	30	GRP
5134	Group Plate - Veterans Recognition	DMV	Plate Fee	10	GRP
	Group Plate - Purple Heart	DMV	Plate Fee	10	GRP
5136	Group Plate - Oregon Professional Firefighters	DMV	Plate Fee	10	GRP
5137	Group Plate - University of Oregon	DMV	Plate Fee	32	GRP
5138	Specialty Plate - University of Oregon Ducks	DMV	Plate Fee	40	GRP
5139	Group Plate - Oregon State University	DMV	Plate Fee	32	GRP
5140	Group Plate - Portland State University	DMV	Plate Fee	32	GRP
5141	Group Plate - Oregon Volunteer Firefighter	DMV	Plate Fee	10	GRP
5142	Group Plate - Lions Club of Oregon	DMV	Plate Fee	10	GRP
5143	Group Plate - Oregon Agricultural Foundation	DMV	Plate Fee	10	GRP
5144	Group Plate - Western Oregon University	DMV	Plate Fee	32	GRP
	Group Plate - University of Portland	DMV	Plate Fee	32	GRP
5146	Group Plate - Linfield College	DMV	Plate Fee	32	GRP
5147	Group Plate - Pacific University	DMV	Plate Fee	32	GRP
5148	Group Plate - Willamette University	DMV	Plate Fee	32	GRP
5149	Group Plate - Oregon Masonic Family	DMV	Plate Fee	10	GRP
5150	Group Plate - Oregon Grange	DMV	Plate Fee	10	GRP
5151	Group Plate - Eastern Oregon University	DMV	Plate Fee	32	GRP
5152	Group Plate - Support Our Troops	DMV	Plate Fee	10	GRP

ID	Description	Group	Sub Group	Fee	Fund
5153	Group Plate - Share the Road	DMV	Plate Fee	10	GRP
5154	Group Plate - Fallen Public Safety Officer	DMV	Plate Fee	32	GRP
5155	Group Plate - Keep Kids Safe	DMV	Plate Fee	30	GRP
5156	Specialty Plate - Grey Whale	DMV	Plate Fee	40	GRP
5157	Specialty Plate - Smokey the Bear	DMV	Plate Fee	40	GRP
5158	Group Plate - Pearl Harbor Survivors	DMV	Plate Fee	10	PAS
5159	Fair Market Value	DMV	Record Sales	6.83	HWY
5160	Record Sales	DMV	Record Sales		HWY
5161	Commercial List Invoice	DMV	Record Sales	700	HWY
6001	Original NCL	DMV	Driver Fee	54	HWY
6002	Original NCL Limited Term	DMV	Driver Fee	23	HWY
6003	Instruction Driver Permit	DMV	Driver Fee	23	HWY
6004	Motorcycle Instruction Driver Permit	DMV	Driver Fee	23	HWY
6005	Special Limited Vision Condition Learner Permit	DMV	Driver Fee	13	HWY
6006	Special Student Driver Permit	DMV	Driver Fee	23	HWY
6007	Disability Golf Cart Driver Permit	DMV	Driver Fee	44	HWY
6008	Emergency Driver Permit	DMV	Driver Fee	23	HWY
6009	Motorcycle Endorsement Only	DMV	Driver Fee	49	HWY
6010	Motorcycle Endorsement	DMV	Driver Fee	46	HWY
6011	Farm Endorsement Only	DMV	Driver Fee	29	HWY
6012	Farm Endorsement	DMV	Driver Fee	26	HWY
6013	Renewal NCL	DMV	Driver Fee	34	HWY
6014	Renewal NCL Limited Term	DMV	Driver Fee	8	HWY
6015	Renewal Instruction Driver Permit	DMV	Driver Fee	23	HWY
6016	Renewal Motorcycle Instruction Permit	DMV	Driver Fee	23	HWY
6017	Renewal Disability Golf Cart Driver Permit	DMV	Driver Fee	32	HWY
6018	Renewal Moped-Restricted NCL	DMV	Driver Fee	34	HWY
6019	Renewal Moped-Restricted NCL Limited Term	DMV	Driver Fee	8	HWY
6020	Replacement NCL	DMV	Driver Fee	26	HWY
6021	Replacement Instruction Driver Permit	DMV	Driver Fee	26	HWY
6022	Replacement Motorcycle Instruction Driver Permit	DMV	Driver Fee	26	HWY
6023	Replacement Disability Golf Cart Driver Permit	DMV	Driver Fee	26	HWY
6024	Replacement Moped-Restricted NCL	DMV	Driver Fee	26	HWY
6025	Replacement Emergency Driver Permit	DMV	Driver Fee	26	HWY
6026	Replacement Special Student Driver Permit	DMV	Driver Fee	26	HWY
6027	NCL Knowledge Exam	DMV	Driver Fee	5	HWY
6028	NCL Skills Exam	DMV	Driver Fee	9	HWY
6029	Motorcycle Knowledge Exam	DMV	Driver Fee	5	HWY
6030	Hardship Driver Permit Application	DMV	Driver Fee	50	HWY
6031	Renewal Hardship Permit	DMV	Driver Fee	34	HWY
6032	Original Motorcycle Safety Fee	DMV	Driver Fee	38	SAF
6033	Renewal Motorcycle Safety Fee	DMV	Driver Fee	28	SAF
6034	Reinstatement Fee	DMV	Driver Fee	75	HWY
6035	Expedite Delivery	DMV	Driver Fee	25	HWY

ID	Description	Group	Sub Group	Fee	Fund
6036	Student Driver Training Fund	DMV	Driver Fee	6	SDT
6037	Student Driver Training Fund Limited Term	DMV	Driver Fee	2	SDT
6040	Original CDL A	DMV	Driver Fee Comm	75	HWY
6041	Original CDL B	DMV	Driver Fee Comm	75	HWY
6042	Original CDL C	DMV	Driver Fee Comm	75	HWY
6044	Original CDL A Limited Term	DMV	Driver Fee Comm	45	HWY
6045	Original CDL B Limited Term	DMV	Driver Fee Comm	45	HWY
6046	Original CDL C Limited Term	DMV	Driver Fee Comm	45	HWY
6048	Original CLP A	DMV	Driver Fee Comm	23	HWY
6049	Original CLP B	DMV	Driver Fee Comm	23	HWY
6050	Original CLP C	DMV	Driver Fee Comm	23	HWY
6052	Renewal CDL A	DMV	Driver Fee Comm	55	HWY
6053	Renewal CDL B	DMV	Driver Fee Comm	55	HWY
6054	Renewal CDL C	DMV	Driver Fee Comm	55	HWY
6056	Renewal CDL A Limited Term	DMV	Driver Fee Comm	14	HWY
6057	Renewal CDL B Limited Term	DMV	Driver Fee Comm	14	HWY
6058	Renewal CDL C Limited Term	DMV	Driver Fee Comm	14	HWY
6060	Replacement CDL A	DMV	Driver Fee Comm	26	HWY
6061	Replacement CDL B	DMV	Driver Fee Comm	26	HWY
6062	Replacement CDL C	DMV	Driver Fee Comm	26	HWY
6064	Replacement Commercial Learner Driver Permit A	DMV	Driver Fee Comm	26	HWY
6065	Replacement Commercial Learner Driver Permit B	DMV	Driver Fee Comm	26	HWY
6066	Replacement Commercial Learner Driver Permit C	DMV	Driver Fee Comm	26	HWY
6067	CDL General Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6068	CDL Air Brake Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6069	CDL HazMat Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6070	CDL Tank Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6071	CDL Passenger Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6072	CDL Combination Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6073	CDL Doubles/Triples Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6074	CDL Skills Exam	DMV	Driver Fee Comm	70	HWY
6075	CDL School Bus Knowledge Exam	DMV	Driver Fee Comm	10	HWY
6076	Commercial Driver Certificate of Exam Completion	DMV	Driver Fee Comm	40	HWY
7001	Original Identification Card	DMV	ID Fee	44.5	TOF
7002	Original Identification Card Limited Term	DMV	ID Fee	20	TOF
7003	Renewal Identification Card	DMV	ID Fee	40.5	TOF
7004	Renewal Identification Card Limited Term	DMV	ID Fee	18	TOF
7005	Replacement Identification Card	DMV	ID Fee	39.5	TOF
7006	Real ID	DMV	Real ID	30	TOF
8001	Bill Board Fees & Sign Permits	OTHER	Other Revenue		HWY
8002	Equipment Sale	OTHER	Other Revenue		HWY
8003	Properties Sale (Right-of-Way Land & Timber)	OTHER	Other Revenue		HWY
8004	Highway Property Rental (Rent & Royalties)	OTHER	Other Revenue		HWY
8005	Damage Recovery/ Revenue Reimbursement	OTHER	Other Revenue		HWY

ID	Description	Group	Sub Group	Fee	Fund
	Highway Division Interest Income	OTHER	Other Revenue		HWY
8007	Other Revenues	OTHER	Other Revenue		HWY
	Material Testing Revenue	OTHER	Other Revenue		HWY
8009	Sales Income (Pub, Signs, Other)	OTHER	Other Revenue		HWY
	Other Charges	OTHER	Other Revenue		HWY
8011	Charges for Public Records/Lab, Storeroom, Shop	OTHER	Other Revenue		HWY
	Utility Permit Fees	OTHER	Other Revenue		HWY
8013	Statewide Transit Tax	OTHER	DOR Taxes		PTD
	Vehicle Privilege Tax	OTHER	DOR Taxes		CO
8015	Vehicle Use Tax	OTHER	DOR Taxes		HWY
	Bicycle Exice Tax	OTHER	DOR Taxes	15	MAT

Note: If the fee is blank, that means fee is variable and it's based on weight, length, or other attribute

## Appendix B – Highway Fund Forecast Quality

The two common measures for assessing forecast quality are: **statistical bias** and **accuracy**.

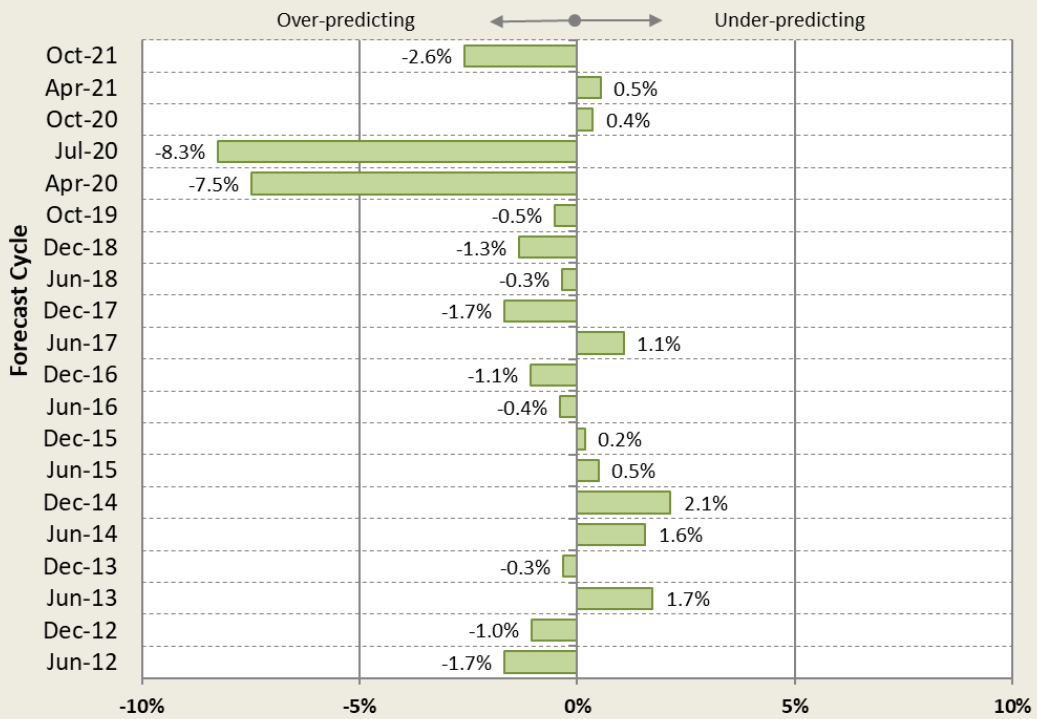
**Statistical bias** indicates the tendency of a forecast to over- or under-estimate real outcomes. Mean Percentage Error (MPE), the arithmetic average of the forecasting errors, is used for this purpose. A small MPE can be produced by errors (small or large) which are offset by errors in the opposite direction. MPE imperfectly measures the quality of a forecast. However, for budgeting purposes, MPE is probably the best measure of quality since what matters is total spending over time, and savings from one month are frequently used to offset excess costs in another month.

The **accuracy** of a forecast is the degree to which its values are narrowly dispersed around actual outcomes. Narrower dispersion indicates greater accuracy. Mean Absolute Percentage Error (MAPE), the average of the forecasting errors without regard to arithmetic sign, is used to evaluate accuracy. It does not allow underestimates and overestimates to offset each other. From a technical perspective, MAPE is usually considered a better measure of quality than MPE.

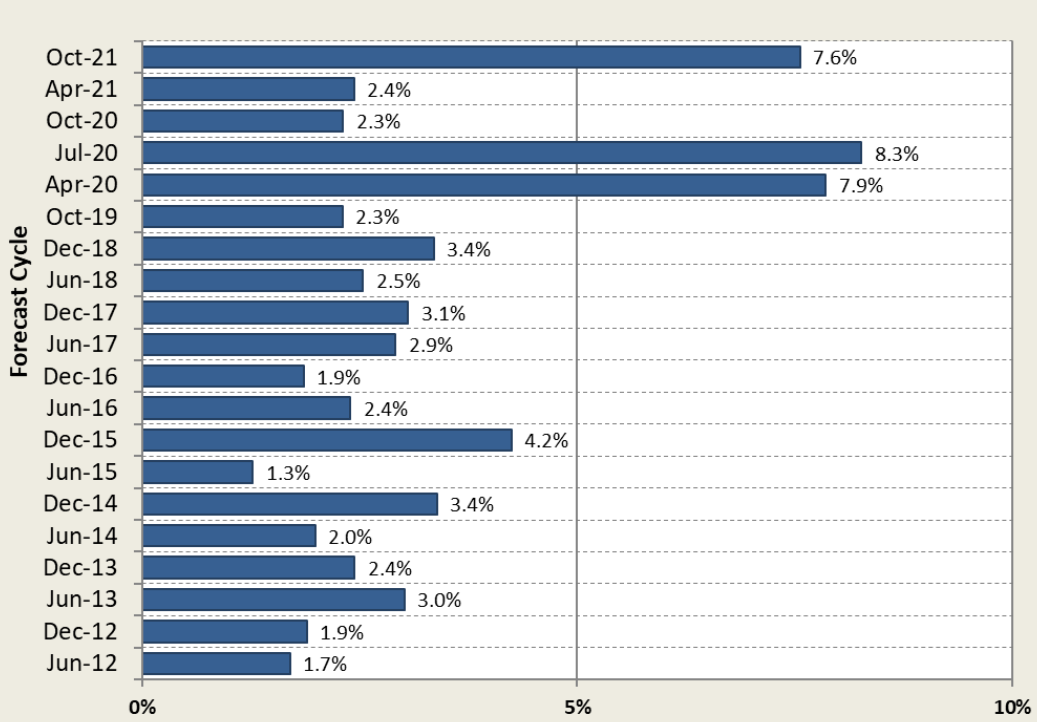
Table A1 – Quality of the first 6-months of the forecast – Total Highway Fund Revenue

Forecast Cycle	Average Monthly Revenue		MPE	MAPE
	Actual	Forecast		
Jun-12	\$93,420,014	\$94,963,125	-1.7%	1.7%
Dec-12	\$89,881,376	\$90,809,963	-1.0%	1.9%
Jun-13	\$96,325,432	\$94,621,010	1.7%	3.0%
Dec-13	\$92,219,627	\$92,475,473	-0.3%	2.4%
Jun-14	\$99,487,597	\$97,922,987	1.6%	2.0%
Dec-14	\$95,889,819	\$93,807,452	2.1%	3.4%
Jun-15	\$103,127,239	\$102,577,213	0.5%	1.3%
Dec-15	\$98,366,249	\$98,071,897	0.2%	4.2%
Jun-16	\$105,221,712	\$105,546,041	-0.4%	2.4%
Dec-16	\$99,034,393	\$100,027,733	-1.1%	1.9%
Jun-17	\$107,547,692	\$106,250,989	1.1%	2.9%
Dec-17	\$108,744,341	\$110,558,884	-1.7%	3.1%
Jun-18	\$127,533,439	\$127,942,230	-0.3%	2.5%
Dec-18	\$119,174,714	\$120,232,110	-1.3%	3.4%
Oct-19	\$127,510,191	\$128,043,921	-0.5%	2.3%
Apr-20	\$110,873,028	\$118,375,158	-7.5%	7.9%
Jul-20	\$123,829,500	\$133,854,613	-8.3%	8.3%
Oct-20	\$121,291,601	\$120,620,288	0.4%	2.3%
Apr-21	\$129,410,171	\$128,469,646	0.5%	2.4%
Oct-21	\$140,226,925	\$142,468,646	-2.6%	7.6%

**Total - Highway Fund Revenue Forecast Accuracy:  
Mean Percentage Error (MPE) - First Six Months**



**Total - Highway Fund Revenue Forecast Accuracy:  
Mean Absolute Percentage Error (MAPE) - First Six Months**





## Appendix C – Alternative Conditional Motor Fuel Forecast Tables

Table 6A. Highway Fund Revenues Collected by FSB (Millions of Dollars) (Includes all Conditional Fuels Tax Increases – Currently an Additional 2 Cents)

	Actual		Forecast									Actual BI 19-21	Forecast				
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 21-23		BI 23-25	BI 25-27	BI 27-29		
1 MOTOR FUELS TAXES	\$595.1	\$619.9	\$649.9	\$654.1	\$671.3	\$697.1	\$700.1	\$700.4	\$697.3	\$692.7	\$1,215.0	\$1,304.1	\$1,368.4	\$1,400.4	\$1,390.0		
2 TOTAL FSB COLLECTIONS	\$595.1	\$619.9	\$649.9	\$654.1	\$671.3	\$697.1	\$700.1	\$700.4	\$697.3	\$692.7	\$1,215.0	\$1,304.1	\$1,368.4	\$1,400.4	\$1,390.0		
3 Change from Previous Forecast	\$0.0	\$0.0	(\$23.2)	(\$34.6)	(\$38.3)	(\$31.5)	(\$28.1)	(\$24.9)	(\$25.2)	(\$25.3)	\$0.0	(\$57.8)	(\$69.8)	(\$52.9)	(\$50.5)		
4 COLLECTION/ADMINISTRATION COST	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.5)	(\$2.7)	(\$2.7)	(\$4.1)	(\$4.4)	(\$4.7)	(\$5.0)	(\$5.4)		
5 ODOT CENTRAL SERVICES ASSESSMENT	(\$0.3)	(\$0.4)	(\$0.3)	(\$0.3)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.7)	(\$0.7)	(\$0.7)	(\$0.8)	(\$0.8)		
6 SNOWMOBILE TRANSFER	(\$0.8)	(\$0.7)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.6)		
7 CLASS I ATV TRANSFER	(\$2.8)	(\$3.0)	(\$3.0)	(\$3.1)	(\$3.2)	(\$3.2)	(\$3.2)	(\$3.2)	(\$3.2)	(\$3.2)	(\$5.7)	(\$6.1)	(\$6.4)	(\$6.4)	(\$6.3)		
8 MARINE BOARD TRANSFER	(\$4.8)	(\$5.0)	(\$5.2)	(\$5.3)	(\$5.4)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$9.8)	(\$10.5)	(\$11.0)	(\$11.2)	(\$11.2)		
9 CLASS II ATV TRANSFER	(\$1.5)	(\$1.8)	(\$1.9)	(\$1.9)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$3.3)	(\$3.8)	(\$4.0)	(\$4.0)	(\$4.0)		
10 CLASS III ATV TRANSFER	(\$1.5)	(\$1.7)	(\$1.7)	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$3.2)	(\$3.5)	(\$3.7)	(\$3.8)	(\$3.8)		
11 CLASS IV ATV TRANSFER	(\$1.2)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$2.7)	(\$3.1)	(\$3.2)	(\$3.3)	(\$3.3)		
12 TRANSPORTATION OPERATING FUND (TOF)	(\$14.6)	(\$15.8)	(\$16.5)	(\$17.2)	(\$17.9)	(\$18.7)	(\$19.0)	(\$19.2)	(\$19.5)	(\$19.8)	(\$30.5)	(\$33.7)	(\$36.6)	(\$38.2)	(\$39.4)		
13 AVIATION TRANSFER	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)		
14 HB 2435 (2013 Session) B20 FUEL TAX EXEMPTION -memo	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0		
15 NET FSB REVENUE	\$562.7	\$587.8	\$616.8	\$619.8	\$635.8	\$660.4	\$663.0	\$663.0	\$659.5	\$654.5	\$1,150.5	\$1,236.5	\$1,296.2	\$1,325.9	\$1,314.0		
16 REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$18.6)	(\$18.0)	(\$17.8)	(\$17.8)	(\$17.8)	(\$17.9)	(\$17.9)	(\$17.9)	(\$17.8)	(\$17.7)	(\$36.6)	(\$35.6)	(\$35.8)	(\$35.8)	(\$35.5)		
17 REVENUE PLEDGED TO OTIA III - memo	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0		
18 REVENUE DUE TO JTA - memo	(\$102.3)	(\$103.3)	(\$105.5)	(\$103.3)	(\$103.4)	(\$104.6)	(\$105.0)	(\$105.1)	(\$104.6)	(\$103.9)	(\$205.6)	(\$208.8)	(\$207.9)	(\$210.1)	(\$208.5)		
19 REVENUE DUE TO HB 2017 - memo	(\$83.5)	(\$103.3)	(\$122.3)	(\$137.7)	(\$154.4)	(\$174.3)	(\$175.0)	(\$175.1)	(\$174.3)	(\$173.2)	(\$186.8)	(\$260.0)	(\$328.7)	(\$350.1)	(\$347.5)		

Table 8A. Highway Fund Revenues by Fiscal Year and Biennium (Millions of Dollars) (Includes all Conditional Fuels Tax Increases – Currently an Additional 2 Cents)

	Actual		Forecast									Actual BI 19-21	Forecast				
	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 21-23		BI 23-25	BI 25-27	BI 27-29		
1 TOTAL MCTD COLLECTIONS	\$449.2	\$481.3	\$505.7	\$528.5	\$535.5	\$550.9	\$557.1	\$563.3	\$569.2	\$575.0	\$930.5	\$1,034.2	\$1,086.4	\$1,120.5	\$1,144.2		
2 TOTAL FSB COLLECTIONS	\$595.1	\$619.9	\$649.9	\$654.1	\$671.3	\$697.1	\$700.1	\$700.4	\$697.3	\$692.7	\$1,215.0	\$1,304.1	\$1,368.4	\$1,400.4	\$1,390.0		
3 TOTAL DMV COLLECTIONS	\$374.8	\$437.3	\$493.9	\$487.2	\$497.5	\$495.5	\$497.3	\$496.7	\$498.1	\$499.4	\$812.1	\$981.0	\$993.0	\$994.0	\$997.5		
4 <b>TOTAL GROSS HIGHWAY FUND</b>	<b>\$1,419.2</b>	<b>\$1,538.5</b>	<b>\$1,649.5</b>	<b>\$1,669.7</b>	<b>\$1,704.3</b>	<b>\$1,743.5</b>	<b>\$1,754.5</b>	<b>\$1,760.3</b>	<b>\$1,764.6</b>	<b>\$1,767.1</b>	<b>\$2,957.6</b>	<b>\$3,319.2</b>	<b>\$3,447.8</b>	<b>\$3,514.9</b>	<b>\$3,531.7</b>		
5 COLLECTION, PROGRAMS, & TRANSFERS (incLobligated OTIA & JTA)	(\$856.5)	(\$941.1)	(\$1,026.3)	(\$1,068.7)	(\$1,106.0)	(\$1,146.5)	(\$1,164.0)	(\$1,172.3)	(\$1,188.9)	(\$1,194.7)	(\$1,797.6)	(\$2,095.0)	(\$2,252.5)	(\$2,336.3)	(\$2,383.6)		
6 <b>NET REVENUE TO HIGHWAY FUND</b>	<b>\$562.6</b>	<b>\$597.4</b>	<b>\$623.2</b>	<b>\$601.1</b>	<b>\$598.3</b>	<b>\$597.0</b>	<b>\$590.5</b>	<b>\$588.0</b>	<b>\$575.8</b>	<b>\$572.4</b>	<b>\$1,160.0</b>	<b>\$1,224.3</b>	<b>\$1,195.3</b>	<b>\$1,178.5</b>	<b>\$1,148.1</b>		
7 OTIA I & II SET ASIDE - memo	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2		
8 DEBT SERVICE (OTIA I & II) - memo	(\$27.4)	(\$24.5)	(\$20.0)	(\$18.2)	(\$18.7)	(\$18.2)	(\$18.4)	(\$20.2)	(\$23.6)	(\$24.5)	(\$51.9)	(\$38.2)	(\$37.0)	(\$38.6)	(\$48.1)		
9 OTIA III Dedicated Revenues - memo	\$97.5	\$103.5	\$113.5	\$110.6	\$111.6	\$110.9	\$111.4	\$111.3	\$112.0	\$111.6	\$201.0	\$224.1	\$222.6	\$222.7	\$223.6		
10 DEBT SERVICE (OTIA III) - memo	(\$90.7)	(\$96.1)	(\$105.4)	(\$106.7)	(\$106.1)	(\$105.1)	(\$103.6)	(\$111.8)	(\$124.7)	(\$133.1)	(\$186.7)	(\$212.1)	(\$211.2)	(\$215.3)	(\$257.8)		
11 JTA Total Gross Revenues - memo	\$285.0	\$294.8	\$311.2	\$304.8	\$305.9	\$306.5	\$308.2	\$308.7	\$309.5	\$308.8	\$579.8	\$616.0	\$612.5	\$616.8	\$618.2		
12 JTA Allocation for Long-Range Planning - memo	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$48.0)	(\$48.0)	(\$48.0)	(\$48.0)	(\$48.0)		
13 DEBT SERVICE (JTA) - State Only - memo	(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)		
14 HB 2017 Total Gross Revenues - memo	\$249.0	\$315.8	\$376.1	\$421.2	\$453.6	\$489.0	\$494.0	\$497.3	\$501.0	\$502.5	\$564.8	\$797.3	\$942.6	\$991.3	\$1,003.5		
15 Safe Routes to School set aside - memo	(\$10.0)	(\$10.0)	(\$10.0)	(\$12.5)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$20.0)	(\$22.5)	(\$30.0)	(\$30.0)	(\$30.0)		
16 Rose Quarter project set aside - memo	\$0.0	\$0.0	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	\$0.0	(\$45.0)	(\$60.0)	(\$60.0)	(\$60.0)		
17 DEBT SERVICE (HB 2017 Section 71d) - State Only - memo	\$0.0	(\$4.4)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	(\$4.4)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)		
18 Oregon Travel Experience Transfer - State Only - memo	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)		
19 E-GOV Records Incremental Revenue Transfer - memo	(\$8.4)	(\$8.3)	(\$8.4)	(\$8.4)	(\$8.4)	(\$8.4)	(\$8.5)	(\$8.5)	(\$8.5)	(\$8.5)	(\$16.7)	(\$16.8)	(\$16.8)	(\$16.9)	(\$17.0)		
20 NET OTIA I & II REVENUE FOR DISTRIBUTION	\$8.2	\$11.1	\$15.6	\$17.4	\$16.9	\$17.4	\$17.2	\$15.4	\$12.0	\$11.1	\$19.3	\$33.0	\$34.2	\$32.6	\$23.1		
21 NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$33.7	\$36.5	\$35.6	\$31.9	\$32.9	\$32.5	\$32.7	\$35.4	\$37.7	\$46.3	\$70.2	\$67.4	\$65.5	\$68.1	\$84.0		
22 NET OTIA III REVENUE FOR DISTRIBUTION - STATE	(\$20.9)	(\$22.1)	(\$19.8)	(\$20.4)	(\$19.7)	(\$19.0)	(\$17.2)	(\$28.3)	(\$42.9)	(\$60.1)	(\$43.0)	(\$40.2)	(\$38.7)	(\$45.5)	(\$103.0)		
23 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$130.5	\$135.4	\$143.6	\$140.4	\$141.0	\$141.3	\$142.1	\$142.3	\$142.7	\$142.4	\$265.9	\$284.0	\$282.2	\$284.4	\$285.1		
24 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - STATE	\$4.5	\$4.7	\$8.5	\$6.5	\$6.8	\$5.9	\$5.4	\$14.7	\$32.2	\$42.6	\$9.1	\$15.0	\$12.7	\$20.2	\$74.7		
25 NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$119.5	\$152.9	\$175.5	\$189.3	\$204.2	\$222.0	\$224.5	\$226.1	\$228.0	\$228.7	\$272.3	\$364.9	\$426.2	\$450.6	\$456.7		
26 NET HB 2017 REVENUE FOR DISTRIBUTION - STATE	\$119.5	\$148.5	\$166.7	\$180.5	\$187.2	\$198.4	\$200.3	\$201.9	\$203.8	\$204.6	\$267.9	\$347.2	\$385.6	\$402.3	\$408.4		
27 <b>TOTAL NET REVENUE FOR DISTRIBUTION</b>	<b>\$957.5</b>	<b>\$1,064.3</b>	<b>\$1,149.0</b>	<b>\$1,146.6</b>	<b>\$1,167.7</b>	<b>\$1,195.4</b>	<b>\$1,195.5</b>	<b>\$1,195.7</b>	<b>\$1,189.2</b>	<b>\$1,187.9</b>	<b>\$2,021.8</b>	<b>\$2,295.6</b>	<b>\$2,363.0</b>	<b>\$2,391.2</b>	<b>\$2,377.1</b>		

Note: Row and column sums may vary slightly due to rounding.

Table 9A. Distribution of Total Net Revenues (Millions of Dollars) (Includes all Conditional Fuels Tax Increases – Currently an Additional 2 Cents)

	Distribution Percentage	Actual		Forecast										Actual					Forecast				
		FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29							
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$123.9	\$131.8	\$137.1	\$132.1	\$131.4	\$131.0	\$129.3	\$128.7	\$125.6	\$124.9	\$255.7	\$269.2	\$262.3	\$258.0	\$250.5						
2	SPECIAL COUNTY (ORS 366.772)		(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)						
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$2.5	\$3.3	\$4.7	\$5.2	\$5.1	\$5.2	\$5.2	\$4.6	\$3.6	\$3.3	\$5.8	\$9.9	\$10.3	\$9.8	\$6.9						
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$24.8	\$26.4	\$28.9	\$28.2	\$28.4	\$28.3	\$28.4	\$28.4	\$28.5	\$28.4	\$51.2	\$57.1	\$56.7	\$56.7	\$57.0						
6	DEBT SERVICE (OTIA III)	84.07%	(\$11.5)	(\$12.1)	(\$17.1)	(\$19.1)	(\$18.7)	(\$18.7)	(\$18.7)	(\$16.3)	(\$14.6)	(\$7.3)	(\$23.6)	(\$36.2)	(\$37.4)	(\$35.1)	(\$22.0)						
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$3.6	\$4.1	\$4.6	\$4.6	\$4.6	\$4.6	\$4.6	\$4.6	\$4.5	\$4.5	\$7.8	\$9.2	\$9.3	\$9.2	\$9.1						
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$78.3	\$81.2	\$86.1	\$84.2	\$84.6	\$84.8	\$85.3	\$85.4	\$85.6	\$85.4	\$159.5	\$170.4	\$169.3	\$170.7	\$171.1						
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$71.7	\$91.7	\$105.3	\$113.6	\$122.5	\$133.2	\$134.7	\$135.7	\$136.8	\$137.2	\$163.4	\$218.9	\$255.7	\$270.4	\$274.0						
10	<b>NET COUNTY APPORTIONMENT</b>		<b>\$287.8</b>	<b>\$321.0</b>	<b>\$344.2</b>	<b>\$343.3</b>	<b>\$352.4</b>	<b>\$362.8</b>	<b>\$363.2</b>	<b>\$365.4</b>	<b>\$364.6</b>	<b>\$371.0</b>	<b>\$608.8</b>	<b>\$687.5</b>	<b>\$715.3</b>	<b>\$728.6</b>	<b>\$735.6</b>						
11	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$79.1	\$84.2	\$87.6	\$84.4	\$83.9	\$83.7	\$82.6	\$82.2	\$80.2	\$79.7	\$163.3	\$171.9	\$167.5	\$164.8	\$160.0						
12	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)						
13	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$1.6	\$2.2	\$3.1	\$3.5	\$3.4	\$3.5	\$3.4	\$3.1	\$2.4	\$2.2	\$3.9	\$6.6	\$6.8	\$6.5	\$4.6						
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$16.6	\$17.6	\$19.3	\$18.8	\$19.0	\$18.8	\$18.9	\$18.9	\$19.0	\$19.0	\$34.1	\$38.1	\$37.8	\$37.8	\$38.0						
15	DEBT SERVICE (OTIA III)	15.93%	(\$2.2)	(\$2.3)	(\$3.2)	(\$3.6)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.1)	(\$2.8)	(\$1.4)	(\$4.5)	(\$6.9)	(\$7.1)	(\$6.6)	(\$4.2)						
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$2.4	\$2.8	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.0	\$3.0	\$3.0	\$5.2	\$6.1	\$6.2	\$6.1	\$6.1						
17	CITY APPORTIONMENT (JTA)	20.00%	\$52.2	\$54.2	\$57.4	\$56.2	\$56.4	\$56.5	\$56.8	\$56.9	\$57.1	\$57.0	\$106.4	\$113.6	\$112.9	\$113.8	\$114.0						
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$47.8	\$61.2	\$70.2	\$75.7	\$81.7	\$88.8	\$89.8	\$90.4	\$91.2	\$91.5	\$108.9	\$145.9	\$170.5	\$180.2	\$182.7						
19	<b>NET CITY APPORTIONMENT</b>		<b>\$195.0</b>	<b>\$217.3</b>	<b>\$235.0</b>	<b>\$235.4</b>	<b>\$241.4</b>	<b>\$248.3</b>	<b>\$248.6</b>	<b>\$249.0</b>	<b>\$247.7</b>	<b>\$248.5</b>	<b>\$412.3</b>	<b>\$470.4</b>	<b>\$489.7</b>	<b>\$497.6</b>	<b>\$496.2</b>						
20	HIGHWAY DIVISION (including small City/County)	60.05%	\$305.2	\$324.6	\$337.7	\$325.3	\$323.5	\$322.7	\$318.5	\$317.0	\$309.5	\$307.5	\$629.8	\$663.0	\$646.2	\$635.4	\$617.0						
21	SPECIAL COUNTY (ORS 366.772)		(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)						
22	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)						
23	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$4.1	\$5.6	\$7.8	\$8.7	\$8.4	\$8.7	\$8.6	\$7.7	\$6.0	\$5.6	\$9.7	\$16.5	\$17.1	\$16.3	\$11.6						
24	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$56.1	\$59.5	\$65.3	\$63.6	\$64.2	\$63.8	\$64.1	\$64.0	\$64.4	\$64.2	\$115.6	\$128.9	\$128.0	\$128.1	\$128.6						
25	DEBT SERVICE (OTIA III)	100.00%	(\$77.0)	(\$81.7)	(\$85.1)	(\$84.0)	(\$83.9)	(\$82.8)	(\$81.3)	(\$92.3)	(\$107.3)	(\$124.3)	(\$158.6)	(\$169.1)	(\$166.7)	(\$173.6)	(\$231.7)						
26	STATE APPORTIONMENT (OTIA III)	0.00%	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0						
27	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$63.6	\$66.0	\$70.0	\$68.4	\$68.7	\$68.9	\$69.3	\$69.4	\$69.6	\$69.4	\$129.6	\$138.4	\$137.6	\$138.7	\$139.0						
28	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$66.9	\$69.4	\$73.6	\$72.0	\$72.2	\$72.4	\$72.8	\$72.9	\$73.2	\$73.0	\$136.3	\$145.5	\$144.6	\$145.8	\$146.1						
29	DEBT SERVICE (JTA)		(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)						
30	STATE APPORTIONMENT (HB 2017)	50.00%	\$119.5	\$152.9	\$175.5	\$189.3	\$204.2	\$222.0	\$224.5	\$226.1	\$228.0	\$228.7	\$272.3	\$364.9	\$426.2	\$450.6	\$456.7						
31	DEBT SERVICE (HB 2017 Section 71d)		\$0.0	(\$4.4)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	(\$4.4)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)						
32	OREGON TRAVEL EXPERIENCE TRANSFER		(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)						
33	<b>NET HIGHWAY DIVISION</b>		<b>\$464.0</b>	<b>\$515.3</b>	<b>\$559.0</b>	<b>\$557.2</b>	<b>\$563.1</b>	<b>\$573.5</b>	<b>\$573.0</b>	<b>\$570.5</b>	<b>\$566.2</b>	<b>\$557.6</b>	<b>\$979.3</b>	<b>\$1,116.2</b>	<b>\$1,136.6</b>	<b>\$1,143.5</b>	<b>\$1,123.8</b>						
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$76.9	\$79.7	\$81.5	\$79.9	\$79.2	\$79.5	\$79.8	\$80.1	\$79.9	\$79.7	\$156.6	\$161.4	\$158.8	\$159.9	\$159.6						
35	<b>NET COUNTY APPORTIONMENT</b>		<b>\$287.8</b>	<b>\$321.0</b>	<b>\$344.2</b>	<b>\$343.3</b>	<b>\$352.4</b>	<b>\$362.8</b>	<b>\$363.2</b>	<b>\$365.4</b>	<b>\$364.6</b>	<b>\$371.0</b>	<b>\$608.8</b>	<b>\$687.5</b>	<b>\$715.3</b>	<b>\$728.6</b>	<b>\$735.6</b>						
36	<b>NET CITY APPORTIONMENT</b>		<b>\$195.0</b>	<b>\$217.3</b>	<b>\$235.0</b>	<b>\$235.4</b>	<b>\$241.4</b>	<b>\$248.3</b>	<b>\$248.6</b>	<b>\$249.0</b>	<b>\$247.7</b>	<b>\$248.5</b>	<b>\$412.3</b>	<b>\$470.4</b>	<b>\$489.7</b>	<b>\$497.6</b>	<b>\$496.2</b>						
37	<b>NET HIGHWAY DIVISION</b>		<b>\$464.0</b>	<b>\$515.3</b>	<b>\$559.0</b>	<b>\$557.2</b>	<b>\$563.1</b>	<b>\$573.5</b>	<b>\$573.0</b>	<b>\$570.5</b>	<b>\$566.2</b>	<b>\$557.6</b>	<b>\$979.3</b>	<b>\$1,116.2</b>	<b>\$1,136.6</b>	<b>\$1,143.5</b>	<b>\$1,123.8</b>						
38	<b>NET HIGHWAY FUNDS REVENUE</b>		<b>\$946.8</b>	<b>\$1,053.6</b>	<b>\$1,138.2</b>	<b>\$1,135.9</b>	<b>\$1,156.9</b>	<b>\$1,184.6</b>	<b>\$1,184.8</b>	<b>\$1,184.9</b>	<b>\$1,178.5</b>	<b>\$1,177.1</b>	<b>\$2,000.3</b>	<b>\$2,274.1</b>	<b>\$2,341.5</b>	<b>\$2,369.7</b>	<b>\$2,355.6</b>						
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5						
40	<b>TOTAL NET REVENUES FOR DISTRIBUTION</b>		<b>\$957.5</b>	<b>\$1,064.3</b>	<b>\$1,149.0</b>	<b>\$1,146.6</b>	<b>\$1,167.7</b>	<b>\$1,195.4</b>	<b>\$1,195.5</b>	<b>\$1,195.7</b>	<b>\$1,189.2</b>	<b>\$1,187.9</b>	<b>\$2,021.8</b>	<b>\$2,295.6</b>	<b>\$2,363.0</b>	<b>\$2,391.2</b>	<b>\$2,377.1</b>						

Note: Row and column sums may vary slightly due to rounding.

**EXHIBIT B: FINANCIAL ASSUMPTIONS FOR THE DEVELOPMENT OF  
METROPOLITAN TRANSPORTATION PLANS SFY 2020/2021 – 2049/2050  
(JULY 2022)**

FINANCIAL ASSUMPTIONS FOR THE  
DEVELOPMENT OF METROPOLITAN  
TRANSPORTATION PLANS  
SFY 2020/2021 – 2049/2050

**Oregon Department of Transportation  
Office of Revenue, Finance and Compliance  
July 2022**

**This project was funded in part by the Federal Highway Administration (FHWA), U. S. Department of Transportation under the State Planning and Research program. The contents of this report do not necessarily reflect the views or policies of FHWA.**

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## INTRODUCTION

The 2021 Infrastructure Investment and Jobs Act (IIJA, aka Bipartisan Infrastructure Bill) 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<sup>1</sup> in this way force early choices to be made about projects affecting mobility, land use, air quality and resiliency as well as the condition and performance of transportation assets. 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 Highway and Transit Program transportation asset management plans (TAMP and TAM) and STIP regional distribution methodologies, and STIP and TIP projects must reflect the investment priorities established in the TAMP, TAM and 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 IIJA 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 (FTA) 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 condition and performance must be jointly considered to determine amounts that can be expended on highway and transit preservation and capacity improvements. These amounts can then be distributed among regions or jurisdictions (as applicable).

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<sup>1</sup> IIJA Section 11202. FISCAL CONSTRAINT ON LONG-RANGE TRANSPORTATION PLANS. Changes the time period under which the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the project cost ranges/cost bands from "beyond the first 10 years" to beyond the first 4 years".



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 presents revenue tables and supportive materials.

## **REVENUE SOURCES**

Revenue sources relevant to this exercise are those received from the Federal government under the authority of the Infrastructure Investment and Jobs 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 current law with no tax and fee increases to growth averaging the long run 20 year trend over two different periods:

1. Current law;
2. Total revenue increase matching the 20-year long run average growth (3.3 percent annual average rate of growth) after state fiscal year (SFY) 2025, which covers the current set of state transportation tax increases; and
3. Total revenue matching the 20-year long run average growth (4.2 percent annual average rate of growth).

Revenue projections under these scenarios are based upon a large number of econometric equations, where each product is forecast separately and rolled up to create totals by revenue source. Models include exogenous variables relevant for each product. For example the motor fuels model, which is the single largest source of state funds include

factors such as fuel price, fuel efficiency, total state nonfarm employment, total state passenger vehicle registrations and historical data. .

An assumption of no change in highway user tax rates beyond those currently adopted (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 accelerated adoption of electric vehicles and no replacement revenue was assumed. The historical record of Highway Fund revenue indicates rejection of these scenarios is warranted (see **History Chart** on page 1 of Appendix B).

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.

The selected assumption for growth in state Highway Fund revenues is to look at the previous 20 year average growth rate and apply that growth rate to projected revenues beginning in state fiscal year 2026. This growth rate assumes future increases in the motor fuels tax rate, which will be necessary to avoid flat or negative growth. Applying the annual growth beginning in fiscal year 2026 allows for the current set of increases to be fully realized from passage of HB 2017 during the 2017 Legislative Session. In addition the proportion of revenues shared between the state and local governments is assumed to slowly move towards a split that shares more revenues with local governments. The last two transportation packages have set the shares at 50 percent state and 50 percent locals so it is reasonable to assume that share will continue into the future. By itself this growth rate 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 **Table 1.A: State Highway Fund Revenue History and Current Law Projection** and Table 1.B: Incremental OM&P Revenue Above Current Law of Appendix B.

Highway Fund revenue distribution is legislatively established. The 2022 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 \$5,500,000 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, \$2,500,000 per year is reserved from this share to fund the Special City Allotment (SCA) program. The state contributes another \$2,500,000 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) and 2017 Keep Oregon Moving Act (HB 2017) 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 Factors and 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 **Table 2: Derivation of Funds Available to Finance State Highway Modernization Including Added Revenue of Appendix B**. Further discussion of how these estimates were developed is provided in the Other Factors and 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 **Table 2 of Appendix B**. The estimated cash outlay is fully considered in the calculations of resources available for other purposes and projects.

In 2017, the Oregon Legislature authorized ODOT to fund a list of projects totaling \$646.8 million. This is in addition to modernization amounts required under ORS 366.507. Of the \$646.8 million, ODOT is authorized to issue user bonds not to exceed \$480 million, and finance the remaining \$166.8 million 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) 2017 (2017). Estimated cash outlay for debt service and cash flow financing of these projects is shown in **Table 2, Appendix B** 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 November 15, 2021, the Infrastructure Investment and Jobs Act was signed into law. The bill establishes funding amounts for Federal highway and transit programs for Federal fiscal years 2022-2026. A 30 year planning horizon is a very long period of time, and the IJA expires in 2026. 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 or may assume Federal funding to increase based on a straight-lined extrapolation of historic increases in Federal authorizations for that State or MPO, [Forecasting and Fiscal Constraints - Planning - FHWA \(dot.gov\)](#) Updated page, 6/28/2017. In Oregon, the annual average growth rate between 2009 and 2026 was 3.3 percent<sup>2</sup>. That rate is also applied to FFY 2027 formula funds and each year thereafter to produce the formula funds forecast.

The Federal-aid highway funds made available to states come from a variety of sources and subject to various distributional requirements. **Table 3: Distribution of Federal Highway Funds** of Appendix B presents year of expenditure amounts for major highway funding sources and distributions. Constant value figures for the major highway funding sources and distributions are presented on **Table 3A: Distribution of Federal Highway Funds (\$2020)** of Appendix B.

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<sup>2</sup> The average annual growth rate of Oregon formula funding between the final year of TEA-21 and final year of IJA (2003-2026) is 3.4 percent; the average annual growth rate of formula funding between the final year of MAP-21 and IJA (2014-2026) is also 3.4 percent. The average annual growth rate of formula funding between the final year of ISTEA and the final year of IJA (1997-2026) is 4.1%. Adoption of an expected 3.3 percent rate of growth for Oregon formula funding is not an unreasonable expectation.

Federal formula funds include a number of small programs listed under “Other Local Allocations.” Programs and funding amounts are presented in **Table 4: Distribution of “Other Local Allocations”** of Appendix B. 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 amounts authorized for Federal highway and transit programs. As a result, they are assumed to increase at the 3.3 percent annual rate beginning in 2027. Before 2027, discretionary funds are assumed to increase consistent with yearly authorized amounts. Oregon has a historical record of attracting Federal discretionary funds in the amount of about \$20 million per year. Oregon’s share of discretionary program funding awards has routinely exceeded its share of apportionment funding and share of national population.

With the adoption of IJJA, an historic level of discretionary program funding was established. Funding for the limited number of pre-IJJA programs was increased significantly and a host of new discretionary programs established. Over the course of the IJJA, discretionary program funding totals more than \$120 billion. Unknown is the expected continuation of such funding beyond the authorization of IJJA. Much of the additional discretionary program funding was provided by supplemental appropriations contained in the authorization bill. The growing gap between revenues to the Federal Highway Trust Funds and expected expenditures from the trust fund together with a clouded political future make expectations regarding future levels of discretionary program funding beyond IJJA highly questionable.

Based on past discretionary program awards and future expectations, the committee assumed that during the course of IJJA, Oregon would expect to be awarded around \$120 million of discretionary grant funding each year. Beyond IJJA, the state’s annual total for discretionary program awards would total \$60 million. 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. In light of the potential for very large award amounts under a number of discretionary programs, both the state and MPOs have indicated that they have projects that can only be completed with large discretionary program awards. For such MPO projects, it was to be left to MPOs to develop reasonable justifications for funding shares and potential award amounts.

## **FTA Urban Formula Funds - Sections 5307, 5337, and 5339(a)**

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 5340 funds are formula funds for growing and high density states, which is then combined with urbanized area calculations to determine the final Section 5307 distribution and reported as a single number by FTA. 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 (3.3 percent per year). The assumption of similar growth comes from historical linkage in the program in funding growth and federal infrastructure policy packages including both programs. FHWA programs and Section 5307 programs are largely funded from the same revenue source, the Federal Highway Trust Fund. Historically, as Federal fuel tax rates of increased, the increased revenue has supported both highway and transit programs. In the most recent infrastructure funding bill passed by Congress, both highway and transit programs saw similar increases. 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 at this time are Lane Transit District's Bus Rapid Transit (BRT) system and TriMet's Light Rail Transit (LRT) system. Section 5337 assumptions are included in the formula projects on **Table 5: Projections of Urban Formula Funds** of Appendix B.

## **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.

Funding for intercity transit projects is available through a 15 percent set-aside of Section 5311(c) funds. Such funds may be leveraged by cooperation with jurisdictions having termini in their areas. The total Oregon apportionment in 2022 was \$17,739,187, so the 15% Intercity Bus Set Aside still required would be \$2,616,742.05 in 2022. Historical and projected values are in **Table 6: Projections of Discretionary Intercity Funds (5311(c))** of Appendix B. It is assumed these funds will be distributed based on MPO population share over time, though there may be year-to-year variation as funds are

directed by the state based on local needs. These funds are expected to grow at 3.3 percent annual, the same rate as Section 5307 and FHWA funds assumed above.

### **FTA Discretionary Funds – Sections 5339(b), 5339(c), 5309**

FTA discretionary funds are only provided after application by an eligible transit provider through a competitive grant process. Funds available by competitive grant application include: Section 5309 Capital Investment Grants, which covers New Starts and Small Starts projects; Section 5339(b) Grants for Bus and Bus Facilities Program; and Section 5339(c) Low or No Emission Vehicle Program. The amounts the committee assumed for each category and year are shown on **Table 7: Assumed FTA Discretionary Distributions** of Appendix B.

Section 5309 projects (“new starts” and “small starts” projects) are highly situation specific. As a result, the committee left the amounts assumed to the public transit providers involved. Table 7 also shows the assumed values in year of expenditure and real values. The committee expects the transit providers seeking these funds to be able to identify the source of required matching funds, and it expects those matching funds to be financially constrained as required under 23 USC 134(i)(2)(E) in their long-range plans. The Portland area and the Eugene area have had ongoing success in obtaining Section 5309 funding to finance LRT and BRT construction.

Section 5339(b) and Section 5339(c) funding covers bus discretionary grants. Recent history has seen Oregon winning a share of available funding that exceeds their population share of those funds. Oregon’s population share is around 1.3 percent of the US population, but since 2016, Oregon has received 1.61 percent of Section 5339(b) funds available and 3.8 percent of Section 5339(c) funds, or a combined 2.1 percent of total bus discretionary funds. The committee assumed that Oregon would, on average, receive 1.61 percent of both bus discretionary funds available on average over the planning time period. However, MPOs may wish to adjust these numbers based on the timing of planned projects. The assumed amounts can also be found in Table 7.

### **State Transit Funding –Formula Based**

The 2017 Oregon Legislature passed House Bill 2017, marking a significant investment in transportation to promote a clean environment, strong communities with good quality of life, a vibrant economy with good jobs, and safe, healthy people. This effort is referred to as Keep Oregon Moving. In addition to increasing the traditional Highway Fund taxes and fees, three new taxes were introduced to provide additional funding for Keep Oregon Moving:

1. Statewide **Transit Payroll Tax** for investments in public transportation.
2. **Vehicle Privilege Tax** (on new vehicles purchased and registered in Oregon) dedicated to the Connect Oregon program and to promote electric vehicle sales. New vehicles purchased outside of Oregon and registered in Oregon are subject to

a similar tax called **Vehicle Use Tax**. However, these funds go to Highway Fund and thus are treated as a separate line item.

3. **Bike Excise Tax** also dedicated to the Connect Oregon program to provide grants for bicycle and pedestrian projects.

The Vehicle Privilege/Use Tax and Bike Excise Tax were implemented in January 2018. The Transit Payroll Tax went into effect in July 2018.

State transit funding from the Transit Payroll Tax becomes formula based funding to local transit districts known as Qualified Entities, which receive funding based on the share of payroll within their designated boundaries. These revenues grow based on Oregon's economic performance and population growth. The 2022 legislative session updated the formula distributions such that minimum amounts a Qualified Entity can receive over time will increase (decrease) along with revenues collected over the previous biennium. The forecast amounts reflect this change.

In the 2022 legislative session, Oregon passed SB 1601 which will combine the Statewide Transportation Improvement Fund (STIF) and the Special Transportation Fund (STF) under a single fund with updated formula rules for distributions and minimums. The state currently takes primary responsibility for funding programs serving the elderly and people with disabilities under the STF. The legislature provides formula based funding to designated entities primarily from revenues raised from taxes on cigarette sales, excess revenues from the sales of Photo ID cards.

The current 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. This purpose will continue after SB 1601 is implemented. 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.

The monies from the STF are distributed to the same Qualified Entities as those receiving formula funds from the Transit Payroll Tax, though the STF formula is based on population instead of payroll and has a different minimum distribution threshold. These changes have been accounted for in the forecast through 2051 in Appendix spreadsheet on **Table 8A: Estimated State Transit Formula Funding - Year of Expenditure Dollars** and **Table 8B: Estimated State Transit Formula Funding – Purchasing Power in 2020**. STF revenues are assumed to increase over time based on forecasts from Oregon's Department of Administrative Services.



## **State Transit Funding – Competitive Grant and Discretionary Funding**

Discretionary state transit funding is done through the Connect Oregon program. The Connect Oregon program is funded primarily by the Vehicle Privilege Tax, the Vehicle Use Tax, and the Bike Excise Tax. These revenues are distributed through competitive grants each biennium the fund is forecast to exceed \$50 million, though the total award amount has been less than \$50 million to date. The growth rate of Vehicle Privilege Tax and the Vehicle Use Tax are based on ODOT's April 2022 forecast which uses vehicle prices, historical sales, and with other economic indicators for Oregon. While the recipients of these revenues are dependent on the competitive process, the committee assumed that over time funds will be distributed based on MPO population share. It is assumed that a Connect Oregon program will be run in each biennium, and the funds made available will be 85% of the total revenues to the fund, in keeping with historical precedent. The Appendix spreadsheet tab **Table 9: Estimated State Transit Discretionary Funds of Appendix B** shows the forecast annual average expected statewide total for Oregon.

This document provides revenue forecasts through State Fiscal Year 2051 for all three of these programs.. These amounts are based on total revenue minus collection costs minus transfer of privilege tax funds to the Department of Environmental Quality (DEQ). The legislature extended the DEQ transfers beyond January 1, 2024 in [House Bill 2165 \(2021\)](#), and it passed SB 1558 (2022) changing the distribution share to DEQ, increasing it to the greater of \$12 million per year or 45 percent of available revenue starting January 1, 2023.

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

The state has provided limited financial support for construction of bicycle and pedestrian facilities that are not part of a highway facility. Prior to the adoption of HB 2017, state support came from the Connect Oregon program, and consumed about 15 percent of the funding available through this program. Both the mode and specific projects were selected on a competitive basis. With the adoption of HB 2017, significant changes were made to the Connect Oregon Program. The focus of the program was changed to provide awards to aviation, rail and marine projects. The provision of funding for bicycle/pedestrian projects was shifted over to the Multimodal Active Transportation Fund (MAT). In accordance with HB 2592 adopted in 2019, 7 percent of Connect Oregon moneys is to be shifted to the MAT for the purposes of providing grants for bicycle and pedestrian transportation projects.

In addition, HB 2017 created a bicycle excise tax of \$15 on the sale of each new bicycle sold \$200 or greater. These funds are also dedicated to the MAT. The forecast for these funds is seen in Table 9 of Appendix B. MPOs should note that these amounts are statewide available funds.

## **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. A number of alternative inflationary rates and forecasting sources were considered by the committee. After a couple of committee meeting discussions, a decision was made to adopt 3.3 percent as the average annual growth rate for costs of transportation projects and OM&P.

### **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 and IJA require states and MPOs to adopt national performance measures and establish performance targets for Federal-aid highway measures and public transportation measures established by U.S. Department of Transportation. States and MPOs are to include a discussion in their transportation improvement programs as to how their planned programs will achieve the performance targets they have established. In accordance with provisions of the IJA, states and MPOs are to consider resiliency and vulnerability of highway and transit assets and systems and use portions of planning funds on activities, plans and projects to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

In addition, MPOs are to include a system performance report in their transportation plans to document progress in achieving established highway and transit performance targets. MPOs classified as Transportation Management Areas with populations over one million are to develop Congestion Mitigation and Air Quality Improvement Program Performance Plans. States are to develop and update at least every four years a Highway Asset Management Plan for National Highway System pavements and bridges and transit districts receiving federal financial assistance are to develop and update a Transit Asset Management Plan for capital asset used to provide public transportation.

In response to the threats to the safety and mobility of Americans presented by extreme weather due to climate change, FHWA has initiated rulemaking to require States and MPOs to establish declining carbon dioxide (CO<sub>2</sub>) targets and to establish a method for the measurement and reporting of greenhouse gas (GHG) emissions. Specifically the proposed rule would require States and MPOs that have NHS mileage within their planning area boundaries to establish declining CO<sub>2</sub> emissions targets to reduce CO<sub>2</sub> emissions generated by on-road mobile sources relative to a reference year defined as calendar year 2021.

Two requirements already placed on states are to: 1) maintain the condition of interstate pavement at a 95 percent fair or better condition, and 2) 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. The last three state transportation funding packages (OTIA III, JTA, KOM) all linked any new bonding to incremental revenues resulting from the legislation. Further, the committee does not believe it is appropriate to assume revenues from beyond the planning horizon (SFY 2049/2050) 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).

However, HB 2017, which was amended by HB 3055 (2021 Session) set aside \$30 million per year in new tax revenue for use as cash or as debt service for a set of specific projects in the Portland Metro region. Additionally HB 2017 directed ODOT to develop a toll program for congestion management and to provide funding for these projects.

### **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. The most recently adopted transportation funding package, HB 2017, specified that of the funds made available to ODOT the first \$10 million would go to safety, and the remainder split 40% for bridges, 30% for seismic improvements, 24% for state highway pavement preservation and culverts, and 6% for state highway maintenance and safety improvements. 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 2020/2021 – 2049/2050, 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 under the Surface Transportation Block Grant Program and Transportation Alternatives Program). Under the IJA new Carbon Reduction Program, 65 percent of each State's program apportionment is suballocated to MPOs, both TMAs and non-TMAs based on their relative share of population up. 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, Working Agreement with Cities and Counties - see **Table 10: Estimated STBGP Apportionments for MPO Counties and Cities other than TMAs.**). 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 CMAQ Committee and Transportation Alternatives Committee with the modification that MPOs with fewer than 200,000 are eligible to receive TAP awards. 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 **Table 11: FLEX Funds (STBGP) Shift to FTA 5310**).

### **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. In the past, factors such as population, VMT, registrations, ton miles, and revenues were used. The data to support the previous calculations are now significantly outdated. In reviewing the factors for updates, two of the factors dropped out as the Ton mile analysis is no longer conducted, nor are revenues by county something that is identifiable. The remaining three factors (population, VMT, and registrations) will be used going forward.

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 on **Table 12: Long Range Estimates of ODOT Highway Preservation, Maintenance and Other Costs of Appendix B** 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>3</sup>

### **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

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<sup>3</sup> On a lane-mile basis, Portland area OM&P costs are about twice the statewide average.

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>4</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>5</sup> Therefore, the committee has been quite conservative in its financial outlook.

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<sup>4</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>5</sup> The state lottery revenue assumption is an exception.

**APPENDIX A:**

***REVENUE TABLES AND SUPPORTING MATERIALS***

**Attached Appendix Spreadsheet**

(Copy of State Revenue Historical and Forecast (Publication DRAFT-V2).xlsx

**Federal-Aid Highway Program Average Annual Rate of Growth  
(AARG)**

<b>Growth between last year of bill and first year of subsequent bill</b>				<b>US</b>	<b>Oregon</b>
1997-1998				15.8%	22.3%
2003-2005				13.1%	6.5%
2009-2013				4.5%	17.5%
2014-2016				5.1%	5.1%
2020-2022				21.0%	20.3%
2020-2022 (with Approps)				35.2%	31.9%
<b>Average Annual Rate of Growth (AARG): Authorization Bills</b>				<b>US</b>	<b>Oregon</b>
TEA-21 (1998-2003)				4.2%	3.8%
SAFETEA-LU (2005-2009)				3.4%	3.7%
MAP-21 (2013-2014)				1.1%	0.1%
FAST-Act (2016-2020)				2.2%	2.1%
IIJA (2022-2026)				2.0%	2.0%
IIJA with Approps (2022-2026)				1.8%	1.8%
<b>AARG: Last year of an Authorization Bill to last year of IIJA</b>				<b>US</b>	<b>Oregon</b>
1997-2026 (ISTEA - IIJA))				3.8%	4.1%
2003-2026 (TEA-21 - IIJA)				3.2%	3.4%
2009-2026 (SAFETEA-Lu - IIJA)				2.8%	3.3%
2014-2026 (MAP-21 - IIJA)				3.5%	3.4%
2020-2026 (FAST Act - IIJA)				4.6%	4.5%
SOURCE: FHWA Annual Notices for Federal-aid Apportionments, Obligation Authority and Redistribution					
DOT Office of Revenue, Finance and Compliance (Approps-Lim Rates-Redistribution)					February 7, 2022

***Summary of Bipartisan Infrastructure Law***

**IIJA**

**(Infrastructure Investment and Jobs Act)**

Adopted November 15, 2021 provides funding for Highways and Transit Programs for Federal Fiscal Years (FYs) 2022 – FY 2026.

**Estimated Oregon Federal-aid Highway Program Funding**



	Millions	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
Total Oregon (W/o Spcl Appropriations)	\$	547.2	\$ 662.2	\$ 675.4	\$ 688.9	\$ 702.7	\$ 716.8	
Annual Rate of Growth			21.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Total Oregon (With Spcl Appropriations)	\$	547.2	\$ 726.3	\$ 739.5	\$ 753.0	\$ 766.8	\$ 780.9	
Annual Rate of Growth			32.7%	1.8%	1.8%	1.8%	1.8%	1.8%
<b>AARG: Average Annual Rate of Growth (year over year increase)</b>								

NOTE: Funding amounts, with the exception of figures presented for Metropolitan Planning, Carbon Reduction Program, and Protect Program are Apportionment amounts.

## Federal-aid Highway Programs

**National Highway Performance Program (NHPP)**. Largest Federal-aid Program accounting for 55 percent of Apportioned funding.

	Millions	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
NHPP	\$	295.1	16.8%	2.0%	2.0%	2.0%	2.0%	2.0%

- Continues current program eligibilities
- Adds new program purpose for providing support for activities to increase the resiliency of the NHS
  - Adds new eligible projects:
    - Underground public utility infrastructure carried out in an otherwise eligible project
    - Resiliency improvements (including protective features) on the NHS
    - Activities to protect the NHS segments from cybersecurity threats
    - Protective features (related to mitigating risk or recurring damage or the cost of future repairs from extreme weather events, flooding or other natural disasters on federal-aid highways/bridges off the NHS (≤15% of NHPP funds)
- Requires Asset Management Plans to consider extreme weather and resilience in lifecycle cost and risk management analysis

**Surface Transportation Block Grant Program**. Second largest Federal-aid Program accounting for nearly 27 percent of Apportioned funding.

	Millions	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
STBGP	\$	143.9	10.5%	2.0%	2.0%	2.0%	2.0%	2.0%
Portland TMA	\$	30.8	10.5%	2.0%	2.0%	2.0%	2.0%	2.0%
Eugene TMA	\$	5.1	10.5%	2.0%	2.0%	2.0%	2.0%	2.0%
Salem TMA	\$	4.9	10.5%	2.0%	2.0%	2.0%	2.0%	2.0%
MPOs 50,000-200,000	\$	6.2	69.6%	2.0%	2.0%	2.0%	2.0%	2.0%
Off-System Bridge	\$	12.7	49.9%	0.0%	0.0%	0.0%	0.0%	0.0%

- Continues current program eligibilities
- Adds new eligible projects:
  - Electric Vehicle (EV) charging infrastructure

- Protective features to enhance resilience
- Wildlife crossing projects
- Increases off-system bridge set-aside from 15% to 20%; adds eligibility to include replacing a low water crossing with a bridge
- Continues Transportation Alternatives as a set-aside of total STBGP funding and increases annual TA funding to 10% of total STBGP funds
- Continues share of program funds subject to distribution among areas based on population at 55% for FY 2022-FY 2026.
- Population categories for funding suballocation split into smaller ranges
  - Requires States to consult with small urbanized areas with population between 50,000-200,000 and describe how funds allocated for the areas will be allocated equitably
  - Changes the special rule for areas of less than 5,000 to areas less than 50,000.
- Permits States to use up to 15% of rural area funds for eligible projects or maintenance on non-Federal aid highways in rural areas, and up to 5% for certain barge land, doc and waterfront infrastructure projects

**Transportation Alternatives (TA).**

	Millions						AARG 22-26
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
TA (less Rec Trails \$1.6 million)	\$ 7.8	\$ 13.7	\$ 14.0	\$ 14.3	\$ 14.7	\$ 15.0	2.2%
Portland TMA	\$ 1.5	\$ 3.2	\$ 3.2	\$ 3.3	\$ 3.4	\$ 3.4	2.2%
Eugene TMA	\$ 0.3	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.6	\$ 0.6	2.2%
Salem TMA	\$ 0.2	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	2.2%
50,000-200,000	\$ 0.4	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	2.2%
Remainder	\$ 5.4	\$ 8.7	\$ 8.9	\$ 9.1	\$ 9.3	\$ 9.5	2.2%

- Continues annual set-aside of \$1,610,153 for Recreational Trails projects
- Increases from 50% to 59% the portion of TA funding that must be suballocated to areas of the State based on population
- Adds as eligible entities MPOs representing a population ≤200,000, nonprofit entities, and States at the request of another eligible entity
- Continues to permit States to transfer up to 50% of TA funds to any other apportioned program but establishes new conditions
- Allows States to use up to 5% of available funds (after suballocation) to fund staff to administer the TA program and assist applicants
- Reaffirms eligibility for safe routes to school projects and activities
- Adds activities relating to vulnerable road user safety assessments
- Makes changes to Federal share provisions subject to certain requirements
  - Provides for a Federal share up to 100%
  - Allows HSIP funds to be used toward the non-Federal share
  - Allows non-Federal share requirements to be met on an aggregate basis instead of by project

**Highway Safety Improvement Program (HSIP).** Third largest Federal-aid Highway Program accounting for nearly 6 percent of Apportioned funding.

	Millions	Annual Percentage Increase in Program Funding					
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
HSIP	\$ 30.4	21.1%	2.0%	2.0%	2.0%	2.0%	2.0%

- Adds eligibility ( $\leq 10\%$  of HSIP fund) for specified safety projects ( including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school)
- Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Examples include:
  - Railway-highway crossing grade separation projects;
  - Traffic control devices for pedestrians and bicyclists; and
  - Roadway improvements that separate motor vehicles from bicycles or pedestrians
- Requires States to complete vulnerability road user (VRU) safety assessments, taking into consideration a Safe System approach
- Adds special rule for States with total annual VRU fatalities comprising  $\geq 15\%$  of total annual crash fatalities in State

**Railway-Highway Crossing Program (RHCP).** HSIP related program accounting for less than 1 percent of Apportioned funding.

	Millions	Annual Percentage Increase in Program Funding					
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
RHCP	\$ 2.9	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%

- Clarifies funds are eligible for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings (ped safety improvements at crossing are already an eligible activity)
- Eliminates the 50% set-aside for “protective devices”
- Increases the maximum incentive payment that a State may pay a local government for closing a public at-grade rail-highway crossing from \$7,500 to \$100,00 subject to certain conditions
- Increases from 2% to 8% the amount a State may use for data compilation and analysis in support of its annual RHCP report
- Increases Federal share for projects financed with funds set-aside for this program from 90% to 100%
- Requires Federal Railroad Administration (FRA) to summarize highway-rail grade crossing action plans and evaluate each State railway-highway crossing program and submit report to Congress on the results
- Requires FRA, in consultation with FHWA, to update the report based on State annual reports required under the program and submit it to Congress

**Congestion Mitigation and Air Quality Improvement Program (CMAQ).** Fourth largest Federal-aid Highway program accounting for slightly more than 3 percent of Apportioned funding.

	Millions	Annual Percentage Increase in Program Funding					
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
CMAQ	\$ 20.7	2.2%	2.0%	2.0%	2.0%	2.0%	2.0%

- Continues existing project eligibilities
- Adds eligibilities for:
  - Shared micromobility (e.g. bikeshare, shared e-scooters)
  - Purchase of diesel replacements
  - Purchase of medium/heavy-duty zero emission vehicles and related charging equipment
  - Modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing if certain criteria are met (≤10% of CMAQ funds)
- Permits use of CMAQ fund for rail/transit operating assistance (without time limitation) in association with certain CMAQ project located in certain areas
- Requires, to the maximum extent practicable, prioritizing disadvantaged communities or low-income populations when obligating funds to reduce PM2.5 emissions

**Metropolitan Planning Organization (MPO) Planning (MPO Planning).** Federal-aid Highway program accounting for approximately 1 percent of Apportioned funding.

	Millions	Annual Percentage Increase in Program Funding					
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
MPO Planning	\$ 4.3	23.1%	2.0%	2.0%	2.0%	2.0%	2.0%

NOTE: MPO Planning funds held harmless from obligation limitation and ODOT provides the required non-Federal match.

- Continues changes made under FAST Act including:
  - Expanded scope of planning process to include addressing “resiliency and reliability as well as enhancing travel and tourism of the transportation system
  - Encouraged consideration of intermodal facilities that support intercity buses as part of the metropolitan planning process
  - Addition of “intermodal facilities that support intercity transportation, including intercity bus facilities and commuter vanpool providers’ to the identified contents of plans and transportation improvement programs (TIPS)
  - Clarification that private providers of transportation include “intercity bus operators, employer-based commuting program, such as car-pool program, vanpool program, transit benefit program, parking cash-out program, shuttle program or telework program”

- Permission of Transportation Management Areas (TMAs) to develop a Congestion Management Plan which includes projects and strategies that TMAs will considered in the MPO TIP
- IJIA adds new requirement that each MPO must use at least 2.5% of program funds on one or more activities to increase safe and accessible options for multiple travel modes for people (§11206)

**National Highway Freight Program (NHFP).** Sixth largest Federal-aid Highway Program accounting approximately 3 percent of Apportioned funding.

	Millions	Annual Percentage Increase in Program Funding					
		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
NHFP	\$ 18.4	-7.7%	2.0%	2.0%	2.0%	2.0%	2.0%

- Continues program eligibilities and requirements established under the FAST Act. Oregon mileage identified as part of the 41,514 mile Primary Highway Freight System (PHFS) totaled 775.32 miles and included all Oregon Instate mileage. Oregon mileage identified as part of the National Highway Freight Network (NHFN) composed of the PNFS, Non-PHFS Interstate mileage, Critical Rural Freight Corridors (CRFCs) and Critical Urban Freight Corridors (CUFCs) totaled 775.91 miles. In accordance with FAST Act provisions, 155.1 miles of roadways in rural areas can be identified for designation as critical rural freight corridors and 77.5 miles of roadways in urban areas can be identified for designation as critical urban freight corridors (MPOs for urban areas with populations 500,000 and above can identify roadways for designation as CUFCs in consultation with the State while the State in consultation with MPOs with populations less than 500,00 can identify roadways for designation as CUFCs)
- IJIA allows the designation of more miles as CRFCs and CUFCs. As a State with a population density less than the national average Oregon can identify up to 600 miles as critical rural freight corridors and 150 miles as critical urban freight corridors
- Changes the portion of NHFP funding that a State may use on freight intermodal or freight rail projects (subject to certain restrictions) from 10% to ≤30%
- Adds eligibility for modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are:
  - Functionally connected to the National Highway Freight Network; and
  - Likely to reduce on-road mobile source emissions

**Carbon Reduction Program (CRP).** **New** formula program providing funding for projects to reduce transportation emissions (carbon dioxide emissions from on-road highway sources) or the development of carbon reduction strategies. Program is the seventh largest Federal-aid Highway program and accounts for more than 2 percent of total Apportioned funding.

	Millions		Annual Percentage Increase in Program Funding				
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
Carbon Reduction Program		\$ 15.9	2.0%	2.0%	2.0%	2.0%	2.0%
Portland TMA		\$ 4.01	2.0%	2.0%	2.0%	2.0%	2.0%
Eugene TMA		\$ 0.67	2.0%	2.0%	2.0%	2.0%	2.0%
Salem TMA		\$ 0.64	2.0%	2.0%	2.0%	2.0%	2.0%
50,000-200,000		\$ 1.10	2.0%	2.0%	2.0%	2.0%	2.0%

- Funding apportioned to States by formula
- 65% of program funding is suballocated to areas of the State based on population
- Requires State in consultation with MPOs, to develop a carbon reduction strategy and submit it to U.S. Department of Transportation (DOT) for approval within 2 years of bill enactment (November 15, 2023). Developed strategy is to be updated at least every 4 years
- DOT must certify that a State’s strategy meets the statutory requirements
- A variety of eligible projects are identified that support the reduction of transportation emissions including:
  - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation
  - Public transportation projects
  - Project to replace street lighting and traffic control devices with energy-efficient alternatives
  - The development of a carbon reduction strategy
  - A project or strategy that is designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
  - Federal-share for undertaken projects is determined in accordance with section 120 of title 23.

**Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program.** **New formula program** providing funding for planning, resilience improvement, community resilience and evacuation routes, and at-risk coastal infrastructure. Program is the fifth largest Federal-aid Highway Program and accounts for approximately 3 percent of total Apportioned funding. Program provisions require the Secretary to establish a **New Discretionary Protect Grant Program**.

	Millions		Annual Percentage Increase in Program Funding				
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
Protect Formula Program		\$ 18.0	2.0%	2.0%	2.0%	2.0%	2.0%

- Funding apportioned to States by formula for identified eligible projects under the categories of:

- Resilience Improvement Grants to improve the ability of an existing surface transportation asset to withstand 1 or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters
- Community Resilience and Evacuation Route Grants for projects that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events
- At-Risk Coastal Infrastructure Grants for projects that strengthen, stabilize, harden, elevate, relocate, or otherwise enhance the resilience of highway and no-rail infrastructure that are subject to, or face increased long-term future risks of a weather even, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.
- Higher Federal share if the State develops a residence improvement plan and incorporates it into its long-range transportation plan
- Of the amounts apportioned to the Date for fiscal year, the State may use
  - Not more than 40% for construction of new capacity
  - Not more than 10% for development phase activities
- Federal share established at 80% subject to further reductions upon satisfaction of certain requirements, permits the use of other federal highway program funds as non-Federal match

**Highway Apportionment Programs Added as Part of General Fund Supplement Appropriations Provisions**

**Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program (Bridge Formula Program).** **New** formula program to provide funding to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Program provisions require the Secretary to establish **New Discretionary Bridge Investment Program**

	Millions						
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	AARG 22-26
Special Bridge (formula)		\$ 53.6	\$ 53.6	\$ 53.6	\$ 53.6	\$ 53.6	0.0%
Any Area		\$ 45.6	\$ 45.6	\$ 45.6	\$ 45.6	\$ 45.6	0.0%
Off System Bridge		\$ 8.0	\$ 8.0	\$ 8.0	\$ 8.0	\$ 8.0	0.0%

- Funded from the General Fund, program funds are not subject to obligation limitation
- Distribution formula: 75% based on relative costs of replacing State’s poor condition bridges, 25% based on relative costs of rehabilitating State’s fair condition bridges. No State is to receive less than \$45 million per year.

- 15% of annual program funds are reserved for Off-System Bridges
- Federal share increases to 100% if project is owned by a local agency or Federally recognized Tribe

**National Electric Vehicle Formula Program.** **New formula program** providing funding to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access and reliability. Program provisions require the set-aside of 10% of Program funds for discretionary technical assistance grants to State and local governments.

	Millions						AARG 22-26
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
Electric Vehicles		\$ 7.7	\$ 7.7	\$ 7.7	\$ 7.7	\$ 7.7	0.0%
Annual Rate of Growth			0.0%	0.0%	0.0%	0.0%	

- Funded from the General Fund, program funds are not subject to obligation limitation
- Funded projects are to be located along designated alternative fuel corridors
- States must submit plan to DOT describing planned use of funds; If State doesn't submit plan (or carry it out), DOT may withhold or withdraw funds and redistribute within the State or to other States. DOT is to establish a deadline for plan submission.
- Requires DOT to designate national EV charging corridors to support freight and goods movement
- Federal share set at 80%

### Highway Apportionment Programs to be established by Secretary

#### Safe Routes to School Program

- Formula to be based on total student enrollment in primary, middle, and high schools in each State; bears to the total student enrollment in primary, middle and high schools in all States
- No State is to receive less than \$1 million in a fiscal year
- Not less and 10% and not more than 30% in annual funding is to be used for non-infrastructure-related activities
- Each State is to fund a full-time position of coordinator of the safe routes to school program from program funding

#### Discretionary Grant Programs

The IJA provides an historic level of transportation discretionary grant funding. Some 50 discretionary grant programs offered by FHWA, FTA, Office of the Secretary, Federal Railroad Administration, and National Highway Traffic Safety Administration combine to offer upwards of \$200 billion in potential grant funding. It is important to note that



some of the funding is authorized but subject to annual Congressional appropriations; and some of the funding is provided as supplemental apportionments for the life of the bill.

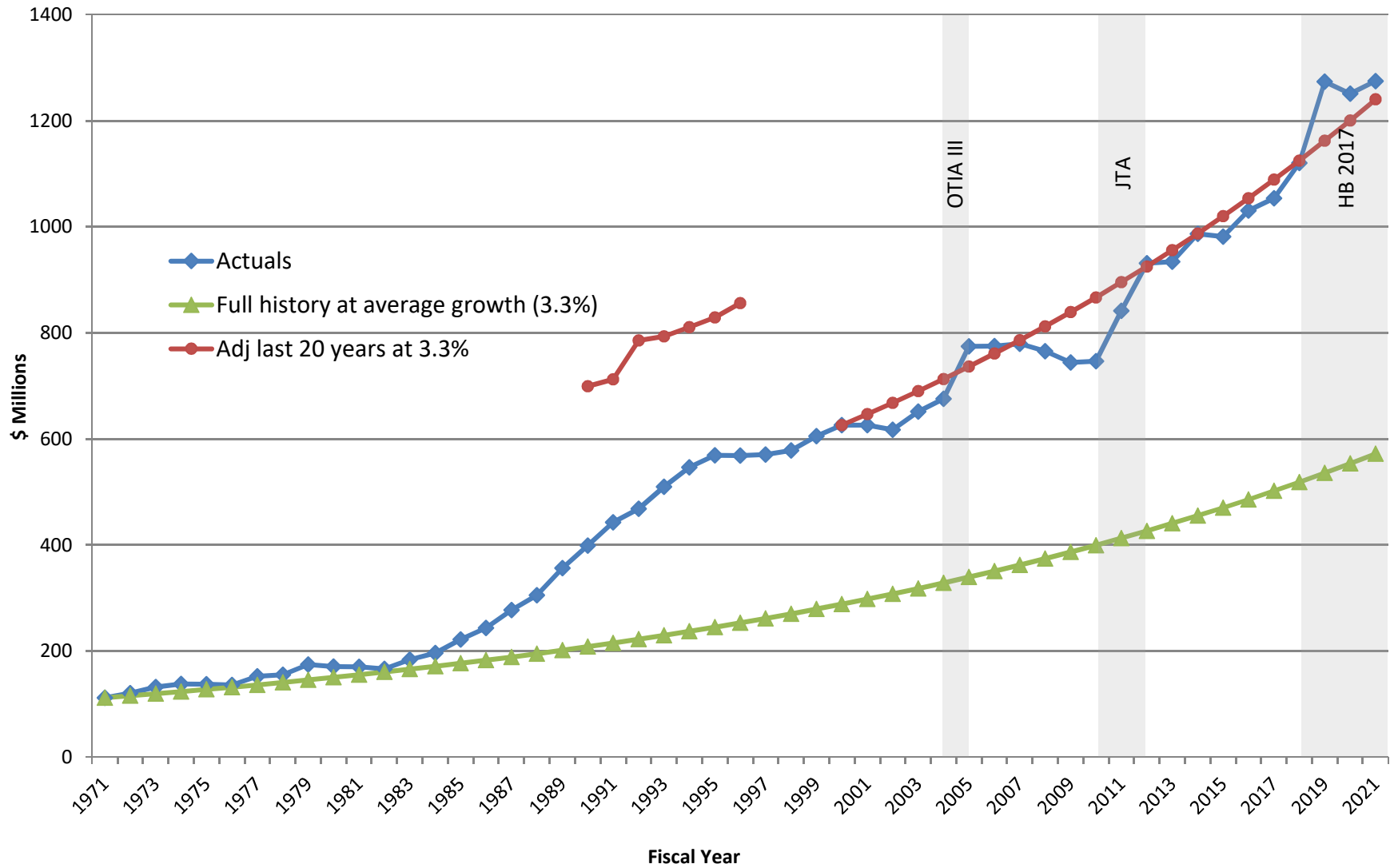
Given the uncertainty of future discretionary grant funding, a decision was made to assume that during the course of IIJA, Oregon would expect to be awarded around \$120 million of discretionary grant funding each year, \$60 million to the state and \$60 million to local jurisdictions. Beyond IIJA, the state's annual total for discretionary awards would total \$60 million, \$30 million to the state and \$30 million to local jurisdictions. Annual funding amounts are assumed to grow 3.3 percent each year beginning in 2027.

In light of the potential for very large award amounts under a number of programs, both the state and MPOs indicated that they had projects that could only be completed with large discretionary program awards. For such MPO projects, it was to be left to MPOs to develop reasonable expectations for funding shares and potential award amounts.

**APPENDIX B:**

***REVENUE TABLES***

# STATE HIGHWAY FUND NET REVENUE HISTORY



**TABLE 1.A: 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	2022	1,406.5	793.2	369.9	243.3
1972	120.8	2023	1,421.6	801.8	373.9	245.9
1973	132.5	2024	1,453.2	819.6	382.2	251.4
1974	138.0	2025	1,487.1	838.7	391.1	257.3
1975	137.6	2026	1,536.3	866.0	404.3	266.0
1976	136.2	2027	1,587.1	894.2	417.9	275.1
1977	152.5	2028	1,639.7	923.3	432.0	284.4
1978	155.5	2029	1,693.9	953.3	446.5	294.1
1979	174.7	2030	1,750.0	984.4	461.6	304.1
1980	170.8	2031	1,807.9	1016.4	477.1	314.4
1981	170.3	2032	1,867.7	1049.5	493.2	325.1
1982	166.7	2033	1,929.6	1083.6	509.8	336.1
1983	184.0	2034	1,993.4	1118.9	527.0	347.6
1984	196.6	2035	2,059.4	1155.3	544.7	359.4
1985	221.9	2036	2,127.5	1192.9	563.1	371.6
1986	243.8	2037	2,198.0	1231.7	582.0	384.2
1987	277.4	2038	2,270.7	1271.8	601.6	397.3
1988	305.6	2039	2,345.9	1313.2	621.9	410.8
1989	356.6	2040	2,423.5	1355.9	642.8	424.7
1990	399.1	2041	2,503.7	1400.1	664.5	439.1
1991	442.9	2042	2,586.6	1445.6	686.9	454.1
1992	468.8	2043	2,672.2	1492.7	710.0	469.5
1993	510.2	2044	2,760.6	1541.2	733.9	485.5
1994	546.9	2045	2,852.0	1591.4	758.6	501.9
1995	569.5	2046	2,946.3	1643.2	784.2	519.0
1996	568.8	2047	3,043.9	1696.6	810.6	536.6
1997	571.0	2048	3,144.6	1751.9	837.9	554.9
1998	578.7	2049	3,248.7	1808.9	866.1	573.7
1999	605.3	2050	3,356.2	1867.7	895.3	593.2
2000	626.1	2051	3,467.3	1928.5	925.4	613.4
2001	626.4					
2002	617.4					
2003	651.7					
2004	675.9					
2005	774.9					
2006	775.4					
2007	779.8					
2008	765.5					
2009	744.3					
2010	746.9					
2011	841.6					
2012	931.6					
2013	934.5					
2014	987.0					
2015	981.8					
2016	1030.8					
2017	1054.0					
2018	1120.4					
2019	1273.9					
2020	1251.3					
2021	1275.1					

(1) Includes amounts shared with counties and cities.

Assumed shares are: State - 56.4%; Counties 26.3%; Cities 17.3% (2022-2050).

(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: 1971-2021, Legislative Revenue Office; 2022-2029, ODOT April 2022 Revenue Forecast; 2028-2047 "trend" growth rate of 3.3%.

**TABLE 1.B: 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>
2020	0.0	0.0	0.0
2021	0.0	0.0	0.0
2022	0.0	0.0	0.0
2023	0.0	0.0	0.0
2024	0.0	0.0	0.0
2025	0.0	0.0	0.0
2026	27.6	12.9	8.5
2027	55.7	26.0	17.1
2028	89.4	41.8	27.5
2029	121.4	56.9	37.4
2030	149.8	70.2	46.3
2031	182.3	85.6	56.4
2032	215.8	101.4	66.8
2033	250.4	117.8	77.7
2034	286.1	134.8	88.9
2035	323.0	152.3	100.5
2036	361.0	170.4	112.5
2037	400.3	189.1	124.9
2038	440.8	208.5	137.7
2039	482.7	228.6	151.0
2040	525.8	249.3	164.7
2041	570.4	270.7	178.9
2042	616.4	292.9	193.6
2043	663.9	315.8	208.8
2044	712.9	339.5	224.5
2045	763.5	364.0	240.8
2046	815.7	389.3	257.7
2047	869.7	415.5	275.1
2048	925.3	442.6	293.1
2049	982.8	470.5	311.7
2050	1042.1	499.5	331.0
2051	1103.3	529.4	350.9

\*Includes cost-responsibility effects on heavy vehicles.

**TABLE 2: ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE  
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	Total Highway Funds Available to State	Non-Modernization State Needs	Amounts Required for Federal Modernization Projects	*Federal Modernization constant \$s (State FLAP, Freight, FastLane, TIGER)	Assumed ODOT STBGP** Transfer to FTA Programs	Assumed ODOT STBGP** Transfer to FTA Programs
	(YOE \$s)	(YOE \$s)		(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)		2020 \$s	(YOE \$s)	(YOE \$s)	2020 \$s
2020	740.8	0.0	628.9	183.7	445.2	1,186.0	1,186.0	1,714.7	44.5	44.5	15.5	15.5
2021	754.8	0.0	604.6	184.5	420.0	1,174.9	1,137.3	1,771.4	43.8	42.4	15.5	15.0
2022	793.2	0.0	858.3	266.4	591.9	1,385.1	1,298.0	1,855.9	48.0	45.0	15.5	14.5
2023	801.8	0.0	871.9	276.6	595.3	1,397.1	1,267.4	1,914.1	90.0	81.6	15.5	14.1
2024	819.6	0.0	892.1	286.4	605.7	1,425.3	1,251.7	1,973.7	93.1	81.8	15.5	13.6
2025	838.7	0.0	905.7	294.8	610.8	1,449.6	1,232.3	2,034.5	93.8	79.7	17.1	14.5
2026	866.0	27.6	920.1	303.2	616.9	1,510.6	1,243.2	2,097.3	94.7	77.9	17.1	14.1
2027	894.2	55.7	819.4	281.2	538.1	1,488.1	1,185.5	2,171.1	65.8	52.4	17.1	13.6
2028	923.3	89.4	846.4	290.5	555.9	1,568.6	1,209.8	2,251.9	68.0	52.4	17.1	13.2
2029	953.3	121.4	874.3	300.1	574.2	1,649.0	1,231.2	2,329.9	70.2	52.4	17.1	12.8
2030	984.4	149.8	903.2	310.0	593.2	1,727.4	1,248.5	2,402.7	72.6	52.4	17.1	12.4
2031	1,016.4	182.3	933.0	320.2	612.8	1,811.5	1,267.4	2,477.8	74.9	52.4	18.8	13.1
2032	1,049.5	215.8	964.2	335.4	628.8	1,894.1	1,282.9	2,555.5	77.4	52.4	18.8	12.7
2033	1,083.6	250.4	996.0	346.5	649.5	1,983.6	1,300.6	2,629.6	80.0	52.4	18.8	12.3
2034	1,118.9	286.1	1,028.9	357.9	671.0	2,076.0	1,317.7	2,712.5	82.6	52.4	18.8	11.9
2035	1,155.3	323.0	1,062.8	369.7	693.1	2,171.4	1,334.2	2,798.1	85.3	52.4	18.8	11.5
2036	1,192.9	361.0	1,097.9	381.9	716.0	2,269.9	1,350.2	2,886.5	88.2	52.4	18.8	11.2
2037	1,231.7	400.3	1,134.1	394.5	739.6	2,371.6	1,365.7	2,977.9	91.1	52.4	20.6	11.9
2038	1,271.8	440.8	1,171.6	407.6	764.0	2,476.6	1,380.6	3,072.3	94.1	52.4	20.6	11.5
2039	1,313.2	482.7	1,210.2	421.0	789.2	2,585.1	1,395.0	3,110.6	97.2	52.4	20.6	11.1
2040	1,355.9	525.8	1,250.2	434.9	815.3	2,697.0	1,408.9	3,152.2	100.4	52.4	20.6	10.8
2041	1,400.1	570.4	1,291.4	449.3	842.2	2,812.6	1,422.3	3,256.2	103.7	52.4	20.6	10.4
2042	1,445.6	616.4	1,334.0	464.1	870.0	2,932.0	1,435.3	3,363.7	107.1	52.4	20.6	10.1
2043	1,492.7	663.9	1,378.1	479.4	898.7	3,055.2	1,447.9	3,474.7	110.6	52.4	22.7	10.8
2044	1,541.2	712.9	1,423.5	495.2	928.3	3,182.5	1,460.0	3,589.4	114.3	52.4	22.7	10.4
2045	1,591.4	763.5	1,470.5	511.6	959.0	3,313.9	1,471.7	3,707.8	118.1	52.4	22.7	10.1
2046	1,643.2	815.7	1,519.0	528.4	990.6	3,449.5	1,483.0	3,830.2	122.0	52.4	22.7	9.8
2047	1,696.6	869.7	1,569.2	545.9	1,023.3	3,589.6	1,493.9	3,956.6	126.0	52.4	22.7	9.4
2048	1,751.9	925.3	1,620.9	563.9	1,057.1	3,734.2	1,504.5	4,087.1	130.2	52.4	22.7	9.1
2049	1,808.9	982.8	1,674.4	582.5	1,091.9	3,883.6	1,514.7	4,222.0	134.4	52.4	25.0	9.7
2050	1,867.7	1,042.1	1,729.7	601.7	1,128.0	4,037.7	1,524.5	4,361.3	138.9	52.4	25.0	9.4
2051	1,928.5	1,103.3	1,786.8	621.6	1,165.2	4,197.0	1,534.0	4,505.3	143.5	52.4	25.0	9.1

2020-2050 \*2020-2051 amounts reflect federal funds exclusive of match requirements.

\*\*Flexible Federal Surface Transportation Program funds that would otherwise be programmed for construction on State highways.

**TABLE 2: DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY  
MODERNIZATION INCLUDING ADDED REVENUE, CONTINUED  
(\$ Million)**

Fiscal Year	JTA Debt Service @ 5% & 25 Years	JTA Debt Service @ 5% & 25 Years+	Required Additional JTA Project Funding	Statewide Funds Available for Highway Modernization or Other Purposes	Purchasing Power Available for Modernization or Other Net of Debt Service	Statewide Funds Reserved for Highway Modernization Under ORS 366.507	ORS 366.507 Funds Reserved for Debt Service	ORS 366.507 Funds Net of Debt Service & Federal Match	Net of DS Purchasing Power Available for Modernization Under ORS 366.507	ODOT FLAP Mod. Amounts (for Reference)***	ODOT FLAP Mod. in constant \$ (for Reference)***	Local FLAP Mod. Amounts (for Reference)***	Local FLAP Mod. in constant \$ (for Reference)***	Discretionary for Mod. - Local***	Discretionary for Mod. - Local in constant \$ (for Reference)***
	(YOE \$s)	2020 \$s	(YOE \$s)	(YOE \$s)	2020 \$s	(YOE \$s)	(YOE \$s)	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s
2020	57.8	57.8	0.0	-652.1	-652.1	\$76.9	0.0	65.8	65.8	12.5	12.5	12.5	12.5	15.0	15.0
2021	63.5	61.5	0.0	-719.1	-697.5	\$79.7	0.0	68.7	66.6	12.4	12.0	12.4	12.0	15.0	14.5
2022	63.5	59.5	0.0	-603.7	-568.0	\$81.5	0.0	69.5	65.1	13.6	12.7	13.6	12.7	60.0	56.2
2023	64.4	58.4	0.0	-697.1	-636.1	\$79.9	0.0	57.4	52.1	14.1	12.8	14.1	12.8	60.0	54.4
2024	64.4	56.6	24.1	-757.0	-670.0	\$79.2	0.0	55.9	49.1	17.0	14.9	17.0	14.9	60.0	52.7
2025	64.4	54.8	24.1	-795.9	-683.3	\$79.2	0.0	55.8	47.4	17.3	14.7	17.3	14.7	60.0	51.0
2026	66.3	54.6	0.0	-774.6	-645.0	\$79.5	0.0	55.8	45.9	17.9	14.7	17.9	14.7	60.0	49.4
2027	66.2	52.7	0.0	-840.4	-678.7	\$79.8	0.0	63.3	50.5	18.5	14.7	18.5	14.7	30.0	23.9
2028	50.6	39.0	0.0	-843.0	-660.3	\$80.1	0.0	63.1	48.7	19.1	14.7	19.1	14.7	31.0	23.9
2029	30	22.4	0.0	-827.5	-628.7	\$79.9	0.0	62.3	46.5	19.7	14.7	19.7	14.7	32.0	23.9
2030	30	21.7	0.0	-803.9	-592.4	\$79.7	0.0	61.6	44.5	20.4	14.7	20.4	14.7	33.1	23.9
2031	30.8	21.5	0.0	-799.3	-571.3	\$79.7	0.0	61.0	42.7	21.0	14.7	21.0	14.7	34.2	23.9
2032	30.7	20.8	0.0	-798.0	-553.2	\$80.0	0.0	60.6	41.1	21.7	14.7	21.7	14.7	35.3	23.9
2033	30.8	20.2	0.0	-785.3	-528.1	\$80.0	0.0	60.0	39.3	22.4	14.7	22.4	14.7	36.5	23.9
2034	30.7	19.5	0.0	-778.9	-508.0	\$80.0	0.0	59.3	37.7	23.2	14.7	23.2	14.7	37.7	23.9
2035	30.6	18.8	0.0	-772.0	-488.4	\$80.0	0.0	58.7	36.0	23.9	14.7	23.9	14.7	38.9	23.9
2036	39.5	23.5	0.0	-765.0	-469.4	\$80.0	0.0	58.0	34.5	24.7	14.7	24.7	14.7	40.2	23.9
2037	39.5	22.7	0.0	-768.7	-457.5	\$80.0	0.0	57.2	33.0	25.6	14.7	25.6	14.7	41.5	23.9
2038	39.5	22.0	0.0	-761.4	-439.5	\$80.0	0.0	56.5	31.5	26.4	14.7	26.4	14.7	42.9	23.9
2039	39.5	21.3	0.0	-694.9	-389.0	\$80.0	0.0	55.7	30.1	27.3	14.7	27.3	14.7	44.3	23.9
2040	12.2	6.4	0.0	-628.1	-341.1	\$80.0	0.0	54.9	28.7	28.2	14.7	28.2	14.7	45.8	23.9
2041	12.2	6.2	0.0	-593.0	-312.3	\$80.0	0.0	54.1	27.3	29.1	14.7	29.1	14.7	47.3	23.9
2042	12.2	6.0	0.0	-584.9	-298.8	\$80.0	0.0	53.2	26.1	30.1	14.7	30.1	14.7	48.8	23.9
2043	12.2	5.8	0.0	-578.7	-286.8	\$80.0	0.0	52.3	24.8	31.0	14.7	31.0	14.7	50.4	23.9
2044	0.0	0.0	0.0	-558.0	-268.2	\$80.0	0.0	51.4	23.6	32.1	14.7	32.1	14.7	52.1	23.9
2045	0.0	0.0	0.0	-549.3	-256.1	\$80.0	0.0	50.5	22.4	33.1	14.7	33.1	14.7	53.8	23.9
2046	0.0	0.0	0.0	-540.4	-244.3	\$80.0	0.0	49.5	21.3	34.2	14.7	34.2	14.7	55.6	23.9
2047	0.0	0.0	0.0	-531.2	-233.0	\$80.0	0.0	48.5	20.2	35.4	14.7	35.4	14.7	57.4	23.9
2048	0.0	0.0	0.0	-521.9	-222.0	\$80.0	0.0	47.5	19.1	36.5	14.7	36.5	14.7	59.3	23.9
2049	0.0	0.0	0.0	-514.5	-212.3	\$80.0	0.0	46.4	18.1	37.7	14.7	37.7	14.7	61.3	23.9
2050	0.0	0.0	0.0	-504.6	-201.9	\$80.0	0.0	45.3	17.1	39.0	14.7	39.0	14.7	63.3	23.9
2051	0.0	0.0	0.0	-494.5	-191.9	\$80.0	0.0	44.1	16.1	40.3	14.7	40.3	14.7	65.4	23.9
									<b>1,024.3</b>		<b>423.0</b>		<b>423.0</b>		<b>837.4</b>

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

**TABLE 3.A: DISTRIBUTION OF FEDERAL HIGHWAY FUNDS (Year of Expenditure)**

(\$ Millions)

YEAR	TOTAL FEDERAL HWY FUNDS TO OREGON (YOE \$s)	FORMULA FUNDS TO OREGON (YOE \$s)	HIGHWAY FREIGHT PROGRAM (MOD.) (YOE \$s)	IJA SUPPLEMENTAL APPROPRIATIONS (YOE \$s)	FEDERAL LANDS ACCESS - STATE* (YOE \$s)	FEDERAL LANDS ACCESS - LOCAL* (YOE \$s)	DISCRETIONARY FOR MOD. - STATE** (YOE \$s)	DISCRETIONARY FOR MOD. - LOCAL** (YOE \$s)	REDISTRIBUTION ODOT (YOE \$s)	REDISTRIBUTION TMAS (YOE \$s)	COUNTY ALLOCATION (STBGP)*** (YOE \$s)	SMALL CITY ALLOCATION (STBGP)*** (YOE \$s)	PORTLAND TMA (STBGP) (YOE \$s)	EUGENE TMA (STBGP) (YOE \$s)	SALEM TMA (STBGP) (YOE \$s)	MEDFORD TMA (STBGP) (YOE \$s)	FTA 5310 SET-ASIDE (STBGP) (YOE \$s)	OTHER LOCAL ALLOCATIONS (YOE \$s)	LOCAL TOTAL (YOE \$s)	BALANCE TO STATE FOR HIGHWAYS (YOE \$s)
2020	628.9	482.6	17.0		17.4	17.4	15.0	15.0	64.5		18.4	12.4	28.1	4.7	4.5	0.0	15.5	83.3	199.2	429.7
2021	604.6	471.3	16.4		17.3	17.3	15.0	15.0	52.3		20.1	13.6	27.4	4.5	4.4	0.0	15.5	82.3	200.0	404.5
2022	858.3	590.0	15.5	65.0	18.9	18.9	60.0	60.0	26.7	3.3	18.5	12.5	30.6	5.1	4.9	0.0	15.5	112.6	281.9	576.4
2023	871.9	601.8	15.8	65.0	19.6	19.6	60.0	60.0	26.7	3.3	22.2	15.0	31.7	5.3	4.9	0.0	15.5	114.6	292.1	579.8
2024	892.1	613.9	16.1	65.0	23.6	23.6	60.0	60.0	26.7	3.3	22.7	18.0	32.3	5.4	5.1	0.0	15.5	116.1	301.9	590.2
2025	905.7	626.1	16.5	65.0	24.0	24.0	60.0	60.0	26.7	3.3	23.1	21.5	33.0	5.5	5.2	0.0	17.1	119.1	311.9	593.7
2026	920.1	638.7	16.8	65.0	24.8	24.8	60.0	60.0	26.7	3.3	23.6	25.9	33.6	5.6	5.3	0.0	17.1	121.1	320.3	599.8
2027	819.4	659.7	17.3		25.6	25.6	30.0	30.0	27.6	3.4	24.4	26.7	34.7	5.8	5.5	0.0	17.1	125.1	298.3	521.0
2028	846.4	681.5	17.9		26.5	26.5	31.0	31.0	28.5	3.5	25.2	27.6	35.9	6.0	5.7	0.0	17.1	129.2	307.6	538.8
2029	874.3	704.0	18.5		27.4	27.4	32.0	32.0	29.4	3.6	26.0	28.5	37.1	6.2	5.9	0.0	17.1	133.4	317.2	557.1
2030	903.2	727.2	19.1		28.3	28.3	33.1	33.1	30.4	3.8	26.9	29.4	38.3	6.4	6.1	0.0	17.1	137.8	327.1	576.1
2031	933.0	751.2	19.8		29.2	29.2	34.2	34.2	31.4	3.9	27.8	30.4	39.6	6.6	6.3	0.0	18.8	142.4	339.0	594.0
2032*	964.2	776.0	20.4		30.2	30.2	35.3	35.3	32.4	4.5	28.7	31.4	40.9	6.8	6.5	4.5	18.8	146.7	354.2	610.0
2033	996.0	801.6	21.1		31.2	31.2	36.5	36.5	33.5	4.6	29.6	32.5	42.2	7.0	6.7	4.7	18.8	151.6	365.2	630.8
2034	1,028.9	828.1	21.8		32.2	32.2	37.7	37.7	34.6	4.7	30.6	33.5	43.6	7.2	6.9	4.8	18.8	156.6	376.7	652.2
2035	1,062.8	855.4	22.5		33.3	33.3	38.9	38.9	35.7	4.9	31.6	34.6	45.0	7.5	7.2	5.0	18.8	161.7	388.5	674.3
2036	1,097.9	883.6	23.2		34.4	34.4	40.2	40.2	36.9	5.1	32.7	35.8	46.5	7.7	7.4	5.2	18.8	167.1	400.7	697.2
2037	1,134.1	912.8	24.0		35.5	35.5	41.5	41.5	38.1	5.2	33.7	37.0	48.1	8.0	7.6	5.3	20.6	172.6	415.2	719.0
2038	1,171.6	942.9	24.8		36.7	36.7	42.9	42.9	39.4	5.4	34.9	38.2	49.7	8.2	7.9	5.5	20.6	178.3	428.2	743.4
2039	1,210.2	974.0	25.6		37.9	37.9	44.3	44.3	40.7	5.6	36.0	39.4	51.3	8.5	8.1	5.7	20.6	184.2	441.6	768.6
2040	1,250.2	1,006.2	26.5		39.1	39.1	45.8	45.8	42.0	5.8	37.2	40.7	53.0	8.8	8.4	5.9	20.6	190.2	455.5	794.6
2041	1,291.4	1,039.4	27.3		40.4	40.4	47.3	47.3	43.4	6.0	38.4	42.1	54.7	9.1	8.7	6.1	20.6	196.5	469.9	821.5
2042	1,334.0	1,073.7	28.2		41.7	41.7	48.8	48.8	44.8	6.2	39.7	43.5	56.5	9.4	9.0	6.3	20.6	203.0	484.7	849.3
2043	1,378.1	1,109.1	29.2		43.1	43.1	50.4	50.4	46.3	6.4	41.0	44.9	58.4	9.7	9.3	6.5	22.7	209.7	502.1	876.0
2044	1,423.5	1,145.7	30.1		44.5	44.5	52.1	52.1	47.8	6.6	42.3	46.4	60.3	10.0	9.6	6.7	22.7	216.6	517.9	905.6
2045	1,470.5	1,183.5	31.1		46.0	46.0	53.8	53.8	49.4	6.8	43.7	47.9	62.3	10.3	9.9	6.9	22.7	223.8	534.3	936.3
2046	1,519.0	1,222.6	32.2		47.5	47.5	55.6	55.6	51.0	7.0	45.2	49.5	64.4	10.7	10.2	7.2	22.7	231.2	551.1	967.9
2047	1,569.2	1,262.9	33.2		49.1	49.1	57.4	57.4	52.7	7.2	46.7	51.1	66.5	11.0	10.6	7.4	22.7	238.8	568.6	1,000.6
2048	1,620.9	1,304.6	34.3		50.7	50.7	59.3	59.3	54.5	7.5	48.2	52.8	68.7	11.4	10.9	7.6	22.7	246.7	586.6	1,034.4
2049	1,674.4	1,347.7	35.4		52.4	52.4	61.3	61.3	56.3	7.7	49.8	54.6	71.0	11.8	11.3	7.9	25.0	254.8	607.5	1,067.0
2050	1,729.7	1,392.1	36.6		54.1	54.1	63.3	63.3	58.1	8.0	51.5	56.4	73.3	12.2	11.6	8.1	25.0	263.2	626.7	1,103.0
2051	1,786.8	1,438.1	37.8		55.9	55.9	65.4	65.4	60.0	8.2	53.2	58.2	75.7	12.6	12.0	8.4	25.0	271.9	646.5	1,140.2

NOTES:

2032\* Medford MPO becomes a TMA

NOTE: Metropolitan Planning funding amount is held harmless from obliteration limitation and includes State supplied required match

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 IJA 2022 increase occurs in 2023, increases 2022 City and County funding amount by 20 percent

\*\*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.

**FORMULA FUNDS TO OREGON:** Equals formula limitation plus 154 and 164 Penalties limitation plus allocations if any to other Penalties (HRR) plus Exempt minus limitation allocated to National Highway Freight Program

**REDISTRIBUTION:** TMAs share of annual State amount equals 11.03%, split among TMAs based on population; Annual Redistribution is a factor in annual funding calculations under the STBGP working agreement.



**TABLE 3.B: DISTRIBUTION OF FEDERAL HIGHWAY FUNDS (\$2020)**  
(\$ Millions)

YEAR	TOTAL FEDERAL HWY FUNDS TO OREGON 2020 \$\$	FORMULA FUNDS TO OREGON 2020 \$\$	HIGHWAY FREIGHT PROGRAM (MOD.) 2020 \$\$	IJA SUPPLEMENTAL APPROPRIATIONS 2020 \$\$	FEDERAL LANDS ACCESS - STATE* 2020 \$\$	FEDERAL LANDS ACCESS - LOCAL* 2020 \$\$	DISCRETIONAR Y FOR MOD. - STATE** 2020 \$\$	DISCRETIONAR Y FOR MOD. - LOCAL** 2020 \$\$	REDISTRIBUTION ODOT 2020 \$\$	REDISTRIBUTION TMAS 2020 \$\$	COUNTY ALLOCATION (STBGP)*** 2020 \$\$	SMALL CITY ALLOCATION (STBGP)*** 2020 \$\$	PORTLAND TMA (STBGP) 2020 \$\$	EUGENE TMA (STBGP) 2020 \$\$	SALEM TMA (STBGP) 2020 \$\$	MEDFORD TMA (STBGP) 2020 \$\$	FTA 5310 SET-ASIDE (STBGP) 2020 \$\$	OTHER LOCAL ALLOCATIONS 2020 \$\$	LOCAL TOTAL 2020 \$\$	BALANCE TO STATE FOR HIGHWAYS 2020 \$\$
2020	628.9	482.6	17.0	0.0	17.4	17.4	15.0	15.0	64.5	0.0	18.4	12.4	28.1	4.7	4.5	0.0	15.5	83.3	199.2	429.7
2021	585.3	456.3	15.9	0.0	16.7	16.7	14.5	14.5	50.6	0.0	19.5	13.1	26.5	4.4	4.2	0.0	15.0	79.6	193.7	391.6
2022	804.3	552.9	14.5	60.9	17.7	17.7	56.2	56.2	25.0	3.1	17.4	11.7	28.7	4.8	4.6	0.0	14.5	105.5	264.2	540.2
2023	791.0	546.0	14.4	59.0	17.8	17.8	54.4	54.4	24.2	3.0	20.2	13.6	28.8	4.8	4.4	0.0	14.1	104.0	265.0	526.0
2024	783.5	539.1	14.2	57.1	20.7	20.7	52.7	52.7	23.4	2.9	19.9	15.8	28.4	4.7	4.5	0.0	13.6	101.9	265.2	518.3
2025	770.0	532.3	14.0	55.3	20.4	20.4	51.0	51.0	22.7	2.8	19.7	18.3	28.0	4.7	4.5	0.0	14.5	101.3	265.2	504.8
2026	757.3	525.6	13.8	53.5	20.4	20.4	49.4	49.4	22.0	2.7	19.4	21.3	27.7	4.6	4.4	0.0	14.1	99.6	263.6	493.6
2027	652.8	525.6	13.8	0.0	20.4	20.4	23.9	23.9	22.0	2.7	19.4	21.3	27.7	4.6	4.4	0.0	13.6	99.6	237.7	415.1
2028	652.8	525.6	13.8	0.0	20.4	20.4	23.9	23.9	22.0	2.7	19.4	21.3	27.7	4.6	4.4	0.0	13.2	99.6	237.3	415.5
2029	652.8	525.6	13.8	0.0	20.4	20.4	23.9	23.9	22.0	2.7	19.4	21.3	27.7	4.6	4.4	0.0	12.8	99.6	236.8	416.0
2030	652.8	525.6	13.8	0.0	20.4	20.4	23.9	23.9	22.0	2.7	19.4	21.3	27.7	4.6	4.4	0.0	12.4	99.6	236.4	416.4
2031	652.8	525.6	13.8	0.0	20.4	20.4	23.9	23.9	22.0	2.7	19.4	21.3	27.7	4.6	4.4	0.0	13.1	99.6	237.2	415.6
2032*	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	12.7	99.4	239.9	413.2
2033	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	12.3	99.4	239.5	413.6
2034	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	11.9	99.4	239.1	414.0
2035	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	11.5	99.4	238.7	414.4
2036	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	11.2	99.4	238.3	414.7
2037	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	11.9	99.4	239.1	414.0
2038	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	11.5	99.4	238.7	414.4
2039	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	11.1	99.4	238.3	414.7
2040	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	10.8	99.4	238.0	415.1
2041	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	10.4	99.4	237.6	415.4
2042	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	10.1	99.4	237.3	415.8
2043	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	10.8	99.4	237.9	415.1
2044	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	10.4	99.4	237.6	415.5
2045	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	10.1	99.4	237.3	415.8
2046	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	9.8	99.4	236.9	416.1
2047	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	9.4	99.4	236.6	416.4
2048	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	9.1	99.4	236.3	416.7
2049	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	9.7	99.4	236.9	416.1
2050	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	9.4	99.4	236.6	416.5
2051	653.1	525.6	13.8	0.0	20.4	20.4	23.9	23.9	21.9	3.0	19.4	21.3	27.7	4.6	4.4	3.1	9.1	99.4	236.3	416.8

NOTES:

**2032\*** Medford MPO becomes a TMA

NOTE: Metropolitan Planning funding amount is held harmless from obligation limitation and includes State supplied required match

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 IJA 2022 increase occurs in 2023, increases 2022 City and County funding amount by 20 percent

\*\*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.

**FORMULA FUNDS TO OREGON:** Equals formula limitation plus 154 and 164 Penalties limitation plus allocations if any to other Penalties (HRR) plus Exempt minus limitation allocated to National Highway Freight Program

**REDISTRIBUTION:** TMAs share of annual State amount equals 11.03%, split among TMAs based on population; Annual Redistribution is a factor in annual funding calculations under the STBGP working agreement.

TABLE 4: DISTRIBUTION OF "OTHER LOCAL ALLOCATIONS"  
(\$ Million)

YEAR	CMAQ		CRP -TMAAs		CRP - Small MPOs)		CPR Other/Any Area		STBGP -TGM		STBGP - TDM		TAP - TMAAs		TAP-Others		LOCAL BRIDGE		FHWA METROPOLITAN PLANNING**		RAIL/HWY CROSSINGS		HSIP		MISC.		TOTAL -- OTHER LOCAL ALLOCATIONS	
	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s
2020	18.5	18.5							4.3	4.3	1.2	1.2	1.8	1.8	5.0	5.0	28.2	28.2	4.4	4.4	3.5	3.5	13.6	13.6	3.0	3.0	83.3	83.3
2021	18.0	17.5							4.3	4.1	1.2	1.1	1.8	1.7	5.1	4.9	28.2	27.3	4.3	4.2	2.9	2.8	13.5	13.1	3.0	2.9	82.3	79.6
2022	18.6	17.5	4.8	4.5	1.0	1.0	8.5	7.9	5.0	4.7	1.6	1.5	3.8	3.5	8.6	8.1	32.5	30.5	5.3	5.0	2.9	2.7	16.8	15.8	3.1	2.9	112.6	105.5
2023	19.0	17.3	4.9	4.4	1.0	0.9	8.6	7.8	5.0	4.5	1.6	1.4	3.8	3.5	8.8	8.0	33.2	30.1	5.4	4.9	2.9	2.7	17.2	15.6	3.2	2.9	114.6	104.0
2024	19.4	17.0	5.0	4.4	1.1	0.9	8.8	7.7	5.0	4.4	1.6	1.4	3.9	3.4	8.9	7.9	33.2	29.1	5.5	4.9	2.9	2.6	17.5	15.4	3.2	2.8	116.1	101.9
2025	19.8	16.8	5.1	4.3	1.1	0.9	9.0	7.6	5.0	4.3	2.5	2.1	4.0	3.4	9.1	7.8	33.8	28.8	5.6	4.8	2.9	2.5	17.9	15.2	3.3	2.8	119.1	101.3
2026	20.2	16.6	5.2	4.3	1.1	0.9	9.2	7.6	5.0	4.1	2.5	2.1	4.1	3.3	9.3	7.7	34.3	28.2	5.8	4.7	2.9	2.4	18.2	15.0	3.4	2.8	121.1	99.6
2027	20.8	16.6	5.3	4.3	1.1	0.9	9.5	7.6	5.2	4.1	2.6	2.1	4.2	3.3	9.6	7.7	35.4	28.2	6.0	4.7	3.0	2.4	18.8	15.0	3.5	2.8	125.1	99.6
2028	21.5	16.6	5.5	4.3	1.2	0.9	9.8	7.6	5.3	4.1	2.7	2.1	4.3	3.3	9.9	7.7	36.6	28.2	6.1	4.7	3.1	2.4	19.5	15.0	3.6	2.8	129.2	99.6
2029	22.2	16.6	5.7	4.3	1.2	0.9	10.1	7.6	5.5	4.1	2.8	2.1	4.5	3.3	10.3	7.7	37.8	28.2	6.3	4.7	3.2	2.4	20.1	15.0	3.7	2.8	133.4	99.6
2030	23.0	16.6	5.9	4.3	1.3	0.9	10.5	7.6	5.7	4.1	2.8	2.1	4.6	3.3	10.6	7.7	39.0	28.2	6.6	4.7	3.3	2.4	20.8	15.0	3.8	2.8	137.8	99.6
2031	23.7	16.6	6.1	4.3	1.3	0.9	10.8	7.6	5.9	4.1	2.9	2.1	4.8	3.3	10.9	7.7	40.3	28.2	6.8	4.7	3.4	2.4	21.5	15.0	3.9	2.8	142.4	99.6
2032*	24.5	16.6	6.8	4.6	0.9	0.6	10.7	7.3	6.1	4.1	3.0	2.1	4.9	3.3	11.3	7.7	41.6	28.2	7.0	4.7	3.6	2.4	22.2	15.0	4.1	2.8	146.7	99.4
2033	25.3	16.6	7.0	4.6	0.9	0.6	11.1	7.3	6.3	4.1	3.1	2.1	5.1	3.3	11.7	7.7	43.0	28.2	7.2	4.7	3.7	2.4	22.9	15.0	4.2	2.8	151.6	99.4
2034	26.2	16.6	7.3	4.6	1.0	0.6	11.4	7.3	6.5	4.1	3.2	2.1	5.3	3.3	12.1	7.7	44.4	28.2	7.5	4.7	3.8	2.4	23.6	15.0	4.4	2.8	156.6	99.4
2035	27.0	16.6	7.5	4.6	1.0	0.6	11.8	7.3	6.7	4.1	3.3	2.1	5.4	3.3	12.5	7.7	45.9	28.2	7.7	4.7	3.9	2.4	24.4	15.0	4.5	2.8	161.7	99.4
2036	27.9	16.6	7.7	4.6	1.0	0.6	12.2	7.3	6.9	4.1	3.5	2.1	5.4	3.2	13.1	7.8	47.4	28.2	8.0	4.7	4.1	2.4	25.2	15.0	4.6	2.8	167.1	99.4
2037	28.8	16.6	8.0	4.6	1.1	0.6	12.6	7.3	7.1	4.1	3.6	2.1	5.6	3.2	13.5	7.8	49.0	28.2	8.2	4.7	4.2	2.4	26.1	15.0	4.8	2.8	172.6	99.4
2038	29.8	16.6	8.3	4.6	1.1	0.6	13.0	7.3	7.4	4.1	3.7	2.1	5.8	3.2	14.0	7.8	50.6	28.2	8.5	4.7	4.3	2.4	26.9	15.0	5.0	2.8	178.3	99.4
2039	30.8	16.6	8.5	4.6	1.1	0.6	13.4	7.3	7.6	4.1	3.8	2.1	6.0	3.2	14.4	7.8	52.3	28.2	8.8	4.7	4.5	2.4	27.8	15.0	5.1	2.8	184.2	99.4
2040	31.8	16.6	8.8	4.6	1.2	0.6	13.9	7.3	7.9	4.1	3.9	2.1	6.2	3.2	14.9	7.8	54.0	28.2	9.1	4.7	4.6	2.4	28.7	15.0	5.3	2.8	190.2	99.4
2041	32.8	16.6	9.1	4.6	1.2	0.6	14.3	7.3	8.1	4.1	4.1	2.1	6.4	3.2	15.4	7.8	55.8	28.2	9.4	4.7	4.8	2.4	29.7	15.0	5.5	2.8	196.5	99.4
2042	33.9	16.6	9.4	4.6	1.2	0.6	14.8	7.3	8.4	4.1	4.2	2.1	6.6	3.2	15.9	7.8	57.6	28.2	9.7	4.7	4.9	2.4	30.7	15.0	5.6	2.8	203.0	99.4
2043	35.0	16.6	9.7	4.6	1.3	0.6	15.3	7.3	8.7	4.1	4.3	2.1	6.8	3.2	16.4	7.8	59.5	28.2	10.0	4.7	5.1	2.4	31.7	15.0	5.8	2.8	209.7	99.4
2044	36.2	16.6	10.0	4.6	1.3	0.6	15.8	7.3	9.0	4.1	4.5	2.1	7.0	3.2	17.0	7.8	61.5	28.2	10.3	4.7	5.3	2.4	32.7	15.0	6.0	2.8	216.6	99.4
2045	37.4	16.6	10.4	4.6	1.4	0.6	16.3	7.3	9.3	4.1	4.6	2.1	7.3	3.2	17.5	7.8	63.5	28.2	10.7	4.7	5.4	2.4	33.8	15.0	6.2	2.8	223.8	99.4
2046	38.6	16.6	10.7	4.6	1.4	0.6	16.9	7.3	9.6	4.1	4.8	2.1	7.5	3.2	18.1	7.8	65.6	28.2	11.0	4.7	5.6	2.4	34.9	15.0	6.4	2.8	231.2	99.4
2047	39.9	16.6	11.1	4.6	1.5	0.6	17.4	7.3	9.9	4.1	4.9	2.1	7.7	3.2	18.7	7.8	67.8	28.2	11.4	4.7	5.8	2.4	36.1	15.0	6.6	2.8	238.8	99.4
2048	41.2	16.6	11.4	4.6	1.5	0.6	18.0	7.3	10.2	4.1	5.1	2.1	8.0	3.2	19.3	7.8	70.0	28.2	11.8	4.7	6.0	2.4	37.3	15.0	6.9	2.8	246.7	99.4
2049	42.6	16.6	11.8	4.6	1.6	0.6	18.6	7.3	10.6	4.1	5.3	2.1	8.3	3.2	20.0	7.8	72.3	28.2	12.2	4.7	6.2	2.4	38.5	15.0	7.1	2.8	254.8	99.4
2050	44.0	16.6	12.2	4.6	1.6	0.6	19.2	7.3	10.9	4.1	5.4	2.1	8.5	3.2	20.6	7.8	74.7	28.2	12.6	4.7	6.4	2.4	39.8	15.0	7.3	2.8	263.2	99.4
2051	45.4	16.6	12.6	4.6	1.7	0.6	19.9	7.3	11.3	4.1	5.6	2.1	8.8	3.2	21.3	7.8	77.1	28.2	13.0	4.7	6.6	2.4	41.1	15.0	7.6	2.8	271.9	99.4

Medford MPO becomes a TMA

MPO Planning funds held harmless for limitation and funding amount includes State supplied non-federal matching share

LOCAL BRIDGE based on revised Local Bridge Program Agreement.

Metro planning includes State provision of match; Misc.: includes Safe Routes to School, High Risk Rural Roads, Bike Ped Quick fix, OTC STIP directions.

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

**TABLE 5: PROJECTIONS OF URBAN FORMULA FUNDS (PRIMARILY BUS-ORIENTED\*)**

<b>Year</b>	<b>Oregon Total YOE \$s</b>	<b>Oregon Total 2020 \$s</b>	<b>Portland Area* YOE \$s</b>	<b>Portland Area 2020 \$s</b>	<b>Salem YOE \$s</b>	<b>Salem 2020 \$s</b>	<b>Lane* (Eugene) YOE \$s</b>	<b>Lane 2020 \$s</b>
2019	60.7	60.7	64.9	64.9	7.0	7.0	10.2	10.2
2020	59.6	59.6	62.9	62.9	6.2	6.2	9.8	9.8
2021	58.0	56.1	63.1	61.1	4.7	4.6	9.9	9.6
2022	75.0	70.3	85.1	79.8	5.9	5.5	12.6	11.8
2023	77.5	70.3	87.9	79.8	6.1	5.5	13.1	11.8
2024	80.0	70.3	90.8	79.8	6.3	5.5	13.5	11.8
2025	82.7	70.3	93.8	79.8	6.5	5.5	13.9	11.8
2026	85.4	70.3	96.9	79.8	6.7	5.5	14.4	11.8
2027	88.2	70.3	100.1	79.8	6.9	5.5	14.9	11.8
2028	91.1	70.3	103.4	79.8	7.2	5.5	15.4	11.8
2029	94.1	70.3	106.9	79.8	7.4	5.5	15.9	11.8
2030	97.2	70.3	110.4	79.8	7.6	5.5	16.4	11.8
2031	100.4	70.3	114.0	79.8	7.9	5.5	16.9	11.8
2032	103.8	70.3	117.8	79.8	8.2	5.5	17.5	11.8
2033	107.2	70.3	121.7	79.8	8.4	5.5	18.1	11.8
2034	110.7	70.3	125.7	79.8	8.7	5.5	18.7	11.8
2035	114.4	70.3	129.8	79.8	9.0	5.5	19.3	11.8
2036	118.1	70.3	134.1	79.8	9.3	5.5	19.9	11.8
2037	122.0	70.3	138.6	79.8	9.6	5.5	20.6	11.8
2038	126.1	70.3	143.1	79.8	9.9	5.5	21.2	11.8
2039	130.2	70.3	147.9	79.8	10.2	5.5	21.9	11.8
2040	134.5	70.3	152.7	79.8	10.6	5.5	22.7	11.8
2041	139.0	70.3	157.8	79.8	10.9	5.5	23.4	11.8
2042	143.6	70.3	163.0	79.8	11.3	5.5	24.2	11.8
2043	148.3	70.3	168.4	79.8	11.6	5.5	25.0	11.8
2044	153.2	70.3	173.9	79.8	12.0	5.5	25.8	11.8
2045	158.2	70.3	179.7	79.8	12.4	5.5	26.7	11.8
2046	163.5	70.3	185.6	79.8	12.8	5.5	27.5	11.8
2047	168.9	70.3	191.7	79.8	13.3	5.5	28.4	11.8
2048	174.4	70.3	198.0	79.8	13.7	5.5	29.4	11.8
2049	180.2	70.3	204.6	79.8	14.2	5.5	30.4	11.8
2050	186.1	70.3	211.3	79.8	14.6	5.5	31.4	11.8
2051	192.3	70.3	218.3	79.8	15.1	5.5	32.4	11.8

\*Includes FTA Section 5337 \$s.

\*\*Rogue Valley Transit area expected to move into next population area around 2030. Formula funding will then depend on bus revenue miles as well as urban population and population density.

**TABLE 5: PROJECTIONS OF URBAN FORMULA FUNDS (PRIMARILY BUS-ORIENTED\*)**

<b>Year</b>	<b>Rogue Valley YOE \$s</b>	<b>Rogue Valley** 2020 \$s</b>	<b>Corvallis YOE \$s</b>	<b>Corvallis 2020 \$s</b>	<b>Bend YOE \$s</b>	<b>Bend 2020 \$s</b>	<b>Albany YOE \$s</b>	<b>Albany 2020 \$s</b>	<b>Grants Pass YOE \$s</b>	<b>Grants Pass 2020 \$s</b>
2019	2.7	2.7	2.5	2.5	1.3	1.3	1.0	1.0	0.8	0.8
2020	2.7	2.7	2.6	2.6	1.4	1.4	1.0	1.0	0.8	0.8
2021	2.7	2.6	2.1	2.0	1.4	1.3	1.0	1.0	0.8	0.8
2022	3.5	3.3	3.2	3.0	1.8	1.7	1.3	1.2	1.1	1.0
2023	3.6	3.3	3.3	3.0	1.8	1.7	1.3	1.2	1.1	1.0
2024	3.7	3.3	3.4	3.0	1.9	1.7	1.4	1.2	1.1	1.0
2025	3.9	3.3	3.5	3.0	2.0	1.7	1.4	1.2	1.2	1.0
2026	4.0	3.3	3.7	3.0	2.0	1.7	1.4	1.2	1.2	1.0
2027	4.1	3.3	3.8	3.0	2.1	1.7	1.5	1.2	1.2	1.0
2028	4.3	3.3	3.9	3.0	2.1	1.7	1.5	1.2	1.3	1.0
2029	4.4	3.3	4.0	3.0	2.2	1.7	1.6	1.2	1.3	1.0
2030	4.6	3.3	4.2	3.0	2.3	1.7	1.6	1.2	1.4	1.0
2031	4.7	3.3	4.3	3.0	2.4	1.7	1.7	1.2	1.4	1.0
2032	4.9	3.3	4.4	3.0	2.4	1.7	1.8	1.2	1.5	1.0
2033	5.0	3.3	4.6	3.0	2.5	1.7	1.8	1.2	1.5	1.0
2034	5.2	3.3	4.7	3.0	2.6	1.7	1.9	1.2	1.6	1.0
2035	5.4	3.3	4.9	3.0	2.7	1.7	1.9	1.2	1.6	1.0
2036	5.5	3.3	5.1	3.0	2.8	1.7	2.0	1.2	1.7	1.0
2037	5.7	3.3	5.2	3.0	2.9	1.7	2.1	1.2	1.7	1.0
2038	5.9	3.3	5.4	3.0	3.0	1.7	2.1	1.2	1.8	1.0
2039	6.1	3.3	5.6	3.0	3.1	1.7	2.2	1.2	1.8	1.0
2040	6.3	3.3	5.8	3.0	3.2	1.7	2.3	1.2	1.9	1.0
2041	6.5	3.3	5.9	3.0	3.3	1.7	2.4	1.2	2.0	1.0
2042	6.7	3.3	6.1	3.0	3.4	1.7	2.4	1.2	2.0	1.0
2043	6.9	3.3	6.3	3.0	3.5	1.7	2.5	1.2	2.1	1.0
2044	7.2	3.3	6.6	3.0	3.6	1.7	2.6	1.2	2.1	1.0
2045	7.4	3.3	6.8	3.0	3.7	1.7	2.7	1.2	2.2	1.0
2046	7.7	3.3	7.0	3.0	3.9	1.7	2.8	1.2	2.3	1.0
2047	7.9	3.3	7.2	3.0	4.0	1.7	2.9	1.2	2.4	1.0
2048	8.2	3.3	7.5	3.0	4.1	1.7	3.0	1.2	2.4	1.0
2049	8.4	3.3	7.7	3.0	4.3	1.7	3.1	1.2	2.5	1.0
2050	8.7	3.3	8.0	3.0	4.4	1.7	3.2	1.2	2.6	1.0
2051	9.0	3.3	8.2	3.0	4.5	1.7	3.3	1.2	2.7	1.0

\*Includes FTA Section 5337 \$s.

\*\*Rogue Valley Transit area expected to move into next population area around 2030. Formula funding will then depend on bus revenue miles as well as urban population and population density.

**TABLE 5: PROJECTIONS OF URBAN FORMULA FUNDS (PRIMARILY BUS-ORIENTED\*)**

<b>Year</b>	<b>Rainier YOE \$s</b>	<b>Rainier 2020 \$s</b>	<b>Milton-Freewater YOE \$s</b>	<b>Milton-Freewater 2020 \$s</b>
2019	0.0	0.0	0.2	0.2
2020	0.0	0.0	0.2	0.2
2021	0.0	0.0	0.2	0.2
2022	0.1	0.1	0.4	0.3
2023	0.1	0.1	0.4	0.3
2024	0.1	0.1	0.4	0.3
2025	0.1	0.1	0.4	0.3
2026	0.1	0.1	0.4	0.3
2027	0.1	0.1	0.4	0.3
2028	0.1	0.1	0.4	0.3
2029	0.1	0.1	0.4	0.3
2030	0.1	0.1	0.5	0.3
2031	0.1	0.1	0.5	0.3
2032	0.1	0.1	0.5	0.3
2033	0.1	0.1	0.5	0.3
2034	0.1	0.1	0.5	0.3
2035	0.1	0.1	0.5	0.3
2036	0.1	0.1	0.6	0.3
2037	0.1	0.1	0.6	0.3
2038	0.1	0.1	0.6	0.3
2039	0.1	0.1	0.6	0.3
2040	0.1	0.1	0.6	0.3
2041	0.1	0.1	0.7	0.3
2042	0.1	0.1	0.7	0.3
2043	0.1	0.1	0.7	0.3
2044	0.1	0.1	0.7	0.3
2045	0.1	0.1	0.7	0.3
2046	0.2	0.1	0.8	0.3
2047	0.2	0.1	0.8	0.3
2048	0.2	0.1	0.8	0.3
2049	0.2	0.1	0.8	0.3
2050	0.2	0.1	0.9	0.3
2051	0.2	0.1	0.9	0.3

\*Includes FTA Section 5337 \$s.

\*\*Rogue Valley Transit area expected to move into next population area around 2030. Formula funding will then depend on bus revenue miles as well as urban population and population density.

**TABLE 6: PROJECTIONS OF DISCRETIONARY INTERCITY FUNDS (5311 (C))**

<b>Year</b>	<b>Oregon Total YOE \$s</b>	<b>Oregon Total 2020 \$s</b>	<b>Portland Area YOE \$s</b>	<b>Portland Area 2020 \$s</b>	<b>Salem YOE \$s</b>	<b>Salem 2020 \$s</b>	<b>Lane YOE \$s</b>	<b>Lane 2020 \$s</b>
2016	1.8	1.8	0.71	0.7	0.10	0.1	0.14	0.1
2017	1.9	1.9	0.73	0.7	0.10	0.1	0.14	0.1
2018	1.9	1.9	0.76	0.8	0.11	0.1	0.14	0.1
2019	2.1	2.1	0.82	0.8	0.12	0.1	0.16	0.2
2020	2.1	2.1	0.84	0.8	0.12	0.1	0.16	0.2
2021	2.1	2.1	0.84	0.8	0.12	0.1	0.16	0.2
2022	2.6	2.5	1.03	1.0	0.14	0.1	0.20	0.2
2023	2.7	2.5	1.06	1.0	0.15	0.1	0.20	0.2
2024	2.8	2.5	1.09	1.0	0.15	0.1	0.21	0.2
2025	2.9	2.5	1.13	1.0	0.16	0.1	0.22	0.2
2026	3.0	2.5	1.17	1.0	0.16	0.1	0.22	0.2
2027	3.1	2.5	1.21	1.0	0.17	0.1	0.23	0.2
2028	3.2	2.5	1.25	1.0	0.18	0.1	0.24	0.2
2029	3.3	2.5	1.29	1.0	0.18	0.1	0.25	0.2
2030	3.4	2.5	1.33	1.0	0.19	0.1	0.25	0.2
2031	3.5	2.5	1.37	1.0	0.19	0.1	0.26	0.2
2032	3.6	2.5	1.42	1.0	0.20	0.1	0.27	0.2
2033	3.7	2.5	1.47	1.0	0.21	0.1	0.28	0.2
2034	3.9	2.5	1.51	1.0	0.21	0.1	0.29	0.2
2035	4.0	2.5	1.56	1.0	0.22	0.1	0.30	0.2
2036	4.1	2.5	1.62	1.0	0.23	0.1	0.31	0.2
2037	4.3	2.5	1.67	1.0	0.24	0.1	0.32	0.2
2038	4.4	2.5	1.72	1.0	0.24	0.1	0.33	0.2
2039	4.5	2.5	1.78	1.0	0.25	0.1	0.34	0.2
2040	4.7	2.5	1.84	1.0	0.26	0.1	0.35	0.2
2041	4.8	2.5	1.90	1.0	0.27	0.1	0.36	0.2
2042	5.0	2.5	1.96	1.0	0.28	0.1	0.37	0.2
2043	5.2	2.5	2.03	1.0	0.29	0.1	0.39	0.2
2044	5.3	2.5	2.09	1.0	0.30	0.1	0.40	0.2
2045	5.5	2.5	2.16	1.0	0.31	0.1	0.41	0.2
2046	5.7	2.5	2.23	1.0	0.32	0.1	0.43	0.2
2047	5.9	2.5	2.31	1.0	0.33	0.1	0.44	0.2
2048	6.1	2.5	2.38	1.0	0.34	0.1	0.45	0.2
2049	6.3	2.5	2.46	1.0	0.35	0.1	0.47	0.2
2050	6.5	2.5	2.54	1.0	0.36	0.1	0.49	0.2
2051	6.7	2.5	2.63	1.0	0.37	0.1	0.50	0.2

**TABLE 6: PROJECTIONS OF DISCRETIONARY INTERCITY FUNDS (5311 (C))**

<b>Year</b>	<b>Rogue Valley YOE \$s</b>	<b>Rogue Valley 2020 \$s</b>	<b>Corvallis YOE \$s</b>	<b>Corvallis 2020 \$s</b>	<b>Bend YOE \$s</b>	<b>Bend 2020 \$s</b>	<b>Albany YOE \$s</b>	<b>Albany 2020 \$s</b>	<b>Grants Pass YOE \$s</b>	<b>Grants Pass 2020 \$s</b>
2016	0.07	0.1	0.04	0.0	0.09	0.1	0.06	0.1	0.04	0.0
2017	0.07	0.1	0.04	0.0	0.09	0.1	0.06	0.1	0.04	0.0
2018	0.08	0.1	0.04	0.0	0.09	0.1	0.06	0.1	0.04	0.0
2019	0.08	0.1	0.05	0.0	0.10	0.1	0.06	0.1	0.04	0.0
2020	0.08	0.1	0.05	0.0	0.10	0.1	0.06	0.1	0.04	0.0
2021	0.08	0.1	0.05	0.0	0.10	0.1	0.06	0.1	0.04	0.0
2022	0.10	0.1	0.06	0.1	0.12	0.1	0.08	0.1	0.05	0.1
2023	0.11	0.1	0.06	0.1	0.13	0.1	0.08	0.1	0.06	0.1
2024	0.11	0.1	0.06	0.1	0.13	0.1	0.08	0.1	0.06	0.1
2025	0.11	0.1	0.06	0.1	0.13	0.1	0.09	0.1	0.06	0.1
2026	0.12	0.1	0.07	0.1	0.14	0.1	0.09	0.1	0.06	0.1
2027	0.12	0.1	0.07	0.1	0.14	0.1	0.09	0.1	0.06	0.1
2028	0.12	0.1	0.07	0.1	0.15	0.1	0.10	0.1	0.07	0.1
2029	0.13	0.1	0.07	0.1	0.15	0.1	0.10	0.1	0.07	0.1
2030	0.13	0.1	0.08	0.1	0.16	0.1	0.10	0.1	0.07	0.1
2031	0.14	0.1	0.08	0.1	0.16	0.1	0.11	0.1	0.07	0.1
2032	0.14	0.1	0.08	0.1	0.17	0.1	0.11	0.1	0.08	0.1
2033	0.15	0.1	0.08	0.1	0.17	0.1	0.11	0.1	0.08	0.1
2034	0.15	0.1	0.09	0.1	0.18	0.1	0.12	0.1	0.08	0.1
2035	0.16	0.1	0.09	0.1	0.19	0.1	0.12	0.1	0.08	0.1
2036	0.16	0.1	0.09	0.1	0.19	0.1	0.13	0.1	0.09	0.1
2037	0.17	0.1	0.10	0.1	0.20	0.1	0.13	0.1	0.09	0.1
2038	0.17	0.1	0.10	0.1	0.21	0.1	0.13	0.1	0.09	0.1
2039	0.18	0.1	0.10	0.1	0.21	0.1	0.14	0.1	0.09	0.1
2040	0.18	0.1	0.11	0.1	0.22	0.1	0.14	0.1	0.10	0.1
2041	0.19	0.1	0.11	0.1	0.23	0.1	0.15	0.1	0.10	0.1
2042	0.20	0.1	0.11	0.1	0.23	0.1	0.15	0.1	0.10	0.1
2043	0.20	0.1	0.12	0.1	0.24	0.1	0.16	0.1	0.11	0.1
2044	0.21	0.1	0.12	0.1	0.25	0.1	0.16	0.1	0.11	0.1
2045	0.21	0.1	0.12	0.1	0.26	0.1	0.17	0.1	0.11	0.1
2046	0.22	0.1	0.13	0.1	0.27	0.1	0.17	0.1	0.12	0.1
2047	0.23	0.1	0.13	0.1	0.28	0.1	0.18	0.1	0.12	0.1
2048	0.24	0.1	0.14	0.1	0.28	0.1	0.18	0.1	0.13	0.1
2049	0.24	0.1	0.14	0.1	0.29	0.1	0.19	0.1	0.13	0.1
2050	0.25	0.1	0.15	0.1	0.30	0.1	0.20	0.1	0.14	0.1
2051	0.26	0.1	0.15	0.1	0.31	0.1	0.20	0.1	0.14	0.1

**TABLE 1.B: ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE**  
(\$ Million)

<b>Year</b>	<b>Statewide Bus Discretionary</b>	<b>Statewide Bus Discretionary (\$2020)</b>	<b>Oregon Share of 5339(b) Discretionary</b>	<b>Oregon Share of 5339(b) Discretionary (\$2020)</b>	<b>Oregon Share of 5339(c) Discretionary</b>	<b>Oregon Share of 5339(c) Discretionary (\$2020)</b>	<b>Section 5309 CIG Funds Available to ALL STATES</b>	<b>Section 5309 CIG Funds Available to ALL STATES (\$2020)</b>
2019	86.5	78.9	1.6	1.6	85.0	85.0	2527.2	2527.2
2020	136.6	120.9	6.6	6.6	130.0	130.0	1958.2	1958.2
2021	199.8	193.5	17.7	17.1	182.2	176.3	2101.3	2034.2
2022	27.7	26.0	8.8	8.3	18.9	17.7	3822.0	3581.7
2023	27.7	25.2	8.8	8.0	18.9	17.2	3910.0	3547.1
2024	27.7	24.4	8.8	7.7	18.9	16.6	3910.0	3433.8
2025	27.7	23.6	8.8	7.5	18.9	16.1	3910.0	3324.1
2026	27.7	22.8	8.8	7.3	18.9	15.6	3910.0	3217.9
2027	32.6	26.0	10.4	8.3	22.3	17.7	4599.2	3664.2
2028	32.6	25.2	10.4	8.0	22.3	17.2	4599.2	3547.1
2029	32.6	24.4	10.4	7.7	22.3	16.6	4599.2	3433.8
2030	32.6	23.6	10.4	7.5	22.3	16.1	4599.2	3324.1
2031	32.6	22.8	10.4	7.3	22.3	15.6	4599.2	3217.9
2032	38.4	26.0	12.2	8.3	26.2	17.7	5409.8	3664.2
2033	38.4	25.2	12.2	8.0	26.2	17.2	5409.8	3547.1
2034	38.4	24.4	12.2	7.7	26.2	16.6	5409.8	3433.8
2035	38.4	23.6	12.2	7.5	26.2	16.1	5409.8	3324.1
2036	38.4	22.8	12.2	7.3	26.2	15.6	5409.8	3217.9
2037	45.1	26.0	14.3	8.3	30.8	17.7	6363.3	3664.2
2038	45.1	25.2	14.3	8.0	30.8	17.2	6363.3	3547.1
2039	45.1	24.4	14.3	7.7	30.8	16.6	6363.3	3433.8
2040	45.1	23.6	14.3	7.5	30.8	16.1	6363.3	3324.1
2041	45.1	22.8	14.3	7.3	30.8	15.6	6363.3	3217.9
2042	53.1	26.0	16.9	8.3	36.2	17.7	7484.9	3664.2
2043	53.1	25.2	16.9	8.0	36.2	17.2	7484.9	3547.1
2044	53.1	24.4	16.9	7.7	36.2	16.6	7484.9	3433.8
2045	53.1	23.6	16.9	7.5	36.2	16.1	7484.9	3324.1
2046	53.1	22.8	16.9	7.3	36.2	15.6	7484.9	3217.9
2047	62.4	26.0	19.8	8.3	42.6	17.7	8804.1	3664.2
2048	62.4	25.2	19.8	8.0	42.6	17.2	8804.1	3547.1
2049	62.4	24.4	19.8	7.7	42.6	16.6	8804.1	3433.8
2050	62.4	23.6	19.8	7.5	42.6	16.1	8804.1	3324.1
2051	62.4	22.8	19.8	7.3	42.6	15.6	8804.1	3217.9



**TABLE 8A: Estimated State Transit Formula Funding -Year of Expenditure Dollars**

<b>Year</b>	<b>Baker County</b>	<b>Basin Transit Service District (TOTAL)*</b>	<b>Basin Transit Service District (In district)</b>	<b>Basin Transit Service District (Out of district - Klamath County)</b>	<b>Benton County</b>	<b>Columbia County</b>	<b>Coos County</b>	<b>Crook County</b>	<b>Curry County</b>	<b>Deschutes County</b>
2019	163,135	738,162	609,373	128,789	1,606,790	362,094	720,512	199,053	185,333	3,023,367
2020	190,413	854,064	705,053	149,011	1,896,964	433,051	856,061	252,381	221,158	3,562,396
2021	200,538	884,912	730,519	154,393	1,975,214	450,521	907,520	274,001	234,054	3,848,768
2022	213,453	920,232	760,839	159,393	2,051,253	484,152	967,318	338,787	246,017	4,198,804
2023	226,074	974,641	806,223	168,418	2,172,532	512,778	1,024,510	358,818	260,563	4,447,057
2024	263,890	1,086,050	873,686	212,364	2,339,972	593,225	1,130,702	399,543	298,984	4,794,438
2025	338,659	1,386,991	1,109,123	277,868	2,966,556	763,494	1,441,072	509,286	383,132	6,079,562
2026	310,751	1,244,889	977,339	267,550	2,603,161	701,319	1,285,404	456,094	348,746	5,338,386
2027	322,655	1,302,876	1,022,723	280,153	2,723,958	734,110	1,345,217	477,187	363,740	5,586,138
2028	335,231	1,365,714	1,071,886	293,828	2,854,800	769,661	1,410,024	500,195	380,669	5,854,494
2029	348,266	1,430,946	1,122,921	308,025	2,990,622	806,567	1,477,301	524,079	398,895	6,133,064
2030	359,759	1,478,167	1,159,977	318,190	3,089,313	833,184	1,526,052	541,373	412,059	6,335,455
2031	371,631	1,526,947	1,198,256	328,690	3,191,260	860,679	1,576,411	559,239	425,657	6,544,525
2032	383,895	1,577,336	1,237,799	339,537	3,296,572	889,081	1,628,433	577,693	439,704	6,760,495
2033	396,563	1,629,388	1,278,646	350,742	3,405,359	918,421	1,682,171	596,757	454,214	6,983,591
2034	409,650	1,683,158	1,320,841	362,316	3,517,736	948,729	1,737,683	616,450	469,203	7,214,050
2035	423,168	1,738,702	1,364,429	374,273	3,633,821	980,037	1,795,026	636,793	484,686	7,452,113
2036	437,133	1,796,079	1,409,455	386,624	3,753,737	1,012,378	1,854,262	657,807	500,681	7,698,033
2037	451,558	1,855,350	1,455,967	399,382	3,877,610	1,045,787	1,915,453	679,515	517,204	7,952,068
2038	466,460	1,916,576	1,504,014	412,562	4,005,571	1,080,298	1,978,663	701,939	534,271	8,214,486
2039	481,853	1,979,823	1,553,647	426,177	4,137,755	1,115,948	2,043,959	725,103	551,902	8,485,564
2040	497,754	2,045,158	1,604,917	440,240	4,274,301	1,152,774	2,111,409	749,031	570,115	8,765,588
2041	514,180	2,112,648	1,657,879	454,768	4,415,353	1,190,815	2,181,086	773,749	588,929	9,054,852
2042	531,148	2,182,365	1,712,589	469,776	4,561,060	1,230,112	2,253,062	799,283	608,364	9,353,663
2043	548,676	2,254,383	1,769,105	485,278	4,711,575	1,270,706	2,327,413	825,659	628,439	9,662,333
2044	566,782	2,328,778	1,827,485	501,293	4,867,057	1,312,639	2,404,217	852,906	649,178	9,981,190
2045	585,486	2,405,627	1,887,792	517,835	5,027,669	1,355,956	2,483,556	881,052	670,601	10,310,570
2046	604,807	2,485,013	1,950,089	534,924	5,193,583	1,400,703	2,565,514	910,127	692,731	10,650,819
2047	624,766	2,567,019	2,014,442	552,576	5,364,971	1,446,926	2,650,176	940,161	715,591	11,002,296
2048	645,383	2,651,730	2,080,919	570,811	5,542,015	1,494,675	2,737,632	971,186	739,205	11,365,371
2049	666,680	2,739,237	2,149,589	589,648	5,724,901	1,543,999	2,827,973	1,003,235	763,599	11,740,429
2050	688,681	2,829,632	2,220,526	609,106	5,913,823	1,594,951	2,921,297	1,036,342	788,798	12,127,863
2051	711,407	2,923,010	2,293,803	629,207	6,108,979	1,647,584	3,017,699	1,070,541	814,828	12,528,082

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.

**TABLE 8A: Estimated State Transit Formula Funding -Year of Expenditure Dollars**

Year	Grant County Transportation		Hood River County Transportation		Jefferson County	Josephine County	Lake County	Lane Transit	Lane Transit	Lane Transit
	Gilliam County	District	Harney County	District				District (TOTAL)*	District (In district)	District (Out of District)
2019	100,000	100,000	100,000	442,094	212,593	815,289	100,000	5,526,966	5,227,945	299,021
2020	100,000	100,185	100,000	533,363	257,011	964,070	101,573	6,465,934	6,116,112	349,822
2021	100,000	100,625	100,000	559,697	270,406	1,043,715	103,502	6,763,899	6,397,957	365,942
2022	100,000	100,000	100,000	559,727	286,690	1,129,557	102,244	7,109,895	6,709,809	400,086
2023	100,000	100,000	100,000	592,821	303,641	1,196,342	100,000	7,530,266	7,101,218	429,048
2024	133,850	137,257	137,146	637,113	343,231	1,337,016	143,522	8,182,711	7,655,956	526,755
2025	175,775	184,910	184,631	806,629	438,776	1,708,558	200,645	10,393,941	9,708,102	685,839
2026	169,535	181,341	181,106	705,282	396,434	1,536,393	194,585	9,175,923	8,524,583	651,341
2027	171,369	187,283	187,037	737,494	414,608	1,607,982	201,137	9,602,161	8,920,204	681,956
2028	172,598	193,407	193,150	772,641	434,631	1,685,561	207,922	10,063,897	9,348,728	715,169
2029	173,826	199,746	199,477	809,381	455,416	1,766,095	214,946	10,543,212	9,793,562	749,649
2030	179,562	206,337	206,059	836,091	470,445	1,824,377	222,039	10,891,138	10,116,750	774,388
2031	185,488	213,146	212,859	863,682	485,970	1,884,581	229,366	11,250,545	10,450,603	799,943
2032	191,609	220,180	219,884	892,183	502,007	1,946,772	236,936	11,621,813	10,795,473	826,341
2033	197,932	227,446	227,140	921,625	518,573	2,011,016	244,754	12,005,333	11,151,723	853,610
2034	204,463	234,952	234,635	952,039	535,686	2,077,379	252,831	12,401,509	11,519,730	881,779
2035	211,211	242,705	242,378	983,456	553,364	2,145,933	261,175	12,810,759	11,899,881	910,878
2036	218,181	250,715	250,377	1,015,910	571,625	2,216,748	269,793	13,233,514	12,292,577	940,937
2037	225,381	258,988	258,639	1,049,435	590,488	2,289,901	278,697	13,670,220	12,698,232	971,988
2038	232,818	267,535	267,174	1,084,067	609,974	2,365,468	287,894	14,121,337	13,117,274	1,004,063
2039	240,501	276,363	275,991	1,119,841	630,103	2,443,528	297,394	14,587,342	13,550,144	1,037,197
2040	248,438	285,483	285,099	1,156,796	650,897	2,524,165	307,208	15,068,724	13,997,299	1,071,425
2041	256,636	294,904	294,507	1,194,970	672,376	2,607,462	317,346	15,565,992	14,459,210	1,106,782
2042	265,105	304,636	304,226	1,234,404	694,565	2,693,508	327,818	16,079,669	14,936,364	1,143,306
2043	273,854	314,689	314,265	1,275,139	717,485	2,782,394	338,636	16,610,298	15,429,264	1,181,035
2044	282,891	325,074	324,636	1,317,219	741,163	2,874,213	349,811	17,158,438	15,938,429	1,220,009
2045	292,226	335,801	335,349	1,360,687	765,621	2,969,062	361,355	17,724,667	16,464,397	1,260,269
2046	301,870	346,883	346,415	1,405,590	790,886	3,067,041	373,280	18,309,581	17,007,723	1,301,858
2047	311,831	358,330	357,847	1,451,974	816,986	3,168,254	385,598	18,913,797	17,568,977	1,344,820
2048	322,122	370,155	369,656	1,499,889	843,946	3,272,806	398,323	19,537,952	18,148,754	1,389,199
2049	332,752	382,370	381,855	1,549,386	871,796	3,380,809	411,468	20,182,705	18,747,663	1,435,042
2050	343,733	394,988	394,456	1,600,515	900,566	3,492,375	425,046	20,848,734	19,366,335	1,482,399
2051	355,076	408,023	407,473	1,653,332	930,284	3,607,624	439,073	21,536,742	20,005,424	1,531,318

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.

**TABLE 8A: Estimated State Transit Formula Funding -Year of Expenditure Dollars**

Year	Lincoln County	Linn County	Malheur County	Morrow County	Rogue Valley	Rogue Valley	Rogue Valley	Salem Area	Salem Area	Salem Area	Salem Area
					Transportation District (TOTAL)*	Transportation District (In district)	District (Out of Jackson County)	Mass Transit District (TOTAL)*	Mass Transit District (In district)	Mass Transit District (Out of Marion County)	Mass Transit District (Out of Polk County)
2019	560,970	1,584,542	382,351	246,131	3,045,470	2,772,228	273,242	6,602,539	4,790,635	1,362,796	517,467
2020	667,384	1,920,776	436,855	293,481	3,568,636	3,248,455	320,181	7,607,526	5,519,829	1,570,230	517,467
2021	702,495	2,048,874	461,424	296,329	3,807,796	3,466,158	341,638	8,093,232	5,872,245	1,670,482	550,505
2022	688,079	2,078,466	509,932	323,507	4,062,169	3,705,424	356,745	8,356,129	5,914,116	1,621,510	534,367
2023	728,761	2,201,355	540,082	342,634	4,302,345	3,927,161	375,183	8,745,053	6,408,835	1,757,151	579,067
2024	810,017	2,414,715	592,452	382,495	4,681,162	4,220,180	460,982	9,487,263	6,840,038	1,968,995	678,230
2025	1,033,919	3,073,506	754,093	487,088	5,947,835	5,347,544	600,290	12,046,742	8,654,125	2,517,561	875,057
2026	926,485	2,730,483	669,950	435,683	5,255,419	4,685,090	570,329	10,623,303	7,545,962	2,267,703	809,638
2027	969,630	2,857,454	701,103	453,342	5,499,579	4,902,440	597,139	11,116,682	7,895,747	2,373,396	847,539
2028	1,016,381	2,995,016	734,855	472,147	5,764,077	5,137,855	626,222	11,651,139	8,274,568	2,487,938	888,634
2029	1,064,914	3,137,817	769,893	491,647	6,038,646	5,382,229	656,417	12,205,943	8,667,803	2,606,844	931,296
2030	1,100,056	3,241,365	795,300	507,871	6,237,921	5,559,843	678,078	12,608,739	8,953,840	2,692,870	962,029
2031	1,136,358	3,348,330	821,544	524,631	6,443,772	5,743,317	700,455	13,024,828	9,249,317	2,781,735	993,776
2032	1,173,858	3,458,825	848,655	541,944	6,656,417	5,932,847	723,570	13,454,647	9,554,544	2,873,532	1,026,570
2033	1,212,595	3,572,966	876,661	559,828	6,876,079	6,128,631	747,448	13,898,650	9,869,844	2,968,359	1,060,447
2034	1,252,611	3,690,874	905,591	578,302	7,102,989	6,330,876	772,114	14,357,306	10,195,549	3,066,315	1,095,442
2035	1,293,947	3,812,673	935,475	597,386	7,337,388	6,539,794	797,593	14,831,097	10,532,002	3,167,503	1,131,591
2036	1,336,647	3,938,491	966,346	617,100	7,579,522	6,755,608	823,914	15,320,523	10,879,558	3,272,031	1,168,934
2037	1,380,757	4,068,461	998,236	637,464	7,829,646	6,978,543	851,103	15,826,100	11,238,584	3,380,008	1,207,509
2038	1,426,322	4,202,720	1,031,177	658,501	8,088,024	7,208,835	879,189	16,348,362	11,609,457	3,491,548	1,247,357
2039	1,473,390	4,341,410	1,065,206	680,231	8,354,929	7,446,726	908,203	16,887,857	11,992,569	3,606,769	1,288,519
2040	1,522,012	4,484,676	1,100,358	702,679	8,630,642	7,692,468	938,173	17,445,157	12,388,324	3,725,792	1,331,040
2041	1,572,239	4,632,671	1,136,670	725,867	8,915,453	7,946,320	969,133	18,020,847	12,797,139	3,848,743	1,374,965
2042	1,624,123	4,785,549	1,174,180	749,821	9,209,663	8,208,548	1,001,115	18,615,535	13,219,444	3,975,752	1,420,339
2043	1,677,719	4,943,472	1,212,928	774,565	9,513,582	8,479,430	1,034,151	19,229,848	13,655,686	4,106,952	1,467,210
2044	1,733,083	5,106,607	1,252,954	800,126	9,827,530	8,759,251	1,068,278	19,864,433	14,106,324	4,242,481	1,515,628
2045	1,790,275	5,275,125	1,294,302	826,530	10,151,838	9,048,307	1,103,531	20,519,959	14,571,832	4,382,483	1,565,643
2046	1,849,354	5,449,204	1,337,014	853,805	10,486,849	9,346,901	1,139,948	21,197,117	15,052,703	4,527,105	1,617,310
2047	1,910,383	5,629,027	1,381,135	881,981	10,832,915	9,655,349	1,177,566	21,896,622	15,549,442	4,676,499	1,670,681
2048	1,973,425	5,814,785	1,426,713	911,086	11,190,401	9,973,975	1,216,426	22,619,211	16,062,574	4,830,824	1,725,813
2049	2,038,548	6,006,673	1,473,794	941,152	11,559,684	10,303,116	1,256,568	23,365,645	16,592,639	4,990,241	1,782,765
2050	2,105,821	6,204,893	1,522,430	972,210	11,941,154	10,643,119	1,298,035	24,136,711	17,140,196	5,154,919	1,841,596
2051	2,175,313	6,409,655	1,572,670	1,004,293	12,335,212	10,994,342	1,340,870	24,933,223	17,705,822	5,325,031	1,902,369

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.

**TABLE 8A: Estimated State Transit Formula Funding -Year of Expenditure Dollars**

Year	Sherman County	Sunset Empire Transportation District (Clatsop County)	Tillamook County Transportation District	Tri County Metropolitan Transportation District (TOTAL)*	Tri County Metropolitan Transportation District (In district)	Tri County Metropolitan Transportation District (Out of district - Clackamas County)	Tri County Metropolitan Transportation District (Out of district - Multnomah County)	Tri County Metropolitan Transportation District (Out of district - Washington County)	Umatilla County	Umpqua Public Transportation District (Douglas County)
2019	100,000	567,965	304,696	47,630,704	45,586,758	1,578,988	43,228	421,730	989,075	1,271,407
2020	100,000	669,269	355,809	56,280,741	53,865,601	1,865,742	51,078	498,319	1,161,396	1,508,071
2021	100,000	709,845	379,753	59,008,568	56,476,371	1,956,171	53,554	522,472	1,210,272	1,558,529
2022	100,000	733,055	395,570	60,505,631	57,914,930	2,001,366	54,791	534,543	1,299,649	1,640,678
2023	100,000	776,397	418,958	64,017,012	61,277,943	2,115,983	57,929	565,156	1,376,491	1,737,682
2024	133,850	845,822	463,523	67,636,292	64,608,383	2,330,848	66,776	630,285	1,509,436	1,919,255
2025	175,775	1,074,986	591,067	85,380,820	81,520,426	2,969,437	85,879	805,077	1,921,118	2,446,475
2026	169,535	950,646	528,065	73,914,895	70,467,842	2,645,355	78,715	722,982	1,706,359	2,183,286
2027	171,369	994,818	552,644	77,336,915	73,729,435	2,768,424	82,395	756,661	1,785,703	2,284,888
2028	172,598	1,042,671	579,276	81,042,435	77,261,126	2,901,767	86,383	793,159	1,871,667	2,394,975
2029	173,826	1,092,345	606,922	84,888,911	80,927,152	3,040,188	90,524	831,047	1,960,904	2,509,256
2030	179,562	1,128,393	626,951	87,690,245	83,597,748	3,140,515	93,511	858,471	2,025,614	2,592,062
2031	185,488	1,165,629	647,640	90,584,023	86,356,474	3,244,152	96,597	886,801	2,092,459	2,677,600
2032	191,609	1,204,095	669,012	93,573,296	89,206,237	3,351,209	99,785	916,065	2,161,510	2,765,960
2033	197,932	1,243,830	691,090	96,661,215	92,150,043	3,461,799	103,078	946,295	2,232,840	2,857,237
2034	204,463	1,284,877	713,896	99,851,035	95,190,995	3,576,038	106,479	977,523	2,306,524	2,951,526
2035	211,211	1,327,278	737,454	103,146,119	98,332,298	3,694,047	109,993	1,009,781	2,382,639	3,048,926
2036	218,181	1,371,078	761,790	106,549,941	101,577,263	3,815,951	113,623	1,043,104	2,461,266	3,149,541
2037	225,381	1,416,323	786,929	110,066,089	104,929,313	3,941,877	117,372	1,077,526	2,542,488	3,253,476
2038	232,818	1,463,062	812,898	113,698,270	108,391,980	4,071,959	121,246	1,113,085	2,626,390	3,360,840
2039	240,501	1,511,343	839,724	117,450,313	111,968,916	4,206,334	125,247	1,149,817	2,713,061	3,471,748
2040	248,438	1,561,217	867,435	121,326,173	115,663,890	4,345,143	129,380	1,187,761	2,802,592	3,586,316
2041	256,636	1,612,738	896,060	125,329,937	119,480,798	4,488,532	133,650	1,226,957	2,895,077	3,704,664
2042	265,105	1,665,958	925,630	129,465,825	123,423,665	4,636,654	138,060	1,267,446	2,990,615	3,826,918
2043	273,854	1,720,935	956,176	133,738,197	127,496,646	4,789,664	142,616	1,309,272	3,089,305	3,953,206
2044	282,891	1,777,725	987,729	138,151,557	131,704,035	4,947,722	147,322	1,352,478	3,191,252	4,083,662
2045	292,226	1,836,390	1,020,324	142,710,559	136,050,268	5,110,997	152,184	1,397,110	3,296,563	4,218,423
2046	301,870	1,896,991	1,053,995	147,420,007	140,539,927	5,279,660	157,206	1,443,214	3,405,350	4,357,631
2047	311,831	1,959,592	1,088,777	152,284,868	145,177,744	5,453,889	162,394	1,490,840	3,517,727	4,501,433
2048	322,122	2,024,259	1,124,707	157,310,268	149,968,610	5,633,867	167,753	1,540,038	3,633,812	4,649,980
2049	332,752	2,091,059	1,161,822	162,501,507	154,917,574	5,819,785	173,289	1,590,859	3,753,727	4,803,429
2050	343,733	2,160,064	1,200,162	167,864,057	160,029,854	6,011,838	179,007	1,643,358	3,877,600	4,961,943
2051	355,076	2,231,346	1,239,767	173,403,571	165,310,839	6,210,228	184,914	1,697,589	4,005,561	5,125,687

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.

**TABLE 8A: Estimated State Transit Formula Funding -Year of Expenditure Dollars**

<b>Year</b>	<b>Union County</b>	<b>Wallowa County</b>	<b>Wasco County</b>	<b>Wheeler County</b>	<b>Yamhill County</b>
2019	318,169	100,000	386,812	100,000	1,206,154
2020	377,966	100,000	438,762	100,000	1,440,292
2021	387,265	100,000	453,587	100,000	1,535,938
2022	393,900	100,000	487,769	100,000	1,611,087
2023	417,189	100,000	516,608	100,000	1,706,342
2024	460,100	139,363	561,908	133,850	1,882,637
2025	586,304	190,200	713,902	175,775	2,399,254
2026	522,724	185,794	630,651	169,535	2,139,658
2027	547,046	191,941	659,949	171,369	2,239,218
2028	573,398	198,288	691,688	172,598	2,347,092
2029	600,754	204,857	724,635	173,826	2,459,074
2030	620,579	211,617	748,548	179,562	2,540,224
2031	641,058	218,600	773,250	185,488	2,624,051
2032	662,213	225,814	798,767	191,609	2,710,645
2033	684,066	233,266	825,126	197,932	2,800,096
2034	706,641	240,964	852,355	204,463	2,892,499
2035	729,960	248,915	880,483	211,211	2,987,952
2036	754,048	257,130	909,539	218,181	3,086,554
2037	778,932	265,615	939,554	225,381	3,188,410
2038	804,637	274,380	970,559	232,818	3,293,628
2039	831,190	283,435	1,002,588	240,501	3,402,318
2040	858,619	292,788	1,035,673	248,438	3,514,594
2041	886,953	302,450	1,069,850	256,636	3,630,576
2042	916,223	312,431	1,105,155	265,105	3,750,385
2043	946,458	322,741	1,141,625	273,854	3,874,148
2044	977,691	333,392	1,179,299	282,891	4,001,994
2045	1,009,955	344,393	1,218,216	292,226	4,134,060
2046	1,043,284	355,758	1,258,417	301,870	4,270,484
2047	1,077,712	367,499	1,299,945	311,831	4,411,410
2048	1,113,277	379,626	1,342,843	322,122	4,556,987
2049	1,150,015	392,154	1,387,157	332,752	4,707,367
2050	1,187,965	405,095	1,432,933	343,733	4,862,710
2051	1,227,168	418,463	1,480,220	355,076	5,023,180

**TABLE 8B: Estimated State Transit Formula Funding - Purchasing Power in 2020 Dollars**

Year	Basin Transit Service District (Out of district -									
	Baker County	Basin Transit Service District (TOTAL)*	Basin Transit Service District (In district)	Klamath County	Benton County	Columbia County	Coos County	Crook County	Curry County	Deschutes County
2019	163,135	738,162	609,373	128,789	1,606,790	362,094	720,512	199,053	185,333	3,023,367
2020	190,413	854,064	705,053	149,011	1,896,964	433,051	856,061	252,381	221,158	3,562,396
2021	194,132	856,643	707,182	149,461	1,912,114	436,129	878,529	265,248	226,577	3,725,816
2022	200,033	862,376	713,004	149,372	1,922,288	453,713	906,502	317,487	230,549	3,934,821
2023	205,092	884,186	731,399	152,787	1,970,903	465,188	929,427	325,517	236,380	4,034,333
2024	231,751	953,781	767,281	186,500	2,054,988	520,977	992,994	350,883	262,571	4,210,527
2025	287,913	1,179,158	942,927	236,231	2,522,034	649,089	1,225,135	432,972	325,722	5,168,573
2026	255,747	1,024,539	804,346	220,193	2,142,392	577,183	1,057,883	375,364	287,017	4,393,474
2027	257,061	1,038,009	814,809	223,199	2,170,192	584,870	1,071,741	380,178	289,793	4,450,506
2028	258,548	1,053,312	826,697	226,616	2,201,776	593,604	1,087,487	385,777	293,593	4,515,302
2029	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2030	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2031	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2032	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2033	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2034	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2035	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2036	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2037	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2038	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2039	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2040	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2041	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2042	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2043	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2044	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2045	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2046	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2047	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2048	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2049	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2050	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042
2051	260,021	1,068,367	838,390	229,977	2,232,846	602,196	1,102,976	391,285	297,822	4,579,042

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.

**TABLE 8B: Estimated State Transit Formula Funding - Purchasing Power in 2020 Dollars**

Year	Gilliam County	Grant County Transportation District	Harney County	Hood River County Transportation District	Jefferson County	Josephine County	Lake County	Lane Transit District (TOTAL)*	Lane Transit District (In district)	Lane Transit District (Out of District)	Year
2019	100,000	100,000	100,000	442,094	212,593	815,289	100,000	5,526,966	5,227,945	299,021	2019
2020	100,000	100,185	100,000	533,363	257,011	964,070	101,573	6,465,934	6,116,112	349,822	2020
2021	96,805	97,410	96,805	541,817	261,768	1,010,373	100,196	6,547,821	6,193,569	354,252	2021
2022	93,713	93,713	93,713	524,536	268,666	1,058,541	95,816	6,662,889	6,287,956	374,933	2022
2023	90,719	90,719	90,719	537,802	275,461	1,085,311	90,719	6,831,394	6,442,165	389,229	2023
2024	117,548	120,540	120,443	559,519	301,429	1,174,182	126,042	7,186,144	6,723,543	462,602	2024
2025	149,436	157,202	156,965	685,760	373,028	1,452,540	170,580	8,836,467	8,253,397	583,070	2025
2026	139,526	149,243	149,050	580,445	326,264	1,264,447	160,143	7,551,754	7,015,703	536,051	2026
2027	136,531	149,209	149,014	587,566	330,321	1,281,088	160,247	7,650,093	7,106,775	543,318	2027
2028	133,117	149,166	148,968	595,902	335,211	1,299,995	160,361	7,761,821	7,210,244	551,577	2028
2029	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2029
2030	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2030
2031	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2031
2032	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2032
2033	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2033
2034	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2034
2035	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2035
2036	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2036
2037	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2037
2038	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2038
2039	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2039
2040	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2040
2041	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2041
2042	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2042
2043	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2043
2044	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2044
2045	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2045
2046	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2046
2047	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2047
2048	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2048
2049	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2049
2050	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2050
2051	129,781	149,133	148,932	604,297	340,021	1,318,595	160,482	7,871,727	7,312,027	559,700	2051

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.

**TABLE 8B: Estimated State Transit Formula Funding - Purchasing Power in 2020 Dollars**

Lincoln County	Linn County	Malheur County	Morrow County	Rogue Valley Transportation District (Out of district - Jackson County)							Salem Area Mass Transit District (Out of district - Marion County)	Salem Area Mass Transit District (Out of district - Polk County)	Year
				Rogue Valley Transportation District (TOTAL)*	Rogue Valley Transportation District (In district)	Rogue Valley Transportation District (Out of district - Jackson County)	Salem Area Mass Transit District (TOTAL)*	Salem Area Mass Transit District (In district)					
560,970	1,584,542	382,351	246,131	3,045,470	2,772,228	273,242	6,602,539	4,790,635	1,362,796	449,108	2019		
667,384	1,920,776	436,855	293,481	3,568,636	3,248,455	320,181	7,607,526	5,519,829	1,570,230	517,467	2020		
680,053	1,983,421	446,683	286,863	3,686,153	3,355,429	330,724	7,834,687	5,684,651	1,617,117	532,919	2021		
644,818	1,947,791	477,872	303,167	3,806,777	3,472,460	334,316	7,830,770	5,542,289	1,519,564	500,770	2022		
661,126	1,997,051	489,958	310,835	3,903,051	3,562,688	340,363	7,933,439	5,814,042	1,594,072	525,324	2023		
711,366	2,120,629	520,298	335,911	4,111,047	3,706,208	404,839	8,331,816	6,006,995	1,729,192	595,629	2024		
878,992	2,612,958	641,096	414,101	5,056,585	4,546,244	510,340	10,241,605	7,357,352	2,140,318	743,934	2025		
762,494	2,247,179	551,366	358,566	4,325,192	3,855,813	469,379	8,742,943	6,210,301	1,866,312	666,330	2026		
772,509	2,276,549	558,573	361,180	4,381,544	3,905,800	475,744	8,856,721	6,290,584	1,890,898	675,239	2027		
783,888	2,309,918	566,760	364,145	4,445,567	3,962,591	482,976	8,985,988	6,381,793	1,918,832	685,362	2028		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2029		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2030		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2031		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2032		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2033		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2034		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2035		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2036		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2037		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2038		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2039		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2040		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2041		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2042		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2043		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2044		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2045		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2046		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2047		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2048		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2049		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2050		
795,082	2,342,743	574,814	367,071	4,508,547	4,018,457	490,091	9,113,148	6,471,517	1,946,311	695,320	2051		

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.



**TABLE 8B: Estimated State Transit Formula Funding - Purchasing Power in 2020 Dollars**

Sherman County	Sunset Empire Transportation District (Clatsop County)	Tillamook County Transportation District	Tri County Metropolitan Transportation District (TOTAL)*	Tri-Met (In district)	Tri-Met (Out of district - Clackamas County)	Tri-Met (Out of district - Multnomah County)	Tri-Met (Out of district - Washington County)	Umatilla County	Umpqua Public Transportation District (Douglas County)	Year
100,000	567,965	304,696	47,630,704	45,586,758	1,578,988	43,228	421,730	989,075	1,271,407	2019
100,000	669,269	355,809	56,280,741	53,865,601	1,865,742	51,078	498,319	1,161,396	1,508,071	2020
96,805	687,168	367,621	57,123,493	54,672,188	1,893,680	51,843	505,781	1,171,609	1,508,741	2021
93,713	686,967	370,700	56,701,579	54,273,758	1,875,538	51,347	500,936	1,217,939	1,537,527	2022
90,719	704,341	380,075	58,075,697	55,590,837	1,919,602	52,553	512,705	1,248,741	1,576,411	2023
117,548	742,810	407,071	59,398,914	56,739,772	2,046,976	58,643	553,523	1,325,603	1,685,510	2024
149,436	913,905	502,499	72,586,977	69,305,043	2,524,483	73,010	684,441	1,633,249	2,079,884	2025
139,526	782,379	434,596	60,831,711	57,994,798	2,177,119	64,783	595,011	1,404,328	1,796,837	2026
136,531	792,577	440,294	61,614,736	58,740,637	2,205,619	65,644	602,836	1,422,680	1,820,382	2027
133,117	804,164	446,769	62,504,302	59,587,952	2,237,999	66,623	611,727	1,443,531	1,847,134	2028
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2029
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2030
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2031
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2032
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2033
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2034
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2035
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2036
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2037
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2038
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2039
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2040
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2041
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2042
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2043
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2044
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2045
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2046
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2047
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2048
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2049
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2050
129,781	815,562	453,138	63,379,392	60,421,481	2,269,852	67,587	620,472	1,464,042	1,873,450	2051

\* TOTAL indicates all money for recipient district, and is the sum of in and out of district funds.



**Table 9: Estimated State Transit Discretionary Funds**

<b>Estimated Connect Oregon</b>				
<b>Year</b>	<b>Funding Available for Competitive Grants (Statewide)*</b>	<b>Connect Oregon Purchasing Power - 2020 \$s</b>	<b>MAT Funds Available (Statewide)</b>	<b>MAT Purchasing Power - 2020 \$s</b>
2019	0	0.0	1,243,987	1,243,987
2020	0	0.0	1,516,151	1,516,151
2021	0	0.0	2,354,417	2,279,203
2022	46,197,635	43,293,141	2,472,518	2,317,068
2023	0	0	2,297,883	2,084,620
2024	57,323,748	50,342,328	2,256,816	1,981,959
2025	0	0	2,288,931	1,945,947
2026	46,593,659	38,346,426	2,426,014	1,996,601
2027	0	0	2,590,284	2,063,693
2028	49,878,055	38,468,649	2,693,012	2,076,996
2029	0	0	2,770,869	2,068,774
2030	48,653,490	35,165,013	2,859,766	2,066,937
2031	0	0	2,918,855	2,042,251
2032	49,252,630	33,359,964	2,990,958	2,025,846
2033	0	0	3,081,040	2,020,194
2034	49,136,235	31,188,707	3,176,086	2,015,987
2035	0	0	3,269,052	2,008,709
2036	49,179,140	29,253,362	3,356,007	1,996,263
2037	0	0	3,438,951	1,980,252
2038	49,180,719	27,415,053	3,522,088	1,963,335
2039	0	0	3,606,514	1,946,174
2040	49,178,679	25,690,374	3,691,976	1,928,646
2041	0	0	3,778,932	1,911,007
2042	49,181,268	24,076,461	3,865,978	1,892,572
2043	0	0	3,952,242	1,872,993
2044	49,180,260	22,562,286	4,037,830	1,852,424
2045	0	0	4,123,187	1,831,154
2046	49,180,723	21,143,971	4,208,719	1,809,429
2047	0	0	4,294,538	1,787,342
2048	49,180,590	19,814,573	4,380,517	1,764,885
2049	0	0	4,466,517	1,742,046
2050	49,180,630	18,568,826	4,552,454	1,718,842
2051	0.0	0	4,638,287	1,695,304

\*2022 Connect Oregon funds have already been awarded

TABLE 10.A: ESTIMATED STBGP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAs

(STP Funds to Local Jurisdictions - Expanded)

1.22

YEAR	Clackamas	Multnomah	Washington	Canby	Molalla	Sandy	Marion	Silverton	Stayton	Woodburn	Polk	Dalles	Independence	Monmouth	Yamhill	McMinnville	Newberg	Sheridan
2020	\$1,176,955	\$265,835	\$667,951	\$220,961	\$128,861	\$144,374	\$978,602	\$135,314	\$102,594	\$327,661	\$368,076	\$211,966	\$124,234	\$129,318	\$663,531	\$442,313	\$313,452	\$80,889
2021*	\$1,066,384	\$259,436	\$615,308	\$202,646	\$116,689	\$137,178	\$886,068	\$104,714	\$92,786	\$296,551	\$334,036	\$194,934	\$113,922	\$117,043	\$599,132	\$407,589	\$284,011	\$71,827
2022	\$1,087,712	\$264,625	\$627,614	\$206,699	\$119,023	\$139,922	\$903,789	\$106,808	\$94,642	\$302,482	\$340,717	\$198,833	\$116,200	\$119,384	\$611,115	\$415,741	\$289,691	\$73,264
2023	\$1,305,254	\$317,550	\$753,137	\$248,039	\$142,827	\$167,906	\$1,084,547	\$128,170	\$113,570	\$362,978	\$408,860	\$238,599	\$139,441	\$143,261	\$733,338	\$498,889	\$347,629	\$87,916
2024	\$1,331,359	\$323,901	\$768,200	\$252,999	\$145,684	\$171,264	\$1,106,238	\$130,733	\$115,841	\$370,238	\$417,037	\$243,371	\$142,229	\$146,126	\$748,004	\$508,867	\$354,582	\$89,675
2025	\$1,357,986	\$330,379	\$783,564	\$258,059	\$148,598	\$174,689	\$1,128,363	\$133,348	\$118,158	\$377,643	\$425,378	\$248,239	\$145,074	\$149,048	\$762,964	\$519,044	\$361,674	\$91,468
2026	\$1,385,146	\$336,986	\$799,235	\$263,221	\$151,570	\$178,183	\$1,150,930	\$136,015	\$120,521	\$385,196	\$433,886	\$253,203	\$147,975	\$152,029	\$778,224	\$529,425	\$368,907	\$93,297
2027	\$1,430,856	\$348,107	\$825,610	\$271,907	\$156,571	\$184,063	\$1,188,911	\$140,503	\$124,499	\$397,907	\$448,204	\$261,559	\$152,859	\$157,046	\$803,905	\$546,896	\$381,081	\$96,376
2028	\$1,478,074	\$359,594	\$852,855	\$280,880	\$161,738	\$190,137	\$1,228,145	\$145,140	\$128,607	\$411,038	\$462,995	\$270,191	\$157,903	\$162,229	\$830,434	\$564,944	\$393,657	\$99,557
2029	\$1,526,851	\$371,461	\$880,999	\$290,149	\$167,076	\$196,412	\$1,268,674	\$149,930	\$132,851	\$424,602	\$478,273	\$279,107	\$163,114	\$167,582	\$857,838	\$583,587	\$406,647	\$102,842
2030	\$1,577,237	\$383,719	\$910,072	\$299,724	\$172,589	\$202,893	\$1,310,540	\$154,877	\$137,235	\$438,614	\$494,056	\$288,317	\$168,496	\$173,113	\$886,147	\$602,845	\$420,067	\$106,236
2031	\$1,629,285	\$396,382	\$940,104	\$309,615	\$178,284	\$209,589	\$1,353,788	\$159,988	\$141,764	\$453,088	\$510,360	\$297,832	\$174,057	\$178,825	\$915,390	\$622,739	\$433,929	\$109,742
2032*	\$1,925,491	\$468,444	\$1,111,016	\$365,903	\$210,697	\$247,692	\$1,599,907	\$189,074	\$167,537	\$535,460	\$603,144	\$351,978	\$205,701	\$211,336	\$1,081,808	\$735,953	\$512,818	\$129,693
2033	\$1,989,032	\$483,903	\$1,147,680	\$377,978	\$217,650	\$255,866	\$1,652,704	\$195,314	\$173,066	\$553,130	\$623,048	\$363,593	\$212,489	\$218,310	\$1,117,508	\$760,240	\$529,741	\$133,973
2034	\$2,054,670	\$499,872	\$1,185,553	\$390,451	\$224,832	\$264,310	\$1,707,244	\$201,759	\$178,777	\$571,384	\$643,608	\$375,592	\$219,501	\$225,514	\$1,154,386	\$785,328	\$547,222	\$138,394
2035	\$2,122,474	\$516,368	\$1,224,676	\$403,336	\$232,252	\$273,032	\$1,763,583	\$208,417	\$184,676	\$590,239	\$664,848	\$387,986	\$226,744	\$232,956	\$1,192,481	\$811,243	\$565,280	\$142,961
2036	\$2,192,516	\$533,408	\$1,265,091	\$416,646	\$239,916	\$282,042	\$1,821,781	\$215,295	\$190,771	\$609,717	\$686,787	\$400,790	\$234,227	\$240,644	\$1,231,832	\$838,015	\$583,935	\$147,678
2037	\$2,264,869	\$551,010	\$1,306,839	\$430,395	\$247,833	\$291,349	\$1,881,900	\$222,400	\$197,066	\$629,838	\$709,451	\$414,016	\$241,956	\$248,585	\$1,272,483	\$865,669	\$603,205	\$152,552
2038	\$2,339,609	\$569,194	\$1,349,964	\$444,598	\$256,012	\$300,964	\$1,944,002	\$229,739	\$203,569	\$650,623	\$732,863	\$427,678	\$249,941	\$256,788	\$1,314,475	\$894,236	\$623,110	\$157,586
2039	\$2,416,817	\$587,977	\$1,394,513	\$459,270	\$264,460	\$310,896	\$2,008,154	\$237,320	\$210,287	\$672,093	\$757,048	\$441,792	\$258,189	\$265,262	\$1,357,852	\$923,746	\$643,673	\$162,786
2040	\$2,496,571	\$607,380	\$1,440,532	\$474,426	\$273,187	\$321,155	\$2,074,424	\$245,152	\$217,227	\$694,272	\$782,030	\$456,371	\$266,709	\$274,016	\$1,402,662	\$954,229	\$664,914	\$168,158
2041	\$2,578,958	\$627,424	\$1,488,070	\$490,082	\$282,202	\$331,753	\$2,142,880	\$253,242	\$224,395	\$717,183	\$807,837	\$471,431	\$275,511	\$283,058	\$1,448,949	\$985,719	\$686,856	\$173,707
2042	\$2,664,064	\$648,129	\$1,537,176	\$506,255	\$291,515	\$342,701	\$2,213,595	\$261,599	\$231,800	\$740,850	\$834,496	\$486,988	\$284,602	\$292,399	\$1,496,765	\$1,018,248	\$709,523	\$179,440
2043	\$2,751,978	\$669,517	\$1,587,903	\$522,961	\$301,135	\$354,010	\$2,286,643	\$270,232	\$239,449	\$765,298	\$862,034	\$503,059	\$293,994	\$302,049	\$1,546,158	\$1,051,850	\$732,937	\$185,361
2044	\$2,842,793	\$691,611	\$1,640,304	\$540,219	\$311,072	\$365,693	\$2,362,102	\$279,149	\$247,351	\$790,553	\$890,482	\$519,660	\$303,696	\$312,016	\$1,597,181	\$1,086,561	\$757,124	\$191,478
2045	\$2,936,606	\$714,434	\$1,694,434	\$558,046	\$321,338	\$377,760	\$2,440,052	\$288,361	\$255,514	\$816,641	\$919,867	\$536,809	\$313,718	\$322,313	\$1,649,888	\$1,122,418	\$782,109	\$197,797
2046	\$3,033,513	\$738,011	\$1,750,350	\$576,462	\$331,942	\$390,227	\$2,520,573	\$297,877	\$263,946	\$843,591	\$950,223	\$554,523	\$324,071	\$332,949	\$1,704,334	\$1,159,457	\$807,918	\$204,324
2047	\$3,133,619	\$762,365	\$1,808,111	\$595,485	\$342,896	\$403,104	\$2,603,752	\$307,707	\$272,656	\$871,429	\$981,580	\$572,823	\$334,765	\$343,936	\$1,760,577	\$1,197,719	\$834,580	\$211,067
2048	\$3,237,029	\$787,523	\$1,867,779	\$615,136	\$354,212	\$416,406	\$2,689,676	\$317,861	\$281,654	\$900,186	\$1,013,973	\$591,726	\$345,812	\$355,286	\$1,818,677	\$1,237,244	\$862,121	\$218,032
2049	\$3,343,851	\$813,511	\$1,929,416	\$635,435	\$365,901	\$430,148	\$2,778,436	\$328,351	\$290,948	\$929,892	\$1,047,434	\$611,253	\$357,224	\$367,011	\$1,878,693	\$1,278,073	\$890,571	\$225,227
2050	\$3,454,198	\$840,357	\$1,993,087	\$656,405	\$377,975	\$444,343	\$2,870,124	\$339,186	\$300,550	\$960,579	\$1,081,999	\$631,424	\$369,013	\$379,122	\$1,940,690	\$1,320,250	\$919,960	\$232,660
2051	\$3,568,186	\$868,089	\$2,058,858	\$678,066	\$390,449	\$459,006	\$2,964,838	\$350,379	\$310,468	\$992,278	\$1,117,705	\$652,261	\$381,190	\$391,633	\$2,004,733	\$1,363,818	\$950,318	\$240,338

Note: County, small MPO and city allocations are presently lagged one year, IJJA funding increases observed for FY 2022 do not show up in distributions to Local Jurisdictions until 2023 (assumes a one-time increase of 20%).

\* Assumes Medford's expected funding distributed among remaining small MPOs and cities over 5,000. Assumes that populations of a few 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					MPO	Josephine
2020	\$1,332,603	\$867,128	\$1,145,686	\$132,186	\$115,369	\$80,432		\$894,882	\$351,738	\$2,214,645	\$719,266	\$850,548	\$742,047	\$223,373	\$121,757	\$709,894	\$585,965	
2021*	\$1,226,684	\$786,467	\$1,036,353	\$119,574	\$105,091	\$73,004	\$62,066	\$817,290	\$312,922	\$2,020,387	\$652,908	\$778,642	\$668,715	\$204,118	\$110,861	\$647,174	\$523,744	
2022	\$1,251,218	\$802,196	\$1,057,080	\$121,965	\$107,193	\$74,464	\$63,307	\$833,636	\$319,180	\$2,060,795	\$665,966	\$794,215	\$682,089	\$208,200	\$113,078	\$660,117	\$534,219	
2023	\$1,501,461	\$962,636	\$1,268,496	\$146,359	\$128,631	\$89,357	\$75,969	\$1,000,363	\$383,017	\$2,472,954	\$799,159	\$953,058	\$818,507	\$249,840	\$135,694	\$792,141	\$641,063	
2024	\$1,531,490	\$981,888	\$1,293,866	\$149,286	\$131,204	\$91,144	\$77,488	\$1,020,370	\$390,677	\$2,522,413	\$815,143	\$972,119	\$834,877	\$254,837	\$138,408	\$807,984	\$653,884	
2025	\$1,562,120	\$1,001,526	\$1,319,743	\$152,271	\$133,828	\$92,967	\$79,038	\$1,040,778	\$398,490	\$2,572,861	\$831,445	\$991,561	\$851,575	\$259,934	\$141,176	\$824,143	\$666,962	
2026	\$1,593,363	\$1,021,557	\$1,346,138	\$155,317	\$136,505	\$94,826	\$80,619	\$1,061,593	\$406,460	\$2,624,318	\$848,074	\$1,011,393	\$868,606	\$265,133	\$143,999	\$840,626	\$680,301	
2027	\$1,645,944	\$1,055,268	\$1,390,561	\$160,442	\$141,009	\$97,956	\$83,279	\$1,096,626	\$419,873	\$2,710,921	\$876,061	\$1,044,769	\$897,270	\$273,882	\$148,751	\$868,367	\$702,751	
2028	\$1,700,260	\$1,090,092	\$1,436,449	\$165,737	\$145,663	\$101,188	\$86,027	\$1,132,814	\$433,729	\$2,800,381	\$904,971	\$1,079,246	\$926,880	\$282,920	\$153,660	\$897,023	\$725,942	
2029	\$1,756,368	\$1,126,065	\$1,483,852	\$171,206	\$150,469	\$104,527	\$88,866	\$1,170,197	\$448,042	\$2,892,794	\$934,835	\$1,114,861	\$957,467	\$292,257	\$158,731	\$926,625	\$749,898	
2030	\$1,814,328	\$1,163,225	\$1,532,819	\$176,856	\$155,435	\$107,977	\$91,799	\$1,208,814	\$462,828	\$2,988,256	\$965,684	\$1,151,651	\$989,064	\$301,901	\$163,969	\$957,204	\$774,644	
2031	\$1,874,201	\$1,201,611	\$1,583,402	\$182,692	\$160,564	\$111,540	\$94,828	\$1,248,705	\$478,101	\$3,086,868	\$997,552	\$1,189,656	\$1,021,703	\$311,864	\$169,380	\$988,791	\$800,207	
2032*	\$2,214,933	\$1,420,065	\$1,871,266	\$215,906	\$189,755	\$131,818	\$112,068	\$1,475,720	\$565,020		\$1,178,908	\$1,405,936	\$1,207,449	\$368,561	\$200,174	\$1,168,554	\$945,686	
2033	\$2,288,025	\$1,466,927	\$1,933,018	\$223,031	\$196,017	\$136,168	\$115,766	\$1,524,419	\$583,666		\$1,217,812	\$1,452,332	\$1,247,295	\$380,723	\$206,779	\$1,207,117	\$976,893	
2034	\$2,363,530	\$1,515,336	\$1,996,807	\$230,391	\$202,486	\$140,661	\$119,587	\$1,574,725	\$602,927		\$1,257,999	\$1,500,259	\$1,288,456	\$393,287	\$213,603	\$1,246,951	\$1,009,131	
2035	\$2,441,527	\$1,565,342	\$2,062,702	\$237,994	\$209,168	\$145,303	\$123,533	\$1,626,691	\$622,823		\$1,299,513	\$1,549,768	\$1,330,975	\$406,266	\$220,652	\$1,288,101	\$1,042,432	
2036	\$2,522,097	\$1,616,998	\$2,130,771	\$245,848	\$216,070	\$150,098	\$127,609	\$1,680,371	\$643,376		\$1,342,397	\$1,600,910	\$1,374,897	\$419,672	\$227,933	\$1,330,608	\$1,076,833	
2037	\$2,605,326	\$1,670,359	\$2,201,087	\$253,960	\$223,200	\$155,052	\$131,821	\$1,735,824	\$664,608		\$1,386,696	\$1,653,740	\$1,420,269	\$433,522	\$235,455	\$1,374,518	\$1,112,368	
2038	\$2,691,302	\$1,725,481	\$2,273,722	\$262,341	\$230,566	\$160,168	\$136,171	\$1,793,106	\$686,540		\$1,432,457	\$1,708,313	\$1,467,137	\$447,828	\$243,225	\$1,419,877	\$1,149,076	
2039	\$2,780,115	\$1,782,422	\$2,348,755	\$270,998	\$238,175	\$165,454	\$140,664	\$1,852,278	\$709,196		\$1,479,729	\$1,764,688	\$1,515,553	\$462,606	\$251,252	\$1,466,733	\$1,186,996	
2040	\$2,871,859	\$1,841,242	\$2,426,264	\$279,941	\$246,034	\$170,914	\$145,306	\$1,913,404	\$732,599		\$1,528,560	\$1,822,923	\$1,565,566	\$477,872	\$259,543	\$1,515,135	\$1,226,166	
2041	\$2,966,630	\$1,902,003	\$2,506,331	\$289,179	\$254,154	\$176,554	\$150,101	\$1,976,546	\$756,775		\$1,579,002	\$1,883,079	\$1,617,230	\$493,642	\$268,108	\$1,565,135	\$1,266,630	
2042	\$3,064,529	\$1,964,769	\$2,589,040	\$298,722	\$262,541	\$182,380	\$155,055	\$2,041,772	\$781,749		\$1,631,109	\$1,945,221	\$1,670,599	\$509,932	\$276,955	\$1,616,784	\$1,308,429	
2043	\$3,165,658	\$2,029,607	\$2,674,478	\$308,580	\$271,204	\$188,399	\$160,171	\$2,109,150	\$807,546		\$1,684,936	\$2,009,413	\$1,725,728	\$526,760	\$286,095	\$1,670,138	\$1,351,607	
2044	\$3,270,125	\$2,096,584	\$2,762,736	\$318,763	\$280,154	\$194,616	\$165,457	\$2,178,752	\$834,195		\$1,740,539	\$2,075,723	\$1,782,677	\$544,143	\$295,536	\$1,725,253	\$1,396,210	
2045	\$3,378,039	\$2,165,771	\$2,853,906	\$329,283	\$289,399	\$201,038	\$170,917	\$2,250,651	\$861,724		\$1,797,976	\$2,144,222	\$1,841,506	\$562,100	\$305,289	\$1,782,186	\$1,442,285	
2046	\$3,489,515	\$2,237,241	\$2,948,085	\$340,149	\$298,950	\$207,672	\$176,557	\$2,324,923	\$890,161		\$1,857,310	\$2,214,982	\$1,902,275	\$580,649	\$315,363	\$1,840,998	\$1,489,880	
2047	\$3,604,669	\$2,311,070	\$3,045,372	\$351,374	\$308,815	\$214,526	\$182,384	\$2,401,645	\$919,536		\$1,918,601	\$2,288,076	\$1,965,050	\$599,810	\$325,770	\$1,901,751	\$1,539,046	
2048	\$3,723,623	\$2,387,336	\$3,145,869	\$362,969	\$319,006	\$221,605	\$188,403	\$2,480,899	\$949,881		\$1,981,915	\$2,363,583	\$2,029,897	\$619,604	\$336,521	\$1,964,509	\$1,589,835	
2049	\$3,846,502	\$2,466,118	\$3,249,683	\$374,947	\$329,533	\$228,918	\$194,620	\$2,562,769	\$981,227		\$2,047,318	\$2,441,581	\$2,096,884	\$640,051	\$347,626	\$2,029,338	\$1,642,299	
2050	\$3,973,437	\$2,547,499	\$3,356,922	\$387,320	\$340,408	\$236,472	\$201,042	\$2,647,340	\$1,013,607		\$2,114,879	\$2,522,153	\$2,166,081	\$661,173	\$359,098	\$2,096,306	\$1,696,495	
2051	\$4,104,560	\$2,631,567	\$3,467,701	\$400,102	\$351,641	\$244,276	\$207,677	\$2,734,703	\$1,047,056		\$2,184,670	\$2,605,384	\$2,237,562	\$682,991	\$370,948	\$2,165,484	\$1,752,480	

**TABLE 10.B: ESTIMATED STBGP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAs (2020 \$s)**

*(STPFundstoLocalJurisdictions - Expanded)*

YEAR	Clackamas	Multnomah	Washington	Canby	Molalla	Sandy	Marion	Silverton	Stayton	Woodburn	Polk	Dalles	Independence	Monmouth	Yamhill	McMinnville	Newberg
2020	\$1,176,955	\$265,835	\$667,951	\$220,961	\$128,861	\$144,374	\$978,602	\$135,314	\$102,594	\$327,661	\$368,076	\$211,966	\$124,234	\$129,318	\$663,531	\$442,313	\$313,452
2021*	\$1,032,318	\$251,148	\$595,652	\$196,172	\$112,961	\$132,796	\$857,762	\$101,369	\$89,822	\$287,077	\$323,365	\$188,707	\$110,283	\$113,304	\$579,992	\$394,568	\$274,938
2022	\$1,019,326	\$247,987	\$588,155	\$193,704	\$111,540	\$131,125	\$846,967	\$100,093	\$88,691	\$283,465	\$319,296	\$186,332	\$108,895	\$111,878	\$572,693	\$389,603	\$271,478
2023	\$1,184,116	\$288,078	\$683,240	\$225,019	\$129,572	\$152,323	\$983,892	\$116,275	\$103,030	\$329,291	\$370,914	\$216,455	\$126,499	\$129,965	\$665,278	\$452,588	\$315,367
2024	\$1,169,214	\$284,453	\$674,641	\$222,187	\$127,941	\$150,406	\$971,510	\$114,811	\$101,733	\$325,147	\$366,247	\$213,731	\$124,907	\$128,329	\$656,905	\$446,892	\$311,398
2025	\$1,154,500	\$280,873	\$666,151	\$219,391	\$126,331	\$148,513	\$959,284	\$113,367	\$100,453	\$321,055	\$361,637	\$211,041	\$123,335	\$126,714	\$648,638	\$441,268	\$307,479
2026	\$1,139,971	\$277,339	\$657,768	\$216,630	\$124,741	\$146,644	\$947,212	\$111,940	\$99,189	\$317,015	\$357,086	\$208,386	\$121,783	\$125,120	\$640,475	\$435,715	\$303,609
2027	\$1,139,971	\$277,339	\$657,768	\$216,630	\$124,741	\$146,644	\$947,212	\$111,940	\$99,189	\$317,015	\$357,086	\$208,386	\$121,783	\$125,120	\$640,475	\$435,715	\$303,609
2028	\$1,139,971	\$277,339	\$657,768	\$216,630	\$124,741	\$146,644	\$947,212	\$111,940	\$99,189	\$317,015	\$357,086	\$208,386	\$121,783	\$125,120	\$640,475	\$435,715	\$303,609
2029	\$1,139,971	\$277,339	\$657,768	\$216,630	\$124,741	\$146,644	\$947,212	\$111,940	\$99,189	\$317,015	\$357,086	\$208,386	\$121,783	\$125,120	\$640,475	\$435,715	\$303,609
2030	\$1,139,971	\$277,339	\$657,768	\$216,630	\$124,741	\$146,644	\$947,212	\$111,940	\$99,189	\$317,015	\$357,086	\$208,386	\$121,783	\$125,120	\$640,475	\$435,715	\$303,609
2031	\$1,139,971	\$277,339	\$657,768	\$216,630	\$124,741	\$146,644	\$947,212	\$111,940	\$99,189	\$317,015	\$357,086	\$208,386	\$121,783	\$125,120	\$640,475	\$435,715	\$303,609
2032*	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2033	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2034	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2035	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2036	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2037	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2038	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2039	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2040	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2041	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2042	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2043	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2044	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2045	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2046	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2047	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2048	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2049	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2050	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343
2051	\$1,304,180	\$317,288	\$752,517	\$247,835	\$142,710	\$167,768	\$1,083,655	\$128,064	\$113,477	\$362,680	\$408,524	\$238,403	\$139,326	\$143,143	\$732,734	\$498,478	\$347,343

Note: County, small MPO and city allocations are presently lagged one year, IJJA funding increases observed for FY 2022 do not show up in distributions to Local Jurisdictions until 2023 (assumes a one-time increase of 20%).

\* Assumes Medford's expected funding distributed among remaining small MPOs and cities over 5,000. Assumes that populations of a few 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 (2020)

Sheridan	Corvallis																Grants Pass	
	Bend MPO	Deschutes	Lane	Cottage Grove	Florence	Junction City	Veneta	MPO	Benton	Medford MPO	Jackson	Albany MPO	Linn	Lebanon	Sweet Home	MPO	Josephine	
\$80,889	\$1,332,603	\$867,128	\$1,145,686	\$132,186	\$115,369	\$80,432	\$0	\$894,882	\$351,738	\$2,214,645	\$719,266	\$850,548	\$742,047	\$223,373	\$121,757	\$709,894	\$585,965	
\$69,532	\$1,187,497	\$761,343	\$1,003,246	\$115,754	\$101,734	\$70,672	\$60,083	\$791,181	\$302,925	\$1,955,844	\$632,050	\$753,768	\$647,352	\$197,597	\$107,319	\$626,500	\$507,013	
\$68,657	\$1,172,552	\$751,761	\$990,620	\$114,297	\$100,453	\$69,782	\$59,327	\$781,224	\$299,113	\$1,931,230	\$624,096	\$744,282	\$639,206	\$195,111	\$105,969	\$618,615	\$500,632	
\$79,757	\$1,362,113	\$873,295	\$1,150,769	\$132,775	\$116,693	\$81,064	\$68,918	\$907,521	\$347,469	\$2,243,443	\$724,991	\$864,606	\$742,543	\$226,653	\$123,100	\$718,624	\$581,567	
\$78,753	\$1,344,971	\$862,305	\$1,136,287	\$131,104	\$115,225	\$80,044	\$68,051	\$896,100	\$343,097	\$2,215,210	\$715,867	\$853,725	\$733,198	\$223,801	\$121,551	\$709,580	\$574,248	
\$77,762	\$1,328,045	\$851,453	\$1,121,987	\$129,454	\$113,775	\$79,036	\$67,195	\$884,823	\$338,779	\$2,187,332	\$706,858	\$842,981	\$723,971	\$220,984	\$120,021	\$700,650	\$567,021	
\$76,783	\$1,311,332	\$840,738	\$1,107,867	\$127,825	\$112,343	\$78,042	\$66,349	\$873,688	\$334,515	\$2,159,805	\$697,962	\$832,373	\$714,860	\$218,203	\$118,511	\$691,833	\$559,885	
\$76,783	\$1,311,332	\$840,738	\$1,107,867	\$127,825	\$112,343	\$78,042	\$66,349	\$873,688	\$334,515	\$2,159,805	\$697,962	\$832,373	\$714,860	\$218,203	\$118,511	\$691,833	\$559,885	
\$76,783	\$1,311,332	\$840,738	\$1,107,867	\$127,825	\$112,343	\$78,042	\$66,349	\$873,688	\$334,515	\$2,159,805	\$697,962	\$832,373	\$714,860	\$218,203	\$118,511	\$691,833	\$559,885	
\$76,783	\$1,311,332	\$840,738	\$1,107,867	\$127,825	\$112,343	\$78,042	\$66,349	\$873,688	\$334,515	\$2,159,805	\$697,962	\$832,373	\$714,860	\$218,203	\$118,511	\$691,833	\$559,885	
\$76,783	\$1,311,332	\$840,738	\$1,107,867	\$127,825	\$112,343	\$78,042	\$66,349	\$873,688	\$334,515	\$2,159,805	\$697,962	\$832,373	\$714,860	\$218,203	\$118,511	\$691,833	\$559,885	
\$76,783	\$1,311,332	\$840,738	\$1,107,867	\$127,825	\$112,343	\$78,042	\$66,349	\$873,688	\$334,515	\$2,159,805	\$697,962	\$832,373	\$714,860	\$218,203	\$118,511	\$691,833	\$559,885	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635	\$135,582	\$791,489	\$640,535	
\$87,844	\$1,500,226	\$961,844	\$1,267,452	\$146,238	\$128,526	\$89,283	\$75,906	\$999,540	\$382,701	\$0	\$798,502	\$952,274	\$817,834	\$249,635				

ONAL STATE HIGHWAY FUND REVENUE **TABLE 11: FLEX Funds (STBGP) Shift to FTA 5310**

Year	Tri-Met (YOE \$s)	Tri-Met 2020 \$s	LTD (YOE \$s)	LTD 2020 \$s	SAMTD (YOE \$s)	SAMTD 2020 \$s	RVTD (YOE \$s)	RVTD 2020 \$s	Benton (YOE \$s)	Benton 2020 \$s	Deschutes (YOE \$s)	Deschutes 2020 \$s	Josephine (YOE \$s)	Josephine 2020 \$s	Linn (YOE \$s)	Linn 2020 \$s	Remaining STF (YOE \$s)	Remaining STF 2020 \$s
2020	4.9	4.9	1.3	1.3	1.4	1.4	1.0	1.0	0.4	0.4	0.7	0.7	0.3	0.3	0.5	0.5	5.0	5.0
2021	4.9	4.7	1.3	1.3	1.4	1.4	1.0	1.0	0.4	0.3	0.7	0.7	0.3	0.3	0.5	0.5	5.0	4.9
2022	4.9	4.6	1.3	1.2	1.4	1.3	1.0	0.9	0.4	0.3	0.7	0.7	0.3	0.2	0.5	0.5	5.0	4.7
2023	4.9	4.4	1.3	1.2	1.4	1.3	1.0	0.9	0.4	0.3	0.7	0.7	0.3	0.2	0.5	0.5	5.0	4.6
2024	4.9	4.3	1.3	1.2	1.4	1.2	1.0	0.9	0.4	0.3	0.7	0.6	0.3	0.2	0.5	0.5	5.0	4.4
2025	5.4	4.6	1.5	1.2	1.6	1.3	1.1	0.9	0.4	0.3	0.8	0.7	0.3	0.2	0.6	0.5	5.5	4.7
2026	5.4	4.4	1.5	1.2	1.6	1.3	1.1	0.9	0.4	0.3	0.8	0.7	0.3	0.2	0.6	0.5	5.5	4.6
2027	5.4	4.3	1.5	1.2	1.6	1.2	1.1	0.9	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.5	5.5	4.4
2028	5.4	4.1	1.5	1.1	1.6	1.2	1.1	0.9	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4	5.5	4.3
2029	5.4	4.0	1.5	1.1	1.6	1.2	1.1	0.8	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4	5.5	4.1
2030	5.4	3.9	1.5	1.1	1.6	1.1	1.1	0.8	0.4	0.3	0.8	0.6	0.3	0.2	0.6	0.4	5.5	4.0
2031	5.9	4.1	1.6	1.1	1.7	1.2	1.2	0.9	0.4	0.3	0.9	0.6	0.3	0.2	0.6	0.4	6.1	4.3
2032	5.9	4.0	1.6	1.1	1.7	1.2	1.2	0.8	0.4	0.3	0.9	0.6	0.3	0.2	0.6	0.4	6.1	4.1
2033	5.9	3.9	1.6	1.0	1.7	1.1	1.2	0.8	0.4	0.3	0.9	0.6	0.3	0.2	0.6	0.4	6.1	4.0
2034	5.9	3.7	1.6	1.0	1.7	1.1	1.2	0.8	0.4	0.3	0.9	0.6	0.3	0.2	0.6	0.4	6.1	3.9
2035	5.9	3.6	1.6	1.0	1.7	1.0	1.2	0.7	0.4	0.3	0.9	0.5	0.3	0.2	0.6	0.4	6.1	3.7
2036	5.9	3.5	1.6	0.9	1.7	1.0	1.2	0.7	0.4	0.3	0.9	0.5	0.3	0.2	0.6	0.4	6.1	3.6
2037	6.5	3.7	1.8	1.0	1.9	1.1	1.3	0.8	0.5	0.3	1.0	0.6	0.4	0.2	0.7	0.4	6.7	3.8
2038	6.5	3.6	1.8	1.0	1.9	1.0	1.3	0.7	0.5	0.3	1.0	0.5	0.4	0.2	0.7	0.4	6.7	3.7
2039	6.5	3.5	1.8	0.9	1.9	1.0	1.3	0.7	0.5	0.3	1.0	0.5	0.4	0.2	0.7	0.4	6.7	3.6
2040	6.5	3.4	1.8	0.9	1.9	1.0	1.3	0.7	0.5	0.2	1.0	0.5	0.4	0.2	0.7	0.4	6.7	3.5
2041	6.5	3.3	1.8	0.9	1.9	0.9	1.3	0.7	0.5	0.2	1.0	0.5	0.4	0.2	0.7	0.4	6.7	3.4
2042	6.5	3.2	1.8	0.9	1.9	0.9	1.3	0.7	0.5	0.2	1.0	0.5	0.4	0.2	0.7	0.3	6.7	3.3
2043	7.1	3.4	1.9	0.9	2.1	1.0	1.5	0.7	0.5	0.2	1.1	0.5	0.4	0.2	0.8	0.4	7.4	3.5
2044	7.1	3.3	1.9	0.9	2.1	0.9	1.5	0.7	0.5	0.2	1.1	0.5	0.4	0.2	0.8	0.4	7.4	3.4
2045	7.1	3.2	1.9	0.9	2.1	0.9	1.5	0.7	0.5	0.2	1.1	0.5	0.4	0.2	0.8	0.3	7.4	3.3
2046	7.1	3.1	1.9	0.8	2.1	0.9	1.5	0.6	0.5	0.2	1.1	0.5	0.4	0.2	0.8	0.3	7.4	3.2
2047	7.1	3.0	1.9	0.8	2.1	0.9	1.5	0.6	0.5	0.2	1.1	0.4	0.4	0.2	0.8	0.3	7.4	3.1
2048	7.1	2.9	1.9	0.8	2.1	0.8	1.5	0.6	0.5	0.2	1.1	0.4	0.4	0.2	0.8	0.3	7.4	3.0
2049	7.8	3.1	2.1	0.8	2.3	0.9	1.6	0.6	0.6	0.2	1.2	0.5	0.4	0.2	0.8	0.3	8.1	3.2
2050	7.8	3.0	2.1	0.8	2.3	0.9	1.6	0.6	0.6	0.2	1.2	0.4	0.4	0.2	0.8	0.3	8.1	3.1
2051	7.8	2.9	2.1	0.8	2.3	0.8	1.6	0.6	0.6	0.2	1.2	0.4	0.4	0.2	0.8	0.3	8.1	3.0

2020 - 2049	<b>113.4</b>	<b>30.7</b>	<b>32.9</b>	<b>23.5</b>	<b>8.3</b>	<b>17.0</b>	<b>6.1</b>	<b>12.3</b>	<b>117.0</b>
2021 - 2050	<b>111.5</b>	<b>30.2</b>	<b>32.3</b>	<b>23.1</b>	<b>8.2</b>	<b>16.7</b>	<b>6.0</b>	<b>12.1</b>	<b>115.0</b>

Note: The figures show amounts reserved. They are not actually awarded until the following year. Assumes Flex Funding amounts increase by 10 percent every 7th year. The FY 2020 total amount is assumed to be \$15.5 million.



**TABLE 12: LONG RANGE ESTIMATES OF ODOT HIGHWAY PRESERVATION, MAINTENANCE AND OTHER COSTS**  
 (\$ Millions)

Fiscal Year	Pavement Preservation	Pavement Preservation	Maintenance	Maintenance	Safety Construction	Safety Construction	Traditional Operations	Traditional Operations	ITS	ITS
	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s
2020	124	124	392	392	392	392	80	80	15	15
2021	128	124	405	392	405	392	83	80	16	15
2022	156	146	418	392	418	392	85	80	16	15
2023	161	146	432	392	432	392	88	80	17	15
2024	166	146	446	392	446	392	91	80	17	15
2025	172	146	461	392	461	392	94	80	18	15
2026	178	146	476	392	476	392	97	80	19	15
2027	183	146	492	392	492	392	100	80	19	15
2028	190	146	508	392	508	392	104	80	20	15
2029	196	146	525	392	525	392	107	80	20	15
2030	202	146	542	392	542	392	111	80	21	15
2031	209	146	560	392	560	392	114	80	22	15
2032	216	146	579	392	579	392	118	80	23	15
2033	223	146	598	392	598	392	122	80	23	15
2034	230	146	617	392	617	392	126	80	24	15
2035	238	146	638	392	638	392	130	80	25	15
2036	246	146	659	392	659	392	135	80	26	15
2037	254	146	680	392	680	392	139	80	26	15
2038	262	146	703	392	703	392	144	80	27	15
2039	271	146	726	392	726	392	148	80	28	15
2040	280	146	750	392	750	392	153	80	29	15
2041	289	146	775	392	775	392	158	80	30	15
2042	299	146	800	392	800	392	164	80	31	15
2043	308	146	827	392	827	392	169	80	32	15
2044	319	146	854	392	854	392	174	80	33	15
2045	329	146	882	392	882	392	180	80	34	15
2046	340	146	911	392	911	392	186	80	35	15
2047	351	146	942	392	942	392	192	80	37	15
2048	363	146	973	392	973	392	199	80	38	15
2049	375	146	1,005	392	1,005	392	205	80	39	15
2050	387	146	1,038	392	1,038	392	212	80	40	15
2051	400	146	1,072	392	1,072	392	219	80	42	15

\*For comparison, Scenario 3, "Protecting Current Infrastructure," of the 1999 Oregon Highway Plan required \$599 million in 1997 \$s, or \$961 million in 2020 \$s. or \$1,027 in 2021 \$s. These amounts exclude debt service costs.

**TABLE 12: LONG RANGE ESTIMATES OF ODOT HIGHWAY PRESERVATION, MAINTENANCE AND OTHER COSTS, CONT'D**  
 (\$ Millions)

Fiscal Year	Bridge		Central Services (Hwy. Portion)	Central Services (Hwy. Portion)	Other		Non-Mod. Debt S.	All Non-Mod. Hwy Programs	All Non-Mod Programs Excluding DS*
	(YOE \$s)	2020 \$s	(YOE \$s)	2020 \$s	(YOE \$s)	(2020 \$s)	(YOE \$s)	(YOE \$s)	(2020 \$s)
2020	274	274	90	90	257	257	90	1,715	1,625
2021	283	274	93	90	266	257	93	1,771	1,625
2022	293	274	96	90	275	257	99	1,856	1,647
2023	302	274	99	90	284	257	99	1,914	1,647
2024	312	274	103	90	293	257	99	1,974	1,647
2025	322	274	106	90	303	257	98	2,035	1,647
2026	333	274	109	90	313	257	96	2,097	1,647
2027	344	274	113	90	323	257	104	2,171	1,647
2028	355	274	117	90	334	257	117	2,252	1,647
2029	367	274	121	90	345	257	124	2,330	1,647
2030	379	274	125	90	356	257	124	2,403	1,647
2031	392	274	129	90	368	257	124	2,478	1,647
2032	405	274	133	90	380	257	124	2,556	1,647
2033	418	274	137	90	392	257	118	2,630	1,647
2034	432	274	142	90	405	257	118	2,712	1,647
2035	446	274	147	90	419	257	118	2,798	1,647
2036	461	274	151	90	433	257	118	2,887	1,647
2037	476	274	156	90	447	257	118	2,978	1,647
2038	492	274	162	90	462	257	118	3,072	1,647
2039	508	274	167	90	477	257	59	3,111	1,647
2040	525	274	172	90	493	257		3,152	1,647
2041	542	274	178	90	509	257		3,256	1,647
2042	560	274	184	90	526	257		3,364	1,647
2043	578	274	190	90	543	257		3,475	1,647
2044	598	274	196	90	561	257		3,589	1,647
2045	617	274	203	90	579	257		3,708	1,647
2046	638	274	209	90	599	257		3,830	1,647
2047	659	274	216	90	618	257		3,957	1,647
2048	680	274	223	90	639	257		4,087	1,647
2049	703	274	231	90	660	257		4,222	1,647
2050	726	274	238	90	682	257		4,361	1,647
2051	750	274	246	90	704	257		4,505	1,647

**Exhibit C: Local, Tribal and Transit Revenue Estimates, 2024 -2045**

Exhibit C: Local, Tribal and Transit Revenue Estimates, 2024 to 2045

Revenue Source(s)	Clackamas County and Cities	Multnomah County and Cities	Washington County and Cities	Port of Portland	Confederated Tribes of Grand Ronde	TriMet	SMART
Miscellaneous Federal Grants		\$ 492,018,585		\$ 24,344,031	\$ 6,760,000		
Connect Oregon				\$ 7,374,500			
State Pass Through to Local Agencies	\$ 403,852,711	\$ 1,047,852,385	\$ 2,066,960,205				
<b>County Revenue Sources</b>							
County VRF	\$ 363,578,331	\$ 200,113,389	\$ 387,302,239				
County Fuel Tax			\$ 19,947,211				
County Road Funds	\$ 1,174,762,907						
Transportation Development Tax			\$ 537,343,530				
County MSTIP/URMD			\$ 1,804,919,439				
Miscellaneous County Revenues and Fees			\$ 5,200,000				
<b>Other Local and Tribal Revenue Sources</b>							
Dedicated Taxes and Fees	\$ 122,368,866	\$ 7,376,866	\$ 248,496,497				
Development and System Impact Charges	\$ 390,618,434	\$ 572,937,172	\$ 438,906,637				
Transportation Development Tax			\$ 777,978,356				
Local Fuel Tax	\$ 5,291,822	\$ 278,725,622	\$ 30,018,141				
Urban Renewal/LID	\$ 108,736,049	\$ 129,081,818	\$ 285,013,495				
Roadway Maintenance/Utility Fees	\$ 418,047,810						
Miscellaneous Revenues and Fees	\$ 110,616,735	\$ 384,104,136	\$ 681,539,944				
Dedicated Taxes and Fees	\$ 43,000,000						
Dedicated Parks Funding	\$ 1,776,060		\$ 125,001,000				
Portland Revenues Planned for OMP		\$ 7,712,411,255					
Port of Portland Revenues				\$ 96,145,400			
Confederated Tribes of Grand Ronde Revenues					\$ 400,000		
<b>Transit Revenue Sources</b>							
Local Transit Revenue						\$ 850,359,879	\$ 2,766,500
Transit Payroll Tax						\$ 18,815,642,000	\$ 202,573,000
Local Government Transit Revenue						\$ 753,377,379	
Passenger Fare Revenues						\$ 2,238,700,000	
Bonded Grants						\$ 1,530,000,000	
State Transit Funds						\$ 2,436,985,638	\$ 51,806,000
Federal Transit Funds						\$ 4,461,782,485	\$ 48,223,415
<b>Total (in YOE \$)</b>	<b>\$ 3,142,649,725</b>	<b>\$ 10,824,621,228</b>	<b>\$ 7,408,626,694</b>	<b>\$ 127,863,931</b>	<b>\$ 7,160,000</b>	<b>\$ 31,086,847,380</b>	<b>\$ 305,368,915</b>

Note: Local revenue sources include state pass through revenues to local agencies that are not reflected elsewhere.

**EXHIBIT D: ODOT METRO AREA REVENUE ESTIMATES, 2024-2045**

YEAR	Revenues											Total ODOT Revenues for Metro area (YOE \$s)
	Federal Revenues to ODOT in Metro Region				State Revenues to ODOT in Metro Region			Toll Revenues				
	Metro Area Federal Funding Net of Discretionary Awards (1)	Metro Area ODOT Fed Discretionary Programs For Mod (1)	IBR FHWA Discretionary Programs	IBR FTA Discretionary Programs	State Funds (Metro Area of Region 1) (1)	HBs 2017 & 3055 Bond Proceeds for Rose Qtr, I-205 Abernethy, Toll Program (2)	IBR Legislative Directed Spending - WA & OR	I-205 Bonded Toll Revenues for I-205 widening and toll project (3)	IBR Toll Revenues for IBR project	RMPP Toll Revenues for RMPP project	Toll Revenues for Operations and Preservation (3)	
(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	
2020	136.97	4.33			46.00							187.30
2021	122.45	4.33			54.17							180.95
2022	182.91	17.30			61.60							261.81
2023	160.84	17.30	1.00		61.32	242.00	198.00					680.46
2024	163.82	17.30			59.50		42.00					282.62
2025	166.58	17.30	30.00		58.37	220.00	89.00					581.25
2026	156.28	17.30	80.00		58.89		64.00					376.47
2027	156.52	8.65	140.00		59.12		39.00				29.23	579.53
2028	161.69	8.94	305.00		58.74		106.00	385.00	47.00	100.00	31.29	1,231.66
2029	167.02	9.23	365.00	70.00	54.77		259.00		80.00	100.00	33.17	1,138.19
2030	172.53	9.54	260.00	205.00	51.84		70.00		590.00	100.00	35.07	1,493.98
2031	178.23	9.85	155.00	205.00	52.10		81.00		510.00		37.00	1,228.17
2032	184.13	10.18	120.00	205.00	53.24		636.00				38.96	1,247.50
2033	190.20	10.51	75.00	205.00	54.42		573.00				40.94	1,149.07
2034	196.48	10.86		80.00	55.61		40.00				42.95	425.90
2035	202.96	11.22			56.84			315.00			44.99	631.01
2036	209.66	11.59			58.09						47.23	326.57
2037	216.58	11.97			59.37						49.51	337.43
2038	223.73	12.36			60.67						51.84	348.60
2039	231.11	12.77			62.01						54.21	360.09
2040	238.74	13.19			63.37						56.62	371.92
2041	246.62	13.63			64.76						59.09	384.10
2042	254.75	14.08			66.19						61.61	396.63
2043	263.16	14.54			67.65						64.18	409.53
2044	271.84	15.02			69.13						66.80	422.80
2045	280.82	15.52			70.65						69.48	436.47
2046	290.08	16.03			72.21						72.00	450.32
2047	300.30	16.56			73.80						74.56	465.22
2048	310.21	17.11			75.42						77.17	479.91
2049	320.45	17.67			77.08						79.83	495.03
<b>Total 2024-2045</b>	<b>4,533.5</b>	<b>275.5</b>	<b>1,531.0</b>	<b>970.0</b>	<b>1,315.3</b>	<b>462.0</b>	<b>2,197.0</b>	<b>700.0</b>	<b>1,302.0</b>	<b>400.0</b>	<b>914.2</b>	<b>14,600.5</b>
<b>2024-2030</b>	1144.44	88.26	1181.00	275.00	401.24	462.00	867.00	385.00	792.00	400.00	128.76	6,124.7
<b>2031-2045</b>	3389.01	187.29	350.00	695.00	914.09	0.00	1330.00	315.00	510.00	0.00	785.41	8,475.8
For M&O:	1,823.84		Total:	7,310.00		Total:	3,974.33		Total:		3,316.16	
For Capital:	2,985.16		IBR:	2,501.0		IBR:	2,197.0		IBR for Capital:		1,302.0	
			Other:	4,809.00		Other:	1,777.33		Other:		2,014.16	

**Notes:**  
 (1) Metro area spending/revenues for capital/modernization projects is forecasted to be 81% of revenue available to ODOT Region 1 for these purposes. This is exclusive of Metro area projects forecasted to receive federal or state legislatively directed spending or of toll project revenues.  
 (2) Bond sale proceeds authorized by HB 3055 is forecasted to be allocated as: \$125 M to Rose Quarter project, \$307 M to I-205 Abernethy, and \$30 M to the Regional Mobility Pricing Project. When I-205 Toll bond revenues of \$800 M become available to the project, they pay back the \$307 M of prior revenues made available to the project.  
 (3) I-205 tolling revenue to pay for toll facility operations/maintenance (including low-income program and reserve account), a bonded revenue stream to generate \$700 million to pay for I-205 widening capital.  
 (4) Pre-2024 revenues for legislatively directed spending on specific projects is included in 2024-2030 and total revenues to account for total project costs of projects to be included in the plan.

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