

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

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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 IIJA, an historic level of discretionary program funding was established. Funding for the limited number of pre-IIJA programs was increased significantly and a host of new discretionary programs established. Over the course of the IIJA, discretionary program funding totals more than \$120 billion. Unknown is the expected continuation of such funding beyond the authorization of IIJA. 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 IIJA highly questionable.

Based on past discretionary program awards and future expectations, the committee assumed that during the course of IIJA, Oregon would expect to be awarded around \$120 million of discretionary grant funding each year. Beyond IIJA, 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 (Apports-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	Annual Percentage Increase in Program Funding					
	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	Annual Percentage Increase in Program Funding					
	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	Annual Percentage Increase in Program Funding					
	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, dock 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
- IJA 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)
- IJA 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.

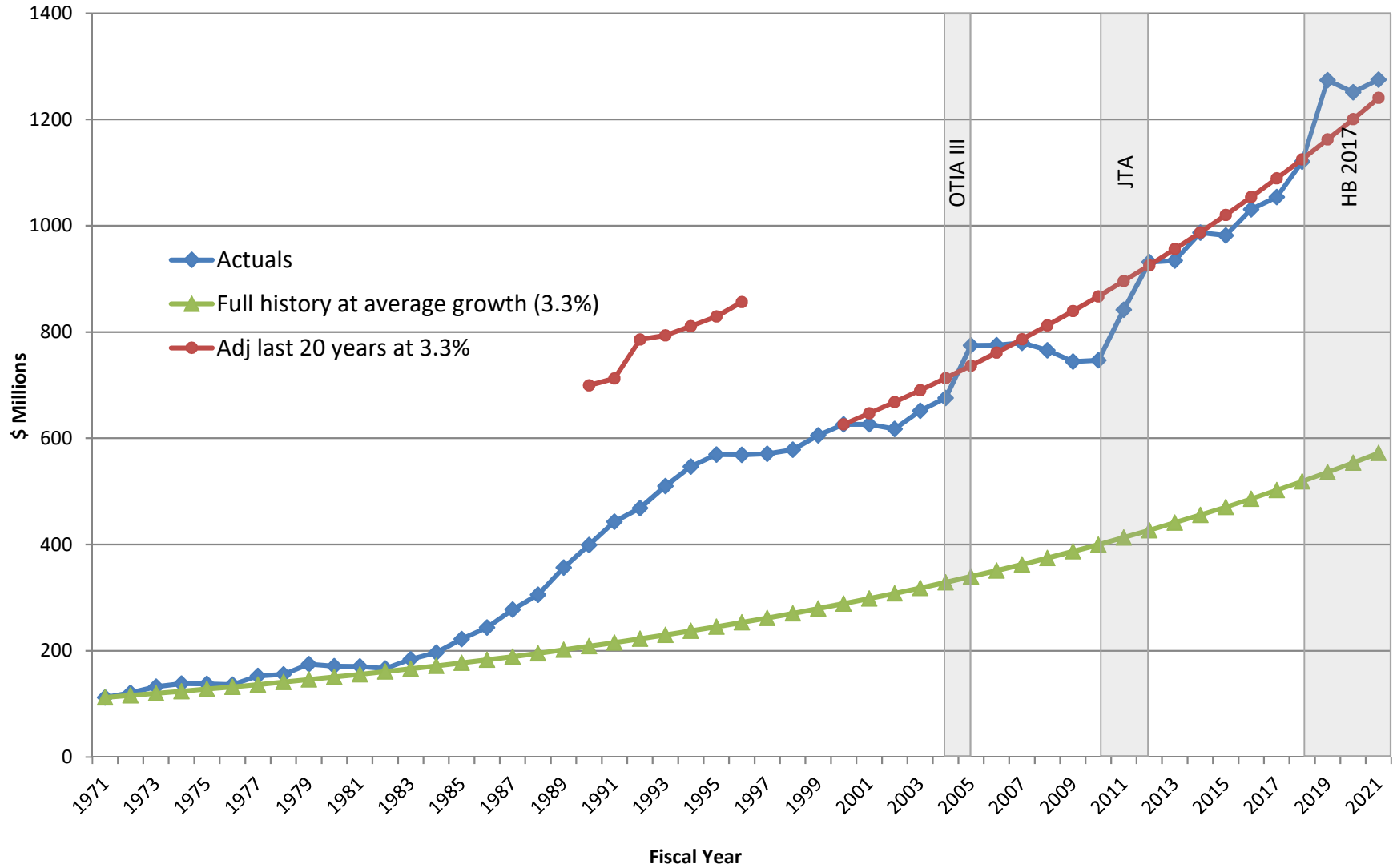
Given the uncertainty of future discretionary grant funding, a decision was made to assume that during the course of IIJA, Oregon would expect to be awarded around \$120 million of discretionary grant funding each year, \$60 million to the state and \$60 million to local jurisdictions. Beyond IIJA, the 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	JTA Debt	Required	Statewide Funds	Purchasing Power	Statewide Funds	Net of DS		ODOT FLAP		Local FLAP		Discretionary for Mod. - Local constant \$ (for Reference)***	Discretionary for Mod. - Local constant \$ (for Reference)***	
	Service @ 5% & 25 Years (YOE \$s)	Service @ 5% & 25 Years+ 2020 \$s	Additional JTA Project Funding (YOE \$s)	Available for Highway Modernization or Other Purposes (YOE \$s)	Available for Modernization or Other Net of Debt Service 2020 \$s	Reserved for Highway Modernization Under ORS 366.507 (YOE \$s)	ORS 366.507 Funds Reserved for Debt Service (YOE \$s)	ORS 366.507 Funds Net of Debt Service & Federal Match (YOE \$s)	Available for Modernization Under ORS 366.507 2020 \$s	ODOT FLAP Mod. Amounts (for Reference)*** (YOE \$s)	Mod. in constant \$s (for Reference)*** 2020 \$s	Local FLAP Mod. Amounts (for Reference)*** (YOE \$s)			Mod. in constant \$s (for Reference)*** 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 Exepnditure)**  
(\$ 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	FORMULA FUNDS TO OREGON	HIGHWAY FREIGHT PROGRAM (MOD.)	IJA SUPPLEMENTAL APPROPRIATIONS	FEDERAL LANDS ACCESS - STATE*	FEDERAL LANDS ACCESS - LOCAL*	DISCRETIONAR Y FOR MOD. - STATE**	DISCRETIONAR Y FOR MOD. - LOCAL**	REDISTRIBUTION ODOT	REDISTRIBUTION TMAS	COUNTY ALLOCATION (STBGP)***	SMALL CITY ALLOCATION (STBGP)***	PORTLAND TMA (STBGP)	EUGENE TMA (STBGP)	SALEM TMA (STBGP)	MEDFORD TMA (STBGP)	FTA 5310 SET-ASIDE (STBGP)	OTHER LOCAL ALLOCATIONS	LOCAL TOTAL	BALANCE TO STATE FOR HIGHWAYS
	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s	2020 \$s
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**

<b>Year</b>	<b>Gilliam County</b>	<b>Grant County Transportation District</b>	<b>Harney County</b>	<b>Hood River County Transportation District</b>	<b>Jefferson County</b>	<b>Josephine County</b>	<b>Lake County</b>	<b>Lane Transit District (TOTAL)*</b>	<b>Lane Transit District (In district)</b>	<b>Lane Transit District (Out of District)</b>
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)	Transportation 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**

<b>Year</b>	<b>Sherman County</b>	<b>Sunset Empire Transportation District (Clatsop County)</b>	<b>Tillamook County Transportation District</b>	<b>Tri County Metropolitan Transportation District (TOTAL)*</b>	<b>Tri County Metropolitan Transportation District (In district)</b>	<b>Tri County Metropolitan Transportation District (Out of district - Clackamas County)</b>	<b>Tri County Metropolitan Transportation District (Out of district - Multnomah County)</b>	<b>Tri County Metropolitan Transportation District (Out of district - Washington County)</b>	<b>Umatilla County</b>	<b>Umpqua Public Transportation District (Douglas County)</b>
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 - Klamath County)									
	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 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**

<b>Sherman County</b>	<b>Sunset Empire Transportation District (Clatsop County)</b>	<b>Tillamook County Transportation District</b>	<b>Tri County Metropolitan Transportation District (TOTAL)*</b>	<b>Tri-Met (In district)</b>	<b>Tri-Met (Out of district - Clackamas County)</b>	<b>Tri-Met (Out of district - Multnomah County)</b>	<b>Tri-Met (Out of district - Washington County)</b>	<b>Umatilla County</b>	<b>Umpqua Public Transportation District (Douglas County)</b>	<b>Year</b>
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 8B: Estimated State Transit Formula Funding - Purchasing Power in 2020 Dollars**

<b>Union County</b>	<b>Wallowa County</b>	<b>Wasco County</b>	<b>Wheeler County</b>	<b>Yamhill County</b>
318,169	100,000	386,812	100,000	1,206,154
377,966	100,000	438,762	100,000	1,440,292
374,894	96,805	439,097	96,805	1,486,871
369,135	93,713	457,102	93,713	1,509,796
378,470	90,719	468,663	90,719	1,547,979
404,065	122,390	493,473	117,548	1,653,352
498,450	161,700	606,928	149,436	2,039,739
430,200	152,908	519,024	139,526	1,760,932
435,834	152,921	525,785	136,531	1,783,997
442,236	152,930	533,467	133,117	1,810,204
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983
448,533	152,949	541,024	129,781	1,835,983

**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, IJA 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	Bend MPO	Deschutes	Lane	Cottage Grove	Florence	Junction City	Veneta	Corvallis MPO	Benton	Medford MPO	Jackson	Albany MPO	Linn	Lebanon	Sweet Home	Grants Pass 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
\$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

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