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# CHAPTER 9

## FINANCIAL PLAN

### INTRODUCTION

This chapter presents all of the financial assumptions used to create the financially constrained project list for the RVMPO's transportation system, as required by federal law. Financially constraining projects is particularly important for the RVMPO region because of federal and state air quality conformity requirements, described in the Air Quality Conformity Determination published by the RVMPO for this plan.

Forecasts of state and federal revenue sources are developed cooperatively by a statewide working group consisting of ODOT staff and representatives from all Oregon MPOs and public transportation agencies. These forecasts have most recently been updated in 2013 to reflect federal requirements and are the basis of the financial forecasts used in the update of the 2017-2042 RTP.

### 9.1 FEDERAL REGULATIONS FOR FINANCIAL CONSTRAINT

Federal legislation sets forth guidelines that seek to ensure that the needs identified in the RTP are balanced with resources expected to be available over the planning period. Fiscal constraint for the long range transportation plan (known as the regional transportation plan) was first required by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. For the first time since their inception, MPO's were now required to develop a "reasonable estimate of future transportation funds covering the years identified in the [RTP]." In 2005, with the passage of the Safe Accountable Flexible Efficient Transportation Act – A Legacy for Users (SAFETEA-LU), an additional requirement was placed on MPOs. MPOs were now required to estimate the cost of a project in the year it is anticipated to move forward. This is known as estimating "year of expenditure" (YOE) costs for all projects in future years. This plan reflects these requirements and are identified within this chapter.

A financial plan that demonstrates how the adopted long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.

Furthermore: the financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

Federal and state revenue projections were provided by ODOT in a document titled *Long Range Financial Assumptions for the Development of Metropolitan Transportation Plans* in September 2013. Most of the revenue projections of federal and state funds used in the RTP are based on the projections provided in this document.

## METHODS USED TO COMPLETE FINANCIAL PLAN

To complete this chapter, the following steps were followed:

- **Reviewed existing data.** Primary documents reviewed included ODOT's September 2013 *Long-Range Revenue Forecast*
- **Conferred with staff from relevant State and local jurisdictions.** Discussions with staff from RVMPO member jurisdictions and ODOT Region 3 to gain insight into local transportation revenues and expenditures.

## 9.2 STREET AND TRANSIT SYSTEM FUNDING

### INTRODUCTION

This section provides details on the funding required to implement the capital projects in the RTP. Funding has been estimated over the 25-year duration of the plan and is linked to street system and transit projects to establish the RVMPO's financially constrained Tier 1 project list.

### FINANCIAL CONSTRAINT

Tier 1 projects are in the plan based on their ability to fulfill RTP goals and to be implemented and funded within the 2042 planning horizon. Funds shown in this part establish financial constraint. They were developed in consultation with ODOT, Oregon MPOs, and the RVMPO jurisdictions, consistent with federal and state requirements for determining financial constraint.

Information for this part also was drawn from Federal, State and local revenue sources that are used to fund regional transportation system projects and programs which are described below. Funding used primarily for the road network is described below. Details about transit funding sources and sums follow. Summary estimates of capital funding availability required for RVTD, Medford, Central Point, Phoenix, Ashland, Talent, Jacksonville and Eagle Point projects and programs are shown in Table 9.2.1 on the next page.

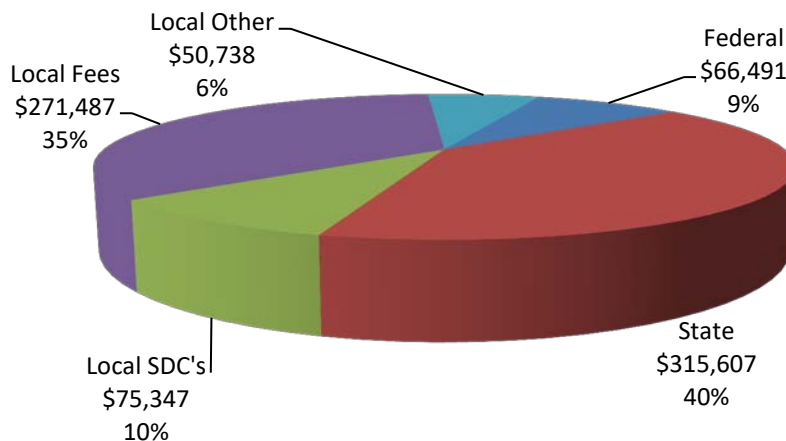
**Table 9.2.1 – Revenue Forecast, All Sources**

Jurisdiction	Revenues - Sources Percent of Total						Totals
	Federal	State	Local				
			SDC's	Fees	Other	RVMPO Future Discretionary Funds	
Ashland	1%	38%	2%	52%	7%	0%	100%
Central Point	3%	46%	7%	19%	22%	3%	100%
Eagle Point	8%	36%	12%	24%	0%	21%	100%
Jacksonville	0%	58%	4%	37%	0%	1%	100%
Medford	2%	43%	13%	38%	4%	0%	100%
Phoenix	0%	22%	10%	16%	11%	41%	100%
Talent	0%	48%	11%	18%	2%	21%	100%
RVRTD	Local						
	Federal	State	Property Taxes	Farebox	Special Levy	Fund Reserves	
	47%	10%	21%	11%	2%	9%	100%

Table 9.2.1 shows how the various revenue sources are expected to contribute as a percentage of total revenues to the jurisdictions through 2042. As the table shows, the primary transportation funding source in the region is the State Highway Fund, which varies from 22 to 59 percent of the annual revenues for the RVMPO cities.

Figure 9.2.1 shows the sources of funding that are reasonably expected to be available to support the RVMPO regional street system for the 2017-2042 RTP. State funds make up the largest share of revenues (40%), well ahead of local and federal revenues. Typically, State and local funds are used by jurisdictions for administration, operations, and maintenance of the local street system. Federal funds are a main source for new projects.

**Figure 9.2.1 – Street System Revenue Sources (X 1,000) by Percent**



## STREET SYSTEM REVENUE SOURCES

**State Highway Fund (SHF)** – is composed of several major funding sources: Motor Vehicle Registration and Title Fees, Driver License Fees, Motor Vehicle Fuel Taxes, and Weight-Mile Tax. The SHF funds are apportioned to three jurisdiction levels in the following amounts: State (59%), Counties (25%), and Cities (16%).

**Statewide Transportation Improvement Program (STIP)** – is Oregon’s four-year transportation capital improvement program. This program defines which projects will be funded by what amount of money throughout the planned four-year program period. Projects at all jurisdiction levels are included in the program; Federal, state, county, and city.

**Surface Transportation Program (STP)** – now known as the Surface Transportation Block Grant (STBG) is a major federal transportation program to provide “flexible” funds for transportation projects at the state and local levels. Funds are “flexible” in that they can be spent on a variety of transportation related projects, e.g., mass transit, bike-pedestrian.

**Congestion Mitigation and Air Quality (CMAQ)** – ISTEA created the CMAQ program to deal with transportation related air pollution. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM<sub>10</sub>) maintenance areas (such as the Grants Pass PM<sub>10</sub> Maintenance Area), which has achieved attainment status) if certain requirements are met. The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of The National Ambient Air Quality Standards (NAAQS). If a state does not have any non-attainment areas, the allocated funds may be used for STP or CMAQ projects. CMAQ requires a 10.27 percent local match unless certain requirements are met.

**ODOT Fix-It and Enhance Program** – In 2012 the Statewide Transportation Improvement Program (STIP) divided its funding into two categories: Fix-It and Enhance. The primary objective of this change was to enable ODOT to take care of the existing transportation assets (Fix-It) while still providing a measure of funding to enhance the state and local transportation system in a truly multi-model way.

STIP Enhance Projects have the following desired attributes:

- Projects with the potential to be both effective and efficient.
- Projects that involve multiple funding sources.
- Projects that are complementary to other projects or community development activities and offer the chance for the whole to be greater than the sum of the parts.
- Investments must achieve multiple objectives.
- Conduct proactive asset management (strategically take care of what we already have). Move toward a more multimodal transportation system by maximizing funding flexibility and consider a wider range of community issues and benefits.

The [STIP- Enhance Funding website](#) provides a central source of information on ODOT's Enhance & Fix-It program.

**Special City Allotment (SCA)** – ODOT sets aside \$1 million per year to distribute to cities with populations less than 5,000. Projects to improve safety or increase capacity on local roads are reviewed annually and ranked on a statewide basis by a committee of regional representatives. Projects are eligible for a maximum of \$50,000 each.

**System Development Charges (SDC)** – are fees collected when new development occurs. These fees are then used to partially fund capital improvements, such as new streets within the city.

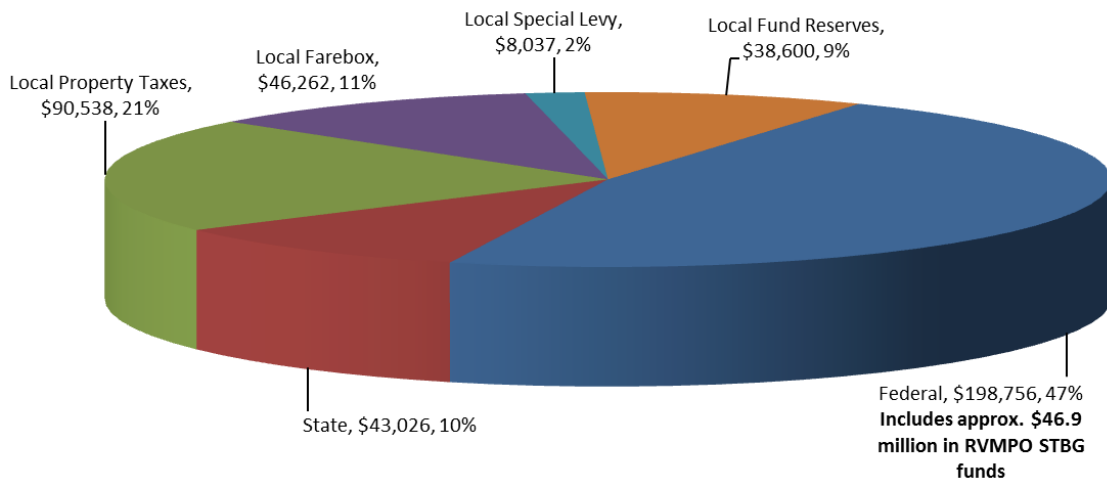
**Street Utility Fees (SUFs) or Street Impact Fees (SIFs)** – Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated by a particular use. Street utility fees differ from water and sewer fees because usage cannot be easily monitored. Street user fees are typically used to pay for maintenance projects.

## TRANSIT SYSTEM REVENUE SOURCES

Transit services in the RVMPO are provided by the Rogue Valley Transportation District (RVTB), which relies on federal, state, and local funding sources. Revenues from these sources are described below. Further information on the assumptions used to estimate revenues are located in Appendix A.

Figure 9.2.2 shows the sources of funding that are reasonably expected to be available to support the RVMPO transit system for the 2017-2042 RTP. Federal funds make up the largest share (47%) of transit revenues, followed by Local Property Taxes (21%) and Local Farebox (11%).

**Figure 9.2.2: Transit System Revenue Sources**



## FEDERAL TRANSIT REVENUE SOURCES

The Federal Transit Administration (FTA) carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive mass transportation systems. The FTA provides federal funding to RVTD. The FTA's programs of financial assistance to RVTD are described below. Federal grant funds are allocated to transit districts and other eligible providers by ODOT through the State Transportation Improvement Plan (STIP) process.

**Urbanized Area Formula Grants (5307)** – The largest of FTA's grant programs, this program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors.

**Bus and Bus Facilities Program (5309) (Ladders of Opportunity Initiative)** – The [Ladders of Opportunity Initiative](#) makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to sub-recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project development.

**Enhanced Mobility of Seniors and Individuals with Disabilities (5310)** – This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program.

The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist

seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

**State of Good Repair Grants (5337)** – MAP-21 establishes and carried on into the FAST Act, a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan (see next section) to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes.

**Bus and Bus Facilities Program (5339)** – A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program from previous transportation bills. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. This program requires a 20 percent local match.

**RVMPO STP Funding** – In April 2002, the Land Conservation and Development Commission (LCDC) approved the RVMPO's "Alternative Measures" proposal (described in detail in Appendix B). One of the approved measures directs half of the RVMPO's STP funds to alternative transportation projects through the each update of the RTP's horizon year. The measure (see Alternative Measure 7 in Appendix B) stipulates that funds are used to expand transit service, or, if RVTD is successful with a local funding package, to fund bicycle/pedestrian projects and projects that support transit- and pedestrian-oriented mixed use developments ("TOD"-type development). The RTP assumes this funding for RVTD will continue through 2042.

The RVMPO's STP funding availability is estimated to be approximately \$93.8 million between 2017 and 2042. Thus, assuming that RVTD will continue to receive half this amount, this would provide nearly \$46.9 million in funding over the planning period of this RTP. STP funds are to be used for funding transit capital or maintenance and cannot be directly used to fund transit operations. However, the effect of this increased funding will be to free up funding for transit operations.

## STATE TRANSIT REVENUE SOURCES

**State Special Transportation Fund (STF)** – ODOT's Public Transit section administers a discretionary grant program derived from state cigarette-tax revenues that provides supplementary support for transit-related projects serving the elderly and disabled. RVTD uses their allocation for local match of other federal funds. A competitive process has been established for awarding STF funds, which are programmed on an annual basis.



RVTD also uses STF funding as match to other transportation funds such as DD53 and Title XIX Medicaid Non-Medical. Since the STF funds must be allocated as in and out of district, RVTD uses out-of-district funds to fund their Rogue Valley Connector in the Upper Rogue area. Funds were allocated for FY 2018-19 to help Josephine Community Transit (JCT) with their Rogue Valley Commuter (commuter line between Grants Pass and Medford).

**Non-Emergency Medical Transportation (NEMT)** – This fund source pays for non-medical transportation services for those who qualify for the Oregon Division of Medical Assistance Program (DMAP).

## LOCAL TRANSIT REVENUE SOURCES

**Farebox Revenues and Bus Pass Revenues** – Farebox revenues, the fares paid by users of transit systems, and bus-pass revenues both are fees paid directly by users of the transit system. Such fees cover about eleven percent of RVTD's operating costs.

**Other** – Other funding includes local property taxes, a local special levy and local fund reserves.

## 9.3 REVENUE PROJECTIONS

### INTRODUCTION

Projecting revenues over long time periods – in this case, 25 years – necessarily involves making several assumptions that may or may not prove valid. For example, changing social, economic and political conditions cannot be predicted, yet these factors play important roles in determining future funding levels for regional transportation system and local street improvement projects. In general, revenue projections for federal and state revenue sources described here rely on information provided by RVMPO member jurisdictions and ODOT.

### RESPONDING TO RISK

Developing revenue forecasts over the long range requires assumptions about a broad range of unknowns, from fuel costs, consumption and sales, to levels of political support – federal, state and local – for transportation. A reasonable assumption, or set of assumptions, one year can change drastically with an election, or a shift in the economy. Circumstances underpinning some assumptions can change rapidly, such as enactment of a new transport act, while others, such as the recent downward tick in gasoline consumption, develop over months and years. Given the resulting level of uncertainty associated with assumptions in this plan, it is important to remember that the plan is reviewed and updated every four years. The frequent re-evaluation of the financial assumptions helps to ensure their usefulness.



The revenue estimates include assumptions that while responsible and solidly based on history may not come to pass. Long-range projections and listed projects should be considered with caution. To address a revenue shortfall, additional funds would have to be found, or some planned projects would have to be delayed.

Matching the financial uncertainty is the initiation locally of a new kind of regional planning process. The RVMPO area is emerging from a decade-long land use planning effort – Regional Problem Solving (RPS) – with identified urban growth areas extending well beyond the horizon of this plan. RPS sets the stage for region-level planning to enhance existing corridors and develop new corridors. Member jurisdictions are in the process of updating plans, including Transportation System Plans, to be consistent with RPS.

Transportation System Plans (TSPs) are critical to the development of RTP project lists. Through the TSP process, needs on the local level are identified and addressed. Projects developed in TSPs flow into the RTP.

## RVMPO RTP FUNDING FORECASTS, ASSUMPTIONS

Tables on the following two pages summarize the RTP funding forecasts through 2042 and the assumptions made to develop the forecasts.

Table 9.3.1 on the following page shows the projected 25-year capital funding scenario for regional transportation system and local street projects. Transportation revenue estimates for RVMPO cities are shown by funding source. The estimated non-capital needs (e.g., operation and maintenance) are then subtracted to yield the final column – “capital funds available” - which will be used to fund RTP projects.

Because the RVMPO comprises only a portion of the Jackson County and Oregon Department of Transportation (ODOT) jurisdictional boundaries, revenue estimates have not been similarly identified for these agencies. Rather, projections of capital funding availability for RVMPO projects funded by these agencies have been made based on agency-provided documentation and historical revenues. Capital funding availability for Jackson County and ODOT assumes that non-capital (operation and maintenance) needs are fully funded, consistent with Jackson County and ODOT policies.

In addition to 25-year revenue projections, Table 9.3.1 shows estimated costs for implementation of the RTP Tier 1 projects. On the following pages, Table 9.3.2 describes the financial assumptions made by the RVMPO to calculate revenues.

The analysis shows there is adequate revenue for all regionally significant transportation projects planned by the jurisdictions. Planned projects for which funding cannot be identified are in the Tier 2 category.

**Table 9.3.1: Projected Capital Funding Scenario – Regional Transportation System Project List (x\$1,000)**

Jurisdiction	Time Frame	Street System Revenues (\$ x 1,000)						Non-Capital Needs	Capital Funds Avail.	Tier 1 Regional & Federally Funded Projects	RMPO Future Discretionary Funds
		Federal	State	Local			Total				
				SDC's	Fees	Other					
Ashland	short	\$1,360	\$6,979	\$289	\$8,392	\$5,355	\$22,376	\$13,670	\$8,706	\$8,315	\$468
	medium		\$14,719	\$619	\$19,272	\$1,539	\$36,149	\$29,650	\$6,499	\$1,184	\$0
	long		\$24,977	\$1,072	\$36,991	\$2,052	\$65,091	\$52,338	\$12,754	\$10,517	\$0
Central Point	short	\$2,670	\$5,981	\$921	\$2,597	\$8,000	\$20,169	\$6,026	\$14,143	\$13,449	\$2,705
	medium		\$12,612	\$1,906	\$5,374	\$11,750	\$31,643	\$13,367	\$18,276	\$3,546	\$0
	long		\$21,403	\$3,132	\$8,831	\$0	\$33,366	\$24,365	\$9,001	\$3,734	\$0
Eagle Point	short	\$4,287	\$2,974	\$925	\$1,919	\$0	\$10,104	\$3,478	\$6,626	\$6,036	\$438
	medium		\$6,272	\$1,982	\$4,111	\$0	\$12,365	\$7,453	\$4,912	\$8,675	\$3,763
	long		\$10,643	\$3,431	\$7,115	\$0	\$21,189	\$12,900	\$8,289	\$15,445	\$7,156
Jacksonville	short	\$0	\$985	\$58	\$750	\$0	\$1,793	\$1,579	\$215	\$0	\$73
	medium		\$2,077	\$124	\$1,453	\$0	\$3,654	\$3,170	\$485	\$0	\$0
	long		\$3,525	\$214	\$2,026	\$0	\$5,766	\$4,979	\$787	\$0	\$0
Medford	short	\$9,730	\$26,561	\$12,503	\$37,503	\$12,850	\$99,148	\$31,261	\$67,887	\$22,475	\$0
	medium		\$56,014	\$13,004	\$40,006	\$1,350	\$110,374	\$58,091	\$52,283	\$14,752	\$0
	long		\$95,054	\$27,007	\$82,003	\$1,800	\$205,865	\$80,318	\$125,547	\$34,200	\$0
Phoenix	short	\$0	\$1,568	\$424	\$681	\$384	\$3,057	\$2,281	\$776	\$849	\$73
	medium		\$3,307	\$973	\$1,564	\$1,350	\$7,195	\$4,888	\$2,307	\$22,000	\$19,693
	long		\$5,612	\$3,475	\$5,586	\$3,808	\$18,481	\$15,245	\$3,236	\$770	\$0
Talent	short	\$0	\$2,145	\$520	\$841	\$500	\$4,006	\$2,213	\$1,793	\$0	\$0
	medium		\$4,523	\$1,080	\$1,746	\$0	\$7,349	\$4,742	\$2,607	\$5,040	\$2,433
	long		\$7,675	\$1,687	\$2,726	\$0	\$12,087	\$8,206	\$3,881	\$7,630	\$3,749
Jackson Co. (RMPO Area)	short	These figures are not applicable to the MPO area - see assumptions table.							\$11,765	\$14,221	\$2,511
	medium	These figures are not applicable to the MPO area - see assumptions table.							\$4,000	\$7,507	\$3,507
	long	These figures are not applicable to the MPO area - see assumptions table.							\$6,600	\$8,474	\$1,874
ODOT (RMPO Area)	short	These figures are not applicable to the MPO area - see assumptions table.							\$211,147	\$211,147	\$0
	medium	These figures are not applicable to the MPO area - see assumptions table.							\$20,000	\$20,000	\$0
	long	These figures are not applicable to the MPO area - see assumptions table.							\$33,000	\$33,000	\$0
<b>Street System Totals</b>		<b>\$66,491</b>	<b>\$315,607</b>	<b>\$75,347</b>	<b>\$271,487</b>	<b>\$50,738</b>	<b>\$731,226</b>	<b>\$380,219</b>	<b>\$637,519</b>	<b>\$472,966</b>	<b>\$48,444</b>

**Table 9.3.2: 2017-2042 Revenue Assumptions**

Jurisdiction	Revenues						Non-Capital Needs	Capital Funds Avail.
	Federal	State	RVTD	Local				
				SDC's	StreetUtilityFees (SUFs)	Other		
<b>Ashland</b>	ODOT (2013) estimates that approximately \$39 million in Enhance funds will be available to the RVMPPO from 2019-2042.			SDC's are expected to be about \$55K in 2017 and increase at 2.5% through 2042.	Street Utility Fees are expected to be about \$1,565K in 2017 and increase by 3.5% per year through 2042.	Other revenues include intergovernmental and misc. and are expected to average about \$171K per year. Also included is \$4.5M in anticipated loans or bonds	2017 expenses include: admin (\$1.1M), maintenance (\$1.4M) and RVTD bus passes (\$50K). An annual increase of 3% and 2.5% is assumed for admin&maintenance expenses, respectively, through 2042.	Capital funds available for cities in the RVMPPO equal the amounts in the "Revenues" column minus the amounts in the "Non-Capital Needs" column.
<b>Central Point</b>	RVMPPO estimates that 50% or \$19M of the Enhance funds will be available for local projects that improve the state system. ODOT (April 2016) estimates that \$1.3 million in CMAQ funds will be available to the RVMPPO from 2016-2042 (RVMPPO used a 1.8% annual increase (funds for 2017-2018 already committed).			SDC's are expected to be about \$177K in 2017 and increase by about 2% per year through 2042.	Street Utility Fees are expected to be about \$499K in 2017 and increase by 2.5% per year until 2042.	Other revenues are expected to be \$8M Short Range, \$11.7M Medium Range and \$0 Long Range. Revenues are from developer and urban renewal contributions.	2017 expenses include administration and maintenance (\$1.1M). An annual increase of 3% has been assumed for these expenses through 2042.	
<b>Eagle Point</b>	ODOT (February 2011) provided estimates for Hwy Funds for 2017-2042 for total MPO area: \$58M - Short Range \$121M - Medium Range \$205M - Long Range			SDC's are expected to be about \$176K in 2017 and increase at 2.5% per year.	Street Utility Fees are expected to be about \$365K in 2017 and increase by 2.5% per year.	No other revenues are expected between 2017 and 2042.	2017 expenses include: admin (\$365K) and maintenance (\$297K). An annual increase of 2.5% is assumed for these expenses through 2042.	
<b>Jacksonville</b>	ODOT (February 2013) estimates that \$92 million in STBG funds will be available to the RVMPPO from 2019-2042 @ 2.3% annual (STBG funds increase in 2030 when the MPO is designated as a Transportation Management Area (TMA). Funds for 2017-2018 already committed. 50% of these funds have been committed to Alternative Measure #7 or transit (RVTD) through the year 2042. \$4M in STBG remains unprogrammed through the short-range (through 2021). Short-range unprogrammed STP, as well as all medium and long-range STP funds are assumed to be available for projects included in the RTP. Other federal sources have been assumed for the short-range period only. These include CMAQ (\$4M), Transportation Enhancement (\$2.4M).	ODOT (February 2011) provided estimates for Hwy Funds for 2017-2042 for total MPO area: \$58M - Short Range \$121M - Medium Range \$205M - Long Range Total City Share = Total of all funds available to incorporated cities in Oregon. Current Law - RVMPPO City Share = % of city's population divided by incorporated cities total population e.g., Ashland population - 20,405 / 2,776,867 = 0.0073 * \$182 million (2017 current law) = \$1.3 million Current Law - Jackson County City Share (population within RVMPPO) = % of population divided by incorporated cities total population	Revenues: 5307 - \$2.5 in 2107, 3.5% annual increase. Title XIX - \$330K in 2017, 2% annual increase. TDM - \$140K in 2017, 1% annual increase. STF - \$667K in 2017, 5% annual increase. In-Lieu-of Tax - \$303K in 2017, 1% annual increase. Property Taxes - \$2.3M in 2017, 3% annual increase. Farebox - \$1.2M in 2017, 3% annual increase. RVMPPO STP - 50% of RVMPPO projected STP out to 2042. 5309 - \$3.2M in 2017(ODOT long range financial projections). 5310 - \$703K annually. Expenditures: Operations - \$4.2M in 2017, 5% annual increase. Alt Operations - \$2M in 2017, 4% annual increase. Maintenance - \$2.5M in 2017, 4% annual increase. Admin - \$1M in 2017, 4% annual increase. Capital Projects: amounts vary per year (see RVTD funding tables).	SDC's are expected to be about \$11K per in 2017 and increase at 2.5% per year.	Franchise Fees are expected to be about \$147K in 2017 and increase by 1.0% per year.	There are no "other" revenues expected.	Expenses include: admin (\$39K) and maintenance (\$267K). An annual increase of 2% has been assumed for admin and 1.5% for maintenance to 2042.	
<b>Medford</b>				SDC's are expected to be about \$2.4M in 2017, go down from 2022 to 2030 and then steadily increase from 2031 to 2042..	Street Utility Fees are expected to be about \$7.3 M in 2017, decrease between 2022 to 2030 and then increase from 2031 to 2042. .	Other revenues include plan review fees at \$150K per year and a \$12.1M OTIB loan.	Expenses include:admin, maintenance and debt service. Short Range - \$31M; Medium Range - \$58M and Long Range - \$80M	
<b>Phoenix</b>				SDC's are expected to be about \$79K in 2017 and increase at an average of 3.5% per year.	Street Utility Fees are expected to be about \$127K in 2017 and increase by about 3.5% per year.	Includes \$595K in developer contributions in medium range and \$1.807M from Urban Renewal in long range. Also includes 3 cent diesel gas tax estimated to generate approximately \$75K/year @ 1.2% annual increase.	2017 expenses include: admin (\$41K) and maintenance (\$393K). An annual increase of 2.5% has been assumed for these expenses through 2042.	
<b>Talent</b>				SDC's are expected to be about \$99K in 2017 and increase at 1.5% per year out to 2042.	SUFs are expected to be about \$160K in 2017 and increase 1.5%/yr out to 2042.	Medium-range includes \$500K in urban renewal funds.	2017 expenses include: admin (\$170K) and maintenance (\$251K). An annual increase of 2.5% has been assumed for these expenses through 2042.	
<b>Jackson Co. (MPO Area)</b>	Based on historic allocations, capital funding availability is assumed to be \$0.4 million per year in short term years, \$0.5 million in medium term years, and \$0.6 million in long-term years. Added to short-term funding availability is: \$7.3 million for Table Rock Rd - I - 5 Crossing to Biddle; and \$180k for Active Transportation Plan.							
<b>ODOT (MPO Area)</b>	Short term (2017-2021) project funding is \$211,147,000. Medium term (2022-2030) project funding is \$20,000,000. Long term (2031-2042) project funding is \$33,000,000.							

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