



AGENDA

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

Date: Thursday, December 4, 2014

Time: 1:30 p.m.

*Location: Courtyard Conference Room, Grants Pass City Hall, 101 NW 'A' Street,
Grants Pass, Oregon*

*Phone : Sue Casavan, RVCOG, 541-423-1360
MRMPO website : www.mrmppo.org*

1. Call to Order/Introductions/Review AgendaChair

2. Review/Approve Minutes (Attachment #1)Chair

Discussion Item:

3. Regional Transportation Plan (RTP) Draft Financial ChapterDan Moore

Background: Attached is a copy of the draft Financial Plan chapter that presents all of the financial assumptions that will be used to create the financially constrained project list for the street and transit system, as required by federal law.

Attachment: #2 – Memo and Draft Financial Plan including Appendix-A, MRMPO Financial Forecasts & Assumptions

Action Requested: Staff seeks the TAC's concurrence on the content of the chapter, including the assumptions and financial forecasts.

4. ODOT Middle Rogue MPO UpdateIan Horlacher

5. MRMPO Update Jonathan David

- January TAC meeting falls on holiday, discuss alternate date

6. Public Comment*Chair

(Limited to one comment per person, five minute maximum time limit)

7. **Other Business / Local Business**Chair

Opportunity for MRMPO member jurisdictions to talk about transportation planning projects.

8. **Adjournment**Chair

- The next Middle Rogue MPO TAC meeting will be **Thursday, January 1 (holiday, discuss alternative date), at 1:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**
- The next Middle Rogue MPO Policy Committee meeting will be **Thursday, December 18, at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.**

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT SUE CASAVAN, 541-423-1360. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.



SUMMARY MINUTES

Middle Rogue Metropolitan Planning Organization Technical Advisory Committee (TAC)

November 6, 2014

The following people were in attendance:

MRMPO Technical Advisory Committee

Voting Members in Attendance:

Neil Burgess for Chuck DeJanvier	Josephine County
Ian Horlacher	ODOT
John Krawczyk	Rogue River
John Vial	Jackson County
Kelli Sparkman	ODOT
Rich Hohnbaum	City of Gold Hill
Scott Chancey	Josephine County Transit
Terry Haugen	Grants Pass

RVCOG Staff

Jonathan David, Bunny Lincoln, Andrea Napoli

Others Present

Nick Fortey

1. Call to Order / Introductions / Review Agenda

Chair Scott Chancy called the meeting to order at 1:30 PM.

2. Review / Approve Minutes

On a motion by Rick Hohnbaum, seconded by John Vial, the Committee unanimously approved the minutes as presented.

3. Title VI Plan

Andrea Napoli explained the need for a Title VI Plan and presented an overview of the Title VI Plan and Environmental Justice, Plan contents, annual reporting, complaint process, demographics, text, tables, maps, data sources, geography and population identification. She also explained the population mapping using the best available data for Jackson and Josephine Counties. There were comments on the number of older citizens in the demographics. Block groups were used for senior citizens and minorities. Census tracts were used for others.

Strategies for citizen notifications/involvement were also shown. The Policy Committee adopts the Plan, with ODOT having review status. The nexus between population and

infrastructure was briefly discussed. Scott Chancy talked about some additional requirements that might be needed for the document.

On a nomination/motion by Ian Horlacher, seconded by Rich Hohnbaum, the Title VI Plan was recommended for approval by the Policy Committee.

A question was raised about how often the Plan would be updated, with no definitive response being provided.

The motion passed unanimously on a voice vote.

4. MRMPO Regional Transportation Plan (RTP) Goal 1 – Freight Objective Strategy

Jonathan shared that the Policy Committee directed Staff to create a Freight goal, and asked for Committee review and comments.

G1-O2 was amended to read, **“Encourage transportation investments and policies that facilitate the movement of freight.”**

G1-O5 was omitted

G1-S5 was changed to read **“... strategies to meet freight needs”**

Jonathan will research land use for distribution centers, and communicate with the Committee by email for further input.

5. ODOT Update -

Ian Horlacher briefly commented on the previously provided quarterly updates memo.

6. MRMPO Update -

Jonathan David spoke about RTP progress. He also shared information about the recent DLCD Strategic Assessment presentation made to the RVMPO. The MRMPO is not required to do any greenhouse gas reductions at this time.

7. Public Comment -

None received.

8. Other Business / Local Business -

Kelli Sparkman gave an update on the Rogue River Trail and the bike/pedestrian bridge over Sardine Creek.

John Vial talked about the need to know more about active project status, and his desire to have periodic updates.

Terry Haugen gave an update on active Grants Pass projects. The Redwood Highway projects are moving along according to schedule. The Alternative Fuels project needs to be submitted to ODOT.

Staff will work on gathering updates for future meetings.

The members introduced themselves to Nick Fortey.

9. Adjournment -

The meeting was adjourned at 2:11 PM.



**Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning**

Gold Hill • Grants Pass • Rogue River • Jackson County • Josephine County • Oregon Department of Transportation

DATE: November 25, 2014
TO: MRMPO Technical Advisory Committee
FROM: Dan Moore, Planning Coordinator
SUBJECT: Draft MRMPO Financial Plan for 2015 – 2040 Regional Transportation Plan

The purpose of this memo is to provide the TAC with a draft copy of the Financial Plan for review and comment. The financial plan will be included in the 2015 – 2040 Regional Transportation Plan (RTP). Financial data is compiled from ODOT Planning Section, Long-Range Planning Unit (September 2013), ODOT Region 3, and MRMPO member jurisdictions. Revenues identified in the financial forecast include:

Table 1 – MRMPO RTP Revenue Sources

Revenue Sources	Type
Federal	STP
	CMAQ
State (ODOT)	State Highway Fund (SHF)
	Enhance-It
	Funding for ODOT Projects Within MRMPO
Local Jurisdictions	Street Utility Fees (SUF's)
	Street Impact Fees (SIF's)
	System Development Charges (SDC's)
	Other (Small City Allotment, Debt Service)

The forecasts are divided into short, medium and long range timeframes of the 2015-2040 RTP. Tables that show revenues and expenses are included in Appendix A of the document. The TAC is being asked to review the draft Financial Plan and Appendix A, and to be prepared to discuss the proposed financial summary included in Table 2 and the revenue and expenditure assumptions described in Table 3.

Table 2 – Estimated Street & Transit System Revenues and Expenses 2015 - 2040

Jurisdiction	Time Frame	Street System Revenues						Non-Capital Needs	Capital Funds Avail.	Tier 1 Regional & Federally Funded	MRMPO Future Discretionary Funds
		Federal	State	Local			Total				
				SDC's	Fees	Other					
Gold Hill	short	\$0	\$522,057	\$0	\$0	\$150,000	\$672,057	\$263,718	\$408,339	\$0	\$0
	medium		\$1,147,677	\$0	\$0	\$150,000	\$1,297,677	\$536,395	\$761,282	\$0	\$0
	long		\$1,606,078	\$0	\$0	\$150,000	\$1,756,078	\$686,631	\$1,069,447	\$0	\$0
Grants Pass	short	\$5,092,877	\$14,917,560	\$1,138,129	\$5,650,234	\$123,000	\$26,921,800	\$14,764,844	\$12,156,955	\$5,092,877	\$0
	medium		\$32,794,413	\$3,091,609	\$11,484,092	\$205,000	\$47,575,114	\$30,069,143	\$17,505,972	\$0	\$0
	long		\$45,893,009	\$3,957,521	\$14,700,609	\$205,000	\$64,756,139	\$38,491,045	\$26,265,094	\$0	\$0
Rogue River	short	\$0	\$918,540	\$63,877	\$102,204	\$634,000	\$1,718,621	\$1,236,651	\$481,970	\$0	\$0
	medium		\$2,019,297	\$129,925	\$207,880	\$1,040,000	\$3,397,102	\$2,319,174	\$1,077,928	\$0	\$0
	long		\$2,825,835	\$166,315	\$266,104	\$645,000	\$3,903,254	\$2,274,463	\$1,628,790	\$0	\$0
Josephine Co. (MRMPO Area)	short	\$1,658,214	\$4,916,386	\$0	\$0	\$0	\$6,574,600	\$4,916,386	\$1,658,214	\$1,658,214	\$0
	medium		\$10,772,763	\$0	\$0	\$0	\$10,772,763	\$10,772,763	\$0	\$0	\$0
	long		\$15,026,718	\$0	\$0	\$0	\$15,026,718	\$15,026,718	\$0	\$0	\$0
Jackson Co. (MRMPO Area)	short	\$0	\$724,726	\$0	\$0	\$0	\$724,726	\$724,726	\$0	\$0	\$0
	medium		\$1,588,016	\$0	\$0	\$0	\$1,588,016	\$1,588,016	\$0	\$0	\$0
	long		\$2,215,093	\$0	\$0	\$0	\$2,215,093	\$2,215,093	\$0	\$0	\$0
ODOT (MRMPO Area)	short	These figures are not applicable to the MPO area - see assumptions table.							\$21,155,861	\$21,155,861	\$0
	medium	These figures are not applicable to the MPO area - see assumptions table.							\$0	\$0	\$0
	long	These figures are not applicable to the MPO area - see assumptions table.							\$0	\$0	\$0
Street System Totals		\$6,751,091	\$137,888,168	\$8,547,377	\$32,411,121	\$3,302,000	\$188,899,757	\$125,885,765	\$84,169,853	\$27,906,952	\$0
JCT	Time Frame	Transit Revenues					Transit Expenses	Shortfall/Surplus			
		Federal	State	Local		Total					
	Contracted Services			Farebox							
	short	\$7,181,858	\$1,152,655	\$1,324,705		\$1,009,187	\$10,668,405	\$8,876,443	\$1,791,962		
	medium	\$7,464,654	\$1,977,973	\$2,589,545		\$1,895,857	\$13,928,029	\$14,155,748	\$1,564,243		
	long	\$9,001,567	\$2,684,152	\$3,156,640		\$2,200,219	\$17,042,578	\$17,906,703	\$700,118		
Totals		\$23,648,079	\$5,814,780	\$7,070,890		\$5,105,263	\$41,639,012	\$40,938,895	\$700,118		

Table 3 – Financial Assumptions for 2015 – 2040 MRMPO RTP

Jurisdiction	Revenues						Non-Capital Needs	Capital Funds Avail.
	Federal	State	JCT	Local				
				SDC's	StreetUtilityFees (SUFs)	Other		
Gold Hill	ODOT (March 2014) estimates that approximately \$36 million in Enhance-It funds will be available to the MRMPO from 2015-2040. ODOT (September 2013) estimates that approximately \$24 million in CMAQ funds will be available to the MRMPO from 2015 to 2040 @ 1.4% annual increase. ODOT (September 2013) estimates that \$17 million in STP funds will be available to the RVMPPO from 2015-2040 @ 1.4% annual increase. \$2.4M of the MPO's short term (2015-20) STP has been programmed for specific projects in the RTP. \$1.9M in STP remains unprogrammed through the short-range (through 2020). 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.	ODOT (September 2013) provided estimates for Hwy Funds for 2015-2040. Current Law - MRMPO City Share = % of city's population divided by Oregon incorporated cities total population e.g., Grants Pass population - 34,855 / 2,716,667 = 1.2830% * \$177 million (2015 current law) = \$2.28 million Current Law - Josephine & Jackson County Share (population within MRMPO) = % of population within MPO area divided by total population of Oregon.	Revenues: 5307 - \$500K in 2105, 2% annual increase. NEMT - \$36K in 2015, 2% annual increase. 5311 - \$77K in 2015, 1% annual increase. STF - \$143K in 2015, 3.1% annual increase. Contract Services - \$210K in 2015, 2% annual increase. EIP - \$74K in 2015, 1.5% annual increase to 2017. Farebox - \$162K in 2015, 1.5% annual increase. CMAQ - \$441K for 2015 to 2017. 5309 - \$150K to 2020. 5310 - \$331K annually to 2020. Expenditures: Operations - \$828K in 2015, 2% annual increase. Maintenance - \$326K in 2015, 3% annual increase. Admin - \$122K in 2015, 2.5% annual increase. Capital Match - \$38K per year to 2020. Capital Grants - \$150K to 2020.	No SDC's	No SUFs	Other revenues include Small City Allotment (SCA) funds and are expected to average about \$50K per 3 years.	2015 expenses include: Maintenance \$41K. An annual increase of 2.5% is assumed for maintenance expenses through 2040.	Capital funds available for cities in the MRMPO equal the amounts in the "Revenues" column minus the amounts in the "Non-Capital Needs" column.
Grants Pass			SDC's are expected to be about \$100K in 2016 and increase by about 2.5% per year through 2040.	Street Utility Fees are expected to be \$888K in 2015 and increase by 2.5% per year until 2040.	Other revenues are expected to be \$123K Short Range, \$205K Medium Range and \$205K Long Range.	Expenses include administration \$602K in 2015 and maintenance \$1.7M in 2015. An annual increase of 2.5% has been assumed for these expenses through 2040.		
Rogue River			SDC's are expected to be about \$10K in 2015 and increase at 2.5% per year.	Street Impact Fees are expected to be about \$16K in 2015 and increase by 2.5% per year.	Other revenues include Small City Allotment (SCA) funds and are expected to average about \$50K per 3 years.	2015 expenses include: admin (\$10K) and maintenance (\$100K). An annual increase of 2.5% is assumed for these expenses through 2040. Debt service is \$89K from 2015 to 2035.		
Josephine Co. (MPO Area)	Because the MRMPO comprises only a portion of the Josephine County, 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 Josephine & Jackson County MRVMPPO projects funded by these agencies have been made based on estimated State Highway Funds (SHF) prorated for the percent of rural population within the MRMPO boundary and any federally-funded projects located in the MPO area. Capital funding availability for Josephine and Jackson County and ODOT assumes that non-capital (operation and maintenance) needs are fully funded, consistent with Josephine and Jackson County and ODOT policies.							
Jackson Co. (MPO Area)								
ODOT (MPO Area)								

Chapter 9 – Financial Plan

Introduction

This chapter presents all of the financial assumptions used to create the financially constrained project list for the street and transit system, as required by federal law. Financially constraining projects is particularly important for the MRMPO region because of air quality conformity requirements described in the Air Quality Conformity Determination published by the MRMPO 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 for the 2015-2040 Regional Transportation Plan (RTP).

Federal Regulations for Financial Constraint

Federal regulations under 23 USC 134(g)(2)(B) and 23 CFR 450.322(b)(11) outline the requirements for the Metropolitan Planning Organization (MPO) to prepare a financial plan that demonstrates how the adopted long-range transportation plan can be implemented. Guidelines were first established in the federal Safe Accountable Flexible Efficient Transportation Equity Act -A Legacy for Users (SAFETEA-LU). The current transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), continues the SAFETEA-LU requirements. The RTP's financial plan 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 entitled *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 MRMPO member jurisdictions to gain insight into local transportation revenues and expenditures.

Other Key Terms and Acronyms

Fiscal Year End (FYE) denotes the completion of a one-year, or 12-month, accounting period. For example, FYE 2015 refers to the 2014-15 fiscal year, ending June 30, 2015.

Year of Expenditure (YOE) denotes that dollar values are reported as nominal values, which increase over time due to assumed inflation rates.

Street and Transit System Funding

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 MRMPO's financially constrained Tier 1 project list.

Tier 1 projects are in the plan based on their ability to fulfill RTP goals and to be implemented and funded within the 2040 planning horizon. Funds shown in this part establish financial constraint. Funding estimates were developed in consultation with ODOT, Oregon MPOs, and the MRMPO jurisdictions, consistent with federal and state requirements for determining financial constraint.

Information for this part was drawn from Federal, State and local revenue sources that are used to fund regional transportation system projects and programs and 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 Josephine Community Transit (JCT), Grants Pass, Rogue River, and Gold Hill are shown in Table 9.1 on this page.

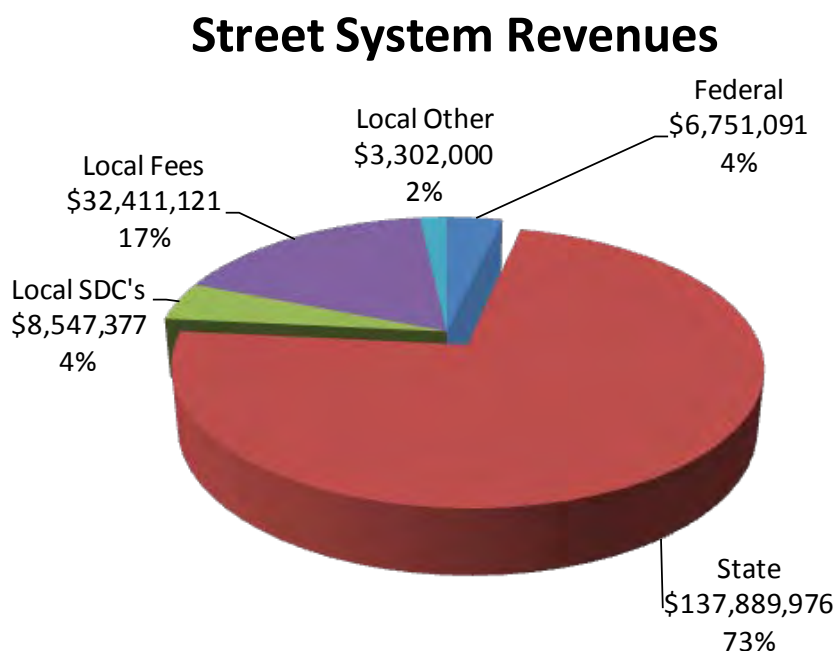
Table 9.1 – Revenue Forecast, All Sources

Jurisdiction	Revenues - Sources Percent of Total						Totals
	Federal	State	Local				
			SDC's	Fees	Other	MRMPO Future Discretionary Funds	
Gold Hill	0%	88%	0%	0%	12%	0%	100%
Grants Pass	4%	67%	6%	23%	0%	0%	100%
Rogue River	0%	64%	4%	6%	26%	0%	100%
JOCO	5%	95%	0%	0%	0%	0%	100%
JACO	0%	100%	0%	0%	0%	0%	100%
JCT	Federal	State	Local				
			Contracted Services		Farebox		
	57%	14%	17%		12%		100%

The table on Page 2 above shows how the various revenue sources are expected to contribute as a percentage of total revenues to the jurisdictions through 2040. As the table shows, the primary transportation funding source in the region is the State Highway Fund, which varies from 64 to 100 percent of the annual revenues for the MRMPO member jurisdictions.

Figure 9.1 shows the sources of funding that are reasonably expected to be available to support the MRMPO regional street system for the 2015-2040 RTP. State funds make up the largest share of revenues (73%), 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 9.1 – Street System Revenue Sources 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) 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-ped.

Congestion Mitigation and Air Quality (CMAQ) The Intermodal Surface Transportation Efficiency Act (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 (PM₁₀) maintenance areas (such as the Grants Pass PM₁₀ 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-modal 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.

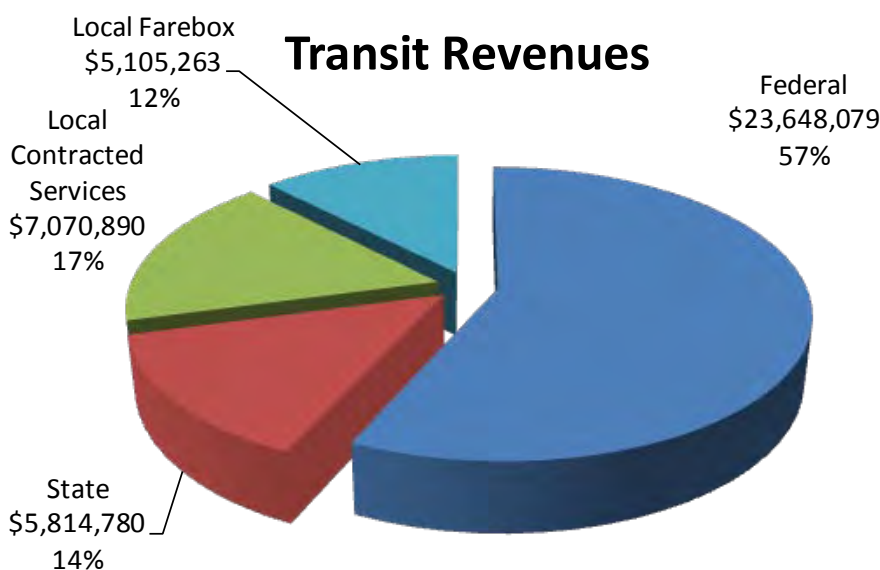
Street Utility Fees (SUFs) or Street Impact Fees (SIFs) – Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated 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 MRMPO are provided by the Josephine Community Transit (JCT), 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 shows the sources of funding that are reasonably expected to be available to support the MRMPO transit system for the 2015-2040 RTP. Federal funds make up the largest share (57%) of transit revenues, followed by Local Contracted Services and Farebox (29%) and State revenues (14%).

Figure 9.2 – Transit System Revenue Sources by Percent



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 the JCT. The FTA's programs of financial assistance to the JCT 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. The program remains largely unchanged in MAP-21 with a few exceptions:

Job access and reverse commute activities now eligible - Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program for operating assistance (with a 50 percent local match) for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

Expanded eligibility for operating expenses for systems with 100 or fewer buses - MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for of funding for operating expenses. Systems operating 75 or fewer buses in fixed route service during peak service hours may use up to 75 percent of their “attributable share” of funding for operating expenses. This expanded eligibility for operating assistance under the Urbanized formula program excludes rail systems.

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.

Rural Area Formula Grants (5311)

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. The program remains largely unchanged with a few exceptions:

Job access and reverse commute activities eligible - Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program. In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

State of Good Repair Grants (5337)

MAP-21 establishes 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. 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.

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. JCT 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.

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

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 twelve percent of JCT's operating costs.

Other – Other funding includes contracted services, miscellaneous contracts, and an STF administrative allotment.

Revenue Projections

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 MRMPO 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. Matching the financial uncertainty is the initiation locally of a new kind of regional planning process. The City of Grants Pass is emerging from a major Urban Growth Boundary (UGB) expansion effort with identified growth areas extending beyond the horizon of this plan. The City of Grants Pass UGB expansion sets the stage for region-level planning to enhance existing corridors and develop new corridors. Member jurisdictions are in the process of updating their state-mandated Transportation System Plans (TSPs) which will inform the RTP when completed.

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. As this RTP is being drafted, Grants Pass, Rogue River and Josephine County will be updating their TSPs and Gold Hill will begin development of a Local Street Network Plan (LSNP), so details about many long-range projects have yet to be determined. This magnifies the level of uncertainty, especially beyond funding commitments programmed through 2018.

MRMPO RTP Funding Forecasts, Assumptions

Table 9.2 below shows the projected 25-year capital funding scenario for regional transportation system's local street and transit projects. Transportation revenue estimates for MRMPO 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 MRMPO comprises only a portion of the Josephine County, 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 Josephine & Jackson County MRVMO projects funded by these agencies have been made based on estimated State Highway Funds (SHF) prorated for the percent of rural population within the MRMPO boundary and any federally-funded projects located in the MPO area. Capital funding availability for Josephine and Jackson County and ODOT assumes that non-capital (operation and maintenance) needs are fully funded, consistent with Josephine and Jackson County and ODOT policies.

In addition to 25-year revenue projections, Table 9.2 shows estimated costs for implementation of the RTP Tier 1 projects. On the following pages, Table 9.3 describes the financial assumptions made by the MRMPO to calculate revenues.

Planned projects for which funding cannot be identified are in the Tier 2 (illustrative) project list, which is discussed in detail in another chapter.

Table 9.2 – Street & Transit System Revenue and Non-Capital Needs

Jurisdiction	Time Frame	Street System Revenues						Non-Capital Needs	Capital Funds Avail.	Tier 1 Regional & Federally Funded	MRMPO Future Discretionary Funds
		Federal	State	Local			Total				
				SDC's	Fees	Other					
Gold Hill	short	\$0	\$522,057	\$0	\$0	\$150,000	\$672,057	\$263,718	\$408,339	\$0	\$0
	medium		\$1,147,677	\$0	\$0	\$150,000	\$1,297,677	\$536,395	\$761,282	\$0	\$0
	long		\$1,606,078	\$0	\$0	\$150,000	\$1,756,078	\$686,631	\$1,069,447	\$0	\$0
Grants Pass	short	\$5,092,877	\$14,917,560	\$1,138,129	\$5,650,234	\$123,000	\$26,921,800	\$14,764,844	\$12,156,955	\$5,092,877	\$0
	medium		\$32,794,413	\$3,091,609	\$11,484,092	\$205,000	\$47,575,114	\$30,069,143	\$17,505,972	\$0	\$0
	long		\$45,893,009	\$3,957,521	\$14,700,609	\$205,000	\$64,756,139	\$38,491,045	\$26,265,094	\$0	\$0
Rogue River	short	\$0	\$918,540	\$63,877	\$102,204	\$634,000	\$1,718,621	\$1,236,651	\$481,970	\$0	\$0
	medium		\$2,019,297	\$129,925	\$207,880	\$1,040,000	\$3,397,102	\$2,319,174	\$1,077,928	\$0	\$0
	long		\$2,825,835	\$166,315	\$266,104	\$645,000	\$3,903,254	\$2,274,463	\$1,628,790	\$0	\$0
Josephine Co. (MRMPO Area)	short	\$1,658,214	\$4,916,386	\$0	\$0	\$0	\$6,574,600	\$4,916,386	\$1,658,214	\$1,658,214	\$0
	medium		\$10,772,763	\$0	\$0	\$0	\$10,772,763	\$10,772,763	\$0	\$0	\$0
	long		\$15,026,718	\$0	\$0	\$0	\$15,026,718	\$15,026,718	\$0	\$0	\$0
Jackson Co. (MRMPO Area)	short	\$0	\$724,726	\$0	\$0	\$0	\$724,726	\$724,726	\$0	\$0	\$0
	medium		\$1,588,016	\$0	\$0	\$0	\$1,588,016	\$1,588,016	\$0	\$0	\$0
	long		\$2,215,093	\$0	\$0	\$0	\$2,215,093	\$2,215,093	\$0	\$0	\$0
ODOT (MRMPO Area)	short	These figures are not applicable to the MPO area - see assumptions table.							\$21,155,861	\$21,155,861	\$0
	medium	These figures are not applicable to the MPO area - see assumptions table.							\$0	\$0	\$0
	long	These figures are not applicable to the MPO area - see assumptions table.							\$0	\$0	\$0
Street System Totals		\$6,751,091	\$137,888,168	\$8,547,377	\$32,411,121	\$3,302,000	\$188,899,757	\$125,885,765	\$84,169,853	\$27,906,952	\$0
JCT	Time Frame	Transit Revenues						Transit Expenses	Shortfall/Surplus		
		Federal	State	Local		Total					
				Contracted Services			Farebox				
	short	\$7,181,858	\$1,152,655	\$1,324,705		\$1,009,187	\$10,668,405	\$8,876,443	\$1,791,962		
	medium	\$7,464,654	\$1,977,973	\$2,589,545		\$1,895,857	\$13,928,029	\$14,155,748	\$1,564,243		
	long	\$9,001,567	\$2,684,152	\$3,156,640		\$2,200,219	\$17,042,578	\$17,906,703	\$700,118		
	Totals	\$23,648,079	\$5,814,780	\$7,070,890		\$5,105,263	\$41,639,012	\$40,938,895	\$700,118		

Table 9.3 – Street & Transit System Revenue and Non-Capital Needs Assumptions

Jurisdiction	Revenues						Non-Capital Needs	Capital Funds Avail.
	Federal	State	JCT	Local				
				SDC's	StreetUtilityFees (SUFs)	Other		
Gold Hill	ODOT (March 2014) estimates that approximately \$36 million in Enhance-It funds will be available to the MRMPO from 2015-2040. ODOT (September 2013) estimates that approximately \$24 million in CMAQ funds will be available to the MRMPO from 2015 to 2040 @ 1.4% annual increase. ODOT (September 2013) estimates that \$17 million in STP funds will be available to the RVMPO from 2015-2040 @ 1.4% annual increase. \$2.4M of the MPO's short term (2015-20) STP has been programmed for specific projects in the RTP. \$1.9M in STP remains unprogrammed through the short-range (through 2020). 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.	ODOT (September 2013) provided estimates for Hwy Funds for 2015-2040. Current Law - MRMPO City Share = % of city's population divided by Oregon incorporated cities total population e.g., Grants Pass population - 34,855 / 2,716,667 = 1.2830% * \$177 million (2015 current law) = \$2.28 million Current Law - Josephine & Jackson County Share (population within MRMPO) = % of population within MPO area divided by total population of Oregon.	Revenues: 5307 - \$500K in 2105, 2% annual increase. NEMT - \$36K in 2015, 2% annual increase. 5311 - \$77K in 2015, 1% annual increase. STF - \$143K in 2015, 3.1% annual increase. Contract Services - \$210K in 2015, 2% annual increase. EIP - \$74K in 2015, 1.5% annual increase to 2017. Farebox - \$162K in 2015, 1.5% annual increase. CMAQ - \$441K for 2015 to 2017. 5309 - \$150K to 2020. 5310 - \$331K annually to 2020. Expenditures: Operations - \$828K in 2015, 2% annual increase. Maintenance - \$326K in 2015, 3% annual increase. Admin - \$122K in 2015, 2.5% annual increase. Capital Match - \$38K per year to 2020. Capital Grants - \$150K to 2020.	No SDC's	No SUFs	Other revenues include Small City Allotment (SCA) funds and are expected to average about \$50K per 3 years.	2015 expenses include: Maintenance \$41K. An annual increase of 2.5% is assumed for maintenance expenses through 2040.	Capital funds available for cities in the MRMPO equal the amounts in the "Revenues" column minus the amounts in the "Non-Capital Needs" column.
Grants Pass				SDC's are expected to be about \$100K in 2016 and increase by about 2.5% per year through 2040.	Street Utility Fees are expected to be \$888K in 2015 and increase by 2.5% per year until 2040.	Other revenues are expected to be \$123K Short Range, \$205K Medium Range and \$205K Long Range.	Expenses include administration \$602K in 2015 and maintenance \$1.7M in 2015. An annual increase of 2.5% has been assumed for these expenses through 2040.	
Rogue River				SDC's are expected to be about \$10K in 2015 and increase at 2.5% per year.	Street Impact Fees are expected to be about \$16K in 2015 and increase by 2.5% per year.	Other revenues include Small City Allotment (SCA) funds and are expected to average about \$50K per 3 years.	2015 expenses include: admin (\$10K) and maintenance (\$100K). An annual increase of 2.5% is assumed for these expenses through 2040. Debt service is \$89K from 2015 to 2035.	
Josephine Co. (MPO Area)	Because the MRMPO comprises only a portion of the Josephine County, 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 Josephine & Jackson County MRVMPO projects funded by these agencies have been made based on estimated State Highway Funds (SHF) prorated for the percent of rural population within the MRMPO boundary and any federally-funded projects located in the MPO area. Capital funding availability for Josephine and Jackson County and ODOT assumes that non-capital (operation and maintenance) needs are fully funded, consistent with Josephine and Jackson County and ODOT policies.							
Jackson Co. (MPO Area)								
ODOT (MPO Area)								

APPENDIX A

MRMPO FINANCIAL FORECASTS & ASSUMPTIONS

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City of Gold Hill

Table A-1 depicts the City of Gold Hill's estimated short, medium and long-range local revenues and non-capital expenses. City revenue resources for transportation operations and maintenance primarily come from allocations of State Highway Fund (SHF) revenue (discussed later in this Appendix) accounting for 90% of all revenue. The City anticipates receiving \$50,000 every three years from ODOT's Small City Allotment (SCA) program.

Table A-1

City of Gold Hill										
Street System Local Revenues and Non-Capital Expenses										
City Revenue Sources							Non-Capital Expenses			
Year	System Dev Charges	Subtotals SDC	Street Utility Fee	Subtotals SUF	SCA	Subtotal Misc	Admin	Debt Service	Maint.	Subtotal Non Capital
2015	\$0		\$0		\$50,000		\$0	\$0	\$41,285	Short Range
2016	\$0		\$0		\$0		\$0	\$0	\$42,317	
2017	\$0		\$0		\$50,000		\$0	\$0	\$43,375	
2018	\$0		\$0		\$0		\$0	\$0	\$44,459	
2019	\$0		\$0		\$0		\$0	\$0	\$45,571	
2020	\$0	\$0	\$0	\$0	\$50,000	\$150,000	\$0	\$0	\$46,710	
2021	\$0		\$0		\$0		\$0	\$0	\$47,878	Medium Range
2022	\$0		\$0		\$0		\$0	\$0	\$49,075	
2023	\$0		\$0		\$50,000		\$0	\$0	\$50,302	
2024	\$0		\$0		\$0		\$0	\$0	\$51,559	
2025	\$0		\$0		\$0		\$0	\$0	\$52,848	
2026	\$0		\$0		\$50,000		\$0	\$0	\$54,169	
2027	\$0		\$0		\$0		\$0	\$0	\$55,524	
2028	\$0		\$0		\$0		\$0	\$0	\$56,912	
2029	\$0		\$0		\$50,000		\$0	\$0	\$58,335	
2030	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$59,793	
2031	\$0		\$0		\$0		\$0	\$0	\$61,288	Long Range
2032	\$0		\$0		\$50,000		\$0	\$0	\$62,820	
2033	\$0		\$0		\$0		\$0	\$0	\$64,391	
2034	\$0		\$0		\$0		\$0	\$0	\$66,000	
2035	\$0		\$0		\$50,000		\$0	\$0	\$67,650	
2036	\$0		\$0		\$0		\$0	\$0	\$69,342	
2037	\$0		\$0		\$0		\$0	\$0	\$71,075	
2038	\$0		\$0		\$50,000		\$0	\$0	\$72,852	
2039	\$0		\$0		\$0		\$0	\$0	\$74,673	
2040	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0	\$76,540	
Totals	\$0	\$0	\$0	\$0	\$450,000	\$450,000	\$0	\$0	\$1,486,743	\$1,486,743
Assumptions	2.5% annual increase		2.5% annual increase				2.5% annual increase		2.5% annual increase	

Source: City of Gold Hill

City of Grants Pass

The City of Grants Pass owns and maintains a large segment of the regional roadway network in the MRMPO. Therefore, the city's revenues and expenses will reflect the size of the city's population and roadway network.

Table A-2

City of Grants Pass										
Street System Local Revenues and Non-Capital Expenses										
City Revenue Sources							Non-Capital Expenses			
Year	System Dev Charges	Subtotals SDC	Street Utility Fee	Subtotals SUF	Misc.	Subtotal Misc	Admin	Debt Service	Maint.	Subtotal Non Capital
2015	\$0		\$888,000		\$20,500		\$601,623	\$0	\$1,694,122	Short Range
2016	\$100,000		\$906,000		\$20,500		\$619,962	\$0	\$1,752,245	
2017	\$250,000		\$928,650		\$20,500		\$635,461	\$0	\$1,796,051	
2018	\$256,250		\$951,866		\$20,500		\$651,348	\$0	\$1,840,952	
2019	\$262,656		\$975,663		\$20,500		\$667,631	\$0	\$1,886,976	
2020	\$269,223	\$1,138,129	\$1,000,054	\$5,650,234	\$20,500	\$123,000	\$684,322	\$0	\$1,934,151	\$14,764,844
2021	\$275,953		\$1,025,056		\$20,500		\$701,430	\$0	\$1,982,504	Medium Range
2022	\$282,852		\$1,050,682		\$20,500		\$718,966	\$0	\$2,032,067	
2023	\$289,923		\$1,076,949		\$20,500		\$736,940	\$0	\$2,082,869	
2024	\$297,171		\$1,103,873		\$20,500		\$755,363	\$0	\$2,134,940	
2025	\$304,601		\$1,131,470		\$20,500		\$774,248	\$0	\$2,188,314	
2026	\$312,216		\$1,159,757		\$20,500		\$793,604	\$0	\$2,243,022	
2027	\$320,021		\$1,188,751		\$20,500		\$813,444	\$0	\$2,299,097	
2028	\$328,022		\$1,218,469		\$20,500		\$833,780	\$0	\$2,356,575	
2029	\$336,222		\$1,248,931		\$20,500		\$854,624	\$0	\$2,415,489	
2030	\$344,628	\$3,091,609	\$1,280,154	\$11,484,092	\$20,500	\$205,000	\$875,990	\$0	\$2,475,876	\$30,069,143
2031	\$353,243		\$1,312,158		\$20,500		\$897,890	\$0	\$2,537,773	Long Range
2032	\$362,075		\$1,344,962		\$20,500		\$920,337	\$0	\$2,601,218	
2033	\$371,126		\$1,378,586		\$20,500		\$943,346	\$0	\$2,666,248	
2034	\$380,405		\$1,413,051		\$20,500		\$966,929	\$0	\$2,732,904	
2035	\$389,915		\$1,448,377		\$20,500		\$991,102	\$0	\$2,801,227	
2036	\$399,663		\$1,484,586		\$20,500		\$1,015,880	\$0	\$2,871,257	
2037	\$409,654		\$1,521,701		\$20,500		\$1,041,277	\$0	\$2,943,039	
2038	\$419,895		\$1,559,744		\$20,500		\$1,067,309	\$0	\$3,016,615	
2039	\$430,393		\$1,598,737		\$20,500		\$1,093,992	\$0	\$3,092,030	
2040	\$441,153	\$3,957,521	\$1,638,706	\$14,700,609	\$20,500	\$205,000	\$1,121,341	\$0	\$3,169,331	\$38,491,045
Totals	\$8,187,259	\$8,187,259	\$31,834,934	\$31,834,934	\$533,000	\$533,000	\$21,778,139	\$0	\$61,546,893	\$83,325,032
Assumptions	2.5% annual increase		2.5% annual increase				2.5% annual increase		2.5% annual increase	

Source: City of Grants Pass

Table A-2 above depicts the City of Grants Pass estimated short, medium and long-range local revenues and non-capital expenses. City revenue resources for transportation operations and maintenance primarily come from allocations of State Highway Fund (SHF) revenue (discussed later in this chapter) accounting for more than two thirds of all revenue. The City's Street Utility Fee (SUF) is the next largest source of revenue for transportation operations and maintenance and administration.

City of Rogue River

Table A-3

City of Rogue River										
Street System Local Revenues and Non-Capital Expenses										
City Revenue Sources							Non-Capital Expenses			
Year	System Dev Charges	Subtotals SDC	Street Impact Fee	Subtotals SIF	Misc.	Subtotal Misc	Admin	Debt Service	Maint.	Subtotal Non Capital
2015	\$10,000		\$16,000		\$89,000		\$10,000	\$89,000	\$100,000	Short Range
2016	\$10,250		\$16,400		\$139,000		\$10,250	\$89,000	\$102,500	
2017	\$10,506		\$16,810		\$89,000		\$10,506	\$89,000	\$105,063	
2018	\$10,769		\$17,230		\$89,000		\$10,769	\$89,000	\$107,689	
2019	\$11,038		\$17,661		\$139,000		\$11,038	\$89,000	\$110,381	
2020	\$11,314	\$63,877	\$18,103	\$102,204	\$89,000	\$634,000	\$11,314	\$89,000	\$113,141	\$1,236,651
2021	\$11,597		\$18,555		\$89,000		\$11,597	\$89,000	\$115,969	Medium Range
2022	\$11,887		\$19,019		\$139,000		\$11,887	\$89,000	\$118,869	
2023	\$12,184		\$19,494		\$89,000		\$12,184	\$89,000	\$121,840	
2024	\$12,489		\$19,982		\$89,000		\$12,489	\$89,000	\$124,886	
2025	\$12,801		\$20,481		\$139,000		\$12,801	\$89,000	\$128,008	
2026	\$13,121		\$20,993		\$89,000		\$13,121	\$89,000	\$131,209	
2027	\$13,449		\$21,518		\$89,000		\$13,449	\$89,000	\$134,489	
2028	\$13,785		\$22,056		\$139,000		\$13,785	\$89,000	\$137,851	
2029	\$14,130		\$22,608		\$89,000		\$14,130	\$89,000	\$141,297	
2030	\$14,483	\$129,925	\$23,173	\$207,880	\$89,000	\$1,040,000	\$14,483	\$89,000	\$144,830	\$2,319,174
2031	\$14,845		\$23,752		\$139,000		\$14,845	\$89,000	\$148,451	Long Range
2032	\$15,216		\$24,346		\$89,000		\$15,216	\$89,000	\$152,162	
2033	\$15,597		\$24,955		\$89,000		\$15,597	\$89,000	\$155,966	
2034	\$15,987		\$25,578		\$139,000		\$15,987	\$89,000	\$159,865	
2035	\$16,386		\$26,218		\$89,000		\$16,386	\$89,000	\$163,862	
2036	\$16,796		\$26,873		\$0		\$16,796	\$0	\$167,958	
2037	\$17,216		\$27,545		\$50,000		\$17,216	\$0	\$172,157	
2038	\$17,646		\$28,234		\$0		\$17,646	\$0	\$176,461	
2039	\$18,087		\$28,940		\$0		\$18,087	\$0	\$180,873	
2040	\$18,539	\$166,315	\$29,663	\$266,104	\$50,000	\$645,000	\$18,539	\$0	\$185,394	\$2,274,463
Totals	\$360,117	\$360,117	\$576,187	\$576,187	\$2,319,000	\$2,319,000	\$360,117	\$1,869,000	\$3,601,171	\$5,830,288
Assumptions	2.5% annual increase		2.5% annual increase		Includes \$89,000 per year from General Fund to 2025 and \$50,000 every 3 years from SCA		2.5% annual increase		2.5% annual increase	

Source: City of Rogue River

Table A-3 above depicts the City of Rogue River's estimated short, medium and long-range local revenues and non-capital expenses. City revenue resources for transportation operations and maintenance primarily come from allocations of State Highway Fund (SHF) revenue (discussed later in this chapter) accounting for more than 60% of all revenue. The City's local funds make up approximately 40% of revenue for debt service, maintenance and administration.

Table A-4 below depicts ODOT forecasts for total State Highway (SHF) revenues. ODOT forecasts steady growth in total SHF revenue through 2040, but the rate of growth (1.3%) is equal to the anticipated rate of inflation, resulting in a static annual funding amount as measured in constant 2015 dollars. SHF revenues have several major sources: Motor Vehicle Registration and title fees, driver license fees, motor vehicle fuel taxes and weight mile tax. Note that the forecast of SHF revenue is divided into two categories: "current law" reflects revenue from these sources according to rates in place prior to 2014, and "additional" revenue reflects increases in certain State taxes and fees that began to take effect in FYE 2014.

**Table A-4: Projected State Highway Fund Revenues
State of Oregon, FYE 2015 to 2040 (millions)**

	FYE	YOE \$		
		"Current Law"	"Additional"	Total SHF Revenue
Short	2015	\$ 1,073	\$ 29	\$ 1,103
	2016	\$ 1,087	\$ 50	\$ 1,137
	2017	\$ 1,101	\$ 71	\$ 1,172
	2018	\$ 1,116	\$ 93	\$ 1,208
	2019	\$ 1,130	\$ 116	\$ 1,246
	2020	\$ 1,145	\$ 140	\$ 1,285
Medium	2021	\$ 1,160	\$ 165	\$ 1,324
	2022	\$ 1,175	\$ 191	\$ 1,365
	2023	\$ 1,190	\$ 218	\$ 1,408
	2024	\$ 1,206	\$ 246	\$ 1,451
	2025	\$ 1,221	\$ 275	\$ 1,496
	2026	\$ 1,237	\$ 306	\$ 1,543
	2027	\$ 1,253	\$ 337	\$ 1,591
	2028	\$ 1,270	\$ 370	\$ 1,640
	2029	\$ 1,286	\$ 405	\$ 1,691
	2030	\$ 1,303	\$ 440	\$ 1,743
	2031	\$ 1,320	\$ 478	\$ 1,797
Long	2032	\$ 1,337	\$ 516	\$ 1,853
	2033	\$ 1,354	\$ 556	\$ 1,910
	2034	\$ 1,372	\$ 598	\$ 1,970
	2035	\$ 1,390	\$ 641	\$ 2,031
	2036	\$ 1,408	\$ 686	\$ 2,094
	2037	\$ 1,426	\$ 732	\$ 2,159
	2038	\$ 1,445	\$ 781	\$ 2,225
	2039	\$ 1,463	\$ 831	\$ 2,294
	2040	\$ 1,482	\$ 883	\$ 2,366

Source: ODOT Long-Range Financial Assumptions for MPOs

**Table A-5: Allocation of Projected State Highway Fund Revenues
State of Oregon, FYE 2015 to 2040 (millions)**

	FYE	YOE \$			
		State Share	County Share	City Share	Total
Short	2015	\$ 653	\$ 272	\$ 177	\$ 1,103
	2016	\$ 672	\$ 281	\$ 184	\$ 1,137
	2017	\$ 691	\$ 291	\$ 190	\$ 1,172
	2018	\$ 710	\$ 301	\$ 197	\$ 1,208
	2019	\$ 730	\$ 312	\$ 204	\$ 1,246
	2020	\$ 751	\$ 323	\$ 211	\$ 1,284
Medium	2021	\$ 772	\$ 334	\$ 218	\$ 1,324
	2022	\$ 794	\$ 345	\$ 226	\$ 1,365
	2023	\$ 817	\$ 357	\$ 234	\$ 1,408
	2024	\$ 840	\$ 369	\$ 242	\$ 1,451
	2025	\$ 864	\$ 382	\$ 250	\$ 1,496
	2026	\$ 889	\$ 395	\$ 259	\$ 1,543
	2027	\$ 914	\$ 409	\$ 268	\$ 1,590
	2028	\$ 940	\$ 422	\$ 277	\$ 1,640
	2029	\$ 967	\$ 437	\$ 286	\$ 1,691
	2030	\$ 995	\$ 452	\$ 296	\$ 1,743
Long	2031	\$ 1,024	\$ 467	\$ 306	\$ 1,797
	2032	\$ 1,053	\$ 483	\$ 317	\$ 1,853
	2033	\$ 1,084	\$ 499	\$ 328	\$ 1,910
	2034	\$ 1,115	\$ 516	\$ 339	\$ 1,969
	2035	\$ 1,147	\$ 533	\$ 350	\$ 2,031
	2036	\$ 1,180	\$ 551	\$ 362	\$ 2,093
	2037	\$ 1,215	\$ 569	\$ 374	\$ 2,158
	2038	\$ 1,250	\$ 588	\$ 387	\$ 2,225
	2039	\$ 1,286	\$ 608	\$ 400	\$ 2,294
	2040	\$ 1,323	\$ 628	\$ 414	\$ 2,365

Source: ODOT Long-Range Financial Assumptions for MPOs

SHF revenue is allocated to three jurisdiction levels: State, Counties, and Cities. Table A-5 reflects these allocations. Note that the “Additional” revenues allocate a higher share of SHF revenues to cities and counties than to the State, so that the amount of SHF revenue for cities and counties increases over time in constant 2015 dollars, while the State share of SHF revenue decreases.

Gold Hill, Grants Pass and Rogue River's share of SHF revenue for this financial plan were calculated by determining the percent of each of the cities' population to the statewide incorporated cities' total population. For Josephine and Jackson Counties, their share of SHF revenue was calculated by estimating the percent of rural population for each county within the MPO boundary compared to statewide population. Table A-6 below shows the percentages.

Table A-6: MRMPO Jurisdictions Percent of Statewide City and County Population

MRMPO Jurisdictions	PSU 2013 Population of Incorporated Cities	MRMPO Jurisdiction % of Incorporated Cities and Counties Statewide Totals	MRMPO Jurisdiction % of MPO Population
Gold Hill	1,220	0.04%	2%
Grants Pass	34,855	1.28%	69%
Rogue River	2,145	0.08%	4%
Josephine County	10,819*	0.28%	21%
Jackson County	1,596*	0.04%	3%
*Includes rural county population within MPO boundary			

Source: PSU July 2013: Incorporated Cities = 2,216,667. Statewide (counties) = 3,919, 020

Table A-7 shows the estimated SHF revenue allocated to the MRMPO member jurisdictions from 2015 to 2040 using a 1.3% annual increase. FYE 2015, Gold Hill is forecast to receive approximately \$80,000; Grants Pass \$2.3 million; Rogue River \$140,000; Josephine County \$750,000 (within MPO boundary) and Jackson County \$111,000 (within MPO boundary). Gold Hill's forecast to grows to nearly \$186,000 in 2040; Grants Pass to \$5.3 million; Rogue River to \$327,000; Josephine County \$1.7 million and Jackson County \$ 256,000.

Table A-7: Allocation of Projected State Highway Fund Revenues to MRMPO Jurisdictions FYE 2015 to 2040

	Allocation to City of Grants Pass		Allocation to City of Rogue River		Allocation to City of Gold Hill		Allocation to Josephine County		Allocation to Jackson County	
	FYE	YOE \$	FYE	YOE \$	FYE	YOE \$	FYE	YOE \$	FYE	YOE \$
Short	2015	\$ 2,275,997	2015	\$ 140,143	2015	\$ 79,651	2015	\$ 750,986	2015	\$ 110,703
	2016	\$ 2,356,517	2016	\$ 145,101	2016	\$ 82,469	2016	\$ 777,190	2016	\$ 114,566
	2017	\$ 2,439,663	2017	\$ 150,221	2017	\$ 85,379	2017	\$ 804,244	2017	\$ 118,554
	2018	\$ 2,525,518	2018	\$ 155,507	2018	\$ 88,383	2018	\$ 832,175	2018	\$ 122,671
	2019	\$ 2,614,167	2019	\$ 160,966	2019	\$ 91,486	2019	\$ 861,011	2019	\$ 126,922
	2020	\$ 2,705,698	2020	\$ 166,602	2020	\$ 94,689	2020	\$ 890,780	2020	\$ 131,310
Medium	2021	\$ 2,800,204	2021	\$ 172,421	2021	\$ 97,996	2021	\$ 921,513	2021	\$ 135,840
	2022	\$ 2,897,778	2022	\$ 178,429	2022	\$ 101,411	2022	\$ 953,238	2022	\$ 140,517
	2023	\$ 2,998,516	2023	\$ 184,632	2023	\$ 104,936	2023	\$ 985,988	2023	\$ 145,345
	2024	\$ 3,102,519	2024	\$ 191,036	2024	\$ 108,576	2024	\$ 1,019,795	2024	\$ 150,328
	2025	\$ 3,209,890	2025	\$ 197,647	2025	\$ 112,334	2025	\$ 1,054,692	2025	\$ 155,473
	2026	\$ 3,320,734	2026	\$ 204,472	2026	\$ 116,213	2026	\$ 1,090,714	2026	\$ 160,782
	2027	\$ 3,435,163	2027	\$ 211,518	2027	\$ 120,217	2027	\$ 1,127,895	2027	\$ 166,263
	2028	\$ 3,553,287	2028	\$ 218,792	2028	\$ 124,351	2028	\$ 1,166,273	2028	\$ 171,921
	2029	\$ 3,675,225	2029	\$ 226,300	2029	\$ 128,619	2029	\$ 1,205,885	2029	\$ 177,760
	2030	\$ 3,801,097	2030	\$ 234,050	2030	\$ 133,024	2030	\$ 1,246,770	2030	\$ 183,787
Long	2031	\$ 3,931,025	2031	\$ 242,051	2031	\$ 137,571	2031	\$ 1,288,968	2031	\$ 190,007
	2032	\$ 4,065,139	2032	\$ 250,309	2032	\$ 142,264	2032	\$ 1,332,520	2032	\$ 196,427
	2033	\$ 4,203,569	2033	\$ 258,832	2033	\$ 147,109	2033	\$ 1,377,469	2033	\$ 203,053
	2034	\$ 4,346,452	2034	\$ 267,630	2034	\$ 152,109	2034	\$ 1,423,858	2034	\$ 209,891
	2035	\$ 4,493,928	2035	\$ 276,711	2035	\$ 157,270	2035	\$ 1,471,734	2035	\$ 216,949
	2036	\$ 4,646,141	2036	\$ 286,083	2036	\$ 162,597	2036	\$ 1,521,143	2036	\$ 224,232
	2037	\$ 4,803,240	2037	\$ 295,757	2037	\$ 168,095	2037	\$ 1,572,132	2037	\$ 231,749
	2038	\$ 4,965,380	2038	\$ 305,740	2038	\$ 173,769	2038	\$ 1,624,752	2038	\$ 239,505
	2039	\$ 5,132,718	2039	\$ 316,044	2039	\$ 179,625	2039	\$ 1,679,053	2039	\$ 247,510
	2040	\$ 5,305,417	2040	\$ 326,678	2040	\$ 185,669	2040	\$ 1,735,089	2040	\$ 255,770

Source: ODOT Long-Range Financial Assumptions for MPOs & RVCOG Forecasting

Table A-8 includes the projected STP, CMAQ and Enhance-It revenues for 2015 to 2040. The estimates for STP and CMAQ are based on a 1.4% annual increase. Enhance-It funds are estimated at \$1.6 million per year. Not all projects are eligible for Enhance-It funding. The selection process is competitive and ODOT notes that the criteria for projects may change.

Table A-8: MRMPO STP, CMAQ & Enhance-It Revenue - FYE 2015 to 2040

MRMPO STP, CMAQ & Enhance-It Revenue Projections								
2015 - 2040 RTP								
CMAQ (\$ X 1,000)			STP (\$ X 1,000)			Enhance-It (\$ X 1,000)		
YEAR	Total CMAQ	Available	YEAR	Total STP	Available	YEAR	Total	Available
2015	\$2,212	Short Range	2015	\$0	Short Range	2015	Funds are Committed to 2018	Short Range
2016	\$728		2016	\$57		2016		
2017	\$738		2017	\$0		2017		
2018	\$749		2018	\$626		2018		
2019	\$759		2019	\$636		2019	\$1,620	
2020	\$770		2020	\$645		2020	\$1,620	
		\$5,956			\$1,964			\$3,240
2021	\$780	Medium Range	2021	\$654	Medium Range	2021	\$1,620	Medium Range
2022	\$791		2022	\$663		2022	\$1,620	
2023	\$802		2023	\$672		2023	\$1,620	
2024	\$814		2024	\$682		2024	\$1,620	
2025	\$825		2025	\$691		2025	\$1,620	
2026	\$837		2026	\$701		2026	\$1,620	
2027	\$848		2027	\$711		2027	\$1,620	
2028	\$860		2028	\$721		2028	\$1,620	
2029	\$872		2029	\$731		2029	\$1,620	
2030	\$884	\$8,314	2030	\$741	\$6,967	2030	\$1,620	\$16,200
2031	\$897	Long Range	2031	\$751	Long Range	2031	\$1,620	Long Range
2032	\$909		2032	\$762		2032	\$1,620	
2033	\$922		2033	\$773		2033	\$1,620	
2034	\$935		2034	\$783		2034	\$1,620	
2035	\$948		2035	\$794		2035	\$1,620	
2036	\$961		2036	\$806		2036	\$1,620	
2037	\$975		2037	\$817		2037	\$1,620	
2038	\$988		2038	\$828		2038	\$1,620	
2039	\$1,002		2039	\$840		2039	\$1,620	
2040	\$1,016	\$9,555	2040	\$852	\$8,006	2040	\$1,620	\$16,200
	\$23,825	\$23,825		\$16,937	\$16,937		\$35,640	\$35,640
1.4% annual increase			1.4% annual increase			\$1.62M/year available for eligible projects in Jackson & Josephine Counties. Competitive project selection process. Some projects may not be eligible for funding. Criteria may change.		

Source: ODOT Long-Range Financial Assumptions for MPOs; ODOT Region 3

Table A-9 shows the estimated revenue projection for Josephine Community Transit (JCT) for 2015 to 2040. Assumptions are included at the bottom of the chart.

Table A-9: JCT Revenue Projections, FYE 2015 to 2040

Year		5307	NEMT	5311	STF	Contract Services	EIP	Farebox	CMAQ	5309 & Capital	5310	TOTALS
Short	2015	\$500,000	\$36,000	\$77,000	\$143,000	\$210,000	\$74,000	\$162,000	\$145,000	\$150,000	\$331,000	\$1,828,000
	2016	\$510,000	\$36,720	\$77,770	\$147,433	\$214,200	\$75,110	\$164,430	\$147,000	\$150,000	\$331,000	\$1,853,663
	2017	\$520,200	\$37,454	\$78,548	\$152,003	\$218,484	\$76,237	\$166,896	\$149,000	\$150,000	\$331,000	\$1,879,823
	2018	\$530,604	\$38,203	\$79,333	\$156,716	\$222,854		\$169,400	\$0	\$150,000	\$331,000	\$1,678,110
	2019	\$541,216	\$38,968	\$80,127	\$161,574	\$227,311		\$171,941	\$0	\$150,000	\$331,000	\$1,702,136
	2020	\$552,040	\$39,747	\$80,928	\$166,582	\$231,857		\$174,520	\$0	\$150,000	\$331,000	\$1,726,675
Medium	2021	\$563,081	\$40,542	\$81,737	\$171,747	\$236,494		\$177,138	\$0	\$0	\$0	\$1,270,739
	2022	\$574,343	\$41,353	\$82,554	\$177,071	\$241,224		\$179,795	\$0	\$0	\$0	\$1,296,340
	2023	\$585,830	\$42,180	\$83,380	\$182,560	\$246,048		\$182,492	\$0	\$0	\$0	\$1,322,490
	2024	\$597,546	\$43,023	\$84,214	\$188,219	\$250,969		\$185,229	\$0	\$0	\$0	\$1,349,201
	2025	\$609,497	\$43,884	\$85,056	\$194,054	\$255,989		\$188,008	\$0	\$0	\$0	\$1,376,487
	2026	\$621,687	\$44,761	\$85,906	\$200,070	\$261,109		\$190,828	\$0	\$0	\$0	\$1,404,361
	2027	\$634,121	\$45,657	\$86,766	\$206,272	\$266,331		\$193,690	\$0	\$0	\$0	\$1,432,836
	2028	\$646,803	\$46,570	\$87,633	\$212,666	\$271,657		\$196,595	\$0	\$0	\$0	\$1,461,926
	2029	\$659,739	\$47,501	\$88,510	\$219,259	\$277,091		\$199,544	\$0	\$0	\$0	\$1,491,644
	2030	\$672,934	\$48,451	\$89,395	\$226,056	\$282,632		\$202,538	\$0	\$0	\$0	\$1,522,006
Long	2031	\$686,393	\$49,420	\$90,289	\$233,064	\$288,285		\$205,576	\$0	\$0	\$0	\$1,553,026
	2032	\$700,121	\$50,409	\$91,191	\$240,289	\$294,051		\$208,659	\$0	\$0	\$0	\$1,584,720
	2033	\$714,123	\$51,417	\$92,103	\$247,738	\$299,932		\$211,789	\$0	\$0	\$0	\$1,617,102
	2034	\$728,406	\$52,445	\$93,024	\$255,418	\$305,930		\$214,966	\$0	\$0	\$0	\$1,650,189
	2035	\$742,974	\$53,494	\$93,955	\$263,335	\$312,049		\$218,191	\$0	\$0	\$0	\$1,683,997
	2036	\$757,833	\$54,564	\$94,894	\$271,499	\$318,290		\$221,463	\$0	\$0	\$0	\$1,718,543
	2037	\$772,990	\$55,655	\$95,843	\$279,915	\$324,656		\$224,785	\$0	\$0	\$0	\$1,753,845
	2038	\$788,450	\$56,768	\$96,802	\$288,593	\$331,149		\$228,157	\$0	\$0	\$0	\$1,789,918
	2039	\$804,219	\$57,904	\$97,770	\$297,539	\$337,772		\$231,579	\$0	\$0	\$0	\$1,826,782
	2040	\$820,303	\$59,062	\$98,747	\$306,763	\$344,527		\$235,053	\$0	\$0	\$0	\$1,864,455
Totals		\$16,835,453	\$1,212,153	\$2,273,474	\$5,589,433	\$7,070,890	\$225,347	\$5,105,263	\$441,000	\$900,000	\$1,986,000	\$41,639,012
Assumptions		2% annual increase	2% annual increase	1% annual increase	3.1% annual increase	2% annual increase	1.5% annual increase	1.5% annual increase	\$441k in MRMPO CMAQ funds for RVCL	ODOT long range financial projections	\$331k annually	

Source: Josephine Community Transit; RVCOC forecasting

Table A-10 shows the estimated expenses for Josephine Community Transit (JCT) for 2015 to 2040. Assumptions are included at the bottom of the chart.

Table A-10: JCT Estimated Expenses, FYE 2015 to 2040

Year		Ops	Maint	Admin	Match	Capital Grants	TOTALS
Short	2015	\$828,200	\$326,800	\$121,500	\$37,500	\$150,000	\$1,466,015
	2016	\$844,764	\$336,604	\$124,538	\$38,000	\$150,000	\$1,495,922
	2017	\$861,659	\$346,702	\$127,651	\$38,000	\$150,000	\$1,526,029
	2018	\$878,892	\$357,103	\$130,842	\$38,000	\$150,000	\$1,556,856
	2019	\$709,572	\$367,816	\$134,113	\$38,000	\$150,000	\$1,401,521
	2020	\$723,764	\$378,851	\$137,466	\$38,000	\$150,000	\$1,430,101
Medium	2021	\$738,239	\$390,216	\$140,903	\$0	\$0	\$1,271,379
	2022	\$753,004	\$401,923	\$144,425	\$0	\$0	\$1,301,374
	2023	\$768,064	\$413,980	\$148,036	\$0	\$0	\$1,332,103
	2024	\$783,425	\$426,400	\$151,737	\$0	\$0	\$1,363,586
	2025	\$799,094	\$439,192	\$155,530	\$0	\$0	\$1,395,841
	2026	\$815,076	\$452,368	\$159,419	\$0	\$0	\$1,428,888
	2027	\$831,377	\$465,939	\$163,404	\$0	\$0	\$1,462,747
	2028	\$848,005	\$479,917	\$167,489	\$0	\$0	\$1,497,439
	2029	\$864,965	\$494,314	\$171,676	\$0	\$0	\$1,532,985
	2030	\$882,264	\$509,144	\$175,968	\$0	\$0	\$1,569,406
Long	2031	\$899,909	\$524,418	\$180,367	\$0	\$0	\$1,606,726
	2032	\$917,908	\$540,151	\$184,877	\$0	\$0	\$1,644,967
	2033	\$936,266	\$556,355	\$189,499	\$0	\$0	\$1,684,152
	2034	\$954,991	\$573,046	\$194,236	\$0	\$0	\$1,724,307
	2035	\$974,091	\$590,237	\$199,092	\$0	\$0	\$1,765,455
	2036	\$993,573	\$607,944	\$204,069	\$0	\$0	\$1,807,622
	2037	\$1,013,444	\$626,183	\$209,171	\$0	\$0	\$1,850,835
	2038	\$1,033,713	\$644,968	\$214,400	\$0	\$0	\$1,895,119
	2039	\$1,054,387	\$664,317	\$219,760	\$0	\$0	\$1,940,504
	2040	\$1,075,475	\$684,247	\$225,254	\$0	\$0	\$1,987,016
Totals		\$22,784,123	\$12,599,134	\$4,375,423	\$227,500	\$900,000	\$40,938,895
Assumptions		2% annual increase	3% annual increase	2.5% annual increase	\$38K annually to 2020	\$150k annually to 2020	

Source: Josephine Community Transit; RVCOC forecasting

Table A-11 is a summary of revenues and expenses for JCT for 2015 to 2040. The analysis shows that transit revenues will exceed expenses through the planning horizon of 2040, based on carryover from the short range timeframe of the plan.

Table A-11: JCT Revenue & Expense Summary, FYE 2015 to 2040

JCT Revenue Summary					
Revenue Source	Fund	Time Frame			Totals
		Short	Medium	Long	
Federal	S5307	\$3,154,060	\$6,165,582	\$7,515,810	\$16,835,453
	NEMT	\$227,092	\$443,922	\$541,138	\$1,212,153
	5311	\$473,705	\$855,150	\$944,618	\$2,273,474
State	STF	\$927,308	\$1,977,973	\$2,684,152	\$5,589,433
	EIP	\$225,347	\$0	\$0	\$225,347
Local	Contract Services	\$1,324,705	\$2,589,545	\$3,156,640	\$7,070,890
	Farebox Returns	\$1,009,187	\$1,895,857	\$2,200,219	\$5,105,263
Other Federal	CMAQ	\$441,000	\$0	\$0	\$441,000
	5309 & Capital	\$900,000	\$0	\$0	\$900,000
	5310	\$1,986,000	\$0	\$0	\$1,986,000
Totals		\$10,668,405	\$13,928,029	\$17,042,578	\$41,639,012
JCT Expense Summary					
Expenses		Time Frame			Totals
		Short	Medium	Long	
Operations		\$4,846,852	\$8,083,513	\$9,853,757	\$22,784,123
Maintenance		\$2,113,876	\$4,473,392	\$6,011,865	\$12,599,134
Administration		\$776,110	\$1,578,587	\$2,020,725	\$4,375,423
Match		\$227,500	\$0	\$0	\$227,500
5309 & Capital Grants		\$900,000	\$0	\$0	\$900,000
Sub-total		\$8,876,443	\$14,155,748	\$17,906,703	\$40,938,895
Shortfall		\$1,791,962	\$1,564,243	\$700,118	\$700,118

Source: Josephine Community Transit; RVCOC forecasting