



AGENDA

Middle Rogue Metropolitan Planning Organization Policy Committee

Date: Thursday, December 18, 2014

Time: 2:30 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 AgendaDarin Fowler, Chair
2. Review/Approve Minutes (Attachment #1)Chair

Public Hearing:

- Chair will read the public hearing procedures – **TO BE CONTINUED TO JANUARY 15, 2015.**

3. MRMPO Title IV Plan Andrea Napoli

Background: As a recipient of Federal funds, MPO's must meet Title VI (of the Civil Rights Act) and Environmental Justice requirements. This includes adoption of a Title VI Program Plan for the MRMPO.

NOTE: This item is to be continued to the January 15, 2015 Policy Committee meeting. Based on FHWA recommendations to the draft plan received on December 10, staff would like time to consider and develop changes to the draft plan prior to Policy Committee review and public hearing.

Attachment: None at this time.

Action Requested: None at this time.

4. Regional Transportation Plan (RTP) Draft Financial Plan..... Dan Moore

Background: Attached is a copy of the draft Financial Plan 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: The Policy Committee is being asked to review and comment on the draft Financial Plan and Appendix A. The Policy Committee will be asked to approve the Financial Plan as part of the RTP adoption scheduled for January 2016.

5. Regional Transportation Plan (RTP) Freight Goals, Objectives, and Strategies Jonathan David

Background: On October 16, 2014 the RTP Goals, Objectives, Strategies and Performance Measures were approved by the Policy Committee with the caveat that Jonathan David would add a Freight Objective and Strategy under Goal 1.

Attachment: #3 – Goal 1 Objectives and Strategies recommended by the TAC

Action Requested: Consider approval of the Goal 1 Objective and Strategies.

6. MRMPO Planning Update..... Jonathan David

7. Public Comment*Chair

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

8. Other Business / Local BusinessChair

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

9. Agenda Build for Next Meeting Jonathan David

10. Adjournment Chair

The next MPO Policy Committee meeting is scheduled for Thursday, January 15, 2015 at 2:30 p.m. in the Courtyard Conference Room at Grants Pass City Hall.

- The next Middle Rogue MPO TAC meeting is scheduled for Thursday, January 8, 2015 at 1:30 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 Policy Committee

October 16, 2014

The following attended:

Policy Committee

Darin Fowler, Chairman		
Pam Van Arsdale, Vice Chairman	Rogue River	660-4414
Dan De Young	Grants Pass	
Robert Brandes	Josephine County	474-5460
Gus Wolf	Gold Hill	621-9653
Mike Baker	ODOT	957-3658

RVCOG Staff

Jonathan David	RVCOG	423-1373
Bunny Lincoln	RVCOG	944-2446

Others Present

Ian Horlacher	ODOT
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1. Call to Order / Introductions/ Review Agenda

Vice Chair Pam Van Arsdale called the meeting to order at 2:40 PM.

2. Review / Approve Minutes

The Chair asked if there were any changes or additions to the September meeting minutes.

On a motion by Rob Brandes, seconded by Pam Van Arsdale, the minutes were unanimously approved as presented.

3. MRMPO Regional Transportation Plan (RTP) Goals, Objectives, strategies, and Performance Measures

Jonathan David presented the draft document, pointing out that the TAC had recommended its adoption at their last meeting and that he had used national examples to create the document. Map 21 Planning factors are included in Table #2. Page three (3) demonstrates how the document meets the national guidelines. Performance measures are included with some of the strategies, and are expected to be reviewed every four years.

A Traffic Count Program, benefitting both MPOs, may be a future consideration. RVTB donated a van for putting out traffic count equipment. ODOT does in house video (classification) counts. The COG is interested in exploring the opportunities for working with both MPOs on a more aggressive counting program. Walking and Biking are both chapters in the RTP.

Pedestrian projects/systems were also briefly discussed.

Under Committee review, discussion and input, the following substantive edits were made to the (draft) document:

Goal #1 – Enhance Region’s Economic Viability

- **Objectives:**
 - G1-05 will be added to address a freight component
- **Strategies:**
 - G1-S5 A freight reference will be added.

Goal #2 – Regional Transportation System Safety & Security

- **Objectives:**
 - G2-O2 Amended to read, “Collaborate with first responders, transportation and health agencies as they develop...”
- **Strategies:**
 - G2-S1 “Identify high severity crash locations”...
 - G2-S2 “Consider intersection improvements that provide safety benefits.”...

Dan De Young spoke about the need for a safety education program for pedestrians and bicyclists.

G2-S5 “... improving security measures and safety awareness for pedestrians...”
G2-S6 “safety measures, such as red light camera...”

- **Performance Measures:**
 - G2-P3 Removed “... rate”
 - G2-S5 was omitted.

Goal #3 – Accessibility & Mobility Choices

“Transportation Demand Management (TDM)” was changed to “Transportation Options”.

Goal #4 - Regional Environments

The Goals were renumbered

- **Strategies:**
 - G4-S4 was omitted.

Goal #5 – Maximize System Effectiveness

- **Objectives:**
 - G5-O2 Omitted everything but first sentence.
 - G5-O3 Omitted last sentence.
 - G5-O5 Omitted (a)
 - G5-O4 moved “improved coordination...” to G5-O6.
- **Strategies:**
 - G5-S1 Omitted last phrase.
 - G5-S4 Removed reference to traffic signals
- **Performance Measures:**
 - G5-P3 “...newly identified park and ride locations.”

Goal #6 Mode Integration & Connectivity

- **Objectives:**
 - G6-O2 Removed first phrase
 - G6-O4 was omitted.
- **Strategies:**
 - G6-S1 “...anticipated level of freight traffic...”
- **Performance Measures:**
 - G6-P1 “corridors that have facilities for at least...”
 - G6-P3 was changed to “Number of new, mixed use development...”

Goal #7 – Maintenance/Preservation of Existing Transportation System

- **Objectives:**
 - G7-S2 “...Give priority to projects...”
 - G7-S4 “... Encourage local finding
 - G7-P2 ...”

On a motion by Mike Baker and seconded by Gus Wolf, the MRMPO Regional Transportation Plan (RTP) Goals, Objectives, Strategies, and Performance Measures were unanimously approved as presented with the caveat that Jonathan David would add a Freight Objective and Strategy under Goal 1.

4. MRMPO Planning Update

Jonathan David said that Staff’s focus had been to complete the RTP Goals, Objectives, Strategies, and Performance Measures.

5. Public Comment

None.

6. Other Business / Local Business

Rob Brandes said that there was concern that the TAC had lost a bike representative with Michael Black leaving for Ashland.

7. Agenda Build for Next Meeting

8. Adjournment

The meeting was adjourned at 4:10 p.m.

DRAFT



Middle Rogue
Metropolitan Planning Organization
Regional Transportation Planning

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

DATE: December 11, 2014
TO: MRMPO Policy Committee
FROM: Dan Moore, Planning Coordinator
SUBJECT: Draft MRMPO Financial Plan for 2015 – 2040 Regional Transportation Plan

The Middle Rogue Metropolitan Planning Organization (MRMPO) Technical Advisory Committee (TAC) reviewed and commented on the draft Financial Plan at their December 4, 2015 meeting. Attached is a revised copy of the plan, based on the TAC's comments. 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	Surface Transportation Program (STP)
	Congestion Mitigation & Air Quality (CMAQ)
	Federal Transit Administration (FTA)
State (ODOT)	State Highway Fund (SHF)
	Enhance-It
	Highway Operations, Maintenance & Preservation (OM&P)
	ORS 366.507 Highway Modernization
	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 Policy Committee is being asked to review and comment on the draft Financial Plan and Appendix A. The Policy Committee will be asked to approve the Financial Plan as part of the RTP adoption scheduled for January 2016. Attached to this memo for your information is Table 2 - Estimated Street & Transit System Revenues and Expenses 2015 – 2040 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	\$1,127,325	\$5,584,042	\$123,000	\$26,844,804	\$14,764,844	\$6,987,083	\$5,092,877	\$0
	medium		\$32,794,413	\$2,913,172	\$10,747,367	\$205,000	\$46,659,952	\$30,069,143	\$16,590,810	\$0	\$0
	long		\$45,893,009	\$3,482,121	\$12,846,354	\$205,000	\$62,426,484	\$38,491,045	\$23,935,439	\$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	\$0	\$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	\$7,882,736	\$29,753,950	\$3,302,000	\$185,577,945	\$125,885,765	\$74,096,950	\$27,906,952	\$0
JCT	Time Frame	Transit Revenues						Transit Expenses	Balance		
		Federal	State	Local		Total					
	Contracted Services			Farebox							
	short	\$7,961,858	\$1,152,655	\$1,324,705		\$1,009,187	\$11,448,405	\$8,186,838	\$3,261,567		
	medium	\$7,464,654	\$1,977,973	\$2,589,545		\$1,895,857	\$13,928,029	\$14,135,493	\$3,054,103		
	long	\$9,001,567	\$2,684,152	\$3,156,640		\$2,200,219	\$17,042,578	\$17,886,348	\$2,210,333		
Totals		\$24,428,079	\$5,814,780	\$7,070,890		\$5,105,263	\$42,419,012	\$40,208,680	\$2,210,333		

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 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 - \$280K to 2020. 5310 - \$331K annually 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 1.8% per year through 2040.	Street Utility Fees are expected to be \$888K in 2015 and increase by 1.8% 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)								

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 Middle Rogue Metropolitan Planning Organization (MRMPO) region because of air quality conformity requirements described in the Air Quality Conformity Determination (AQCD) published by the MRMPO for this plan.

Forecasts of state and federal revenue sources are developed cooperatively by a statewide working group consisting of Oregon Department of Transportation (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 MRMPO 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 and ODOT Region 3 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.

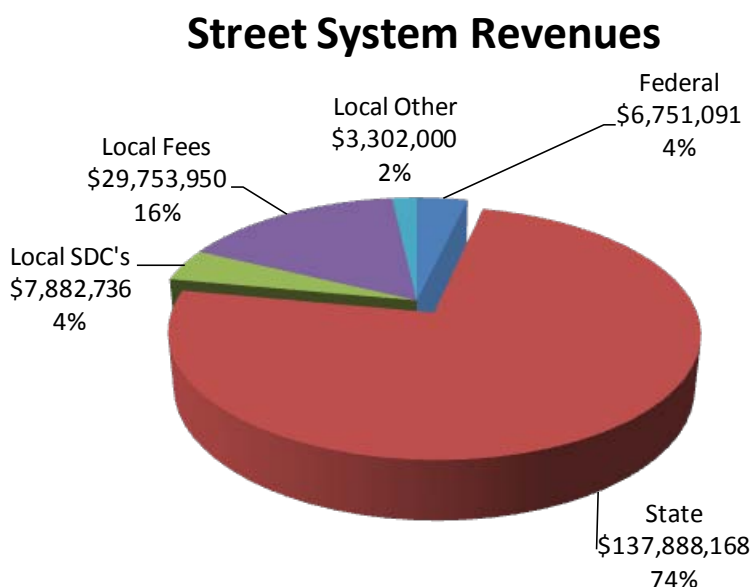
Table 9.1 – Revenue Forecast, All Sources

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%	69%	6%	21%	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 (74%), 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.

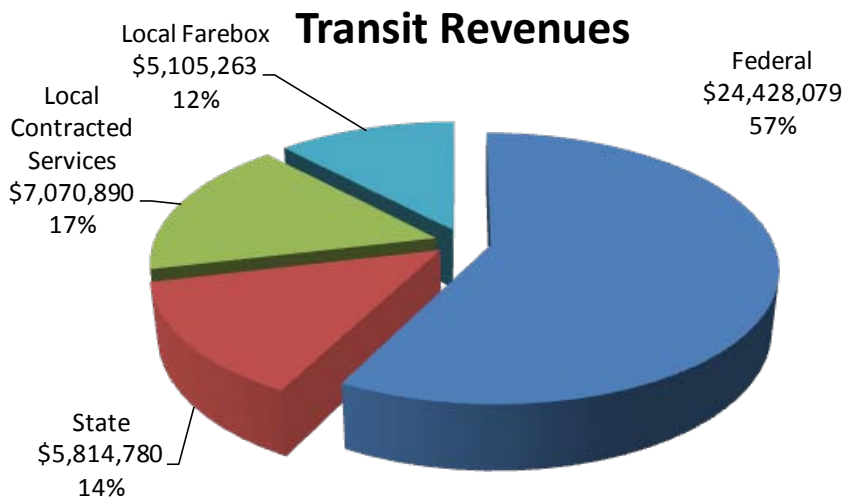
Street Utility Fees (SUFs) or Street Impact Fees (SIFs) – Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated 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 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.

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	\$1,127,325	\$5,584,042	\$123,000	\$26,844,804	\$14,764,844	\$6,987,083	\$5,092,877	\$0
	medium		\$32,794,413	\$2,913,172	\$10,747,367	\$205,000	\$46,659,952	\$30,069,143	\$16,590,810	\$0	\$0
	long		\$45,893,009	\$3,482,121	\$12,846,354	\$205,000	\$62,426,484	\$38,491,045	\$23,935,439	\$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	\$0	\$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	\$7,882,736	\$29,753,950	\$3,302,000	\$185,577,945	\$125,885,765	\$74,096,950	\$27,906,952	\$0
JCT	Time Frame	Transit Revenues						Transit Expenses	Balance		
		Federal	State	Local		Total					
	Contracted Services			Farebox							
	short	\$7,961,858	\$1,152,655	\$1,324,705		\$1,009,187	\$11,448,405	\$8,186,838	\$3,261,567		
	medium	\$7,464,654	\$1,977,973	\$2,589,545		\$1,895,857	\$13,928,029	\$14,135,493	\$3,054,103		
	long	\$9,001,567	\$2,684,152	\$3,156,640		\$2,200,219	\$17,042,578	\$17,886,348	\$2,210,333		
Totals		\$24,428,079	\$5,814,780	\$7,070,890		\$5,105,263	\$42,419,012	\$40,208,680	\$2,210,333		

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 - \$280K 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. 5309 Capital - \$75K 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 1.8% per year through 2040.	Street Utility Fees are expected to be \$888K in 2015 and increase by 1.8% 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	
2016	\$100,000		\$906,000		\$20,500		\$619,962	\$0	\$1,752,245	
2017	\$250,000		\$922,308		\$20,500		\$635,461	\$0	\$1,796,051	
2018	\$254,500		\$938,910		\$20,500		\$651,348	\$0	\$1,840,952	
2019	\$259,081		\$955,810		\$20,500		\$667,631	\$0	\$1,886,976	
2020	\$263,744	\$1,127,325	\$973,014	\$5,584,042	\$20,500	\$123,000	\$684,322	\$0	\$1,934,151	\$14,764,844
2021	\$268,492		\$990,529		\$20,500		\$701,430	\$0	\$1,982,504	
2022	\$273,325		\$1,008,358		\$20,500		\$718,966	\$0	\$2,032,067	
2023	\$278,245		\$1,026,509		\$20,500		\$736,940	\$0	\$2,082,869	
2024	\$283,253		\$1,044,986		\$20,500		\$755,363	\$0	\$2,134,940	
2025	\$288,352		\$1,063,796		\$20,500		\$774,248	\$0	\$2,188,314	
2026	\$293,542		\$1,082,944		\$20,500		\$793,604	\$0	\$2,243,022	
2027	\$298,826		\$1,102,437		\$20,500		\$813,444	\$0	\$2,299,097	
2028	\$304,204		\$1,122,281		\$20,500		\$833,780	\$0	\$2,356,575	
2029	\$309,680		\$1,142,482		\$20,500		\$854,624	\$0	\$2,415,489	
2030	\$315,254	\$2,913,172	\$1,163,047	\$10,747,367	\$20,500	\$205,000	\$875,990	\$0	\$2,475,876	\$30,069,143
2031	\$320,929		\$1,183,981		\$20,500		\$897,890	\$0	\$2,537,773	
2032	\$326,706		\$1,205,293		\$20,500		\$920,337	\$0	\$2,601,218	
2033	\$332,586		\$1,226,988		\$20,500		\$943,346	\$0	\$2,666,248	
2034	\$338,573		\$1,249,074		\$20,500		\$966,929	\$0	\$2,732,904	
2035	\$344,667		\$1,271,557		\$20,500		\$991,102	\$0	\$2,801,227	
2036	\$350,871		\$1,294,445		\$20,500		\$1,015,880	\$0	\$2,871,257	
2037	\$357,187		\$1,317,745		\$20,500		\$1,041,277	\$0	\$2,943,039	
2038	\$363,616		\$1,341,465		\$20,500		\$1,067,309	\$0	\$3,016,615	
2039	\$370,161		\$1,365,611		\$20,500		\$1,093,992	\$0	\$3,092,030	
2040	\$376,824	\$3,482,121	\$1,390,192	\$12,846,354	\$20,500	\$205,000	\$1,121,341	\$0	\$3,169,331	\$38,491,045
Totals	\$7,522,619	\$7,522,619	\$29,177,763	\$29,177,763	\$533,000	\$533,000	\$21,778,139	\$0	\$61,546,893	\$83,325,032
Assumptions	1.8% annual increase Based on Consumer Price Index - Urban (CPI-U)		1.8% annual increase Based on Consumer Price Index - Urban (CPI-U)				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. Population figures are from Portland State University (PSU) Population Research Center's July 2013 certified population estimates.

Table A-6: MRMPO Population Estimates

Geography	Population
Oregon	3,919,020
Josephine County	82,815
Josephine County within MPO Area*	10,819
Jackson County	206,310
Jackson County within MPO Area**	1,596
Gold Hill	1,220
Grants Pass	34,855
Rogue River	2,145
MRMPO Total	50,635
Source: PSU July 2013	
* 13.06% of Josephine Co. Population within MPO (estimated)	
** 0.77% of Jackson Co. Population within MPO (estimated)	

Table A-6 above shows Portland State University's Population and Research Center's 2013 Oregon total population, Josephine & Jackson Counties' population and estimated population within the MRMPO Planning Area, and the population totals for Gold Hill, Grants Pass and Rogue River.

Table A-7: MRMPO Population to Oregon's Population

Geography	Population
Oregon	3,919,020
MRMPO	50,635
Ratio	1.3%

Table A-7 above depicts the MRMPO's ratio to Oregon's population. The MRMPO is 1.3% of Oregon's total population.

Table A-8: Ratio of Population of Cities within MRMPO to Population of Oregon Incorporated Cities

Geography	Population
Population of Oregon Cities	2,716,667
Population of MRMPO Cities	38,220
Ratio	1.4%

Table A-8 on Page 7 above shows MRMPO's ratio to Oregon's incorporated cities population. Gold Hill, Grants Pass and Rogue River make up 1.4% of Oregon's total incorporated city population.

Table A-9: MRMPO Population to Oregon's 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			

Table A-9 above shows the estimated populations of each of the MRMPO member jurisdiction within the MPO area, percent totals of the jurisdictions compared to statewide and incorporated city total populations (these percentages are used to estimate State Highway Fund revenues), and the jurisdiction's percent of the MPO's population.

Table A-10: Ratio of ODOT Region 3 Population to Oregon's Population

Geography	Population
Oregon	3,919,020
Region 3	483,135
Ratio	12.3%

Table A-11: Ratio of MRMPO's Population to ODOT Region 3 Population

ODOT Region 3 Counties	Population
Coos	62,860
Curry	22,300
Douglas	108,850
Jackson	206,310
Josephine	82,815
Total	483,135
MRMPO	50,635
Ratio of MRMPO's Population to Region 3 Population	10.5%

Tables A-10 & A-11 show the ratios used to estimate ODOT Region 3's and the MRMPO's share of Oregon's non-modernization (Operations, Maintenance and Preservation) and modernization funding.

Table A-12 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-12: 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-13 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-13: 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	\$3,240
2020	\$770		2020	\$645		2020	\$1,620	
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		2030	\$741		2030	\$1,620	\$16,200
2031	\$897	Long Range	2031	\$751	Long Range	2031	\$1,620	
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		2040	\$852		2040	\$1,620	
	\$23,825	\$23,825		\$16,937	\$16,937		\$35,640	\$35,640
1.4% annual increase Only projects located within the Grants Pass CO & PM10 Maintenances are eligible for CMAQ funds.			1.4% annual increase STP funds can be used for projects within the entire MRMPO area.			\$1.62M/year available for eligible projects in Jackson & Josephine Counties. Competitive project selection process through the RVACT. Some projects may not be eligible for funding. Criteria may change.		

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

The State of Oregon is responsible for operations and maintenance of state highways. Table A-14 below shows the State forecast for these costs through FYE 2040. In total, the State forecasts \$1.08 billion in annual operating costs in FYE 2015, with an annual growth rate of 3.1% per year.

Table A-14: Projected Annual Costs for ODOT Non-Modernization Highway Uses, FYE 2015 to 2040, Millions (YOE \$)

FY 2013 LONG RANGE ESTIMATES OF ODOT HIGHWAY PRESERVATION, MAINTENANCE AND OTHER COSTS (\$ Millions)										
Fiscal Year	Preservation	Maintenance	Safety	Traditional Operations	ITS	Bridge	Non-Mod. Debt S.	Central Services	Other	All Non-Mod Hwy Programs
	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)	(YOE \$s)
2015	220	225	41	32	8	171	136	62	184	1,079
2016	226	232	42	33	8	177	136	64	190	1,109
2017	233	240	43	34	9	182	136	66	196	1,139
2018	241	247	45	35	9	188	136	68	202	1,170
2019	248	255	46	36	9	194	136	70	208	1,202
2020	256	263	47	37	9	200	136	72	214	1,235
2021	264	271	49	39	10	206	136	75	221	1,269
2022	272	279	50	40	10	212	136	77	228	1,304
2023	280	288	52	41	10	219	136	79	235	1,340
2024	289	297	54	42	11	226	136	82	242	1,378
2025	298	306	55	44	11	232	136	84	250	1,416
2026	307	315	57	45	11	240	136	87	257	1,456
2027	317	325	59	46	12	247	136	90	265	1,497
2028	327	335	60	48	12	255	136	92	274	1,539
2029	337	346	62	49	12	263	136	95	282	1,582
2030	347	356	64	51	13	271	131	98	291	1,622
2031	358	367	66	52	13	279	131	101	300	1,668
2032	369	379	68	54	13	288	131	104	309	1,716
2033	381	391	70	56	14	297	131	108	319	1,765
2034	392	403	73	57	14	306	131	111	329	1,815
2035	404	415	75	59	15	315	131	114	339	1,868
2036	417	428	77	61	15	325	30	118	349	1,821
2037	430	441	80	63	16	335	30	122	360	1,876
2038	443	455	82	65	16	346	30	125	371	1,934
2039	457	469	85	67	17	356	30	129	383	1,993
2040	471	484	87	69	17	368	30	133	395	2,054

Source: ODOT Long-Range Revenue Tables 2013. Summarized by RVCOG.

Table A-15 below shows the estimated amount of funding for ODOT Region 3 Operations, Maintenance and Preservation (OM&P) within the MRMPO area based on population ratios. OM&P estimates are based on population ratios; ODOT Region 3 = 12.3% of Oregon's population and MRMPO's population is 10.5% of Region 3's population. This methodology is also used by the Corvallis Area MPO (CAMPO).

Table A-15: Projected Annual Costs for ODOT Region 3 & MRMPO Non-Modernization Highway Uses, FYE 2015 to 2040 (YOE \$)

Fiscal Year		All ODOT Non-Modernization Programs	Region 3 Share	MRMPO Share
Short	2015	\$1,079,379,083	\$132,763,627	\$13,940,181
	2016	\$1,108,620,735	\$136,360,350	\$14,317,837
	2017	\$1,138,768,878	\$140,068,572	\$14,707,200
	2018	\$1,169,851,613	\$143,891,748	\$15,108,634
	2019	\$1,201,897,913	\$147,833,443	\$15,522,512
	2020	\$1,234,937,648	\$151,897,331	\$15,949,220
Medium	2021	\$1,269,001,615	\$156,087,199	\$16,389,156
	2022	\$1,304,121,565	\$160,406,953	\$16,842,730
	2023	\$1,340,330,234	\$164,860,619	\$17,310,365
	2024	\$1,377,661,371	\$169,452,349	\$17,792,497
	2025	\$1,416,149,773	\$174,186,422	\$18,289,574
	2026	\$1,455,831,316	\$179,067,252	\$18,802,061
	2027	\$1,496,742,987	\$184,099,387	\$19,330,436
	2028	\$1,538,922,920	\$189,287,519	\$19,875,190
	2029	\$1,582,410,430	\$194,636,483	\$20,436,831
	2030	\$1,621,646,054	\$199,462,465	\$20,943,559
Long	2031	\$1,667,871,581	\$205,148,205	\$21,540,561
	2032	\$1,715,530,100	\$211,010,202	\$22,156,071
	2033	\$1,764,666,034	\$217,053,922	\$22,790,662
	2034	\$1,815,325,181	\$223,284,997	\$23,444,925
	2035	\$1,867,554,761	\$229,709,236	\$24,119,470
	2036	\$1,820,903,459	\$223,971,125	\$23,516,968
	2037	\$1,876,421,466	\$230,799,840	\$24,233,983
	2038	\$1,933,660,531	\$237,840,245	\$24,973,226
	2039	\$1,992,674,008	\$245,098,903	\$25,735,385
	2040	\$2,053,516,902	\$252,582,579	\$26,521,171

Source: ODOT Long-Range Revenue Tables 2013. Summarized by RVCOG.

Table A-16 below shows ODOT's projected revenues for modernization under ORS 366.507. In FYE 2015, 31% of State revenue for modernization is dedicated to pay debt service on previous bonds for transportation projects. These debt service payments continue through FYE 2028. In FYE 2015, ODOT forecasts \$56.4 million in revenue for modernization projects net of debt service and federal match (i.e., revenue the ODOT can spend on new capital projects).

Table A-16: Projected Statewide Annual Revenue Available for Transportation Modernization Projects, ODOT, FYE 2015 to 2040, Millions (YOE \$)

Fiscal Year	Statewide Funds Reserved for Highway Modernization Under ORS 366.507	ORS 366.507 Funds Reserved for Debt Service	ORS 366.507 Funds Net of Debt Service & Federal Match
2015	\$82.6	25.2	56.4
2016	\$83.7	25.2	57.5
2017	\$84.8	25.2	58.5
2018	\$85.9	25.2	59.6
2019	\$87.0	25.2	60.7
2020	\$88.1	25.2	54.4
2021	\$89.3	25.2	63.0
2022	\$90.4	25.2	64.1
2023	\$91.6	25.2	65.3
2024	\$92.8	25.2	66.5
2025	\$94.0	25.2	67.6
2026	\$95.2	25.2	59.9
2027	\$96.4	25.2	70.1
2028	\$97.7	12.6	83.9
2029	\$99.0	0.0	97.8
2030	\$100.3	0.0	99.0
2031	\$101.6	0.0	100.3
2032	\$102.9	0.0	90.9
2033	\$104.2	0.0	102.9
2034	\$105.6	0.0	104.3
2035	\$106.9	0.0	105.6
2036	\$108.3	0.0	107.0
2037	\$109.7	0.0	108.4
2038	\$111.2	0.0	96.9
2039	\$112.6	0.0	111.2
2040	\$114.1	0.0	112.7

Source: ODOT Long-Range Revenue Tables 2013. Summarized by RVCOG.

ODOT uses an agreed upon formula to allocate modernization revenues to each of the five ODOT regions across the state. The formula is based on population, vehicle miles traveled (VMT), ton miles traveled, vehicle registrations, and revenue estimates from the 1999-2001 biennium. The MRMPO is located in Region 3. Table A-17 below shows the ODOT calculation of Region 3's share of total ODOT revenue for modernization projects, resulting in Region 3 receiving 15.6% of the State's revenues.

Table A-17: ODOT Region 3 Share of State Revenue for Transportation Modernization

County	Population (2011)	Vehicle Miles Travelled (2011)	Ton Miles Travelled (2011)	Vehicle Registrations (2011)	Projected Revenue (FY 1999-2001)	Modernization Needs (1999)
Coos	62,960	277,635,754	1,221,567,568	74,540	\$49,825,000	
Curry	22,335	114,100,278	404,787,891	29,849	\$18,165,000	
Douglas	107,795	1,032,748,776	9,301,213,627	133,992	\$144,523,000	
Jackson	203,950	884,841,906	5,057,214,273	225,579	\$126,362,000	
Josephine	82,820	449,210,209	3,164,471,386	101,631	\$62,470,000	
Region 3 Total	479,860	2,758,536,923	19,149,254,745	565,591	\$401,345,000	
Statewide Total	3,857,625	19,426,126,596	109,029,809,309	4,062,873	\$2,698,465,000	
Region 3 % of State	12.44%	14.20%	17.56%	13.92%	14.87%	15.6%

Source: ODOT Long-Range Revenue Tables 2013. Summarized by RVCOG.

There is no agreed upon formula for how Region 3 allocates ODOT revenue for modernization projects in different municipalities within the Region. Modernization funds for projects in Josephine and Jackson Counties are allocated through an application process facilitated by ODOT with recommendations for funding from the Rogue Valley Area Commission on Transportation (RVACT) made to the Oregon Transportation Commission (OTC). The Middle Rogue MPO has a voting member on the RVACT.

For the purposes of this analysis, the modernization funding revenue projections for the MRMPO are based on the most current (July 2014) Region 3 (12.3%) population ratio to the amount of statewide funding available for the planning period (2015 – 2040). These percentages are more conservative than the 15.6% estimate for Region 3 in Table A-17 above. Table A-18 below depicts the more conservative estimated modernization revenues for ODOT Region 3 and the MRMPO.

Table A-18: Projected Annual Allocation of Revenue to the MRMPO for Transportation Modernization Projects, FYE 2015 to 2040

Fiscal Year		ORS 336.507 Funds Net of Debt Service & Federal Match	Region 3 Share	MRMPO Share
Short	2015	\$56,402,673	\$6,937,529	\$728,440.52
	2016	\$57,462,510	\$7,067,889	\$742,128.32
	2017	\$58,536,112	\$7,199,942	\$755,993.88
	2018	\$59,623,656	\$7,333,710	\$770,039.51
	2019	\$60,725,323	\$7,469,215	\$784,267.55
	2020	\$54,419,235	\$6,693,566	\$702,824.42
Medium	2021	\$62,971,766	\$7,745,527	\$813,280.36
	2022	\$64,116,915	\$7,886,381	\$828,069.96
	2023	\$65,276,936	\$8,029,063	\$843,051.62
	2024	\$66,452,021	\$8,173,599	\$858,227.85
	2025	\$67,642,367	\$8,320,011	\$873,601.17
	2026	\$59,934,089	\$7,371,893	\$774,048.76
	2027	\$70,069,636	\$8,618,565	\$904,949.35
	2028	\$83,906,963	\$10,320,556	\$1,083,658.42
	2029	\$97,760,358	\$12,024,524	\$1,262,575.03
	2030	\$99,030,031	\$12,180,694	\$1,278,972.86
Long	2031	\$100,316,193	\$12,338,892	\$1,295,583.64
	2032	\$90,913,023	\$11,182,302	\$1,174,141.69
	2033	\$102,938,842	\$12,661,478	\$1,329,455.15
	2034	\$104,275,766	\$12,825,919	\$1,346,721.52
	2035	\$105,630,053	\$12,992,496	\$1,364,212.13
	2036	\$107,001,926	\$13,161,237	\$1,381,929.88
	2037	\$108,391,616	\$13,332,169	\$1,399,877.72
	2038	\$96,941,139	\$11,923,760	\$1,251,994.81
	2039	\$111,225,371	\$13,680,721	\$1,436,475.67
	2040	\$112,669,909	\$13,858,399	\$1,455,131.87

Source: ODOT Long-Range Revenue Tables 2013. Summarized by RVCOG.

Table A-19 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-19: JCT Revenue Projections, FYE 2015 to 2040

Revenues												
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	\$280,000	\$331,000	\$1,958,000
	2016	\$510,000	\$36,720	\$77,770	\$147,433	\$214,200	\$75,110	\$164,430	\$147,000	\$280,000	\$331,000	\$1,983,663
	2017	\$520,200	\$37,454	\$78,548	\$152,003	\$218,484	\$76,237	\$166,896	\$149,000	\$280,000	\$331,000	\$2,009,823
	2018	\$530,604	\$38,203	\$79,333	\$156,716	\$222,854		\$169,400	\$0	\$280,000	\$331,000	\$1,808,110
	2019	\$541,216	\$38,968	\$80,127	\$161,574	\$227,311		\$171,941	\$0	\$280,000	\$331,000	\$1,832,136
	2020	\$552,040	\$39,747	\$80,928	\$166,582	\$231,857		\$174,520	\$0	\$280,000	\$331,000	\$1,856,675
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	\$1,680,000	\$1,986,000	\$42,419,012
Assumptions		2% annual increase	2% annual increase Non Emergency Medical Transportation	1% annual increase	3.1% annual increase	2% annual increase	1.5% annual increase Energy Incentive Program ends in 2017	1.5% annual increase	\$441k in MRMPO CMAQ funds for RVCL Funds will sunset after 2017	ODOT long range financial projections	\$331k annually	

Source: Josephine Community Transit; RVCOC forecasting

Table A-20 shows the estimated expenses for Josephine Community Transit (JCT) for 2015 to 2040. Assumptions are included at the bottom of the chart.

Table A-20: JCT Estimated Expenses, FYE 2015 to 2040

Expenses						
Year		Ops	Maint	Admin	5309 Capital	TOTALS
Short	2015	\$828,200	\$326,800	\$121,500	\$75,000	\$1,351,500
	2016	\$844,764	\$336,604	\$124,538	\$75,000	\$1,380,906
	2017	\$861,659	\$346,702	\$127,651	\$75,000	\$1,411,012
	2018	\$878,892	\$357,103	\$130,842	\$75,000	\$1,441,838
	2019	\$709,572	\$367,816	\$134,113	\$75,000	\$1,286,502
	2020	\$723,764	\$378,851	\$137,466	\$75,000	\$1,315,081
Medium	2021	\$738,239	\$390,216	\$140,903	\$0	\$1,269,358
	2022	\$753,004	\$401,923	\$144,425	\$0	\$1,299,352
	2023	\$768,064	\$413,980	\$148,036	\$0	\$1,330,080
	2024	\$783,425	\$426,400	\$151,737	\$0	\$1,361,562
	2025	\$799,094	\$439,192	\$155,530	\$0	\$1,393,816
	2026	\$815,076	\$452,368	\$159,419	\$0	\$1,426,862
	2027	\$831,377	\$465,939	\$163,404	\$0	\$1,460,720
	2028	\$848,005	\$479,917	\$167,489	\$0	\$1,495,411
	2029	\$864,965	\$494,314	\$171,676	\$0	\$1,530,956
	2030	\$882,264	\$509,144	\$175,968	\$0	\$1,567,376
Long	2031	\$899,909	\$524,418	\$180,367	\$0	\$1,604,695
	2032	\$917,908	\$540,151	\$184,877	\$0	\$1,642,935
	2033	\$936,266	\$556,355	\$189,499	\$0	\$1,682,119
	2034	\$954,991	\$573,046	\$194,236	\$0	\$1,722,273
	2035	\$974,091	\$590,237	\$199,092	\$0	\$1,763,420
	2036	\$993,573	\$607,944	\$204,069	\$0	\$1,805,586
	2037	\$1,013,444	\$626,183	\$209,171	\$0	\$1,848,798
	2038	\$1,033,713	\$644,968	\$214,400	\$0	\$1,893,081
	2039	\$1,054,387	\$664,317	\$219,760	\$0	\$1,938,465
	2040	\$1,075,475	\$684,247	\$225,254	\$0	\$1,984,976
Totals		\$22,784,123	\$12,599,134	\$4,375,423	\$450,000	\$40,208,680
Assumptions		2% annual increase	3% annual increase	2.5% annual increase	\$150k annually to 2020	

Source: Josephine Community Transit; RVCOG forecasting

Table A-21 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-21: 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	\$1,680,000	\$0	\$0	\$1,680,000
	5310	\$1,986,000	\$0	\$0	\$1,986,000
Totals		\$11,448,405	\$13,928,029	\$17,042,578	\$42,419,012
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
5309 Capital Grants		\$450,000	\$0	\$0	\$450,000
	Sub-total	\$8,186,838	\$14,135,493	\$17,886,348	\$40,208,680
	Balance	\$3,261,567	\$3,054,103	\$2,210,333	\$2,210,333

Source: Josephine Community Transit; RVCOG forecasting

GOAL 1: Cultivate, Maintain, and Enhance the Region's Economic Vitality

Objectives:

- G1 - O1** Encourage the coordination of land use and transportation planning to ensure that developments are adequately connected by the region's transportation system and appropriately located to preserve the quality of life in surrounding areas.
- G1 - O2** Encourage transportation investments and policies that facilitate sustainable business growth and tourism growth in the region which are consistent with local and regional comprehensive plans.
- G1 - O3** Encourage investment and reinvestment of transportation resources into and within the MRMPO as a critical component to the overall economic health of the region.
- G1 - O4** Encourage economically strong regional activity centers with a mix of job, housing, services and recreation in an intermodal environment.
- G1 – O5** Encourage transportation investments and policies that facilitate the movement of freight.

Strategies:

- G1 - S1** Work with the economic development community to identify current and potential deficiencies and threats to the economic vitality of the MRMPO area that relate to transportation, and work to mitigate those threats.
- G1 - S2** Target transportation improvements that:
 - (a)** Support downtowns as primary economic development generators.
 - (b)** Support locations with ready and available industrial properties

- (c) Support the reinforcement of investments in existing neighborhoods within the MRMPO

G1 – S3 Give high priority to regional planning and funding for transportation facilities that serve the regional core and regional activity centers where individuals can switch easily from one transportation mode to another.

G1 – S4 Intercept automotive traffic at key locations, encourage “park once” and provide alternatives to driving in regional activity centers.

GI – S5 Seek various and innovative funding sources, tools, and strategies to meet freight needs

- a) Nurture public private partnerships to leverage public funds
- b) Support local, regional, and state bond measures to improve freight infrastructure
- c) Ensure that economic benefits are considered for all viable freight modes when evaluating projects for transportation investments