

Chapter 8 – Financial Outlook

Introduction

This chapter presents all the financial assumptions used to create the financial constrained project list for the street and transit system, as required by federal law under [23 U.S.C. 101\(a\)\(5\)](#) and [23 CFR 450.324\(f\)\(11\)](#).

Toward that effort the MRMPO has identified the primary federal funding streams for the MRMPO: Surface Transportation Block Grant (STBG) \ State Gas Tax, Congestion Mitigation and Air Quality (CMAQ) funds and Street System Revenue forecasts for MRMPO jurisdictions. In the case of the MRMPO, CMAQ funds can only be expended within the Urban Growth Boundary of the City of Grants Pass. Because of this restriction, only two jurisdictions have access to these funds: the City of Grants Pass and Josephine County (wherein the City lies). The availability of these funds is therefore somewhat competitive and will be addressed in the RTP and TIP on a case-by-case basis.

STBG funds are available to all of the member jurisdictions. They each have the opportunity to apply for funds on a tri-annual basis as each new Transportation Improvement Program is developed. These funds are distributed through a project selection process that is periodically reviewed and updated.

In chapter 6, it was mentioned that small MPOs in the State of Oregon will no longer be eligible for STBG funds due to the passing of [HB2101](#). This change will be in effect until the state bill expires in 2027. Instead, these MPOs will receive a reduced amount of State Gas Tax Funds. Unlike federal funds, these funds offer greater flexibility and can be utilized by local jurisdictions without the need for a funding match. However, there is some uncertainty regarding what type of funding, STBG or State Gas Tax, will be available for MPOs once the state bill expires in 2027.

Local governments have several revenue sources that they can use to help fund the projects, see Table 8-2 for more information. Such sources include System Development Charges, Small City Allocations, Street Utility Fees, etc. In addition, it has been common for local governments to enter into a fund exchange with the Oregon Department of Transportation in order to pursue identified projects. In these cases, local match is not required.

"Federal regulations under [23 USC 134\(l\)\(2\)\(E\)](#) and [23 CFR 450.324\(f\)\(11\)](#) 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."

With the passage of Oregon HB2101, the MRMPO will receive approximately \$700k in State Gas Tax Funds for 2024–2027. In 2027, when HB2101 ends, it is likely that the MPO will go back to receive STBG funds, around \$800k per year, with an approximate 2% annual increase which brings the total funding over the 25-year period to roughly \$28 million. CMAQ funding is projected to be around \$450k per year totaling \$11.7M over the next 25 years.

Street system revenues projections were developed with the cooperation with the local jurisdictions in MRMPO. Street System Revenues Sources section goes into detail on the local jurisdictions revenues and breaks down the sources. Overall, the street system revenue is projected to be around \$56M from 2024 to 2049, see Table 8-1. For all the assumption and estimates that are used to calculate these finds please see Table 8-3.

The Oregon DOT will also pursue projects within the MRMPO Planning Boundary over the timeframe covered by this RTP update. These projects are automatically assumed to be fiscally constrained. While specific capacity-enhancing and regionally significant projects will be identified within the update itself there are three categories of projects that will be referred to contextually: Preservation, Safety, and Operations. In this context, when specific projects are identified they will be amended into the TIP directly.

Oregon DOT Region 3 serves Coos, Curry, Douglas, Jackson, and Josephine County. The Region is subdivided into two separate Districts: District 7 – comprised of Coos, Curry, and Douglas Counties, and District 8 - comprised of Jackson and Josephine Counties. Beyond the capacity enhancement projects individually identified in the RTP, the MRMPO expects that ODOT Region 3 will expend additional dollars on projects classified under three categories: preservation, safety, and operations.

- Preservation projects include but are not limited to, projects such as repaving of roadways, culvert replacements and installations, restriping of lanes, roadway treatments such as adding asphalt sealant, and guardrail repairs.
- Safety projects include, but are not limited to, projects such as guardrail installation, restriping of lanes and/or reconstruction of lanes to promote safer vehicular movements along a road and/or through an intersection, and installation of warning/caution signage, lane reflectors, rumble strips, etc.
- Operation projects include but are not limited to, such projects as: interconnection of traffic signals to promote more efficient operations of critical roadways, installation of Variable Message Signs along critical corridors and/or interstates, and TDM strategies.

Utilizing ODOT financial forecasts for the years 2020 through 2049 of Region 3. The table below shows estimated total per category:

Category	Est. Total	%
Preservation	\$315,279,283	41%
Safety	\$230,692,158	30%
Operations	\$223,002,419	29%
Total	\$768,973,860	100%

Although Region 3 is comprised of two districts, the majority of the population is in District 8. Over a ten-year period, it is anticipated that roughly 60% of the funds in the three categories identified above may be spent in District 8 and roughly 40% will be expended in District 7.

As previously stated, the RTP is required to be fiscally constrained. Towards that end, the MRMPO, in close coordination with ODOT and local jurisdictions, developed a funding table indicating how much funding may be available to the MRMPO over the 25-year period covered by the Regional Transportation Plan. Table 8-1 on the next page provides a summary, by year, of anticipated available funds.

Table 8-1 shows that the MRMPO will have approximately \$40M in STBG \ State Gas Tax funding. State Gas Tax funding is only accounted for 4 years (2024-2027). CMAQ funding is estimated at \$11.7M over the planning period. In addition, street system revenues are projected to be around \$56M in this RTP cycle. That brings the projected total of available funds during the 2024-2049 RTP period roughly to \$96M. Keep in mind that the total RTP project cost is around \$65M for all the jurisdiction projects, not including ODOT and JCT project costs. Please see Appendix E for Year of Expenditure (YOE) and jurisdictions financial breakdown.

Methods Used to Complete Financial Plan

To complete this chapter, the following steps were followed:

Federal, CMAQ & STBG, funding revenue projections were provided by ODOT for the MRMPO area. State Fuel Tax numbers were projected from [ODOT Guaranteed Fuels Tax Document](#). Also, the MRMPO jurisdictions sent over their financial forecasts for this RTP update and that included Federal, State, and local revenues.

- **Reviewed existing data.** Primary documents reviewed included ODOT’s projections documents for the Federal Funds and Fuels Tax Funds.
- **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.

Table 8-1 - Available Funding for 2024-2049 RTP

Total Funding Available 2024-2049							
Time Line	YEAR	MRMPO Future Discretionary Fund				Local	RTP Projects Cost
		CMAQ	Subtotal CMAQ	STBG \ State Gas Tax	Subtotal STBG	Street System Revenues	
Short Range	2024*	\$450,000	\$ 2,250,000	\$697,173	\$ 3,684,902	\$ 10,919,274	\$16,448,789
	2025*	\$450,000		\$697,173			
	2026*	\$450,000		\$697,173			
	2027*	\$450,000		\$697,173			
	2028	\$450,000		\$896,210			
Medium Range	2029	\$450,000	\$ 4,050,000	\$915,927	\$ 9,205,407	\$ 17,074,178	\$30,447,800
	2030	\$450,000		\$936,077			
	2031	\$450,000		\$956,671			
	2032	\$450,000		\$977,717			
	2033	\$450,000		\$999,227			
	2034	\$450,000		\$1,021,210			
	2035	\$450,000		\$1,043,677			
	2036	\$450,000		\$1,066,638			
	2037	\$450,000		\$1,090,104			
	2038	\$450,000		\$1,114,086			
Long Range	2039	\$450,000	\$ 4,500,000	\$1,138,596	\$ 12,858,716	\$ 28,545,540	\$ 9,965,000
	2040	\$450,000		\$1,163,645			
	2041	\$450,000		\$1,189,245			
	2042	\$450,000		\$1,215,409			
	2043	\$450,000		\$1,242,148			
	2044	\$450,000		\$1,269,475			
	2045	\$450,000		\$1,297,403			
	2046	\$450,000		\$1,325,946			
	2047	\$450,000		\$1,355,117			
	2048	\$450,000		\$1,384,930			
	2049	\$450,000		\$1,415,398			
Total		\$11,700,000		\$27,803,548		\$ 56,538,992	\$62,032,949

Total of (CMAQ + STBG)	\$39,503,548
Total of (CMAQ + STBG + Street System Revenues)	\$96,042,540
Total of RTP Project Costs	\$56,861,589
Difference	\$39,180,951

* From 2024 to 2027 there are no STBG funds. Instead, MPO's will receive State Gas Tax Funds, highlighted in green, in a fund exchange program. After 2027 it is assumed that MPO's will go back to receiving STBG.

- \$450,000/year - only projects located within the Grants Pass CO & PM10 Maintenances areas are eligible for CMAQ funds.

- For more information on Street System Revenues see Street Revenues Table

- Difference = Total of (CMAQ+ STBG+ Street System Revenues) - Total of RTP Project Costs

Street System Revenue Sources

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 2049 planning horizon. Funds shown in this chapter 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.

State funds generally make up the largest share of revenues 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.

Information for this part is 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. A detailed summary estimates of capital funding availability required for Josephine Community Transit (JCT), Grants Pass, Rogue River, and Gold Hill are shown in Table 8-2.

Figure 8-1 shows the sources of funding that are reasonably expected to be available to support the MRMPO regional street system for the 2024-2049 RTP. State funds make up the largest share of revenues (82%), 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.

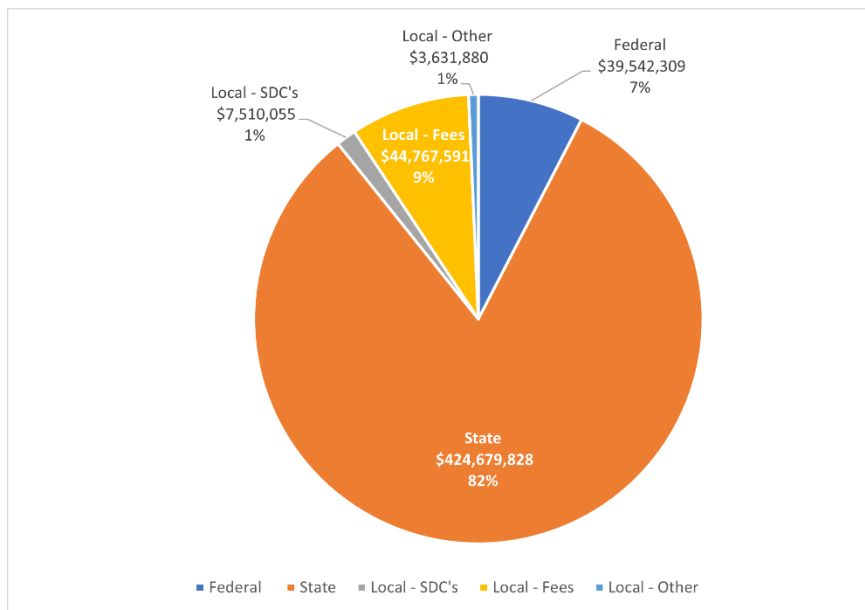


Figure 8-1 - Street System Revenues Sources

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%).

Fund Exchange Program - over the past few years, the Oregon Department of Transportation (ODOT) has been working with the Association of Counties (AOC) and the League of Oregon Cities (LOC) to revise the Fund Exchange program to address the declining state highway funds and its impact on the program. The 2023 Oregon legislature authorized HB2101. This new bill provides more stability to the Fund Exchange program by allocating \$35 million of HB 2017 dollars each year to eligible cities and counties.

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 Block Grant (STBG) - is a major federal transportation program to provide "flexible" funds for transportation projects at the state and local levels. Funds are "flexible" in that they can be spent on a variety of transportation related projects like mass transit, bike-ped, etc.

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 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.

Special City Allotment (SCA) – is an annual allocation of state funds for local transportation projects. Incorporated cities with populations of 5,000 or less are eligible to apply. SCA funds may only be used upon streets that are "inadequate for the capacity they serve or are in a condition detrimental to safety" (ORS 366.805). Each project will be evaluated and scored on existing conditions and proposed improvements. Projects compete only against other projects within the same region. With a yearly program allocation is \$5M plus any savings carried forward.

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.

Figure 8-2 shows the sources of funding that area reasonably expected to be available to support the MRMPO transit system for the 2024 -2049 RTP. Federal funds (FTA & FTA ODOT) make up the largest share (49%) of transit revenues, followed by State funds (42%) and local funds (City of Grants Pass, Contracts, Fares) for total of (9%).

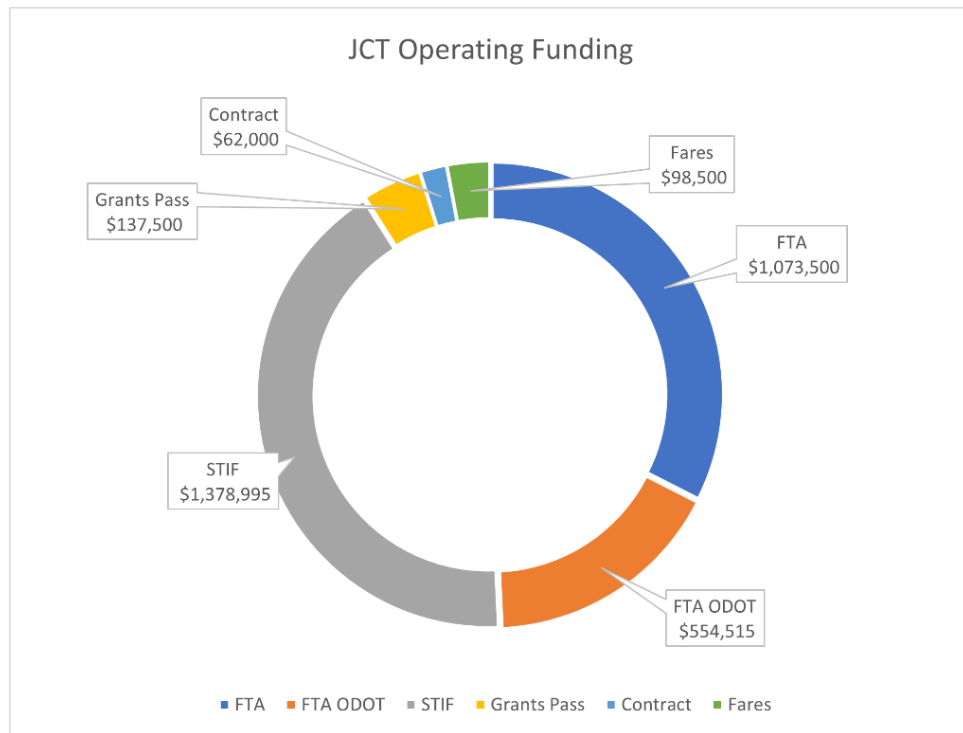


Figure 8-2 Transit System Revenue Sources

Federal Transit Revenue Sources

The Federal Transit Administration (FTA) carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive mass transportation systems. The FTA provides federal funding to 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.

There is a local funding match requirement for all federal funds. That match requirement ranges from 50% to 10.27% depending on the federal program. Typically, funds used for direct operational support require a 50% match.

Local matching funds can only come from non-federal sources and can't include program revenue. Program revenue are any funds that are generated through the spending of federal funds (typically bus fares or service charges).

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 Bipartisan Infrastructure Law continues without change the broad range of activities eligible under the Urbanized Area Formula Program, including:

- Capital projects
- Planning
- Job access and reverse commute projects
- Operating costs of equipment and facilities for use in public transportation (in urbanized areas with a population of fewer than 200,000 individuals)

Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses and overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul, and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs

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.

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor. Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan. The selection process may be formula-based, competitive or discretionary, and subrecipients can include states or local government authorities, private non-profit organizations, and/or operators of public transportation.

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement
- Preventative maintenance

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improving signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- Mobility management programs

Any project using 5310 funds needs to be included in the funding priorities of an adopted Human Resources / Transit Service Coordination Plan. This is a federal and ODOT requirement of the program.

Rural Area Formula Grants (5311)

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Preventative maintenance and administrative support are also eligible activities within the 5311 programs.

State of Good Repair Grants (5337)

The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

State of Good Repair Grants funds are available for capital projects that maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate:

- Rolling stock
- Track
- Line equipment and structures
- Signals and communications
- Power equipment and substations
- Passenger stations and terminals
- Security equipment and systems
- Maintenance facilities and equipment
- Operational support equipment, including computer hardware and software
- As well as implement transit asset management plans.



Bus and Bus Facilities Program (5339)

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, continues the Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less

State Transit Revenue Sources

Statewide Transportation Improvement Fund (STIF) – program was introduced by the [House Bill 2017 Transportation Funding Package](#) to fund public transportation improvements across Oregon. STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. STIF funds may not be used for light rail capital expenses and are not intended to supplant local funding sources to maintain existing services.

Investments from the STIF program have helped to make transportation in Oregon more equitable and affordable by supporting reduced-fare programs, expanded service coverage, and increased service frequency to low-income communities. This program has advanced greenhouse gas emission reduction efforts by funding the transition to low-emission vehicles. Funds have also supported expanded connectivity across Oregon's multimodal network through transit service, infrastructure, and technology improvements.

At its inception, the STIF program was funded solely by the Oregon "transit tax," which is a state payroll tax equal to one-tenth of 1 percent. The STIF program will also be funded by ID card fees, non-highway gas tax, and cigarette tax revenues once its merger with the Special Transportation Fund (STF) is effective July 1, 2023. The total funding amount will be estimated annually, and actual revenues will vary based on transit tax collections.

STIF revenues are allocated across four programs:

- 90% to STIF Formula
- 5% to STIF Discretionary
- 4% to STIF Intercommunity Discretionary
- 1% to Technical Resource Center

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 10% of JCT's operating costs.

Other – Other funding includes contracted services, miscellaneous contracts, and service contracts like the arrangement with the City of Grants Pass, or the RCC Student/Staff Pass Program.

RTP Fund Forecasts & Assumptions

Table 8-2 - Revenues below shows the projected 25-year capital funding scenario for the 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 with addition to CMAQ and STBG funding.

In addition to 25-year revenue projections, Table 8-2 shows estimated costs for implementation of the RTP Tier 1 projects. On the following pages, Table 8-3 describes the financial assumptions made by the MRMPO to calculate revenues.

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 federal, state and local political support 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 federal transportation 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.

Table 8-2 - Revenues

Jurisdiction	Time Frame	Revenues						Non-Capital Expenses	Capital Funds Available	2024-2049 RTP Projects Expenses
		Federal	State	Local			Total Revenues			
				SDC's	Fees	Other				
Gold Hill	short	\$0	\$534,248	\$0	\$0	\$0	\$534,248	\$269,941	\$264,307	\$40,000
	medium	\$0	\$1,050,184	\$0	\$0	\$100,000	\$1,150,184	\$650,353	\$499,831	\$0
	long	\$0	\$1,095,998	\$0	\$0	\$50,000	\$1,145,998	\$927,628	\$218,370	\$0
Rogue River	short	\$0	\$850,220	\$42,366	\$99,345	\$695,000	\$1,686,931	\$2,308,894	\$0	\$0
	medium	\$0	\$1,637,829	\$102,165	\$239,569	\$1,123,000	\$3,102,563	\$5,115,524	\$0	\$5,296,000
	long	\$0	\$1,709,280	\$134,050	\$314,335	\$750,000	\$2,907,665	\$6,407,890	\$0	\$0
Grants Pass	short	\$0	\$13,792,900	\$1,051,266	\$6,439,002	\$150,000	\$21,433,168	\$10,876,257	\$10,556,911	\$15,963,289
	medium	\$0	\$22,860,701	\$2,535,120	\$15,527,608	\$300,000	\$41,223,428	\$26,210,664	\$15,012,765	\$3,511,800
	long	\$0	\$19,287,413	\$3,615,956	\$22,147,732	\$330,000	\$45,381,102	\$37,385,460	\$7,995,642	\$9,965,000
Jackson Co. (MRMPO Area)	short	\$5,658	\$117,716	\$4,252	\$0	\$19,541	\$147,167	\$49,111	\$98,056	\$0
	medium	\$13,644	\$283,870	\$10,254	\$0	\$47,124	\$354,892	\$118,216	\$236,676	\$21,340,000
	long	\$19,461	\$404,897	\$14,626	\$0	\$67,215	\$506,198	\$168,617	\$337,581	\$0
Josephine Co. (MRMPO Area)	short	\$0	\$50,865,922	\$0	\$0	\$0	\$50,865,922	\$52,808,414	\$0	\$445,500
	medium	\$0	\$124,002,825	\$0	\$0	\$0	\$124,002,825	\$122,677,918	\$1,324,907	\$300,000
	long	\$0	\$186,185,824	\$0	\$0	\$0	\$186,185,824	\$166,191,878	\$19,993,947	\$0
Street System Totals								\$ 56,538,992	\$ 56,861,589	
JCT	Time Frame	Transit Revenues Sources					Total Revenues	Transit Expenses	Net Balance	
		Federal	State	Local						
	Grants Pass			Contracted Services	Farebox					
	short	\$ 5,642,669	\$ 10,727,373	\$ 722,745	\$ 325,892	\$ 517,748	\$ 21,166,427	\$ 21,149,830	\$16,598	
	medium	\$ 15,162,003	\$ 28,824,740	\$ 1,942,036	\$ 875,682	\$ 1,391,204	\$ 56,329,663	\$ 56,156,865	\$172,798	
long	\$ 17,853,897	\$ 33,942,346	\$ 2,286,829	\$ 1,031,152	\$ 1,638,201	\$ 64,472,425	\$ 64,129,196	\$343,229		
Totals	\$38,658,569	\$73,494,458	\$4,951,610	\$2,232,726	\$3,547,153	\$141,968,516	\$141,435,891	\$532,625		

* Capital Funds Available = Total Revenues - Non-Capital Expenses

* Net Balance = Total Revenues - Transit Expenses

* \$0 represents no funds that are available from that jurisdiction to be potentially used.

* See Assumptions table, Table 8-3, for more information on the numbers used.

Table 8-3 - Revenues Assumptions

Jurisdiction	Revenues					Non-Capital Needs	Capital Funds Avail.
	Federal	State	Local				
			SDC's	Street Utility Fees (SUFs)	Other		
Gold Hill	Federal funds that are received by jurisdictions in the form of Federal Program or Grants	Cities sent over their expected/estimated State Funds, and this includes Fuels Tax. FYI, Gold Hill, Rogue River, and Grants Pass have their fuel tax estimates going down overtime and that ranges from 0.5% - 2.5%.	No SDC's	No SUFs	Other revenues include Small City Allotment (SCA) funds and are expected to average about \$50K per 3 years.	2024 expenses include: Maintenance \$51K. An annual increase of 2.5% is assumed for maintenance expenses through 2049.	Capital funds available for cities in the MRMPO equal the amounts in the "Total Revenues" column minus the amounts in the "Non-Capital Needs" column.
Rogue River			SDC's are expected to be about \$8K in 2024 and increase by about 2.5% per year through 2049.	Street Utility Fees are expected to be \$18K in 2024 and increase by 2.5% per year until 2049.	Includes \$89,000 per year from General Fund to 2025 and \$250,000 every four years from SCA.	2024 expenses include: admin (\$160K) and maintenance (\$190K). An annual increase of 2.5% is assumed for these expenses through 2049.	
Grants Pass			SDC's are expected to be about \$200K in 2024 and increase at 2.5% per year.	Street Impact Fees are expected to be about \$1.2M in 2024 and increase by 2.5% per year.	Other revenues are expected to be \$150K Short Range, \$300K Medium Range and \$330K Long Range.	Expenses include administration \$600K in 2024 and maintenance \$1.4M in 2024. An annual increase of 2.5% has been assumed for these expenses through 2049.	
JCT	Federal Revenues: FTA and 5309 Capital State Revenues: STIP and FTA (ODOT) Local Revenues: Grants Pass, Contract Services and Farebox These revenue sources assume a projection to an annual increase of 2.5% through 2049.						
Josephine Co. (MPO Area)	Numbers from 2024–2027 are more up-to-date estimates that the Josephine County received from AOC. Beyond that, the county estimated that their State fund has an annual increase of 3%. Non-Capital expenses are estimated to have a 2% annual increase.						
Jackson Co. (MPO Area)	Federal, State, local and Non-Capital expenses are all estimated to be annually increasing by 2.5% for Jackson County.						

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