

Chapter 8 – Financial Plan

A. 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 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.”

B. 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.

C. 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.

D. 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.

E. 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 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.

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.

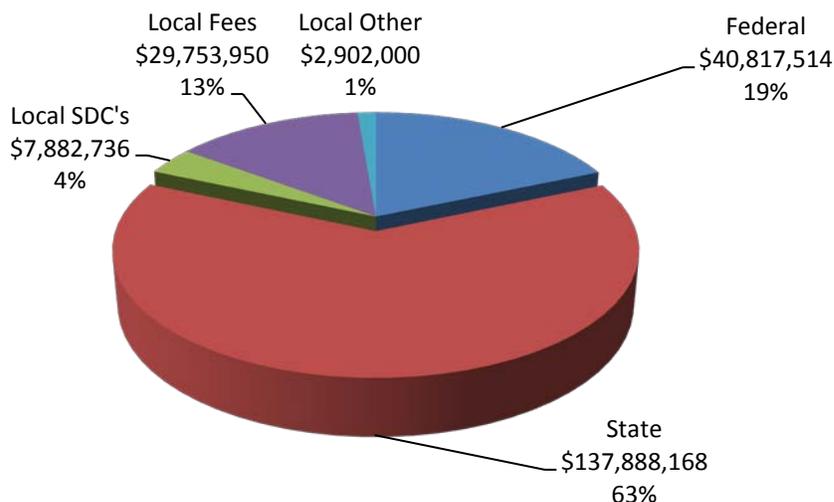
Table 9.1 – Revenue Forecast, All Sources

Jurisdiction	Revenues - Sources Percent of Total						Totals
	Federal	State	Local				
			SDC's	Fees	Other	MRMPO Future Discretionary Funds	
Gold Hill	0%	93%	0%	0%	7%	0%	100%
Grants Pass	2%	57%	5%	18%	0%	19%	100%
Rogue River	2%	57%	4%	6%	21%	10%	100%
JOCO	3%	87%	0%	0%	0%	10%	100%
JACO	8%	92%	0%	0%	0%	0%	100%
JCT	Federal	State	Local				
			Contracted Services		Farebox		
	64%	11%	14%		10%		100%

Table 9.1 on Page 3 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 57 to 93-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 (63%), 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



F. 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-model way.

STIP Enhance Projects have the following desired attributes:

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

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

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

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

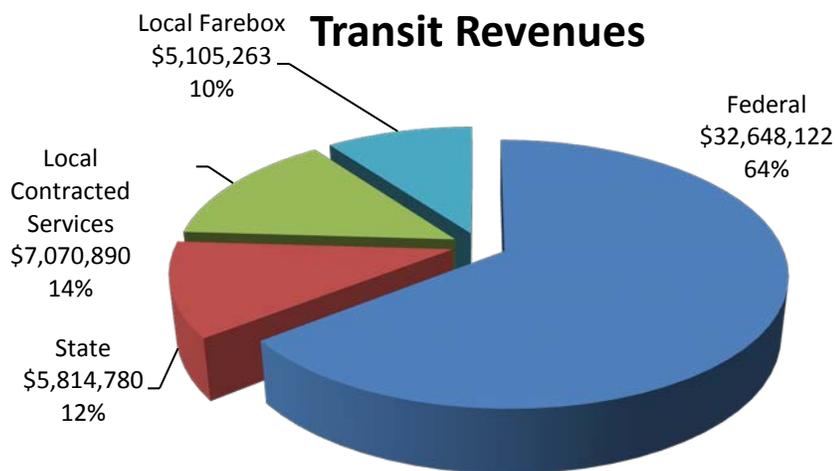
Street Utility Fees (SUFs) or Street Impact Fees (SIFs) – Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated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

G. 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 (64%) of transit revenues, followed by Local Contracted Services and Farebox (24%) and State revenues (12%).

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.



H. 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).

I. 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.

J. 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.

K. 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.

L. 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 MRMPO 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 Projects	MRMPO Future Discretionary Funds
		Federal	State	Local			Total				
				SDC's	Fees	Other					
Gold Hill	short	\$0	\$522,057	\$0	\$0	\$50,000	\$572,057	\$263,718	\$308,339	\$0	\$0
	medium		\$1,147,677	\$0	\$0	\$100,000	\$1,247,677	\$536,395	\$711,282	\$0	\$0
	long		\$1,606,078	\$0	\$0	\$100,000	\$1,706,078	\$686,631	\$1,019,447	\$0	\$0
Grants Pass	short	\$3,403,653	\$14,917,560	\$1,127,325	\$5,584,042	\$123,000	\$25,155,580	\$14,764,844	\$6,987,083	\$9,739,470	\$3,403,653
	medium		\$32,794,413	\$2,913,172	\$10,747,367	\$205,000	\$46,659,952	\$30,069,143	\$16,590,810	\$29,628,718	\$17,844,812
	long		\$45,893,009	\$3,482,121	\$12,846,354	\$205,000	\$62,426,484	\$38,491,045	\$23,935,439	\$18,821,348	\$10,020,332
Rogue River	short	\$188,000	\$918,540	\$63,877	\$102,204	\$584,000	\$1,856,621	\$1,236,651	\$619,970	\$570,000	\$0
	medium		\$2,019,297	\$129,925	\$207,880	\$990,000	\$3,347,102	\$2,319,174	\$1,027,928	\$0	\$0
	long		\$2,825,835	\$166,315	\$266,104	\$545,000	\$3,803,254	\$2,274,463	\$1,528,790	\$1,500,000	\$1,035,210
Josephine Co. (MRMPO Area)	short	\$939,000	\$4,916,386	\$0	\$0	\$0	\$5,855,386	\$4,916,386	\$939,000	\$939,000	\$0
	medium		\$10,772,763	\$0	\$0	\$0	\$10,772,763	\$10,772,763	\$112,508	\$1,095,500	\$982,992
	long		\$15,026,718	\$0	\$0	\$0	\$15,026,718	\$15,026,718	\$335,638	\$2,932,500	\$2,596,862
Jackson Co. (MRMPO Area)	short	\$403,000	\$724,726	\$0	\$0	\$0	\$1,127,726	\$724,726	\$47,000	\$403,000	\$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.							\$17,679,191	\$17,679,191	\$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		\$40,817,514	\$137,888,168	\$7,882,736	\$29,753,950	\$2,902,000	\$183,360,507	\$125,885,765	\$71,842,426	\$83,308,727	\$35,883,861
JCT	Time Frame	Transit Revenues					Total	Transit Expenses	Balance		
		Federal	State	Local							
	Contracted Services			Farebox							
	short	\$9,732,262	\$1,152,655	\$1,324,705	\$1,009,187	\$13,218,810	\$8,186,838	\$5,031,971			
	medium	\$10,372,359	\$1,977,973	\$2,589,545	\$1,895,857	\$16,835,733	\$14,135,493	\$7,732,211			
long	\$12,543,501	\$2,684,152	\$3,156,640	\$2,200,219	\$20,584,512	\$17,886,348	\$10,430,376				
Totals		\$32,648,122	\$5,814,780	\$7,070,890	\$5,105,263	\$50,639,055	\$40,208,680	\$10,430,376			



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 MRVMPPO projects funded by these agencies have been made based on estimated State Highway Funds (SHF) prorated for the percent of rural population within the MRMPO boundary and any federally-funded projects located in the MPO area. Capital funding availability for Josephine and Jackson County and ODOT assumes that non-capital (operation and maintenance) needs are fully funded, consistent with Josephine and Jackson County and ODOT policies.							
Jackson Co. (MPO Area)								
ODOT (MPO Area)								