

**Attachment 1 – Summary of Forecast of Federal and State Transportation Revenues Portland Metro Area Transportation
Federal Fiscal Years 2024 through 2027 (in millions)**

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FYs 2024-27 Total
ODOT Directed ¹	N/A ^{4, 7}	119.2	119.2	119.1	\$357.5
ODOT to Cities/Counties ²	N/A ^{4, 7}	\$15.36	\$15.36	\$15.36	\$46.08
State Trust Fund to Cities/Counties ⁵	\$240.36	\$249.66	\$248.83	\$248.00	\$986.85
Federal Discretionary ⁹	\$74.0	\$74.0	\$74.0	\$0	\$222.0
Metro MPO ^{1,3, 6, 8}	\$13.6 ⁴	\$54.2	\$54.9	\$54.9	\$177.60
SMART	\$2.04	\$2.15	\$2.27	\$2.39	\$8.85
TriMet	\$158.5	\$167.2	\$174.4	\$181.7	\$681.8
Total	\$488.5	\$681.77	\$688.96	\$621.45	\$2,480.68

¹ Does not included federally dedicated planning funds or funds dedicated to ODOT Administrative costs.

² Directed funding program pass through to local agencies; does not include pass through to MPOs or State Trust Fund pass through to local agencies.

³ Utilizes MPO forecast method that anticipates growth in available funding rather than ODOT forecast method of 10% reduction of current fund levels for those years not under a federal transportation authorization.

⁴ Metro and ODOT forecasted revenues for FFY 2024 have already been allocated. SMART and TriMet forecasted revenues are allocated on an annual basis through their budget processes.

⁵ Funds not typically reflected in the Metropolitan Transportation Improvement Program, unless funds are being used for capital projects deemed as regionally significant.

⁶ Total reflects combined revenue for federal fiscal years 2025 through 2027 and under allocated carryover estimated for 2024. See Table 2 for further detail.

⁷ Estimates for carryover revenues for FFY 2024 for ODOT funding programs are unavailable for the revenue forecast. Carryover estimates will be made available and used as part of revenue estimates for fiscally constraining the MTIP and the STIP.

⁸ Total includes revenues from the new federal Carbon Reduction program, but funds from the program has not been allocated.

⁹ Estimate is based on the Portland region to receive a proportion, based on population, of federal discretionary grant awards estimated for Oregon to receive. The estimate for Oregon is based on the assumption that Oregon will receive approximately 1% of the federal discretionary grant awards available between federal fiscal year 2022 – 2026, divided evenly over each fiscal year. Funding is not guaranteed and would rely on project applications put forward competing well in the grant program.

Summary

- Estimated \$2.48 billion will be invested into transportation projects and programs in the Portland metropolitan region in federal fiscal years 2024 through 2027.

- While federal transportation revenues are an important source for funding transportation projects and programs, state and local revenue sources comprise of a larger and more significant source of investment into the transportation system.¹

Key Assumptions

- All revenue forecasts use historical financial data and information from the current federal surface transportation authorization (i.e. Bipartisan Infrastructure Law) funding levels as starting points for projecting revenue forecasts.
- ODOT revenue forecast for federal fiscal years 2025-2027 assumes a ten percent (10%) reduction in transportation funding being available to allocate to transportation projects and programs. ODOT has stated the 10% reduction assumption roughly translates to \$300 million (out of \$3 billion) not included for allocation purposes in the statewide totals.
- Transit agency revenue forecast does not include local revenues generated for the purpose of service and transit agency operations, such as passenger fares, advertising revenue, or employer tax.
- Revenue forecast estimate does not include local revenues generated by cities and counties, such as a local gas taxes, parking revenues, system development charges, or other user fees, used by local jurisdictions for operations, maintenance, or capital projects.
- ODOT's revenue forecast does include any potential federal discretionary grants and congressional directed spending the Portland region may receive for major capital projects. Estimate is based on the State's historical performance in the grant programs and applying a proportion, based on population that would come to the Portland region. Transit revenue forecast does not include any potential federal discretionary grants. Only those federal discretionary grants which have been secured are reflected in the transit agency revenue forecasts.

¹ Consistent with findings on national research on surface transportation funding and financing.