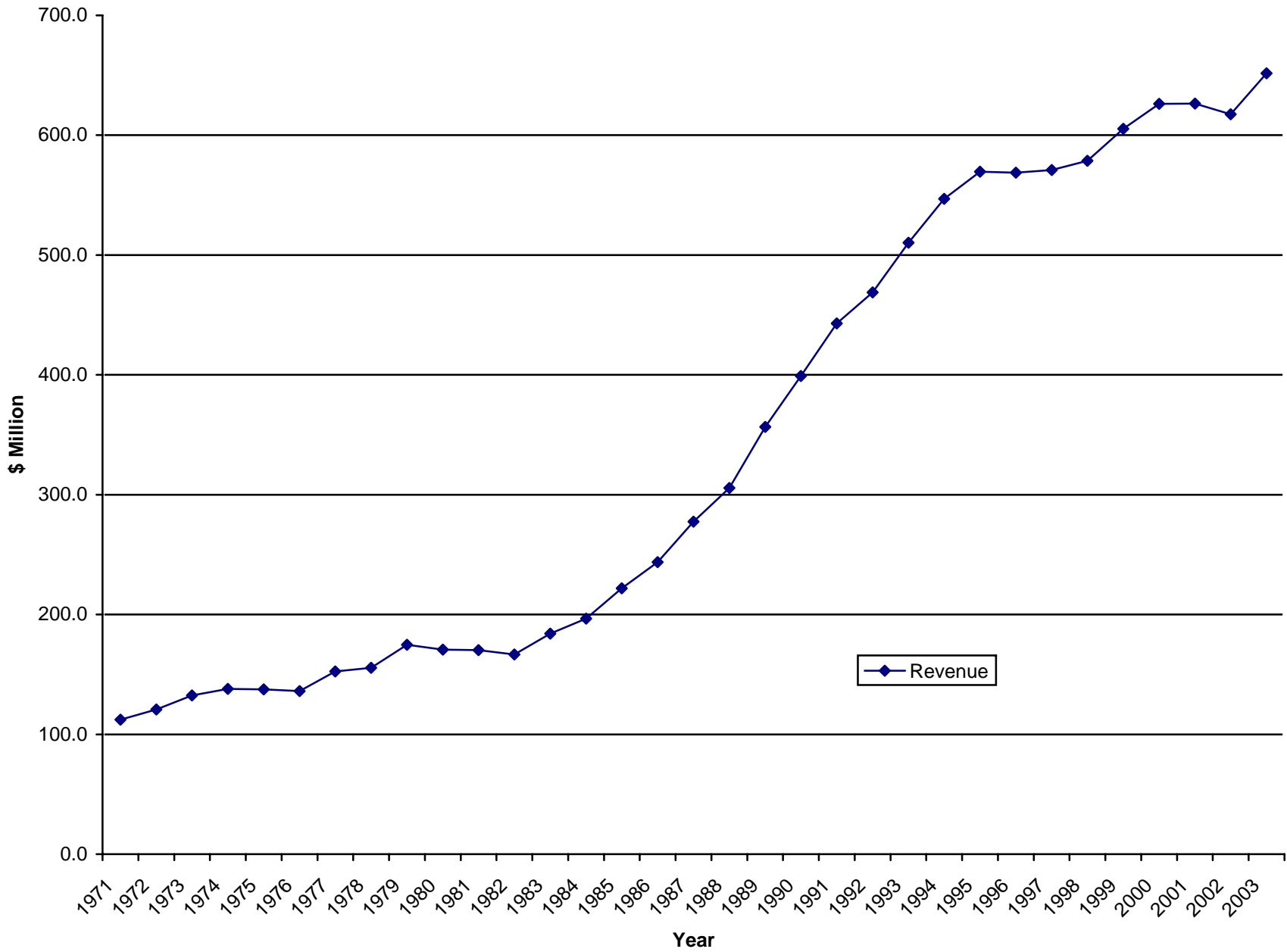


**STATE HIGHWAY FUND REVENUE HISTORY AND CURRENT LAW PROJECTION
(\$ Million)**

Fiscal Year	Actual Revenue		Fiscal Year	Projected Current Law Revenue
1971	112.3		2004	685.8
1972	120.8		2005	759.5
1973	132.5		2006	764.8
1974	138.0		2007	773.5
1975	137.6		2008	782.8
1976	136.2		2009	792.2
1977	152.5		2010	801.6
1978	155.5		2011	811.1
1979	174.7		2012	820.6
1980	170.8		2013	830.2
1981	170.3		2014	839.8
1982	166.7		2015	849.4
1983	184.0		2016	859.1
1984	196.6		2017	868.8
1985	221.9		2018	878.5
1986	243.8		2019	888.2
1987	277.4		2020	897.9
1988	305.6		2021	907.7
1989	356.6		2022	917.4
1990	399.1		2023	927.1
1991	442.9		2024	936.8
1992	468.8		2025	946.5
1993	510.2		2026	956.2
1994	546.9		2027	965.8
1995	569.5		2028	975.4
1996	568.8		2029	984.9
1997	571.0		2030	994.8
1998	578.7			
1999	605.3			
2000	626.1			
2001	626.4			
2002	617.4			
2003	651.7			

STATE HIGHWAY FUND REVENUE HISTORY



LONG RANGE ESTIMATES OF ODOT PRESERVATION, MAINTENANCE AND OTHER COSTS

Inflation Factor @ 3.1%	Year	Preservation (1997 \$s)	Preservation (YOE \$s)	Maintenance (1997 \$s)	Maintenance (YOE \$s)	Safety&Ops. (1997 \$s)	Safety&Ops. (YOE \$s)	Bridge* (1997 \$s)	Bridge (YOE \$s)	Non- 366.507 Debt S. (YOE \$s)	Other (1997 \$s)	Other (YOE \$s)	All Non-Mod Programs Excluding DS (1997 \$s)	All Non-Mod Hwy Programs (YOE \$s)
1.145	2003	154	176	135	155	45	52	90	103	40	121	139	545	664
1.180	2004	154	182	135	159	45	53	90	106	66	121	143	545	709
1.217	2005	154	187	135	164	45	55	90	208	141	121	147	545	903
1.255	2006	154	193	135	169	45	56	90	212	146	121	152	545	928
1.294	2007	154	199	135	175	45	58	90	215	151	121	157	545	955
1.334	2008	154	205	135	180	45	60	90	217	159	121	161	545	983
1.375	2009	154	212	135	186	45	62	90	221	159	121	166	545	1,005
1.418	2010	154	218	135	191	45	64	90	225	159	121	172	545	1,028
1.462	2011	154	225	135	197	45	66	90	228	159	121	177	545	1,052
1.507	2012	154	232	135	203	45	68	90	233	157	121	182	545	1,075
1.554	2013	154	239	135	210	45	70	90	237	157	121	188	545	1,101
1.602	2014	154	247	135	216	45	72	90	241	157	121	194	545	1,127
1.652	2015	154	254	135	223	45	74	90	149	157	121	200	545	1,057
1.703	2016	154	262	135	230	45	77	90	153	157	121	206	545	1,085
1.756	2017	154	270	135	237	45	79	90	158	157	121	212	545	1,114
1.810	2018	154	279	135	244	45	81	90	163	157	121	219	545	1,143
1.866	2019	154	287	135	252	45	84	90	168	157	121	226	545	1,174
1.924	2020	154	296	135	260	45	87	90	173	157	121	233	545	1,206
1.984	2021	154	305	135	268	45	89	90	179	157	121	240	545	1,238
2.045	2022	154	315	135	276	45	92	90	184	157	121	247	545	1,272
2.109	2023	154	325	135	285	45	95	90	190	157	121	255	545	1,306
2.174	2024	154	335	135	293	45	98	90	196	157	121	263	545	1,342
2.241	2025	154	345	135	303	45	101	90	202	157	121	271	545	1,379
2.311	2026	154	356	135	312	45	104	90	208	157	121	280	545	1,416
2.382	2027	154	367	135	322	45	107	90	214	157	121	288	545	1,455
2.456	2028	154	378	135	332	45	111	90	221	143	121	297	545	1,482
2.532	2029	154	390	135	342	45	114	90	228	143	121	306	545	1,523
2.611	2030	154	402	135	352	45	117	90	235	143	121	316	545	1,566

*Excludes cracked concrete needs.

INCREMENTAL OM&P SCENARIOS ABOVE CURRENT LAW

INCREMENTAL MODERNIZATION SCENARIOS ABOVE CURRENT LAW

SFY	Total Revenue Increase with Inflation (3.1%)				8 ¢ Every 8 Years** Beginning 07/01/2009	Steady State Modernization Beginning 07/01/2007****	Steady State Modernization Maintaining 2005 Purchasing Power	Bonded*** 1 ¢ Every 8 Years Beginning 07/01/2009	Bonded*** 2 ¢ Every 8 Years Plus VRF Increases* Beginning 07/01/2009
	Beginning 07/01/2005	1 ¢ Per Year** Beginning 07/01/2005	1919 - 2006 Fuel Tax Rate Increase (3.72%)**	Beginning 07/01/2005					
2003	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2004	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2006	\$18,198,312	\$23,262,498	\$20,768,758	\$0	\$0	\$819,615	\$0	\$0	\$0
2007	\$33,835,057	\$47,349,517	\$43,059,938	\$0	\$12,600,000	\$14,224,173	\$0	\$0	\$0
2008	\$49,482,080	\$72,231,688	\$66,917,169	\$0	\$12,600,000	\$15,179,805	\$0	\$0	\$0
2009	\$65,905,203	\$97,946,169	\$92,447,982	\$0	\$12,600,000	\$16,177,734	\$0	\$0	\$0
2010	\$83,077,953	\$124,514,067	\$119,750,359	\$199,222,507	\$25,200,000	\$29,819,451	\$285,633,308	\$720,892,485	
2011	\$101,028,144	\$151,956,967	\$148,927,755	\$202,609,290	\$25,200,000	\$30,906,493	\$0	\$0	\$0
2012	\$119,784,557	\$180,296,942	\$180,089,409	\$206,053,648	\$25,200,000	\$32,040,446	\$0	\$0	\$0
2013	\$139,376,978	\$209,556,560	\$213,350,655	\$209,556,560	\$25,200,000	\$33,222,951	\$0	\$0	\$0
2014	\$159,836,231	\$239,758,899	\$248,833,266	\$213,119,021	\$25,200,000	\$34,455,700	\$0	\$0	\$0
2015	\$181,194,210	\$270,927,556	\$286,665,804	\$216,742,045	\$25,200,000	\$35,740,440	\$0	\$0	\$0
2016	\$203,483,922	\$303,086,657	\$326,983,993	\$220,426,659	\$25,200,000	\$37,078,977	\$0	\$0	\$0
2017	\$226,739,520	\$336,260,869	\$369,931,119	\$224,173,913	\$25,200,000	\$38,473,173	\$0	\$0	\$0
2018	\$250,996,344	\$370,475,412	\$415,658,441	\$455,969,738	\$25,200,000	\$39,924,953	\$326,871,061	\$809,503,311	
2019	\$276,290,963	\$405,756,071	\$464,325,635	\$463,721,224	\$25,200,000	\$41,436,302	\$0	\$0	\$0
2020	\$302,661,215	\$442,129,204	\$516,101,255	\$471,604,485	\$25,200,000	\$43,009,272	\$0	\$0	\$0
2021	\$330,146,252	\$479,621,761	\$571,163,219	\$479,621,761	\$25,200,000	\$44,645,978	\$0	\$0	\$0
2022	\$358,786,583	\$518,261,289	\$629,699,333	\$487,775,331	\$25,200,000	\$46,348,607	\$0	\$0	\$0
2023	\$388,624,123	\$558,075,950	\$691,907,826	\$496,067,512	\$25,200,000	\$48,119,415	\$0	\$0	\$0
2024	\$419,702,241	\$599,094,533	\$757,997,929	\$504,500,659	\$25,200,000	\$49,960,730	\$0	\$0	\$0
2025	\$452,065,807	\$641,346,463	\$828,190,481	\$513,077,170	\$25,200,000	\$51,874,958	\$0	\$0	\$0
2026	\$485,761,247	\$684,861,821	\$902,718,564	\$782,699,223	\$25,200,000	\$53,864,580	\$374,062,435	\$908,556,739	
2027	\$520,836,594	\$729,671,351	\$981,828,179	\$796,005,110	\$12,600,000	\$43,332,158	\$0	\$0	\$0
2028	\$557,341,544	\$775,806,481	\$1,065,778,958	\$809,537,197	\$12,600,000	\$45,480,337	\$0	\$0	\$0
2029	\$595,327,513	\$823,299,329	\$1,154,844,912	\$823,299,329	\$12,600,000	\$47,711,845	\$0	\$0	\$0
2030	\$634,847,698	\$872,182,727	\$1,249,315,219	\$837,295,418	\$0	\$37,429,502	\$0	\$0	\$0

**Includes cost responsibility effects on heavy vehicles.

****Excludes "old" mod DS of \$3.2 million per year.

***Assumes 20 years @ 6%.

*\$6 per biennium every 8 years.

ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE

INCREMENTAL OM&P REVENUE ABOVE CURRENT LAW*			
SFY	State Share	County Share	City Share
2003	\$0	\$0	\$0
2004	\$0	\$0	\$0
2005	\$0	\$0	\$0
2006	\$11,631,249	\$6,978,749	\$4,652,500
2007	\$23,674,758	\$14,204,855	\$9,469,903
2008	\$36,115,844	\$21,669,506	\$14,446,338
2009	\$48,973,084	\$29,383,851	\$19,589,234
2010	\$62,257,034	\$37,354,220	\$24,902,813
2011	\$75,978,484	\$45,587,090	\$30,391,393
2012	\$90,148,471	\$54,089,083	\$36,059,388
2013	\$104,778,280	\$62,866,968	\$41,911,312
2014	\$119,879,449	\$71,927,670	\$47,951,780
2015	\$135,463,778	\$81,278,267	\$54,185,511
2016	\$151,543,328	\$90,925,997	\$60,617,331
2017	\$168,130,434	\$100,878,261	\$67,252,174
2018	\$185,237,706	\$111,142,624	\$74,095,082
2019	\$202,878,035	\$121,726,821	\$81,151,214
2020	\$221,064,602	\$132,638,761	\$88,425,841
2021	\$239,810,880	\$143,886,528	\$95,924,352
2022	\$259,130,645	\$155,478,387	\$103,652,258
2023	\$279,037,975	\$167,422,785	\$111,615,190
2024	\$299,547,266	\$179,728,360	\$119,818,907
2025	\$320,673,232	\$192,403,939	\$128,269,293
2026	\$342,430,910	\$205,458,546	\$136,972,364
2027	\$364,835,676	\$218,901,405	\$145,934,270
2028	\$387,903,240	\$232,741,944	\$155,161,296
2029	\$411,649,665	\$246,989,799	\$164,659,866
2030	\$436,091,364	\$261,654,818	\$174,436,545

*Equivalent to 1 ¢ per gallon per year beginning 07/01/2005, including cost responsibility effects on heavy vehicles.

ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE

INCREMENTAL MODERNIZATION REVENUE ABOVE CURRENT LAW*						
SFY	State Share	State Share in 2003 \$s	County Share	County Share in 2003 \$s	City Share	City Share in 2003 \$s
2003	\$0	\$0	\$0	\$0	\$0	\$0
2004	\$0	\$0	\$0	\$0	\$0	\$0
2005	\$0	\$0	\$0	\$0	\$0	\$0
2006	\$0	\$0	\$0	\$0	\$0	\$0
2007	\$0	\$0	\$0	\$0	\$0	\$0
2008	\$0	\$0	\$0	\$0	\$0	\$0
2009	\$0	\$0	\$0	\$0	\$0	\$0
2010	\$16,306,331	\$13,168,782	\$9,783,799	\$7,901,269	\$6,522,533	\$5,267,513
2011	\$16,478,717	\$12,907,855	\$9,887,230	\$7,744,713	\$6,591,487	\$5,163,142
2012	\$16,450,967	\$12,498,660	\$9,870,580	\$7,499,196	\$6,580,387	\$4,999,464
2013	\$16,664,382	\$12,280,118	\$9,998,629	\$7,368,071	\$6,665,753	\$4,912,047
2014	\$16,726,040	\$11,954,951	\$10,035,624	\$7,172,971	\$6,690,416	\$4,781,981
2015	\$16,787,926	\$11,638,395	\$10,072,756	\$6,983,037	\$6,715,171	\$4,655,358
2016	\$16,850,042	\$11,330,220	\$10,110,025	\$6,798,132	\$6,740,017	\$4,532,088
2017	\$16,912,387	\$11,030,205	\$10,147,432	\$6,618,123	\$6,764,955	\$4,412,082
2018	\$33,949,926	\$21,476,270	\$20,369,955	\$12,885,762	\$13,579,970	\$8,590,508
2019	\$34,075,540	\$20,907,596	\$20,445,324	\$12,544,558	\$13,630,216	\$8,363,039
2020	\$34,201,620	\$20,353,981	\$20,520,972	\$12,212,389	\$13,680,648	\$8,141,592
2021	\$34,328,166	\$19,815,025	\$20,596,899	\$11,889,015	\$13,731,266	\$7,926,010
2022	\$34,455,180	\$19,290,340	\$20,673,108	\$11,574,204	\$13,782,072	\$7,716,136
2023	\$34,582,664	\$18,779,548	\$20,749,598	\$11,267,729	\$13,833,066	\$7,511,819
2024	\$34,710,620	\$18,282,282	\$20,826,372	\$10,969,369	\$13,884,248	\$7,312,913
2025	\$34,839,049	\$17,798,183	\$20,903,430	\$10,678,910	\$13,935,620	\$7,119,273
2026	\$52,451,931	\$25,990,353	\$31,471,158	\$15,594,212	\$20,980,772	\$10,396,141
2027	\$52,646,003	\$25,302,151	\$31,587,602	\$15,181,290	\$21,058,401	\$10,120,860
2028	\$52,840,793	\$24,632,171	\$31,704,476	\$14,779,303	\$21,136,317	\$9,852,868
2029	\$53,036,304	\$23,979,932	\$31,821,782	\$14,387,959	\$21,214,522	\$9,591,973
2030	\$53,232,538	\$23,344,964	\$31,939,523	\$14,006,979	\$21,293,015	\$9,337,986
2005-2030		\$376,761,982		\$226,057,189		\$150,704,793

*Equivalent to a \$15 VRF biennial increase every 8 years beginning 07/01/2009.
 Note: Includes cost responsibility effects on heavy vehicles.

**DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY
MODERNIZATION WITH NEW OM&P REVENUE
(\$ Million)**

Fiscal Year	State Share of Statewide Highway User Fee Revenue Under Current Law	OTIA III State Bridge Bond \$s	OTIA I&II ID'd State Pres & Bridge Bond \$s	Assumed New Revenue Available for O,M&P***	Total Federal Funds	Federal Highway Funds Allocated to Local Governments	Federal Highway Funds Available to State	Total Highway Funds Available to State	Non-Modernization State Needs	Amounts Required for the High Priority Projects Mod Program & Allocated Mod Projects	HPPP & Allocated Mod in 2003 \$s	Assumed ODOT STP** Transfer to FTA Programs
2003	396.6	0.0	81.6	0.0	337.2	96.3	240.9	719.1	663.6	15.9	15.9	7.1
2004	408.7	0.0	17.1	0.0	347.6	99.3	248.3	674.2	709.4	22.3	21.6	5.1
2005	477.3	130.0	18.5	0.0	358.4	102.3	256.0	881.8	903.4	23.0	21.6	6.5
2006	483.5	130.0	0.0	0.0	369.5	100.4	269.1	882.5	928.5	23.7	21.6	8.1
2007	490.8	130.0	0.0	11.6	380.9	103.6	277.4	909.9	954.6	24.5	21.6	5.9
2008	496.8	130.0	0.0	23.7	392.8	106.8	286.0	936.5	982.6	25.2	21.6	8.1
2009	502.3	130.0	0.0	36.1	404.9	110.1	294.9	963.2	1,004.9	26.0	21.6	8.1
2010	507.9	130.0	0.0	49.0	417.5	113.5	304.0	990.9	1,028.1	26.8	21.6	8.1
2011	513.6	130.0	0.0	62.3	430.4	117.0	313.4	1,019.3	1,052.1	27.6	21.6	8.1
2012	519.3	130.0	0.0	76.0	443.8	120.6	323.1	1,048.5	1,075.3	28.5	21.6	8.1
2013	525.1	130.0	0.0	90.1	457.5	124.4	333.2	1,078.4	1,100.7	29.4	21.6	8.1
2014	530.8	130.0	0.0	104.8	471.7	128.2	343.5	1,109.1	1,127.0	30.3	21.6	8.1
2015	536.6	0.0	0.0	119.9	486.3	132.2	354.1	1,010.6	1,057.1	31.2	21.6	8.1
2016	542.4	0.0	0.0	135.5	501.4	136.3	365.1	1,043.0	1,085.0	32.2	21.6	8.1
2017	548.2	0.0	0.0	151.5	517.0	140.5	376.4	1,076.2	1,113.8	33.2	21.6	8.1
2018	554.1	0.0	0.0	168.1	533.0	144.9	388.1	1,110.3	1,143.5	34.2	21.6	8.1
2019	559.9	0.0	0.0	185.2	549.5	149.4	400.1	1,145.3	1,174.1	35.3	21.6	8.1
2020	565.8	0.0	0.0	202.9	566.5	154.0	412.5	1,181.2	1,205.6	36.4	21.6	8.1
2021	571.6	0.0	0.0	221.1	584.1	158.8	425.3	1,218.0	1,238.1	37.5	21.6	8.1
2022	577.4	0.0	0.0	239.8	602.2	163.7	438.5	1,255.8	1,271.6	38.7	21.6	8.1
2023	583.3	0.0	0.0	259.1	620.9	168.8	452.1	1,294.5	1,306.2	39.9	21.6	8.1
2024	589.1	0.0	0.0	279.0	640.1	174.0	466.1	1,334.3	1,341.8	41.1	21.6	8.1
2025	594.9	0.0	0.0	299.5	660.0	179.4	480.6	1,375.0	1,378.5	42.4	21.6	8.1
2026	600.7	0.0	0.0	320.7	680.4	185.0	495.5	1,416.9	1,416.4	43.7	21.6	8.1
2027	606.5	0.0	0.0	342.4	701.5	190.7	510.8	1,459.8	1,455.4	45.0	21.6	8.1
2028	605.3	0.0	0.0	364.8	723.3	196.6	526.7	1,496.8	1,481.7	46.4	21.6	8.1
2029	611.0	0.0	0.0	387.9	745.7	202.7	543.0	1,541.9	1,523.2	47.9	21.6	8.1
2030	616.9	0.0	0.0	411.6	768.8	209.0	559.8	1,588.4	1,565.9	49.4	21.6	8.1

2005-2030

562.9

**Flexible Federal Surface Transportation Program funds that would otherwise be programmed for construction on State highways.

***From Page 5.

**DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY
MODERNIZATION WITH NEW OM&P REVENUE, CONTINUED
(\$ Million)**

Fiscal Year	Statewide Funds Available for Highway Modernization or Other Purposes	2003 Purchasing Power Available for Modernization	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	Net of DS 2003 Purchasing Power Available for Modernization Under ORS 366.507	Statewide Bond Revenues Reserved for Highway Modernization	Statewide Bond Revenues Reserved for Highway Modernization in 2003 \$s	OTIA I&II State Modernization	OTIA I&II State Modernization in 2003 \$s	Total Current Law* Modernization in 2003 \$s
2003	32.6	32.6	\$50.5	3.2	47.3	47.3	0.0	0.0	34.4	34.4	97.6
2004	-62.6	-60.7	\$50.5	3.2	47.3	45.9	0.0	0.0	30.0	29.1	96.6
2005	-51.1	-48.1	\$51.6	3.2	48.4	45.6	0.0	0.0	56.0	52.7	119.9
2006	-77.7	-70.9	\$52.4	3.2	49.2	44.9	0.0	0.0	35.8	32.7	99.2
2007	-75.0	-66.4	\$53.3	15.8	37.5	33.1	50.0	44.3	17.6	15.6	114.6
2008	-79.5	-68.2	\$54.0	15.8	38.2	32.8	50.0	42.9	0.0	0.0	97.4
2009	-75.7	-63.0	\$54.8	15.8	39.0	32.4	50.0	41.6	0.0	0.0	95.7
2010	-72.1	-58.2	\$55.5	28.4	27.1	21.9	50.0	40.4	0.0	0.0	83.9
2011	-68.5	-53.6	\$56.3	28.4	27.9	21.9	50.0	39.2	0.0	0.0	82.7
2012	-63.4	-48.1	\$57.1	25.2	31.9	24.2	50.0	38.0	0.0	0.0	83.9
2013	-59.8	-44.0	\$57.9	25.2	32.7	24.1	0.0	0.0	0.0	0.0	45.7
2014	-56.2	-40.2	\$58.7	25.2	33.5	23.9	0.0	0.0	0.0	0.0	45.6
2015	-85.8	-59.5	\$59.5	25.2	34.3	23.8	0.0	0.0	0.0	0.0	45.4
2016	-82.3	-55.3	\$60.3	25.2	35.1	23.6	0.0	0.0	0.0	0.0	45.3
2017	-78.8	-51.4	\$61.2	25.2	36.0	23.5	0.0	0.0	0.0	0.0	45.1
2018	-75.5	-47.7	\$62.1	25.2	36.9	23.3	0.0	0.0	0.0	0.0	45.0
2019	-72.1	-44.2	\$62.9	25.2	37.7	23.1	0.0	0.0	0.0	0.0	44.8
2020	-68.9	-41.0	\$63.8	25.2	38.6	23.0	0.0	0.0	0.0	0.0	44.6
2021	-65.7	-37.9	\$64.7	25.2	39.5	22.8	0.0	0.0	0.0	0.0	44.4
2022	-62.6	-35.0	\$65.6	25.2	40.4	22.6	0.0	0.0	0.0	0.0	44.3
2023	-59.6	-32.3	\$66.5	25.2	41.3	22.4	0.0	0.0	0.0	0.0	44.1
2024	-56.7	-29.8	\$67.4	25.2	42.2	22.3	0.0	0.0	0.0	0.0	43.9
2025	-53.9	-27.5	\$68.4	25.2	43.2	22.1	0.0	0.0	0.0	0.0	43.7
2026	-51.3	-25.4	\$69.4	25.2	44.2	21.9	0.0	0.0	0.0	0.0	43.5
2027	-48.8	-23.4	\$70.3	12.6	57.7	27.7	0.0	0.0	0.0	0.0	49.4
2028	-39.4	-18.4	\$71.3	12.6	58.7	27.4	0.0	0.0	0.0	0.0	49.0
2029	-37.2	-16.8	\$72.3	12.6	59.7	27.0	0.0	0.0	0.0	0.0	48.6
2030	-35.0	-15.4	\$73.3	0.0	73.3	32.1	0.0	0.0	0.0	0.0	53.8

2005-2030

-1,122.1

693.5

246.3

100.9

1,603.6

*Excludes additional revenue projected on Page 6.

DISTRIBUTION OF FEDERAL HIGHWAY FUNDS
(\$ Million)

YEAR	TOTAL* FEDERAL FUNDS TO OREGON	HIGH PRIORITY PROJECTS STATE	HIGH PRIORITY PROJECTS LOCAL	COUNTY ALLOCATION	SMALL CITY ALLOCATION	PORTLAND TMA	EUGENE TMA	SALEM TMA	OTHER LOCAL ALLOCATIONS	BALANCE TO STATE	LOCAL TOTAL
2003	337.2	17.9	13.4	10.0	6.8	15.3	2.6	2.4	45.7	240.9	96.3
2004	347.6	18.5	13.8	10.3	7.0	15.8	2.7	2.5	47.1	248.3	99.3
2005	358.4	19.1	14.2	10.6	7.2	16.3	2.8	2.6	48.6	256.0	102.3
2006	369.5	19.7	14.7	11.0	7.4	17.2	3.0	2.8	44.4	269.1	100.4
2007	380.9	20.3	15.1	11.3	7.7	17.7	3.1	2.9	45.8	277.4	103.6
2008	392.8	20.9	15.6	11.6	7.9	18.3	3.2	3.0	47.2	286.0	106.8
2009	404.9	21.5	16.1	12.0	8.1	18.8	3.3	3.0	48.7	294.9	110.1
2010	417.5	22.2	16.6	12.4	8.4	19.4	3.4	3.1	50.2	304.0	113.5
2011	430.4	22.9	17.1	12.8	8.7	20.0	3.5	3.2	51.7	313.4	117.0
2012	443.8	23.6	17.6	13.2	8.9	20.6	3.6	3.3	53.3	323.1	120.6
2013	457.5	24.3	18.2	13.6	9.2	21.3	3.7	3.4	55.0	333.2	124.4
2014	471.7	25.1	18.7	14.0	9.5	21.9	3.8	3.6	56.7	343.5	128.2
2015	486.3	25.9	19.3	14.4	9.8	22.6	4.0	3.7	58.4	354.1	132.2
2016	501.4	26.7	19.9	14.9	10.1	23.3	4.1	3.8	60.3	365.1	136.3
2017	517.0	27.5	20.5	15.3	10.4	24.0	4.2	3.9	62.1	376.4	140.5
2018	533.0	28.3	21.2	15.8	10.7	24.8	4.3	4.0	64.0	388.1	144.9
2019	549.5	29.2	21.8	16.3	11.1	25.6	4.5	4.1	66.0	400.1	149.4
2020	566.5	30.1	22.5	16.8	11.4	26.3	4.6	4.3	68.1	412.5	154.0
2021	584.1	31.1	23.2	17.3	11.7	27.2	4.8	4.4	70.2	425.3	158.8
2022	602.2	32.0	23.9	17.9	12.1	28.0	4.9	4.5	72.4	438.5	163.7
2023	620.9	33.0	24.7	18.4	12.5	28.9	5.1	4.7	74.6	452.1	168.8
2024	640.1	34.0	25.4	19.0	12.9	29.8	5.2	4.8	76.9	466.1	174.0
2025	660.0	35.1	26.2	19.6	13.3	30.7	5.4	5.0	79.3	480.6	179.4
2026	680.4	36.2	27.0	20.2	13.7	31.6	5.5	5.1	81.8	495.5	185.0
2027	701.5	37.3	27.9	20.8	14.1	32.6	5.7	5.3	84.3	510.8	190.7
2028	723.3	38.5	28.7	21.5	14.5	33.6	5.9	5.4	86.9	526.7	196.6
2029	745.7	39.7	29.6	22.1	15.0	34.7	6.1	5.6	89.6	543.0	202.7
2030	768.8	40.9	30.5	22.8	15.5	35.7	6.3	5.8	92.4	559.8	209.0

*Based on recent history, assumes \$10 million of non-apportioned funds in 2003, indexed to inflation thereafter.

Note: In practice, county and small city allocations are presently lagged one year. This lag is not reflected above.

**BREAKDOWN OF "OTHER LOCAL ALLOCATIONS" OF FEDERAL FUNDS
(\$ Million)**

Year	TGM	ENHANCEMENTS	BRIDGE	CMAQ*	METRO PLANNING	SAFETY PROGRAMS	TOTAL
2003	5.5	8.0	16.4	10.1	1.6	4.0	45.7
2004	5.7	8.2	17.0	10.5	1.7	4.1	47.1
2005	5.8	8.5	17.5	10.8	1.7	4.2	48.6
2006	6.0	8.9	18.4	4.7	1.8	4.6	44.4
2007	6.2	9.2	19.0	4.9	1.8	4.7	45.8
2008	6.4	9.5	19.6	5.0	1.9	4.8	47.2
2009	6.6	9.8	20.2	5.2	2.0	5.0	48.7
2010	6.8	10.1	20.8	5.3	2.0	5.2	50.2
2011	7.0	10.4	21.5	5.5	2.1	5.3	51.8
2012	7.2	10.7	22.1	5.7	2.1	5.5	53.4
2013	7.5	11.1	22.8	5.8	2.2	5.6	55.0
2014	7.7	11.4	23.5	6.0	2.3	5.8	56.7
2015	7.9	11.8	24.2	6.2	2.3	6.0	58.5
2016	8.2	12.1	25.0	6.4	2.4	6.2	60.3
2017	8.4	12.5	25.8	6.6	2.5	6.4	62.2
2018	8.7	12.9	26.6	6.8	2.6	6.6	64.1
2019	9.0	13.3	27.4	7.0	2.6	6.8	66.1
2020	9.2	13.7	28.2	7.2	2.7	7.0	68.1
2021	9.5	14.1	29.1	7.4	2.8	7.2	70.2
2022	9.8	14.6	30.0	7.7	2.9	7.4	72.4
2023	10.1	15.0	30.9	7.9	3.0	7.7	74.7
2024	10.4	15.5	31.9	8.2	3.1	7.9	77.0
2025	10.8	15.9	32.9	8.4	3.2	8.1	79.4
2026	11.1	16.4	33.9	8.7	3.3	8.4	81.8
2027	11.4	17.0	35.0	8.9	3.4	8.7	84.4
2028	11.8	17.5	36.0	9.2	3.5	8.9	87.0
2029	12.2	18.0	37.2	9.5	3.6	9.2	89.7
2030	12.5	18.6	38.3	9.8	3.7	9.5	92.4

*Changes in environmental regulations and status imply a major reduction beginning in 2006.

ESTIMATED STP APPORTIONMENTS FOR MPO COUNTIES AND CITIES OTHER THAN TMAs

Fiscal Year	Clackamas	Multnomah	Washington	Canby	Marion	Polk	Bend MPO	Deschutes	Lane	Corvallis MPO	Benton	Jackson	Medford MPO	Eagle Point
2003	\$434,026	\$140,190	\$460,896	\$73,112	\$485,512	\$152,665	\$328,834	\$352,983	\$586,388	\$332,858	\$166,249	\$395,921	\$736,153	\$30,926
2004	\$421,267	\$136,063	\$447,340	\$117,593	\$471,211	\$148,177	\$503,314	\$342,693	\$569,093	\$509,474	\$161,357	\$384,122	\$1,126,759	\$52,059
2005	\$434,326	\$140,281	\$461,208	\$121,238	\$485,819	\$152,770	\$518,917	\$353,316	\$586,735	\$525,268	\$166,359	\$396,030	\$1,161,689	\$53,673
2006	\$447,790	\$144,630	\$475,505	\$124,997	\$500,879	\$157,506	\$535,003	\$364,269	\$604,924	\$541,551	\$171,516	\$408,307	\$1,197,701	\$55,337
2007	\$461,672	\$149,113	\$490,246	\$128,872	\$516,406	\$162,389	\$551,588	\$375,562	\$623,676	\$558,339	\$176,833	\$420,964	\$1,234,830	\$57,052
2008	\$475,984	\$153,736	\$505,443	\$132,867	\$532,415	\$167,423	\$568,687	\$387,204	\$643,010	\$575,648	\$182,315	\$434,014	\$1,273,109	\$58,821
2009	\$490,739	\$158,501	\$521,112	\$136,986	\$548,920	\$172,613	\$586,317	\$399,207	\$662,944	\$593,493	\$187,967	\$447,469	\$1,312,576	\$60,644
2010	\$505,952	\$163,415	\$537,266	\$141,232	\$565,936	\$177,964	\$604,493	\$411,583	\$683,495	\$611,891	\$193,794	\$461,340	\$1,353,266	\$62,524
2011	\$521,637	\$168,481	\$553,922	\$145,610	\$583,480	\$183,481	\$623,232	\$424,342	\$704,683	\$630,860	\$199,801	\$475,642	\$1,395,217	\$64,462
2012	\$537,807	\$173,704	\$571,093	\$150,124	\$601,568	\$189,169	\$642,552	\$437,496	\$726,528	\$650,416	\$205,995	\$490,386	\$1,438,469	\$66,461
2013	\$554,479	\$179,089	\$588,797	\$154,778	\$620,217	\$195,033	\$662,471	\$451,059	\$749,051	\$670,579	\$212,381	\$505,588	\$1,483,061	\$68,521
2014	\$571,668	\$184,640	\$607,050	\$159,576	\$639,443	\$201,079	\$683,008	\$465,042	\$772,271	\$691,367	\$218,965	\$521,262	\$1,529,036	\$70,645
2015	\$589,390	\$190,364	\$625,868	\$164,523	\$659,266	\$207,313	\$704,181	\$479,458	\$796,212	\$712,799	\$225,753	\$537,421	\$1,576,436	\$72,835
2016	\$607,661	\$196,266	\$645,270	\$169,623	\$679,703	\$213,739	\$726,011	\$494,321	\$820,894	\$734,896	\$232,751	\$554,081	\$1,625,306	\$75,093
2017	\$626,499	\$202,350	\$665,274	\$174,882	\$700,774	\$220,365	\$748,517	\$509,645	\$846,342	\$757,678	\$239,966	\$571,257	\$1,675,690	\$77,421
2018	\$645,920	\$208,623	\$685,897	\$180,303	\$722,498	\$227,197	\$771,721	\$525,444	\$872,579	\$781,166	\$247,405	\$588,966	\$1,727,636	\$79,821
2019	\$665,944	\$215,090	\$707,160	\$185,892	\$744,896	\$234,240	\$795,644	\$541,733	\$899,629	\$805,382	\$255,075	\$607,224	\$1,781,193	\$82,295
2020	\$686,588	\$221,758	\$729,082	\$191,655	\$767,987	\$241,501	\$820,309	\$558,527	\$927,517	\$830,349	\$262,982	\$626,048	\$1,836,410	\$84,847
2021	\$707,872	\$228,632	\$751,684	\$197,596	\$791,795	\$248,988	\$845,739	\$575,841	\$956,270	\$856,090	\$271,135	\$645,456	\$1,893,339	\$87,477
2022	\$729,816	\$235,720	\$774,986	\$203,722	\$816,341	\$256,706	\$871,957	\$593,692	\$985,914	\$882,629	\$279,540	\$665,465	\$1,952,032	\$90,189
2023	\$752,440	\$243,027	\$799,010	\$210,037	\$841,647	\$264,664	\$898,987	\$612,096	\$1,016,478	\$909,990	\$288,206	\$686,094	\$2,012,545	\$92,984
2024	\$775,766	\$250,561	\$823,780	\$216,548	\$867,738	\$272,869	\$926,856	\$631,071	\$1,047,989	\$938,200	\$297,140	\$707,363	\$2,074,934	\$95,867
2025	\$799,815	\$258,328	\$849,317	\$223,261	\$894,638	\$281,328	\$955,589	\$650,635	\$1,080,476	\$967,284	\$306,351	\$729,292	\$2,139,257	\$98,839
2026	\$824,609	\$266,336	\$875,646	\$230,182	\$922,372	\$290,049	\$985,212	\$670,804	\$1,113,971	\$997,270	\$315,848	\$751,900	\$2,205,574	\$101,903
2027	\$850,172	\$274,593	\$902,791	\$237,318	\$950,965	\$299,041	\$1,015,753	\$691,599	\$1,148,504	\$1,028,185	\$325,640	\$775,208	\$2,273,947	\$105,062
2028	\$876,527	\$283,105	\$930,777	\$244,675	\$980,445	\$308,311	\$1,047,242	\$713,039	\$1,184,108	\$1,060,059	\$335,734	\$799,240	\$2,344,439	\$108,319
2029	\$903,700	\$291,882	\$959,631	\$252,260	\$1,010,839	\$317,868	\$1,079,706	\$735,143	\$1,220,815	\$1,092,921	\$346,142	\$824,016	\$2,417,117	\$111,677
2030	\$931,714	\$300,930	\$989,380	\$260,080	\$1,042,175	\$327,722	\$1,113,177	\$757,933	\$1,258,660	\$1,126,801	\$356,873	\$849,561	\$2,492,048	\$115,139

Note: County and small city (including small MPO) data reflect a one year lag from federal apportionments.

**PROJECTED AVERAGE HPPP AND DISCRETIONARY HIGHWAY AMOUNTS
BASED ON ISTEА, TEА-21, & FFY 2004 ALLOCATIONS**

FFY	BEND	CORVALLIS	EUGENE	MEDFORD	PORTLAND	SALEM
2004 actual	\$0	\$0	\$750,000	\$2,200,000	\$2,800,000	\$2,050,000
2005	\$0	\$65,412	\$2,552,741	\$1,784,548	\$6,764,112	\$903,517
2006	\$0	\$67,440	\$2,631,876	\$1,839,869	\$6,973,799	\$931,526
2007	\$0	\$69,531	\$2,713,464	\$1,896,905	\$7,189,987	\$960,403
2008	\$0	\$71,686	\$2,797,582	\$1,955,709	\$7,412,877	\$990,176
2009	\$0	\$73,909	\$2,884,307	\$2,016,336	\$7,642,676	\$1,020,871
2010	\$0	\$76,200	\$2,973,720	\$2,078,842	\$7,879,599	\$1,052,518
2011	\$0	\$78,562	\$3,065,906	\$2,143,286	\$8,123,866	\$1,085,146
2012	\$0	\$80,997	\$3,160,949	\$2,209,728	\$8,375,706	\$1,118,786
2013	\$0	\$83,508	\$3,258,938	\$2,278,230	\$8,635,353	\$1,153,468
2014	\$0	\$86,097	\$3,359,965	\$2,348,855	\$8,903,049	\$1,189,226
2015	\$0	\$88,766	\$3,464,124	\$2,421,669	\$9,179,044	\$1,226,092
2016	\$0	\$91,518	\$3,571,512	\$2,496,741	\$9,463,594	\$1,264,100
2017	\$0	\$94,355	\$3,682,229	\$2,574,140	\$9,756,965	\$1,303,288
2018	\$0	\$97,280	\$3,796,378	\$2,653,938	\$10,059,431	\$1,343,689
2019	\$0	\$100,296	\$3,914,066	\$2,736,210	\$10,371,274	\$1,385,344
2020	\$0	\$103,405	\$4,035,402	\$2,821,033	\$10,692,783	\$1,428,289
2021	\$0	\$106,610	\$4,160,499	\$2,908,485	\$11,024,260	\$1,472,566
2022	\$0	\$109,915	\$4,289,475	\$2,998,648	\$11,366,012	\$1,518,216
2023	\$0	\$113,323	\$4,422,448	\$3,091,606	\$11,718,358	\$1,565,281
2024	\$0	\$116,836	\$4,559,544	\$3,187,446	\$12,081,627	\$1,613,804
2025	\$0	\$120,458	\$4,700,890	\$3,286,257	\$12,456,158	\$1,663,832
2026	\$0	\$124,192	\$4,846,618	\$3,388,131	\$12,842,298	\$1,715,411
2027	\$0	\$128,042	\$4,996,863	\$3,493,163	\$13,240,410	\$1,768,589
2028	\$0	\$132,011	\$5,151,766	\$3,601,451	\$13,650,862	\$1,823,415
2029	\$0	\$136,103	\$5,311,470	\$3,713,096	\$14,074,039	\$1,879,941
2030	\$0	\$140,323	\$5,476,126	\$3,828,202	\$14,510,334	\$1,938,219

# of Projects in 13 Year History	0	1	7	3	17	6
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Note: The different approaches on Pages 12, 13 & 14 are intended to be used to establish reasonable bounds of HPPP funds distribution. Projection of HPPP funds distribution should be limited by the bounds of these approaches, pending federal legislation, and consultation and agreement with FHWA through the TIP and long-range planning processes.

**PROJECTED AVERAGE HPPP AND DISCRETIONARY HIGHWAY AMOUNTS
BASED ON TEA-21**

FFY	BEND	CORVALLIS	EUGENE	MEDFORD	PORTLAND	SALEM
2004 actual	\$0	\$0	\$750,000	\$2,200,000	\$2,800,000	\$2,050,000
2005	\$0	\$141,728	\$1,199,374	\$3,476,768	\$11,271,816	\$531,481
2006	\$0	\$146,121	\$1,236,555	\$3,584,548	\$11,621,242	\$547,956
2007	\$0	\$150,651	\$1,274,888	\$3,695,669	\$11,981,501	\$564,943
2008	\$0	\$155,321	\$1,314,409	\$3,810,234	\$12,352,927	\$582,456
2009	\$0	\$160,136	\$1,355,156	\$3,928,352	\$12,735,868	\$600,512
2010	\$0	\$165,100	\$1,397,166	\$4,050,131	\$13,130,680	\$619,128
2011	\$0	\$170,219	\$1,440,478	\$4,175,685	\$13,537,731	\$638,321
2012	\$0	\$175,495	\$1,485,133	\$4,305,131	\$13,957,401	\$658,109
2013	\$0	\$180,936	\$1,531,172	\$4,438,590	\$14,390,080	\$678,511
2014	\$0	\$186,545	\$1,578,638	\$4,576,186	\$14,836,173	\$699,544
2015	\$0	\$192,328	\$1,627,576	\$4,718,048	\$15,296,094	\$721,230
2016	\$0	\$198,290	\$1,678,031	\$4,864,307	\$15,770,273	\$743,588
2017	\$0	\$204,437	\$1,730,050	\$5,015,101	\$16,259,151	\$766,640
2018	\$0	\$210,774	\$1,783,681	\$5,170,569	\$16,763,185	\$790,406
2019	\$0	\$217,308	\$1,838,975	\$5,330,857	\$17,282,844	\$814,908
2020	\$0	\$224,045	\$1,895,984	\$5,496,113	\$17,818,612	\$840,170
2021	\$0	\$230,990	\$1,954,759	\$5,666,493	\$18,370,989	\$866,216
2022	\$0	\$238,151	\$2,015,357	\$5,842,154	\$18,940,490	\$893,068
2023	\$0	\$245,534	\$2,077,833	\$6,023,261	\$19,527,645	\$920,753
2024	\$0	\$253,145	\$2,142,246	\$6,209,982	\$20,133,002	\$949,297
2025	\$0	\$260,993	\$2,208,655	\$6,402,491	\$20,757,125	\$978,725
2026	\$0	\$269,083	\$2,277,124	\$6,600,969	\$21,400,596	\$1,009,065
2027	\$0	\$277,425	\$2,347,714	\$6,805,599	\$22,064,014	\$1,040,346
2028	\$0	\$286,025	\$2,420,494	\$7,016,572	\$22,747,998	\$1,072,597
2029	\$0	\$294,892	\$2,495,529	\$7,234,086	\$23,453,186	\$1,105,848
2030	\$0	\$304,034	\$2,572,890	\$7,458,343	\$24,180,235	\$1,140,129

# of Projects in TEA-21	0	1	5	1	10	1
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Note: The different approaches on Pages 12, 13 & 14 are intended to be used to establish reasonable bounds of HPPP funds distribution. Projection of HPPP funds distribution should be limited by the bounds of these approaches, pending federal legislation, and consultation and agreement with FHWA through the TIP and long-range planning processes.

**CORRECTED 01/05: PROJECTED AVERAGE HPPP AND DISCRETIONARY HIGHWAY AMOUNTS
BASED ON MPO SHARE OF OREGON POPULATION**

FFY	BEND	CORVALLIS	EUGENE	MEDFORD	PORTLAND	SALEM
2004 actual	\$0	\$0	\$750,000	\$2,200,000	\$2,800,000	\$2,050,000
2005	\$620,936	\$634,002	\$2,476,122	\$1,596,192	\$14,215,186	\$2,335,905
2006	\$640,185	\$653,656	\$2,552,882	\$1,645,674	\$14,655,856	\$2,408,319
2007	\$660,031	\$673,919	\$2,632,021	\$1,696,689	\$15,110,188	\$2,482,976
2008	\$680,492	\$694,810	\$2,713,614	\$1,749,287	\$15,578,604	\$2,559,949
2009	\$701,587	\$716,350	\$2,797,736	\$1,803,515	\$16,061,540	\$2,639,307
2010	\$723,336	\$738,556	\$2,884,466	\$1,859,424	\$16,559,448	\$2,721,126
2011	\$745,759	\$761,452	\$2,973,884	\$1,917,066	\$17,072,791	\$2,805,481
2012	\$768,878	\$785,057	\$3,066,075	\$1,976,495	\$17,602,048	\$2,892,450
2013	\$792,713	\$809,393	\$3,161,123	\$2,037,766	\$18,147,711	\$2,982,116
2014	\$817,287	\$834,485	\$3,259,118	\$2,100,937	\$18,710,290	\$3,074,562
2015	\$842,623	\$860,354	\$3,360,150	\$2,166,066	\$19,290,309	\$3,169,873
2016	\$868,745	\$887,025	\$3,464,315	\$2,233,214	\$19,888,309	\$3,268,140
2017	\$895,676	\$914,522	\$3,571,709	\$2,302,444	\$20,504,846	\$3,369,452
2018	\$923,442	\$942,873	\$3,682,432	\$2,373,819	\$21,140,496	\$3,473,905
2019	\$952,068	\$972,102	\$3,796,587	\$2,447,408	\$21,795,852	\$3,581,596
2020	\$981,582	\$1,002,237	\$3,914,281	\$2,523,277	\$22,471,523	\$3,692,625
2021	\$1,012,011	\$1,033,306	\$4,035,624	\$2,601,499	\$23,168,140	\$3,807,097
2022	\$1,043,384	\$1,065,339	\$4,160,728	\$2,682,145	\$23,886,353	\$3,925,117
2023	\$1,075,729	\$1,098,364	\$4,289,711	\$2,765,292	\$24,626,830	\$4,046,795
2024	\$1,109,076	\$1,132,413	\$4,422,692	\$2,851,016	\$25,390,261	\$4,172,246
2025	\$1,143,458	\$1,167,518	\$4,559,795	\$2,939,397	\$26,177,360	\$4,301,586
2026	\$1,178,905	\$1,203,711	\$4,701,149	\$3,030,519	\$26,988,858	\$4,434,935
2027	\$1,215,451	\$1,241,026	\$4,846,885	\$3,124,465	\$27,825,512	\$4,572,418
2028	\$1,253,130	\$1,279,498	\$4,997,138	\$3,221,323	\$28,688,103	\$4,714,163
2029	\$1,291,977	\$1,319,163	\$5,152,049	\$3,321,184	\$29,577,434	\$4,860,302
2030	\$1,332,028	\$1,360,057	\$5,311,763	\$3,424,141	\$30,494,335	\$5,010,971

Note: The different approaches on Pages 12, 13 & 14 are intended to be used to establish reasonable bounds of HPPP funds distribution. Projection of HPPP funds distribution should be limited by the bounds of these approaches, pending federal legislation, and consultation and agreement with FHWA through the TIP and long-range planning processes.

REGIONAL DISTRIBUTION OF MODERNIZATION FUNDS

County	Region	Population (2003) (1)	Vehicle Miles Travelled (2002) (2)	Ton Miles Travelled (2002) (2)	Vehicle Registrations (2002) (3)	Projected Revenue (FY 1999-2001) (4)	Modernization Needs (5)	Regional Average
Clackamas	1	353,450	1,760,002,990	6,609,591,805	376,744	\$221,042,000		
Columbia	1	45,000	253,724,786	1,012,832,638	60,206	\$34,554,000		
Hood River	1	20,500	264,030,926	1,373,540,449	27,337	\$29,328,000		
Multnomah	1	677,850	3,195,867,255	9,651,828,454	721,011	\$384,866,000		
Washington	1	472,600	1,888,309,615	6,978,604,433	418,042	\$235,746,000		
Region 1 Total		1,569,400	7,361,935,572	25,626,397,779	1,603,340	905,536,000		
% of Statewide		44.31%	35.16%	28.08%	41.19%	33.56%	47.5%	38.30%
Benton	2	80,500	260,460,970	975,035,198	75,716	\$40,932,000		
Clatsop	2	36,300	334,068,695	1,133,762,773	41,562	\$36,890,000		
Lane	2	329,400	1,632,747,570	7,506,395,767	350,819	\$222,900,000		
Lincoln	2	45,000	392,036,535	1,373,734,294	52,522	\$43,630,000		
Linn	2	104,900	1,101,950,074	5,613,746,295	129,660	\$126,984,000		
Marion	2	295,900	1,643,627,156	8,179,247,332	303,757	\$203,622,000		
Polk	2	64,000	435,646,480	1,743,823,795	66,177	\$49,845,000		
Tillamook	2	24,900	269,096,140	935,878,377	32,873	\$28,920,000		
Yamhill	2	88,150	417,133,169	1,459,725,994	96,828	\$57,380,000		
Region 2 Total		1,069,050	6,486,766,789	28,921,349,825	1,149,914	811,103,000		
% of Statewide		30.19%	30.98%	31.69%	29.54%	30.06%	22.5%	29.16%
Coos	3	63,000	341,352,051	1,342,109,380	73,693	\$49,825,000		
Curry	3	21,100	132,355,220	487,684,531	30,867	\$18,165,000		
Douglas	3	101,800	1,118,188,997	6,570,831,835	132,083	\$144,523,000		
Jackson	3	189,100	984,986,919	4,717,421,917	213,792	\$126,362,000		
Josephine	3	78,350	509,172,007	2,422,160,184	101,158	\$62,470,000		
Region 3 Total		453,350	3,086,055,194	15,540,207,847	551,593	401,345,000		
% of Statewide		12.80%	14.74%	17.03%	14.17%	14.87%	15.6%	14.87%
Crook	4	20,300	108,811,938	383,218,201	30,272	\$15,016,000		
Deschutes	4	130,500	669,494,433	2,815,294,587	166,010	\$81,945,000		
Gilliam	4	1,900	151,620,927	1,194,721,080	3,627	\$21,211,000		
Jefferson	4	19,900	184,497,681	799,563,634	24,626	\$24,980,000		
Klamath	4	64,600	487,468,012	2,848,658,249	84,911	\$71,971,000		
Lake	4	7,400	74,368,750	297,734,522	12,387	\$14,863,000		
Sherman	4	1,900	116,499,605	850,055,310	3,325	\$16,956,000		
Wasco	4	23,550	342,708,136	1,942,235,390	30,630	\$44,629,000		
Wheeler	4	1,550	24,981,512	95,825,384	2,542	\$5,921,000		
Region 4 Total		271,600	2,160,450,994	11,227,306,357	358,330	297,492,000		
% of Statewide		7.67%	10.32%	12.30%	9.21%	11.02%	9.9%	10.07%
Baker	5	16,500	265,882,753	1,769,538,983	23,105	\$38,900,000		
Grant	5	7,650	72,212,877	292,192,683	11,565	\$14,407,000		
Harney	5	7,300	89,397,187	382,906,403	10,573	\$25,227,000		
Malheur	5	32,000	329,080,350	1,694,184,010	38,068	\$47,886,000		
Morrow	5	11,750	162,452,338	1,153,980,408	14,841	\$25,709,000		
Umatilla	5	71,100	627,050,107	3,087,823,941	87,106	\$86,122,000		
Union	5	24,650	247,707,213	1,376,817,065	32,473	\$34,594,000		
Wallowa	5	7,150	51,691,957	181,777,467	11,599	\$10,144,000		
Region 5 Total		178,100	1,845,474,782	9,939,220,960	229,330	282,989,000		
% of Statewide		5.03%	8.81%	10.89%	5.89%	10.49%	4.5%	7.60%
Statewide		3,541,500	20,940,683,331	91,254,482,768	3,892,507	\$2,698,465,000	100.0%	100.00%

(1) Certified Estimates for Oregon, Its Counties and Cities, July 1, 2003, Population Research Center, Portland State University

(2) Transportation Systems Monitoring Unit, Transportation Data Section, Oregon Department of Transportation

(3) Driver and Motor Vehicle Services Branch, Oregon Department of Transportation

(4) State and Federal Highway Revenues and Expenditures by County and Region, August 1999, Policy Section, Oregon Department of Transportation

(5) 1999 Highway Plan Update (20 year needs percentage)

PROJECTIONS* OF SECTION 5307 (FORMULA) FUNDS

Year	Oregon Total Projected Section 5307	Portland Area	Salem	Lane	Rogue Valley	Corvallis	Bend	Rainier Transfer to Section 5311
2003	\$39,043,852	\$29,506,256	\$2,777,563	\$4,139,009	\$1,436,886	\$621,142	\$548,359	\$14,637
2004	\$40,254,211	\$30,420,950	\$2,863,667	\$4,267,318	\$1,481,429	\$640,397	\$565,358	\$15,091
2005	\$41,502,092	\$31,363,999	\$2,952,441	\$4,399,605	\$1,527,354	\$660,250	\$582,884	\$15,559
2006	\$42,788,657	\$32,336,283	\$3,043,967	\$4,535,993	\$1,574,702	\$680,717	\$600,954	\$16,041
2007	\$44,115,105	\$33,338,708	\$3,138,330	\$4,676,609	\$1,623,518	\$701,820	\$619,583	\$16,538
2008	\$45,482,673	\$34,372,208	\$3,235,618	\$4,821,584	\$1,673,847	\$723,576	\$638,790	\$17,051
2009	\$46,892,636	\$35,437,747	\$3,335,922	\$4,971,053	\$1,725,736	\$746,007	\$658,593	\$17,579
2010	\$48,346,308	\$36,536,317	\$3,439,336	\$5,125,155	\$1,779,234	\$769,133	\$679,009	\$18,124
2011	\$49,845,044	\$37,668,943	\$3,545,955	\$5,284,035	\$1,834,390	\$792,976	\$700,058	\$18,686
2012	\$51,390,240	\$38,836,680	\$3,655,880	\$5,447,840	\$1,891,256	\$817,559	\$721,760	\$19,265
2013	\$52,983,337	\$40,040,617	\$3,769,212	\$5,616,723	\$1,949,885	\$842,903	\$744,135	\$19,863
2014	\$54,625,821	\$41,281,876	\$3,886,058	\$5,790,842	\$2,010,331	\$869,033	\$767,203	\$20,478
2015	\$56,319,221	\$42,561,614	\$4,006,525	\$5,970,358	\$2,072,652	\$895,973	\$790,986	\$21,113
2016	\$58,065,117	\$43,881,024	\$4,130,728	\$6,155,439	\$2,136,904	\$923,748	\$815,507	\$21,768
2017	\$59,865,136	\$45,241,336	\$4,258,780	\$6,346,257	\$2,203,148	\$952,384	\$840,788	\$22,443
2018	\$61,720,955	\$46,643,817	\$4,390,802	\$6,542,991	\$2,271,445	\$981,908	\$866,852	\$23,138
2019	\$63,634,305	\$48,089,776	\$4,526,917	\$6,745,824	\$2,341,860	\$1,012,347	\$893,724	\$23,856
2020	\$65,606,968	\$49,580,559	\$4,667,252	\$6,954,945	\$2,414,458	\$1,043,730	\$921,430	\$24,595
2021	\$67,640,784	\$51,117,556	\$4,811,937	\$7,170,548	\$2,489,306	\$1,076,086	\$949,994	\$25,358
2022	\$69,737,648	\$52,702,200	\$4,961,107	\$7,392,835	\$2,566,475	\$1,109,444	\$979,444	\$26,144
2023	\$71,899,515	\$54,335,968	\$5,114,901	\$7,622,013	\$2,646,035	\$1,143,837	\$1,009,807	\$26,954
2024	\$74,128,400	\$56,020,383	\$5,273,463	\$7,858,295	\$2,728,062	\$1,179,296	\$1,041,111	\$27,790
2025	\$76,426,381	\$57,757,015	\$5,436,940	\$8,101,902	\$2,812,632	\$1,215,854	\$1,073,385	\$28,651
2026	\$78,795,599	\$59,547,483	\$5,605,485	\$8,353,061	\$2,899,824	\$1,253,546	\$1,106,660	\$29,539
2027	\$81,238,262	\$61,393,455	\$5,779,255	\$8,612,006	\$2,989,718	\$1,292,406	\$1,140,967	\$30,455
2028	\$83,756,648	\$63,296,652	\$5,958,412	\$8,878,978	\$3,082,400	\$1,332,470	\$1,176,337	\$31,399
2029	\$86,353,104	\$65,258,848	\$6,143,123	\$9,154,227	\$3,177,954	\$1,373,777	\$1,212,803	\$32,373
2030	\$89,030,051	\$67,281,872	\$6,333,560	\$9,438,008	\$3,276,471	\$1,416,364	\$1,250,400	\$33,376

* Based on final year of TEA-21 (FY 2003) and inflation.

ASSUMED SECTION 5309 DISTRIBUTIONS
(\$ Million)

Year	Rogue Valley 2003 Purchasing		Lane 2003		Corvallis	Corvallis 2003		Salem 2003	
	Rogue Valley	Power	Lane	Purchasing Power	Corvallis	Purchasing Power	Salem	Purchasing Power	
2003	1.000	1.000	1.967	1.967	-	-	0.492	0.492	
2004	1.000	0.970	4.634	4.495	0.246	0.239	0.600	0.582	
2005	1.031	0.970	4.124	3.880	0.500	0.470	0.640	0.602	
2006	1.062	0.969	10.630	9.699	0.520	0.474	0.660	0.602	
2007	1.093	0.967	14.028	12.415	0.536	0.474	0.700	0.620	
2008	1.826	1.567	-	-	0.553	0.475	0.722	0.620	
2009	1.828	1.522	-	-	-	-	0.744	0.619	
2010	16.828	13.590	9.128	7.371	-	-	0.767	0.619	
2011	1.829	1.433	9.411	7.371	-	-	0.790	0.619	
2012	1.829	1.390	9.702	7.371	0.622	0.473	0.815	0.619	
2013	1.830	1.349	1.316	0.970	0.778	0.573	0.841	0.620	
2014	1.830	1.308	2.714	1.940	-	-	0.867	0.620	
2015	1.831	1.269	10.633	7.371	-	-	0.894	0.620	
2016	1.831	1.231	10.963	7.371	-	-	0.921	0.619	
2017	1.832	1.195	11.303	7.371	0.721	0.470	0.950	0.620	
2018	1.833	1.160	3.067	1.940	0.742	0.469	0.979	0.619	
2019	1.833	1.125	3.162	1.940	0.956	0.587	1.009	0.619	
2020	1.834	1.091	1.630	0.970	0.985	0.586	1.041	0.620	
2021	1.834	1.059	12.771	7.371	-	-	1.073	0.619	
2022	1.835	1.027	13.166	7.371	-	-	1.107	0.620	
2023	1.835	0.996	13.575	7.371	-	-	1.141	0.620	
2024	1.892	0.996	3.683	1.940	1.200	0.632	1.176	0.620	
2025	1.951	0.996	3.797	1.940	1.200	0.613	1.213	0.620	
2026	2.011	0.996	1.957	0.970	1.200	0.595	1.250	0.620	
2027	2.073	0.996	15.338	7.371	1.200	0.577	1.289	0.620	
2028	2.138	0.996	15.813	7.371	-	-	1.329	0.620	
2029	2.204	0.996	16.303	7.371	-	-	1.370	0.620	
2030	2.272	0.996	4.423	1.940	-	-	1.413	0.620	

2005-2030

42.193

129.001

7.469

16.072

Source: Oregon Public Transit Division in consultation with metropolitan transit providers, and Tri-Met.

ASSUMED SECTION 5309 DISTRIBUTIONS
(\$ Million)

Year	Portland	Portland 2003	Portland LRT	Portland LRT	Bend	Bend 2003	Nominal MPO	MPO 2003
		Purchasing Power	Formula Rehabilitation	Formula Purchasing Power		Purchasing Power	Total	Purchasing Power Total
2003	72.850	72.850	4.458	4.458	-	-	80.767	80.767
2004	81.900	79.437	4.592	4.454	-	-	92.972	90.177
2005	80.444	75.680	5.729	5.390	0.142	0.134	92.610	87.125
2006	79.644	72.674	5.891	5.375	2.062	1.882	100.468	91.676
2007	80.445	71.197	6.058	5.362	1.327	1.174	104.187	92.210
2008	76.747	65.883	6.729	5.776	5.560	4.773	92.137	79.094
2009	77.802	64.779	6.915	5.758	0.096	0.080	87.385	72.758
2010	73.857	59.646	7.107	5.740	0.090	0.073	107.777	87.039
2011	86.915	68.081	8.304	6.505	0.102	0.080	107.351	84.088
2012	86.974	66.079	9.527	7.238	0.105	0.080	109.575	83.250
2013	87.036	64.137	9.775	7.203	0.217	0.160	101.793	75.012
2014	87.099	62.254	10.031	7.170	0.112	0.080	102.653	73.371
2015	47.164	32.697	10.293	7.136	0.101	0.070	70.916	49.163
2016	2.231	1.500	10.563	7.103	0.119	0.080	26.628	17.905
2017	2.300	1.500	10.839	7.069	0.122	0.080	28.067	18.305
2018	2.371	1.500	11.123	7.036	2.656	1.680	22.771	14.405
2019	2.445	1.500	11.416	7.004	1.835	1.126	22.656	13.901
2020	2.521	1.500	11.715	6.972	1.869	1.112	21.595	12.851
2021	2.599	1.500	12.023	6.940	0.137	0.079	30.437	17.569
2022	2.679	1.500	12.340	6.909	0.142	0.080	31.270	17.507
2023	2.763	1.500	12.723	6.909	0.292	0.159	32.328	17.555
2024	2.848	1.500	13.117	6.909	0.151	0.080	24.067	12.676
2025	2.936	1.500	13.524	6.909	0.156	0.080	24.776	12.657
2026	3.028	1.500	13.943	6.909	0.161	0.080	23.550	11.669
2027	3.121	1.500	14.375	6.909	0.165	0.080	37.562	18.053
2028	3.218	1.500	14.821	6.909	0.171	0.080	37.489	17.476
2029	3.318	1.500	15.280	6.909	0.176	0.080	38.652	17.476
2030	3.421	1.500	15.754	6.909	2.564	1.125	29.847	13.089

2005-2030

725.608

172.955

14.582

1107.880

**SPECIAL TRANSPORTATION FUND:
PROJECTIONS OF REVENUE AND DISBURSEMENTS (\$s)**

Fiscal Year	Cigarette Tax Revenue**	Interest Earnings	Other State* Appropriations	Special Transportation Fund Total	Formula Program	Tri-Met Formula	Salem Transit Formula	Lane Transit Formula	Rogue Valley Transit Formula	Benton County Formula	Deschutes County Formula	Discretionary Program
2003	4,516,000	104,000	4,145,000	8,765,000	6,442,275	2,625,227	629,410	576,584	331,777	142,374	229,345	2,147,425
2004	4,414,000	60,000	4,769,000	9,243,000	6,793,605	2,768,394	663,735	608,028	349,871	150,139	241,852	2,264,535
2005	4,343,000	60,000	4,769,000	9,172,000	6,741,420	2,747,129	658,637	603,357	347,183	148,985	239,995	2,247,140
2006	4,374,000	60,000	4,916,839	9,350,839	6,872,867	2,653,993	636,307	582,902	335,413	143,934	231,858	2,290,956
2007	4,407,000	60,000	5,069,261	9,536,261	7,009,152	2,709,529	649,622	595,099	342,431	146,946	236,710	2,336,384
2008	4,442,000	60,000	5,226,408	9,728,408	7,150,380	2,767,080	663,420	607,739	349,705	150,067	241,738	2,383,460
2009	4,479,000	60,000	5,388,427	9,927,427	7,296,659	2,826,688	677,712	620,831	357,238	153,300	246,945	2,432,220
2010	4,518,000	60,000	5,555,468	10,133,468	7,448,099	2,888,400	692,507	634,385	365,037	156,647	252,336	2,482,700
2011	4,557,000	60,000	5,727,687	10,344,687	7,603,345	2,951,663	707,675	648,279	373,032	160,078	257,863	2,534,448
2012	4,600,000	60,000	5,905,246	10,565,246	7,765,456	3,017,723	723,513	662,788	381,381	163,661	263,634	2,588,485
2013	4,600,000	60,000	6,088,308	10,748,308	7,900,007	3,072,553	736,659	674,831	388,310	166,634	268,424	2,633,336
2014	4,600,000	60,000	6,277,046	10,937,046	8,038,729	3,129,082	750,212	687,246	395,455	169,700	273,363	2,679,576
2015	4,600,000	60,000	6,471,634	11,131,634	8,181,751	3,187,364	764,185	700,047	402,820	172,861	278,454	2,727,250
2016	4,600,000	60,000	6,672,255	11,332,255	8,329,207	3,247,452	778,592	713,244	410,414	176,119	283,704	2,776,402
2017	4,600,000	60,000	6,879,095	11,539,095	8,481,235	3,309,403	793,445	726,851	418,244	179,479	289,116	2,827,078
2018	4,600,000	60,000	7,092,347	11,752,347	8,637,975	3,373,275	808,758	740,879	426,316	182,943	294,696	2,879,325
2019	4,600,000	60,000	7,312,210	11,972,210	8,799,574	3,439,126	824,546	755,342	434,638	186,515	300,449	2,933,191
2020	4,600,000	60,000	7,538,888	12,198,888	8,966,183	3,507,019	840,824	770,253	443,218	190,197	306,380	2,988,728
2021	4,600,000	60,000	7,772,594	12,432,594	9,137,956	3,577,017	857,606	785,627	452,065	193,993	312,495	3,045,985
2022	4,600,000	60,000	8,013,544	12,673,544	9,315,055	3,649,185	874,909	801,477	461,185	197,907	318,800	3,105,018
2023	4,600,000	60,000	8,261,964	12,921,964	9,497,644	3,723,590	892,748	817,819	470,589	201,942	325,300	3,165,881
2024	4,600,000	60,000	8,518,085	13,178,085	9,685,892	3,800,301	911,140	834,667	480,283	206,102	332,002	3,228,631
2025	4,600,000	60,000	8,782,146	13,442,146	9,879,977	3,879,391	930,102	852,038	490,279	210,391	338,911	3,293,326
2026	4,600,000	60,000	9,054,392	13,714,392	10,080,078	3,960,932	949,652	869,947	500,584	214,814	346,035	3,360,026
2027	4,600,000	60,000	9,335,078	13,995,078	10,286,382	4,045,001	969,808	888,411	511,209	219,373	353,379	3,428,794
2028	4,600,000	60,000	9,624,466	14,284,466	10,499,082	4,131,676	990,588	907,448	522,163	224,074	360,951	3,499,694
2029	4,600,000	60,000	9,922,824	14,582,824	10,718,376	4,221,038	1,012,013	927,075	533,456	228,920	368,758	3,572,792
2030	4,600,000	60,000	10,230,432	14,890,432	10,944,467	4,313,170	1,034,102	947,310	545,100	233,917	376,807	3,648,156

*May include General Funds, Transportation Operating Funds, ID card revenue, or other sources. Indexed to inflation after 2005.

**Revenue source is a 2 cent per pack cigarette tax. Estimates from September 2004 DAS revenue forecast, then held constant after 2011.

ASSUMED STATE SUPPORT OF URBAN TRANSIT CAPITAL PROGRAMS*

Year	Bend	Corvallis	Lane	Rogue Valley	Tri-Met	Salem	MPO Total
2004	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2008	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2009	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2010	\$223,835	\$191,672	\$766,075	\$502,924	\$4,245,272	\$706,193	\$6,635,971
2011	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2012	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2013	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2014	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2015	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2016	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2017	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2018	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2019	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2020	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2021	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2022	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2023	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2024	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2025	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2026	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2027	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2028	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2029	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437
2030	\$315,260	\$269,960	\$1,078,979	\$708,344	\$5,979,257	\$994,637	\$9,346,437

*Based on latest available population estimates. Program totals \$7.1 million in 2010, and \$10 million per year thereafter.

**ASSUMED* ODOT STP TRANSFER
TO FTA PROGRAMS
(\$ Million)**

Fiscal Year	TDM Discretionary	Urban Vehicle Discretionary	Special Needs Transit Discretionary
2005	0.724	0.965	4.826
2006	0.780	2.078	5.196
2007	0.569	1.518	3.796
2008	0.780	2.078	5.196
2009	0.780	2.078	5.196
2010	0.780	2.078	5.196
2011	0.780	2.078	5.196
2012	0.780	2.078	5.196
2013	0.780	2.078	5.196
2014	0.780	2.078	5.196
2015	0.780	2.078	5.196
2016	0.780	2.078	5.196
2017	0.780	2.078	5.196
2018	0.780	2.078	5.196
2019	0.780	2.078	5.196
2020	0.780	2.078	5.196
2021	0.780	2.078	5.196
2022	0.780	2.078	5.196
2023	0.780	2.078	5.196
2024	0.780	2.078	5.196
2025	0.780	2.078	5.196
2026	0.780	2.078	5.196
2027	0.780	2.078	5.196
2028	0.780	2.078	5.196
2029	0.780	2.078	5.196
2030	0.780	2.078	5.196

*Maximum expected STIP rate held constant after
end of STIP period.

CURRENT DISTRIBUTION OF SELECTED HIGHWAY REVENUES TO LOCAL JURISDICTIONS

SFY	Net Highway Fund Revenues Before DS Cost (Current Law)	OTIA I&II		OTIA III		TRADITIONAL FORMULA TO COUNTIES	TRADITIONAL FORMULA TO CITIES	ALLOCATION TO COUNTIES	ALLOCATION TO CITIES	OTIA III ID'd LOCAL BRIDGE BOND \$s	OTIA I&II ID'd	
		COUNTY DISTRIBUTION	OTIA I&II CITY DISTRIBUTION	COUNTY DISTRIBUTION	OTIA III CITY DISTRIBUTION						LOCAL PROJECTS BOND \$s	FEDERAL HPP PROJECTS - LOCAL
2003	\$638,000,704	\$1,500,000	\$1,000,000	\$0	\$0	\$145,313,017	\$92,802,448	\$250,000	\$500,000			\$13,396,622
2004	\$685,794,097	\$7,620,000	\$5,080,000	\$16,097,388	\$10,731,592	\$144,504,672	\$92,286,208	\$250,000	\$500,000	\$300,000,000	\$32,500,000	\$13,811,918
2005	\$759,478,624	\$3,540,000	\$2,360,000	\$13,890,558	\$9,260,372	\$154,039,981	\$98,375,821	\$250,000	\$500,000		\$24,700,000	\$14,240,087
2006	\$764,824,149	\$1,740,000	\$1,160,000	\$13,779,074	\$9,186,049	\$155,455,490	\$99,279,819	\$250,000	\$500,000		\$14,300,000	\$14,681,530
2007	\$773,461,100	\$420,000	\$280,000	\$13,909,138	\$9,272,759	\$157,438,933	\$100,546,521	\$250,000	\$500,000			\$15,136,657
2008	\$782,840,258	\$150,000	\$100,000	\$15,266,471	\$10,177,648	\$158,429,132	\$101,178,900	\$250,000	\$500,000			\$15,605,894
2009	\$792,219,128	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$160,715,701	\$102,639,190	\$250,000	\$500,000			\$16,089,676
2010	\$801,648,232	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$163,014,516	\$104,107,302	\$250,000	\$500,000			\$16,588,456
2011	\$811,124,553	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$165,324,844	\$105,582,765	\$250,000	\$500,000			\$17,102,699
2012	\$820,644,873	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$167,645,898	\$107,065,079	\$250,000	\$500,000			\$17,632,882
2013	\$830,205,764	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$169,976,843	\$108,553,710	\$250,000	\$500,000			\$18,179,502
2014	\$839,803,577	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$172,316,790	\$110,048,089	\$250,000	\$500,000			\$18,743,066
2015	\$849,434,432	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$174,664,792	\$111,547,613	\$250,000	\$500,000			\$19,324,101
2016	\$859,094,208	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$177,019,845	\$113,051,640	\$250,000	\$500,000			\$19,923,148
2017	\$868,778,532	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$179,380,884	\$114,559,490	\$250,000	\$500,000			\$20,540,766
2018	\$878,482,767	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$181,746,776	\$116,070,439	\$250,000	\$500,000			\$21,177,530
2019	\$888,202,001	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$184,116,325	\$117,583,724	\$250,000	\$500,000			\$21,834,033
2020	\$897,931,030	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$186,488,263	\$119,098,534	\$250,000	\$500,000			\$22,510,888
2021	\$907,664,353	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$188,861,247	\$120,614,012	\$250,000	\$500,000			\$23,208,726
2022	\$917,396,151	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$191,233,859	\$122,129,253	\$250,000	\$500,000			\$23,928,196
2023	\$927,120,275	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$193,604,601	\$123,643,299	\$250,000	\$500,000			\$24,669,970
2024	\$936,830,234	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$195,971,889	\$125,155,140	\$250,000	\$500,000			\$25,434,739
2025	\$946,519,175	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$198,334,052	\$126,663,708	\$250,000	\$500,000			\$26,223,216
2026	\$956,179,869	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$200,689,330	\$128,167,878	\$250,000	\$500,000			\$27,036,136
2027	\$965,804,697	\$240,000	\$160,000	\$15,266,471	\$10,177,648	\$203,035,863	\$129,666,464	\$250,000	\$500,000			\$27,874,256
2028	\$975,385,627	\$4,440,000	\$2,960,000	\$15,266,471	\$10,177,648	\$205,371,693	\$131,158,214	\$250,000	\$500,000			\$28,738,358
2029	\$984,914,200	\$4,440,000	\$2,960,000	\$15,266,471	\$10,177,648	\$207,694,759	\$132,641,813	\$250,000	\$500,000			\$29,629,247
2030	\$994,763,342	\$4,440,000	\$2,960,000	\$27,686,471	\$18,457,648	\$210,095,980	\$134,175,325	\$250,000	\$500,000			\$30,547,754