

REVENUE NEUTRAL VMT FEE: REVENUE FROM SELECTED RURAL HIGHWAY SEGMENTS *(Revised March 11, 2002)*

State Highway Route	Estimated Annual VMT	Estimated Annual Revenue	Estimated Annual Average Maintenance & Preservation Cost	Required Light VMT Fee Rate (Cents)
OR 211 (Mollala - Estacada)	30,149,000	\$533,637	\$520,000	1.22
OR 36 (Mapleton - Junction City area)	24,090,000	\$426,393	\$1,339,000	3.94
OR 42S (Coquille - Bandon)	9,709,000	\$171,849	\$442,000	3.23
OR 238 (Grants Pass - Jacksonville)	57,524,000	\$1,018,175	\$832,000	1.03
OR 206 (Wasco - Condon)	5,270,600	\$93,290	\$1,040,000	13.99
OR 205 (Burns - Roaring Springs)	7,891,300	\$139,676	\$1,924,000	17.28
OR 66 (Ashland - Klamath Falls)	33,839,150	\$598,953	\$1,469,000	3.08
U.S. 20 (Philomath - Newport)	93,972,900	\$1,663,320	\$1,268,800	0.96

Assumptions:

Average vehicles and fuel efficiency on these highways are the same as the statewide averages.
 Fuel tax averages 1.25 cents per mile for light vehicles.
 Light vehicles represent 91% of VMT. Light vehicles provide 64.5% of revenue.
 Average annual maintenance costs are \$5,500 per lane mile.
 Statewide, ODOT's average annual preservation costs (including bridges) are about \$15,000 per lane mile. Low-volume highways are assumed to have preservation costs about one-half this amount (i.e., \$7,500 per lane mile).

Notes:

- (1) Federal funds (e.g., HTF, forest payments) neither add to revenues nor reduce costs.
- (2) Counties generally spend significantly less than ODOT on maintenance & preservation.
- (3) Segments exclude mileage within city limits.