

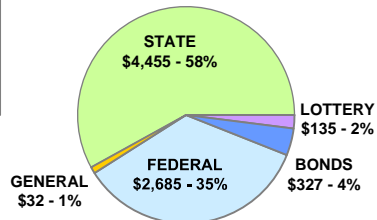
SOURCES AND USES OF FUNDS

DEPARTMENT OF TRANSPORTATION 2023-2025 Legislatively Adopted Budget

(dollar amounts are in millions)

SOURCES OF FUNDS

TOTAL AVAILABLE REVENUE \$7,634

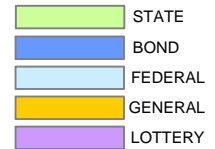


REVENUES

Beginning Balance	\$ 304
Motor Fuels Tax	1,368
Federal Fund	2,685
Weight Mile Tax	981
Driver & Vehicle Fees	1,081
Transportation License & Fees	118
Transfers to ODOT	547
General Fund	32
Lottery Debt Service	135
Bond/COP Sales	327
Sales and Charges for Service	16
All Other Revenue	40

REVENUE TO ODOT \$ 7,634

LEGEND



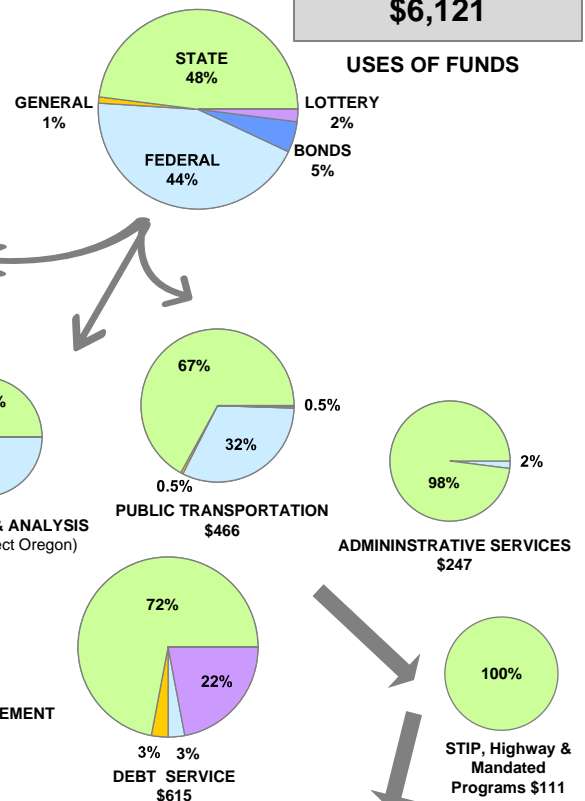
USES OF FUNDS

TOTAL SOURCES OF TRANSPORTATION FUNDS

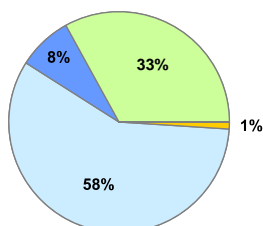


ODOT BUDGET \$6,121

USES OF FUNDS

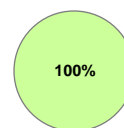


DELIVERY & OPERATIONS BUDGET - \$3,995



MAINTENANCE - \$570
PROJECT DELIVERY & SUPPORT - \$2,810
Preservation - \$293
Bridge - \$899
Operations - \$429
Modernization - \$481
Special Programs - \$708
LOCAL GOVERNMENT - \$615

STIP & Mandated Programs - \$111



STIP & Highway Programs - \$20
Driver & Motor Vehicle Services - \$3
Commerce & Compliance - \$4
Policy, Data & Analysis - \$8
Public Transportation - \$53
Other Dedicated Programs - \$23

SOURCES AND USES OF FUNDS

OREGON DEPARTMENT OF TRANSPORTATION 2023-2025 Legislatively Adopted Budget

SOURCES OF FUNDS (Transfers-in / Revenue)	
► Total Transportation Revenue: \$7,634 million.	
► Beginning Balance: \$304 million.	
► Motor Fuels Tax: \$1,368 million. Includes motor fuel and aviation fuel taxes.	
► Federal Funds: \$2,685 million. Primarily for Delivery & Operations Division, with lesser amounts for Commerce & Compliance Rail Safety, Policy Data & Analysis Division, Public Transportation and other programs.	
► Weight Mile Taxes: \$981 million. Graduated tax based on vehicle's weight and miles traveled on public roads.	
► Driver and Vehicle Fees: \$1,081 million. Includes driver license fees, vehicle registrations, title fees for passenger vehicles, buses, trailers, motorcycles, etc. This category contains a large number of fees for various areas from snowmobile titles to specialty license plates.	
► Transportation Licenses and Fees: \$118 million. Includes truck registrations, vehicle and Sno-Park permits.	
► Transfers to ODOT: \$547 million. These funds come from dedicated revenues: cigarette tax (\$5M), local match on construction projects (\$178M), Parks & Recreation fee collection (\$1), bike tax (\$2M), privilege tax (\$50M), use tax (\$22M), payroll transit tax (\$277M), and others (\$12M).	
► General Fund: \$32 million GF backed bond Debt Service (\$17M), City of Independence Chestnut Street Bridge project (\$2M), City of Independence Western Interlock off-site transportation improvements (\$2M), Klamath Northern Railroad project (\$2M), Great Streets (\$1M), Southwest Hall Boulevard pedestrian improvements (\$3M), Treasure Valley Intermodal Facility Project (\$5M).	
► Lottery Funds: \$135 million. Debt Service for legislatively directed pass-through bond payments for Industrial Rail Spur Infrastructure, South Metro & Southeast Metro-Milwaukie Extension Commuter Rail Projects, Portland Street Car Projects, Connect Oregon I, II, III, IV, V and VI, HB 2017 dedicated projects (Mid-Willamette Valley Intermodal Facility, Treasure Valley Intermodal Facility, Rail expansion East Beach Industrial Park at Port of Morrow, Extension of Brooks rail siding), Port of Coos Bay Rail Link, Salem-Keizer Transit Center, Harney-Juntura Rd, SW Capitol Highway Project (Portland), Lane Transit District Project, Sherwood Pedestrian Bridge, Fanno Creek Regional Trail Improvements.	
► Lottery Bond Proceeds: \$45 million. \$20M for distribution to Port of Hood River for the Hood River-White Salmon Interstate Bridge replacement project, \$20M for distribution to Multnomah County for the Earthquake Ready Burnside Bridge project in downtown Portland, \$5M for distribution to City of Bend for construction of Ped & bike overcrossing us Hwy 97 & Burlington Northern Santa Fe Railway, and cost of issuance of bonds.	
► Revenue Bond Proceeds: \$30 million. For the Urban Mobility Strategy Projects & Programs (I-5 Rose Quarter Improvements, I-205 Improvements, I-205 Tolling, Regional Mobility Pricing Project, Boone Bridge Improvements.	
► General Obligation Bond Proceeds: \$252 million. Oregon's match of the joint the Oregon/Washington Interstate Bridge Replacement Project (\$250M for project costs & \$2M for cost of issuance of the bonds).	
► Sales & Charges for Service: \$16 million. Includes sale of DMV records, Delivery & Operations Division miscellaneous services, and sale of property, timber and equipment.	
► All Other Revenue: \$40 million. Items in this category include railroad gross revenue receipts (\$6M), interest income (\$13M), Infrastructure Bank - loan repayment (\$7M), rent and fines (\$2M), and other miscellaneous revenue (\$12M).	
USES OF FUNDS (Transfers-out / Expenditures)	
► Mandated Distributions and Transfers - Mandated distribution to Cities - \$546M. From Fuels Tax, Weight Mile, and Licensing. - Mandated distributions to Counties - \$745M. From Fuels Tax, Weight Mile, and Licensing. - Mandated distributions to other Oregon State Agencies - \$111M. Parks, Marine Board, Aviation, State Police and other agencies.	
► Delivery & Operations Division consists of the following programs: - Highway Maintenance Program \$570M. Maintenance and repair of existing highways to keep them safe and usable for the traveling public. - Preservation Program - \$293M. Paving and reconstruction to add useful life and safety improvements to existing highways. - Bridge Program - \$899M. Work to preserve and ensure safety on over 2,600 bridges, tunnels, and culverts on the state highway system. - Modernization Program - \$481M. Building capacity improvements to highways, such as new or widened lanes, and to improve highway safety. - Operations/Safety Program - \$429M. Slide & rockfall repairs, traffic signaling systems, ramp metering, access management, information for drivers, and other improvements to facilitate traffic operation on the system. - Special Programs - \$708M. Includes Tolling, Salmon and Watersheds, Scenic Byways, Pedestrian and Bicycle, Winter Recreation Parking, Snowmobile Facilities, etc. - Local Government Program - \$615m. Non-Mandated partnerships with Cities, Counties, and regional governments on transportation projects.	
► Driver and Motor Vehicles Services Division - \$311M. Licenses and regulates users of the transportation system to promote transportation safety, protects consumer interest, and facilitates other government programs. Coordinates statewide safety programs such as intoxicated driving, youthful drivers, safety belts and restraints.	
► Commerce & Compliance Division - \$117M. Registers and inspects trucks and enforces weight, dimension and federal safety regulations. Regulates rail and crossing safety for freight and passenger rail.	
► Public Transportation Division - \$466M. Provides grant assistance and technical help to communities and local transportation providers for elderly and disabled and public transportation services. Other programs include transportation services for the general public in rural and small cities, Intercity Passenger Transportation, Transportation Demand Management and Transit Planning. Manages and markets inter-city passenger rail and associated bus operations.	
► Policy, Data & Analysis - \$208M. Provides funding for local governments to integrate transportation planning; conducts short and long term transportation planning, research, and data collection in support of the transportation management systems. This includes \$51M for the Connect Oregon program.	
► ODOT Administrative Services - \$247M. Includes: director's office, headquarters, communications, government relations, internal audits, human resources, information systems, purchasing, facilities operations, social equity, civil rights and employee safety.	
► Finance & Budget - \$81M. Includes financial services, gas tax collection, budget services, economics and debt services, statewide investment management services, and office of innovative funding.	
► Debt Service - \$615.0M. Includes \$136M for Lottery backed bonds. Highway backed bonds include JTA (\$129M), OTIA Local Bridge (\$44M), OTIA (\$203M), Highway GO bonds (\$80M), Transportation Building (\$6M), State Radio Project (\$13M), General Fund Debt Service and Safety Improvement projects (\$4M).	
► Infrastructure Fund - \$25M. Local Governments, Transit providers and Ports are eligible borrowers for the revolving loan program supporting transportation projects (\$18M). The Limited Grant Program helps fund projects and activities that reduce wildlife-vehicle collisions and improve habitat connectivity. (\$7M).	
► Capital Construction - \$38M. ODOT Capital Improvement - \$18M.	
► Committed STIP Reserves & Dedicated Funds - \$111.M - includes the following: State Highway Fund (\$20M), DMV & Transportation Safety (\$3M), Commerce & Compliance Rail Safety (\$4M), Policy, Data & Analysis (\$8M), Public Transportation & Passenger Rail Operations (\$53M), Others (\$23M).	