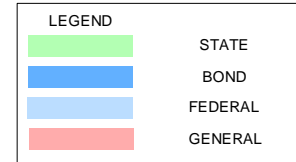


SOURCES AND USES OF FUNDS

DEPARTMENT OF TRANSPORTATION

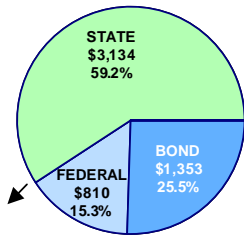
2013-2015 Legislatively Adopted Budget



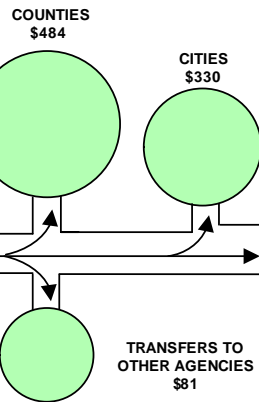
REVENUES	
Beginning Balance	\$ 283
Motor Fuels Tax	1,066
Federal Funds	810
Weight Mile Tax	593
Driver and Vehicle Licenses	661
Transportation License. & Fees	106
Transfers to ODOT	271
General Fund	2
Lottery Proceeds	94
Bond/COP Sales	1,353
Sales and Charges for Service	20
All Other Revenue	40
TOTAL REVENUE	\$ 5,299

TOTAL AVAILABLE REVENUE

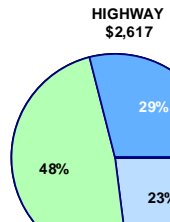
\$5,299



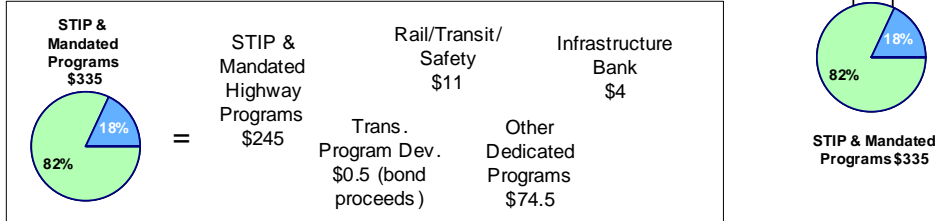
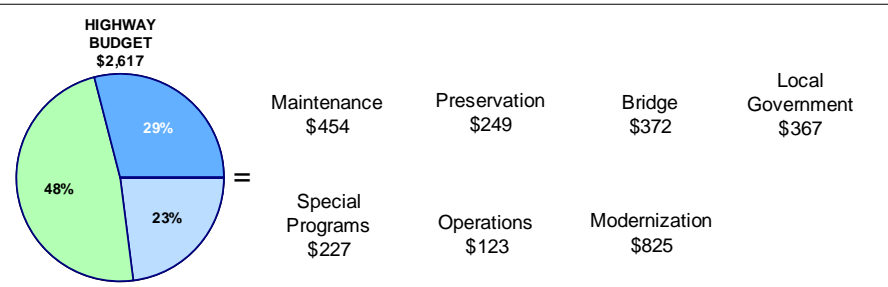
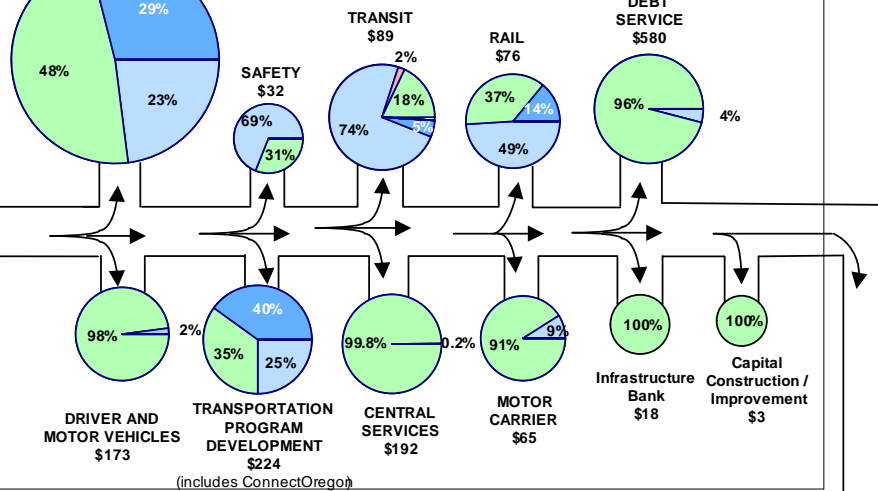
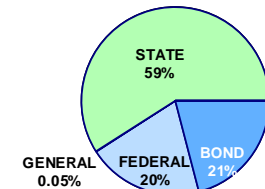
TOTAL SOURCES OF TRANSPORTATION FUNDS



ODOT BUDGET \$4,069



USES OF FUNDS



Dollar amounts are in millions
Updated 11/26/13

SOURCES AND USES OF FUNDS

OREGON DEPARTMENT OF TRANSPORTATION - 2013-2015 Legislatively Adopted Budget

SOURCES OF FUNDS (Revenue)

- ◆ Total Transportation Revenue: \$5,299 million.
- ◆ Beginning Balance: \$283 million. Forecasted 11-13 ending balance.
- ◆ Motor Fuels Tax: \$1,066 million. Includes motor fuel and aviation fuel taxes.
- ◆ Federal Funds: \$810 million. Primarily for Highway Division, with lesser amounts for Transportation Safety, Transportation Program Development, Public Transit and other programs.
- ◆ Weight Mile Taxes: \$593 million. Graduated tax based on vehicle's weight and miles traveled on public roads.
- ◆ Driver and Vehicle Licenses and Fees: \$661 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: \$106 million. Includes truck registrations, vehicle and Sno-Park permits.
- ◆ Transfers to ODOT: \$271 million. These funds come from dedicated revenues: cigarette tax (\$7m), local match on construction projects (\$232m), Parks & Rec fee collection (\$0.7), DAS E-gov portal fee (\$26m) and other agencies
- ◆ General Fund: \$2 million. Allocation for Transit E & I Program
- ◆ Lottery Funds: \$94 million. Legislatively directed pass-through bond payments for Rail Short Line, Rail Industrial Spur Projects, South Metro Commuter Rail, Connect Oregon I, II, III, and IV Street Car Project, and Southeast Metro Milwaukie Extension.
- ◆ Bond Proceeds for JTA Program Connect Oregon V, Transit, and Rail one time projects \$1,353 million.
- ◆ Sales & Charges for Service: \$20 million. Includes sale of DMV records, Highway Division miscellaneous services, and sale of property, timber and equipment.
- ◆ All Other Revenue: \$40 million. Items in this category include railroad gross revenue receipts (\$4 million), interest income (\$20 million), Infrastructure Bank - loan repayment (\$6 million), rent and fines (\$3 million), and other miscellaneous or Policy Option Package revenue.

USES OF FUNDS (Transfers / Expenditures)

- ◆ Mandated Distributions and Transfers
 - Mandated distributions to Counties - \$484 million. From Fuels Tax, Weight Mile, and Licensing.
 - Mandated distribution to Cities - \$330 million. From Fuels Tax, Weight Mile, and Licensing.
 - Mandated distributions to other Oregon State Agencies - \$82 million. Parks, Marine Board, Aviation and other agencies.
- ◆ Highway Division consists of the following programs
 - Highway Maintenance Program - \$454 million. Maintenance and repair of existing highways to keep them safe and usable for the traveling public.
 - Preservation Program - \$249 million. Paving and reconstruction to add useful life and safety improvements to existing highways.
 - Bridge Program - \$372 million. Work to preserve and ensure safety on over 2,600 bridges, tunnels, and culverts on the state highway system.
 - Modernization Program - \$825 million. Building capacity improvements to highways, such as new or widened lanes, and to improve highway safety.
 - Operations/Safety Program - \$123 million. Slide & rockfall repairs, traffic signaling systems, ramp metering, access management, information for drivers, and other improvements to facilitate traffic operation on the system.
 - Local Government Program - \$367 million. Non-Mandated partnerships with Cities, Counties, and regional governments on transportation projects.
 - Special Programs - \$227 million. Includes Salmon and Watersheds, Scenic Byways, Pedestrian and Bicycle, Winter Recreation Parking, Snowmobile Facilities, etc.
- ◆ Driver and Motor Vehicles Services Division - \$173 million. Licenses and regulates users of the transportation system to promote transportation safety, protects consumer interest, and facilitates other government programs.
- ◆ Motor Carrier Transportation Division - \$65 million. Registers and inspects trucks and enforces weight, dimension and federal safety regulations.
- ◆ Public Transit Division - \$89 million. 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.
- ◆ Transportation Program Development - \$224 million. Provides funding for local governments to integrate transportation planning; conducts short/long term transportation planning, research, and data collection in support of the transportation management systems. This includes \$90 million for Connect Oregon payout.
- ◆ Rail Division - \$76 million. Regulates rail and crossing safety for freight and passenger rail. Manages and markets inter-city rail and associated bus operations.
- ◆ Transportation Safety Division - \$32 million. Coordinates statewide safety programs such as intoxicated driving, youthful drivers, safety belts and restraints.
- ◆ Central Services Limitation - \$192 million. Central support includes: finance, gas tax collection, information systems, human resources, support services, internal audit, director's office, communications, safety and government relations.
- ◆ Debt Service - \$580 million. Includes \$94 million for Lottery Projects: Short Line (\$.7 million), Industrial Spur (\$1.1 million), South Metro, Commuter Rail (\$5 million), Connect Oregon I. II III and IV (\$45 million), Street Car Project Fund (\$3), and Southeast Metro Milwaukie Extension (\$39 million).

Forecast indicates the following: OTIA (\$303.1 million), OTIA Local Bridge (\$31.5 million), Columbia River Crossing (\$43.1 million) Local Streets Network (\$8.4 million), DMV HQ Building (\$1.6 million), JTA (\$48 million), Transportation Building (\$8.5 million), and SRP (\$41.8 million Other Funds).
- ◆ Infrastructure Bank - \$18 million. A revolving loan program for transportation projects. Local Governments, Transit providers and Ports are eligible borrowers.
- ◆ Capital Construction / Improvement - \$3 million. ODOT Capital Improvement (\$3 million).
- ◆ Committed STIP Reserves & Dedicated Funds - \$335 million - includes the following: Highway Fund (\$238 million), Transportation Operating Fund (\$2.4 million), Infrastructure Bank (\$4 million), Lottery Debt Service (\$38.2 million), Other Fund Debt Service (\$29 million), Rail (\$0.6 million), Transportation Safety (\$10 million), Transportation Program Development (\$0.5 million in bond proceeds), Transit (\$0.4), Emerging Small Business (\$5 million), Snowmobile Fund (\$5 million), Winter Recreation Fund (\$0.9 million), and Special City Allotment (\$1 million).