

ODOT Transportation Development Division



December 2016 Revenue Forecast



Foreword

This summary report presents a selection of State Other Funds Revenue forecasts for the Oregon Department of Transportation. It is published twice a year to assist in financial planning, the formulation of transportation budgets, and to support other decision-making activities. The forecast is consistent with the Department of Administrative Services' Oregon Economic & Revenue Forecast (Vol. XXXVI, No. 4, December 2016) and the associated baseline macroeconomic forecast from IHS Markit.

This document is also available online at:
<https://www.oregon.gov/ODOT/Data/Pages/Revenue-Forecasts.aspx> and scroll down to the "Most Recent Forecast."

Questions and comments should be directed to:

Daniel Porter
ODOT Transportation Development
Phone: (503) 986-5365
E-mail: daniel.r.porter@odot.state.or.us

Table of Contents

Foreword	2
Forecast Summary	5
Transportation Backdrop	7
DMV	11
Motor Carrier	25
Motor Fuels	30
Highway Revenue Forecast Summary	40

List of Tables and Figures

Figure 1.	Total Gross State Highway Revenue by Fiscal Year	6
Figure 2.	Oregon Net Migration– Forecast Comparison	9
Figure 3.	Out-of-State Surrendered License - Forecast Comparison	13
Figure 4.	Original Class C Non-Commercial License - Forecast Comparison	14
Figure 5.	Non-Commercial Instructional Permits - Forecast Comparison	15
Figure 6.	Share of 16 to 19 Year Olds with a Driver License	16
Figure 7.	First Oregon Light Vehicle Titles - Forecast Comparison	17
Figure 8.	Two-Year Passenger Vehicle Registrations - Forecast Comparison	18
Figure 9.	New Light Vehicle Titles - Forecast Comparison	19
Figure 10.	Class C Non-Commercial Driver License Renewals	21
Figure 11.	Weight-Mile Transactions - Forecast Comparison	26
Figure 12.	Use Fuel Share of the Tax Paid Total Motor Fuels Gallons	31
Figure 13.	Light Duty Vehicle Stock Fuel Efficiency Comparison	33
Figure 14.	Real Gas Price Forecast	34
Figure 15.	Motor Fuels Gallons Model – Actuals vs. Model Predicted Values	35
Figure 16.	Gallons of Motor Fuels Tax Paid – Forecast Comparison	37
Table 1.	Change in Gross Revenues from the June 2016 Forecast	7
Table 2.	Percentage Change in Key Economic Variables	10
Table 3.	Percentage Change in Transactions for Key Oregon Transportation Variables	10
Table 4.	Highway Fund Revenue Collected by DMV (Millions of Current Dollars)	24
Table 5.	Highway Fund Revenue Collected by MCTD (Millions of Current Dollars)	29
Table 6.	Highway Fund Revenue Collected by Fuels Tax (Millions of Current Dollars)	39
Table 7.	Highway Fund Revenue by Fiscal Year and Biennium (Millions of Current Dollars)	41
Table 8.	Distribution of Total Net Revenues (Millions of Current Dollars)	42

ICE
24
TUNNEL



The combined strong economy and increasing in-migration is producing substantial growth in transportation revenues.

Forecast Summary

Transportation revenues are currently in a period of strong growth as the economy is on solid ground and Oregon is still experiencing in-migration at record levels. With jobs plentiful and fuel prices low people are driving again and as Oregon attracts more people from other states this leads to additional fuel consumption and DMV transaction volumes.

The only downside is that our economic growth appears to have peaked. While growth is expected to remain positive it will be at slower rates going forward. The days of growth in excess of 3 percent are behind us with growth slowing through 2020 before stabilizing at rates below 1 percent. This slowing has a strong influence on ODOT's three primary revenue sources: Motor Fuels, Motor Carrier and DMV.

Motor Fuels revenue growth finished FY16 at 4.2 percent, a result of the strongest growth in taxable sales seen in recent history. FY17 is on track for 3.4 percent growth, another strong year of growth. Beyond FY17 growth is expected to slow quickly as the economy cools. Additionally, weighing down on growth is fuel efficiency. As vehicle manufacturers strive to meet increasing fuel efficiency standards this should lead to steady increases in the light vehicle stock fuel efficiency. The impact of this change is profound on the latter years of the forecast as employment and registered vehicles growth slows, ultimately leading to slight negative growth by FY20.

Motor Carrier revenue, led by weight-mile, has seen more modest growth rates recently compared to motor fuels, having experienced its recovery growth in FY14 and FY15. Revenues grew 2.1 percent in FY16. Growth is expected to average 2.3 percent in FY17 and remain in the 2 percent range through FY18. Beyond FY18 growth rates are expected to closely mirror employment

growth dropping to less than 1 percent by FY21.

DMV revenue is experiencing a boom similar to motor fuels. The continued rapid increase in in-migration is leading to new driver and vehicle transactions. Revenues finished FY16 up 4.2 percent, following strong growth in the prior years. Going forward, growth should slow considerably as in-migration and vehicle sales slow.

Overall gross state revenues are up 6.8 percent or \$149 million in 2015-17 over what we collected in 2013-15. Compared to the prior forecast gross revenues are down slightly by \$7.6 million in 2015-17. Cumulatively through 2021-23 gross revenues are down over the prior forecast by \$13.2 million.

Figure 1. Total Gross State Highway Revenue by Fiscal Year

Gross revenues in FY16 were up \$42 million over FY15 and are on pace to finish FY17 up \$28 million over FY16.

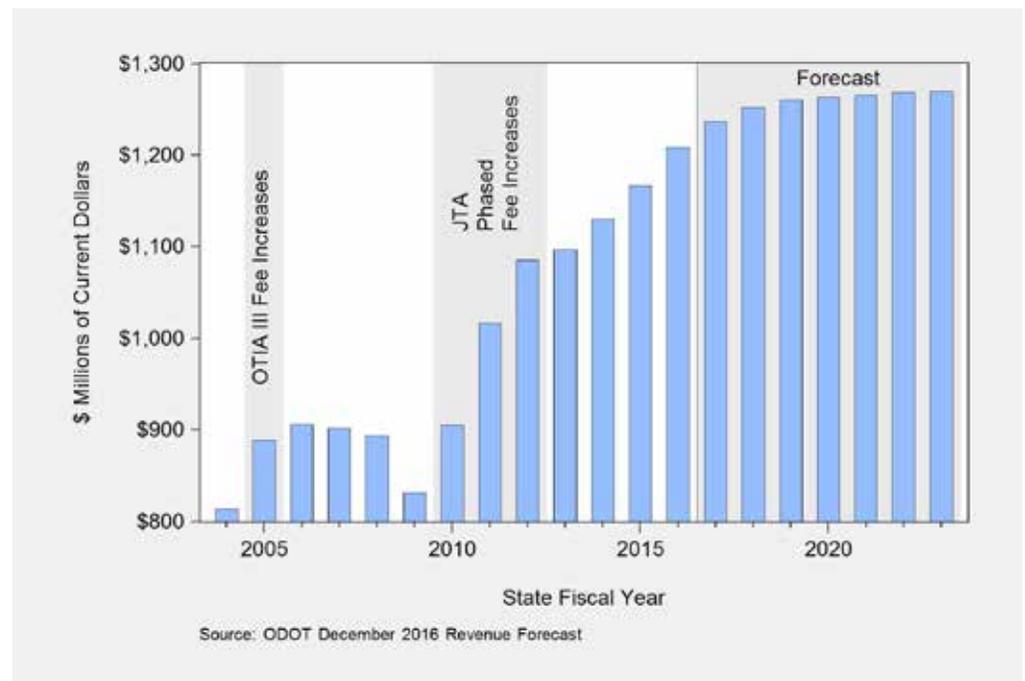


Table 1. Change in Gross Revenues from the June 2016 Forecast

Overall changes from the prior forecast are very minor.

(\$ Millions)	2015-17	2017-19	2019-21	2021-23
Motor Fuels				
Gross	\$ (2.4)	\$ (1.0)	\$ (1.7)	\$ (1.1)
Net	\$ (2.8)	\$ (1.1)	\$ (1.8)	\$ (1.3)
Motor Carrier				
Gross	\$ (1.9)	\$ (0.8)	\$ 0.9	\$ (0.5)
Net	\$ (1.9)	\$ (0.8)	\$ 0.9	\$ (0.5)
DMV				
Gross	\$ (3.3)	\$ (3.6)	\$ 1.8	\$ 0.4
Net	\$ (3.4)	\$ (3.9)	\$ 1.4	\$ (0.2)
Total				
Gross	\$ (7.6)	\$ (5.4)	\$ 1.0	\$ (1.2)
Net	\$ (8.1)	\$ (5.8)	\$ 0.4	\$ (1.9)

A penny increase in the motor fuels tax will yield about \$28.4 million in net revenue with the heavy equivalent included.

Forecast yields have adjusted with this forecast. A penny increase in the motor fuel tax rate will yield about \$17.9 million in net revenue per year without the weight-mile tax and \$28.4 million in net revenue per year with the weight-mile tax included. Net motor fuel tax revenue is the gross revenue minus the non-highway fuel tax transfers for the fuel used in non-highway sources like ATV's and lawnmowers. A necessary disclaimer is that sales are impacted by prices; a significant increase in the tax will drive down demand reducing the yield.

Transportation Backdrop

After peaking in 2004, Oregon vehicle miles traveled (VMT) was essentially in decline through 2012. Since then as the economy

Final VMT growth in 2015 matches motor fuels growth in 2015 at 4 percent.

picked up so did VMT, growing slowly in 2013 but quicker in 2014 and growing with confidence in 2015 surpassing the high of 2004. This increase in VMT of 4.0 percent in 2015 backs up the almost identical growth in motor fuel over the same period, affirming the motor fuels data. As 2016 has progressed VMT and Motor Fuels has continued to grow with VMT likely to finish 2016 in the three percent growth range over 2015.

What's been behind the increase in fuel consumption and VMT is an expanding economy and increasing in-migration. The Motor Fuels, Motor Carrier and DMV sections will go into specific detail regarding the factors that affect each section but one particular variable impacting all revenue sources is the rapid increase in Oregon's population as measured by net migration.

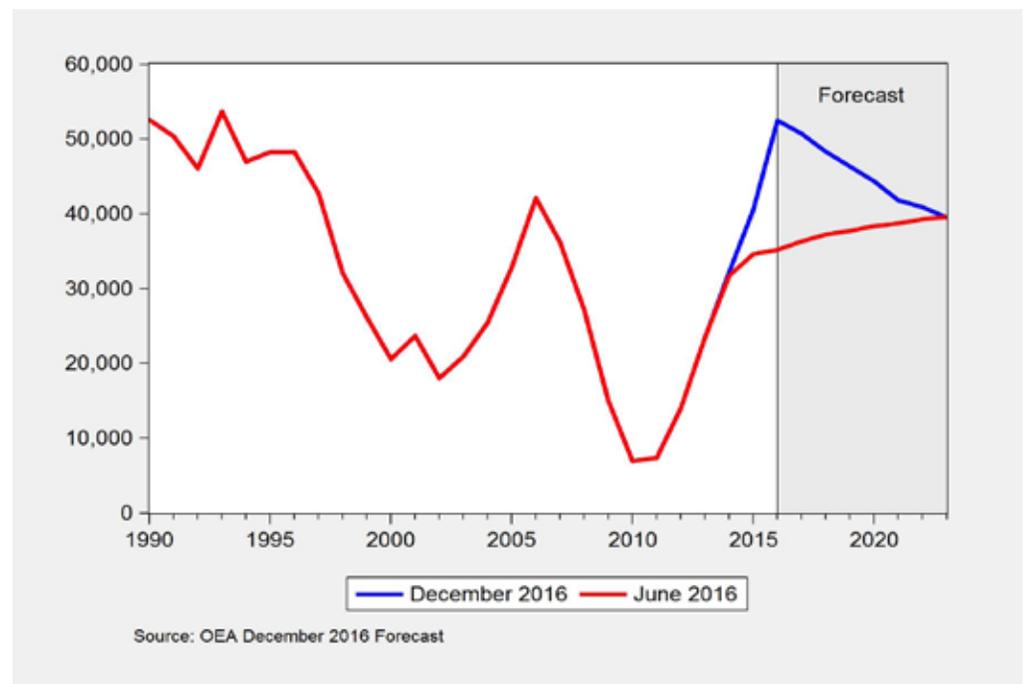
Net migration is simply the difference between people moving into Oregon and people moving out of Oregon. During the technology boom in the early 1990's net migration was strong at almost 50,000 net residents per year. As the technology industry began contracting in Oregon this led to falling net migration as workers left the state and fewer new comers replaced them. The housing boom in 2006 saw another increase followed by the collapse in the housing market and our most recent recession. Coming out of the recession growth has been steady as the economy has recovered and has now entered expansion territory.

More people moving into the state equates to more drivers and vehicles putting additional workload on DMV. As the additional vehicles are driven, that increases the amount of fuel consumed, leading to motor fuels tax growth. As these people consume goods, trucks are required to deliver these goods to warehouses and retail locations, increasing the weight-mile tax revenue paid by the heavy trucks.

The most recent Net-Migration forecast supports the rapid growth in DMV workload.

The figure below shows the change DAS has recently made in their net-migration forecast. This change increases the total for 2016 by 18,000 residents to over 52,000, getting us very close to the high in 1993 at just under 54,000. This change reflects the strong growth in revenues particularly in DMV and Motor Fuels.

Figure 2. Oregon Net Migration– Forecast Comparison



As noted above, while net migration is a very important variable in the ODOT revenue forecast models it is not the only important variable. Table 2 below contains a selection of other important variables that are used in the forecast models. Table 3 highlights changes for some of the most important revenue generating variables in the ODOT revenue forecast.

A full discussion of the state and national economic forecasts can be found on Oregon Office of Economic Analysis website located here. <https://www.oregon.gov/DAS/OEA/Pages/index.aspx>

Table 2. Percentage Change in Key Economic Variables

	Actuals			Forecast							
	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY
	13	14	15	16	17	18	19	20	21	22	23
MOTOR VEHICLE FUELS (GALLONS)	1.0%	1.4%	4.1%	4.9%	1.0%	0.9%	0.2%	-0.3%	-0.2%	-0.3%	-0.4%
ORIGINAL CLASS C LICENSES	9.7%	7.8%	10.3%	4.4%	-4.5%	-2.4%	-1.3%	-0.6%	-0.2%	0.4%	0.4%
PASSENGER VEHICLE REGISTRATIONS	0.6%	1.3%	3.4%	2.8%	-0.9%	1.8%	-0.6%	1.0%	-0.6%	0.6%	-0.3%
TITLE TRANSFERS	2.5%	4.4%	1.3%	1.4%	1.0%	0.7%	-0.1%	0.2%	0.0%	0.0%	-0.0%
TRUCKING ACTIVITY (WEIGHT-MILE)	3.7%	4.2%	4.1%	2.4%	2.4%	1.9%	0.8%	0.8%	0.9%	1.0%	1.0%

Table 3. Percentage Change in Transactions for Key Oregon Transportation Variables

	Actuals			Forecast							
	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY
	13	14	15	16	17	18	19	20	21	22	23
OREGON EMPLOYMENT--TOTAL	2.1%	2.9%	3.3%	2.8%	2.4%	2.2%	1.5%	1.0%	0.6%	0.7%	0.7%
EMPLOYMENT--CONSTRUCTION	6.1%	8.0%	3.9%	7.5%	2.4%	1.3%	0.3%	0.5%	0.7%	0.8%	1.0%
EMPLOYMENT--TRANSPORTATION	1.6%	3.6%	3.7%	2.4%	2.3%	1.6%	1.6%	0.8%	0.3%	0.1%	0.1%
EMPLOYMENT--DURABLE GOODS	1.3%	2.4%	3.3%	0.1%	-1.8%	0.9%	0.9%	0.9%	0.5%	0.4%	0.1%
OREGON HOUSING STARTS	31.6%	9.2%	2.6%	20.0%	11.6%	7.3%	1.0%	2.9%	1.5%	0.2%	-0.8%
OREGON POPULATION	0.9%	1.1%	1.3%	1.4%	1.4%	1.4%	1.3%	1.2%	1.2%	1.1%	1.1%
PORTLAND METRO CONSUMER PRICE INDEX	2.5%	2.4%	1.2%	1.7%	2.3%	2.5%	2.5%	2.4%	2.4%	2.4%	2.4%
OREGON REAL PERSONAL INCOME	0.4%	5.1%	6.2%	3.7%	3.4%	3.8%	3.4%	3.3%	2.6%	2.7%	2.5%
NATIONAL REAL PRICE OF GASOLINE	-4.3%	-5.9%	-27.0%	-13.2%	4.0%	5.5%	11.4%	5.9%	4.6%	4.6%	4.2%
NATIONAL UNIT SALES OF NEW LIGHT VEHICLES	7.6%	6.0%	5.8%	-0.2%	1.0%	0.2%	-0.0%	-0.9%	-2.0%	-0.5%	0.3%

DMV

DMV has the largest number of transactions to forecast but only a handful has significant impacts on revenue.

The Driver and Motor Vehicle Services Division (DMV) is responsible for administration of driver and motor vehicle related activities. Revenues collected from the fees charged for the various DMV activities flow into the State Highway Fund, the Transportation Operating Fund and into other funds administered by ODOT divisions such as Public Transit and Passenger Rail. Additionally some fees net of costs are transferred to outside entities; for example, RV-related fees are transferred to the Oregon Parks and Recreation Department. Lastly, revenues remaining after transfers and costs are deducted are apportioned to cities and counties statewide for local road repair, maintenance and construction.

The DMV forecast is produced at the transaction level and rolled up to the summary level shown in Table 4. The transactions are grouped into three different business lines: Vehicle, Driver, and Business Regulation. The Vehicle program area contains the transactions related to legal ownership and operation of a vehicle, including titling, plates, registrations and permits. The Driver program contains the transactions related to the legal right to operate a vehicle, including permits, licenses, endorsements and the associated tests to obtain these rights to drive. The Business Regulation program is tasked with ensuring the businesses that sell vehicles in Oregon are properly licensed along with those that dismantle and transport vehicles.

In total the DMV forecast contains over 240 individual product transactions and over 100 different forecast equations. However, most of these transactions have little significant impact on the overall forecast as their volumes and fee levels are small. Of the total number of transactions, over 90 percent of the revenue is collected by about 10 DMV transactions led by passenger vehicle registrations, which alone account for almost 50 percent of

all revenue collected by DMV. Other significant contributors are truck and light trailer registrations, light vehicle trip permits, light title transactions, vehicle and driver related record fees and class C non-commercial licenses and renewals.

DMV activities are affected by various economic and demographic variables and provide a reflection of some very broad undercurrents in the state. The impacts of changes in population, employment, migration, and economic production are readily evident in many of the DMV data series. In general, DMV activities are more strongly affected by demographic changes rather than by economic changes, and as such are generally more immune to cyclical swings typical with economic variables. Of the three business lines in DMV, the Vehicle and Business Regulation programs are most susceptible to economic influences, especially related to new vehicle titles.

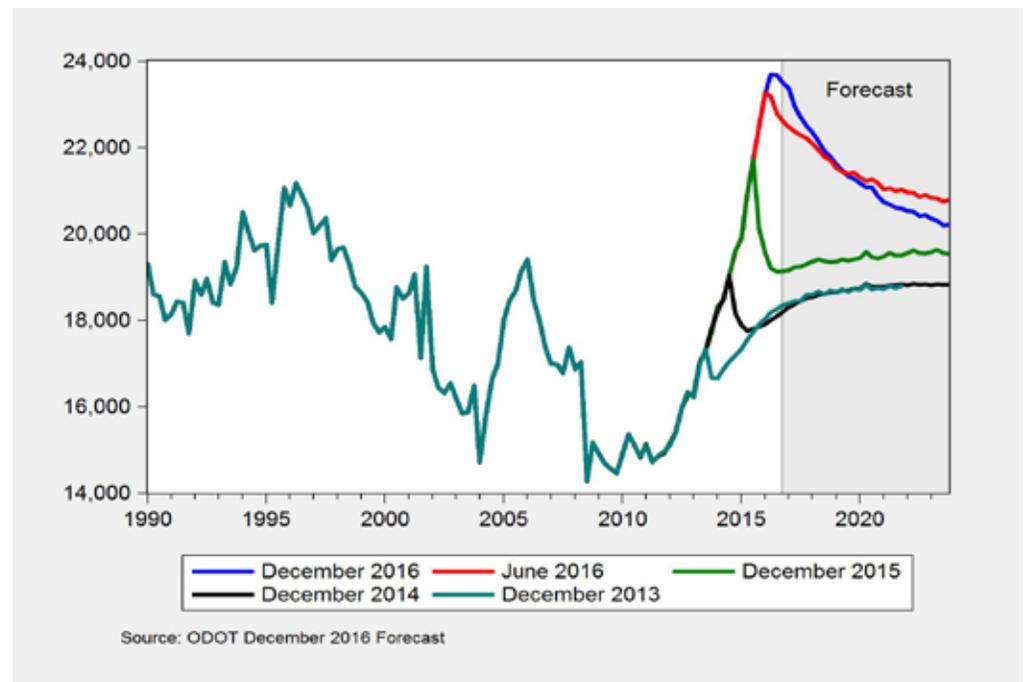
DMV provides the gateway to access Oregon's transportation system. With that it is heavily influenced by changes in population.

Currently DMV is experiencing a period of strong growth. As the U.S. economy expands and jobs are generally plentiful, movement across state borders is easier. States that are more attractive to live in see increases in in-migration and net migration during these periods. As Oregon currently falls into the category of a state that is desirable to live in, its population is increasing, which impacts both the Driver and Vehicles programs in DMV.

In the prior outlook DMV was experiencing the double impact of population and consumer spending on new vehicles. Since that forecast, vehicles sales have stalled bringing down the outlook for new vehicle sales and registrations. The charts and text below tell the story of how these factors impact DMV transactions beginning with surrendered licenses.

Figure 3. Out-of-State Surrendered License - Forecast Comparison (quarterly frequency – seasonally adjusted)

Current pace of growth in out-of-state surrendered licenses should lead to over 90,000 total surrendered in 2016, setting a new all-time record.



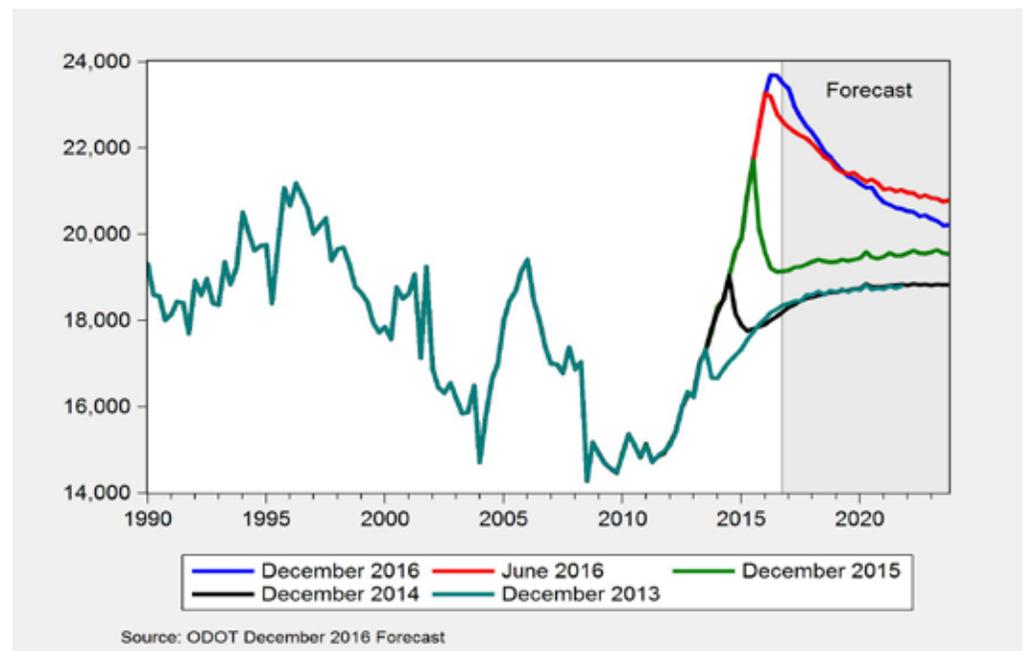
A surrendered license transaction occurs when a person moves into Oregon from another state surrendering their out-of-state license to DMV. This is the first contact with DMV for this group of people. Unfortunately we lack additional information about who these people are, such as their age and location they are moving to. Regardless, it is a valuable statistic that influences other DMV transactions. The above chart shows the surrendered license history and a selection of forecasts one year apart along with the prior forecast. As is readily apparent, each of the past forecasts have predicted the number of surrendered licenses to peak as of the last actuals point and then drop off. However, this did not occur and a new peak is reached in each successive

forecast. Growth since the prior forecast has slowed indicating that we may be close to peaking, but whether we've peaked and rates will decline as expected is unclear.

The impact that surrendered licenses have on other DMV transactions begins first with non-commercial class C licenses. As an individual moves into Oregon and surrenders their old license they get a new Oregon issued license. The chart below compares the current forecast to the prior one. As the chart shows, license sales bottomed out in 2011 with about 110,000 licenses sold that year before growing rapidly in a very similar pattern to the surrendered license chart above. If it peaks this year, the 2016 total should be just over 150,000, getting us back to our peak from the mid to late 1990's when technology firms were expanding rapidly, hiring a lot of outside talent.

Figure 4. Original Class C Non-Commercial License - Forecast Comparison (quarterly frequency – seasonally adjusted)

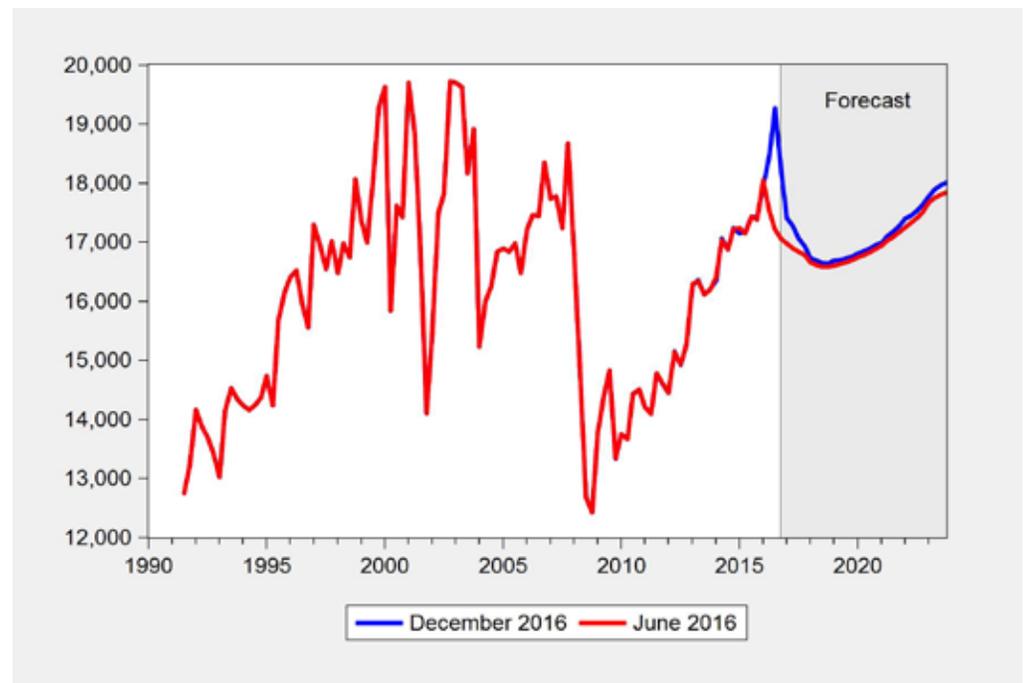
As people move into Oregon this starts a chain reaction of transactions in DMV, beginning with getting an Oregon driver license.



The other factor influencing the growth in driver licenses is instructional permits. Beginning in March of 2000, young adults under the age of 18 looking to obtain their driver license must first get their permit and complete 50 hours of certified driving experience over a minimum of six months. Prior to this, the instruction permit was only required for drivers under 16. As the chart shows, the recession and possible legal presence legislation had a negative impact on permit sales. As the economy recovered so has permit sales with a noticeable spike over the last two quarters.

Figure 5. Non-Commercial Instructional Permits - Forecast Comparison (quarterly frequency – seasonally adjusted)

Not only are we seeing an increase in license sales but young people are getting their permit in greater numbers.

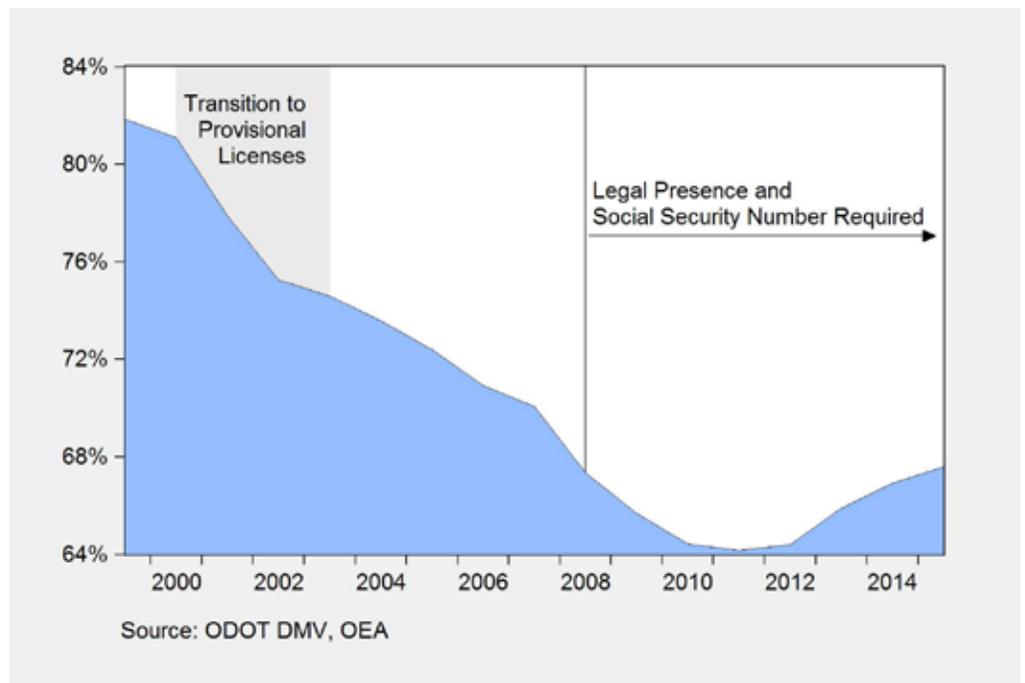


Another factor increasing the Driver program transactions is that over the last few years we've seen an increase in the share of young people getting their driver license. In 1999 about 83 per-

cent of youth aged 16 to 19 had a driver license. As we move forward in time that percentage has fallen substantially to just over 64 percent by 2011. Part of the reason for the decline was due to legislative action, with the creation of the provisional license program and then the proof of legal presence requirement. But even without these legislative actions the share continued to decline. However, as the economy has recovered things have slowly turned around and by the end of 2015 the percentage of this age group with a license has increased to 68 percent. How long this increase will continue is uncertain as it will depend on what is causing these young people to drive again. But, as the economy is expected to continue expanding at a solid rate through 2017, we are most likely in for at least another year of increase, adding to the impact on DMV's workload.

Figure 6. Share of 16 to 19 Year Olds with a Driver License

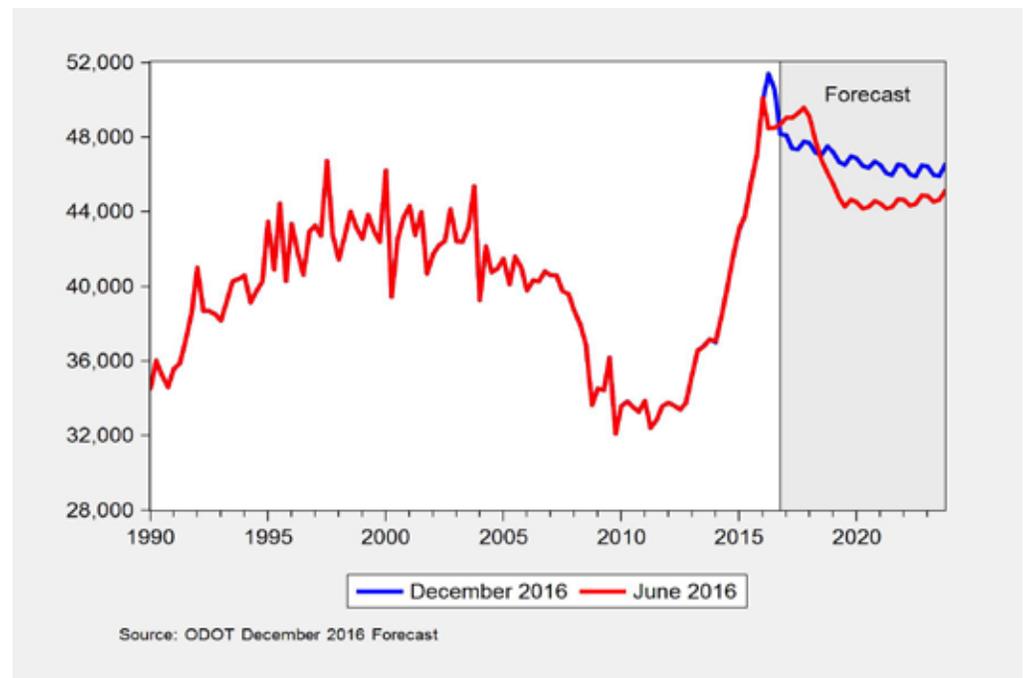
Additionally the share of young people getting their license is growing again; will this continue into the future?



This increase in DMV workload from in-migration and from existing Oregon residents, impacts not only the Driver program but the Vehicle program as well. When someone surrenders their license they most likely have a vehicle or multiple vehicles they want to legally title and register in Oregon. This leads to an increase in what DMV categorizes as First Oregon Light Vehicle Titles. The increase closely resembles the surrendered license increase from 2012 to current. As with the surrendered license forecast, sales of these titles is expected to have peaked this year and decline through 2020 before reaching a long-run average of about 184,000 per year. Since the average amount is higher than the traditional historical long-run average, this forecast will be closely monitored to see if this higher amount is justified.

Figure 7. First Oregon Light Vehicle Titles - Forecast Comparison (quarterly frequency – seasonally adjusted)

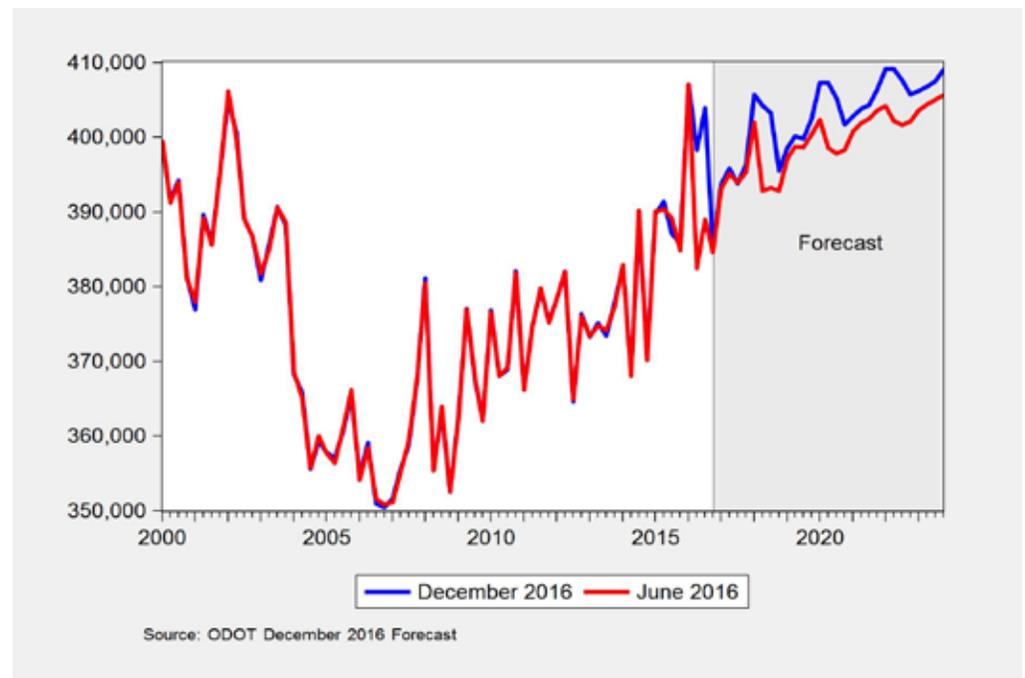
As people move to Oregon they generally bring with them two or more vehicles per household.



While having an Oregon title provides documented ownership of a vehicle, in order for the vehicle to be driven legally on the road it needs to be registered. A brand new vehicle is registered for four years and used vehicles brought into the state or vehicles already registered in Oregon renewing their registration register for two years. The two year registration forecast is shown below and accounts for over 40 percent of total DMV revenue. It is mostly impacted by the existing fleet as it renews, but with the strong in-migration this is leading to a pronounced increase in registrations. The chart below shows a spike in sales during the first quarter of 2016 that continues through the third quarter of 2016, leading to an increase in renewals two years later causing the overall forecast to be stronger than the prior forecast.

Figure 8. Two-Year Passenger Vehicle Registrations - Forecast Comparison (quarterly frequency – seasonally adjusted)

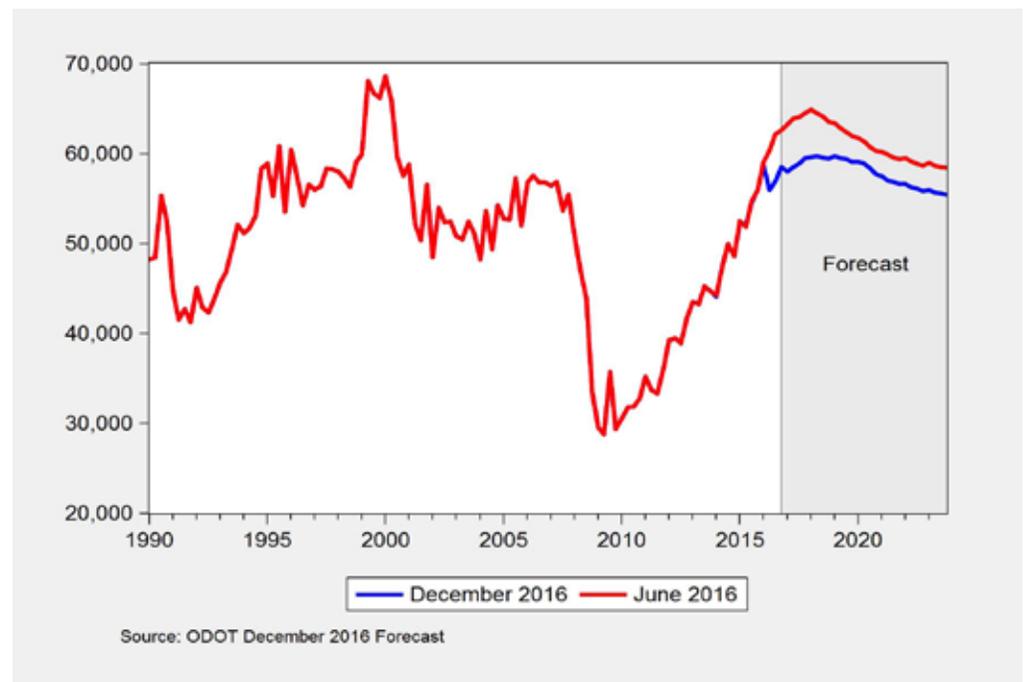
There are over 3.4 million registered passenger vehicles in Oregon.



While the economic impact on DMV can be felt indirectly through in-migration growth it can also be directly felt through new vehicle sales. The recession created pent up demand for new vehicle sales that has led to consistent growth in Oregon light vehicle sales from 2012 through 2015. In the prior forecast, growth was expected to remain strong through 2017 before declining in the outer years of the forecast. Based on updated national sales forecast data the current forecast calls for basically flat growth over the next few years before declining. Our 2016 sales numbers to date validates the forecast, with little growth so far.

Figure 9. New Light Vehicle Titles - Forecast Comparison (quarterly frequency – seasonally adjusted)

The current slowdown in new vehicle sales supports a reduced level of sales in the future.



The driver license renewal cycle is quite severe ranging from a low of 170,000 in 2009 to a high of 240,000 in 2013.

The combined impact of the economic expansion and population growth is having a profound impact currently on DMV transaction growth which is translating into a sharp increase in revenues. Table 4 shows this revenue impact as well as other changes impacting DMV. The gross revenue portion of Table 4 is grouped into three major components reflecting the primary revenue sources: vehicle registrations, driver licenses, and vehicle titles. Row one and three contain the Vehicle program revenue which is dominated by light vehicle title transfer and passenger vehicle registration revenue. Overall, DMV gross revenues growth is expected to slow considerably in the coming years as the economy slows leading to reduced rates of in-migration and ultimately slowing transaction volumes for the Vehicle and Driver programs.

Driver revenue includes original issuance, renewal, and replacement of commercial and non-commercial licenses and permits, testing fees and other associated fees. Gross revenues are shown in row 2, and despite strong sales of new licenses and endorsements, revenues are expected to fall in the coming years due to the renewal cycle of the non-commercial licenses. For example, as shown below the large increase in 2013 is from licenses renewed for eight years beginning in October of 2004 and expiring in October of 2012. The number of eight-year renewals peaked in early 2005, and fell steadily through 2008. This is the dominant factor for the decline in revenues in FY17 and FY18 and the subsequent increase in FY21 and FY22. While this cycle will continue to repeat itself into the future, growth in revenues controlling for this fluctuation will depend on the renewal rate of license holders.

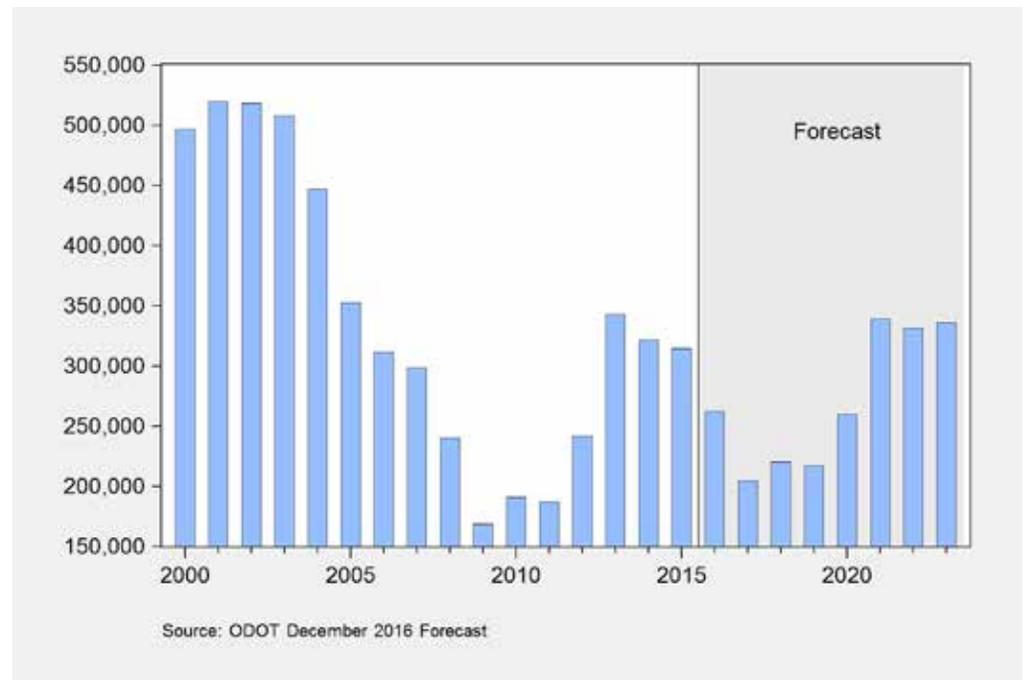
Licenses that were issued/renewed in October of 2000 or later were issued/renewed for an eight year period instead of the previous four year period. These licenses began expiring in October of 2008. What the average renewal rate would be from this shift to an eight year cycle, was, and still is a relevant consideration. Currently the renewal rate is about 73 percent, higher than our

original expectation of 63 percent and has been increasing over the last couple years. This increase could be partly related to the economic expansion as people may have a reason to renew for employment purposes.

But it might also be possible that individuals unable to meet the requirements for renewal of their license after SB 1080 increased the documentation requirements in 2008, have now acquired the correct documentation and have adjusted to the new way of doing business with DMV.

Figure 10. Class C Non-Commercial Driver License Renewals

Prior to creation of the 8 year licenses, renewals were more consistent, averaging about 500,000 per year.



Rows 6 through 11 and 13 through 15 of Table 4 give the costs associated with administration of DMV and transfers of the DMV revenues out to support JTA and OTIA projects and for other statutory purposes.

With almost half of the \$90 million in planned system upgrade expenditures occurring during the 2017-19 biennium, net DMV revenues will drop.

DMV program costs primarily change when personal services costs change or programs are phased in or phased out. ODOT's approved budget for 2015-17 includes expenditure authorization for two major packages, the first phase of a DMV computer system modernization project and a project allowing DMV to accept debit and credit card payments from customers.

The larger of the two projects is the computer system upgrade. Essentially this project is to replace a system created in the 1960's with a system using current technologies to meet customers' expectations today. The total cost of the project is estimated to be \$90 million spread over 10 years. During the 2015 legislative session the legislature decided to fund the project one phase at a time and allocated \$30.4 million in the 2015-17 biennium. However, DMV estimates they will likely spend less than that amount and the 2017-19 agency requested budget adjusts the 2015-17 expenditures to reflect this expected reduction for a total of \$16 million. This pushes the estimated expenditures in 2017-19 up to \$41 million, which drives the big increase in costs for 2017-19 in the forecast. Currently 2019-21 expenditures are expected to be \$18 million and \$10 million in 2021-23.

The smaller of the two projects add the hardware and the merchant fees to allow the use of debit and credit cards in field offices. This project has a budgeted amount of \$6.3 million in the 2015-17 biennium. DMV expects actual expenditures to be slightly less at \$4.8 million in 2015-17, increasing to \$5.8 million in the 2017-19 biennium and holding at that rate going forward, which are the numbers used in this forecast and match the prior forecast.

Net DMV revenues, as represented in row 12, show the impact of the DMV projects on revenue growth as well as general inflation impacts on DMV programs. The revenue increase almost kept up with the expenditure increases in FY16, but going forward as revenue growth slows, the computer system upgrade project cost

Demand for products are sensitive to price changes, even seemingly mandatory products can be affected.

changes are driving the increases and decreases in annual net revenues.

Row 5 summarizes the change in gross revenues from the previous forecast. Overall, there is an expected cumulative decrease of \$3.6 million from FY17 to FY23. This change is very minimal and overall this forecast is not significantly different from the prior forecast.

Row 9 has been added to show the incremental revenue increase from the electronic driver records sold to disseminators who sell driver records to businesses like insurance companies. The initial forecast estimated incremental revenues would average about \$5.6 million per year, and the first full fiscal year of revenue in FY13 matched that estimate. Sales softened through FY15 and are expected to remain fairly constant through the forecast.

Table 4. Highway Fund Revenue Collected by DMV (Millions of Current Dollars)

	Actual			Forecast								Actual	Forecast			
	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	BI	BI	BI	BI	BI
	14	15	16	17	18	19	20	21	22	23		13-15	15-17	17-19	19-21	21-23
1	VEHICLE REGISTRATIONS	\$175.9	\$181.1	\$187.4	\$191.8	\$194.5	\$194.8	\$196.0	\$195.0	\$195.5	\$194.7	\$357.0	\$379.1	\$389.3	\$390.9	\$390.1
2	DRIVER LICENSES & OTHER	\$34.6	\$35.4	\$35.8	\$32.8	\$31.7	\$31.7	\$31.8	\$34.6	\$35.4	\$35.4	\$70.0	\$68.6	\$63.4	\$66.4	\$70.9
3	TITLE, PLATE & OTHER	\$99.1	\$105.1	\$111.9	\$112.6	\$113.4	\$113.5	\$113.3	\$112.6	\$112.4	\$112.2	\$204.2	\$224.5	\$226.9	\$226.0	\$224.6
4	TOTAL DMV COLLECTIONS	\$309.6	\$321.6	\$335.0	\$337.2	\$339.7	\$340.0	\$341.1	\$342.2	\$343.3	\$342.3	\$631.2	\$672.2	\$679.7	\$683.3	\$685.6
5	Change from Previous Forecast	\$0.0	\$0.0	(\$1.1)	(\$2.2)	(\$3.0)	(\$0.6)	\$1.0	\$0.7	\$0.4	(\$0.0)	\$0.0	(\$3.3)	(\$3.6)	\$1.8	\$0.4
6	COLLECTION/ADMINISTRATION & PROGRAM COST	(\$78.4)	(\$80.0)	(\$92.6)	(\$94.4)	(\$110.7)	(\$113.0)	(\$102.2)	(\$104.3)	(\$101.1)	(\$103.2)	(\$158.4)	(\$187.0)	(\$223.7)	(\$206.5)	(\$204.3)
7	TRAFFIC SAFETY TRANSFER	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.7)	(\$0.7)	(\$1.0)	(\$1.1)	(\$1.2)	(\$1.3)	(\$1.4)
8	DEPARTMENT OF EDUCATION TRANSFER	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)
9	E-GOV RECORDS INCREMENTAL REVENUE TRANSFER	(\$5.3)	(\$5.2)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$10.5)	(\$10.6)	(\$10.6)	(\$10.5)	(\$10.6)
11	ODOT CENTRAL SERVICES ASSESSMENT	(\$24.2)	(\$24.7)	(\$27.7)	(\$28.3)	(\$30.1)	(\$30.7)	(\$31.1)	(\$31.7)	(\$32.1)	(\$32.7)	(\$48.8)	(\$56.0)	(\$60.8)	(\$62.8)	(\$64.8)
12	NET DMV REVENUE	\$201.2	\$211.3	\$208.8	\$208.6	\$192.9	\$190.4	\$201.8	\$200.4	\$204.0	\$200.5	\$412.4	\$417.4	\$383.3	\$402.1	\$404.5
13	REVENUE SET-ASIDE TO OTIA I & II - memo	(\$7.0)	(\$7.0)	(\$7.0)	(\$6.8)	(\$6.8)	(\$6.8)	(\$6.7)	(\$6.8)	(\$6.8)	(\$6.8)	(\$14.0)	(\$13.8)	(\$13.6)	(\$13.6)	(\$13.7)
14	REVENUE PLEDGED TO OTIA III - memo	(\$75.5)	(\$78.9)	(\$82.1)	(\$82.8)	(\$83.5)	(\$83.5)	(\$83.8)	(\$83.4)	(\$83.5)	(\$83.2)	(\$154.4)	(\$165.0)	(\$167.0)	(\$167.2)	(\$166.6)
15	REVENUE DUE TO JTA (HB 2001) - memo	(\$99.7)	(\$104.1)	(\$109.1)	(\$109.9)	(\$110.8)	(\$110.9)	(\$111.3)	(\$110.6)	(\$110.6)	(\$110.2)	(\$203.8)	(\$219.0)	(\$221.7)	(\$221.9)	(\$220.9)

Motor Carrier

The weight-mile tax was created in 1933 based on loaded weight and number of miles traveled each year.

Trucking activity and the freight industry affect the amount of revenue available to the State Highway Fund through the weight-mile tax, heavy vehicle registration fees, and other Motor Carrier fees. Changes in economic conditions within Oregon and the nation as a whole influence each of these revenue sources. In addition, state and federal legislation can impact trucking activity.

The weight-mile tax is the largest source of trucking-related revenue. This highway use tax applies to trucks with a gross weight over 26,000 pounds. Generally, the tax paid by a motor carrier varies with the weight of the vehicle, the number of miles traveled, and the axle configuration. The carriers generally have the option of paying on a monthly or quarterly schedule but in some cases will pay by the trip. Certain qualifying motor carriers, such as those transporting logs, wood chips and sand/gravel, may pay the highway use tax based on a flat monthly fee. The weight-mile revenue and transaction totals discussed in this report include the trip based, monthly, quarterly and “flat-fee” revenue, as well as revenues from a small number of other trip-related fees.

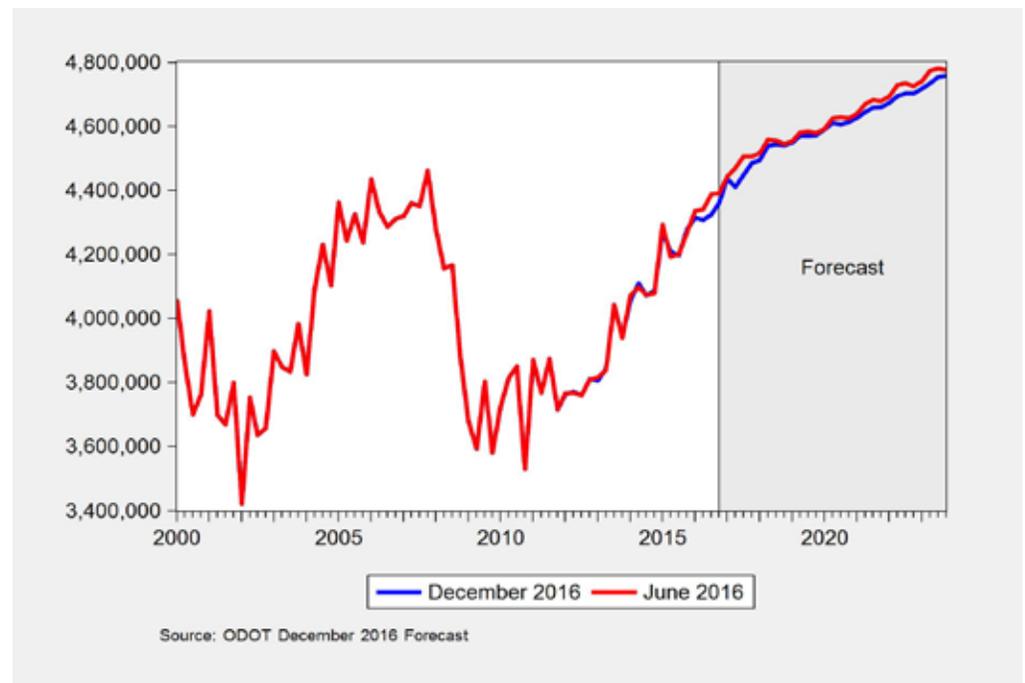
An estimate of weight-mile “transactions” provides the basis for the current forecast of weight-mile revenues. This methodology, also used for prior forecasts, constructs a measure of weight-mile transactions by normalizing revenue by the tax rate paid for a typical heavy vehicle. The forecasting model regresses the normalized weight-mile transactions on Oregon construction and durable goods employment, real fuel prices, real consumer spending on durable goods and industrial production and sales of heavy trucks to estimate weight-mile transactions. The variables in the model that have the most significant impact on the forecast are real consumer spending on durable goods and Oregon construction employment. Both of these two variables

changed very little between the prior forecast with growth rates that remain positive but slow over time, pointing to a forecast for weight-mile with very little changes and slowing but positive growth rates.

These two variables along with the other forecast variables combine to produce the forecast shown below. Compared to the prior forecast there is little change as expected, since the two most impactful variables had almost no change. The forecast is slightly lower than the prior forecast due to the slight overprediction of the prior forecast for the second and third quarters of 2016.

Figure 11. Weight-Mile Transactions - Forecast Comparison

While weight-mile is expected to generally grow overall in the coming years, the business cycle will influence the shape of the forecast.



Row 1 of Table 5 shows the amount of weight-mile and flat fee revenues collected each fiscal year. In FY16, weight-mile and flat-fee revenues totaled \$293.2 million, increasing 3.3 percent

With no growth in heavy registrations, continually increasing weight-mile revenues imply the existing trucks are driving more miles.

over FY15. As discussed above, growth in consumer spending and construction employment are the driving forces pushing weight-mile revenues higher in the forecast, albeit as slowing rates. Growth in FY17 and FY18 is expected to average 2.6 percent, and as the economy cools further growth is expected to slow to about 1 percent in the out years, closely matching employment and population growth.

Row 2 of Table 5 shows heavy vehicle registration fee revenues. It includes both International Registration Plan (IRP) registration fees paid by interstate carriers and Commercial registration fees paid by intrastate carriers. Together these heavy vehicle registration fees totaled \$41.3 million in FY16, a decrease of \$1.5 million over FY15. Revenues are consistent for these sources over time, varying just slightly from year to year, and going forward revenues are expected to hold between \$42 million and \$43 million per year.

An interesting result from the continued growth in weight-mile while registration revenue remains fairly flat is that these extra miles need to be absorbed by the existing fleet. This implies there is excess capacity, which at some point will be filled resulting in an increase in registration revenue.

Row 3 shows the revenues from Road Use Assessment Fees (RUAF), permits, passes, and credentials such as weight receipts and cab cards. This row also includes OTIA III Local Fund fee increments from the commercial driver permits, licenses, and tests, along with weight receipts. Overall, total revenue from these heavy vehicle sources was \$10.0 million in FY16, a \$0.8 million decrease over FY15. Beyond FY15, revenue is expected to drop in FY17 to about \$9.0 million and grow slowly in the outer years of the forecast.

Row 4 reports the total gross revenues for the Motor Carrier Division and row 5 shows the change from the prior forecast. Overall

As costs grow faster than revenues, net revenue growth is not as strong.

gross revenues are expected to grow at a 1.3 percent annual rate through FY23, a 0.2 percentage point decrease over the prior forecast. Overall, the cumulative change from the prior forecast is \$1.8 million lower over FY17 to FY23. Given the volatility in weight-mile revenue this is minimal forecast change.

Row 9 reports the revenues net of collection costs. Net revenues are expected to grow throughout the forecast. However, costs are expected to grow slightly faster than revenues leading to a 1.1 percent overall annual growth rate in net revenues from FY17 to FY23, 0.2 percentage points lower than gross revenues.

Rows 10 through 12 highlight the amounts Motor Carrier contributes to the OTIA and JTA programs, either as a portion of the OTIA I set-aside shown in row 10 or as the incremental revenues from the OTIA III and JTA programs shown in rows 11 and 12.

Table 5. Highway Fund Revenue Collected by MCTD (Millions of Current Dollars)

	Actual			Forecast							Actual	Forecast			
	FY	BI	BI	BI	BI	BI									
	14	15	16	17	18	19	20	21	22	23	13-15	15-17	17-19	19-21	21-23
1 WEIGHT-MILE TAX	\$275.8	\$283.9	\$293.2	\$300.9	\$308.6	\$312.7	\$315.0	\$317.6	\$320.8	\$323.7	\$559.7	\$594.1	\$621.3	\$632.6	\$644.6
2 IRP & COMMERCIAL VEHICLE REGISTRATIONS*	\$41.8	\$42.8	\$41.3	\$42.5	\$42.0	\$42.2	\$42.3	\$42.4	\$42.6	\$42.8	\$84.6	\$83.8	\$84.2	\$84.7	\$85.5
3 RUAF, PERMITS, PASSES & CREDENTIALS**	\$9.6	\$10.8	\$10.0	\$9.0	\$8.9	\$9.0	\$9.1	\$9.2	\$9.3	\$9.4	\$20.5	\$19.1	\$17.9	\$18.3	\$18.7
4 TOTAL MCTD COLLECTIONS	\$327.3	\$337.5	\$344.5	\$352.4	\$359.6	\$363.9	\$366.4	\$369.2	\$372.8	\$376.0	\$664.8	\$697.0	\$723.5	\$735.6	\$748.8
5 Change from Previous Forecast	\$0.2	(\$0.0)	(\$0.5)	(\$1.4)	(\$1.4)	\$0.6	\$0.6	\$0.2	(\$0.1)	(\$0.3)	\$0.1	(\$1.9)	(\$0.8)	\$0.9	(\$0.5)
6 COLLECTION/ADMINISTRATION & PROGRAM COST	(\$29.7)	(\$30.3)	(\$31.2)	(\$31.8)	(\$32.8)	(\$33.4)	(\$33.7)	(\$34.4)	(\$34.7)	(\$35.4)	(\$60.0)	(\$63.0)	(\$66.2)	(\$68.1)	(\$70.1)
7 IFTA BUDGETED EXPENDITURES***	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$2.2	\$2.2	\$2.2	\$2.2	\$2.2
8 ODOT CENTRAL SERVICES ASSESSMENT	(\$9.7)	(\$9.9)	(\$8.8)	(\$9.0)	(\$9.9)	(\$10.1)	(\$10.3)	(\$10.5)	(\$10.6)	(\$10.8)	(\$19.5)	(\$17.7)	(\$20.1)	(\$20.7)	(\$21.4)
9 NET MCTD REVENUE	\$289.0	\$298.5	\$305.6	\$312.8	\$317.9	\$321.5	\$323.5	\$325.4	\$328.6	\$330.9	\$587.5	\$618.4	\$639.4	\$648.9	\$659.5
10 REVENUE SET-ASIDE TO OTIA I & II - memo	(\$9.5)	(\$9.5)	(\$9.4)	(\$9.4)	(\$9.4)	(\$9.5)	(\$9.5)	(\$9.5)	(\$9.6)	(\$9.6)	(\$19.0)	(\$18.8)	(\$18.9)	(\$19.0)	(\$19.2)
11 REVENUE PLEDGED TO OTIA III - memo	(\$29.0)	(\$29.9)	(\$30.4)	(\$31.2)	(\$31.6)	(\$32.0)	(\$32.3)	(\$32.6)	(\$32.9)	(\$33.2)	(\$58.9)	(\$61.6)	(\$63.6)	(\$64.9)	(\$66.1)
12 REVENUE DUE TO JTA (HB 2001) - memo	(\$76.7)	(\$78.8)	(\$79.8)	(\$81.9)	(\$83.2)	(\$84.1)	(\$84.6)	(\$85.2)	(\$85.9)	(\$86.6)	(\$155.5)	(\$161.7)	(\$167.3)	(\$169.8)	(\$172.6)

*IRP: International Registration Plan.

**RUAF: Road Use Assessment Fees.

***IFTA: International Fuel Tax Agreement.

Motor Fuels

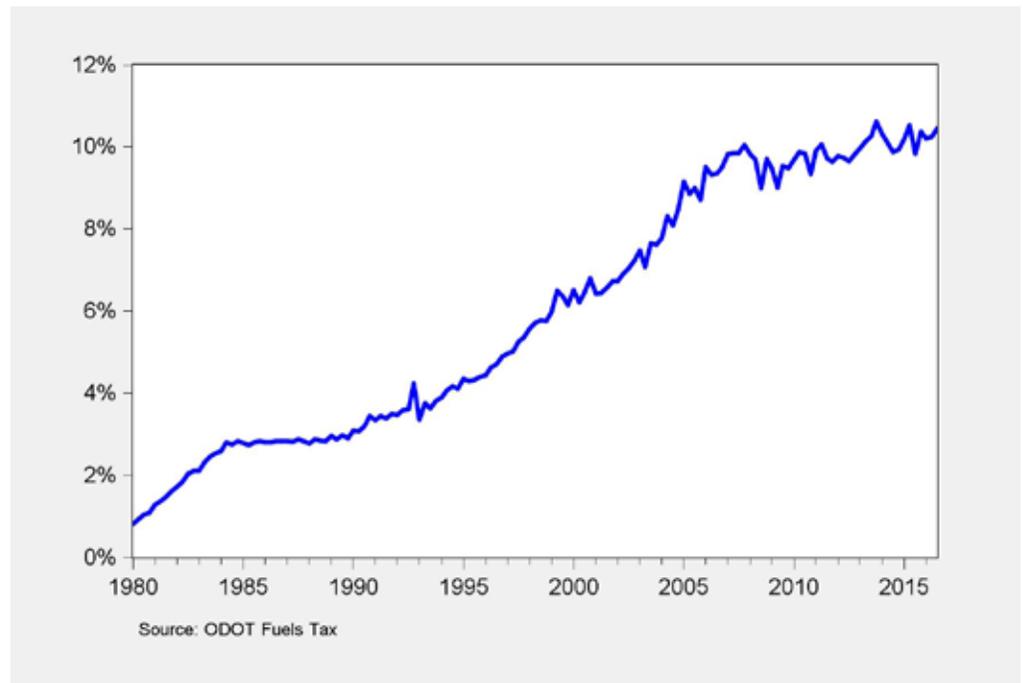
Oregon implemented the nation's first gasoline tax in 1919 at 1 cent per gallon.

Motor Fuels revenue is derived from the tax paid on the sale of motor vehicle fuels and use fuels. Essentially, motor vehicle fuels are gasoline and use fuel is predominantly diesel fuel. The distinction is important due to where in the supply chain the tax is collected. Gasoline is taxed at the point of first sale, when the dealer or distributor purchases the fuel from the terminal. Diesel on the other hand is taxed later in the supply chain, at the retail level. This gives retailers like card lock stations the option of not imposing the tax for heavy trucks that pay the weight-mile tax instead of the motor fuels tax. The separation between when a vehicle pays the fuels tax or pays the weight-mile tax is at a weight of 26,000 pounds. Generally a vehicle up to 26,000 pounds will pay the fuels tax and register their vehicle through DMV, while vehicles over this weight will pay the weight-mile tax and register their vehicle through Motor Carrier.

Gasoline comprises the largest share of taxed fuel at around 90 percent, while diesel comprises a little over 10 percent in recent years. This has not always been the case. In the past taxable diesel was less than one percent of sales and has steadily been increasing its share as more vehicles that are required to pay the fuels tax switch to diesel as the source of motive power. An interesting feature of this diesel data is that it includes both light passenger vehicles and commercial vehicles subject to the fuels tax. An estimate for the share of taxable diesel that is commercial based on DMV registration data is about 30 percent.

As more vehicles that pay the fuels tax have diesel engines diesel's share of taxable fuel sales has grown steadily over the years.

Figure 12. Use Fuel Share of the Tax Paid Total Motor Fuels Gallons



Weighing on the future viability of the motor fuels tax as a stable revenue source is the fuel efficiency of the vehicles paying the fuels tax. For many years through the 1990's and early 2000's the fuel efficiency of the light vehicle fleet did not change much as fuel prices remained low and vehicle manufacturers had no real incentive to improve the fuel economy of the vehicles they produced. However, in 2007 legislation was passed establishing new fuel efficiency standards for light vehicles in a two phase approach. Phase 1 impacts model year 2012-2016 vehicles setting a fuel efficiency target of 34.1 miles per gallon by model year 2016. Phase 2 builds on this by continuing to expect improvements with each model year reaching a model year 2025 target of 54.5 miles per gallon. The actual standard is expected to be about 49.6 miles per gallon by 2025, with the remaining 5 miles per

Increasing CAFE standards aimed at reducing emissions will lead to light vehicles getting increasingly better fuel economy.

gallon equivalent reached through improvements in vehicle air conditioners. Also, the 54.5 target would be met under test conditions that are not replicable on the road so the actual on-road average is expected to be around 38 miles per gallon. Still, at a minimum this is an improvement of over 10 miles per gallon compared to the previous standards.

A midterm evaluation was conducted by the EPA this summer and while a final determination won't be made on the MY 2022 to 2025 standards, vehicle manufacturers have been able to meet the requirements so far.

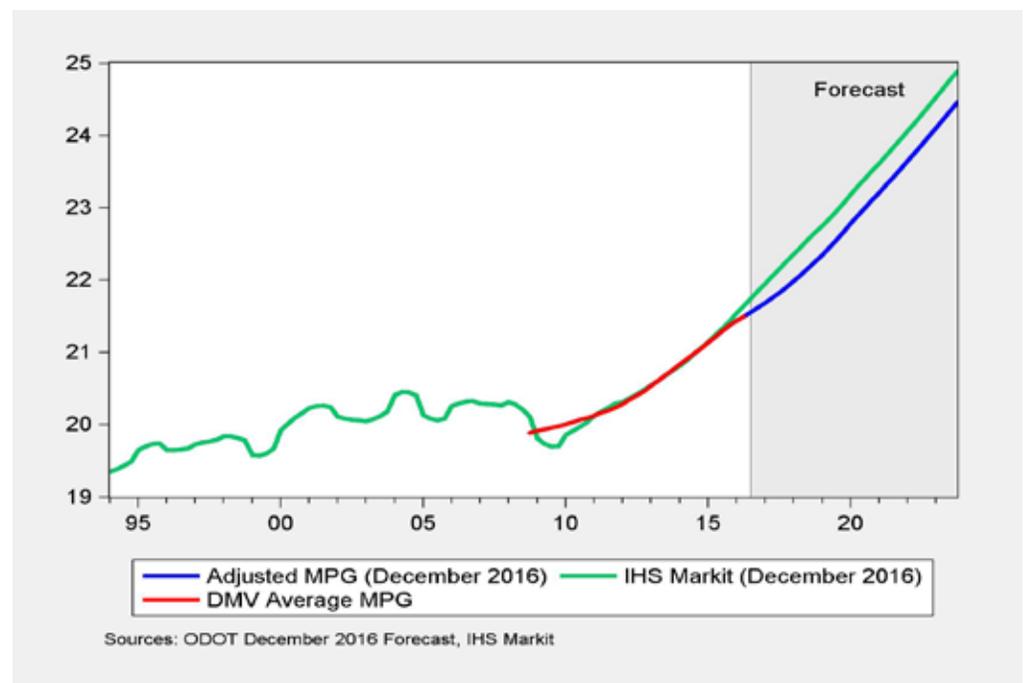
While the new vehicle fuel economy is expected to increase rapidly over the next 10 years, the stock fuel efficiency will grow much more slowly. In Oregon with 3.4 million registered passenger vehicles and new registrations of 140,000 a year and an average vehicle age of just over 12 years it will take quite some time for these new higher efficient vehicles to replace the older less fuel efficient ones. Additionally the health of the economy impacts vehicle purchase decisions. Prior to the recession the average vehicle age was only 10 years but during and after the recession people have hung onto their vehicles for longer. As of the end of 2015 the average vehicle age was just over 12 years. This also could be due to the quality of vehicles, which now last longer. When people do replace their older vehicle the type of vehicle they replace their older one with will impact the overall fleet fuel economy. Are they replacing the older vehicle with one of the same class that is more fuel efficient or with a larger or smaller vehicle class? These decisions will mute or intensify the impact of the fuel efficiency improvement.

The chart below shows the history and forecast from the IHS Markit macroeconomic forecast, the Oregon DMV data and an adjusted forecast from IHS Markit to match the fuel efficiency growth of Oregon's light vehicle fleet. Prior to 2016, the average

EPA combined fuel economy rating of light vehicles in Oregon closely matched the IHS Markit forecast. However, in 2016 the overall growth in fuel efficiency of the light vehicle fleet in Oregon has not kept up with the forecast. The blue line represents an adjustment to the IHS Markit forecast to compensate for the slower growth in Oregon.

Figure 13. Light Duty Vehicle Stock Fuel Efficiency Comparison

The impact of the increasing fuel efficiency standards is evident in the Oregon data where in 2008 the average stock light vehicle mpg was under 20 and by 2015 is over 21.



Consumption of motor vehicle fuel is generally considered a means to an end not an end itself, so people are not generally buying fuel just to drive but they are purchasing fuel to drive somewhere. Because of this the price of fuel is not as significant a consideration of whether a person will choose to drive as other considerations like the reason for the trip. However, the price of fuel impacts the disposable income of a person looking to drive, and at higher price levels has a greater impact on a decision to drive than at lower price levels.

Fuel prices have experienced a lot of volatility over the last decade compared to the stability of prior decades. This is due mainly to the run up in oil prices beginning in 2004, peaking in the summer of 2008. After falling briefly during the recession oil and fuel prices rose again and sustained elevated levels through the summer of 2014 before falling to levels we see today. Looking into the future, abundant crude oil stocks and production are expected to keep retail prices low through 2017 as we slowly draw down stocks. As we head into 2018 oil prices are expected to rise resulting in fuel prices slowly increasing throughout the forecast. The current announcement by OPEC to cut production is not expected to have much of an impact on oil prices.

Historically large oil inventories and mild global demand have allowed oil prices to remain low and are expected to stay low through 2017.

Figure 14. Real Gas Price Forecast

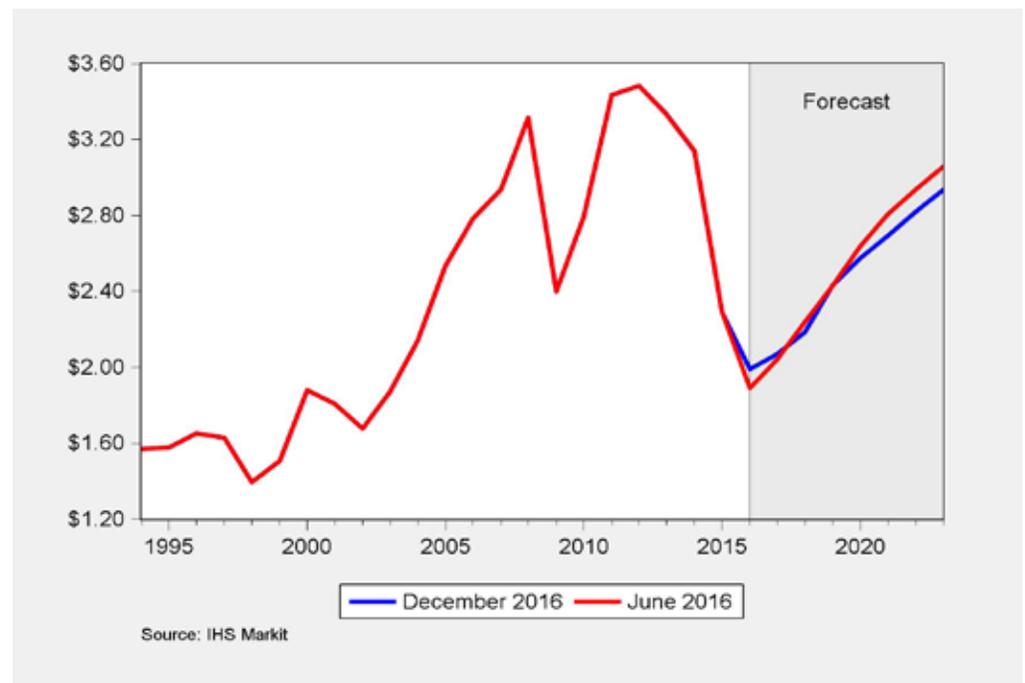


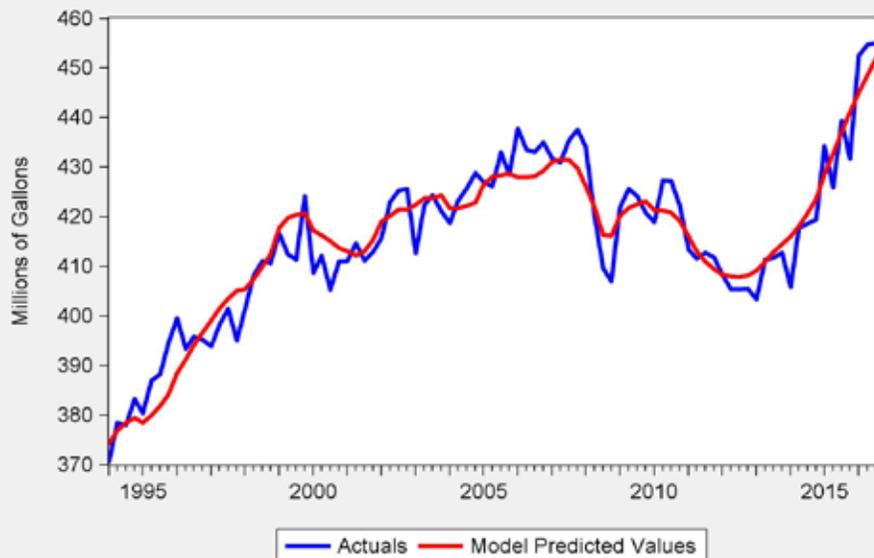
Table 6 shows the results of the motor fuels forecast. The current forecast model combines the use fuel and motor vehicle fuel to

produce one forecast including both sources. Model variables include fuel efficiency, total Oregon nonfarm employment, stock of registered passenger vehicles in Oregon and the real price of gasoline. The model forecasts the quantity of taxable fuel consumed and is multiplied by the fuels tax rate to arrive at the gross revenues reported in row 1.

The forecast model provides an accurate prediction of the quantity of taxable gallons sold assuming the model exogenous variables are also accurately forecasted. The chart below shows the actual values and model predicted values over time, revealing the ability of the model to generally predict the ups and downs associated with the change in fuel sales.

Figure 15. Motor Fuels Gallons Model – Actuals vs. Model Predicted Values (quarterly frequency – seasonally adjusted)

The motor fuels model closely follows the overall ups and downs of consumption over time.



Source: ODOT December 2016 Forecast

A rebound effect means that an individual is likely to drive slightly more miles in a more fuel efficient vehicle.

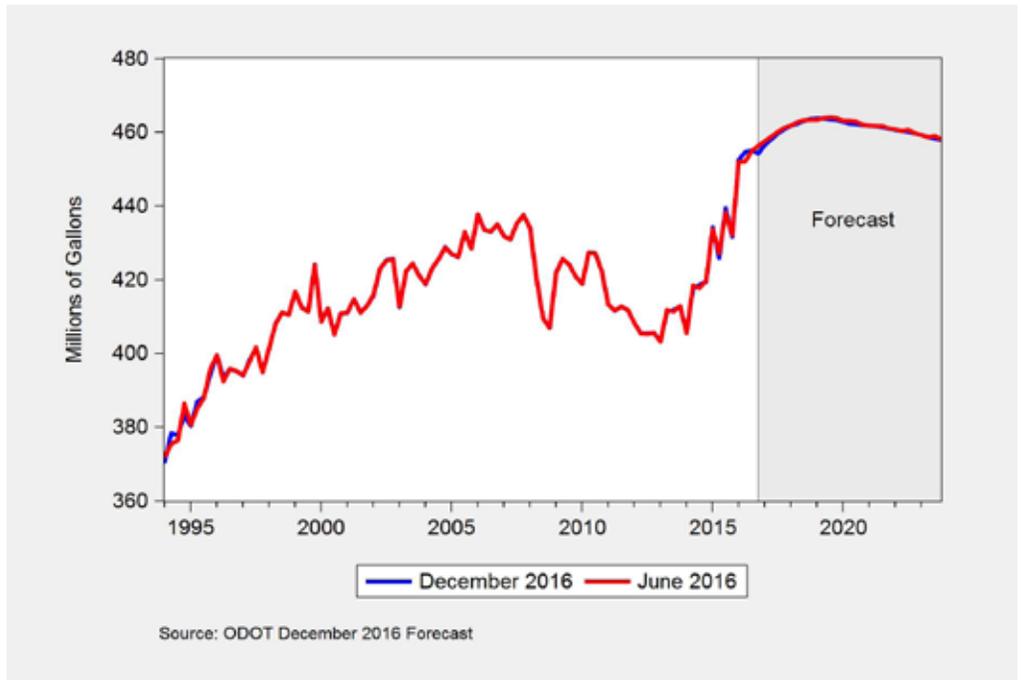
As discussed above, the fuel efficiency variable is expected to have a significant impact on fuel sales in the future. The increasing CAFE standards will slowly increase the overall fleet fuel efficiency, enabling drivers to go further on the same amount of fuel. In a static environment holding all else constant, a ten percent increase in the fuel efficiency roughly equates to a nine percent decrease in consumption. However, there is a rebound effect associated with fuel efficiency where miles driven increase as fuel economy increases. This effect has been measured in the short-run at around 0.2 to 0.4 percent for a one percent increase in fuel efficiency. Adjusting the consumption for this increase in miles driven yields an approximate decrease in consumption of between five and seven percent for a ten percent increase in fuel efficiency.

The sensitivity of the fuel efficiency variable over the estimation sample interval beginning in 1994 produces a fuel efficiency sensitivity of -0.47 with respect to fuel consumption. This means a one percent increase in fuel efficiency leads to a 0.47 decrease in consumption. For a ten percent increase in fuel efficiency this leads to a 4.7 percent decrease in fuel consumption, falling on the outer low end edge of the expected range above.

The chart below shows the current forecast compared to the prior forecast. Overall there is very little change in the forecast. Taxable fuel sales growth is expected to continue peaking in 2019 and slowly declines in the out years. Of course with six forecasts between now and the expected peak in sales, there is a lot of room for adjustments. The strength of the economy and the pace of fuel efficiency increases in the light vehicle fleet will both have a strong impact on the sales in the future.

As economic growth slows, fuel efficiency and steadily increasing fuel prices drag down overall consumption growth.

Figure 16. Gallons of Motor Fuels Tax Paid – Forecast Comparison(quarterly frequency – seasonally adjusted)



Row 2 of Table 6 shows the total gross revenue from the motor fuels taxes. FY16 finished with \$529 million in gross revenues growing at a 4.2 percent rate, an increase of \$21.5 million over FY15. FY17 is on pace to add \$17.8 million over FY16, growing at a 3.4 percent rate. However, as the economy cools, growth slows from 1.2 percent in FY18, to 0.5 percent in FY19, to slight negative growth in FY20 and beyond.

Row 3 shows the change from the prior forecast. As noted above, there is very little change in the forecast. The slight negative change in FY16 and FY17 is primarily the result of larger than expected refunds.

The fuels tax program is very efficient. Collection costs are only about 0.3% of total revenue collected.

Rows 4 through 13 lists the costs associated with the Fuels Tax program and the statutory transfers that occur prior to apportionment. Row 14 is a special memo row to show the impact of the B20 biofuels tax exemption program. Since the B20 fuel is tax exempt, it is not included in the gross revenue above and is included as a memo item only for tracking purposes.

Rows 16 through 18 highlight the amounts that the motor fuels tax contributes to the OTIA and JTA programs, either as a portion of the OTIA I set-aside shown in row 10 or as the incremental revenues from the OTIA III and JTA programs shown in rows 11 and 12. Note that the OTIA III legislation did not increase the motor fuels tax rate so the incremental amount is zero.

Table 6. Highway Fund Revenue Collected by Fuels Tax (Millions of Current Dollars)

	Actual			Forecast								Actual	Forecast				
	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	BI	BI	BI	BI	BI	
	14	15	16	17	18	19	20	21	22	23		13-15	15-17	17-19	19-21	21-23	
1	MOTOR FUELS TAXES	\$492.7	\$507.5	\$529.0	\$546.8	\$553.2	\$556.1	\$555.4	\$554.2	\$553.0	\$551.3	\$1,000.2	\$1,075.7	\$1,109.3	\$1,109.6	\$1,104.2	
2	TOTAL FSB COLLECTIONS	\$492.7	\$507.5	\$529.0	\$546.8	\$553.2	\$556.1	\$555.4	\$554.2	\$553.0	\$551.3	\$1,000.2	\$1,075.7	\$1,109.3	\$1,109.6	\$1,104.2	
3	Change from Previous Forecast	\$0.0	\$0.0	(\$0.7)	(\$1.7)	(\$0.7)	(\$0.2)	(\$1.0)	(\$0.6)	(\$0.5)	(\$0.6)	\$0.0	(\$2.4)	(\$1.0)	(\$1.7)	(\$1.1)	
4	COLLECTION/ADMINISTRATION COST	(\$1.5)	(\$1.5)	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.9)	(\$1.9)	(\$2.0)	(\$2.0)	(\$2.0)	(\$3.1)	(\$3.6)	(\$3.8)	(\$3.9)	(\$4.0)	
5	ODOT CENTRAL SERVICES ASSESSMENT	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.8)	(\$0.8)	(\$0.8)	
6	SNOWMOBILE TRANSFER	(\$0.7)	(\$0.6)	(\$0.7)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$1.3)	(\$1.3)	(\$1.2)	(\$1.2)	(\$1.2)	
7	CLASS I ATV TRANSFER	(\$2.9)	(\$2.9)	(\$2.7)	(\$2.6)	(\$2.6)	(\$2.6)	(\$2.6)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.8)	(\$5.3)	(\$5.2)	(\$5.1)	(\$5.0)	
8	MARINE BOARD TRANSFER	(\$5.0)	(\$4.1)	(\$4.2)	(\$4.1)	(\$4.1)	(\$4.1)	(\$4.1)	(\$4.1)	(\$4.1)	(\$4.1)	(\$9.1)	(\$8.2)	(\$8.2)	(\$8.2)	(\$8.2)	
9	CLASS II ATV TRANSFER	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$2.2)	(\$2.2)	(\$2.1)	(\$2.1)	(\$2.1)	
10	CLASS III ATV TRANSFER	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$1.1)	(\$2.2)	(\$2.2)	(\$2.2)	(\$2.1)	(\$2.1)	
11	CLASS IV ATV TRANSFER	(\$0.4)	(\$0.5)	(\$0.6)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.8)	(\$1.1)	(\$0.9)	(\$0.9)	(\$0.9)	
12	TRANSPORTATION OPERATING FUND (TOF)	(\$5.4)	(\$5.4)	(\$5.5)	(\$5.5)	(\$5.6)	(\$5.6)	(\$5.7)	(\$5.7)	(\$5.7)	(\$5.8)	(\$10.8)	(\$11.0)	(\$11.2)	(\$11.4)	(\$11.5)	
13	AVIATION TRANSFER	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	(\$0.2)	
14	HB 2435 (2013 Session) B20 FUEL TAX EXEMPTION -memo	(\$0.5)	(\$4.1)	(\$5.1)	(\$5.1)	(\$5.1)	(\$5.1)	(\$2.5)	\$0.0	\$0.0	\$0.0	(\$4.6)	(\$10.1)	(\$10.1)	(\$2.5)	\$0.0	
15	NET FSB REVENUE	\$474.3	\$489.9	\$511.1	\$529.1	\$535.3	\$538.1	\$537.5	\$536.2	\$534.9	\$533.2	\$964.2	\$1,040.2	\$1,073.5	\$1,073.6	\$1,068.1	
16	REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$19.1)	(\$19.0)	(\$19.2)	(\$19.4)	(\$19.4)	(\$19.4)	(\$19.4)	(\$19.3)	(\$19.2)	(\$19.1)	(\$38.2)	(\$38.6)	(\$38.7)	(\$38.7)	(\$38.4)	
17	REVENUE PLEDGED TO OTIA III - memo	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
18	REVENUE DUE TO JTA (HB 2001) - memo	(\$99.0)	(\$101.9)	(\$106.6)	(\$109.4)	(\$110.7)	(\$111.3)	(\$111.1)	(\$110.9)	(\$110.6)	(\$110.3)	(\$200.9)	(\$216.0)	(\$221.9)	(\$222.0)	(\$220.9)	

Highway Revenue Forecast Summary

The forecasted revenue is based on current law tax and fee rates. While it is likely that some-time in the near future rates will increase, this forecast is based on rates as they stand today.

As shown in the summaries above we are in a period of robust growth leading to increases across all three revenue sources. Table 7 shows the combined revenues and row 4 summarizes the total gross revenue. The last three fiscal years, FY14-FY16 has shown solid growth of 3.0, 3.3 and 3.6 percent respectively, with growth peaking in FY16. Growth is still strong in FY17 at 2.3 percent but falls as our expansion slows dropping to basically zero growth in the outer forecast years. Average annual growth from FY17-FY23 is 0.7 percent. Compared to the prior forecast, overall gross revenues are down \$10.9 million between FY17 and FY23, with essentially all of that coming in FY17 and FY18.

Row 5 of Table 7 sums all the collection and program costs for DMV, Motor Carrier, and Motor Fuels, and the pre-apportionment transfers. It also includes the incremental revenues from the OTIA III and JTA programs. Row 6 is the total gross revenue minus the amount in row 5. Taking costs and transfers into consideration this brings down the overall average annual growth rate to just 0.7 percent over the FY17-FY23 period.

Rows 7 through 15 are memo items creating summaries of different components of and affecting forecast revenues. Notable are the incremental revenues from the OTIA and JTA programs and the associated debt service from bond sales associated with these programs.

Rows 17 through 21 summarize the net revenue for each OTIA and JTA program disaggregated by amounts to the local governments or to the state. Row 22 represents the total net revenue for distribution by summing rows 17 through 21 plus row 6.

Table 8 separates the total from row 22 in Table 7 into county, city and state apportionments by apportionment formula, whether it was pre-OTIA, OTIA I&II, OTIA III or JTA program. A separate monthly forecast of the County/City Apportionments is available under "Highway Revenue Apportionment Forecasts" at <https://www.oregon.gov/ODOT/Data/Pages/Revenue-Forecasts.aspx>

Table 7. Highway Fund Revenue by Fiscal Year and Biennium (Millions of Current Dollars)

	Actual			Forecast							Actual	Forecast			
	FY	BI	BI	BI	BI										
	14	15	16	17	18	19	20	21	22	23	13-15	15-17	17-19	19-21	21-23
1 TOTAL MCTD COLLECTIONS	\$327.3	\$337.5	\$344.5	\$352.4	\$359.6	\$363.9	\$366.4	\$369.2	\$372.8	\$376.0	\$664.8	\$697.0	\$723.5	\$735.6	\$748.8
2 TOTAL FSB COLLECTIONS	\$492.7	\$507.5	\$529.0	\$546.8	\$553.2	\$556.1	\$555.4	\$554.2	\$553.0	\$551.3	\$1,000.2	\$1,075.7	\$1,109.3	\$1,109.6	\$1,104.2
3 TOTAL DMV COLLECTIONS	\$309.6	\$321.6	\$335.0	\$337.2	\$339.7	\$340.0	\$341.1	\$342.2	\$343.3	\$342.3	\$631.2	\$672.2	\$679.7	\$683.3	\$685.6
4 TOTAL GROSS HIGHWAY FUND	\$1,129.5	\$1,166.7	\$1,208.5	\$1,236.4	\$1,252.5	\$1,260.0	\$1,262.9	\$1,265.6	\$1,269.0	\$1,269.6	\$2,296.2	\$2,444.9	\$2,512.4	\$2,528.5	\$2,538.6
5 COLLECTION, PROGRAMS, & TRANSFERS (incl.obligated OTIA & JTA)	(\$526.4)	(\$543.2)	(\$572.0)	(\$580.8)	(\$604.8)	(\$610.2)	(\$599.0)	(\$599.5)	(\$598.1)	(\$601.7)	(\$1,069.6)	(\$1,152.8)	(\$1,215.0)	(\$1,198.5)	(\$1,199.8)
6 NET REVENUE TO HIGHWAY FUND	\$603.1	\$623.5	\$636.5	\$655.6	\$647.6	\$649.8	\$663.9	\$666.1	\$670.9	\$668.0	\$1,226.6	\$1,292.1	\$1,297.4	\$1,330.0	\$1,338.8
7 OTIA I & II SET ASIDE - memo	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2
8 DEBT SERVICE (OTIA I & II) - memo	(\$32.4)	(\$34.6)	(\$36.2)	(\$34.3)	(\$33.4)	(\$31.8)	(\$29.9)	(\$26.9)	(\$21.7)	(\$19.3)	(\$67.0)	(\$70.4)	(\$65.2)	(\$56.8)	(\$40.9)
9 OTIA III Dedicated Revenues - memo	\$97.2	\$101.1	\$104.6	\$106.3	\$107.4	\$107.8	\$108.3	\$108.1	\$108.4	\$108.3	\$198.4	\$210.9	\$215.2	\$216.4	\$216.7
10 DEBT SERVICE (OTIA III) - memo	(\$111.2)	(\$106.3)	(\$110.4)	(\$110.0)	(\$106.0)	(\$104.0)	(\$99.9)	(\$103.5)	(\$110.4)	(\$112.4)	(\$217.5)	(\$220.4)	(\$210.0)	(\$203.4)	(\$222.8)
11 JTA Total Gross Revenues - memo	\$275.4	\$284.7	\$295.5	\$301.2	\$304.6	\$306.3	\$307.0	\$306.7	\$307.2	\$307.1	\$560.1	\$596.7	\$610.9	\$613.7	\$614.3
12 JTA Allocation for Long-Range Planning and TIC Transfers - memo	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$24.0)	(\$48.0)	(\$48.0)	(\$48.0)	(\$48.0)	(\$48.0)
13 DEBT SERVICE (JTA) - State Only - memo	(\$17.5)	(\$29.1)	(\$28.4)	(\$40.0)	(\$52.9)	(\$60.0)	(\$66.2)	(\$71.2)	(\$72.8)	(\$72.7)	(\$46.5)	(\$68.5)	(\$113.0)	(\$137.4)	(\$145.5)
14 Oregon Travel Experience Transfer - State Only - memo	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$13.1)	(\$13.1)	(\$13.1)	(\$13.1)	(\$13.1)
15 E-GOV Records Incremental Revenue Transfer - memo	(\$5.3)	(\$5.2)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$10.5)	(\$10.6)	(\$10.6)	(\$10.5)	(\$10.6)
17 NET OTIA I & II REVENUE FOR DISTRIBUTION	\$3.2	\$1.0	(\$0.6)	\$1.3	\$2.2	\$3.8	\$5.7	\$8.7	\$13.9	\$16.3	\$4.2	\$0.8	\$6.0	\$14.4	\$30.3
18 NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$28.6	\$33.9	\$38.2	\$35.4	\$33.4	\$35.4	\$38.5	\$37.3	\$31.6	\$28.6	\$62.4	\$73.6	\$68.8	\$75.8	\$60.2
19 NET OTIA III REVENUE FOR DISTRIBUTION -STATE	(\$35.2)	(\$31.4)	(\$36.1)	(\$31.4)	(\$24.4)	(\$23.8)	(\$22.3)	(\$24.9)	(\$25.7)	(\$24.7)	(\$66.6)	(\$67.5)	(\$48.2)	(\$47.2)	(\$50.4)
20 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$125.7	\$130.4	\$135.8	\$138.6	\$140.3	\$141.2	\$141.5	\$141.3	\$141.6	\$141.6	\$256.1	\$274.4	\$281.5	\$282.8	\$283.2
21 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S -STATE	\$47.0	\$37.8	\$41.1	\$31.0	\$19.0	\$12.3	\$6.3	\$1.3	(\$0.2)	(\$0.1)	\$84.7	\$72.2	\$31.3	\$7.6	(\$0.3)
22 TOTAL NET REVENUE FOR DISTRIBUTION	\$772.4	\$795.1	\$815.0	\$830.5	\$818.1	\$818.6	\$833.7	\$829.8	\$832.2	\$829.6	\$1,567.5	\$1,645.5	\$1,636.7	\$1,663.5	\$1,661.8

Note: Row and column sums may vary slightly due to rounding.

Table 8. Distribution of Total Net Revenues (Millions of Current Dollars)

	Distribution Percentage	Actual			Forecast								Actual	Forecast			
		FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	BI 13-15	BI 15-17	BI 17-19	BI 19-21	BI 21-23	
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$133.7	\$138.1	\$140.6	\$145.0	\$142.8	\$143.2	\$146.6	\$147.2	\$148.3	\$147.6	\$271.8	\$285.6	\$286.0	\$293.8	\$295.9
2	SPECIAL COUNTY (ORS 366.772)		(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$1.0	\$0.3	(\$0.2)	\$0.4	\$0.7	\$1.1	\$1.7	\$2.6	\$4.2	\$4.9	\$1.3	\$0.2	\$1.8	\$4.3	\$9.1
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$24.8	\$25.8	\$26.7	\$27.1	\$27.4	\$27.5	\$27.6	\$27.5	\$27.6	\$27.6	\$50.5	\$53.7	\$54.8	\$55.1	\$55.2
6	DEBT SERVICE (OTIA III)	84.07%	(\$16.8)	(\$14.0)	(\$11.9)	(\$14.7)	(\$16.7)	(\$15.2)	(\$12.9)	(\$13.8)	(\$18.8)	(\$21.4)	(\$30.9)	(\$26.6)	(\$32.0)	(\$26.7)	(\$40.2)
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$4.4	\$4.6	\$4.7	\$4.7	\$4.6	\$4.6	\$4.7	\$4.7	\$4.8	\$4.8	\$9.0	\$9.4	\$9.3	\$9.4	\$9.6
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$75.4	\$78.2	\$81.5	\$83.2	\$84.2	\$84.7	\$84.9	\$84.8	\$85.0	\$84.9	\$153.6	\$164.6	\$168.9	\$169.7	\$169.9
9	NET COUNTY APPORTIONMENT		\$221.9	\$232.4	\$241.0	\$245.1	\$242.4	\$245.5	\$252.2	\$252.6	\$250.6	\$248.0	\$454.3	\$486.0	\$487.9	\$504.7	\$498.6
10	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$85.4	\$88.2	\$89.8	\$92.6	\$91.2	\$91.5	\$93.7	\$94.0	\$94.7	\$94.3	\$173.6	\$182.4	\$182.7	\$187.7	\$189.0
11	SPECIAL CITY (ORS 366.805)		(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)
12	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$0.6	\$0.2	(\$0.1)	\$0.3	\$0.4	\$0.8	\$1.1	\$1.7	\$2.8	\$3.3	\$0.8	\$0.2	\$1.2	\$2.9	\$6.1
13	CITY APPORTIONMENT (OTIA III)	16.99%	\$16.5	\$17.2	\$17.8	\$18.1	\$18.2	\$18.3	\$18.4	\$18.4	\$18.4	\$18.4	\$33.7	\$35.8	\$36.6	\$36.8	\$36.8
14	DEBT SERVICE (OTIA III)	15.93%	(\$3.2)	(\$2.7)	(\$2.2)	(\$2.8)	(\$3.2)	(\$2.9)	(\$2.4)	(\$2.6)	(\$3.6)	(\$4.1)	(\$5.9)	(\$5.0)	(\$6.1)	(\$5.1)	(\$7.6)
15	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$2.9	\$3.1	\$3.2	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.2	\$3.2	\$6.0	\$6.3	\$6.2	\$6.3	\$6.4
16	CITY APPORTIONMENT (JTA)	20.00%	\$50.3	\$52.1	\$54.3	\$55.4	\$56.1	\$56.5	\$56.6	\$56.5	\$56.6	\$56.6	\$102.4	\$109.7	\$112.6	\$113.1	\$113.3
17	NET CITY APPORTIONMENT		\$152.1	\$157.6	\$162.2	\$166.2	\$165.4	\$166.7	\$170.0	\$170.7	\$171.7	\$171.2	\$309.7	\$328.4	\$332.1	\$340.6	\$342.9
18	HIGHWAY DIVISION (including small City/County)	60.05%	\$329.3	\$340.2	\$346.4	\$357.0	\$351.7	\$352.8	\$361.2	\$362.5	\$365.3	\$363.6	\$669.5	\$703.4	\$704.6	\$723.7	\$728.9
19	SPECIAL COUNTY (ORS 366.772)		(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)
20	SPECIAL CITY (ORS 366.805)		(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)
21	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$1.6	\$0.5	(\$0.3)	\$0.7	\$1.1	\$1.9	\$2.9	\$4.3	\$7.0	\$8.2	\$2.1	\$0.4	\$3.0	\$7.2	\$15.1
22	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$55.9	\$58.2	\$60.2	\$61.1	\$61.8	\$62.0	\$62.3	\$62.2	\$62.4	\$62.3	\$114.1	\$121.3	\$123.8	\$124.5	\$124.7
23	DEBT SERVICE (OTIA III)	100.00%	(\$91.1)	(\$89.6)	(\$96.3)	(\$92.6)	(\$86.1)	(\$85.9)	(\$84.6)	(\$87.1)	(\$88.1)	(\$87.0)	(\$180.7)	(\$188.8)	(\$172.0)	(\$171.7)	(\$175.1)
24	STATE APPORTIONMENT (OTIA III)	0.00%	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
25	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$61.3	\$63.6	\$66.2	\$67.6	\$68.4	\$68.8	\$69.0	\$68.9	\$69.0	\$69.0	\$124.8	\$133.8	\$137.2	\$137.9	\$138.0
26	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$64.4	\$66.8	\$69.6	\$71.0	\$71.9	\$72.3	\$72.5	\$72.4	\$72.6	\$72.5	\$131.2	\$140.6	\$144.3	\$145.0	\$145.1
27	DEBT SERVICE (JTA)		(\$17.5)	(\$29.1)	(\$28.4)	(\$40.0)	(\$52.9)	(\$60.0)	(\$66.2)	(\$71.2)	(\$72.8)	(\$72.7)	(\$46.5)	(\$68.5)	(\$113.0)	(\$137.4)	(\$145.5)
28	OREGON TRAVEL EXPERIENCE TRANSFER		(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$6.6)	(\$13.1)	(\$13.1)	(\$13.1)	(\$13.1)	(\$13.1)
29	NET HIGHWAY DIVISION		\$396.7	\$403.3	\$410.1	\$417.6	\$408.5	\$404.7	\$409.8	\$404.8	\$408.1	\$408.7	\$800.0	\$827.6	\$813.2	\$814.7	\$816.8
30	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$74.3	\$76.6	\$79.8	\$82.3	\$83.5	\$84.1	\$84.5	\$84.7	\$84.9	\$84.9	\$150.9	\$162.0	\$167.6	\$169.2	\$169.9
31	NET COUNTY APPORTIONMENT		\$221.9	\$232.4	\$241.0	\$245.1	\$242.4	\$245.5	\$252.2	\$252.6	\$250.6	\$248.0	\$454.3	\$486.0	\$487.9	\$504.7	\$498.6
32	NET CITY APPORTIONMENT		\$152.1	\$157.6	\$162.2	\$166.2	\$165.4	\$166.7	\$170.0	\$170.7	\$171.7	\$171.2	\$309.7	\$328.4	\$332.1	\$340.6	\$342.9
33	NET HIGHWAY DIVISION		\$396.7	\$403.3	\$410.1	\$417.6	\$408.5	\$404.7	\$409.8	\$404.8	\$408.1	\$408.7	\$800.0	\$827.6	\$813.2	\$814.7	\$816.8
34	NET HIGHWAY FUNDS REVENUE		\$770.6	\$793.4	\$813.2	\$828.8	\$816.4	\$816.9	\$832.0	\$828.1	\$830.4	\$827.9	\$1,564.0	\$1,642.0	\$1,633.2	\$1,660.0	\$1,658.3
35	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$1.8	\$3.5	\$3.5	\$3.5	\$3.5	\$3.5
36	TOTAL NET REVENUES FOR DISTRIBUTION		\$772.4	\$795.1	\$815.0	\$830.5	\$818.1	\$818.6	\$833.7	\$829.8	\$832.2	\$829.6	\$1,567.5	\$1,645.5	\$1,636.7	\$1,663.5	\$1,661.8

Note: Row and column sums may vary slightly due to rounding.



December 22, 2016

