

***OREGON DEPARTMENT OF TRANSPORTATION***

# **ODOT STATE TRANSPORTATION REVENUE FORECAST**

---

October 2025

Economic & Financial Analysis

## Foreword

This summary report presents a selection of Other Funds State Highway Revenue forecasts for the Oregon Department of Transportation (ODOT). 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 and Revenue Forecast (Vol. XLV, No. 3, August 2025) and the associated baseline macroeconomic forecast from S&P Global.

The projections set forth in this forecast represent the Oregon Department of Transportation's forecast of future results as of the date of preparation based on information then available to ODOT as well as estimates, trends and assumptions that are inherently subject to economic, political, regulatory and other uncertainties, all of which are difficult to predict and many are beyond the control of ODOT. No assurance can be given that the future results discussed herein will be achieved, and actual results may differ materially from the forecasts described. In this respect, the words "estimate," "project," "forecast," "anticipate," "expect," "intend," "believe," and similar expressions are intended to identify forward-looking statements.

The prospective financial information was not prepared with a view toward compliance with published guidelines of the United States Securities and Exchange Commission or the guidelines established by the American Institute of Certified Public Accountants for preparation and presentation of prospective financial information.

This document is also available online at:

<https://www.oregon.gov/odot/Data/Pages/Revenue-Forecasts.aspx> and scroll down to "Most Recent Forecasts."

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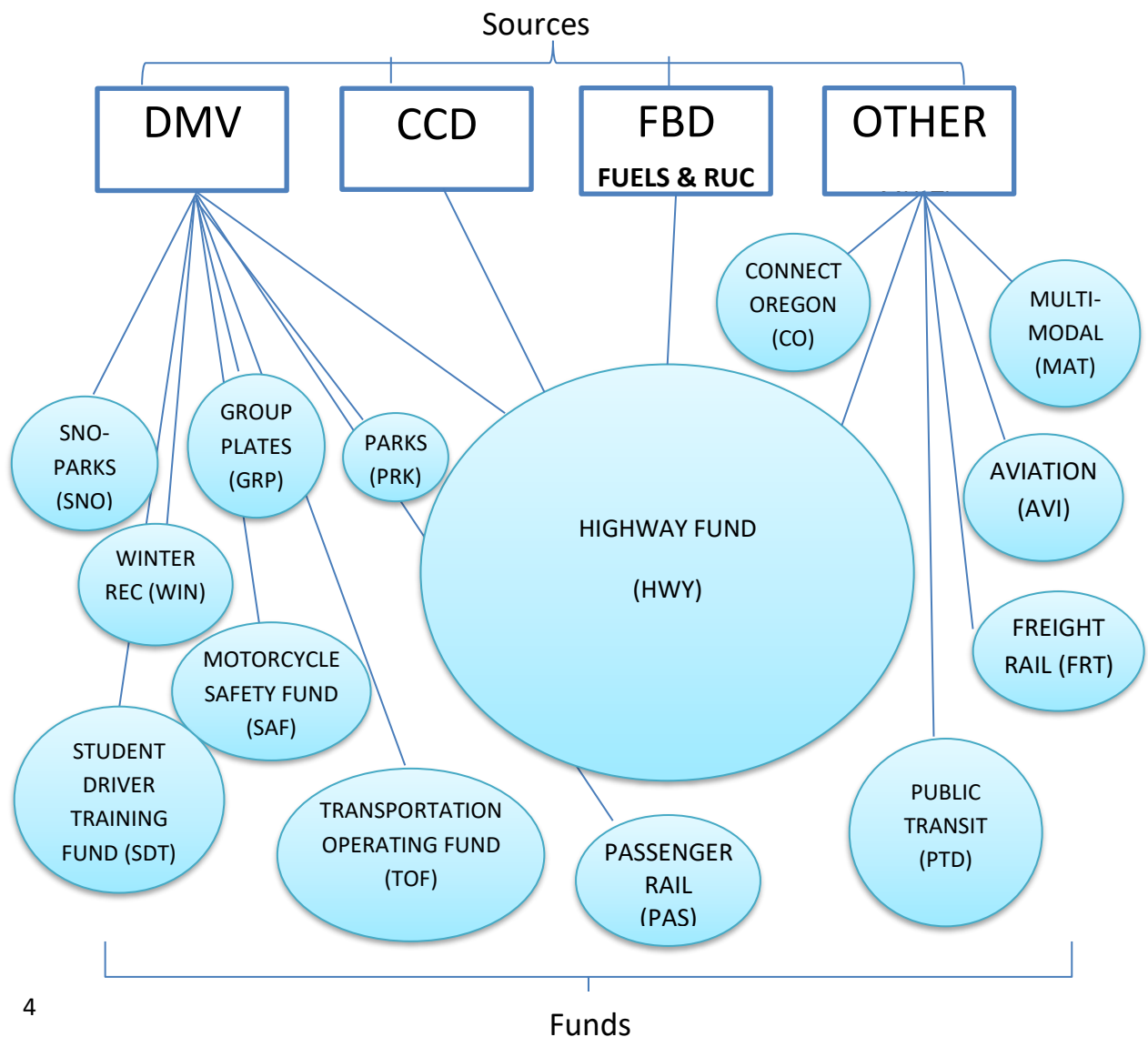
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## Introduction

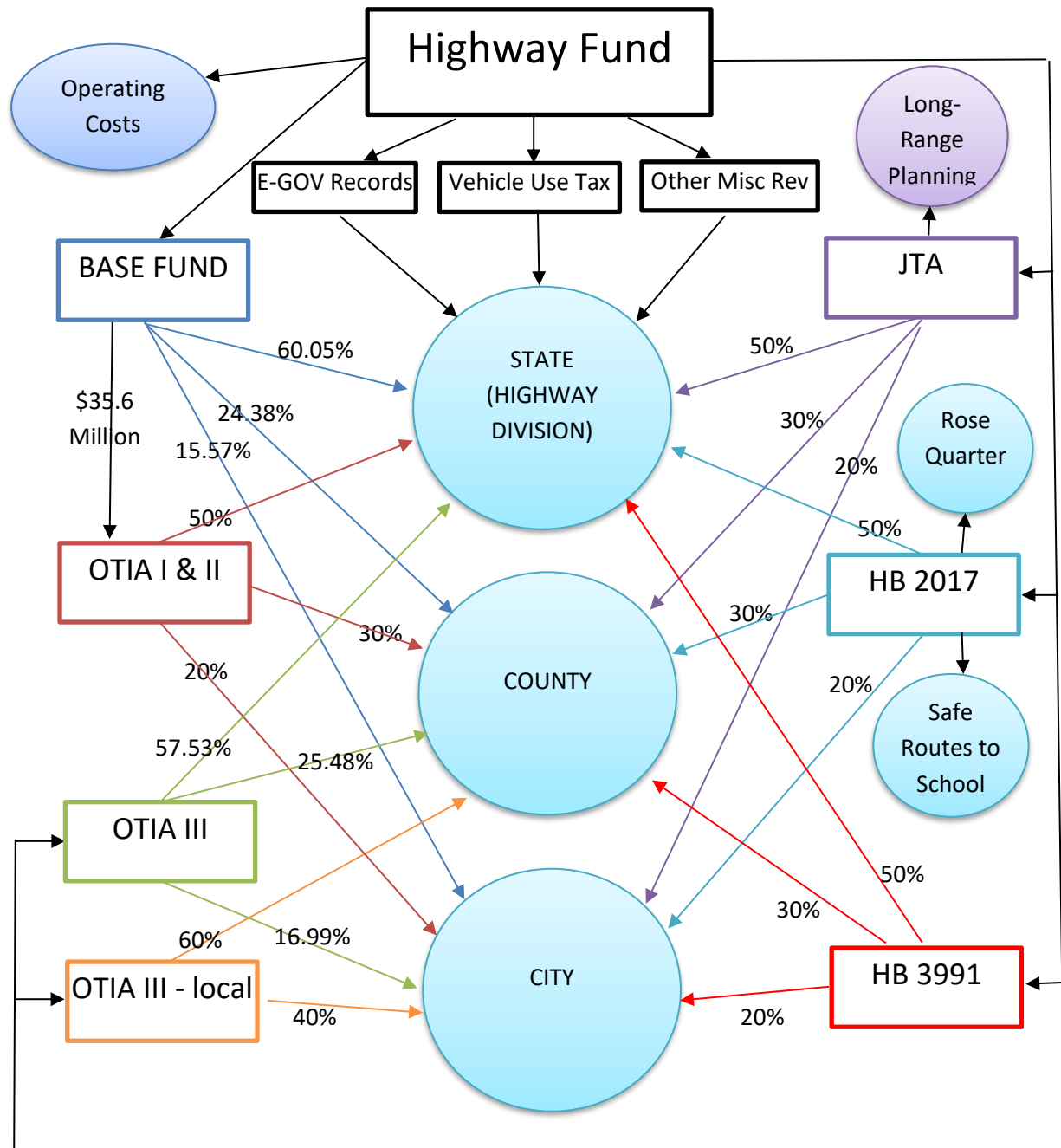
ODOT revenue collections can be broadly divided into four main groups: Driver and Motor Vehicle (DMV), Commerce and Compliance (CCD), Finance and Budget Division (FBD), and Other Revenues (OTHER). FBD collects revenues for Motor Fuels (FUELS) and Road Usage Charge (RUC). This publication will discuss the details for each one of these groups. The most recent transportation bill, House Bill (HB) 3991, added a mandatory RUC program and restructured the way heavy duty vehicles are taxed. See appendix A for a summary of HB 3991. In addition, each chapter will investigate specific aspects of HB 3991 as it relates to individual sources in more detail. Appendix D will have summary tables without HB 3991 for reference and to demonstrate what the revenues would have been without any changes. The diagram below summarizes graphically the flow of funds into specific programs (the size of the circle is not reflective of the fund size). Overall, as of fiscal year (FY) 2025, the share of Highway Fund in total collections was 89 percent. Public transit (Transit Payroll Tax) was the second largest fund with a seven percent share and Transportation and Operating Fund was the third largest fund with one percent share of total revenues.

Figure 1. ODOT Collections and Distributions Diagram



Appendix B lists all the revenue items that we forecast, including the associated current fee, future fee after HB 3991 is implemented, forecast group, and fund. The revenues in the Highway Fund are divided into Base Fund, OTIA I & II Set Aside, OTIA III Funds, JTA, HB 2017, and HB 3991. Each of these buckets further distributes revenues into specific programs: State (Highway Division), City, and County Funds. The diagram below shows how Highway Funds are distributed. Note the forecast now includes the expected cash flow from federal revenues, however, those revenues are not incorporated into these diagrams and are not discussed in this publication.

Figure 2. Highway Funds Distribution Diagram



## Revenue Forecast Overview

Under the national backdrop, ODOT's revenues have been somewhat stronger than expected. DMV revenues have been slightly revised upward due to most recent actuals being much stronger than expected in our previous (April 2025) forecast. Despite expectations that tariffs will have a negative impact on vehicle sales, new car registrations and titles have been surprisingly resilient, and that contributed positively to our short-term expectations of new vehicle titles and registrations in Oregon. Heavy truck revenues come in primarily from the weight-mile tax. Trucking has been steady showing marginal increases in 2025. However, future expectations of revenues are less optimistic, as revenue projections have been revised downward amidst weaker state employment numbers. Revenues from fuels taxes (both gasoline and diesel) are expected to start declining due to a presumed shift away from combustion engine vehicles. In general, population growth and policy changes have historically been the two main drivers of ODOT's revenues.

A very significant bill (HB 3991) was recently passed by Legislature. If all the remaining hurdles are cleared, it goes into effect December 31, 2025 (see Appendix A for more details on HB 3991). It will have an immediate positive impact on our revenues due to significant increases in title and registration fees as well as a six cent increase in fuel tax. We are expecting a small negative effect on transaction volumes, because when prices go up consumers often respond by holding back on some of the transactions. In the long term, this bill also makes significant changes to how ODOT collects revenues. On the light-vehicle side, a Road Usage Charge (RUC) will be introduced in phases for electric and hybrid vehicles starting in July 2027. Vehicles subject to RUC will not be paying enhanced registration fees and will receive credit for fuel taxes that they pay at the pump. On the flip side they will be charged 2.3 cents per mile driven. On the heavy-vehicle side, a hybrid system will be implemented where carriers will be paying both the weight-mile tax, and the diesel tax. While the weight-mile rate will be reduced to partially offset the diesel tax increase, the heavy truck taxation system will be significantly changed. Figure 3 below shows the anticipated revenue impact of HB 3991 along with historical impacts of prior bills (OTIA III, JTA, and HB 2017).

Table 1 shows the biennial change in highway revenues compared to our previous April 2025 forecast. Our current October 2025 forecast shows significant net increases relative to the prior forecast primarily due to HB 3991 fee increases. Overall, we are expecting almost \$630 million more in gross revenues for current biennium (2025-27). Without HB 3991 the gross highway revenue would only be \$24.8 million higher compared to the previous forecast. This means that HB 3991 is estimated to raise more than \$605 million in gross highway revenues. The net apportionable revenue changes reflect the change in pre-apportionment collection and administration costs from DMV, CCD, and FBD.

Figure 3. Total Gross State Highway Revenues by Fiscal Year

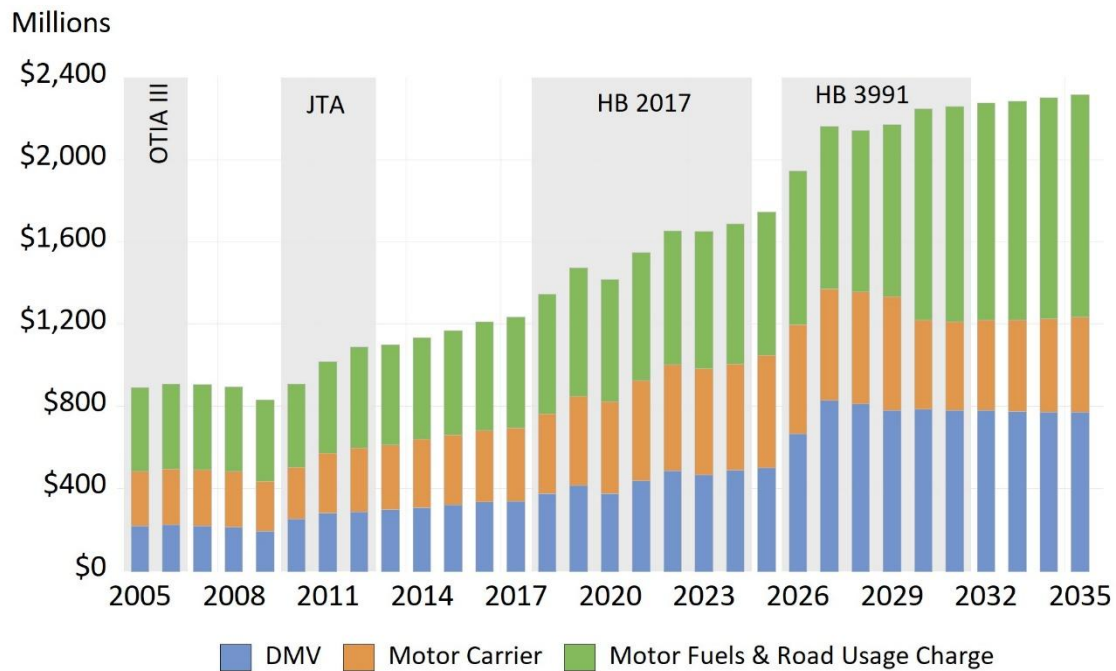


Table 1. Change in Highway Revenues from the April 2025 Forecast

(\$ Millions)	2025-27	2027-29	2029-31	2031-33
<b>FBD</b>				
Gross	\$ 168.2	\$ 310.7	\$ 813.6	\$ 890.3
Net Apportionable	\$ 159.7	\$ 263.2	\$ 726.3	\$ 792.1
<b>CCD</b>				
Gross	\$ (43.7)	\$ (31.1)	\$ (302.6)	\$ (321.1)
Net Apportionable	\$ (62.9)	\$ (52.5)	\$ (326.5)	\$ (346.8)
<b>DMV</b>				
Gross	\$ 505.4	\$ 552.1	\$ 469.1	\$ 430.9
Net Apportionable	\$ 498.0	\$ 548.4	\$ 469.5	\$ 434.7
<b>Total</b>				
Gross	\$ 629.9	\$ 831.7	\$ 980.1	\$ 1,000.1
Net Apportionable	\$ 594.8	\$ 759.1	\$ 869.3	\$ 879.9

Table 2 highlights change for some of the most important revenue generating transactions in the ODOT State Highway Revenue forecast. Motor fuels will continue to decline with the expected increases in number of electric vehicle registrations as well as improvements to the internal combustion engine fuel efficiency. As the transition to hybrid system begins, we will see an increase in taxable fuel gallons once heavier vehicles start paying diesel tax. Original Class C Licenses are expected to slowly decline as well, reflecting changes in population and driving habits. Passenger vehicle registrations are cyclical and while we expect a significant 6.7 percent increase in calendar year (CY) 2025, there will be an offsetting decline in CY 2026. Title transfers were stronger this year as well - but overall are expected to have much lower or negative growth rates into the future. Tracking activity is showing relatively low growth rates as well, with a slight bump expected in CY 2029 with the transition to hybrid system.

Table 2. Percentage Change in Selected Key Oregon Transportation Indicators

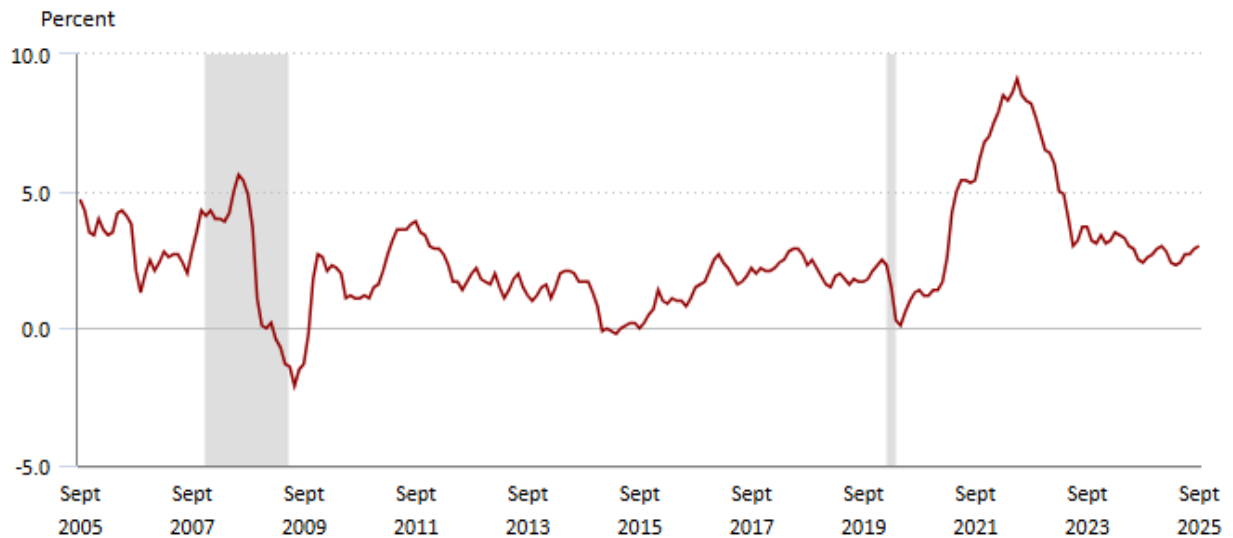
	Actual		Forecast											
	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	CY	
	23	24	25	26	27	28	29	30	31	32	33	34	35	
MOTOR FUELS GALLONS	2.8%	-3.1%	0.9%	-0.3%	-2.2%	-3.3%	6.5%	8.7%	-1.6%	-1.5%	-1.5%	-1.6%	-2.4%	
ORIGINAL CLASS C LICENSES	-6.3%	-0.5%	-1.4%	0.7%	-3.2%	-2.4%	-0.8%	-0.6%	-0.6%	-2.1%	-3.7%	-4.4%	-4.5%	
PASSENGER VEHICLE REGISTRATIONS	6.3%	-2.5%	6.7%	-5.8%	2.6%	-3.0%	1.4%	-1.5%	0.9%	-0.7%	0.7%	-0.2%	0.4%	
TITLE TRANSFERS	-10.7%	0.9%	5.5%	0.8%	2.7%	-2.2%	0.4%	-1.3%	0.0%	-1.1%	-0.2%	-0.7%	-0.3%	
TRUCKING ACTIVITY (WEIGHT-MILE)	-5.1%	-0.2%	-0.3%	1.7%	1.2%	0.7%	5.0%	-1.3%	1.7%	1.6%	1.6%	1.7%	1.6%	



## Transportation Backdrop

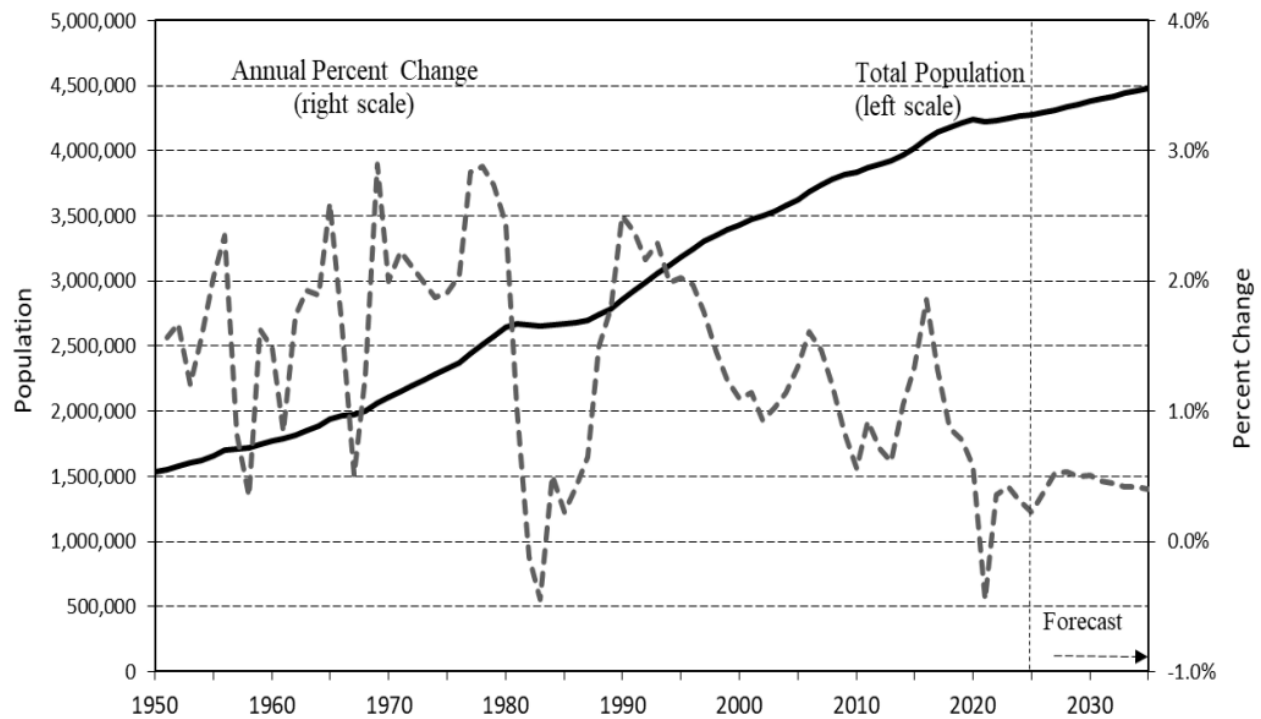
Federal Reserve has been implementing interest rates cuts throughout 2025 to generate economic activity. Cutting interest rates usually increases economic growth and spending, which directly impact ODOT revenues. The move to decrease rates indicates some concerns at the national level over a weakening economy and potentially recession fears. Consumer inflation remains steady at roughly 3 percent, coming down from the significant price increases seen post-COVID (Figure 4). While inflation is slightly higher than the federal reserve's target of 2 percent, reasonable inflation and lower interest rates should provide a boost to economic activity that will eventually reach its way to ODOT related taxes and fees.

Figure 4. US Bureau of Labor Statistics Consumer Price Index, Year-Over-Year Percent Change, Not Seasonally Adjusted (shaded area represents recession)



Population growth has always been positively correlated with demand for transportation-related activities. State level population estimates are showing some signs of weakness; Oregon's population is projected to grow slowly at a rate of 0.4 percent per year (Figure 5). Oregon's natural increase in population (births minus deaths) has been negative, which means that the state relies on positive net migration as a major factor contributing to Oregon's population growth. ODOT is tracking out-of-state surrendered licenses as one of key indicators of population growth as well as growth in transportation-related activities. Out-of-state surrendered license growth has been very steady, which means that we can continue counting on slow growing population as a main factor contributing to the long-term growth in our transaction volumes.

Figure 5: Oregon Office Of Economic Analysis - Oregon's Population and Annual Percent Change, 1950-2035.



## Driver and Motor Vehicle

The Driver and Motor Vehicle Services Division is responsible for the 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 collection costs) are transferred to outside entities. For example, recreational vehicle-related fees are transferred to the Oregon Parks and Recreation Department. Lastly, revenues remaining after deducting transfers and costs are apportioned to cities and counties statewide for local road repair, maintenance, and construction.

The DMV forecast is produced at the transaction level and aggregated to the summary level. The transactions are grouped into three different business lines: Vehicle, Driver, and Business Regulation (Figure 6). 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 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 businesses that sell vehicles in Oregon are properly licensed along with those that dismantle and transport vehicles.

In total, the DMV forecast contains over 250 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. In FY 2025, 78 percent of the revenue was collected by the top ten DMV transactions. Passenger vehicle registrations alone (two-year and four-year registrations combined) accounted for 47 percent of DMV revenues. Other top revenue contributors are light title transactions, truck and travel trailer registrations, plate manufacturing fees, Class C driver license renewals, and records sales.

Figure 6: Total DMV Revenues by Business Line, Fiscal Year 2025 (in Millions)



Vehicle  
Transactions  
\$489 M  
86.9%



Driver & ID Card  
\$72.3  
M  
12.8%

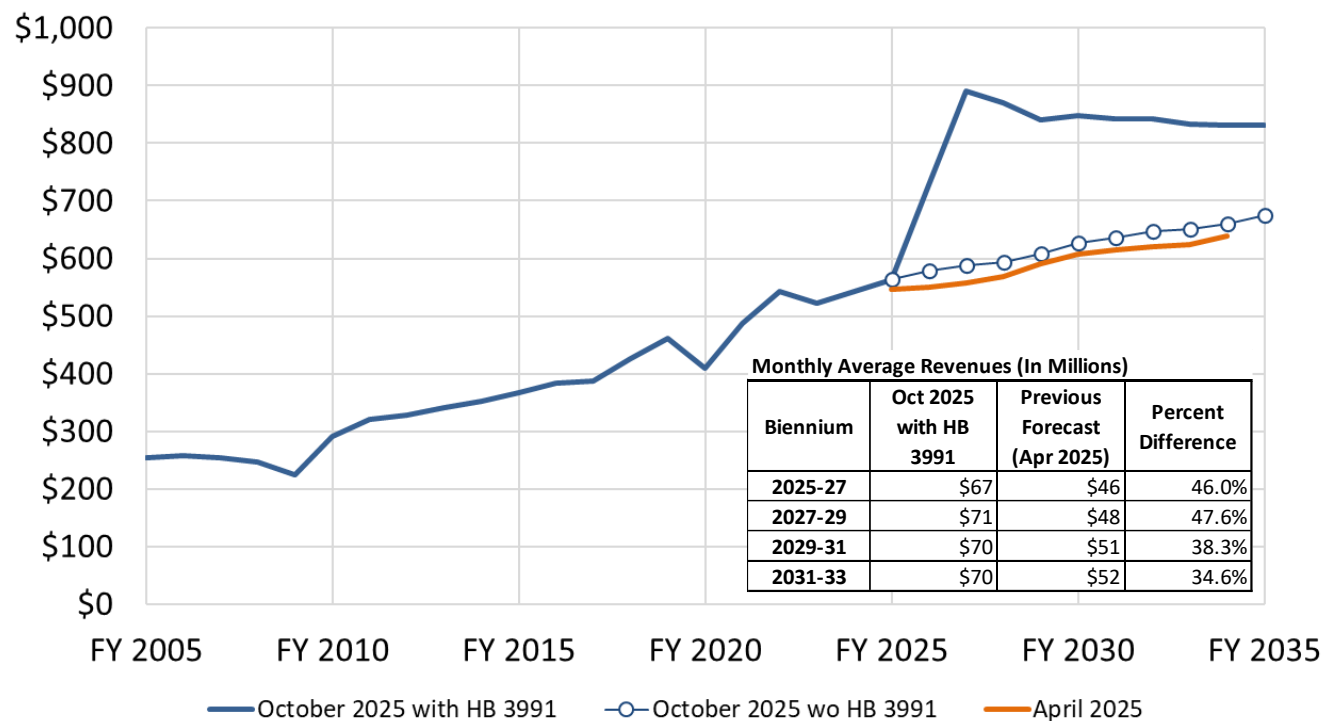


Business  
Regulation  
1.7 M  
0.3%

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

HB 3991 increases registration and title fees for light duty vehicles effective December 31, 2025. Standard title fees will increase by \$139 and base registration fees will increase by \$42 per year. In addition, vehicles with higher fuel economy – hybrids and electric vehicles – will see a \$30 per year increase in their surcharge fees. Figure 7 below shows total DMV revenues by fiscal year. The full implementation of fee increases is seen in FY 2027, where the revenues are \$302 million above what they would have been without the HB 3991 fee increases. However, the revenues would gradually decline thereafter as Road Usage Charge (RUC) starts to phase in as of July 1, 2027. The vehicles that are subject to RUC would not be paying enhanced registration charges of \$145 per year for EVs and \$65 per year for 40 MPG and above vehicles. RUC revenues will be collected by Finance and Budget Division (FBD), so while we see a negative impact on DMV collections, FBD's collections will increase to offset this decline.

Figure 7: Total DMV Revenues by Fiscal Year (in Millions)



In preparing our forecast, we used several national and Oregon indicators. The Oregon Office of Economic Analysis (OEA) supplies us with these forecasts. OEA prepares their forecasts quarterly and uses national forecasts from reputable sources, such as S&P Global. National light vehicle sales and Oregon total non-farm employment are two of the leading indicators that are used in the models for some of our key transactions. The outlook for Oregon's total non-farm employment (Figure 8) is a bit weaker compared to the previous forecast. National light vehicle sales (Figure 9) forecast is lower as well with a small recession expected in the next few quarters.

We also use our internal forecast for out-of-state surrendered licenses to inform some of our main forecasts. When people move to Oregon from other states, they typically require several DMV transactions such as registering their vehicles, titling their vehicles, and getting Oregon driving credentials. Our current forecast has been revised downwards due to lower-than-expected actuals in recent months and apparent weakness in economic indicators and weaker population growth expectations (Figure 10).

Figure 8: Total Non-Farm Employment (quarterly frequency – seasonally adjusted)

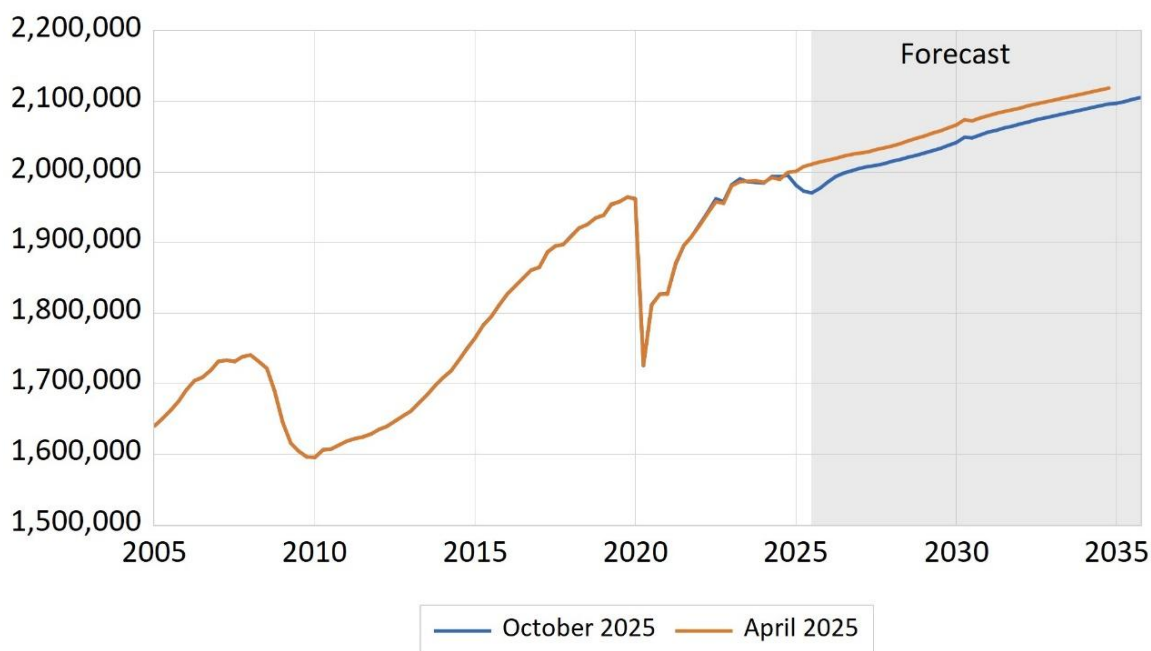


Figure 9: Total US Light Vehicle Sales (quarterly frequency – seasonally adjusted)

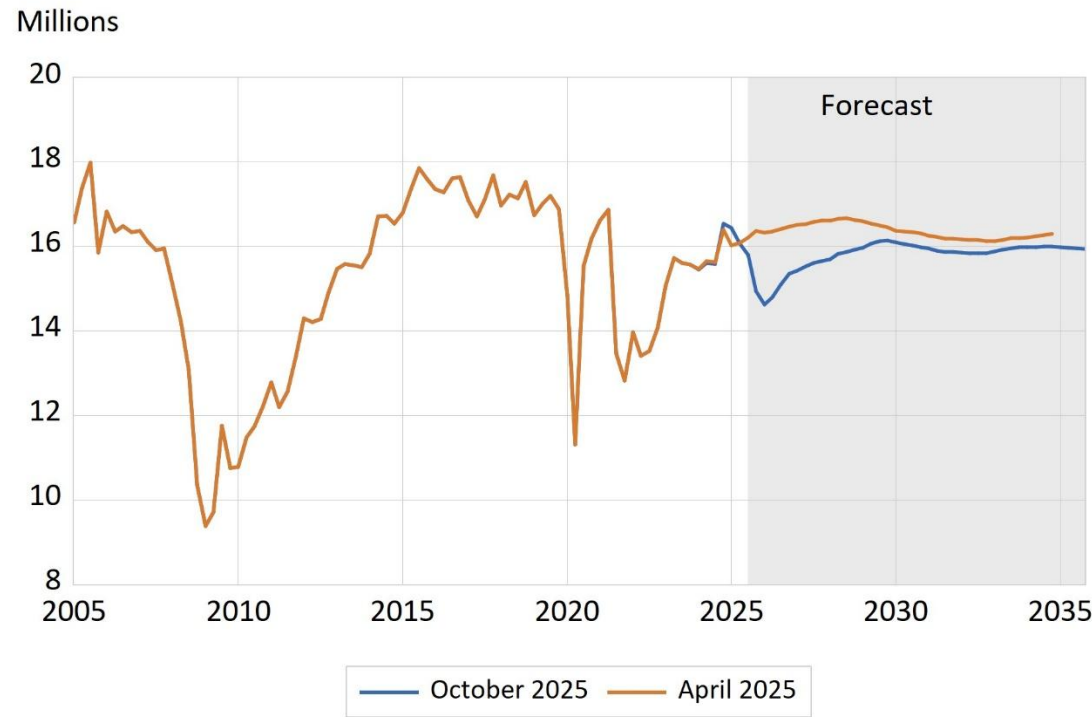
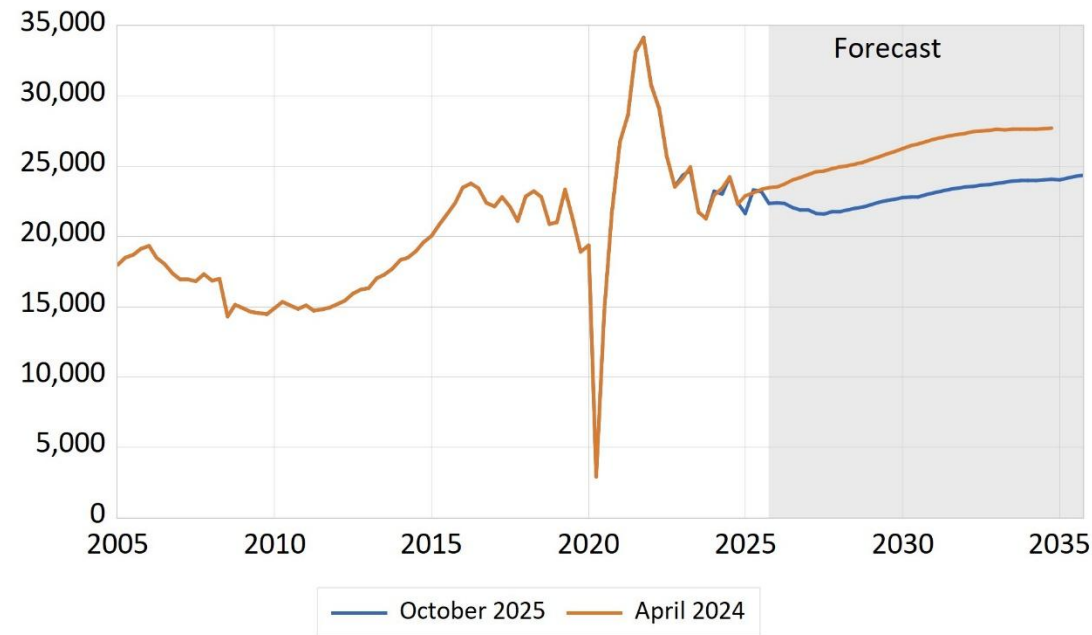


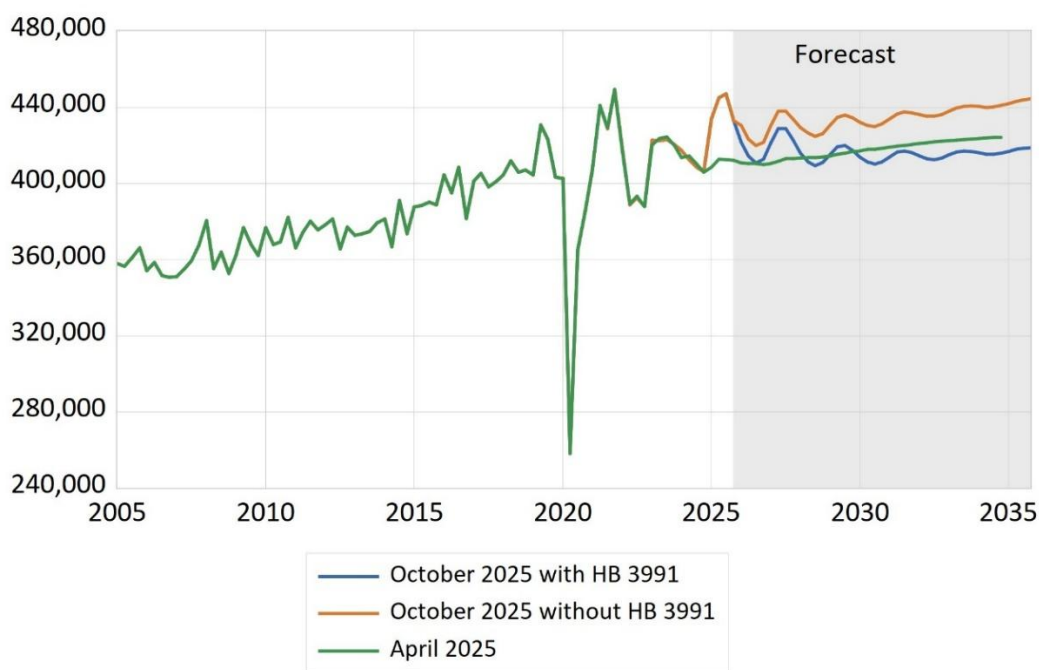
Figure 10: Out-of-State Surrendered Licenses (quarterly frequency – seasonally adjusted)



Two-year passenger vehicle registration is one of the top DMV revenue transactions (Figure 11). The number of total registered passenger vehicles has declined since COVID-19 and still has not recovered to the pre-pandemic levels. This could be due to the structural change caused by an upward shift in the percentage of people that work from home and do not need a second vehicle in their household. Portland Metro area has experienced the highest drop in the number of registered vehicles. Besides work from home, there might be other reasons for the decline, such as high cost of owning a vehicle, availability of other modes of transportation, and demographic issues.

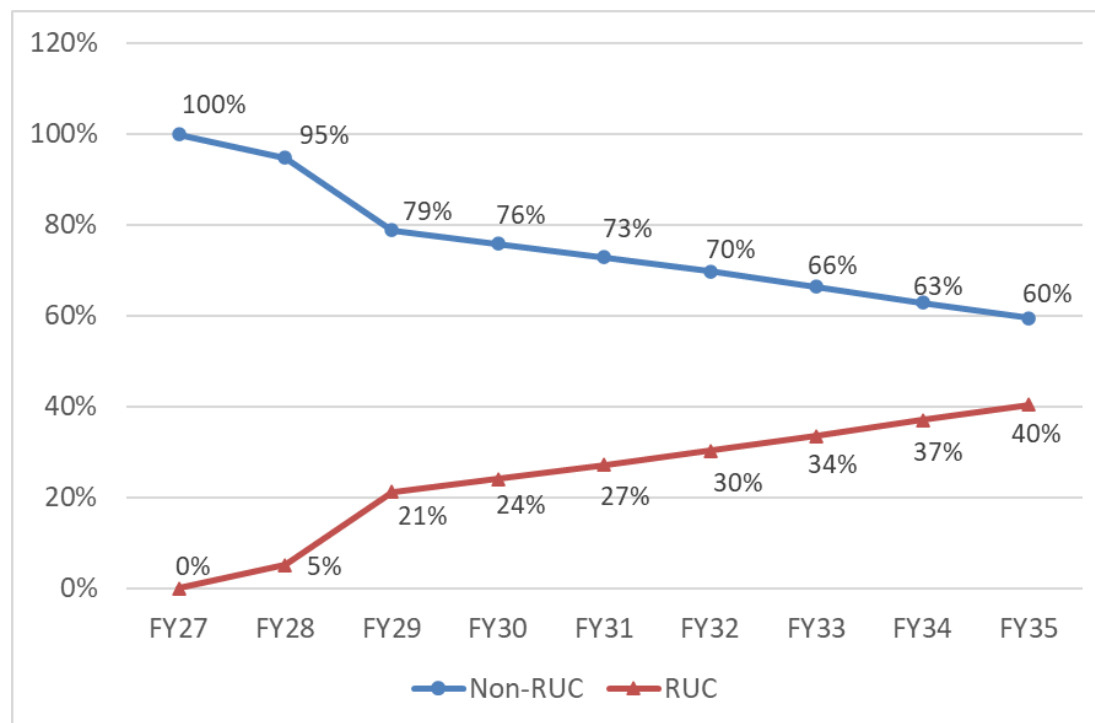
In recent months we have seen an increase in two-year passenger vehicle registrations, which was a bit unexpected and counter to the economic trends. This is partially related to the joint efforts by DMV and City of Portland to get people to renew their expired registrations. DMV sent out letters to vehicle owners in Portland Metro area whose registrations were not renewed in the past few years after they have expired. This growth in two-year renewals had a positive impact on our current forecast and, with all else equal, we would expect a higher transaction volume compared to the previous forecast. This expectation is a bit dampened by a negative impact HB 3991 registration and title fee increases are going to have on this transaction. Despite this, we are expecting a significant increase in revenues from two-year vehicle registrations, as the base registration fees increase by \$42 per year and enhanced registration fees increase by \$30 per year for higher efficiency vehicles (40 MPG or higher). Enhanced registration fees were introduced by HB 2017 and first implemented in 2018 as a surcharge on higher efficiency vehicles due to their adverse impact on fuel tax revenues.

Figure 11: Two-Year Passenger Vehicle Registration (quarterly frequency – seasonally adjusted)



There is however another factor from HB 3991 that is going to negatively impact the DMV revenues from two-year vehicle registrations, which is the roll out of the RUC program in July 2027. Hybrid and electric vehicles will slowly transition into RUC, which means DMV will only be collecting the base registration fees for these vehicles - giving up a significant portion of revenues stemming from the enhanced registration fees, \$145 per year for EVs and \$65 per year for 40 MPG and above vehicles (Figure 11a).

Figure 11a: Two-Year Passenger Vehicle Registrations – RUC Share



Typically, new vehicles purchased from a dealership get a four-year registration until the first renewal when they are switched to a two-year registration renewal cycle. In recent quarters four-year registration transactions have been rather strong contrary to national trends and our expectations (Figure 12). A few factors may have contributed to that: 1) pent up demand for new vehicles, 2) DEQ electric vehicle rebate program only being open for a short period of time in the second quarter of 2025, 3) tariff related uncertainty that led people to purchase before the tariffs are implemented and the prices of imported vehicles go up, 4) expiration of federal rebates for electric vehicles, and 5) expected increases in registration and title fees that were being considered in 2025 legislative session as early as March 2025. Given the rush to buy in the last few quarters in lieu of all the above-mentioned factors, we feel that there is a slowdown coming. This prediction is also supported by the weaker national light vehicle sale outlook.

Like two-year passenger registrations, we are expecting significant increase in revenues due to fee increases in the near term until RUC is implemented and new vehicles start enrolling as of January 1, 2028 (Figure 12a). Again, RUC participants will not be paying enhanced registration fees.



Figure 12: Four-Year Passenger Vehicle Registration (quarterly frequency – seasonally adjusted)

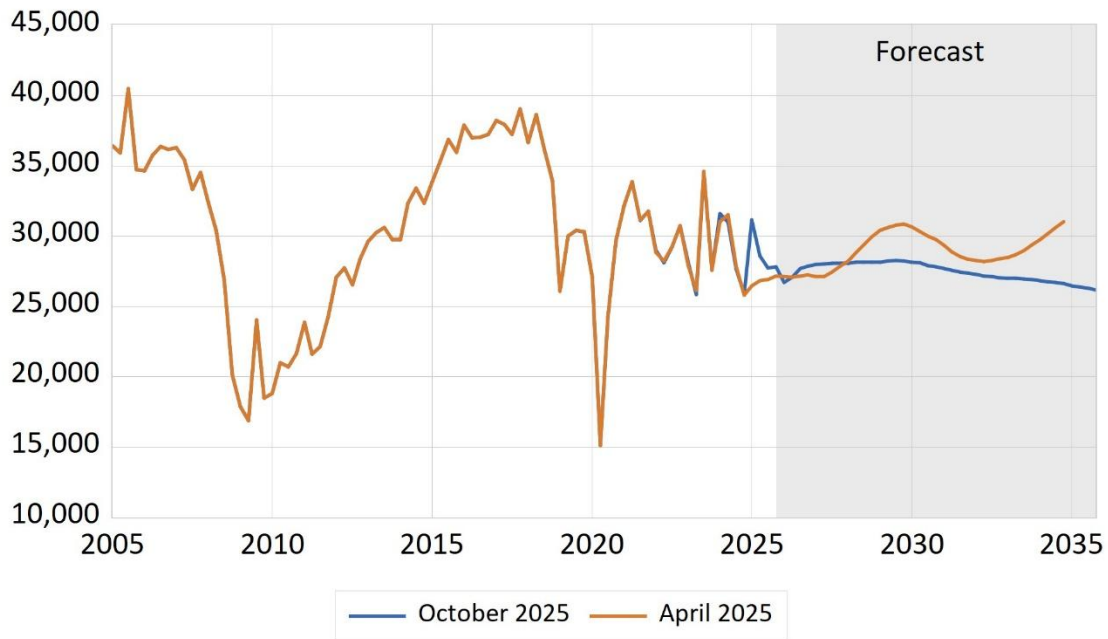
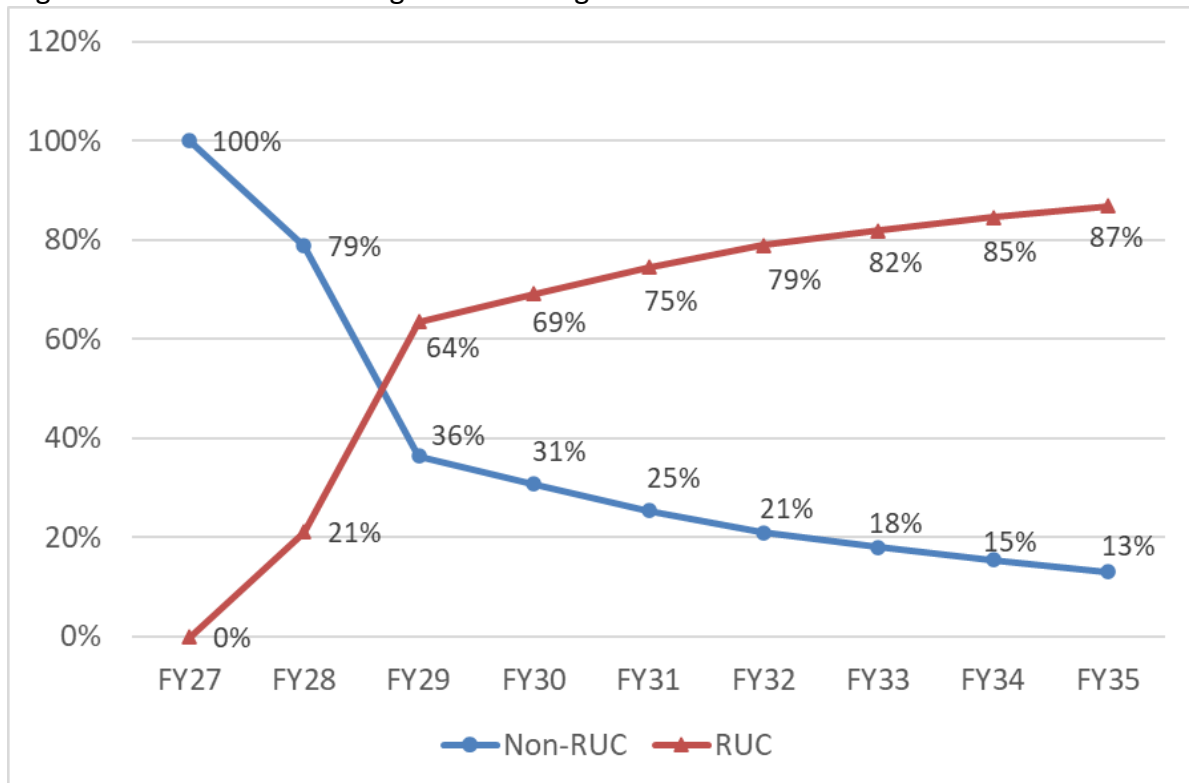
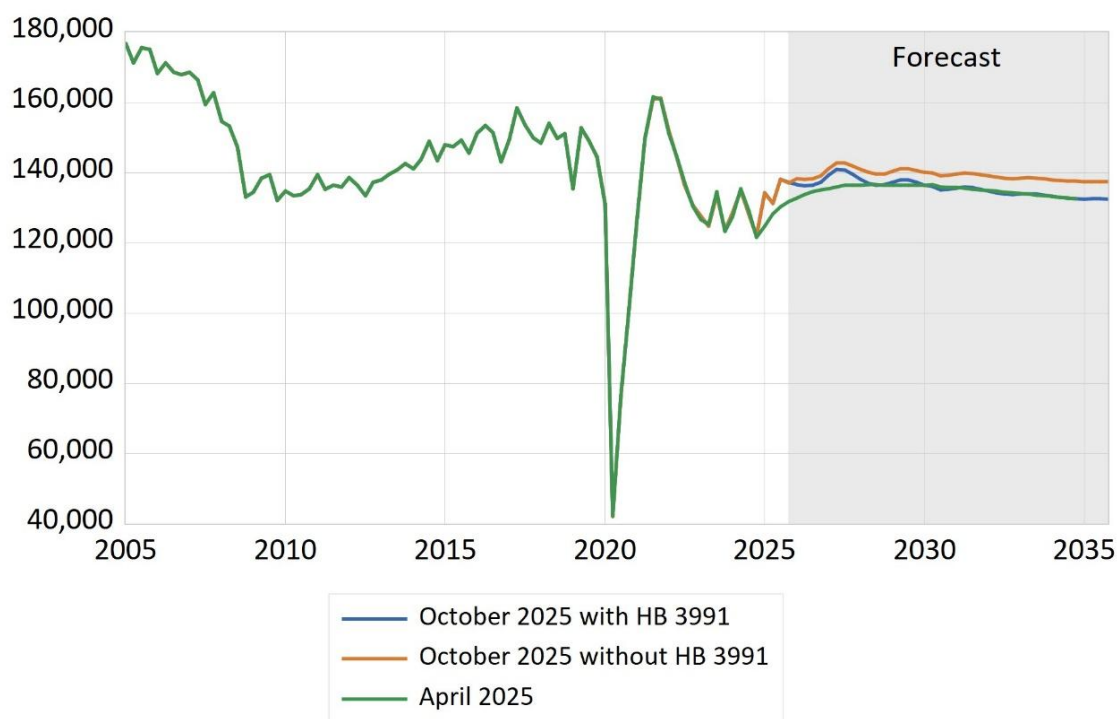


Figure 12a: Four-Year Passenger Vehicle Registrations – RUC Share



Light vehicle title transfers happen when vehicle ownership is being passed from one party to another, for example, when a used vehicle is sold. In the last two years, the volume was relatively high for this transaction because DMV had a large backlog of title transactions accumulated because of COVID-19 related disruption in services. Transaction volumes have declined since then and are expected to be more in-line with long-term trends. In the last few quarters, the transaction volume was higher than expected, similar to the two-year vehicle registrations. Because of that, our current forecast would have been higher compared to the previous forecast, however, we are expecting a bit of a negative effect on transaction volumes due to increases in the fees (Figure 13).

Figure 13: Light Vehicle Title Transfers (quarterly frequency – seasonally adjusted)

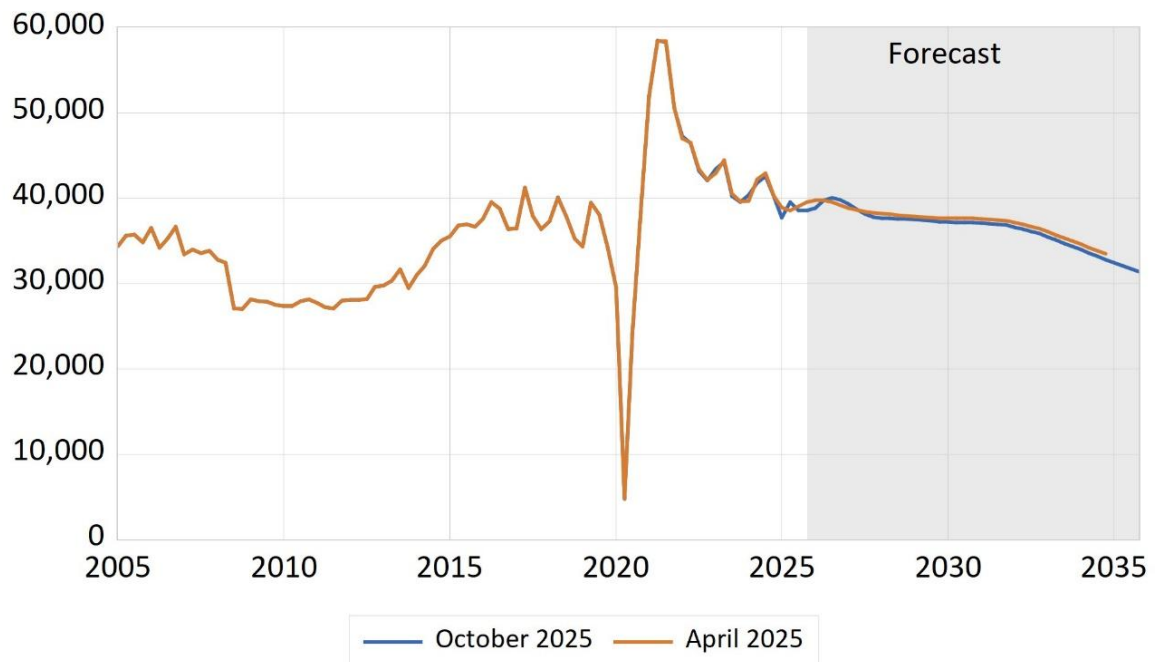


Driver and ID card transactions have been more challenging to forecast ever since COVID-19 due to volatility. Class C driver license renewal is the top transaction for Driver and ID cards by volume and by revenues generated. Like the two-year vehicle registration forecast, this forecast depends on a lagged variable as we expect in eight years people will need to renew their driver's license. Given the moratorium during the COVID-19 pandemic, there was a disruption in this series that impacted our ability to make an accurate forecast. We were able to get access to the Driver License database and that helped us to improve our forecast by inputting actual licenses summarized by expiration date rather than relying on the eight-year lag (Figure 14).

Figure 14: Class C Driver License Renewal (quarterly frequency – seasonally adjusted)



Figure 15: Original Class C Driver License (quarterly frequency – seasonally adjusted)



Original Class C Driver License (Figure 15) is also one of the top revenue transactions for Driver and ID cards. It has been impacted by HB 2015 implementation that went into effect in January 2021, which expanded the pool of eligible customers for licenses to undocumented immigrants. However, the long-term outlook is impacted by demographic changes in the state. According to OEA's population forecast, the cohort of 15- to 17-year-old youth reached its peak in 2024 and is expected to decline over the next decade. Overall, our current forecast has not changed much compared to the previous forecast.

DMV started issuing Real ID compliant licenses and ID cards in July 2020. It is now the second largest revenue generating transaction within the Driver and ID Card section. Originally, the federal cut-off date for requiring Real ID when flying was October 2020. However, it was pushed out several times to October 2021, then to May 2023, and finally to May 2025.

The fee for a Real ID transaction is \$30 and is collected each time it is renewed (every eight years or if a replacement license is issued prior to expiration date). Getting Real ID credentials is an available option, and many choose to get it either when they are obtaining their original driving credentials or renewing/replacing the existing one. On average, 71 percent of driver and ID card credential transactions so far in 2025 included a Real ID transaction, significantly higher than the 49 percent average in 2024.

With the Real ID deadline held firm, we saw an increase in driver license replacement transactions that peaked in April and as of the last available data point, the volume has declined to a more manageable level. In the past we were expecting a more spread-out effect, thinking that people would get a replacement card when they need to travel and also, while we knew that there would be a rush to get a Real ID, it was very hard to predict what that would look like, so we decided to just let it play out. With the rush now behind, we are expecting a decline in this transaction (Figure 16).

The average volume of Real ID transactions has skyrocketed in recent months. In 2024, DMV was issuing on average just over 30 thousand Real IDs a month, and the average for Jan-Sep of 2025 is almost 60 thousand transactions a month, that is a 100 percent increase in Real ID transactions. Our current forecast has been adjusted to a higher level in the next few years and then somewhat lower afterwards as the effect is more front loaded rather than distributed evenly through a number of years (Figure 17).

Figure 16: Class C Driver License Replacement (quarterly frequency – seasonally adjusted)

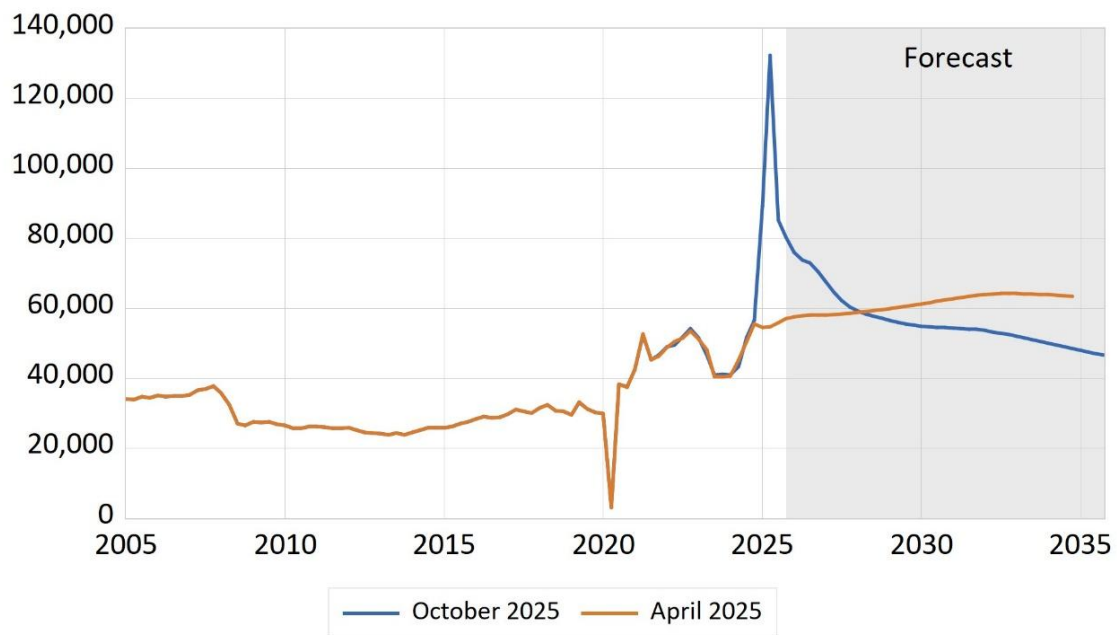
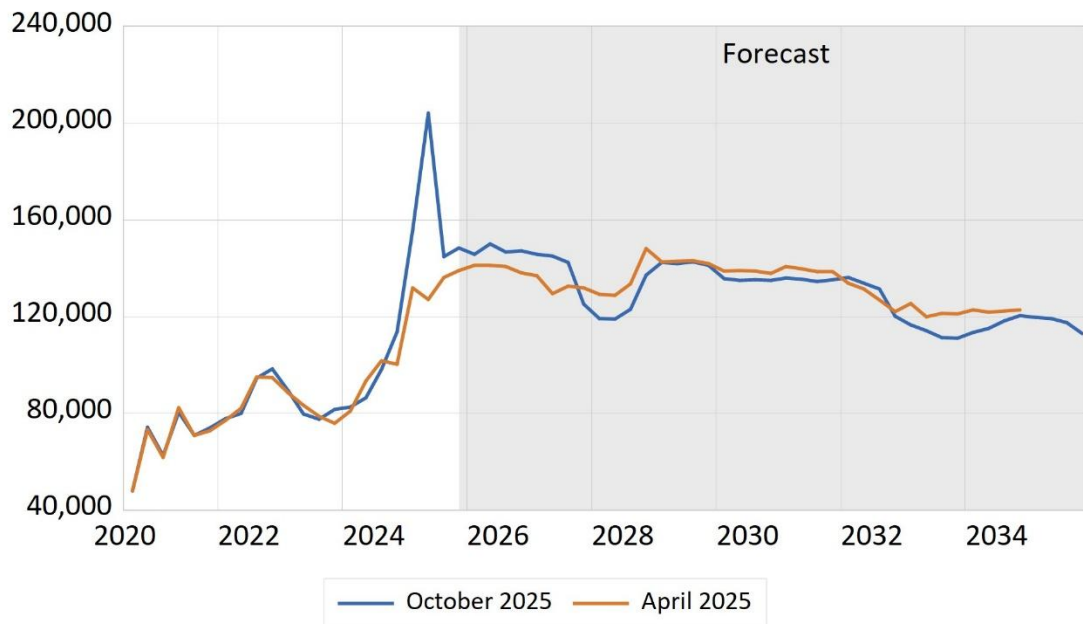


Figure 17: Real ID Transactions (quarterly frequency – seasonally adjusted)



Some of the revenues collected by DMV are not Highway Fund revenues. The most prominent examples include ID card revenues, revenues from specialty plates (Smokey Bear, Gray Whale, Pacific Wonderland, etc.), Real ID revenues, snowmobile registration fees, motorhome, travel trailer, and camper registration fees. While we produce forecasts for all DMV revenues, not all of them can be used for highway construction and maintenance.

Table 3 shows the summary of DMVs Highway Fund revenues based on forecasted transaction volumes. The gross revenue portion of Table 3 is grouped into three major components reflecting the primary revenue sources: vehicle registrations, driver licenses, and vehicle titles. Overall, we expect \$505.4 million more in gross Highway revenues for 2025-27 biennium and \$552.1 million more for 2027-29 biennium largely due to registration and title fee increases from HB 3991. In Appendix D, Table 3a will have this same table without the HB 3991 revenues. Gross Highway revenues from DMV would have been \$52.6 million more and \$42.3 million more respectively for the same biennia without the HB 3991 changes.

Table 3: Highway Fund Revenues Collected by DMV (Millions of Dollars)

		Actual		Forecast											Actual		Forecast					
		FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35	BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35			
1	VEHICLE REGISTRATIONS	\$307.9	\$310.2	\$409.9	\$501.7	\$484.6	\$447.5	\$447.0	\$441.8	\$440.6	\$437.2	\$436.1	\$433.2	\$618.1	\$911.6	\$932.1	\$888.7	\$877.9	\$869.3			
2	DRIVER LICENSES & OTHER	\$38.2	\$45.9	\$44.0	\$46.7	\$42.9	\$47.4	\$50.4	\$49.2	\$49.1	\$44.5	\$41.9	\$43.8	\$84.1	\$90.7	\$90.3	\$99.6	\$93.6	\$85.7			
3	TITLE, PLATE & OTHER	\$142.2	\$145.2	\$212.0	\$279.9	\$283.3	\$285.0	\$288.4	\$289.4	\$291.3	\$292.7	\$295.0	\$296.5	\$287.4	\$491.9	\$568.3	\$577.8	\$584.0	\$591.5			
4	TOTAL DMV COLLECTIONS	\$488.3	\$501.3	\$665.8	\$828.3	\$810.8	\$779.9	\$785.7	\$780.4	\$781.0	\$774.4	\$773.0	\$773.5	\$989.6	\$1,494.1	\$1,590.7	\$1,566.2	\$1,555.4	\$1,546.5			
5	Change from Previous Forecast	\$0.0	\$11.9	\$175.8	\$329.6	\$301.4	\$250.6	\$240.7	\$228.4	\$222.5	\$208.4	N/A	N/A	\$11.9	\$505.4	\$552.1	\$469.1	\$430.9	N/A			
6	COLLECTION/ADMINISTRATION & PROGRAM COST	(\$115.4)	(\$117.7)	(\$132.1)	(\$134.8)	(\$140.3)	(\$143.2)	(\$149.0)	(\$152.0)	(\$155.1)	(\$158.2)	(\$164.8)	(\$171.4)	(\$233.2)	(\$266.9)	(\$283.5)	(\$301.0)	(\$313.3)	(\$336.2)			
7	TRAFFIC SAFETY TRANSFER	\$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	\$0.0	\$0.0	\$0.0			
8	DEPARTMENT OF EDUCATION TRANSFER	\$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	\$0.0	\$0.0	\$0.0			
9	E-GOV RECORDS INCREMENTAL REVENUE TRANSFER	(\$10.2)	(\$11.8)	(\$10.2)	(\$10.3)	(\$10.6)	(\$10.9)	(\$11.3)	(\$11.6)	(\$11.9)	(\$12.3)	(\$12.6)	(\$12.9)	(\$22.0)	(\$20.5)	(\$21.5)	(\$22.9)	(\$24.2)	(\$25.5)			
10	ODOT CENTRAL SERVICES ASSESSMENT	(\$40.3)	(\$41.1)	(\$44.5)	(\$45.4)	(\$48.1)	(\$49.0)	(\$51.9)	(\$52.9)	(\$54.5)	(\$56.0)	(\$58.8)	(\$61.6)	(\$81.5)	(\$90.0)	(\$97.1)	(\$104.8)	(\$110.4)	(\$120.4)			
11	NET DMV REVENUE	\$322.3	\$330.7	\$479.0	\$637.7	\$611.8	\$576.8	\$573.6	\$563.9	\$559.6	\$547.9	\$536.9	\$527.5	\$653.0	\$1,116.7	\$1,188.6	\$1,137.5	\$1,107.5	\$1,064.4			
12	REVENUE SET-ASIDE TO OTIA I & II - memo	(\$7.0)	(\$7.3)	(\$7.3)	(\$7.3)	(\$7.3)	(\$7.5)	(\$7.5)	(\$7.6)	(\$7.6)	(\$7.5)	(\$7.5)	(\$7.6)	(\$14.3)	(\$14.6)	(\$14.8)	(\$15.1)	(\$15.1)	(\$15.1)			
13	REVENUE PLEDGED TO OTIA III - memo	(\$82.1)	(\$81.5)	(\$85.0)	(\$86.1)	(\$86.2)	(\$85.4)	(\$85.7)	(\$85.2)	(\$85.3)	(\$85.0)	(\$85.1)	(\$84.9)	(\$163.6)	(\$171.1)	(\$171.6)	(\$170.8)	(\$170.2)	(\$170.0)			
14	REVENUE DUE TO JTA - memo	(\$108.4)	(\$108.4)	(\$109.1)	(\$107.5)	(\$107.8)	(\$107.1)	(\$107.6)	(\$107.1)	(\$107.3)	(\$107.1)	(\$107.4)	(\$107.4)	(\$216.8)	(\$216.6)	(\$214.9)	(\$214.7)	(\$214.4)	(\$214.8)			
15	REVENUE DUE TO HB 2017 - memo	(\$136.5)	(\$138.7)	(\$148.9)	(\$154.5)	(\$141.4)	(\$119.1)	(\$119.1)	(\$117.9)	(\$117.4)	(\$116.3)	(\$115.8)	(\$114.8)	(\$275.2)	(\$303.4)	(\$260.4)	(\$236.9)	(\$233.7)	(\$230.6)			
16	REVENUE DUE TO HB 3991 - memo	\$0.0	\$0.0	(\$152.5)	(\$308.7)	(\$306.7)	(\$295.6)	(\$296.8)	(\$294.9)	(\$295.2)	(\$294.3)	(\$294.8)	(\$294.2)	\$0.0	(\$461.2)	(\$602.3)	(\$591.7)	(\$589.5)	(\$588.9)			

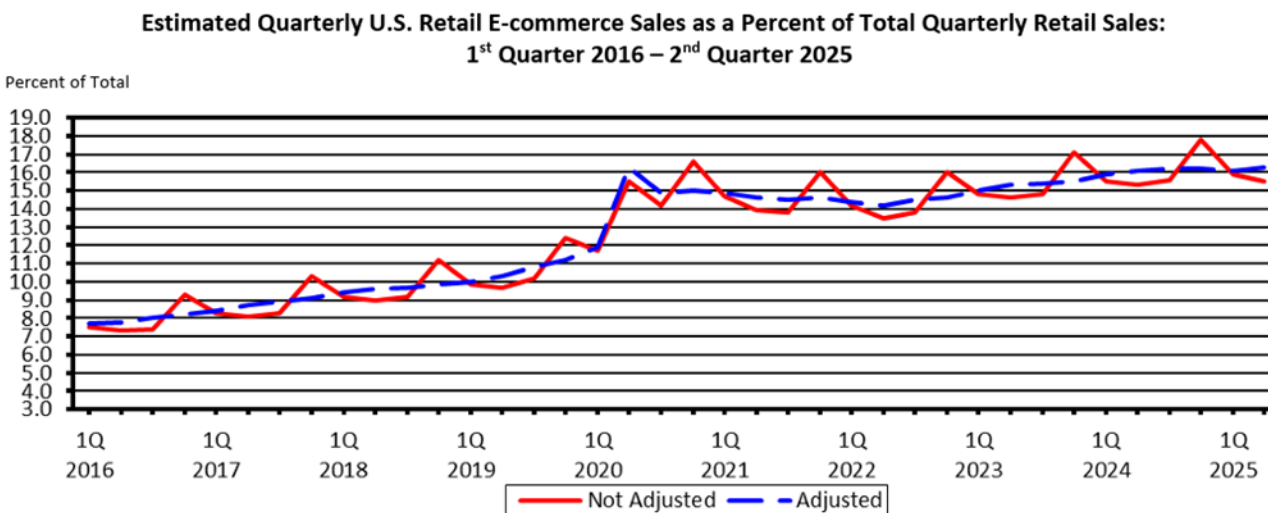
## Commerce and Compliance (CCD)

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

The weight-mile tax is the largest source of trucking-related revenue at roughly 87 percent of total revenue collected by CCD. This highway use tax applies to trucks with a gross weight over 26,000 pounds. 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.

Trucking activity experienced a boom during 2021 and 2022. Consumers continued to shift from brick-and-mortar stores to online shopping which led to an increase in goods shipped directly to homes (Figure 18). Seasonally adjusted E-commerce shares are now at roughly 2020 levels, continuing the trend of increasing E-commerce.

Figure 18: U.S. E-commerce as a percentage share of Retail Sales



Source: US Census Bureau Quarterly E-Commerce Report



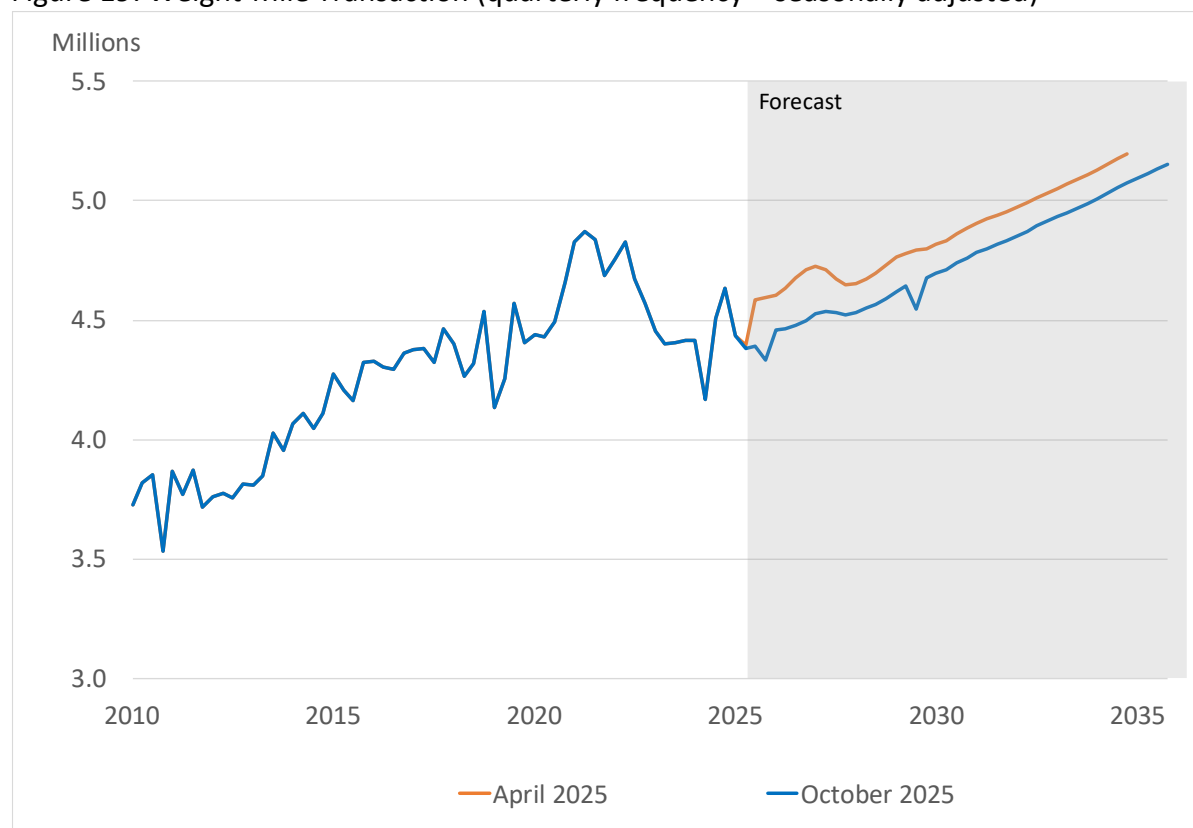
Besides a structural shift in consumer behavior towards more E-commerce, we continue to see evidence of a structural change in how trucks are operated. As consumers shifted out of brick-and-mortar stores, retailers like Amazon have instituted a more efficient way of getting goods to the consumers through utilization of large warehouses. This change may have altered how trucks deliver goods in the state. Instead of delivering to a series of retail outlets, we are now seeing heavy trucks delivering to these large warehouses and then smaller medium-duty vehicles dispatch the goods from the distribution centers to their ultimate destination. This change likely reduces the amount of heavy truck miles driven (and thus weight-mile revenue) but could allow for more efficient use of the heavy vehicles on transportation system.

An estimate of weight-mile transactions provides the basis for the current forecast of weight-mile revenues. This methodology, also used in prior forecasts, constructs a measure of weight-mile transactions by normalizing revenues by the tax rate paid for a typical heavy vehicle. Weight-mile transactions are estimated using an econometric model that takes into consideration the following external variables: Oregon construction employment, Oregon durable goods employment, real consumer spending on durable goods, industrial production of heavy trucks, and unit sales of medium and heavy trucks. 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.

As ODOT prepares to implement House Bill 3991, changes were made to the weight-mile econometric model. The model currently uses an average weight-mile tax rate to normalize the revenue as described above. However, the future hybrid system will significantly reduce this tax rate. Using the model in its current state, this would imply some increase in activity from a lower tax burden on heavy truck carriers (price elasticity). But because carriers will begin to pay a diesel tax as well, the overall tax burden will only change slightly as there will be no expected increase in trucking activity from the system change. The model now uses the average weight-mile rate as well as the diesel tax rate to estimate the total tax carriers will be paying under the new system. While this is the best way to estimate the tax rates in the econometric model, the weight-mile revenues are based only on the weight-mile tax rates. Therefore, these revenues will be significantly decreased when the hybrid system goes online in 2029.

Figure 19 shows our current weight-mile transactions forecast compared to our previous forecast. Our updated model suggests that the previous projections will be overpredicting actual trucking activity for the duration of the forecast. While the previous forecast did a great job predicting activity in the first two quarters of 2025, changes to both employment and heavy truck manufacturing and sales forecasts resulted in a downward revision of this forecast. Our new forecast shares a similar overall trajectory, as trucking activity is still expected to be increasing in a similar way through 2035. Please note that the October 2025 forecast is the first forecast to include changes from House Bill 3991. Also, all fee increases from House Bill 2017 have been fully implemented as of 2024.

Figure 19: Weight-Mile Transaction (quarterly frequency – seasonally adjusted)



Row 1 of Table 4 shows the amount of weight-mile and flat fee revenues collected by fiscal year. In 2025, weight-mile and flat-fee revenues totaled \$478.1 million, increasing roughly six percent over FY 2024. In 2026, revenues are expected to drop slightly before beginning an upward trajectory towards previous long-term trends. The changes from House Bill 3991 begin showing up in the table revenues starting in 2030 as the weight-mile tax rate decreases.

Row 2 of Table 4 shows heavy vehicle registration fee revenues. It includes both International Registration Plan (IRP) registration fees paid by interstate carriers and the Commercial registration fees paid by intrastate carriers. Together these heavy vehicle registration fees totaled \$63.3 million in FY 2025. This represents an increase from 2024 of roughly eight percent. Looking ahead, we expect revenues to dip slightly into 2025 then bring us back to a long-run average and slightly increase through the remainder of the forecast.

Row 3 of Table 4 shows the revenues from Road Use Assessment Fees (RUAF), permits, passes, and credentials. This row also includes OTIA III Local Fund fee increments from the commercial driver permits, licenses, and tests, along with weight receipts. Overall, total revenues from these heavy vehicle sources increased to \$7.9 million in FY 2025. Looking forward, we expect very little change to forecasted revenues as they remain relatively flat.

Row 4 of Table 4 reports the total gross revenues for the Commerce and Compliance Division and row 5 shows the change from the prior forecast. For the 2023-25 biennium, there was a slight decrease of \$3.4 million between forecasts and a more significant decrease in the years

leading up to the hybrid switch in 2029. Once we see weight-mile tax rates decrease in 2029, we see very large decreases in projected weight-mile revenue starting in the 2029-2031 biennium.

Row 9 of Table 4 reports the revenues net of collection costs. Rows 10 through 14 of Table 4 are informational only and highlight the amounts CCD contributes to the OTIA, JTA, HB 2017, and HB 3991 programs.

Table 4: Highway Fund Revenues Collected by Commerce and Compliance, CCD (Millions of Dollars)

		Actual		Forecast										Actual		Forecast					
		FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY			BI	BI	BI	BI	BI	BI
		24	25	26	27	28	29	30	31	32	33	34	35			23-25	25-27	27-29	29-31	31-33	33-35
1	WEIGHT-MILE TAX	\$450.9	\$478.1	\$471.5	\$480.9	\$483.7	\$491.1	\$371.0	\$367.0	\$372.7	\$378.8	\$384.7	\$391.2	\$929.1	\$952.5	\$974.8	\$738.1	\$751.5	\$775.8		
2	IRP & COMMERCIAL VEHICLE REGISTRATIONS*	\$58.4	\$63.3	\$51.9	\$53.4	\$54.4	\$55.2	\$56.1	\$57.0	\$57.8	\$58.7	\$59.6	\$60.5	\$121.6	\$105.3	\$109.6	\$113.1	\$116.5	\$120.1		
3	RUAF, PERMITS, PASSES & CREDENTIALS**	\$7.5	\$7.9	\$7.7	\$7.9	\$7.9	\$8.2	\$7.1	\$7.3	\$7.4	\$7.6	\$7.7	\$7.9	\$15.4	\$15.6	\$16.2	\$14.4	\$15.0	\$15.6		
4	TOTAL CCD COLLECTIONS	\$516.8	\$549.3	\$531.1	\$542.3	\$546.0	\$554.5	\$434.3	\$431.3	\$437.9	\$445.1	\$452.0	\$459.6	\$1,066.1	\$1,073.3	\$1,100.6	\$865.6	\$883.0	\$911.5		
5	Change from Previous Forecast	\$0.0	(\$3.4)	(\$21.5)	(\$22.2)	(\$14.9)	(\$16.2)	(\$144.8)	(\$157.8)	(\$159.5)	(\$161.6)	N/A	N/A	(\$3.4)	(\$43.7)	(\$31.1)	(\$302.6)	(\$321.1)	N/A		
6	COLLECTION/ADMINISTRATION & PROGRAM COST	(\$38.2)	(\$38.9)	(\$51.4)	(\$52.4)	(\$55.1)	(\$56.2)	(\$59.0)	(\$60.2)	(\$61.6)	(\$63.2)	(\$66.2)	(\$69.1)	(\$77.1)	(\$103.8)	(\$111.2)	(\$119.2)	(\$124.8)	(\$135.3)		
7	IFTA BUDGETED EXPENDITURES***	\$1.8	\$1.9	\$1.8	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0	\$2.1	\$2.1	\$2.1	\$2.2	\$3.7	\$3.6	\$3.8	\$4.0	\$4.1	\$4.4		
8	ODOT CENTRAL SERVICES ASSESSMENT	(\$14.5)	(\$14.8)	(\$15.1)	(\$15.4)	(\$16.3)	(\$16.6)	(\$17.6)	(\$18.0)	(\$18.5)	(\$19.0)	(\$20.0)	(\$21.0)	(\$29.4)	(\$30.4)	(\$32.9)	(\$35.6)	(\$37.5)	(\$41.0)		
9	NET CCD REVENUE	\$465.9	\$497.4	\$466.4	\$476.3	\$476.6	\$483.7	\$359.7	\$355.2	\$359.9	\$365.0	\$367.9	\$371.7	\$963.3	\$942.7	\$960.2	\$714.8	\$724.8	\$739.6		
10	REVENUE SET-ASIDE TO OTIA I & II - memo	(\$10.5)	(\$10.7)	(\$10.5)	(\$10.7)	(\$10.9)	(\$11.2)	(\$8.5)	(\$8.5)	(\$8.7)	(\$8.9)	(\$9.1)	(\$9.3)	(\$21.2)	(\$21.2)	(\$22.1)	(\$17.0)	(\$17.6)	(\$18.4)		
11	REVENUE PLEDGED TO OTIA III - memo	(\$32.1)	(\$33.5)	(\$31.3)	(\$32.0)	(\$32.3)	(\$32.8)	(\$27.2)	(\$27.2)	(\$27.6)	(\$28.0)	(\$28.5)	(\$28.9)	(\$65.6)	(\$63.3)	(\$65.1)	(\$54.4)	(\$55.6)	(\$57.4)		
12	REVENUE DUE TO JTA - memo	(\$90.5)	(\$94.8)	(\$88.1)	(\$90.1)	(\$91.0)	(\$92.3)	(\$77.3)	(\$77.2)	(\$78.4)	(\$79.6)	(\$80.8)	(\$82.1)	(\$185.3)	(\$178.2)	(\$183.3)	(\$154.5)	(\$158.0)	(\$162.9)		
13	REVENUE DUE TO HB 2017 - memo	(\$149.4)	(\$168.0)	(\$165.7)	(\$169.1)	(\$170.0)	(\$172.7)	(\$130.5)	(\$129.1)	(\$131.1)	(\$133.3)	(\$135.4)	(\$137.7)	(\$317.4)	(\$334.8)	(\$342.7)	(\$259.6)	(\$264.5)	(\$273.1)		
14	REVENUE DUE TO HB 3991 - 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	\$0.0	\$0.0	\$0.0		
*IRP: International Registration Plan.																					
**RUAF: Road Use Assessment Fees.																					
***IFTA: International Fuel Tax Agreement.																					

## **Finance and Budget Division Revenue: Motor Fuels and Road Usage Charge**

This section details the forecast of revenues from motor fuels and the new mandatory Road Usage Charge (RUC) program, which is set to start enrolling vehicles July 1, 2027. HB 3991 affects the motor fuels forecast by increasing the per gallon rate by 6 cents and raising the point of taxation of diesel. HB 3991 ties together motor fuels revenues and RUC revenues because RUC is an alternative method to charge for road use based on fuel use, and hybrids will receive a refund credit for any fuel they purchase once they are in the RUC Program. The following sections will cover the motor fuels tax revenues first and then cover the forecast for revenues under the newly created RUC Program.

Motor Fuels revenues are derived from the tax paid on the sale of both motor vehicle fuels (gasoline) and use fuels (predominately diesel<sup>1</sup>). Currently, the two types of fuel are taxed at the same rate, but the tax is collected in different parts of the supply chain. Gasoline is taxed at the point of first sale, when the dealer or distributor purchases the fuel from the terminal. Diesel fuel is taxed later in the supply chain, at the retail level, though HB 3991 raises the point of taxation of diesel starting July 1, 2029, to be the same as gasoline. The current system of taxing at the retail level gives retailers the option of not imposing the tax on heavy trucks that pay the weight-mile tax, which is paid by vehicles in the 26,000-pound and above weight classes. Generally, a vehicle up to 26,000 pounds will pay the fuels tax and register their vehicle through DMV, and vehicles over this weight will pay the weight-mile tax and register their vehicle through CCD. When the HB 3991 changes take effect, all gasoline and diesel will be taxed at the point of first sale, with no pump-level exemptions for heavy trucks that pay the weight-mile tax.

Prior to COVID-19, gasoline comprised roughly 89 percent of taxable fuel, while diesel comprised the remaining eleven percent. The post-COVID-19 pandemic shift in travel patterns and the advance of electric vehicles increased diesel's share of total motor fuels revenue. In FY 2025, diesel's share of motor fuel sales was 14.5 percent. Light trucking activity, which would include delivery vehicles, has steadily increased following the 2020 COVID-19 pandemic, which resulted in more people staying home and not going to brick and mortar stores. The post-COVID logistics changes appear to include an increased number of distribution centers requiring less weight-mile paying truck activity and more diesel consuming medium-duty vehicle activity. Additionally, there has been an increase in the number of light-duty registered diesel vehicles in recent years. Taxable diesel's share of total revenues has leveled off in recent quarters, not growing as sharply as it did just after 2020.

However, revenues from diesel will increase dramatically in FY 2030 when the new hybrid system of taxing weight-mile vehicles becomes effective. Taxing all diesel at the first point of sale effectively imposes the tax on heavy trucks, and so taxable gallons sold will include gallons Oregon previously did not consider for fuel revenues. The final forecast will show a large

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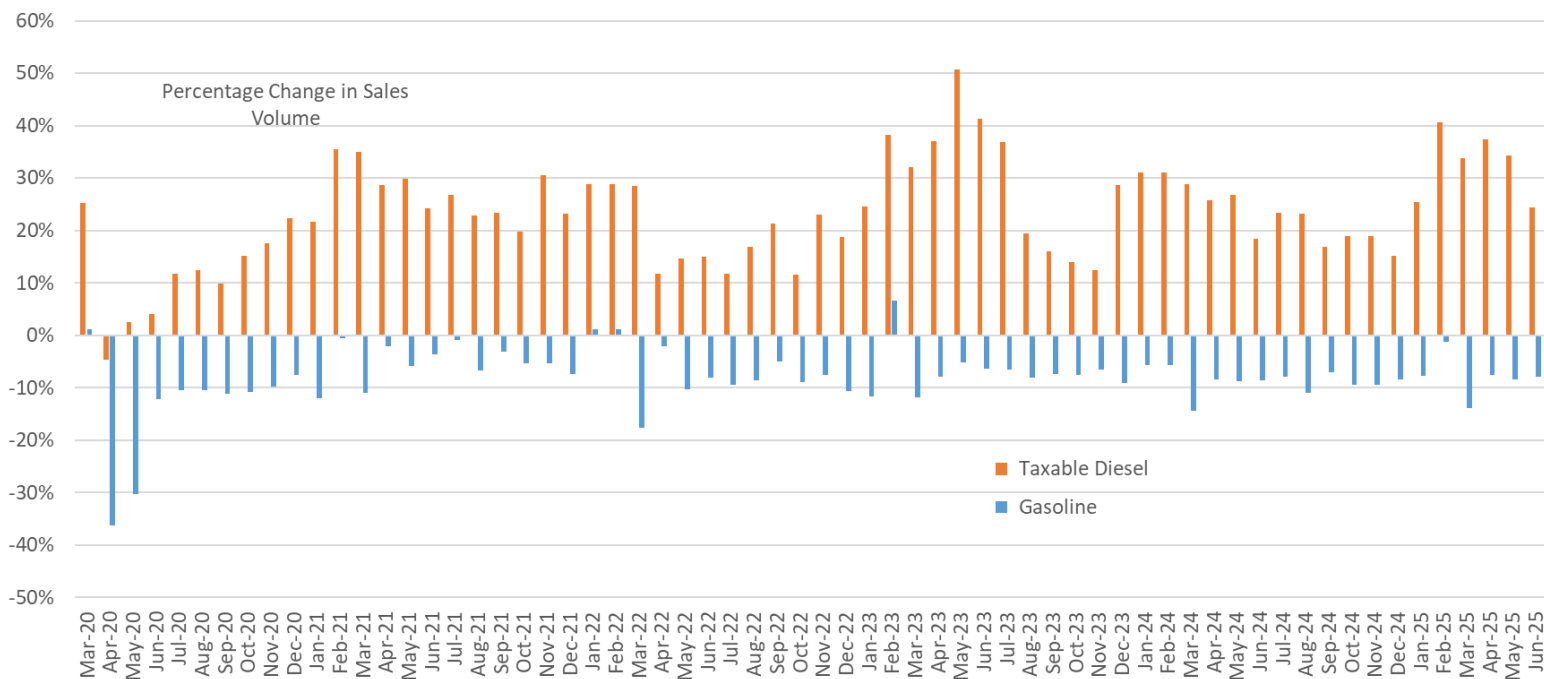
<sup>1</sup> This section will use both diesel and use fuel interchangeably to refer to taxable diesel. Oregon will tax diesel sold to weight-mile trucks starting July 1, 2029.

increase in total taxable motor fuels starting in FY 2030, though the increase in revenues from sale of those gallons will be offset by a reduction in weight-mile fees.

On the gasoline side, light duty vehicle registrations have declined, and those vehicles have become more fuel-efficient compared to pre-2020 levels. Work from home remains more common than before 2020, reducing demand for daily commuting. Meanwhile, average statewide fuel efficiency has increased in this segment as the share of hybrid, plug-in hybrid electric (PHEV), and battery electric vehicles (BEVs) have grown. Figure 20 below shows the change in sales volume for both gasoline and taxable diesel compared to the same month in 2019. Except for April 2020, all other months have seen growth in taxable diesel over 2019 levels. Gasoline over-performance exists at the monthly level. However, it is exclusively attributed to a data issue caused by delayed reporting from sellers and is counterbalanced by make-up reporting in the subsequent month. While HB 3991 is going to implement a Road Usage Charge (RUC) program for hybrid vehicles, PHEVs, and BEVs, which will provide a credit for the fuels tax paid, the tax will still be collected at the distribution level. Those vehicles will be given credits for fuel tax paid from the RUC program, so the change for those vehicles will not affect the forecast of total gallons sold.

Combined fuel sales have not reached pre-2020 trends, and challenges to future growth exist. The total stock of passenger vehicles is not expected to reach 2019 levels in the forecast period (2025-2035). That stock of vehicles is also projected to use less fuel due to market forces as well as national and statewide rulemaking like Oregon's Advanced Clean Cars II, which have led to improved fuel efficiency and more hybrid and EV stock. People may also drive fewer miles in Oregon on the whole. While many workers have returned to the office, Oregon's Office of Economic Analysis has projected that working from home in Oregon is here to stay. Vehicles needing less fuel to drive fewer miles puts downward pressure on the demand for fuel.

Figure 20: Percentage change in Gasoline and Taxable Diesel sales over same month in 2019



Lower real fuel prices have created opposing, upward pressure on fuel demand. Nationally, fuel prices have continued to fall from their 2022 peak, and while Oregon has seen volatility at a monthly level, the long-term trend remains lower than that peak as well. Overall lower prices have contributed to a forecast of slight growth in near-term fuel use, which may boost sales in the near term. Diesel sales are expected to remain relatively flat and then decline after their jump to higher levels following COVID-19.

This forecast includes two distinct econometric models for gasoline and diesel. Each model uses distinct explanatory variables that are tested to determine economically significant impact on their demand. This modeling approach was started with the April 2024 forecast. The two models have so far improved forecast accuracy, and they offer additional information on the way these two fuels are consumed in Oregon. The results of each regression model and inputs are discussed below.

### Gasoline Model

The inputs into the Gasoline Model include: the price of fuel, stock of passenger non-battery electric vehicles (non-BEV), stock fuel efficiency of the non-BEV light vehicle fleet, and Oregon total non-farm employment. Using non-BEV stock means the effect of the forecasted market shift to battery electric vehicles (BEVs) only enters the model through fleet fuel efficiency and through the reduction of vehicle stock that uses gasoline.

The stock of passenger vehicles is one of the strongest variables in our model. Since it is a long-term forecast, it is only updated once a year. Currently, we are using the April 2025 stock

forecast for non-BEV passenger vehicles, updated with recent actuals (Figure 21). The April 2025 stock forecast took into consideration Oregon’s adopting of the Advanced Clean Cars II (ACC II) rules from California. These rules require manufacturers to sell an increasing share of zero emission vehicles (BEVs and plug-in hybrid electric vehicles), reaching 100 percent of new light-duty vehicle sales by 2035. Recent sales have only been slightly above our previous expectations, which puts upward pressure on fuel sales, but this effect is dominated by the downward pressure from the overall economic forecast.

Figure 21: Non-BEV Passenger Vehicle Stock (April 2025 Forecast)

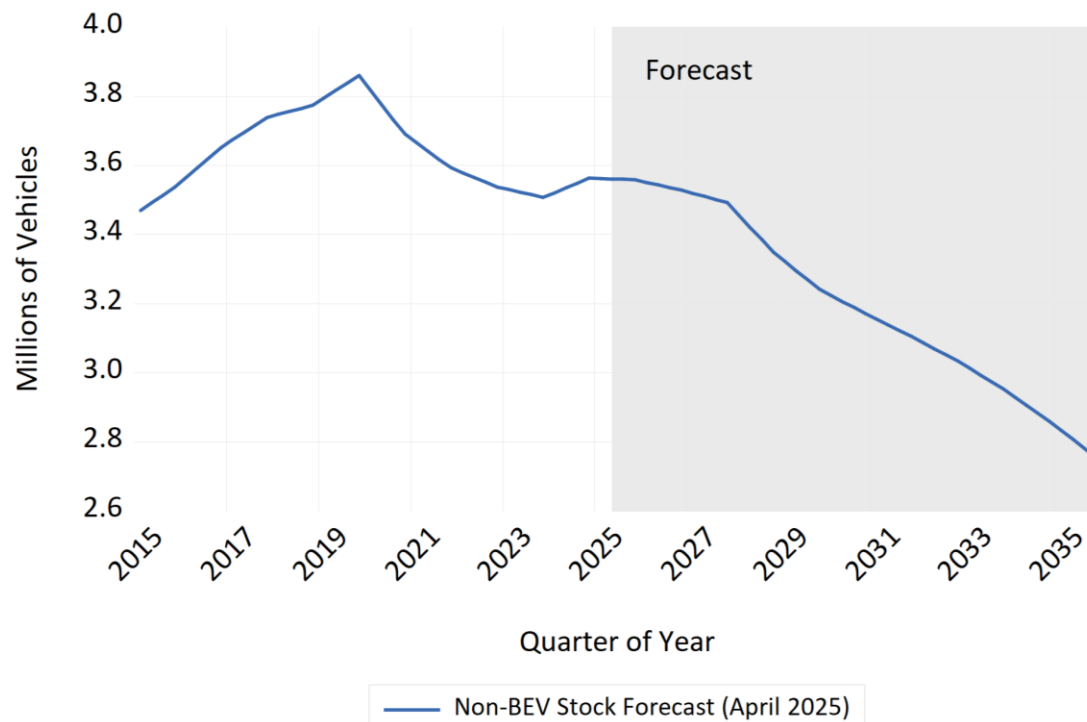
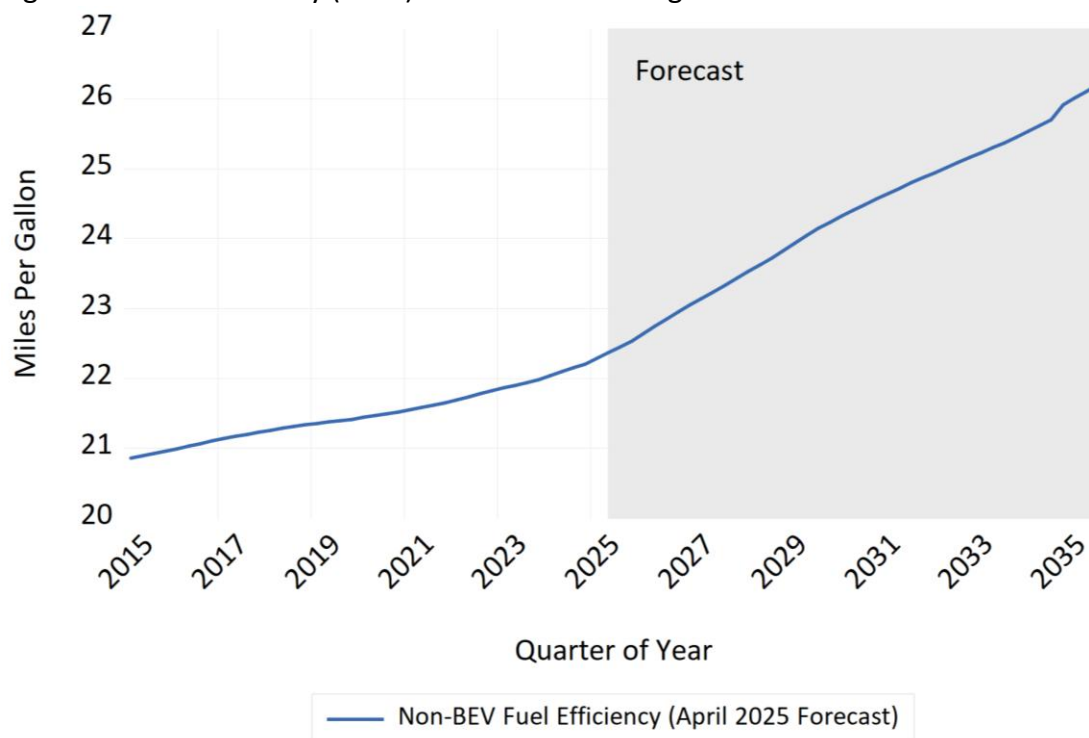




Figure 22: Fuel Efficiency (MPG) of Non-BEV Passenger Vehicle Stock

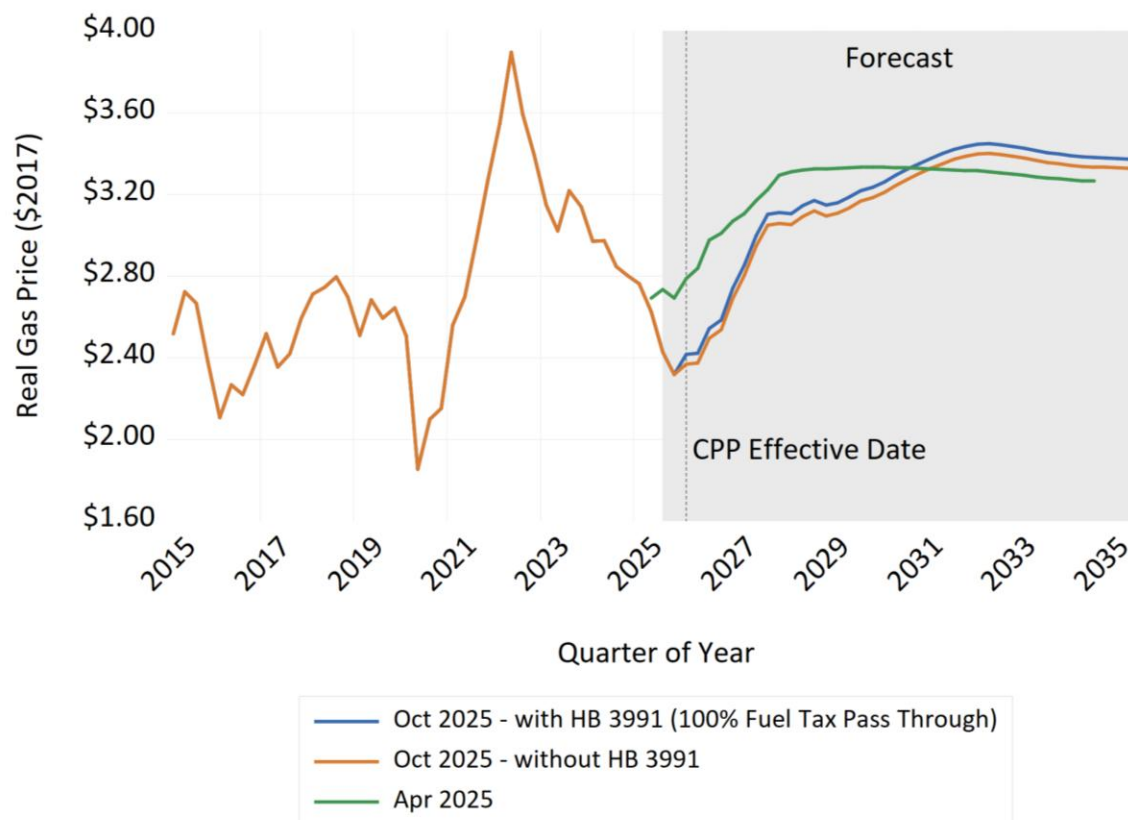


Fuel efficiency is another input variable to our model. It is based on the April 2025 stock forecast (Figure 22). The ramp up in fuel efficiency reflects both technological improvements in vehicle design as well as an increasing share of hybrid vehicles and PHEVs.

Another input to the Gasoline Model forecast is the price of fuel. The real gasoline price forecast dipped lower relative to the April 2025 forecast (Figure 23). While fuel demand is relatively unaffected by the price of fuel in the short run, large and persistent changes have an impact. The real price of gasoline is expected to remain slightly below previous expectations in the near term but is now forecast slightly lower in the long term.

HB 3991 raises the gas tax from \$0.40 per gallon to \$0.46 per gallon starting on December 31, 2025. The October 2025 forecast builds in the tax increase as a one-time permanent increase in the price of gas because the forecasts on which our model were built would not have incorporated the law's change yet. The October 2025 forecast assumes 100 percent pass-through of the tax from distributors to consumers, though results did not vary greatly when other pass-through assumptions were tested. Future forecasts will reduce this adjustment as forecasts incorporate the six cent increase in their price expectations. Figure 23 shows both the forecast with and without this adjustment for context, as well as the comparison to the previous forecast.

Figure 23: Real Price of Gasoline



Climate action is also expected to have an impact on prices. The Climate Protection Program (CPP), passed by the Environmental Quality Commission in December 2021, with recent revisions in place, sets explicit limits on greenhouse gas emissions by the transportation sector each year. These limits will effectively set a cap on the amount of fossil fuel sold each year. To achieve these limits, electrification of the vehicle fleet becomes a long-term key strategy, along with developing alternative fuels. In addition, fuel prices can become an important mechanism to encourage less consumption. While we do not know precisely when prices will increase, based on conversations with fuel suppliers, it is likely to happen in the near future.

To capture this impact in the gasoline model, beginning in 2026 (Figure 23, black dotted vertical line), prices increase about two percent each quarter until reaching 20 percent in 2028. Based on CPP rules, if price increases in Oregon are 20 percent higher than the average price increases in Washington, Idaho, and Nevada, the Environmental Quality Commission can take action to address the increase. Thus, the model assumes the average fuel prices do not increase more than 20 percent a year, instead they maintain a constant 20 percent increase over the remainder of the forecast from the baseline price without any additional price effects<sup>2</sup>. Note that previous forecasts have also included this assumption, and it is separate from HB 3991

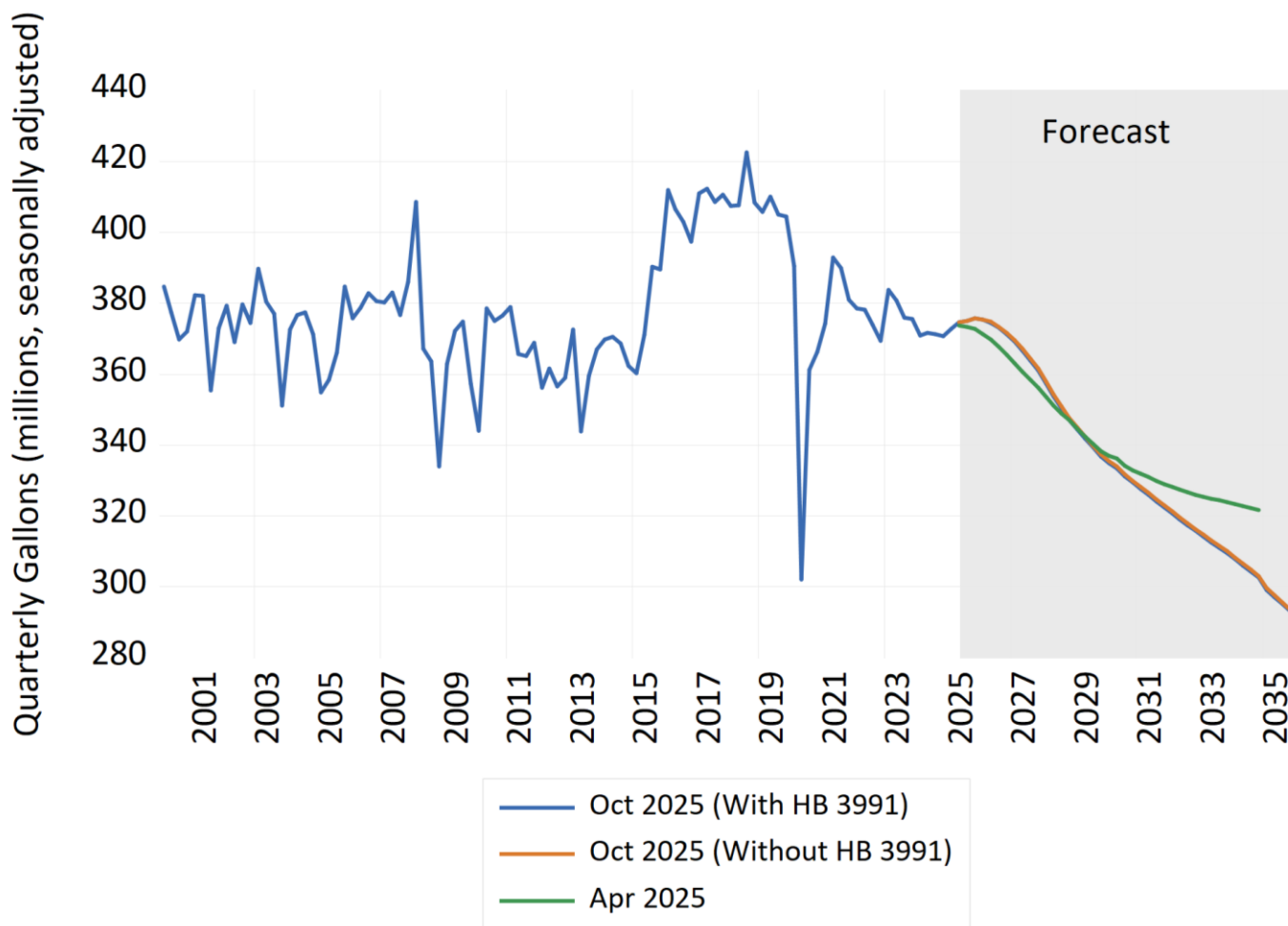
<sup>2</sup> 340-273-8100 Program Review of CPP Draft Rules <https://www.oregon.gov/deg/rulemaking/Pages/CPP2024.aspx>

changes. CPP impacts on fuel prices are still unknown and represent a risk factor for this forecast.

Finally, the DAS forecast of Oregon non-farm employment saw a downward change between forecasts. This variable has consistently been a strong predictor of gasoline use. If economic growth slows, non-farm employment would see downward pressure, which would reduce driving and fuel use.

Figure 24 shows a comparison of the gasoline forecast between April 2025 and October 2025. Actuals came in above than the previous forecast, and the forecast is adjusted up in the near term, but below the previous forecast after 2028 for the remaining forecast period.

Figure 24: Taxable Gasoline Forecast October 2025



#### Use Fuel Model

Use fuel sales were up 1.45 percent in FY 2025 compared to FY 2024, while gasoline sales were down 0.44 percent for the same period. Use fuel sales remain approximately 25 percent higher than use fuel sales in FY 2019. Differential consumption between gas and diesel sales in the months and years following the COVID-19 pandemic shutdowns led to the development of a new model for diesel sales. The use fuel model inputs include the stock of diesel vehicles

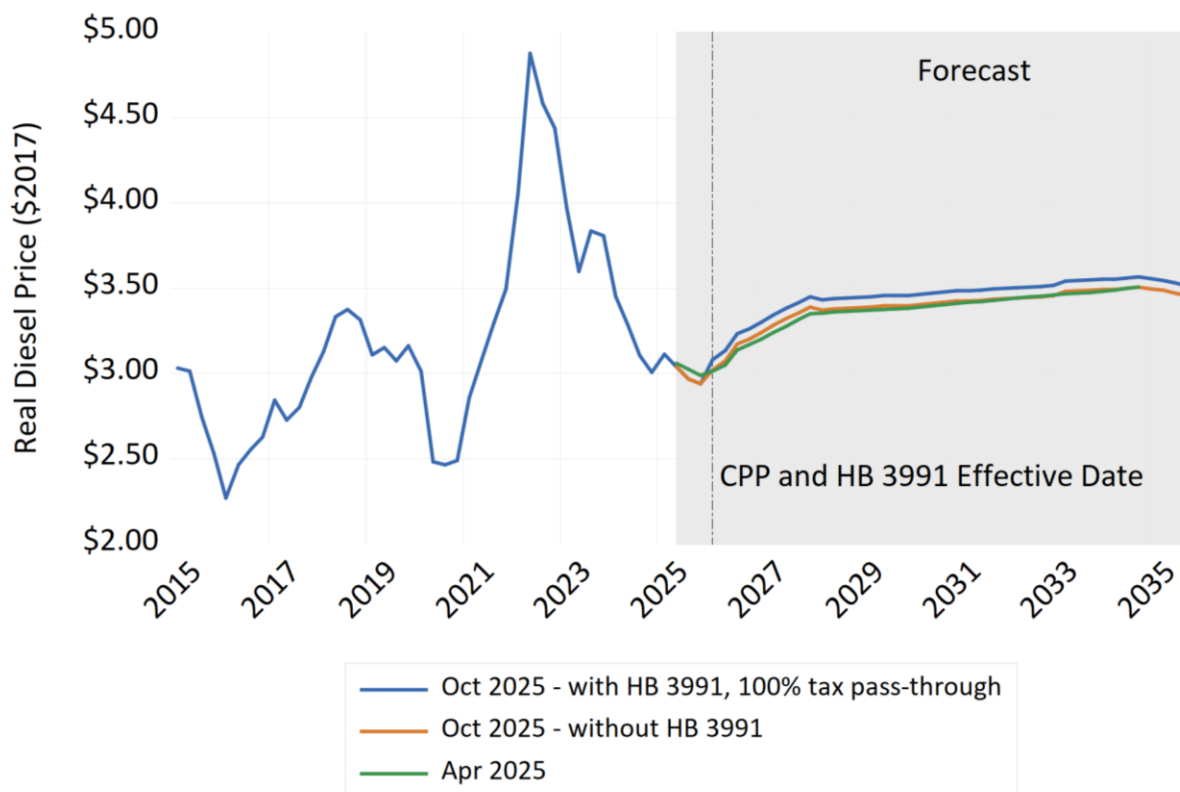
registered in Oregon excepting those in the weight-mile program, the price of diesel, and Oregon specific employment levels in manufacturing, durable goods, transportation, trucking and warehousing industries. Note that this model only estimates diesel sold to medium heavy and light duty diesel vehicles, not vehicles over 26,000 pounds that are in the current weight-mile program.

The stock of diesel vehicles registered in Oregon is tracked historically and forecast as part of the stock forecast. However, this forecast includes only passenger vehicles and is missing medium-duty vehicles registered with DMV. We plan to develop a stock forecast for medium-duty vehicles as well with future iterations of the stock forecast. Light-duty diesel vehicles have remained popular in Oregon in recent years, increasing their share of total registered vehicles to 7 percent in the most recent registration data. There has been a large increase in online ordering and deliveries by medium-duty trucks since 2020 as well. All else equal, a larger share of diesel engines is expected to increase the share of fuel revenues from diesel, which is what recent data has shown.

Diesel price as a model input is created using Energy Information Administration data for western states, excluding California. Diesel prices are expected to have less impact on consumption for diesel trucks because these trucks often serve a commercial or purpose-driven role. Figure 25 shows the October 2025 real diesel price forecast compared to the April 2025 forecast. The model assumes that diesel prices will also be affected by the CPP (black dashed line), reflected in prices rising in 2026 before leveling off to a slow rise in the out years of the forecast. Diesel prices came in lower than previously forecasted, putting upward pressure on the forecast for diesel sales.

HB 3991 will increase the tax on diesel by 6 cents per gallon starting at the beginning of 2026, and we assume this tax will be passed through 100 percent to final consumers, so the forecast is shifted up to reflect this assumption. The long-term trend will continue to follow the EIA forecast for diesel prices. Figure 25 shows the previous forecast, the forecast of price without HB 3991, and the forecast we use for our results that includes the HB 3991 change. Note that the HB 3991 fuel tax increase will be effective at the same time as the CPP fuel rules become stricter in limiting fuel supplied to Oregon. The impact of the CPP is the biggest risk factor in the near-term future for this forecast.

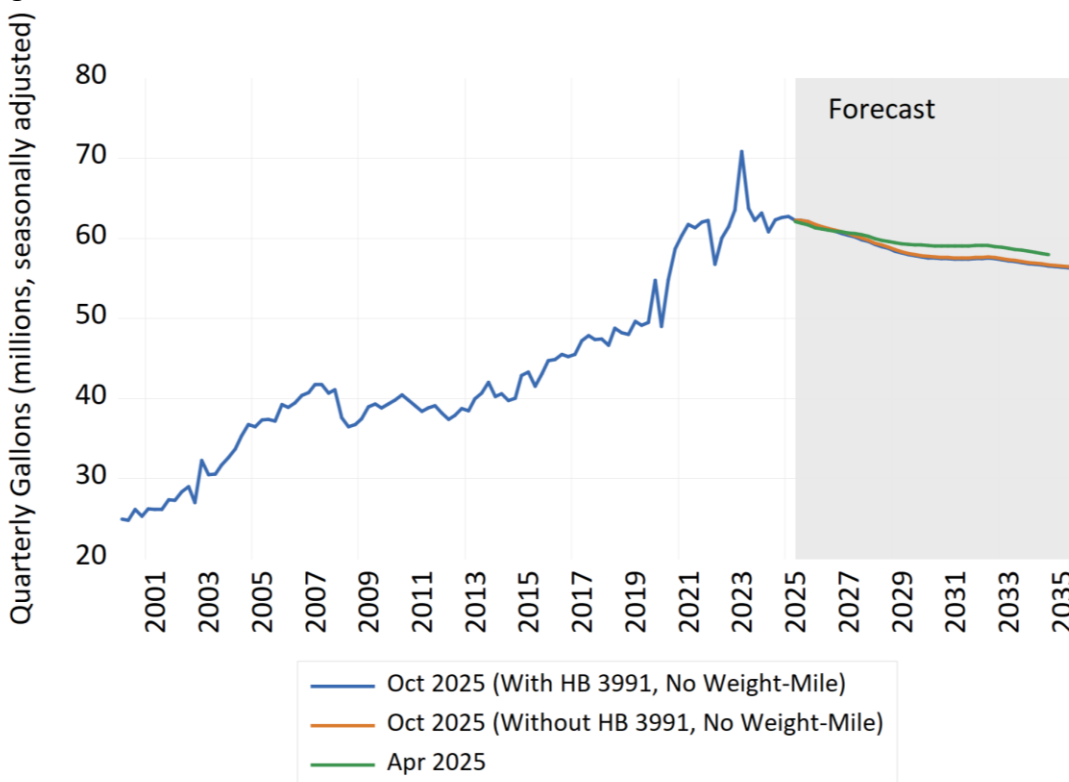
Figure 25: Diesel Price Forecast Comparison (Real 2017 Dollars)



The inputs for Oregon employment in manufacturing, durable goods, transportation, trucking, and warehousing come from Oregon’s OEA statewide economic forecast. These inputs show a stronger, statistically significant relationship to diesel consumption than overall Oregon employment. All else equal, higher employment in these industries is expected to increase diesel use in the state. Transportation, trucking and warehousing employment was forecast above the April 2025 forecast, and it is expected to hold this shift upward in the forecast years. Higher employment in this sector is significantly associated with higher diesel fuel consumption in Oregon, and results in upward pressure on the forecast.

The October 2025 taxable diesel forecast expects slightly declining ongoing diesel consumption in the state (Figure 26). The shift down is based on a reduction in the stock forecast of diesel vehicles and because the most recent actuals were slightly below our April 2025 forecast. Declining consumption reflects a reduction in diesel vehicles for sale in keeping with Advanced Clean Cars II rulemaking. Even with stable-to-slightly increased light and medium-duty trucking activity, improvements in fuel efficiency also put downward pressure on demand. This forecast is more optimistic than the forecast decline in gasoline sales, which implies that revenues from taxable diesel will continue to grow as a share of the total state revenues from taxable fuels.

Figure 26: Taxable Diesel Forecast October 2025

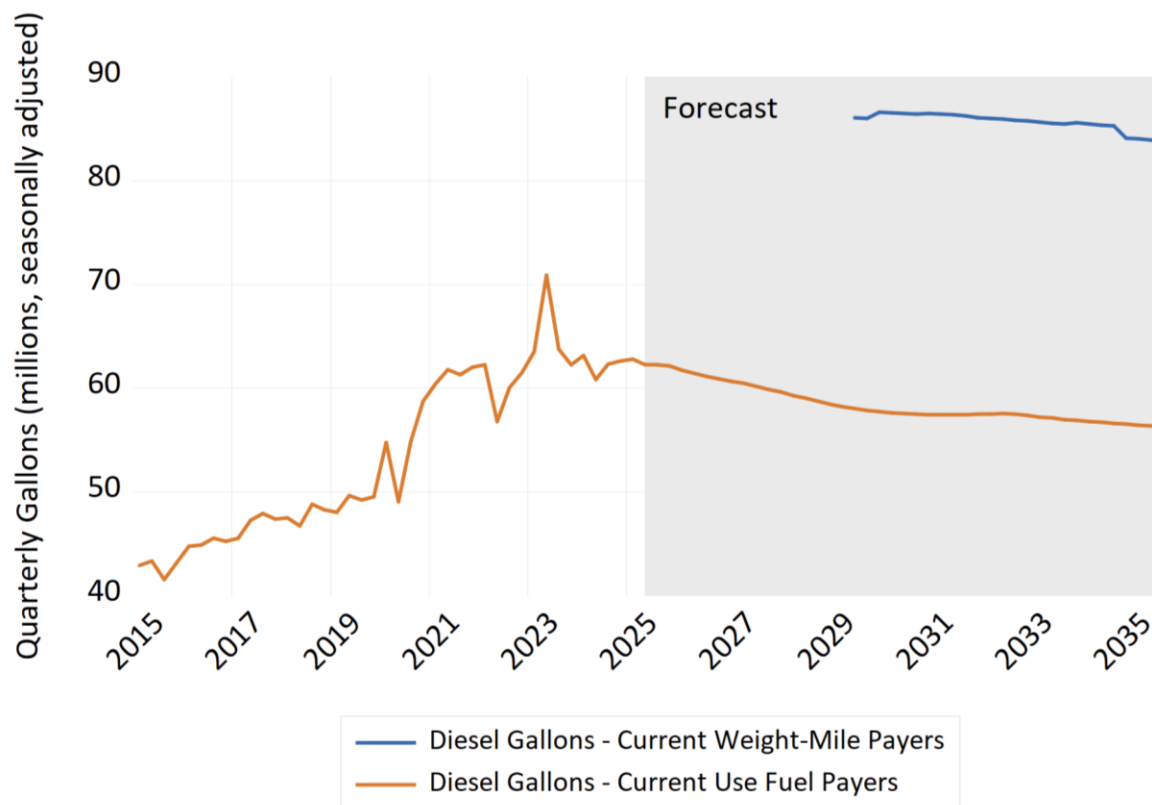


### Diesel Tax Revenue from Weight-Mile Participants

HB 3991 will shift the point of taxation on diesel starting July 2029, meaning that heavy trucks on the weight-mile program will begin to pay fuel tax, with an offsetting reduction in their weight-mile fees. This results in a large increase in the number of gallons of fuel that will be taxed in Oregon. A separate model is needed because trucks in the weight-mile program are inherently different from light-duty and medium-duty diesel trucks.

The October 2025 forecast estimates diesel revenue for these participants using miles driven by weight-mile program participants and fuel efficiency of those vehicles. From that, the forecast for heavy-duty diesel gallons is derived by dividing the weight-miles forecast by the estimated miles per gallon (mpg) for the truck fleet. The mpg is estimated using IFTA data and the Highway Cost Allocation Study. Fuel efficiency is expected to increase over time for these trucks, as forecast by the EIA's Annual Energy Outlook, which puts downward pressure on the forecast of gallons sold. Figure 27 shows the forecast of diesel gallons sold (blue line) above the current use fuel forecast with HB 3991 (orange line). Adding the amounts represented by each line would give us the total forecast for all taxable diesel gallons.

Figure 27: Weight-Mile Vehicles Diesel Gallons Forecast October 2025

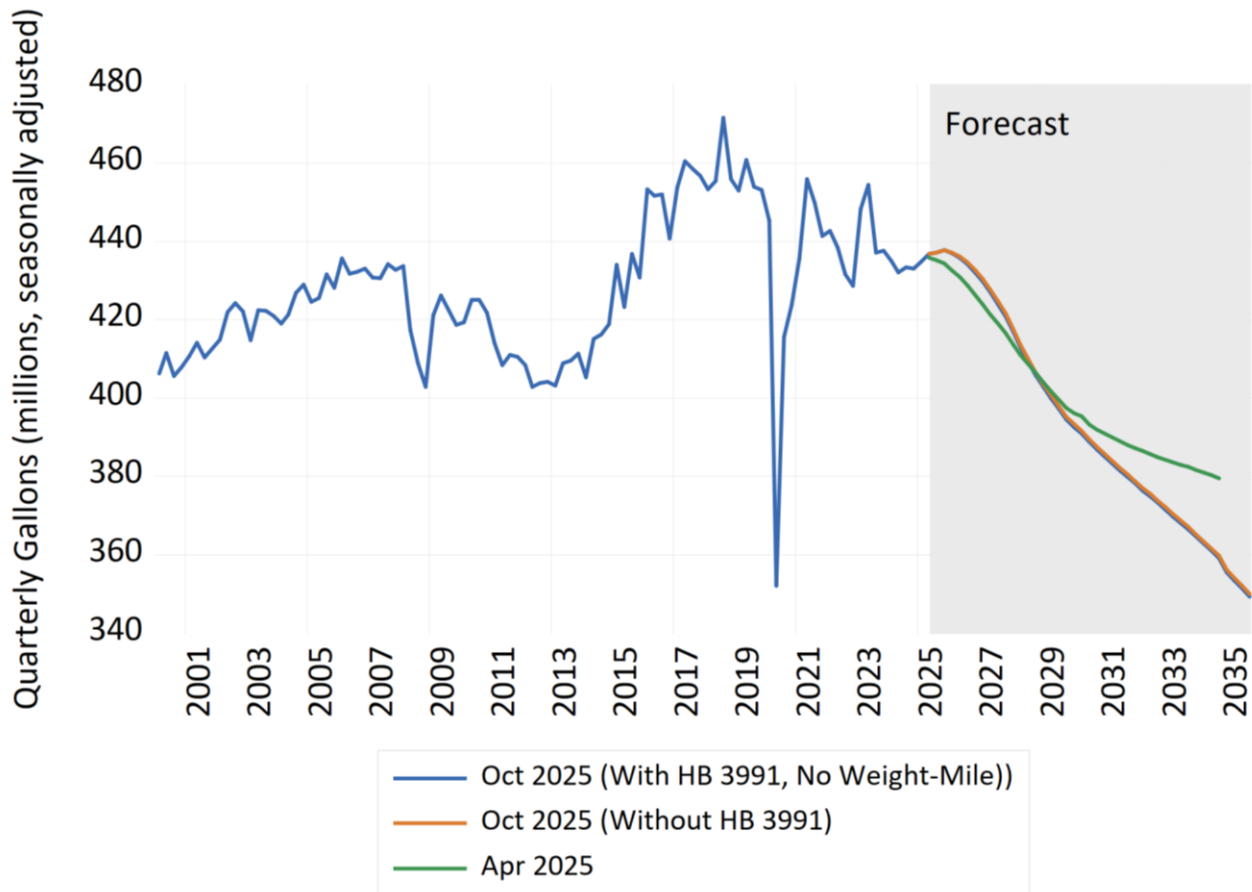


#### Motor Fuels Revenue - Combined Forecast

Figure 28 shows the forecast of gallons sold for Motor Fuels compared to the prior forecast, but excluding diesel gallons forecast to be sold to weight-mile participants. It also shows the current forecast with and without the 6 cents per gallon increase in HB 3991. Fuel sales in the final two quarters of FY 2025 tracked just above the April 2025 forecast amounts, leading to a near-term upward adjustment from the previous forecast. In the outer years, the current forecast shows fuel sales shifted below the previous forecast based on updates to the stock forecast and economic outlook.

After diesel sales reached a record high in quarter two (Q2) of 2023, and a post-COVID high for gasoline in the same quarter, fuel sales for both have stabilized and seen lower variability in recent quarters. Both gasoline and taxable diesel sales continued on a stable path in FY 2025. All else equal, with the stock of non-BEV vehicles predicted to steadily grow over the coming ten years, fuel use will decline. The downward slope of the forecast in the out years reflects the impacts of the CPP, high gas prices, and increasing non-BEV stock. Calendar year 2026 will see dramatic changes in policy around fuel sales, and these changes represent higher than typical forecast risk in the near term. Figure 28 compares the previous forecast to the forecast of comparable fuels, without including expected diesel sales to weight-mile participants.

Figure 28: Motor Fuels forecast (millions of gallons of taxable fuel, no weight-mile)

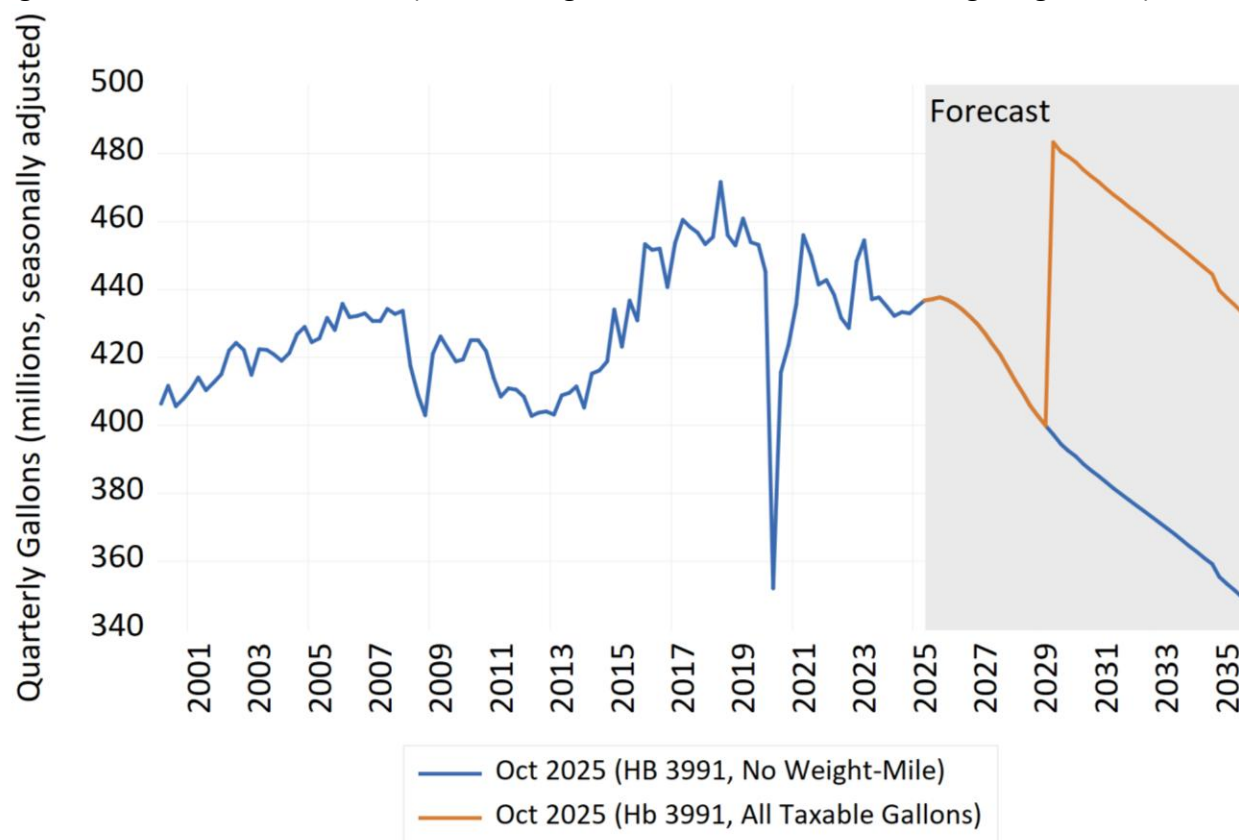


While gallons sold are lower in the outer years, the HB 3991 rate increase to 46 cents per gallon in 2026 offsets that reduction. The revenue increase before including diesel sold to weight-mile vehicles is \$692.8 over the span of FY 2026 through FY 2033. The forecast revenue increase due to HB 3991 in FY 2034 would be \$61.3 million. Because this revenue comes from the increase in the fuel tax, it is new additional revenue ODOT would not have received without HB 3991.

HB 3991 shifts the diesel point of taxation so that it will be paid by all road-using vehicles, including weight-mile participants. Figure 29 shows the forecast of total taxable gallons sold with the shift from changing the diesel point of taxation (orange line). The increase in fuel tax revenues is \$158.7 million in FY 2030, the first year of the change, and declines slightly to \$155.8 million in FY 2035 in part due to improved fuel efficiency along with macroeconomic factors. This increase in revenues is offset by a reduction in weight-mile fees and revenues, so should not be interpreted as standalone “new” revenue to ODOT in the way that the 6 cent increase in the fuel tax does.



Figure 29: Motor Fuels forecast (millions of gallons of taxable fuel, including weight-mile)



### Road Usage Charge (RUC) Revenue

HB 3991 makes Oregon the second state (after Hawaii) to implement a mandatory Road Usage Charge (RUC) Program for all battery electric vehicles (BEVs), hybrid vehicles, and plug-in hybrid electric vehicles (PHEVs), with a graduated roll out of when vehicles will be required to enroll in the new program. The RUC Program will charge these vehicles a per-mile rate of 5 percent of the prevailing state gas tax, or 2.3 cents per mile at the new 46 cents per gallon tax. RUC program vehicles paying per-mile will receive a fuel tax credit based on reported mileage and mpg estimates. Vehicle owners can also choose to opt out of per-mile payments and instead pay a \$340 annual flat fee, though opting out will make them ineligible for fuel tax refunds since that is based on reported mileage.

A number of definitions and assumptions are required to forecast revenues from the new RUC program. Figure 30 offers details on the four main components: EV Miles, Hybrid Miles, Flat Rate Payers, and Revenue Miles.

Figure 30: Components of the RUC Program forecast

<i>Forecast Component</i>	<i>Description</i>	<i>Data Source</i>
<b>EV Miles</b>	Miles driven by EVs based on forecast of EV stock and average miles driven.	ODOT Stock Forecast (April 2025) and Oregon DMV Data
<b>Hybrid Miles</b>	Miles driven by hybrids and PHEVs based on forecast of gallons and fuel efficiency of the stock.	ODOT Stock Forecast (April 2025), Oregon DMV Data, and ODOT Fuels Forecast (October 2025)
<b>Flat Rate Payers</b>	Share of vehicles in RUC opting to pay the annual flat fee based on a cutoff of 15,000 annual miles.	Oregon DMV Data, National Household Travel Survey (2022)
<b>Revenue Miles</b>	Miles driven by all RUC vehicles who do not opt into the flat rate, based on a weighted average of miles driven.	Oregon DMV Data, National Household Travel Survey (2022)

These components are built from the ODOT Stock Forecast (April 2025) which includes forecasts of the stock of EVs, hybrids, and PHEVs separately. Oregon DMV Data provides information used to estimate total annual miles driven by EVs as well as average fuel efficiency of each vehicle type in RUC, weighted by the share of the total. ODOT's Fuels Forecast (October 2025) is used to forecast gallons consumed by hybrids and PHEVs, which, when multiplied by weighted fuel efficiency, gives an estimate of miles driven. Finally, US DOT National Household Travel Survey (NHTS, 2022) data is used to estimate the share of each vehicle type that drives over 15,000 miles, the point above which it would be more expensive to stay on the per-mile option. Revenue Miles, the miles that are subject to the 2.3 cent per mile charge, are calculated after determining the prior components so that miles driven by flat rate payers can be netted out of the final total.

The RUC Program will begin on July 1, 2027, when existing EVs begin to be enrolled as they renew their registration. Starting January 1, 2028, all newly purchased EVs will begin to be enrolled at time of sale. On July 1, 2028, all hybrids and PHEVs will be enrolled either at time of purchase or as they renew their registration. The structure of this roll out is taken into account in the forecast and is based on the stock forecast.

Figure 31 shows total RUC revenue miles for EVs and hybrids/PHEVs, which does not include miles driven by annual flat fee payers. The vertical dashed line indicates when hybrids are required to enroll in the RUC program, and when RUC revenue miles will begin to sharply increase as vehicles roll into the program. HB 3991 stipulates that RUC Program vehicles will receive a refund credit for paid fuels taxes.

Figure 31: October 2025 Forecast – RUC Revenue Miles Total

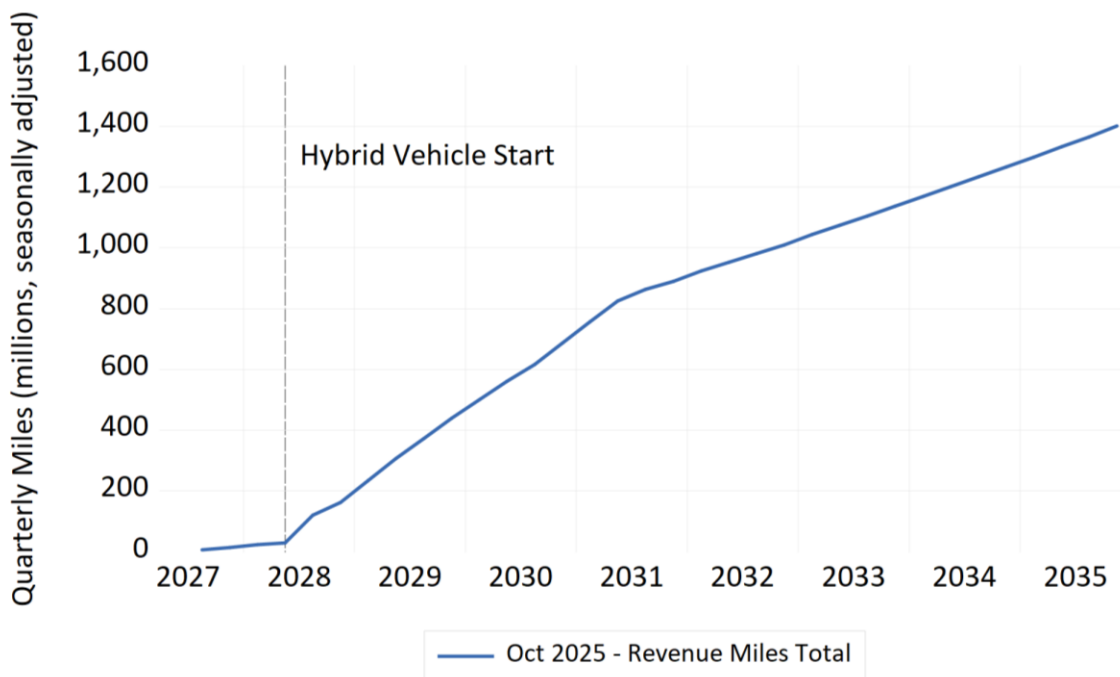
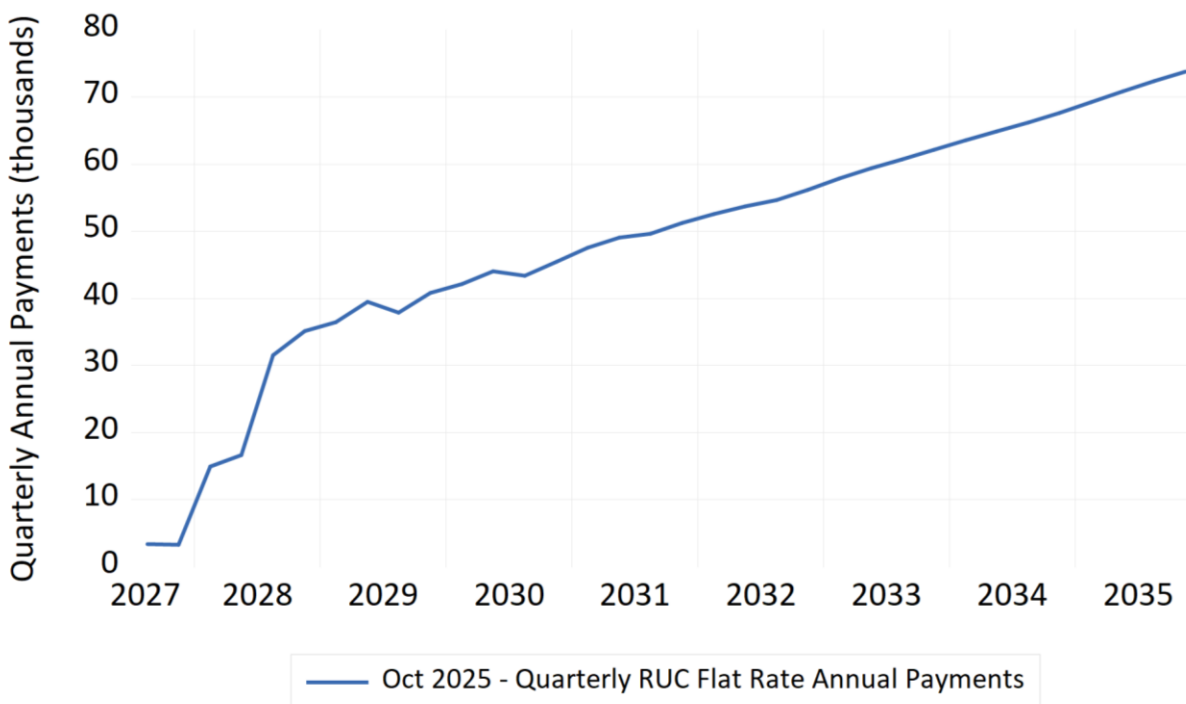


Figure 32 shows the forecast of the annual payment counts for RUC annual flat fee option. In this chart, a new vehicle purchased in Q3 of 2028 would be counted as four total payments, while a vehicle renewing its registration would be counted as two total payments. This methodology is consistent with how ODOT is planning to manage flat fee payers, assuming that they will be handled by DMV at the time of registration rather than by a third-party administering RUC per-mile payers, which is more costly. However, the details are still being worked on and this might still change. With this method the participants are pre-paying four years or two years in advance and that is why the payments ramp up quickly as vehicles first enter the program. They taper off later to growth rates that match the growth of EV and hybrid vehicle stock.

Figure 32: October 2025 Forecast of RUC Annual Flat Fee Payments



Revenue miles and annual flat fee payments ramp up in keeping with the structure of the policy, slowly in FY 2028, then faster once hybrids are included. Once all vehicles have been enrolled in the program, either through new purchase enrollment or at the time of registration renewal, the growth slows. RUC revenue miles and annual payments will continue to grow as the share of Oregon’s fleet continues to transition away from combustion engines. For simplicity, in our initial forecast we assume that VMT per vehicle stays constant for the forecast period. Our historical data indicates that while VMT changes over time, the changes are very slight, however, this might be an area for future improvement.

Gross revenues start at \$108 million for the 2027-29 Biennium, and grow \$517 million in the 2033-35 Biennium, the final period of the October 2025 forecast.

### Summary of Revenues for Motor Fuels and RUC

Row 1 of Table 5 shows the total gross revenues from the Motor Fuels taxes FY 2025 finished with a fuel sales revenue up 1.8 percent over FY 2024, though there was a rate increase that was not in effect for the start of FY 2024 accounting for some of that increase. The first 6 months of forecast data from the April 2025 forecast under-predicted fuel sales by 0.5 percent compared to actual sales. We project revenues to be higher in FY 2026 by \$55.4 million (8.0 percent) relative to the previous forecast, and \$112.8 million higher in FY 2027 (16.6 percent). The revenue increase is driven mostly by the 15 percent increase in the fuel tax rate starting in 2026, and a smaller share is due to a slight upward adjustment in the gallons forecast for the next two years.

Row 2 and 3 of Table 5 show the total gross revenues from the RUC Program's per mile charges and annual flat fee collections. These revenues begin in FY 2028 at \$16.5 million, and are \$91.2 million in FY 2029, the first year that includes both EVs and hybrid vehicles.

FY 2025 finished with \$694.4 million in gross revenues, an increase of 1.79 percent over FY 2024 as demand continued its recovery from the pandemic. The third quarter of FY 2024 included the final HB 2017 fuels tax rate increase to \$0.40 per gallon, which helped bolster revenues. Revenues will increase through FY 2027 due to HB 3991's changes to fuel taxes.

Row 5 shows the change from the prior forecast. The changes in row 5 stem primarily from changes from HB 3991: increasing the fuels tax by 6 cents per gallon, changing the point of taxation for diesel, and the implementation of a mandatory road usage charge program. Changing the point of taxation of diesel increases gross revenues in this section, but is matched in HB 3991 by a decrease in gross revenues from the weight-mile program.

Rows 6 through 18 of Table 5 list the costs associated with the Fuels Tax program and the statutory transfers that occur prior to apportionment.

Rows 20 through 24 of Table 5 highlight the amounts that the Motor Fuels tax contributes to the OTIA, JTA, HB 2017, and HB 3991 programs, either as a portion of the OTIA I set-aside shown in row 20 or as the incremental revenues from the OTIA III, JTA, and HB 2017 programs shown in rows 21 through 23. Note that the OTIA III legislation did not increase the Motor Fuels tax rate, so the incremental amount is zero. Row 24 is new to this forecast and shows incremental revenues from HB 3991 programs.

Table 5: Highway Fund Revenues Collected by FBD (Millions of Dollars)

		Actual		Forecast										Actual		Forecast					
		FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35	BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35		
1	MOTOR FUELS TAXES	\$682.2	\$694.4	\$747.8	\$791.9	\$769.8	\$743.7	\$881.9	\$867.7	\$854.3	\$841.4	\$828.3	\$811.7	\$1,376.5	\$1,539.7	\$1,513.5	\$1,749.6	\$1,695.7	\$1,640.0		
2	RUC PER MILE CHARGE	\$0.0	\$0.0	\$0.0	\$0.0	\$3.7	\$42.8	\$87.9	\$116.6	\$133.0	\$147.2	\$162.0	\$176.9	\$0.0	\$0.0	\$46.4	\$204.5	\$280.1	\$338.9		
3	RUC ANNUAL FLAT FEE	\$0.0	\$0.0	\$0.0	\$0.0	\$12.9	\$48.4	\$56.1	\$63.1	\$70.5	\$77.5	\$85.4	\$93.1	\$0.0	\$0.0	\$61.3	\$119.3	\$148.0	\$178.6		
4	TOTAL FBD COLLECTIONS	\$682.2	\$694.4	\$747.8	\$791.9	\$786.3	\$834.9	\$1,026.0	\$1,047.5	\$1,057.7	\$1,066.1	\$1,075.7	\$1,081.7	\$1,376.5	\$1,539.7	\$1,621.2	\$2,073.4	\$2,123.8	\$2,157.4		
5	Change from Previous Forecast	\$0.0	(\$1.2)	\$55.4	\$112.8	\$123.3	\$187.4	\$391.6	\$422.0	\$438.5	\$451.7	N/A	N/A	(\$1.2)	\$168.2	\$310.7	\$813.6	\$890.3	N/A		
6	COLLECTION/ADMINISTRATION FUELS TAX	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.6)	(\$2.7)	(\$4.1)	(\$4.4)	(\$4.6)	(\$4.9)	(\$5.0)	(\$5.3)		
7	COLLECTION/ADMINISTRATION RUC	\$0.0	\$0.0	\$0.0	\$0.0	(\$6.2)	(\$6.3)	(\$6.5)	(\$6.7)	(\$6.7)	(\$6.8)	(\$7.1)	(\$7.3)	\$0.0	\$0.0	(\$12.5)	(\$13.2)	(\$13.6)	(\$14.4)		
8	RUC ACCOUNT MANAGERS	\$0.0	\$0.0	\$0.0	\$0.0	(\$3.3)	(\$15.5)	(\$21.6)	(\$18.0)	(\$20.3)	(\$22.5)	(\$24.7)	(\$27.0)	\$0.0	\$0.0	(\$18.8)	(\$39.6)	(\$42.8)	(\$51.7)		
9	ODOT CENTRAL SERVICES ASSESSMENT	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.8)	(\$0.9)	(\$1.0)	(\$1.1)	(\$1.1)	(\$1.2)		
10	RUC FUELS TAX CREDIT	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$4.1)	(\$9.3)	(\$12.5)	(\$13.8)	(\$14.6)	(\$15.4)	(\$16.2)	\$0.0	\$0.0	(\$4.1)	(\$21.7)	(\$28.4)	(\$31.6)		
11	SNOWMOBILE TRANSFER	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.5)	(\$1.7)	(\$1.8)	(\$1.9)	(\$1.9)	(\$2.0)		
12	CLASS I ATV TRANSFER	(\$2.2)	(\$2.4)	(\$2.7)	(\$3.0)	(\$3.1)	(\$3.2)	(\$3.3)	(\$3.5)	(\$3.6)	(\$3.7)	(\$3.8)	(\$3.9)	(\$4.5)	(\$5.6)	(\$6.3)	(\$6.8)	(\$7.3)	(\$7.7)		
13	MARINE BOARD TRANSFER	(\$5.2)	(\$5.2)	(\$5.6)	(\$6.0)	(\$6.0)	(\$6.0)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.8)	(\$5.8)	(\$10.4)	(\$11.6)	(\$12.0)	(\$11.9)	(\$11.7)	(\$11.6)		
14	CLASS II ATV TRANSFER	(\$1.4)	(\$1.5)	(\$1.7)	(\$1.9)	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.3)	(\$2.3)	(\$2.4)	(\$2.4)	(\$2.5)	(\$2.9)	(\$3.6)	(\$4.1)	(\$4.4)	(\$4.7)	(\$4.9)		
15	CLASS III ATV TRANSFER	(\$1.5)	(\$1.7)	(\$1.9)	(\$2.2)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.6)	(\$2.7)	(\$2.8)	(\$2.9)	(\$2.9)	(\$3.1)	(\$4.1)	(\$4.7)	(\$5.1)	(\$5.5)	(\$5.8)		
16	CLASS IV ATV TRANSFER	(\$1.4)	(\$1.8)	(\$1.9)	(\$2.0)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.2)	(\$3.1)	(\$3.9)	(\$4.1)	(\$4.2)	(\$4.2)	(\$4.3)		
17	TRANSPORTATION OPERATING FUND (TOF)	(\$16.8)	(\$17.5)	(\$19.5)	(\$21.5)	(\$22.0)	(\$22.5)	(\$22.9)	(\$23.3)	(\$23.8)	(\$24.2)	(\$24.6)	(\$25.0)	(\$34.3)	(\$41.0)	(\$44.4)	(\$46.2)	(\$47.9)	(\$49.6)		
18	AVIATION TRANSFER	(\$0.1)	(\$0.1)	(\$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)	(\$0.2)		
19	NET FBD REVENUE	\$650.4	\$661.1	\$710.9	\$751.6	\$735.6	\$766.9	\$945.6	\$966.6	\$972.4	\$977.0	\$982.5	\$984.5	\$1,311.5	\$1,462.5	\$1,502.4	\$1,912.3	\$1,949.4	\$1,966.9		
20	REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$18.1)	(\$17.6)	(\$17.8)	(\$17.6)	(\$17.4)	(\$16.9)	(\$19.6)	(\$19.5)	(\$19.3)	(\$19.2)	(\$19.0)	(\$18.7)	(\$35.7)	(\$35.4)	(\$34.2)	(\$39.1)	(\$38.5)	(\$37.7)		
21	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	\$0.0	\$0.0	\$0.0		
22	REVENUE DUE TO JTA - memo	(\$105.1)	(\$104.2)	(\$104.6)	(\$103.3)	(\$100.4)	(\$97.0)	(\$115.0)	(\$113.2)	(\$111.4)	(\$109.7)	(\$108.0)	(\$105.9)	(\$209.2)	(\$207.9)	(\$197.4)	(\$228.2)	(\$221.2)	(\$213.9)		
23	REVENUE DUE TO HB 2017 - memo	(\$156.8)	(\$173.6)	(\$174.3)	(\$172.2)	(\$167.3)	(\$161.7)	(\$191.7)	(\$188.6)	(\$185.7)	(\$182.9)	(\$180.1)	(\$176.4)	(\$330.4)	(\$346.4)	(\$329.0)	(\$380.4)	(\$368.6)	(\$356.5)		
24	REVENUE DUE TO HB 3991 - memo	\$0.0	\$0.0	(\$50.6)	(\$103.3)	(\$107.4)	(\$162.3)	(\$221.7)	(\$255.8)	(\$274.0)	(\$290.5)	(\$308.2)	(\$325.4)	\$0.0	(\$153.9)	(\$269.7)	(\$477.5)	(\$564.5)	(\$633.6)		

\*RUC: Road Usage Charge - Passenger Vehicles

## Other Revenues

In addition to the traditional highway revenues, ODOT also collects and distributes the following revenues:

1. HB 2017 Tax Programs
2. Aviation Fuel Tax
3. Gross Railroad Revenues
4. Other Highway Revenues

### HB 2017 Tax Programs

The 2017 Oregon Legislature passed House Bill 2017, marking a significant investment in transportation to promote a clean environment, strong communities with good quality of life, a vibrant economy with good jobs, and safe, healthy people. This effort is referred to as Keep Oregon Moving. In addition to increasing the traditional Highway Fund taxes and fees, three new taxes were introduced to provide additional funding for Keep Oregon Moving:

1. Statewide **Transit Payroll Tax** for investments in public transportation.
2. **Vehicle Privilege Tax** (on new vehicles purchased and registered in Oregon) dedicated to the Connect Oregon program and to promote electric vehicle sales. New vehicles purchased outside of Oregon and registered in Oregon are subject to a similar tax called **Vehicle Use Tax**. However, these funds go to Highway Fund and thus are treated as a separate line item.
3. **Bike Excise Tax** is dedicated to the Multimodal Active Transportation (MAT) fund dedicated to bicycle and pedestrian projects.

The Vehicle Privilege/Use Tax and Bike Excise Tax were implemented in January 2018. The Transit Payroll Tax went into effect in July 2018. The most significant recent statutory update is the legislature restructuring the amounts transferred to the Department of Environmental Quality (DEQ), [Senate Bill 1558 \(2022\)](#). With the change, ODOT now receives the remainder of privilege tax revenues after DEQ has received the greater of \$12 million or 45 percent of calendar year privilege tax revenues.

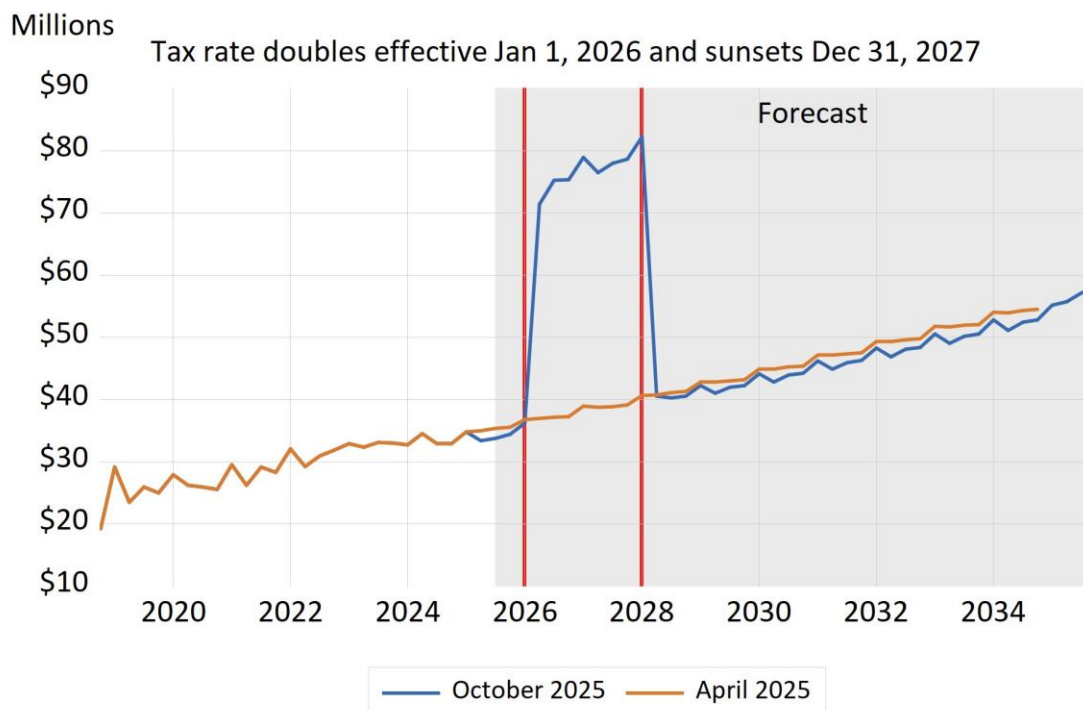
### Transit Payroll Tax

The Transit Payroll Tax is a statewide payroll tax and is the largest of the HB 2017 taxes. A rate of one-tenth of one percent is imposed on the wages of employees who are Oregon residents regardless of where they work as well as residents of other states who work in Oregon. With HB 3991 the rate will increase to two-tenth of one percent on January 1, 2026. However, there is a sunset provision that will reverse the rate back to one-tenth of one percent on Dec 31, 2027, unless Legislature takes action to remove this provision in the future. The revenue from this tax is directed to state transit agencies. About 90 percent is distributed by formula to statutorily defined Qualified Entities based on their respective share of state payrolls.

Previously, our forecasts for the transit payroll tax were based on accrual method. However, starting with our October 2024 forecast we made a decision to switch to cash basis forecast, which has two advantages: 1) we do not have to worry about constant revisions in the accrual-

based actuals as the data keeps maturing, especially when the annual tax submissions come through, and 2) cash flow forecast works better for our budgeting group and entities that receive the funds. Our current forecast without the HB 3991 would have been lower compared to April 2025 forecast due to most recent actuals being lower and weaker economic trends (Figure 33).

Figure 33: Transit Payroll Tax Distributions to ODOT - Forecast Comparison (Quarterly)



### Vehicle Privilege and Use Tax

Vehicle Privilege and Use Taxes apply to manufacturer or dealer new vehicle sales, while private vehicle sales are excluded. The tax amount of 0.5 percent of the vehicle's sale price is assessed on the following vehicle types: passenger vehicles, trucks, trailers (except 1,800 lbs. or less), travel trailers, motor homes, campers, motorcycles, mopeds, buses, bus trailers, and fixed load trailers. Only vehicles with odometer reading of 7,500 miles or less (if there is an odometer) and gross vehicle weight rating of 26,000 lbs. or less are subject to this tax. For sales occurring in Oregon, the vehicle dealer is required to pay the **Privilege Tax**. An Oregon resident purchasing a new vehicle out-of-state pays the **Use Tax**. The rates are the same for both taxes. However, Use Tax revenue is Highway Fund revenue while Privilege Tax revenue is dedicated to ODOT's Connect Oregon program and to Department of Environmental Quality EV rebate programs.

First, we estimate the number of vehicle sales subject to privilege and use tax (Figure 34). Our regression model utilizes S&P Global forecast for US Light Vehicle Sales and DMV forecasts for four-Year Vehicle Registrations. The new vehicle sales are expected to be lower in the next few



years compared to our previous forecast despite the most recent actuals being stronger than forecasted. The main reason for that is the weaker expectations from the S&P Global's national forecast for new vehicle sales.

Figure 34: Vehicle Sales subject to Privilege or Use Tax - Forecast Comparison (Quarterly)

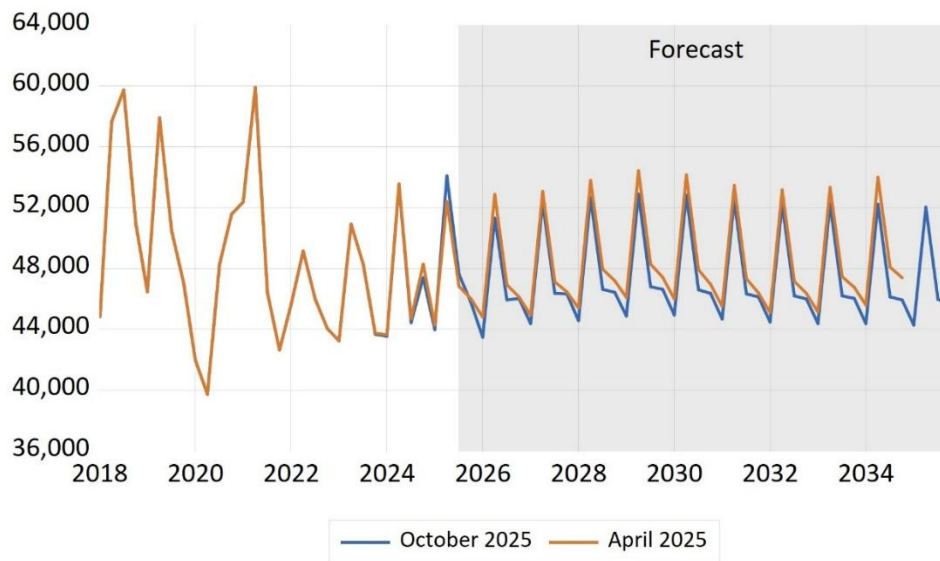
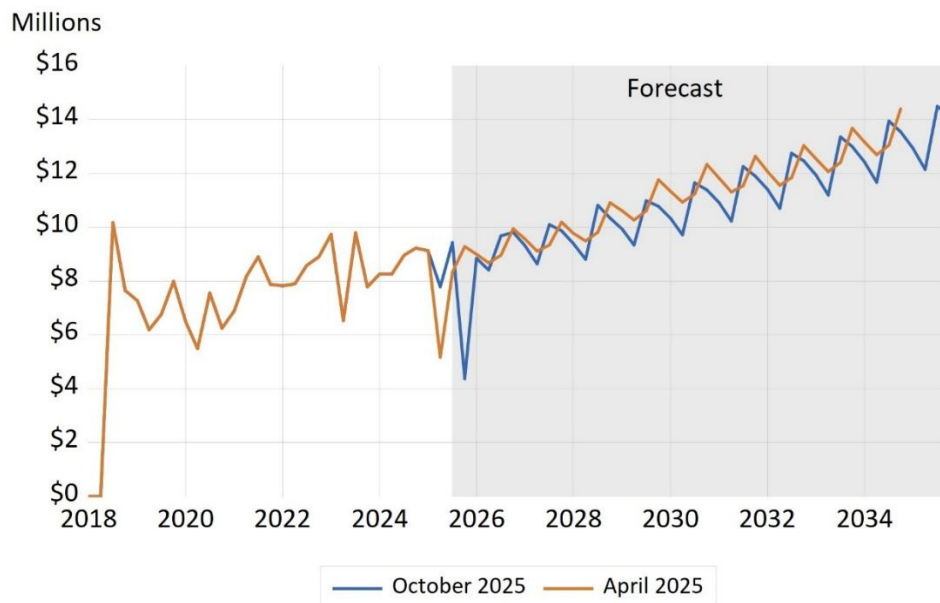
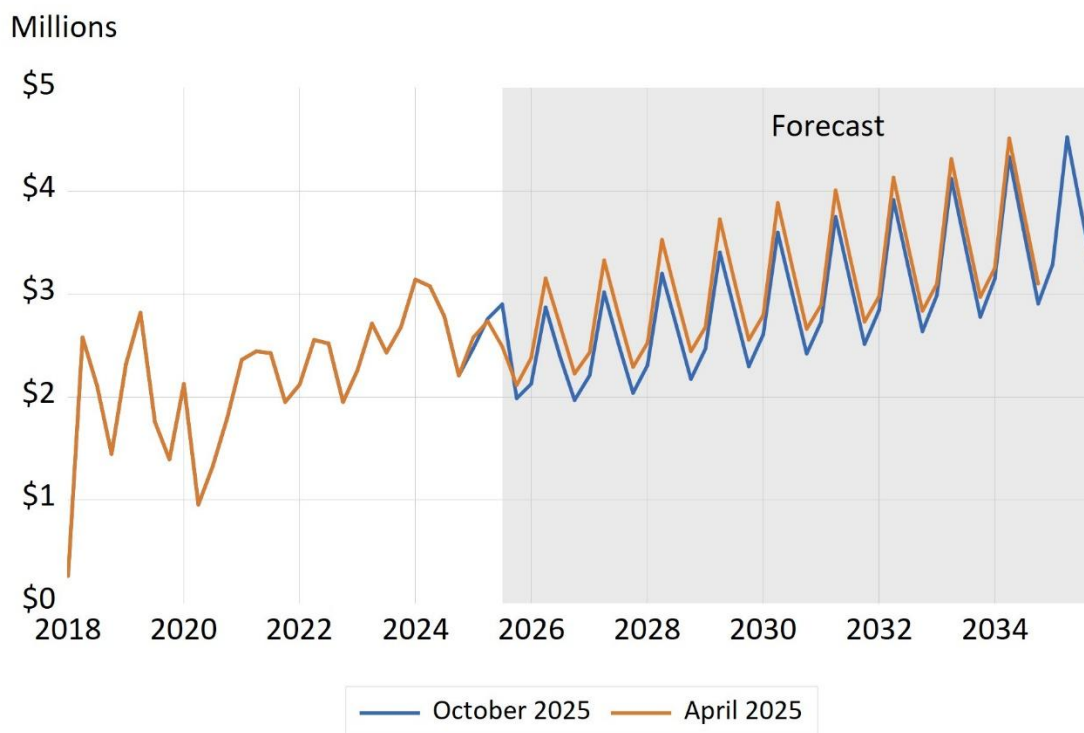


Figure 35: Vehicle Privilege Tax - Forecast Comparison (Quarterly)



As with transit payroll tax, we switched to a cash-flow forecast method. The cash-flow for vehicle privilege tax and use tax are estimated using historical cash-flow data, subject vehicle sales forecast, and National Average Light Vehicle Price forecast from S&P Global. The forecast for average light vehicle price is expected to be lower compared to the previous forecast. With the lower vehicle sales expectations and lower vehicle price expectations, both use tax and privilege tax revenues are forecasted to be lower compared to our previous estimates (Figure 35 - 36).

Figure 36: Vehicle Use Tax - Forecast Comparison (Quarterly)



### Bicycle Tax

The Oregon Bicycle Excise Tax is a flat tax of \$15, collected at the point of sale starting January 1, 2018. Revenue from the Bicycle Excise Tax goes into the Multimodal Active Transportation Fund to provide grants for bicycle and pedestrian transportation projects. This tax was initially applied to bicycles with a wheel diameter of 26-inches or larger and excluded electric-assist bicycles. However, during the 2018 Legislative Session, these restrictions were removed (HB 4059) and now all new bicycles of \$200 and higher are subject to the tax. While the tax is owed by the purchaser, the seller is ultimately responsible for collecting it, filing quarterly returns with the Department of Revenue, and making payments.

Our current forecast for bicycle sales has not changed much compared to the previous forecast (Figure 37). We have switched to a cash-flow forecast for this series as well. The bicycle sales

peaked around the COVID years and have been declining ever since. Our forecast predicts that the sales will level off and start growing at a modest pace in the next few years.

Figure 37: Bicycle Sales Subject to Tax – Forecast Comparison (Quarterly)

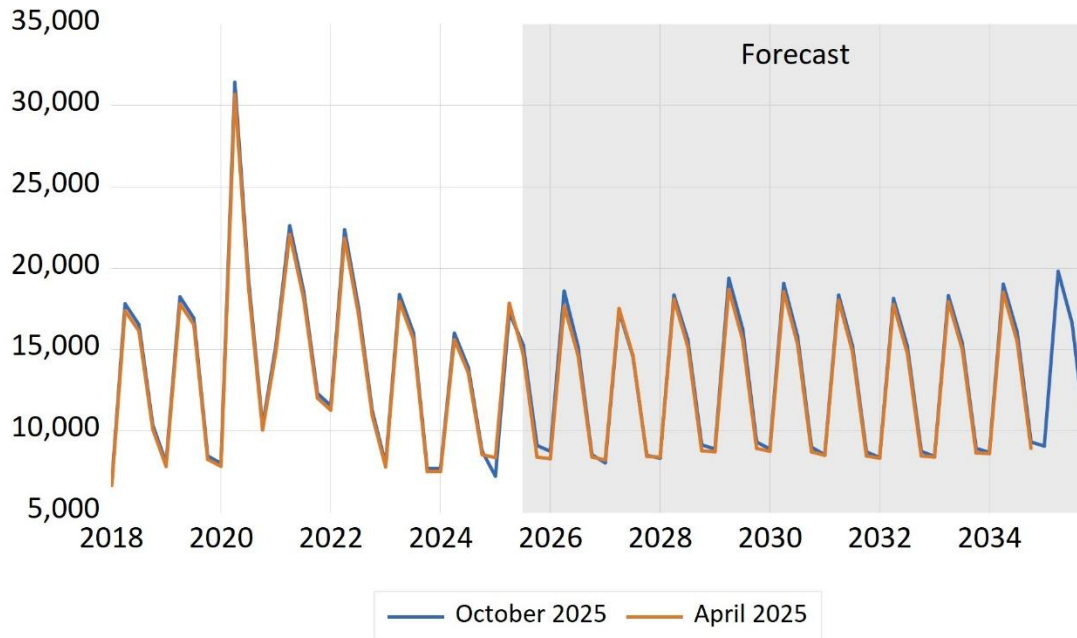


Table 6 provides a summary of HB 2017 taxes. Total net revenues to ODOT for the current biennium (2025-27) are 50.0 percent higher compared to April 2025 forecast due to HB 3991 provision to double the payroll tax rate. Revenues for the 2027-29 biennium are only 28.5 percent higher due to payroll tax rate reversing back to one-tenths of one percent on December 31, 2027. The forecast is 3.6 percent lower for the 2029-31 biennium as everything is back to what it would have been without HB 3991.

Table 6: Total &amp; Net Tax Revenues (Millions of Dollars)

	Actual		Forecast									
	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35
TAX COLLECTIONS												
TRANSIT TAX	\$135.5	\$139.2	\$182.8	\$312.0	\$284.2	\$170.3	\$177.7	\$186.0	\$194.6	\$203.3	\$212.2	\$223.8
VEHICLE PRIVILEGE TAX	\$34.0	\$34.5	\$39.1	\$38.1	\$39.2	\$40.8	\$42.8	\$45.1	\$47.1	\$49.2	\$51.3	\$53.5
VEHICLE USE TAX	\$11.3	\$10.2	\$9.9	\$9.6	\$10.1	\$10.7	\$11.4	\$11.9	\$12.4	\$13.0	\$13.7	\$14.3
BIKE EXCISE TAX	\$0.7	\$0.8	\$0.9	\$0.7	\$0.7	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8
TOTAL TAX COLLECTIONS	\$181.6	\$184.7	\$232.7	\$360.4	\$334.2	\$222.7	\$232.7	\$243.7	\$254.8	\$266.3	\$278.1	\$292.5
Change from Previous Forecast	\$0.0	-\$5.3	\$34.9	\$152.6	\$117.0	-\$7.1	-\$8.9	-\$9.0	-\$8.5	-\$8.8	-\$10.0	N/A
COLLECTION COSTS												
TRANSIT TAX	\$4.0	\$4.9	\$5.9	\$5.9	\$6.3	\$6.3	\$6.7	\$6.7	\$7.2	\$7.2	\$7.7	\$7.7
VEHICLE PRIVILEGE TAX	\$0.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3
VEHICLE USE TAX	\$0.2	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1
BIKE EXCISE TAX	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1
TOTAL COLLECTION COSTS	\$4.6	\$5.4	\$6.3	\$6.3	\$6.7	\$6.7	\$7.2	\$7.2	\$7.7	\$7.7	\$8.2	\$8.2
TRANSFER TO DEQ												
VEHICLE PRIVILEGE TAX	\$15.4	\$15.8	\$13.9	\$16.6	\$17.2	\$17.8	\$18.6	\$19.5	\$20.5	\$21.4	\$22.4	\$23.4
NET TAX REVENUES TO ODOT*												
TRANSIT TAX	\$133.2	\$133.9	\$175.6	\$306.0	\$279.4	\$164.0	\$171.0	\$179.2	\$187.3	\$196.0	\$204.5	\$216.0
VEHICLE PRIVILEGE TAX	\$18.7	\$19.3	\$17.1	\$20.8	\$21.0	\$22.6	\$23.2	\$24.7	\$25.8	\$26.9	\$28.6	\$29.8
VEHICLE USE TAX	\$11.1	\$10.2	\$9.7	\$9.4	\$9.8	\$10.5	\$11.1	\$11.7	\$12.2	\$12.8	\$13.6	\$14.2
BIKE EXCISE TAX	\$0.7	\$0.6	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7
TOTAL NET REVENUES TO ODOT	\$163.7	\$164.0	\$203.1	\$336.8	\$310.9	\$197.7	\$206.0	\$216.2	\$226.0	\$236.3	\$247.4	\$260.6
PRIOR FORECAST NET TAX REVENUES												
TRANSIT TAX	\$133.2	\$135.5	\$144.6	\$152.0	\$159.1	\$167.9	\$175.9	\$184.7	\$193.4	\$202.7	\$212.0	
VEHICLE PRIVILEGE TAX	\$18.7	\$16.7	\$20.8	\$21.0	\$21.5	\$23.5	\$25.1	\$26.0	\$26.4	\$27.5	\$29.7	
VEHICLE USE TAX	\$11.1	\$10.3	\$9.7	\$10.5	\$10.9	\$11.6	\$12.2	\$12.6	\$13.0	\$13.5	\$14.2	
BIKE EXCISE TAX	\$0.7	\$0.6	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	
CHANGE FROM PRIOR FORECAST												
TRANSIT TAX	\$0.0	-\$1.6	\$31.0	\$154.0	\$120.2	-\$3.9	-\$4.9	-\$5.6	-\$6.1	-\$6.7	-\$7.5	N/A
VEHICLE PRIVILEGE TAX	\$0.0	\$2.6	-\$3.7	-\$0.2	-\$0.5	-\$0.9	-\$1.8	-\$1.3	-\$0.6	-\$0.6	-\$1.1	N/A
VEHICLE USE TAX	\$0.0	-\$0.1	\$0.0	-\$1.1	-\$1.1	-\$1.1	-\$1.0	-\$0.9	-\$0.8	-\$0.7	-\$0.7	N/A
BIKE EXCISE TAX	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	N/A

Actual	Forecast				
BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35
\$274.7	\$494.8	\$454.6	\$363.7	\$397.9	\$436.1
\$68.5	\$77.2	\$80.0	\$87.8	\$96.3	\$104.8
\$21.6	\$19.5	\$20.8	\$23.3	\$25.4	\$28.1
\$1.5	\$1.7	\$1.5	\$1.6	\$1.5	\$1.6
\$366.3	\$593.1	\$556.9	\$476.4	\$521.1	\$570.5
-\$5.3	\$187.5	\$109.9	-\$17.9	-\$17.3	N/A
\$8.9	\$11.7	\$12.6	\$13.5	\$14.4	\$15.4
\$0.7	\$0.5	\$0.5	\$0.6	\$0.6	\$0.7
\$0.3	\$0.2	\$0.2	\$0.2	\$0.2	\$0.3
\$0.1	\$0.1	\$0.1	\$0.1	\$0.2	\$0.2
\$9.9	\$12.6	\$13.5	\$14.4	\$15.4	\$16.5
\$31.2	\$30.6	\$35.0	\$38.1	\$42.0	\$45.8
\$267.1	\$481.6	\$443.4	\$350.1	\$383.4	\$420.5
\$38.0	\$37.9	\$43.6	\$47.9	\$52.6	\$58.4
\$21.3	\$19.0	\$20.3	\$22.8	\$25.0	\$27.8
\$1.3	\$1.4	\$1.4	\$1.4	\$1.4	\$1.4
\$327.7	\$539.9	\$508.6	\$422.3	\$462.3	\$508.0
\$268.7	\$296.6	\$327.0	\$360.6	\$396.2	\$212.0
\$35.4	\$41.8	\$45.0	\$51.0	\$53.9	\$29.7
\$21.4	\$20.1	\$22.5	\$24.8	\$26.5	\$14.2
\$1.3	\$1.4	\$1.4	\$1.4	\$1.4	\$0.7
-\$1.6	\$185.0	\$116.3	-\$10.5	-\$12.8	N/A
\$2.6	-\$3.9	-\$1.4	-\$3.1	-\$1.3	N/A
-\$0.1	-\$1.1	-\$2.2	-\$2.0	-\$1.5	N/A
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	N/A

\* This is a summary of a monthly cash flow forecast and it's based on one month lag in total receipts received by DOR minus administrative costs. For that reason, the net tax revenues to ODOT is not a simple subtraction of FY summary collection costs from FY total tax collections.

### Aviation Fuel Tax

The October 2025 forecast shows a downward revision of the forecast of revenues from jet fuel and aviation gas taxes relative to April 2025. The forecast anticipates 2.2 percent lower revenues for the 2025-27 biennium followed by 2.3 percent lower revenues for the 2027-29 biennium. The net change in revenues forecast relative to April 2025's forecast is a decrease of \$1.28 million for FY 2025-33.

Jet operations have continued their upward trend, approaching pre-COVID levels in the first two quarters of 2025. The second quarter saw a 9 percent year-over-year increase in the total number of operations for Oregon's largest airports. However, much of that growth stemmed from general aviation flights, which do not use as much fuel as commercial carrier flights. Load factors, which measure how efficiently airlines fill planes with passengers, were higher in FY 2025 than in FY 2024, which also puts downward pressure on the forecast for jet fuel. All else equal, moving a similar number of passengers with a lower load factor increases fuel use and revenues, and improves the jet fuel tax revenue forecast.

The final key to a reduction in the forecast relative to the previous forecast is from macroeconomic indicators. Oregon's statewide forecast expects lower employment and wages going forward than in the April 2025 forecast. The government shut down and stress on the aviation system will also likely drag down jet fuel sales for the fourth quarter of 2025. While the shutdown was not built into our forecast separately, it coincides with the DAS expectations of slower economic growth and is consistent with a downward revision.

Aviation Gas flights and revenues have increased in recent months, and the forecast is adjusted up to be in keeping with the higher recent actuals.

Figure 38 shows the current Jet Fuel Tax revenue forecast for October 2025 (blue line) relative to the previous forecast from April 2025 (orange line), and actual revenues prior to that. Figure 39 shows the current and previous Aviation Gasoline Tax revenue forecast. The passage of HB 2434 in the 2021 legislative session removed the sunset of current jet fuel and aviation gas rates, locking in the \$0.03 and \$0.11 respective rates going forward from January 2022.

Figure 38: Jet Fuel Monthly Revenue - Forecast Comparison

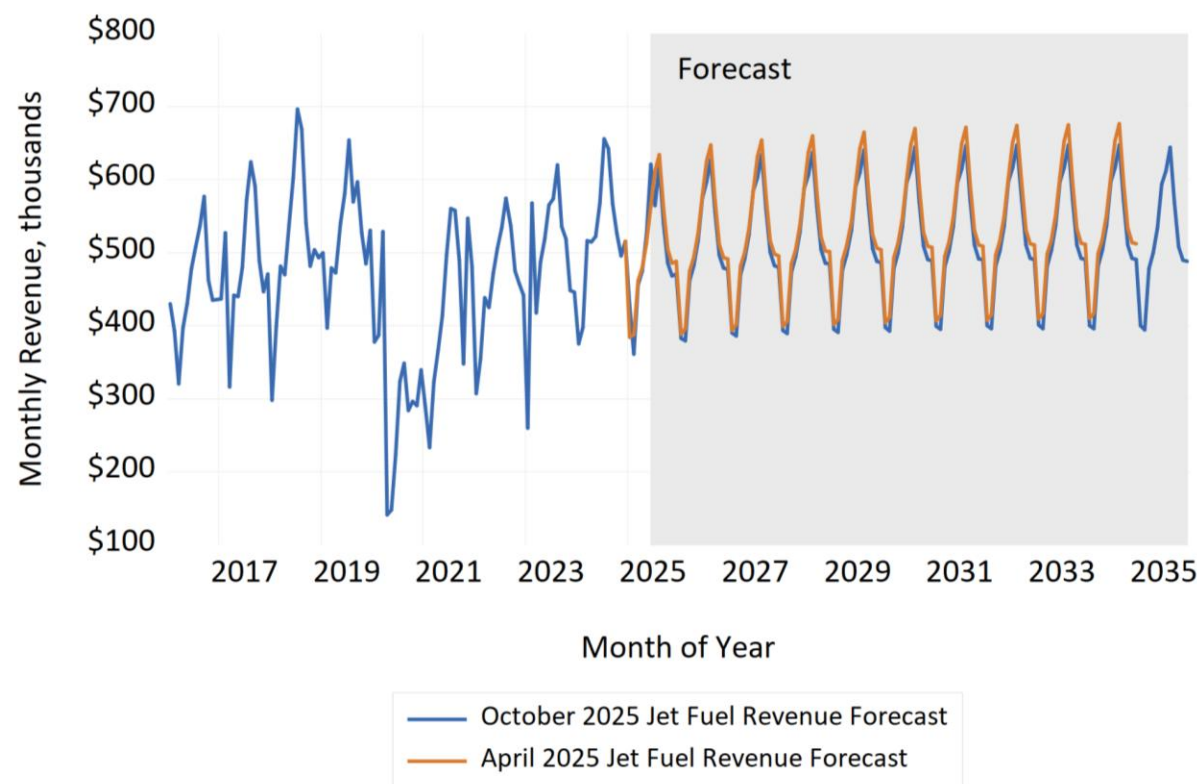
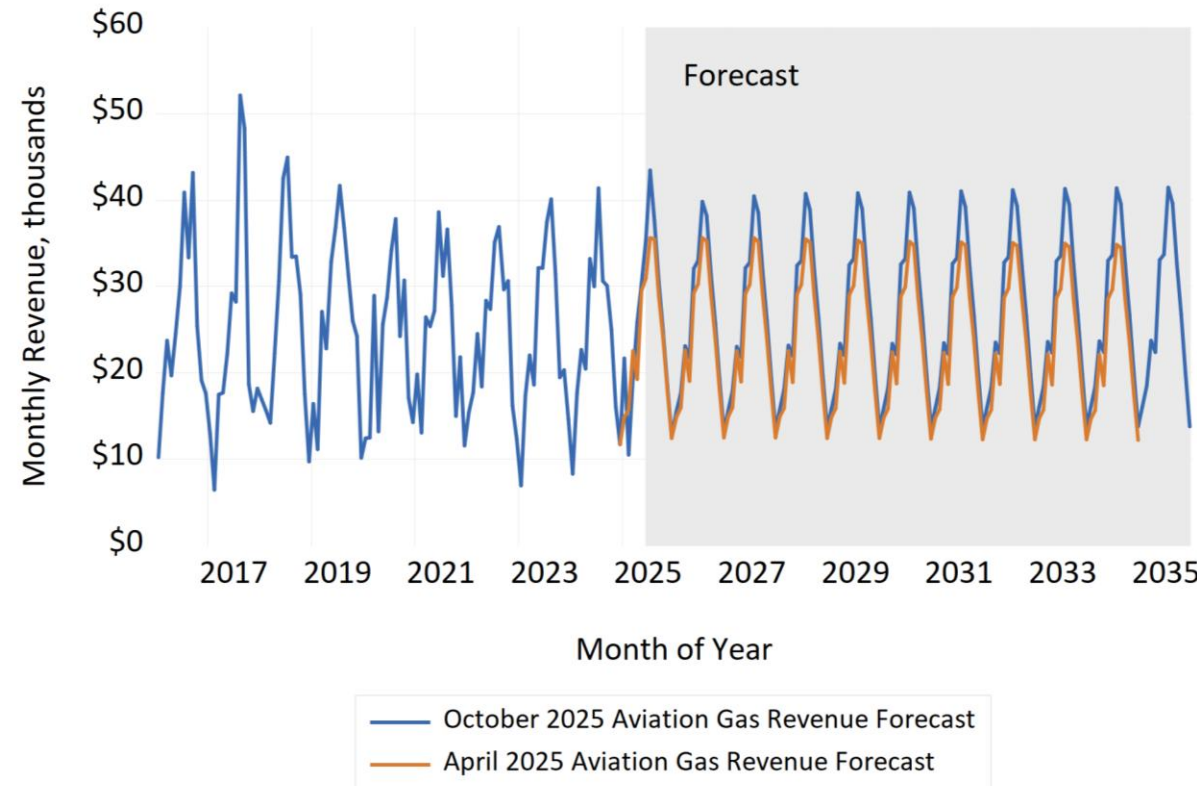


Figure 39: Aviation Gasoline Monthly Revenue – Forecast Comparison



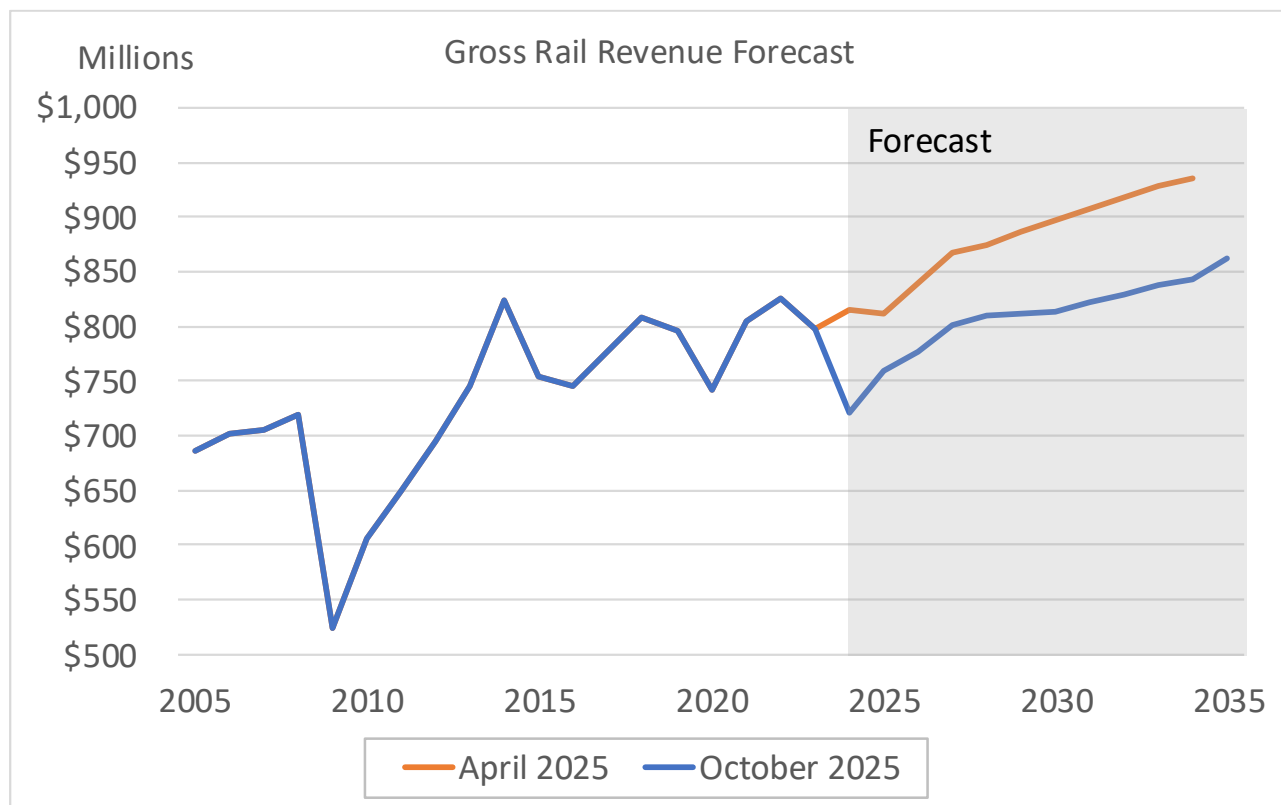
### Gross Railroad Revenues Tax

ODOT collects annual (calendar year) fees on gross operating revenues of railroads that do not exceed 0.35 percent of any railroad's gross operating revenues (ORS 824.010). Funds collected from this fee are separate from the General Fund and are directed to be used to defray costs to ODOT for carrying out its legal duties related to railroads, or to obtain matching funds for track improvement or rehabilitation. ODOT sets the rate and requests payment, after which railroads pay the fee and issue an accompanying statement of revenues upon which they based their fee payment. The fee is collected on any gross operating revenues associated with transportation of passengers (excludes Amtrak) and property.

The forecast methodology starts with forecasting of railroad gross operating revenues as reported by the railroads. Then, the forecast of the fees ODOT collects are calculated from the forecast of gross operating revenues. Inputs to the forecast include forecast from S&P Global for the highest value goods reported to be carried on Oregon railroads.

The October 2025 forecast is much weaker than our previous forecast, as revenues did not meet expectations. The continued downward revision is also likely related to the weaker forecasts for Oregon manufacturing employment. Uncertainty of economic conditions related to tariffs continues to present forecast risk, as do current signals of a possible impending economic slowdown. If inflation continues to slow, and if consumer spending on durable goods stays strong in the future, it may improve the gross rail revenue forecast.

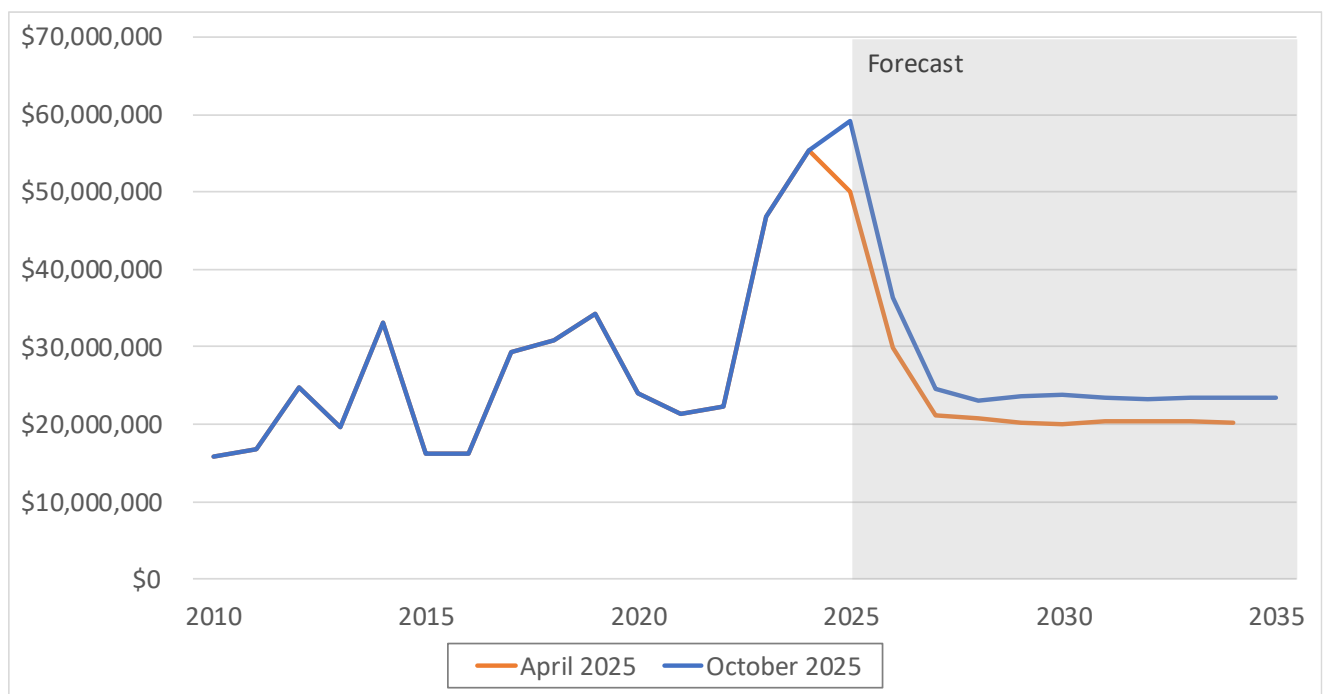
Figure 40: Actual and Forecast Gross Rail Revenue Fees Collected



### Other Highway Revenues

There are other sources of highway revenue that do not fall under any previous category. These revenue sources include equipment sales, rental fees, property sales, billboard fees, material testing revenue, and interest income. Cumulatively, these revenue sources totaled \$55,400,305 in 2024, which was an 18 percent increase from 2023 revenues (\$46,899,504). This increase came primarily from interest income which increased roughly \$12 million to \$37,963,066 in 2024. The three largest individual sources of these “Other” revenues are damage recovery, outside services, and interest from the State Highway Fund. ODOT’s efforts to recover damages sustained to its property from individuals and businesses collected \$7,967,754 in revenue in 2024. As ODOT continues to pursue the recovery of these damages, we can expect these revenues to be a significant source of revenue. Outside services charges revenue was \$4,542,804 in 2024. Interest from our highway fund is directly tied to the Oregon State Treasury Short Term Fund (<https://www.oregon.gov/treasury/public-financial-services/oregon-short-term-funds/pages/default.aspx>). These rates are used to forecast rates into the future to estimate total interest amounts.

Figure 41: All “Other Highway” revenue forecast changes.





## Highway Revenue Forecast Summary

Tables 7 and 8 provide the summary of October 2025 forecast for Highway Fund revenues.

Rows 1 through 3 contain the individual gross revenues from each of the three main sources of State Highway Funds, and row 4 shows the total gross revenue from all three sources combined.

Rows 5 through 18 of Table 7 are memo items creating summaries of different bill components related to forecast revenues. Note that HB 2017 not only created new revenues, but it also included some dedicated funds prior to apportionment and created new bonding potential. Row 15 includes the debt service for bonds to support the projects from Section 71 of the bill. The 2019 Legislature authorized the sale of these bonds, with the first round of bonds sold in late summer of 2020 and the second round sold in June of 2023.

Rows 19 through 27 of Table 7 summarize the net revenues for each OTIA, JTA, HB 2017, and HB 3991 programs disaggregated by amounts to the local governments or to the state. Row 28 represents the total net revenue for distribution.

The purpose of Table 8 is to distribute the totals from row 28 in Table 7 into county, city, and state apportionments by apportionment formula, whether it is pre-OTIA, OTIA I&II, OTIA III, JTA, HB 2017 or HB 3991.

Appendix A provides a summary of HB 3991. Appendix B provides the list of all the forecasted items including current fees and the future fees for each item, and the fund where the revenues are directed. Appendix C shows the accuracy of our last 20 forecasts for Highway Fund, using two common measures – Mean Percentage Error (MPE) and Mean Absolute Percentage Error (MAPE). And, Appendix D, provides publication tables 3, 4, 5, 7 and 8 without the HB 3991.

A separate monthly forecast of the County/City Apportionments is available under “Highway Revenue Apportionment Forecasts” at <http://www.oregon.gov/ODOT/Data/Pages/Revenue-Forecasts.aspx>.

Table 7: Highway Fund Revenues by Fiscal Year and Biennium (Millions of Dollars)

		Actual		Forecast										Actual		Forecast					
		FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35			BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35
1	TOTAL CCD COLLECTIONS	\$516.8	\$549.3	\$531.1	\$542.3	\$546.0	\$554.5	\$434.3	\$431.3	\$437.9	\$445.1	\$452.0	\$459.6	\$1,066.1	\$1,073.3	\$1,100.6	\$865.6	\$883.0	\$911.5		
2	TOTAL FBD COLLECTIONS	\$682.2	\$694.4	\$747.8	\$791.9	\$786.3	\$834.9	\$1,026.0	\$1,047.5	\$1,057.7	\$1,066.1	\$1,075.7	\$1,081.7	\$1,376.5	\$1,539.7	\$1,621.2	\$2,073.4	\$2,123.8	\$2,157.4		
3	TOTAL DMV COLLECTIONS	\$488.3	\$501.3	\$665.8	\$828.3	\$810.8	\$779.9	\$785.7	\$780.4	\$781.0	\$774.4	\$773.0	\$773.5	\$989.6	\$1,494.1	\$1,590.7	\$1,566.2	\$1,555.4	\$1,546.5		
4	TOTAL GROSS HIGHWAY FUND	\$1,687.3	\$1,745.0	\$1,944.7	\$2,162.5	\$2,143.2	\$2,169.3	\$2,246.0	\$2,259.2	\$2,276.7	\$2,285.6	\$2,300.7	\$2,314.8	\$3,432.2	\$4,107.2	\$4,312.5	\$4,505.2	\$4,562.3	\$4,615.4		
5	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	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2		
6	DEBT SERVICE (OTIA I & II) - memo	(\$18.5)	(\$18.5)	(\$17.6)	(\$18.5)	(\$21.2)	(\$25.8)	(\$22.8)	(\$23.2)	(\$23.2)	(\$18.1)	(\$2.2)	\$0.0	(\$36.9)	(\$36.2)	(\$47.0)	(\$46.0)	(\$41.3)	(\$2.2)		
7	OTIA III Dedicated Revenues - memo	\$107.1	\$108.2	\$106.9	\$106.6	\$107.2	\$107.1	\$101.8	\$101.3	\$101.8	\$102.0	\$102.6	\$103.0	\$215.3	\$213.5	\$214.3	\$203.0	\$203.8	\$205.6		
8	DEBT SERVICE (OTIA III) - memo	(\$105.3)	(\$84.1)	(\$89.6)	(\$93.4)	(\$108.6)	(\$122.1)	(\$125.3)	(\$126.6)	(\$126.5)	(\$133.6)	(\$152.5)	(\$32.6)	(\$189.3)	(\$183.0)	(\$230.7)	(\$251.9)	(\$260.2)	(\$185.1)		
9	JTA Total Gross Revenues - memo	\$303.9	\$307.4	\$301.8	\$300.9	\$299.2	\$296.5	\$299.9	\$297.5	\$297.1	\$296.5	\$296.3	\$295.3	\$611.3	\$602.6	\$595.6	\$597.4	\$593.6	\$591.6		
10	JTA Allocation for Long-Range Planning - memo	(\$24.0)	(\$24.0)	(\$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)	(\$48.0)		
11	DEBT SERVICE (JTA) - ODOT Only - memo	(\$64.4)	(\$64.4)	(\$66.3)	(\$66.2)	(\$50.6)	(\$30.0)	(\$30.0)	(\$30.8)	(\$30.7)	(\$30.8)	(\$30.7)	(\$39.5)	(\$128.8)	(\$132.6)	(\$80.6)	(\$60.8)	(\$61.5)	(\$70.1)		
12	HB 2017 Total Gross Revenues - memo	\$442.7	\$480.3	\$488.9	\$495.7	\$478.7	\$453.4	\$441.3	\$435.6	\$434.2	\$432.6	\$431.2	\$429.0	\$923.0	\$984.6	\$932.1	\$876.9	\$866.8	\$860.2		
13	Safe Routes to School set aside - memo	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)		
14	Rose Quarter project set aside - memo	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)		
15	DEBT SERVICE (HB 2017 Section 71d) - ODOT Only - memo	(\$18.9)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$60.0)	(\$38.5)	(\$39.1)	(\$39.1)	(\$39.1)	(\$39.1)	(\$79.5)		
16	HB 3991 Total Gross Revenues - memo	\$0.0	\$0.0	\$203.2	\$412.0	\$414.2	\$457.9	\$518.5	\$550.7	\$569.2	\$584.8	\$603.0	\$619.5	\$0.0	\$615.1	\$872.0	\$1,069.2	\$1,154.0	\$1,222.5		
17	Oregon Travel Experience Transfer - ODOT Only - memo	(\$9.2)	(\$9.2)	(\$9.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$18.3)	(\$21.3)	(\$24.3)	(\$24.3)	(\$24.3)	(\$24.3)		
18	E-GOV Records Incremental Revenue Transfer - memo	(\$10.2)	(\$11.8)	(\$10.2)	(\$10.3)	(\$10.6)	(\$10.9)	(\$11.3)	(\$11.6)	(\$11.9)	(\$12.3)	(\$12.6)	(\$12.9)	(\$22.0)	(\$20.5)	(\$21.5)	(\$22.9)	(\$24.2)	(\$25.5)		
19	NET OTIA I & II REVENUE FOR DISTRIBUTION ABOVE D/S	\$17.1	\$17.1	\$18.0	\$17.1	\$14.4	\$9.8	\$12.8	\$12.4	\$12.4	\$17.5	\$33.4	\$35.6	\$34.3	\$35.0	\$24.2	\$25.2	\$29.9	\$69.0		
20	NET OTIA III REVENUE FOR DISTRIBUTION ABOVE D/S - LOCAL	\$30.5	\$30.9	\$32.8	\$34.8	\$39.7	\$39.3	\$54.3	\$54.1	\$54.3	\$54.3	\$54.5	\$54.6	\$61.4	\$67.5	\$79.0	\$108.4	\$108.6	\$109.1		
21	NET OTIA III REVENUE FOR DISTRIBUTION ABOVE D/S - ODOT	(\$21.6)	\$0.2	(\$6.1)	(\$10.1)	(\$29.7)	(\$43.3)	(\$66.8)	(\$68.3)	(\$68.0)	(\$74.9)	(\$93.5)	\$26.7	(\$21.4)	(\$16.2)	(\$73.0)	(\$135.1)	(\$142.9)	(\$66.8)		
22	NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$140.0	\$141.7	\$138.9	\$138.4	\$137.6	\$136.2	\$137.9	\$136.7	\$136.5	\$136.2	\$136.1	\$135.7	\$281.7	\$277.3	\$273.8	\$274.7	\$272.8	\$271.8		
23	NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - ODOT	\$75.6	\$77.3	\$72.6	\$72.2	\$87.0	\$106.3	\$108.0	\$105.9	\$105.8	\$105.5	\$105.5	\$96.2	\$152.9	\$144.8	\$193.2	\$213.9	\$211.3	\$201.7		
24	NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$198.8	\$217.6	\$221.9	\$225.3	\$216.8	\$204.2	\$198.1	\$195.3	\$194.6	\$193.7	\$193.1	\$192.0	\$416.4	\$447.2	\$421.0	\$393.4	\$388.3	\$385.0		
25	NET HB 2017 REVENUE FOR DISTRIBUTION ABOVE D/S - ODOT	\$179.9	\$198.1	\$202.4	\$205.8	\$197.3	\$184.6	\$178.6	\$175.7	\$175.0	\$174.2	\$173.5	\$132.0	\$378.0	\$408.1	\$381.9	\$354.3	\$349.2	\$305.5		
26	NET HB 3991 REVENUE FOR DISTRIBUTION - LOCAL	\$0.0	\$0.0	\$101.6	\$206.0	\$207.1	\$228.9	\$259.2	\$275.4	\$284.6	\$292.4	\$301.5	\$309.8	\$0.0	\$307.6	\$436.0	\$534.6	\$577.0	\$611.2		
27	NET HB 3991 REVENUE FOR DISTRIBUTION - ODOT	\$0.0	\$0.0	\$101.6	\$206.0	\$207.1	\$228.9	\$259.2	\$275.4	\$284.6	\$292.4	\$301.5	\$309.8	\$0.0	\$307.6	\$436.0	\$534.6	\$577.0	\$611.2		
28	TOTAL NET REVENUE FOR DISTRIBUTION	\$1,153.4	\$1,224.4	\$1,384.9	\$1,586.7	\$1,536.6	\$1,542.4	\$1,593.5	\$1,597.7	\$1,603.8	\$1,599.8	\$1,594.0	\$1,663.1	\$2,377.8	\$2,971.7	\$3,078.9	\$3,191.2	\$3,203.6	\$3,257.1		

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

Table 8: Distribution of Total Net Revenues (Millions of Dollars)

			Actual		Forecast										Actual		Forecast					
		Distribution Percentage	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35	BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35		
1	COUNTY BASE APPORTIONMENT (ORS 366.739)	24.38%	\$132.2	\$134.3	\$124.5	\$122.7	\$115.0	\$112.0	\$113.2	\$109.1	\$106.3	\$102.5	\$97.7	\$93.4	\$266.5	\$247.2	\$227.0	\$222.2	\$208.9	\$191.1		
2	SPECIAL COUNTY (ORS 366.772)		(\$5.5)	(\$5.5)	(\$6.3)	(\$7.2)	(\$7.2)	(\$7.4)	(\$7.6)	(\$7.8)	(\$7.8)	(\$7.9)	(\$8.0)	(\$8.0)	(\$11.0)	(\$13.5)	(\$14.6)	(\$15.4)	(\$15.7)	(\$16.0)		
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$5.1	\$5.1	\$5.4	\$5.1	\$4.3	\$2.9	\$3.8	\$3.7	\$3.7	\$5.3	\$10.0	\$10.7	\$10.3	\$10.5	\$7.3	\$7.6	\$9.0	\$20.7		
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$27.3	\$27.6	\$27.2	\$27.2	\$27.3	\$27.3	\$25.9	\$25.8	\$25.9	\$26.0	\$26.1	\$26.2	\$54.9	\$54.4	\$54.6	\$51.7	\$51.9	\$52.4		
6	DEBT SERVICE (OTIA III)	84.07%	(\$18.5)	(\$18.5)	(\$18.5)	(\$18.5)	(\$14.5)	(\$14.5)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$37.0)	(\$37.0)	(\$28.9)	\$0.0	\$0.0	\$0.0		
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$4.2	\$4.1	\$5.6	\$6.9	\$6.8	\$6.7	\$6.7	\$6.6	\$6.6	\$6.6	\$6.6	\$6.5	\$8.3	\$12.5	\$13.5	\$13.3	\$13.2	\$13.1		
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$84.0	\$85.0	\$83.3	\$83.1	\$82.6	\$81.7	\$82.8	\$82.0	\$81.9	\$81.7	\$81.7	\$81.4	\$169.0	\$166.4	\$164.3	\$164.8	\$163.7	\$163.1		
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$119.3	\$130.6	\$133.1	\$135.2	\$130.1	\$122.5	\$118.9	\$117.2	\$116.8	\$116.2	\$115.9	\$115.2	\$249.9	\$268.3	\$252.6	\$236.0	\$233.0	\$231.0		
10	COUNTY APPORTIONMENT (HB 3991)	30.00%	\$0.0	\$0.0	\$60.9	\$123.6	\$124.3	\$137.4	\$155.5	\$165.2	\$170.7	\$175.4	\$180.9	\$185.9	\$0.0	\$184.5	\$261.6	\$320.8	\$346.2	\$366.7		
11	NET COUNTY APPORTIONMENT		\$348.1	\$362.7	\$415.3	\$478.1	\$468.6	\$468.7	\$499.2	\$501.9	\$504.2	\$505.9	\$510.8	\$511.2	\$710.9	\$893.4	\$937.3	\$1,001.1	\$1,010.1	\$1,022.0		
12	CITY BASE APPORTIONMENT (ORS 366.739)	15.57%	\$84.4	\$85.7	\$79.5	\$78.4	\$73.4	\$71.5	\$72.3	\$69.6	\$67.9	\$65.5	\$62.4	\$59.6	\$170.2	\$157.9	\$145.0	\$141.9	\$133.4	\$122.0		
13	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.8)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$5.0)	(\$5.8)	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)		
14	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$3.4	\$3.4	\$3.6	\$3.4	\$2.9	\$2.0	\$2.6	\$2.5	\$2.5	\$3.5	\$6.7	\$7.1	\$6.9	\$7.0	\$4.8	\$5.0	\$6.0	\$13.8		
15	CITY APPORTIONMENT (OTIA III)	16.99%	\$18.2	\$18.4	\$18.2	\$18.1	\$18.2	\$18.2	\$17.3	\$17.2	\$17.3	\$17.3	\$17.4	\$17.5	\$36.6	\$36.3	\$36.4	\$34.5	\$34.6	\$34.9		
16	DEBT SERVICE (OTIA III)	15.93%	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.5)	(\$2.7)	(\$2.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$7.0)	(\$7.0)	(\$5.5)	\$0.0	\$0.0	\$0.0		
17	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$2.8	\$2.8	\$3.7	\$4.6	\$4.5	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.3	\$5.6	\$8.3	\$9.0	\$8.9	\$8.8	\$8.7		
18	CITY APPORTIONMENT (JTA)	20.00%	\$56.0	\$56.7	\$55.6	\$55.4	\$55.0	\$54.5	\$55.2	\$54.7	\$54.6	\$54.5	\$54.5	\$54.3	\$112.7	\$110.9	\$109.5	\$109.9	\$109.1	\$108.7		
19	CITY APPORTIONMENT (HB 2017)	20.00%	\$79.5	\$87.0	\$88.8	\$90.1	\$86.7	\$81.7	\$79.2	\$78.1	\$77.8	\$77.5	\$77.2	\$76.8	\$166.6	\$178.9	\$168.4	\$157.4	\$155.3	\$154.0		
20	CITY APPORTIONMENT (HB 3991)	20.00%	\$0.0	\$0.0	\$40.6	\$82.4	\$82.8	\$91.6	\$103.7	\$110.1	\$113.8	\$117.0	\$120.6	\$123.9	\$0.0	\$123.0	\$174.4	\$213.8	\$230.8	\$244.5		
21	NET CITY APPORTIONMENT		\$238.4	\$248.0	\$283.7	\$325.9	\$317.9	\$318.1	\$331.7	\$333.7	\$335.4	\$336.7	\$340.1	\$340.6	\$486.4	\$609.6	\$636.0	\$665.4	\$672.1	\$680.7		
22	ODOT BASE APPORTIONMENT (including small City/County)	60.05%	\$325.6	\$330.7	\$306.6	\$302.3	\$283.1	\$275.9	\$278.8	\$268.6	\$261.9	\$252.6	\$240.6	\$230.0	\$656.4	\$608.9	\$559.1	\$547.4	\$514.5	\$470.6		
23	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)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)		
24	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.8)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$5.0)	(\$5.8)	(\$6.0)	(\$6.0)	(\$6.0)	(\$6.0)		
25	ODOT APPORTIONMENT: TOTAL (OTIA I & II)	50.00%	\$8.6	\$8.6	\$9.0	\$8.5	\$7.2	\$4.9	\$6.4	\$6.2	\$6.2	\$8.8	\$16.7	\$17.8	\$17.1	\$17.5	\$12.1	\$12.6	\$15.0	\$34.5		
26	ODOT APPORTIONMENT: TOTAL (OTIA III)	57.53%	\$61.6	\$62.2	\$61.5	\$61.3	\$61.7	\$61.6	\$58.5	\$58.3	\$58.6	\$58.7	\$59.0	\$59.2	\$123.9	\$122.8	\$123.3	\$116.8	\$117.2	\$118.3		
27	DEBT SERVICE (OTIA III)	100.00%	(\$83.3)	(\$62.1)	(\$67.6)	(\$71.4)	(\$91.4)	(\$104.9)	(\$125.3)	(\$126.6)	(\$126.5)	(\$133.6)	(\$152.5)	(\$32.6)	(\$145.3)	(\$139.0)	(\$196.2)	(\$251.9)	(\$260.2)	(\$185.1)		
28	ODOT 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	\$0.0	\$0.0	\$0.0		
29	ODOT APPORTIONMENT: NON-DEDICATED JTA REVENUES	48.75%	\$68.2	\$69.1	\$67.7	\$67.5	\$67.1	\$66.4	\$67.2	\$66.7	\$66.6	\$66.4	\$66.4	\$66.1	\$137.3	\$135.2	\$133.5	\$133.9	\$133.0	\$132.5		
30	ODOT APPORTIONMENT: DEDICATED JTA DEBT SERVICE	51.25%	\$71.7	\$72.6	\$71.2	\$70.9	\$70.5	\$69.8	\$70.7	\$70.1	\$70.0	\$69.8	\$69.8	\$69.5	\$144.3	\$142.1	\$140.3	\$140.8	\$139.8	\$139.3		
31	DEBT SERVICE (JTA)		(\$64.4)	(\$64.4)	(\$66.3)	(\$66.2)	(\$50.6)	(\$30.0)	(\$30.0)	(\$30.8)	(\$30.7)	(\$30.8)	(\$30.7)	(\$39.5)	(\$128.8)	(\$132.6)	(\$80.6)	(\$60.8)	(\$61.5)	(\$70.1)		
32	ODOT APPORTIONMENT (HB 2017)	50.00%	\$198.8	\$217.6	\$221.9	\$225.3	\$216.8	\$204.2	\$198.1	\$195.3	\$194.6	\$193.7	\$193.1	\$192.0	\$416.4	\$447.2	\$421.0	\$393.4	\$388.3	\$385.0		
33	DEBT SERVICE (HB 2017 Section 71d)		(\$18.9)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$60.0)	(\$38.5)	(\$39.1)	(\$39.1)	(\$39.1)	(\$39.1)	(\$79.5)		
34	ODOT APPORTIONMENT (HB 3991)	50.00%	\$0.0	\$0.0	\$101.6	\$206.0	\$207.1	\$228.9	\$259.2	\$275.4	\$284.6	\$292.4	\$301.5	\$309.8	\$0.0	\$307.6	\$436.0	\$534.6	\$577.0	\$611.2		
35	OREGON TRAVEL EXPERIENCE TRANSFER		(\$9.2)	(\$9.2)	(\$9.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$12.2)	(\$18.3)	(\$21.3)	(\$24.3)	(\$24.3)	(\$24.3)	(\$24.3)		
36	NET ODOT APPORTIONMENT		\$556.1	\$602.9	\$673.8	\$769.3	\$736.6	\$741.9	\$748.8	\$748.1	\$750.1	\$743.0	\$728.8	\$797.0	\$1,159.1	\$1,443.1	\$1,478.5	\$1,496.9	\$1,493.1	\$1,525.9		
37	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET ODOT APPORTIONMENT)		\$78.9	\$79.4	\$76.9	\$76.4	\$74.1	\$72.7	\$73.1	\$71.7	\$71.0	\$70.4	\$69.5	\$68.4	\$158.3	\$153.2	\$146.9	\$144.9	\$141.4	\$137.9		
38	NET COUNTY APPORTIONMENT		\$348.1	\$362.7	\$415.3	\$478.1	\$468.6	\$468.7	\$499.2	\$501.9	\$504.2	\$505.9	\$510.8	\$511.2	\$710.9	\$893.4	\$937.3	\$1,001.1	\$1,010.1	\$1,022.0		
39	NET CITY APPORTIONMENT		\$238.4	\$248.0	\$283.7	\$325.9	\$317.9	\$318.1	\$331.7	\$333.7	\$335.4	\$336.7	\$340.1	\$340.6	\$486.4	\$609.6	\$636.0	\$665.4	\$672.1	\$680.7		
40	NET ODOT APPORTIONMENT		\$556.1	\$602.9	\$673.8	\$769.3	\$736.6	\$741.9	\$748.8	\$748.1	\$750.1	\$743.0	\$728.8	\$797.0	\$1,159.1	\$1,443.1	\$1,478.5	\$1,496.9	\$1,493.1	\$1,525.9		
41	NET APPORTIONABLE HIGHWAY FUNDS REVENUE		\$1,142.7	\$1,213.7	\$1,372.8	\$1,573.3	\$1,523.1	\$1,528.7	\$1,579.7	\$1,583.7	\$1,589.7	\$1,585.6	\$1,579.8	\$1,648.8	\$2,356.3	\$2,946.1	\$3,051.8	\$3,163.4	\$3,175.3	\$3,228.6		
42	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$10.8	\$10.8	\$12.1	\$13.4	\$13.5	\$13.6	\$13.9	\$14.0	\$14.1	\$14.2	\$14.2	\$14.3	\$21.5	\$25.5	\$27.1	\$27.9	\$28.2	\$28.5		
43	TOTAL NET REVENUES FOR DISTRIBUTION		\$1,153.4	\$1,224.4	\$1,384.9	\$1,586.7	\$1,536.6	\$1,542.4	\$1,593.5	\$1,597.7	\$1,603.8	\$1,599.8	\$1,594.0	\$1,663.1	\$2,377.8	\$2,971.7	\$3,078.9	\$3,191.2	\$3,203.6	\$3,257.1		

## Appendix A - HB 3991 Summary

House Bill 3991 contains substantial changes to ODOT revenue sources. These include fee and tax increases that cover virtually all types of vehicles on Oregon roads. The fuels tax rate will increase to 46 cents (currently 40 cents) with no other planned rate increases. This rate increase is scheduled to be implemented on January 1<sup>st</sup> 2026. While the fuels tax rate applies to both gasoline and diesel, there are also changes planned for the diesel alone. The point of taxation for diesel fuel will be moved to the first point of sale, and not the consumer-side pump as it stands today. This change means that taxes can be applied at first sale, and that all downstream sales have already had tax collected on the fuel. This is to support a move to hybridize our heavy vehicle taxes so carriers will begin paying both the weight-mile tax and diesel taxes. This system is not meant to significantly increase the tax burden on carriers as the weight-mile tax rate will be reduced accordingly. These changes are scheduled to be implemented on July 1<sup>st</sup>, 2029.

A road usage charge program is included in House Bill 3991. This system applies to battery electric vehicles, and hybrid vehicles starting July 1<sup>st</sup>, 2027. The tax rate for the road usage charge is 5 percent to the fuels tax rate. In 2027 this would be 2.3 cents per mile, assuming a fuels tax rate of 46 cents per gallon. The program also allows for a flat fee to be paid in lieu of per-mile tracking. Vehicles subject to the road usage charge will not pay enhanced registration fees and will be reimbursed for fuel taxes that they pay at the pump. This program also sunsets our current voluntary RUC program effective July 1<sup>st</sup>, 2031.

DMV fees are increasing due to House Bill 3991. Registration fees for several vehicle types are increasing, with some almost doubling. Enhanced registration fees based on vehicle miles-per-gallon are also increasing for vehicles above 40 miles-per-gallon and electric vehicles. Title fees are also increasing, from \$77 to \$216. These significant increases in title and registration fees will have an immediate positive impact on ODOT revenues. We are expecting a small negative effect on transaction volumes, because when prices go up consumers often respond by holding back on some of the transactions. The employee payroll tax is also increasing from 0.1 percent to 0.2 percent and will still be used to fund transit projects in the state.

For vehicles over 26,000 lbs., the aforementioned hybrid system will be implemented affecting all heavy truck carriers. The weight-mile fee table has been simplified to reduce the number of rates from 85 to 10. While the weight-mile rates for diesel trucks will be reduced to offset any diesel taxes paid, a separate (and also simplified) table was created to cover any future electric heavy vehicles. The road user access fee will also be reduced to offset the diesel tax heavy trucks will pay. Fees for trucks paying a flat fee have been adjusted for both log trucks and sand and gravel trucks.

There are many other components of House Bill 3991, including changes to the Highway Cost Allocation Study (HCAS), performance audits, accountability committees, and budget allocations. While these are integral to the future of the state transportation system being efficient and effective, they have minimal impact on revenues as they relate to this forecast document. House Bill 3991 can be found in its enrolled form here:

<https://olis.oregonlegislature.gov/liz/2025S1/Downloads/MeasureDocument/HB3991/Enrolled>

## Appendix B – Forecast Line Items, Current Fees and Funds

ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
10010	Gasoline	FUELS	Motor Fuels	0.40	0.46	HWY
10020	Use Fuel (Diesel)	FUELS	Motor Fuels	0.40	0.46	HWY
10030	Road User Charge - Per Mile	FUELS	RUC Passenger	N/A	0.023	HWY
10040	Road User Charge - Annual Flat Fee	FUELS	RUC Passenger	N/A	340.00	HWY
10050	Road User Charge - Fuel Tax Refund	FUELS	RUC Passenger	N/A	0.46	HWY
20010	Jet Fuel	AVIATION	Aircraft & Jet Fuels	0.03	0.03	AVI
20020	Aircraft Fuel	AVIATION	Aircraft & Jet Fuels	0.11	0.11	AVI
30010	Weight Mile Revenues	CCD	Highway Use	26.67	19.24	HWY
30020	Road Use Assessment Fee (RUAF)	CCD	Highway Use	0.12	0.08	HWY
30030	Commercial Trip Permit	CCD	Highway Use	43.00	43.00	HWY
30040	Temporary Passes	CCD	Highway Use	9.00	9.00	HWY
30050	Over-Dimension (OD) Permit Revenue	CCD	Highway Use	8.00	8.00	HWY
30060	IRP Revenue	CCD	CCD Registration Fee	998.00	998.00	HWY
30070	Commercial Registration Revenue	CCD	CCD Registration Fee	998.00	998.00	HWY
30080	Commercial Cab Cards Revenue	CCD	CCD Registration Fee	2.50	2.50	HWY
30090	Weight Receipt Revenues (Commercial & IRP)	CCD	CCD Registration Fee	8.00	8.00	HWY
40010	Type 1 Dealer New Plate (Large & Small)	BUSREG	Business Licensing	55.00	55.00	HWY
40020	Type 1 Dealer Renew Plate	BUSREG	Business Licensing	42.00	42.00	HWY
40030	Type 1 Dealer Replacement Plate	BUSREG	Business Licensing	23.00	23.00	HWY
40040	Type 2 Dealer New Plate	BUSREG	Business Licensing	22.00	22.00	HWY
40050	Type 2 Dealer Renew Plate	BUSREG	Business Licensing	9.00	9.00	HWY
40060	Type 2 Dealer Replacement Plate	BUSREG	Business Licensing	16.00	16.00	HWY
40070	Transporter Vehicle Plate	BUSREG	Business Licensing	18.00	18.00	HWY
40080	Dealer Corrections	BUSREG	Business Licensing	30.00	30.00	HWY
40090	Replacement Sticker	BUSREG	Business Licensing	10.00	10.00	HWY
40100	Dealer Original Application	BUSREG	Business Licensing	1112.00	1112.00	TOF
40110	Dealer Renewal Application	BUSREG	Business Licensing	1100.00	1100.00	TOF
40120	Dealer Supplemental Location	BUSREG	Business Licensing	350.00	350.00	TOF
40130	Transporter Business Certificate	BUSREG	Business Licensing	150.00	150.00	TOF
40140	Dismantler Business Certificate	BUSREG	Business Licensing	500.00	500.00	TOF
40150	Dismantler Supplemental Location	BUSREG	Business Licensing	500.00	500.00	TOF
40160	Dismantler Duplicate Certificate	BUSREG	Business Licensing	40.00	40.00	TOF
40170	Compliance/Enforcement Fee	BUSREG	Business Licensing	75.00	75.00	TOF
40180	Vehicle Appraiser	BUSREG	Business Licensing	100.00	100.00	TOF
40190	RV Show License Certificate	BUSREG	Business Licensing	50.00	50.00	TOF
40200	Commercial Driving Schools	BUSREG	Business Licensing	400.00	400.00	TOF
40210	Commercial Driving School Instructor	BUSREG	Business Licensing	200.00	200.00	TOF
40220	Late Renewal Penalty	BUSREG	Business Licensing	150.00	150.00	TOF
40230	Dealer Civil Penalty	BUSREG	Business Licensing	N/A	N/A	TOF
50030	Registration - Passenger MPG 0-19 (Non-RUC)	VEHICLE	Registration Fee	126.00	210.00	HWY
50040	Registration - Passenger MPG 20-39 (Non-RUC)	VEHICLE	Registration Fee	136.00	220.00	HWY

ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
50050	Registration - Passenger MPG 40+ (Non-RUC)	VEHICLE	Registration Fee	156.00	300.00	HWY
50060	Registration - Passenger Electric (Non-RUC)	VEHICLE	Registration Fee	316.00	460.00	HWY
50061	Registration - Passenger MPG 0-19 (RUC)	VEHICLE	Registration Fee	N/A	170.00	HWY
50062	Registration - Passenger MPG 20-39 (RUC)	VEHICLE	Registration Fee	N/A	170.00	HWY
50063	Registration - Passenger MPG 40+ (RUC)	VEHICLE	Registration Fee	N/A	170.00	HWY
50064	Registration - Passenger Electric (RUC)	VEHICLE	Registration Fee	N/A	170.00	HWY
50070	Registration - Passenger OReGO	VEHICLE	Registration Fee	86.00	170.00	HWY
50090	Registration - 4-Year Passenger MPG 0-19 (Non-RUC)	VEHICLE	Registration Fee	252.00	420.00	HWY
50100	Registration - 4 Year Passenger MPG 20-39 (Non-RUC)	VEHICLE	Registration Fee	272.00	440.00	HWY
50110	Registration - 4-Year Passenger MPG 40+ (Non-RUC)	VEHICLE	Registration Fee	312.00	600.00	HWY
50120	Registration - 4-Year Passenger Electric (Non-RUC)	VEHICLE	Registration Fee	632.00	920.00	HWY
50121	Registration - 4-Year Passenger MPG 0-19 (RUC)	VEHICLE	Registration Fee	N/A	340.00	HWY
50122	Registration - 4 Year Passenger MPG 20-39 (RUC)	VEHICLE	Registration Fee	N/A	340.00	HWY
50123	Registration - 4-Year Passenger MPG 40+ (RUC)	VEHICLE	Registration Fee	N/A	340.00	HWY
50124	Registration - 4-Year Passenger Electric (RUC)	VEHICLE	Registration Fee	N/A	340.00	HWY
50130	Registration - 4-Year Passenger OReGO	VEHICLE	Registration Fee	172.00	340.00	HWY
50150	Registration - Motorcycle	VEHICLE	Registration Fee	88.00	172.00	HWY
50160	Registration - Moped	VEHICLE	Registration Fee	88.00	172.00	HWY
50180	Registration - 4-Year Motorcycle	VEHICLE	Registration Fee	176.00	N/A	HWY
50190	Registration - 4-Year Moped	VEHICLE	Registration Fee	176.00	N/A	HWY
50200	Registration - Motor Home	VEHICLE	Registration Fee	270.94	271.15	PRK
50210	Registration - Camper	VEHICLE	Registration Fee	122.29	122.39	PRK
50220	Registration - Travel Trailer	VEHICLE	Registration Fee	194.57	196.09	PRK
50230	Registration - Bus	VEHICLE	Registration Fee	513.79	518.89	HWY
50240	Registration - School Bus	VEHICLE	Registration Fee	5.00	5.00	HWY
50250	Registration - Truck	VEHICLE	Registration Fee	626.24	624.36	HWY
50260	Registration - Farm	VEHICLE	Registration Fee	248.24	249.36	HWY
50270	Registration - Heavy Fixed Load Vehicle	VEHICLE	Registration Fee	82.00	82.00	HWY
50280	Registration - Manufactured Structure Toter	VEHICLE	Registration Fee	280.34	322.15	HWY
50290	Registration - Tow Truck	VEHICLE	Registration Fee	272.04	272.05	HWY
50310	Registration - Light Trailer	VEHICLE	Registration Fee	126.00	210.00	HWY
50320	Registration - 4-Year Light Trailer	VEHICLE	Registration Fee	252.00	420.00	HWY
50330	Registration - Light Fixed Load Trailer	VEHICLE	Registration Fee	61.00	61.00	HWY
50340	Registration - For Rent Trailer	VEHICLE	Registration Fee	30.00	30.00	HWY
50350	Registration - Special Use Trailer	VEHICLE	Registration Fee	153.66	151.81	HWY
50360	Registration - Heavy Trailer	VEHICLE	Registration Fee	10.00	10.00	HWY
50370	Registration - Exempt Government	VEHICLE	Registration Fee	5.00	5.00	HWY
50380	Registration - 2 YR Government	VEHICLE	Registration Fee	10.00	10.00	HWY
50390	Registration - Special Interest	VEHICLE	Registration Fee	100.00	100.00	HWY
50400	Registration - Charitable/Non-Profit	VEHICLE	Registration Fee	126.33	128.94	HWY
50410	Registration - Disabled Veteran	VEHICLE	Registration Fee	15.00	15.00	HWY
50420	Registration - Medium Speed	VEHICLE	Registration Fee	126.00	210.00	HWY
50430	Registration - Low Speed	VEHICLE	Registration Fee	126.00	210.00	HWY



ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
50440	Registration - Snowmobile	VEHICLE	Registration Fee	10.00	10.00	SNO
50450	Registration - Antique	VEHICLE	Registration Fee	100.00	100.00	HWY
50460	Registration - Ex-POW	VEHICLE	Registration Fee	15.00	15.00	HWY
50470	Registration - Racing Activity	VEHICLE	Registration Fee	100.00	100.00	HWY
50500	Standard Title 0-19 MPG - New from Dealer	VEHICLE	Title Fee	101.00	240.00	HWY
50510	Standard Title 20-39 MPG - New from Dealer	VEHICLE	Title Fee	106.00	245.00	HWY
50520	Standard Title 40+ MPG - New from Dealer	VEHICLE	Title Fee	116.00	255.00	HWY
50530	Standard Title Electric - New from Dealer	VEHICLE	Title Fee	192.00	331.00	HWY
50550	Standard Title 0-19 MPG - New to Oregon	VEHICLE	Title Fee	101.00	240.00	HWY
50560	Standard Title 20-39 MPG- New to Oregon	VEHICLE	Title Fee	106.00	245.00	HWY
50570	Standard Title 40+ - New to Oregon	VEHICLE	Title Fee	116.00	255.00	HWY
50580	Standard Title Electric - New to Oregon	VEHICLE	Title Fee	192.00	331.00	HWY
50600	Standard Title 0-19 MPG	VEHICLE	Title Fee	101.00	240.00	HWY
50610	Standard Title 20-39 MPG	VEHICLE	Title Fee	106.00	245.00	HWY
50620	Standard Title 40+ MPG	VEHICLE	Title Fee	116.00	255.00	HWY
50630	Standard Title Electric	VEHICLE	Title Fee	192.00	331.00	HWY
50650	Heavy Vehicle Title - New from Dealer	VEHICLE	Title Fee	90.00	90.00	HWY
50660	Heavy Vehicle Title - New to Oregon	VEHICLE	Title Fee	90.00	90.00	HWY
50670	Heavy Vehicle Title	VEHICLE	Title Fee	90.00	90.00	HWY
50690	Salvage Title	VEHICLE	Title Fee	27.00	27.00	HWY
50700	Salvage Title - New from Dealer	VEHICLE	Title Fee	27.00	27.00	HWY
50710	Salvage Title - New to Oregon	VEHICLE	Title Fee	27.00	27.00	HWY
50720	ATV Standard Title - New	VEHICLE	Title Fee	98.00	237.00	HWY
50730	Snowmobile Standard Title	VEHICLE	Title Fee	101.00	240.00	HWY
50750	Title Expedite Service Fee	VEHICLE	Miscellaneous Vehicle	10.00	10.00	HWY
50760	Title Late Presentation Penalty - 30 Days	VEHICLE	Miscellaneous Vehicle	25.00	25.00	HWY
50770	Title Late Presentation Penalty - Past 60 Days	VEHICLE	Miscellaneous Vehicle	50.00	50.00	HWY
50780	Dealer Expedite Title	VEHICLE	Miscellaneous Vehicle	100.00	100.00	HWY
50790	VIN Inspection	VEHICLE	Miscellaneous Vehicle	9.00	9.00	HWY
50800	Fleet Licensing Service Fees	VEHICLE	Miscellaneous Vehicle	2.00	2.00	HWY
50810	Fleet Licensing Initial Process	VEHICLE	Miscellaneous Vehicle	3.00	3.00	HWY
50820	Fleet Licensing Process	VEHICLE	Miscellaneous Vehicle	2.00	2.00	HWY
50830	Vehicle Code Book Sale	VEHICLE	Miscellaneous Vehicle	N/A	N/A	HWY
50840	Replacement Registration Card	VEHICLE	Miscellaneous Vehicle	5.00	5.00	HWY
50850	Vehicle Restoration Plate Fee	VEHICLE	Miscellaneous Vehicle	10.00	10.00	HWY
50860	TOD Filing Fee	VEHICLE	Miscellaneous Vehicle	13.00	13.00	HWY
50870	TOD Filing Account Registration Fee	VEHICLE	Miscellaneous Vehicle	70.00	70.00	HWY
50880	Pre-paid Hearing Tape	VEHICLE	Miscellaneous Vehicle	6.00	6.00	HWY
50890	Secure P.O.A. Filing Fee	VEHICLE	Miscellaneous Vehicle	4.00	4.00	HWY
50900	Tow Truck Certificate	VEHICLE	Miscellaneous Vehicle	17.00	17.00	HWY
50910	Special Interest Sticker (Customer-provided Plate)	VEHICLE	Miscellaneous Vehicle	1.00	1.00	HWY
50920	Rental Vehicle Registration Surcharge	VEHICLE	Miscellaneous Vehicle	2.00	2.00	HWY
50930	Dishonored Payment Handling Fee	VEHICLE	Miscellaneous Vehicle	35.00	35.00	HWY



ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
50940	Miscellaneous Revenue	VEHICLE	Miscellaneous Vehicle	N/A	N/A	HWY
50960	Registered Vehicle Trip Permit	VEHICLE	Permit Fee	7.50	7.50	HWY
50970	Light Motor Vehicle Trip Permit	VEHICLE	Permit Fee	35.00	35.00	HWY
50980	Heavy Motor Vehicle Trip Permit	VEHICLE	Permit Fee	43.00	43.00	HWY
50990	Registered Weight Trip Permit	VEHICLE	Permit Fee	5.00	5.00	HWY
51000	Heavy Trailer Trip Permit	VEHICLE	Permit Fee	10.00	10.00	HWY
51010	60 Day Out-of-State Permit	VEHICLE	Permit Fee	7.00	7.00	HWY
51020	Dealer/Tower No Sticker Trip Permit	VEHICLE	Permit Fee	15.00	15.00	HWY
51030	Unregistered Recreational Vehicle(RV) Trip Permit	VEHICLE	Permit Fee	35.00	35.00	PRK
51040	1-Day Sno-Park Permit	VEHICLE	Permit Fee	4.00	4.00	WIN
51050	3-Day Sno-Park Permit	VEHICLE	Permit Fee	9.00	9.00	WIN
51060	Annual Sno-Park Permit	VEHICLE	Permit Fee	25.00	25.00	WIN
51080	Plate Manufacturing Fee	VEHICLE	Plate Fee	12.50	12.50	HWY
51090	Plate Manufacturing Fee (Pair)	VEHICLE	Plate Fee	12.75	12.75	HWY
51110	Replacement Plate/Sticker	VEHICLE	Plate Fee	12.00	12.00	HWY
51120	Replacement Plate/Sticker (At Renewal)	VEHICLE	Plate Fee	12.00	12.00	HWY
51130	Plate Transfer Fee	VEHICLE	Plate Fee	30.00	30.00	HWY
51140	Custom Plate	VEHICLE	Plate Fee	50.00	50.00	PAS
51150	HAM(Amateur Radio Operator) Initial Plate	VEHICLE	Plate Fee	5.00	5.00	HWY
51160	Specialty Plate - Crater Lake	VEHICLE	Plate Fee	20.00	20.00	GRP
51170	Specialty Plate - Cultural Trust	VEHICLE	Plate Fee	30.00	30.00	GRP
51180	Specialty Plate - Trail Blazers	VEHICLE	Plate Fee	40.00	40.00	GRP
51190	Specialty Plate - Wine Country	VEHICLE	Plate Fee	30.00	30.00	GRP
51200	Specialty Plate - Pacific Wonderland	VEHICLE	Plate Fee	100.00	100.00	GRP
51210	Group Plate - Vietnam Veterans of America	VEHICLE	Plate Fee	10.00	10.00	GRP
51220	Group Plate - U.S. Merchant Marine	VEHICLE	Plate Fee	10.00	10.00	GRP
51230	Group Plate - Oregon Paralyzed Veterans of America	VEHICLE	Plate Fee	10.00	10.00	GRP
51240	Group Plate - 1st Marine Division FMF	VEHICLE	Plate Fee	10.00	10.00	GRP
51250	Group Plate - The Chosin Few	VEHICLE	Plate Fee	10.00	10.00	GRP
51260	Group Plate - Veterans for Human Rights	VEHICLE	Plate Fee	10.00	10.00	GRP
51270	Group Plate - Oregon Donor Program	VEHICLE	Plate Fee	10.00	10.00	GRP
51280	Group Plate - George Fox College	VEHICLE	Plate Fee	10.00	10.00	GRP
51290	Group Plate - Korean War Veteran 1950-1953	VEHICLE	Plate Fee	10.00	10.00	GRP
51300	Group Plate - Oregon State Elks	VEHICLE	Plate Fee	10.00	10.00	GRP
51310	Group Plate - Non Commissioned Officers Association	VEHICLE	Plate Fee	10.00	10.00	GRP
51320	Group Plate - Square and Round Dancers	VEHICLE	Plate Fee	10.00	10.00	GRP
51330	Specialty Plate - Salmon	VEHICLE	Plate Fee	30.00	30.00	GRP
51340	Group Plate - Veterans Recognition	VEHICLE	Plate Fee	10.00	10.00	GRP
51350	Group Plate - Purple Heart	VEHICLE	Plate Fee	10.00	10.00	GRP
51360	Group Plate - Oregon Professional Firefighters	VEHICLE	Plate Fee	10.00	10.00	GRP
51370	Group Plate - University of Oregon	VEHICLE	Plate Fee	32.00	32.00	GRP
51380	Specialty Plate - University of Oregon Ducks	VEHICLE	Plate Fee	40.00	40.00	GRP
51390	Group Plate - Oregon State University	VEHICLE	Plate Fee	32.00	32.00	GRP

ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
51400	Group Plate - Portland State University	VEHICLE	Plate Fee	32.00	32.00	GRP
51410	Group Plate - Oregon Volunteer Firefighter	VEHICLE	Plate Fee	10.00	10.00	GRP
51420	Group Plate - Lions Club of Oregon	VEHICLE	Plate Fee	10.00	10.00	GRP
51430	Group Plate - Oregon Agricultural Foundation	VEHICLE	Plate Fee	10.00	10.00	GRP
51440	Group Plate - Western Oregon University	VEHICLE	Plate Fee	32.00	32.00	GRP
51450	Group Plate - University of Portland	VEHICLE	Plate Fee	32.00	32.00	GRP
51460	Group Plate - Linfield College	VEHICLE	Plate Fee	32.00	32.00	GRP
51470	Group Plate - Pacific University	VEHICLE	Plate Fee	32.00	32.00	GRP
51480	Group Plate - Willamette University	VEHICLE	Plate Fee	32.00	32.00	GRP
51490	Group Plate - Oregon Masonic Family	VEHICLE	Plate Fee	10.00	10.00	GRP
51500	Group Plate - Oregon Grange	VEHICLE	Plate Fee	10.00	10.00	GRP
51510	Group Plate - Eastern Oregon University	VEHICLE	Plate Fee	32.00	32.00	GRP
51520	Group Plate - Support Our Troops	VEHICLE	Plate Fee	10.00	10.00	GRP
51530	Group Plate - Share the Road	VEHICLE	Plate Fee	10.00	10.00	GRP
51540	Group Plate - Fallen Public Safety Officer	VEHICLE	Plate Fee	32.00	32.00	GRP
51550	Group Plate - Keep Kids Safe	VEHICLE	Plate Fee	30.00	30.00	GRP
51560	Specialty Plate - Grey Whale	VEHICLE	Plate Fee	40.00	40.00	GRP
51570	Specialty Plate - Smokey the Bear	VEHICLE	Plate Fee	40.00	40.00	GRP
51580	Group Plate - Pearl Harbor Survivors	VEHICLE	Plate Fee	10.00	10.00	PAS
51590	Fair Market Value	VEHICLE	Record Sales	6.83	6.83	HWY
51600	Record Sales	VEHICLE	Record Sales	0.97	0.97	HWY
51610	Commercial List Invoice	VEHICLE	Record Sales	700.00	700.00	HWY
51620	Multnomah County Fee	VEHICLE	County Fee	118.39	118.05	CTY
51630	Washington County Fee	VEHICLE	County Fee	63.65	63.71	CTY
51640	Clackamas County Fee	VEHICLE	County Fee	60.82	60.95	CTY
51650	Specialty Plate - Watch for Wildlife	VEHICLE	Plate Fee	40.00	40.00	GRP
60010	Original NCL	DRIVER	Driver Fee	58.00	58.00	HWY
60020	Original NCL Limited Term	DRIVER	Driver Fee	23.00	23.00	HWY
60030	Instruction Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60040	Motorcycle Instruction Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60050	Special Limited Vision Condition Learner Permit	DRIVER	Driver Fee	13.00	13.00	HWY
60060	Special Student Driver Permit	DRIVER	Driver Fee	23.00	23.00	HWY
60070	Disability Golf Cart Driver Permit	DRIVER	Driver Fee	44.00	44.00	HWY
60080	Emergency Driver Permit	DRIVER	Driver Fee	23.00	23.00	HWY
60090	Motorcycle Endorsement Only	DRIVER	Driver Fee	90.00	90.00	HWY
60100	Motorcycle Endorsement	DRIVER	Driver Fee	90.00	90.00	HWY
60110	Farm Endorsement Only	DRIVER	Driver Fee	29.00	29.00	HWY
60120	Farm Endorsement	DRIVER	Driver Fee	26.00	26.00	HWY
60130	Renewal NCL	DRIVER	Driver Fee	48.00	48.00	HWY
60140	Renewal NCL Limited Term	DRIVER	Driver Fee	8.00	8.00	HWY
60150	Renewal Instruction Driver Permit	DRIVER	Driver Fee	26.00	26.00	HWY
60160	Renewal Motorcycle Instruction Permit	DRIVER	Driver Fee	26.00	26.00	HWY
60170	Renewal Disability Golf Cart Driver Permit	DRIVER	Driver Fee	32.00	32.00	HWY

ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
60180	Renewal Moped-Restricted NCL	DRIVER	Driver Fee	48.00	48.00	HWY
60190	Renewal Moped-Restricted NCL Limited Term	DRIVER	Driver Fee	8.00	8.00	HWY
60200	Replacement NCL	DRIVER	Driver Fee	30.00	30.00	HWY
60210	Replacement Instruction Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60220	Replacement Motorcycle Instruction Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60230	Replacement Disability Golf Cart Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60240	Replacement Moped-Restricted NCL	DRIVER	Driver Fee	30.00	30.00	HWY
60250	Replacement Emergency Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60260	Replacement Special Student Driver Permit	DRIVER	Driver Fee	30.00	30.00	HWY
60270	NCL Knowledge Exam	DRIVER	Driver Fee	7.00	7.00	HWY
60280	NCL Skills Exam	DRIVER	Driver Fee	45.00	45.00	HWY
60290	Motorcycle Knowledge Exam	DRIVER	Driver Fee	7.00	7.00	HWY
60300	Hardship Driver Permit Application	DRIVER	Driver Fee	75.00	75.00	HWY
60310	Renewal Hardship Permit	DRIVER	Driver Fee	48.00	48.00	HWY
60320	Original Motorcycle Safety Fee	DRIVER	Driver Fee	38.00	38.00	SAF
60330	Renewal Motorcycle Safety Fee	DRIVER	Driver Fee	28.00	28.00	SAF
60340	Reinstatement Fee	DRIVER	Driver Fee	85.00	85.00	HWY
60350	Expedite Delivery	DRIVER	Driver Fee	25.00	25.00	HWY
60360	Student Driver Training Fund	DRIVER	Driver Fee	6.00	6.00	SDT
60370	Student Driver Training Fund Limited Term	DRIVER	Driver Fee	2.00	2.00	SDT
60400	Original CDL A	DRIVER	Driver Fee Comm	160.00	160.00	HWY
60410	Original CDL B	DRIVER	Driver Fee Comm	160.00	160.00	HWY
60420	Original CDL C	DRIVER	Driver Fee Comm	160.00	160.00	HWY
60440	Original CDL A Limited Term	DRIVER	Driver Fee Comm	45.00	45.00	HWY
60450	Original CDL B Limited Term	DRIVER	Driver Fee Comm	45.00	45.00	HWY
60460	Original CDL C Limited Term	DRIVER	Driver Fee Comm	45.00	45.00	HWY
60480	Original CLP A	DRIVER	Driver Fee Comm	40.00	40.00	HWY
60490	Original CLP B	DRIVER	Driver Fee Comm	40.00	40.00	HWY
60500	Original CLP C	DRIVER	Driver Fee Comm	40.00	40.00	HWY
60520	Renewal CDL A	DRIVER	Driver Fee Comm	98.00	98.00	HWY
60530	Renewal CDL B	DRIVER	Driver Fee Comm	98.00	98.00	HWY
60540	Renewal CDL C	DRIVER	Driver Fee Comm	98.00	98.00	HWY
60560	Renewal CDL A Limited Term	DRIVER	Driver Fee Comm	14.00	14.00	HWY
60570	Renewal CDL B Limited Term	DRIVER	Driver Fee Comm	14.00	14.00	HWY
60580	Renewal CDL C Limited Term	DRIVER	Driver Fee Comm	14.00	14.00	HWY
60600	Replacement CDL A	DRIVER	Driver Fee Comm	30.00	30.00	HWY
60610	Replacement CDL B	DRIVER	Driver Fee Comm	30.00	30.00	HWY
60620	Replacement CDL C	DRIVER	Driver Fee Comm	30.00	30.00	HWY
60640	Replacement Commercial Learner Driver Permit A	DRIVER	Driver Fee Comm	30.00	30.00	HWY
60650	Replacement Commercial Learner Driver Permit B	DRIVER	Driver Fee Comm	30.00	30.00	HWY
60660	Replacement Commercial Learner Driver Permit C	DRIVER	Driver Fee Comm	30.00	30.00	HWY
60670	CDL General Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60680	CDL Air Brake Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY

ID	Description	Group	Sub-Group	Current Fee	Jan-26 Fee	Fund
60690	CDL HazMat Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60700	CDL Tank Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60710	CDL Passenger Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60720	CDL Combination Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60730	CDL Doubles/Triples Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60740	CDL Skills Exam	DRIVER	Driver Fee Comm	145.00	145.00	HWY
60750	CDL School Bus Knowledge Exam	DRIVER	Driver Fee Comm	10.00	10.00	HWY
60760	Commercial Driver Certificate of Exam Completion	DRIVER	Driver Fee Comm	40.00	40.00	HWY
70010	Original Identification Card	DRIVER	ID Fee	47.00	47.00	TOF
70020	Original Identification Card Limited Term	DRIVER	ID Fee	20.00	20.00	TOF
70030	Renewal Identification Card	DRIVER	ID Fee	43.00	43.00	TOF
70040	Renewal Identification Card Limited Term	DRIVER	ID Fee	18.00	18.00	TOF
70050	Replacement Identification Card	DRIVER	ID Fee	40.00	40.00	TOF
70060	Real ID	DRIVER	Real ID	30.00	30.00	TOF
80010	Billboard Fees & Sign Permits	OTHER	Other Revenue	N/A	N/A	HWY
80020	Equipment Sale	OTHER	Other Revenue	N/A	N/A	HWY
80030	Properties Sale (Right-of-Way Land & Timber)	OTHER	Other Revenue	N/A	N/A	HWY
80040	Highway Property Rental (Rent & Royalties)	OTHER	Other Revenue	N/A	N/A	HWY
80050	Damage Recovery/ Revenue Reimbursement	OTHER	Other Revenue	N/A	N/A	HWY
80060	Highway Division Interest Income	OTHER	Other Revenue	N/A	N/A	HWY
80070	Other Revenues	OTHER	Other Revenue	N/A	N/A	HWY
80080	Material Testing Revenue	OTHER	Other Revenue	N/A	N/A	HWY
80090	Sales Income (Pub, Signs, Other)	OTHER	Other Revenue	N/A	N/A	HWY
80100	Other Charges	OTHER	Other Revenue	N/A	N/A	HWY
80110	Charges for Public Records/Lab, Storeroom, Shop	OTHER	Other Revenue	N/A	N/A	HWY
80120	Utility Permit Fees	OTHER	Other Revenue	N/A	N/A	HWY
80130	Statewide Transit Tax	OTHER	DOR Taxes	N/A	N/A	PTD
80140	Vehicle Privilege Tax	OTHER	DOR Taxes	N/A	N/A	CO
80150	Vehicle Use Tax	OTHER	DOR Taxes	N/A	N/A	HWY
80160	Bicycle Excise Tax	OTHER	DOR Taxes	N/A	N/A	MAT
80170	Gross Rail Receipts	OTHER	Railroad Receipts	N/A	N/A	GRR
90010	Federal Revenue for State Project Delivery	FEDERAL	Federal Revenue	N/A	N/A	HWY
90020	Federal Revenue for State Planning	FEDERAL	Federal Revenue	N/A	N/A	HWY
90030	Federal Revenue for State Maintenance	FEDERAL	Federal Revenue	N/A	N/A	HWY
90040	Federal Revenue for Other State Expenses	FEDERAL	Federal Revenue	N/A	N/A	HWY
90050	Federal Revenue for Local Governments	FEDERAL	Federal Revenue	N/A	N/A	HWY

Note: If the fee is blank, that means fee is variable. Average fees are provided for items based on weight or length.

## Appendix C – Highway Fund Forecast Quality

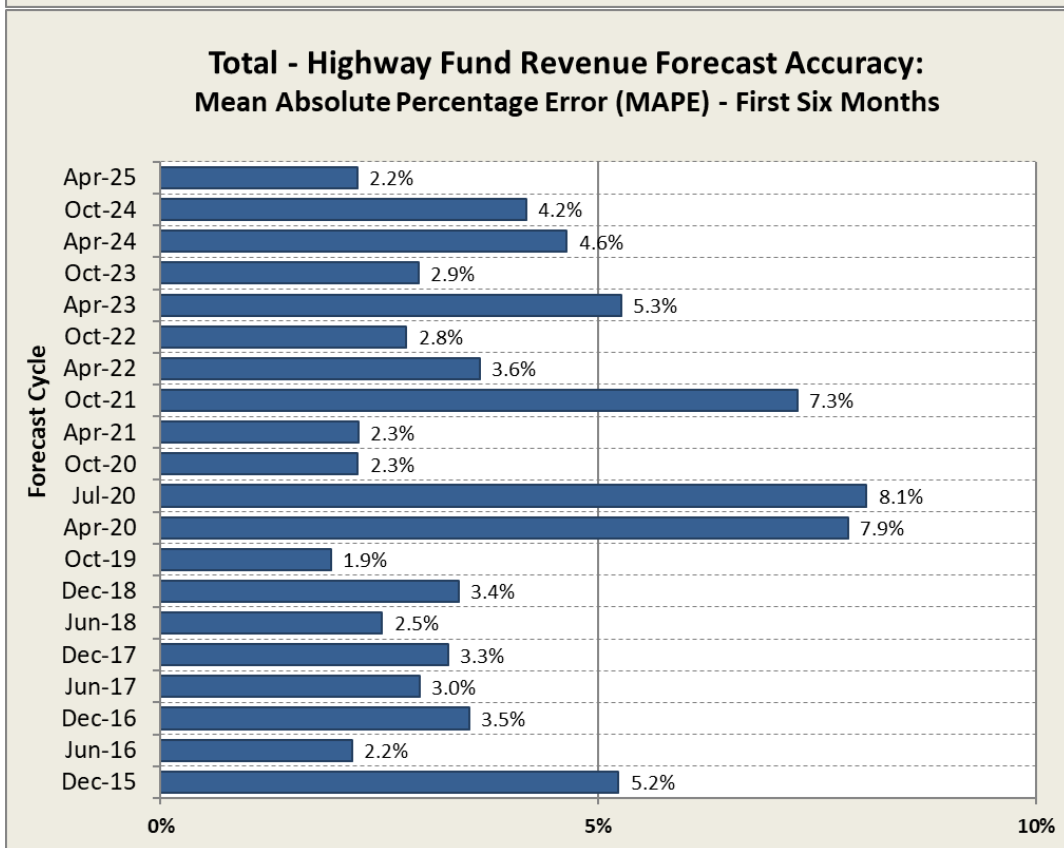
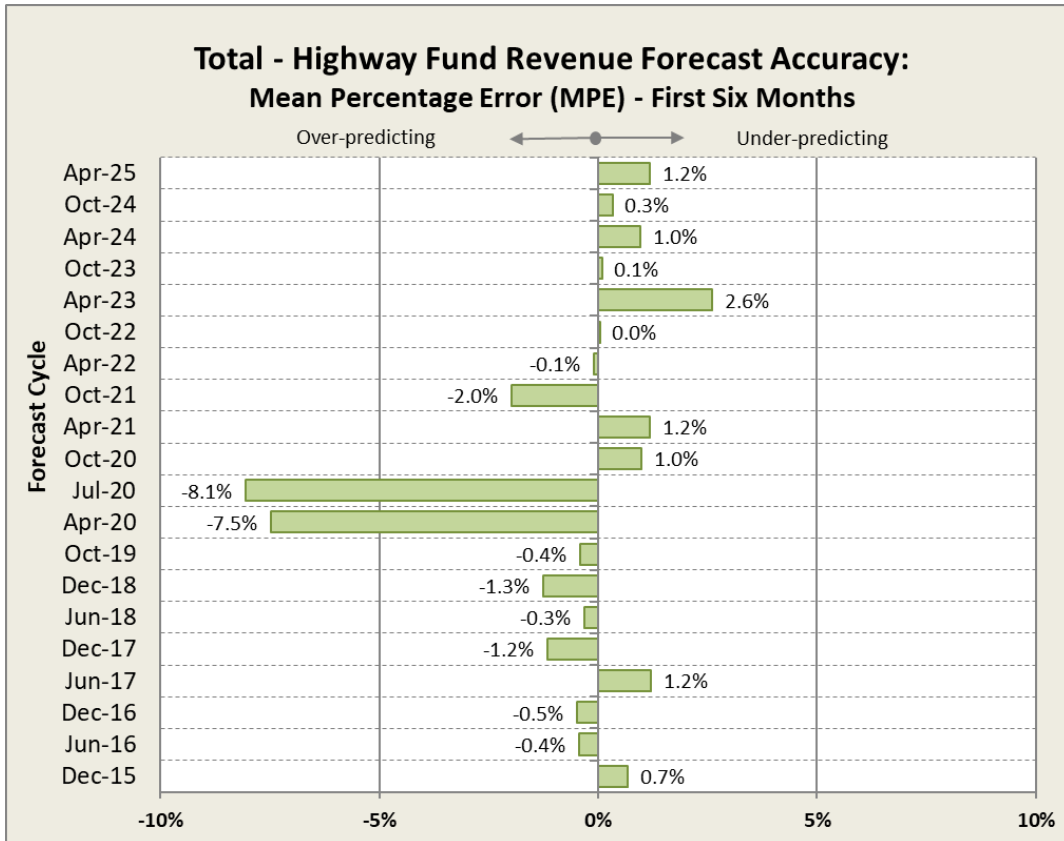
The two common measures for assessing forecast quality are: **statistical bias** and **accuracy**.

**Statistical bias** indicates the tendency of a forecast to over- or under-estimate real outcomes. Mean Percentage Error (MPE) – the arithmetic average of the forecasting errors is used for this purpose. A small MPE can be produced by either small errors or errors (even large ones) which are offset by errors in the opposite direction. MPE imperfectly measures the quality of a forecast. However, for budgeting purposes, MPE is probably the best measure of quality since what matters is total spending over time, and savings from one month are frequently used to offset excess costs in another month.

The **accuracy** of a forecast is the degree to which its values are narrowly dispersed around actual outcomes. Narrower dispersion indicates greater accuracy. Mean Absolute Percentage Error (MAPE) – the average of the forecasting errors without regard to arithmetic sign is used to evaluate accuracy. It does not allow underestimates and overestimates to offset each other. From a technical perspective, MAPE is usually considered a better measure of quality than MPE.

Table A1 – Quality of the first 6-months of the forecast – Total Highway Fund Revenue

Forecast Cycle	Average Monthly Revenue		MPE	MAPE
	Actual	Forecast		
Dec-15	\$98,935,140	\$98,071,897	0.7%	5.2%
Jun-16	\$105,171,660	\$105,546,041	-0.4%	2.2%
Dec-16	\$99,694,830	\$100,027,733	-0.5%	3.5%
Jun-17	\$107,702,079	\$106,250,989	1.2%	3.0%
Dec-17	\$109,317,893	\$110,558,884	-1.2%	3.3%
Jun-18	\$127,571,989	\$127,942,230	-0.3%	2.5%
Dec-18	\$119,269,209	\$120,232,110	-1.3%	3.4%
Oct-19	\$127,615,031	\$128,043,921	-0.4%	1.9%
Apr-20	\$110,907,456	\$118,375,158	-7.5%	7.9%
Jul-20	\$124,042,372	\$133,854,613	-8.1%	8.1%
Oct-20	\$122,094,125	\$120,620,288	1.0%	2.3%
Apr-21	\$130,215,770	\$128,469,646	1.2%	2.3%
Oct-21	\$141,125,361	\$142,468,646	-2.0%	7.3%
Apr-22	\$134,562,174	\$134,688,583	-0.1%	3.6%
Oct-22	\$141,615,964	\$141,434,935	0.0%	2.8%
Apr-23	\$133,633,923	\$129,976,684	2.6%	5.3%
Oct-23	\$143,983,160	\$143,642,733	0.1%	2.9%
Apr-24	\$137,225,418	\$135,746,860	1.0%	4.6%
Oct-24	\$146,713,405	\$146,122,267	0.3%	4.2%
Apr-25	\$143,884,003	\$141,977,535	1.2%	2.2%



## Appendix D – Forecast Tables without HB 3991

Table 3A. Highway Fund Revenues Collected by DMV (Millions of Dollars) (Without HB 3991)

		Actual		Forecast												Actual		Forecast					
		FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35			BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35		
1	VEHICLE REGISTRATIONS	\$307.9	\$310.2	\$321.3	\$324.5	\$333.7	\$339.8	\$350.4	\$358.0	\$367.8	\$376.4	\$387.3	\$397.0	\$618.1	\$645.8	\$673.5	\$708.4	\$744.2	\$784.3				
2	DRIVER LICENSES & OTHER	\$38.2	\$45.9	\$44.1	\$46.7	\$42.9	\$47.5	\$50.4	\$49.3	\$49.1	\$44.5	\$41.9	\$43.9	\$84.1	\$90.7	\$90.4	\$99.7	\$93.6	\$85.8				
3	TITLE, PLATE & OTHER	\$142.2	\$145.2	\$150.7	\$154.1	\$157.2	\$159.8	\$163.2	\$165.3	\$167.7	\$169.9	\$172.5	\$174.6	\$287.4	\$304.8	\$317.0	\$328.5	\$337.6	\$347.1				
4	TOTAL DMV COLLECTIONS	\$488.3	\$501.3	\$516.1	\$525.3	\$533.8	\$547.1	\$564.0	\$572.6	\$584.6	\$590.8	\$601.7	\$615.5	\$989.6	\$1,041.4	\$1,080.9	\$1,136.6	\$1,175.4	\$1,217.2				
5	Change from Previous Forecast	\$0.0	\$11.9	\$26.0	\$26.6	\$24.4	\$17.8	\$19.0	\$20.5	\$26.1	\$24.8	N/A	N/A	\$11.9	\$52.6	\$42.3	\$39.5	\$51.0	N/A				
6	COLLECTION/ADMINISTRATION & PROGRAM COST	(\$115.4)	(\$117.7)	(\$132.1)	(\$134.8)	(\$140.3)	(\$143.2)	(\$149.0)	(\$152.0)	(\$155.1)	(\$158.2)	(\$164.8)	(\$171.4)	(\$233.2)	(\$266.9)	(\$283.5)	(\$301.0)	(\$313.3)	(\$336.2)				
7	TRAFFIC SAFETY TRANSFER	\$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	\$0.0	\$0.0	\$0.0				
8	DEPARTMENT OF EDUCATION TRANSFER	\$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	\$0.0	\$0.0	\$0.0				
9	E-GOV RECORDS INCREMENTAL REVENUE TRANSFER	(\$10.2)	(\$11.8)	(\$10.2)	(\$10.3)	(\$10.6)	(\$10.9)	(\$11.3)	(\$11.6)	(\$11.9)	(\$12.3)	(\$12.6)	(\$12.9)	(\$22.0)	(\$20.5)	(\$21.5)	(\$22.9)	(\$24.2)	(\$25.5)				
10	ODOT CENTRAL SERVICES ASSESSMENT	(\$40.3)	(\$41.1)	(\$44.5)	(\$45.4)	(\$48.1)	(\$49.0)	(\$51.9)	(\$52.9)	(\$54.5)	(\$56.0)	(\$58.8)	(\$61.6)	(\$81.5)	(\$90.0)	(\$97.1)	(\$104.8)	(\$110.4)	(\$120.4)				
11	NET DMV REVENUE	\$322.3	\$330.7	\$329.2	\$334.8	\$334.8	\$344.0	\$351.8	\$356.1	\$363.2	\$364.3	\$365.6	\$369.5	\$653.0	\$663.9	\$678.8	\$707.9	\$727.5	\$735.1				
12	REVENUE SET-ASIDE TO OTIA I & II - memo	(\$7.0)	(\$7.3)	(\$7.3)	(\$7.4)	(\$7.4)	(\$7.6)	(\$7.8)	(\$7.8)	(\$7.9)	(\$7.8)	(\$7.7)	(\$7.9)	(\$14.3)	(\$14.7)	(\$15.0)	(\$15.7)	(\$15.7)	(\$15.6)				
13	REVENUE PLEDGED TO OTIA III - memo	(\$82.1)	(\$81.5)	(\$84.0)	(\$84.0)	(\$84.7)	(\$84.5)	(\$85.2)	(\$85.1)	(\$85.5)	(\$85.5)	(\$85.9)	(\$85.9)	(\$163.6)	(\$168.0)	(\$169.3)	(\$170.3)	(\$171.0)	(\$171.8)				
14	REVENUE DUE TO JTA - memo	(\$108.4)	(\$108.4)	(\$110.3)	(\$110.0)	(\$110.8)	(\$110.6)	(\$111.4)	(\$111.3)	(\$111.7)	(\$111.8)	(\$112.2)	(\$112.3)	(\$216.8)	(\$220.3)	(\$221.4)	(\$222.7)	(\$223.5)	(\$224.6)				
15	REVENUE DUE TO HB 2017 - memo	(\$136.5)	(\$138.7)	(\$150.2)	(\$157.4)	(\$166.8)	(\$175.7)	(\$187.0)	(\$196.7)	(\$207.1)	(\$217.2)	(\$228.8)	(\$240.1)	(\$275.2)	(\$307.6)	(\$342.5)	(\$383.6)	(\$424.3)	(\$468.9)				

Table 4A. Highway Fund Revenues Collected by CCD (Millions of Dollars) (Without HB 3991)

		Actual		Forecast												Actual		Forecast					
		FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35			BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35		
1	WEIGHT-MILE TAX	\$450.9	\$478.1	\$471.5	\$480.9	\$483.7	\$491.1	\$499.6	\$508.4	\$516.2	\$524.7	\$532.8	\$541.8	\$929.1	\$952.5	\$974.8	\$1,008.0	\$1,040.9	\$1,074.6				
2	IRP & COMMERCIAL VEHICLE REGISTRATIONS*	\$58.4	\$63.3	\$51.9	\$53.4	\$54.4	\$55.2	\$56.1	\$57.0	\$57.8	\$58.7	\$59.6	\$60.5	\$121.6	\$105.3	\$109.6	\$113.1	\$116.5	\$120.1				
3	RUAF, PERMITS, PASSES & CREDENTIALS**	\$7.5	\$7.9	\$7.7	\$7.9	\$7.9	\$8.2	\$8.4	\$8.6	\$8.8	\$9.0	\$9.2	\$9.4	\$15.4	\$15.6	\$16.2	\$17.0	\$17.8	\$18.5				
4	TOTAL CCD COLLECTIONS	\$516.8	\$549.3	\$531.1	\$542.3	\$546.0	\$554.5	\$564.2	\$573.9	\$582.8	\$592.4	\$601.5	\$611.7	\$1,066.1	\$1,073.3	\$1,100.6	\$1,138.1	\$1,175.2	\$1,213.2				
5	Change from Previous Forecast	\$0.0	(\$3.4)	(\$21.5)	(\$22.2)	(\$14.9)	(\$16.2)	(\$15.0)	(\$15.1)	(\$14.6)	(\$14.3)	N/A	N/A	(\$3.4)	(\$43.7)	(\$31.1)	(\$30.1)	(\$28.9)	N/A				
6	COLLECTION/ADMINISTRATION & PROGRAM COST	(\$38.2)	(\$38.9)	(\$49.5)	(\$50.5)	(\$52.9)	(\$53.9)	(\$56.4)	(\$57.6)	(\$58.8)	(\$60.3)	(\$63.0)	(\$65.6)	(\$77.1)	(\$100.1)	(\$106.8)	(\$114.0)	(\$119.1)	(\$128.6)				
7	IFTA BUDGETED EXPENDITURES***	\$1.8	\$1.9	\$1.8	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0	\$2.1	\$2.1	\$2.1	\$2.2	\$3.7	\$3.6	\$3.8	\$4.0	\$4.1	\$4.4				
8	ODOT CENTRAL SERVICES ASSESSMENT	(\$14.5)	(\$14.8)	(\$15.1)	(\$15.4)	(\$16.3)	(\$16.6)	(\$17.6)	(\$18.0)	(\$18.5)	(\$19.0)	(\$20.0)	(\$21.0)	(\$29.4)	(\$30.4)	(\$32.9)	(\$35.6)	(\$37.5)	(\$41.0)				
9	NET CCD REVENUE	\$465.9	\$497.4	\$468.2	\$478.2	\$478.7	\$485.9	\$492.1	\$500.4	\$507.5	\$515.2	\$520.7	\$527.3	\$963.3	\$946.4	\$964.6	\$992.5	\$1,022.7	\$1,048.0				
10	REVENUE SET-ASIDE TO OTIA I & II - memo	(\$10.5)	(\$10.7)	(\$10.5)	(\$10.7)	(\$10.9)	(\$11.1)	(\$11.3)	(\$11.6)	(\$11.8)	(\$12.1)	(\$12.3)	(\$12.5)	(\$21.2)	(\$21.1)	(\$22.0)	(\$22.9)	(\$23.9)	(\$24.9)				
11	REVENUE PLEDGED TO OTIA III - memo	(\$32.1)	(\$33.5)	(\$31.3)	(\$32.0)	(\$32.3)	(\$32.8)	(\$33.4)	(\$33.9)	(\$34.4)	(\$35.0)	(\$35.5)	(\$36.1)	(\$65.6)	(\$63.3)	(\$65.1)	(\$67.3)	(\$69.5)	(\$71.7)				
12	REVENUE DUE TO JTA - memo	(\$90.5)	(\$94.8)	(\$88.1)	(\$90.1)	(\$91.0)	(\$92.3)	(\$93.9)	(\$95.5)	(\$96.9)	(\$98.5)	(\$100.0)	(\$101.6)	(\$185.3)	(\$178.2)	(\$183.3)	(\$189.4)	(\$195.4)	(\$201.6)				
13	REVENUE DUE TO HB 2017 - memo	(\$149.4)	(\$168.0)	(\$165.7)	(\$169.1)	(\$170.0)	(\$172.7)	(\$175.7)	(\$178.8)	(\$181.6)	(\$184.6)	(\$187.5)	(\$190.7)	(\$317.4)	(\$334.8)	(\$342.7)	(\$354.5)	(\$366.2)	(\$378.1)				

\*IRP: International Registration Plan.

\*\*RUAF: Road Use Assessment Fees.

\*\*\*IFTA: International Fuel Tax Agreement.

Table 5A. Highway Fund Revenues Collected by FBD (Millions of Dollars) (Without HB 3991)

		Actual		Forecast										Actual	Forecast					
		FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35
1	MOTOR FUELS TAXES	\$682.2	\$694.4	\$697.5	\$689.9	\$671.0	\$648.3	\$631.3	\$618.7	\$607.5	\$596.9	\$585.9	\$572.8	\$1,376.5	\$1,387.4	\$1,319.3	\$1,250.0	\$1,204.3	\$1,158.7	
2	TOTAL MOTOR FUELS COLLECTIONS	\$682.2	\$694.4	\$697.5	\$689.9	\$671.0	\$648.3	\$631.3	\$618.7	\$607.5	\$596.9	\$585.9	\$572.8	\$1,376.5	\$1,387.4	\$1,319.3	\$1,250.0	\$1,204.3	\$1,158.7	
3	Change from Previous Forecast	\$0.0	(\$1.2)	\$5.1	\$10.8	\$7.9	\$0.9	(\$3.1)	(\$6.7)	(\$11.7)	(\$17.5)	N/A	N/A	(\$1.2)	\$15.9	\$8.8	(\$9.8)	(\$29.2)	N/A	
4	COLLECTION/ADMINISTRATION COST	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.6)	(\$2.7)	(\$4.1)	(\$4.4)	(\$4.6)	(\$4.9)	(\$5.0)	(\$5.3)	
5	ODOT CENTRAL SERVICES ASSESSMENT	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.8)	(\$0.9)	(\$1.0)	(\$1.1)	(\$1.1)	(\$1.2)	
6	SNOWMOBILE TRANSFER	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.0)	(\$1.5)	(\$1.7)	(\$1.8)	(\$1.9)	(\$1.9)	(\$2.0)	
7	CLASS I ATV TRANSFER	(\$2.2)	(\$2.4)	(\$2.7)	(\$3.0)	(\$3.1)	(\$3.2)	(\$3.3)	(\$3.5)	(\$3.6)	(\$3.7)	(\$3.8)	(\$3.9)	(\$4.5)	(\$5.6)	(\$6.3)	(\$6.8)	(\$7.3)	(\$7.7)	
8	MARINE BOARD TRANSFER	(\$5.2)	(\$5.2)	(\$5.6)	(\$6.0)	(\$6.0)	(\$6.0)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.8)	(\$5.8)	(\$10.4)	(\$11.6)	(\$12.0)	(\$11.9)	(\$11.7)	(\$11.6)	
9	CLASS II ATV TRANSFER	(\$1.4)	(\$1.5)	(\$1.7)	(\$1.9)	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.3)	(\$2.3)	(\$2.4)	(\$2.4)	(\$2.5)	(\$2.9)	(\$3.6)	(\$4.1)	(\$4.4)	(\$4.7)	(\$4.9)	
10	CLASS III ATV TRANSFER	(\$1.5)	(\$1.7)	(\$1.9)	(\$2.2)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.6)	(\$2.7)	(\$2.8)	(\$2.9)	(\$2.9)	(\$3.1)	(\$4.1)	(\$4.7)	(\$5.1)	(\$5.5)	(\$5.8)	
11	CLASS IV ATV TRANSFER	(\$1.4)	(\$1.8)	(\$1.9)	(\$2.0)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.2)	(\$3.1)	(\$3.9)	(\$4.1)	(\$4.2)	(\$4.2)	(\$4.3)	
12	TRANSPORTATION OPERATING FUND (TOF)	(\$16.8)	(\$17.5)	(\$19.5)	(\$21.5)	(\$22.0)	(\$22.5)	(\$22.9)	(\$23.3)	(\$23.8)	(\$24.2)	(\$24.6)	(\$25.0)	(\$34.3)	(\$41.0)	(\$44.4)	(\$46.2)	(\$47.9)	(\$49.6)	
13	AVIATION TRANSFER	(\$0.1)	(\$0.1)	(\$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)	(\$0.2)	
14	HB 2435 (2013 Session) B20 FUEL TAX EXEMPTION -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	\$0.0	\$0.0	\$0.0	
15	NET MOTOR FUELS REVENUE	\$650.4	\$661.1	\$660.6	\$649.6	\$629.7	\$606.2	\$588.3	\$575.0	\$563.0	\$551.7	\$540.0	\$526.1	\$1,311.5	\$1,310.2	\$1,236.0	\$1,163.3	\$1,114.7	\$1,066.1	
16	REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$18.1)	(\$17.6)	(\$17.8)	(\$17.5)	(\$17.3)	(\$16.8)	(\$16.4)	(\$16.2)	(\$15.9)	(\$15.7)	(\$15.5)	(\$15.2)	(\$35.7)	(\$35.4)	(\$34.1)	(\$32.6)	(\$31.7)	(\$30.7)	
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	\$0.0	\$0.0	\$0.0	
18	REVENUE DUE TO JTA - memo	(\$105.1)	(\$104.2)	(\$104.6)	(\$103.5)	(\$100.6)	(\$97.3)	(\$94.7)	(\$92.8)	(\$91.1)	(\$89.5)	(\$87.9)	(\$85.9)	(\$209.2)	(\$208.1)	(\$197.9)	(\$187.5)	(\$180.7)	(\$173.8)	
19	REVENUE DUE TO HB 2017 - memo	(\$156.8)	(\$173.6)	(\$174.4)	(\$172.5)	(\$167.7)	(\$162.1)	(\$157.8)	(\$154.7)	(\$151.9)	(\$149.2)	(\$146.5)	(\$143.2)	(\$330.4)	(\$346.9)	(\$329.8)	(\$312.5)	(\$301.1)	(\$289.7)	



Table 7A. Highway Fund Revenues by Fiscal Year and Biennium (Millions of Dollars) (Without HB 3991)

	Actual		Forecast										Actual	Forecast					
	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	BI 33-35
1 TOTAL CCD COLLECTIONS	\$516.8	\$549.3	\$531.1	\$542.3	\$546.0	\$554.5	\$564.2	\$573.9	\$582.8	\$592.4	\$601.5	\$611.7	\$1,066.1	\$1,073.3	\$1,100.6	\$1,138.1	\$1,175.2	\$1,213.2	
2 TOTAL MOTOR FUELS COLLECTIONS	\$682.2	\$694.4	\$697.5	\$689.9	\$671.0	\$648.3	\$631.3	\$618.7	\$607.5	\$596.9	\$585.9	\$572.8	\$1,376.5	\$1,387.4	\$1,319.3	\$1,250.0	\$1,204.3	\$1,158.7	
3 TOTAL DMV COLLECTIONS	\$488.3	\$501.3	\$516.1	\$525.3	\$533.8	\$547.1	\$564.0	\$572.6	\$584.6	\$590.8	\$601.7	\$615.5	\$989.6	\$1,041.4	\$1,080.9	\$1,136.6	\$1,175.4	\$1,217.2	
4 TOTAL GROSS HIGHWAY FUND	\$1,687.3	\$1,745.0	\$1,744.6	\$1,757.5	\$1,750.8	\$1,750.0	\$1,759.4	\$1,765.3	\$1,774.9	\$1,780.1	\$1,789.2	\$1,800.0	\$3,432.2	\$3,502.1	\$3,500.8	\$3,524.7	\$3,555.0	\$3,589.2	
5 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	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	
6 DEBT SERVICE (OTIA I & II) - memo	(\$18.5)	(\$18.5)	(\$17.6)	(\$18.5)	(\$21.2)	(\$25.8)	(\$22.8)	(\$23.2)	(\$23.2)	(\$18.1)	(\$2.2)	\$0.0	(\$36.9)	(\$36.2)	(\$47.0)	(\$46.0)	(\$41.3)	(\$2.2)	
7 OTIA III Dedicated Revenues - memo	\$107.1	\$108.2	\$106.9	\$106.6	\$107.2	\$107.1	\$101.8	\$101.3	\$101.8	\$102.0	\$102.6	\$103.0	\$215.3	\$213.5	\$214.3	\$203.0	\$203.8	\$205.6	
8 DEBT SERVICE (OTIA III) - memo	(\$105.3)	(\$84.1)	(\$89.6)	(\$93.4)	(\$108.6)	(\$122.1)	(\$125.3)	(\$126.6)	(\$126.5)	(\$133.6)	(\$152.5)	(\$32.6)	(\$189.3)	(\$183.0)	(\$230.7)	(\$251.9)	(\$260.2)	(\$185.1)	
9 JTA Total Gross Revenues - memo	\$303.9	\$307.4	\$303.0	\$303.6	\$302.4	\$300.2	\$300.0	\$299.6	\$299.8	\$299.8	\$300.1	\$299.8	\$611.3	\$606.6	\$602.6	\$599.6	\$599.6	\$599.9	
10 JTA Allocation for Long-Range Planning - memo	(\$24.0)	(\$24.0)	(\$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)	(\$48.0)	
11 DEBT SERVICE (JTA) - ODOT Only - memo	(\$64.4)	(\$64.4)	(\$66.3)	(\$66.2)	(\$50.6)	(\$30.0)	(\$30.0)	(\$30.8)	(\$30.7)	(\$30.8)	(\$30.7)	(\$39.5)	(\$128.8)	(\$132.6)	(\$80.6)	(\$60.8)	(\$61.5)	(\$70.1)	
12 HB 2017 Total Gross Revenues - memo	\$442.7	\$480.3	\$490.3	\$498.9	\$504.5	\$510.5	\$520.5	\$530.1	\$540.5	\$551.0	\$562.8	\$573.9	\$923.0	\$989.2	\$1,015.0	\$1,050.6	\$1,091.5	\$1,136.7	
13 Safe Routes to School set aside - memo	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	
14 Rose Quarter project set aside - memo	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	
15 DEBT SERVICE (HB 2017 Section 71d) - ODOT Only - memo	(\$18.9)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$60.0)	(\$38.5)	(\$39.1)	(\$39.1)	(\$39.1)	(\$39.1)	(\$79.5)	
16 Oregon Travel Experience Transfer - ODOT Only - memo	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	
17 E-GOV Records Incremental Revenue Transfer - memo	(\$10.2)	(\$11.8)	(\$10.2)	(\$10.3)	(\$10.6)	(\$10.9)	(\$11.3)	(\$11.6)	(\$11.9)	(\$12.3)	(\$12.6)	(\$12.9)	(\$22.0)	(\$20.5)	(\$21.5)	(\$22.9)	(\$24.2)	(\$25.5)	
18 NET OTIA I & II REVENUE FOR DISTRIBUTION ABOVE D/S	\$17.1	\$17.1	\$18.0	\$17.1	\$14.4	\$9.8	\$12.8	\$12.4	\$12.4	\$17.5	\$33.4	\$35.6	\$34.3	\$35.0	\$24.2	\$25.2	\$29.9	\$69.0	
19 NET OTIA III REVENUE FOR DISTRIBUTION ABOVE D/S - LOCAL	\$30.5	\$30.9	\$32.8	\$34.8	\$39.7	\$39.3	\$54.3	\$54.1	\$54.3	\$54.3	\$54.5	\$54.6	\$61.4	\$67.5	\$79.0	\$108.4	\$108.6	\$109.1	
20 NET OTIA III REVENUE FOR DISTRIBUTION ABOVE D/S - ODOT	(\$21.6)	\$0.2	(\$6.1)	(\$10.1)	(\$29.7)	(\$43.3)	(\$66.8)	(\$68.3)	(\$68.0)	(\$74.9)	(\$93.5)	\$26.7	(\$21.4)	(\$16.2)	(\$73.0)	(\$135.1)	(\$142.9)	(\$66.8)	
21 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$140.0	\$141.7	\$138.9	\$138.4	\$137.6	\$136.2	\$137.9	\$136.7	\$136.5	\$136.2	\$136.1	\$135.7	\$281.7	\$277.3	\$273.8	\$274.7	\$272.8	\$271.8	
22 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - ODOT	\$75.6	\$77.3	\$72.6	\$72.2	\$87.0	\$106.3	\$108.0	\$105.9	\$105.8	\$105.5	\$105.5	\$96.2	\$152.9	\$144.8	\$193.2	\$213.9	\$211.3	\$201.7	
23 NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$198.8	\$217.6	\$221.9	\$225.3	\$216.8	\$204.2	\$198.1	\$195.3	\$194.6	\$193.7	\$193.1	\$192.0	\$416.4	\$447.2	\$421.0	\$393.4	\$388.3	\$385.0	
24 NET HB 2017 REVENUE FOR DISTRIBUTION ABOVE D/S - ODOT	\$179.9	\$198.1	\$202.4	\$205.8	\$197.3	\$184.6	\$178.6	\$175.7	\$175.0	\$174.2	\$173.5	\$132.0	\$378.0	\$408.1	\$381.9	\$354.3	\$349.2	\$305.5	
25 TOTAL NET REVENUE FOR DISTRIBUTION	\$1,153.4	\$1,224.4	\$1,185.0	\$1,182.8	\$1,137.6	\$1,100.4	\$1,071.4	\$1,049.9	\$1,039.4	\$1,021.7	\$999.8	\$1,055.0	\$2,377.8	\$2,367.8	\$2,238.1	\$2,121.3	\$2,061.1	\$2,054.9	

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

Table 8A. Distribution of Total Net Revenues (Millions of Dollars) (Without HB 3991)

		Distribution Percentage	Actual		Forecast											Actual	Forecast					
			FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	BI	BI	BI	BI	BI	BI		
			24	25	26	27	28	29	30	31	32	33	34	35	23-25	25-27	27-29	29-31	31-33	33-35		
1	COUNTY BASE APPORTIONMENT (ORS 366.739)	24.38%	\$132.2	\$134.3	\$125.3	\$124.0	\$117.9	\$115.2	\$111.6	\$109.0	\$106.8	\$103.5	\$99.1	\$95.5	\$266.5	\$249.2	\$233.1	\$220.6	\$210.2	\$194.5		
2	SPECIAL COUNTY (ORS 366.772)		(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)		
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$5.1	\$5.1	\$5.4	\$5.1	\$4.3	\$2.9	\$3.8	\$3.7	\$3.7	\$5.3	\$10.0	\$10.7	\$10.3	\$10.5	\$7.3	\$7.6	\$9.0	\$20.7		
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$27.3	\$27.6	\$27.2	\$27.2	\$27.3	\$27.3	\$25.9	\$25.8	\$25.9	\$26.0	\$26.1	\$26.2	\$54.9	\$54.4	\$54.6	\$51.7	\$51.9	\$52.4		
6	DEBT SERVICE (OTIA III)	84.07%	(\$18.5)	(\$18.5)	(\$18.5)	(\$18.5)	(\$14.5)	(\$14.5)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$37.0)	(\$37.0)	(\$28.9)	\$0.0	\$0.0	\$0.0		
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$4.2	\$4.1	\$5.6	\$6.9	\$6.8	\$6.7	\$6.7	\$6.6	\$6.6	\$6.6	\$6.6	\$6.5	\$8.3	\$12.5	\$13.5	\$13.3	\$13.2	\$13.1		
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$84.0	\$85.0	\$83.3	\$83.1	\$82.6	\$81.7	\$82.8	\$82.0	\$81.9	\$81.7	\$81.7	\$81.4	\$169.0	\$166.4	\$164.3	\$164.8	\$163.7	\$163.1		
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$119.3	\$130.6	\$133.1	\$135.2	\$130.1	\$122.5	\$118.9	\$117.2	\$116.8	\$116.2	\$115.9	\$115.2	\$249.9	\$268.3	\$252.6	\$236.0	\$233.0	\$231.0		
10	NET COUNTY APPORTIONMENT		\$348.1	\$362.7	\$356.0	\$357.4	\$349.1	\$336.3	\$344.2	\$338.9	\$336.2	\$333.8	\$333.8	\$330.0	\$710.9	\$713.4	\$685.4	\$683.0	\$670.0	\$663.8		
11	CITY BASE APPORTIONMENT (ORS 366.739)	15.57%	\$84.4	\$85.7	\$80.0	\$79.2	\$75.3	\$73.6	\$71.2	\$69.6	\$68.2	\$66.1	\$63.3	\$61.0	\$170.2	\$159.2	\$148.9	\$140.9	\$134.2	\$124.2		
12	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)		
13	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$3.4	\$3.4	\$3.6	\$3.4	\$2.9	\$2.0	\$2.6	\$2.5	\$2.5	\$3.5	\$6.7	\$7.1	\$6.9	\$7.0	\$4.8	\$5.0	\$6.0	\$13.8		
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$18.2	\$18.4	\$18.2	\$18.1	\$18.2	\$18.2	\$17.3	\$17.2	\$17.3	\$17.3	\$17.4	\$17.5	\$36.6	\$36.3	\$36.4	\$34.5	\$34.6	\$34.9		
15	DEBT SERVICE (OTIA III)	15.93%	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.5)	(\$2.7)	(\$2.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$7.0)	(\$7.0)	(\$5.5)	\$0.0	\$0.0	\$0.0		
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$2.8	\$2.8	\$3.7	\$4.6	\$4.5	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.3	\$5.6	\$8.3	\$9.0	\$8.9	\$8.8	\$8.7		
17	CITY APPORTIONMENT (JTA)	20.00%	\$56.0	\$56.7	\$55.6	\$55.4	\$55.0	\$54.5	\$55.2	\$54.7	\$54.6	\$54.5	\$54.5	\$54.3	\$112.7	\$110.9	\$109.5	\$109.9	\$109.1	\$108.7		
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$79.5	\$87.0	\$88.8	\$90.1	\$86.7	\$81.7	\$79.2	\$78.1	\$77.8	\$77.5	\$77.2	\$76.8	\$166.6	\$178.9	\$168.4	\$157.4	\$155.3	\$154.0		
19	NET CITY APPORTIONMENT		\$238.4	\$248.0	\$243.8	\$244.8	\$237.5	\$229.1	\$227.5	\$224.0	\$222.3	\$220.8	\$220.9	\$218.5	\$486.4	\$488.6	\$466.6	\$451.5	\$443.1	\$439.4		
20	ODOT BASE APPORTIONMENT (including small City/County)	60.05%	\$325.6	\$330.7	\$308.5	\$305.3	\$290.5	\$283.7	\$274.8	\$268.5	\$262.9	\$254.8	\$244.0	\$235.1	\$656.4	\$613.9	\$574.2	\$543.3	\$517.7	\$479.1		
21	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)	(\$0.3)	(\$0.3)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)		
22	SPECIAL CITY (ORS 366.805)		(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)		
23	ODOT APPORTIONMENT: TOTAL (OTIA I & II)	50.00%	\$8.6	\$8.6	\$9.0	\$8.5	\$7.2	\$4.9	\$6.4	\$6.2	\$6.2	\$8.8	\$16.7	\$17.8	\$17.1	\$17.5	\$12.1	\$12.6	\$15.0	\$34.5		
24	ODOT APPORTIONMENT: TOTAL (OTIA III)	57.53%	\$61.6	\$62.2	\$61.5	\$61.3	\$61.7	\$61.6	\$58.5	\$58.3	\$58.6	\$58.7	\$59.0	\$59.2	\$123.9	\$122.8	\$123.3	\$116.8	\$117.2	\$118.3		
25	DEBT SERVICE (OTIA III)	100.00%	(\$83.3)	(\$62.1)	(\$67.6)	(\$71.4)	(\$91.4)	(\$104.9)	(\$125.3)	(\$126.6)	(\$126.5)	(\$133.6)	(\$152.5)	(\$32.6)	(\$145.3)	(\$139.0)	(\$196.2)	(\$251.9)	(\$260.2)	(\$185.1)		
26	ODOT 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	\$0.0	\$0.0	\$0.0		
27	ODOT APPORTIONMENT: NON-DEDICATED JTA REVENUES	48.75%	\$68.2	\$69.1	\$67.7	\$67.5	\$67.1	\$66.4	\$67.2	\$66.7	\$66.6	\$66.4	\$66.4	\$66.1	\$137.3	\$135.2	\$133.5	\$133.9	\$133.0	\$132.5		
28	ODOT APPORTIONMENT: DEDICATED JTA DEBT SERVICE	51.25%	\$71.7	\$72.6	\$71.2	\$70.9	\$70.5	\$69.8	\$70.7	\$70.1	\$70.0	\$69.8	\$69.8	\$69.5	\$144.3	\$142.1	\$140.3	\$140.8	\$139.8	\$139.3		
29	DEBT SERVICE (JTA)		(\$64.4)	(\$64.4)	(\$66.3)	(\$66.2)	(\$50.6)	(\$30.0)	(\$30.0)	(\$30.8)	(\$30.7)	(\$30.8)	(\$30.7)	(\$39.5)	(\$128.8)	(\$132.6)	(\$80.6)	(\$60.8)	(\$61.5)	(\$70.1)		
30	ODOT APPORTIONMENT (HB 2017)	50.00%	\$198.8	\$217.6	\$221.9	\$225.3	\$216.8	\$204.2	\$198.1	\$195.3	\$194.6	\$193.7	\$193.1	\$192.0	\$416.4	\$447.2	\$421.0	\$393.4	\$388.3	\$385.0		
31	DEBT SERVICE (HB 2017 Section 71d)		(\$18.9)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$19.6)	(\$60.0)	(\$38.5)	(\$39.1)	(\$39.1)	(\$39.1)	(\$39.1)	(\$79.5)		
32	OREGON TRAVEL EXPERIENCE TRANSFER		(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)		
33	NET ODOT APPORTIONMENT		\$556.1	\$602.9	\$574.4	\$569.9	\$540.3	\$524.3	\$489.1	\$476.2	\$470.1	\$456.4	\$434.3	\$495.9	\$1,159.1	\$1,144.3	\$1,064.6	\$965.2	\$926.4	\$930.2		
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET ODOT APPORTIONMENT)		\$78.9	\$79.4	\$77.1	\$76.6	\$75.1	\$73.7	\$73.0	\$72.3	\$71.8	\$71.3	\$70.6	\$69.8	\$158.3	\$153.7	\$148.8	\$145.3	\$143.1	\$140.4		
35	NET COUNTY APPORTIONMENT		\$348.1	\$362.7	\$356.0	\$357.4	\$349.1	\$336.3	\$344.2	\$338.9	\$336.2	\$333.8	\$333.8	\$330.0	\$710.9	\$713.4	\$685.4	\$683.0	\$670.0	\$663.8		
36	NET CITY APPORTIONMENT		\$238.4	\$248.0	\$243.8	\$244.8	\$237.5	\$229.1	\$227.5	\$224.0	\$222.3	\$220.8	\$220.9	\$218.5	\$486.4	\$488.6	\$466.6	\$451.5	\$443.1	\$439.4		
37	NET ODOT APPORTIONMENT		\$556.1	\$602.9	\$574.4	\$569.9	\$540.3	\$524.3	\$489.1	\$476.2	\$470.1	\$456.4	\$434.3	\$495.9	\$1,159.1	\$1,144.3	\$1,064.6	\$965.2	\$926.4	\$930.2		
38	NET APPORTIONABLE HIGHWAY FUNDS REVENUE		\$1,142.7	\$1,213.7	\$1,174.2	\$1,172.1	\$1,126.9	\$1,089.7	\$1,060.7	\$1,039.1	\$1,028.6	\$1,011.0	\$989.1	\$1,044.3	\$2,356.3	\$2,346.3	\$2,216.6	\$2,099.8	\$2,039.6	\$2,033.4		
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$10.8	\$10.7	\$10.8	\$10.7	\$10.7	\$10.7	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5		
40	TOTAL NET REVENUES FOR DISTRIBUTION		\$1,153.4	\$1,224.4	\$1,185.0	\$1,182.8	\$1,137.6	\$1,100.4	\$1,071.4	\$1,049.9	\$1,039.4	\$1,021.7	\$999.8	\$1,055.0	\$2,377.8	\$2,367.8	\$2,238.1	\$2,121.3	\$2,061.1	\$2,054.9		

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