



OREGON DEPARTMENT OF TRANSPORTATION

ODOT STATE TRANSPORTATION REVENUE FORECAST

October 2023

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. XLIII, No. 3, August 2023) and the associated baseline macroeconomic forecast from IHS Markit.

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."

Questions and comments should be directed to:

Daniel Porter
ODOT Finance and Budget
Phone: (503) 689-3918
Email: Daniel.R.Porter@odot.oregon.gov

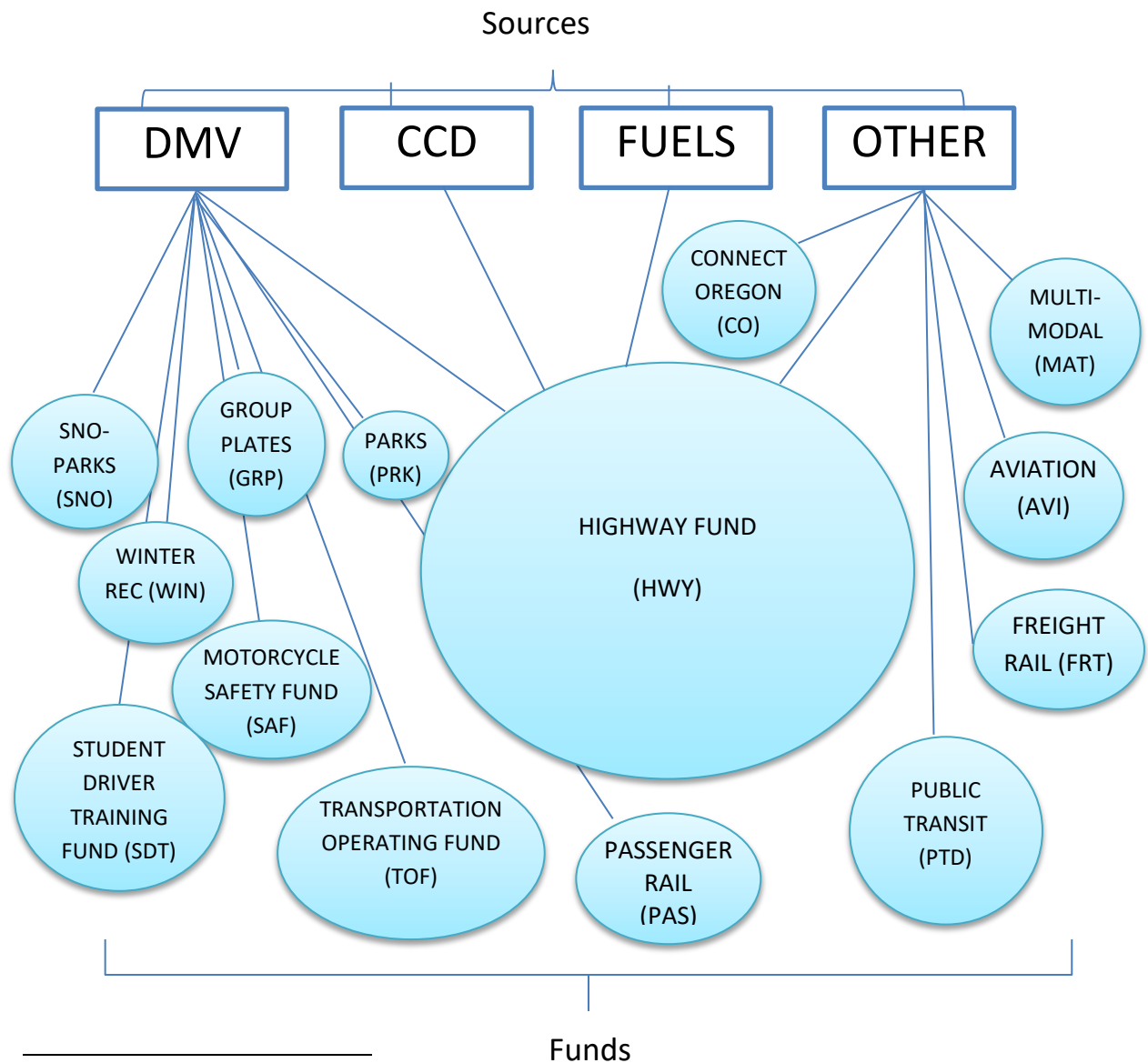
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Introduction

ODOT revenue collections¹ can be broadly divided into four main groups: Driver and Motor Vehicle (DMV), Commerce and Compliance (CCD), Motor Fuels (FUELS), and Other Revenues (OTHER). This publication will discuss the details for each one of these groups. Prior to passage of House Bill (HB) 2017 (2017 Session), the share of Highway Funds was about 97 percent of ODOT revenues. However, HB 2017 added the new Transit Payroll Tax, Vehicle Privilege Tax, and Bicycle Excise Tax, which caused the share of Highway Fund to decline to 89 percent of ODOT revenues. Public transit (Transit Payroll Tax) is the second largest fund with a six percent share and Connect Oregon (Vehicle Privilege Tax) is the third largest fund with about two percent share of total revenues. The diagram below summarizes graphically the flow of funds.

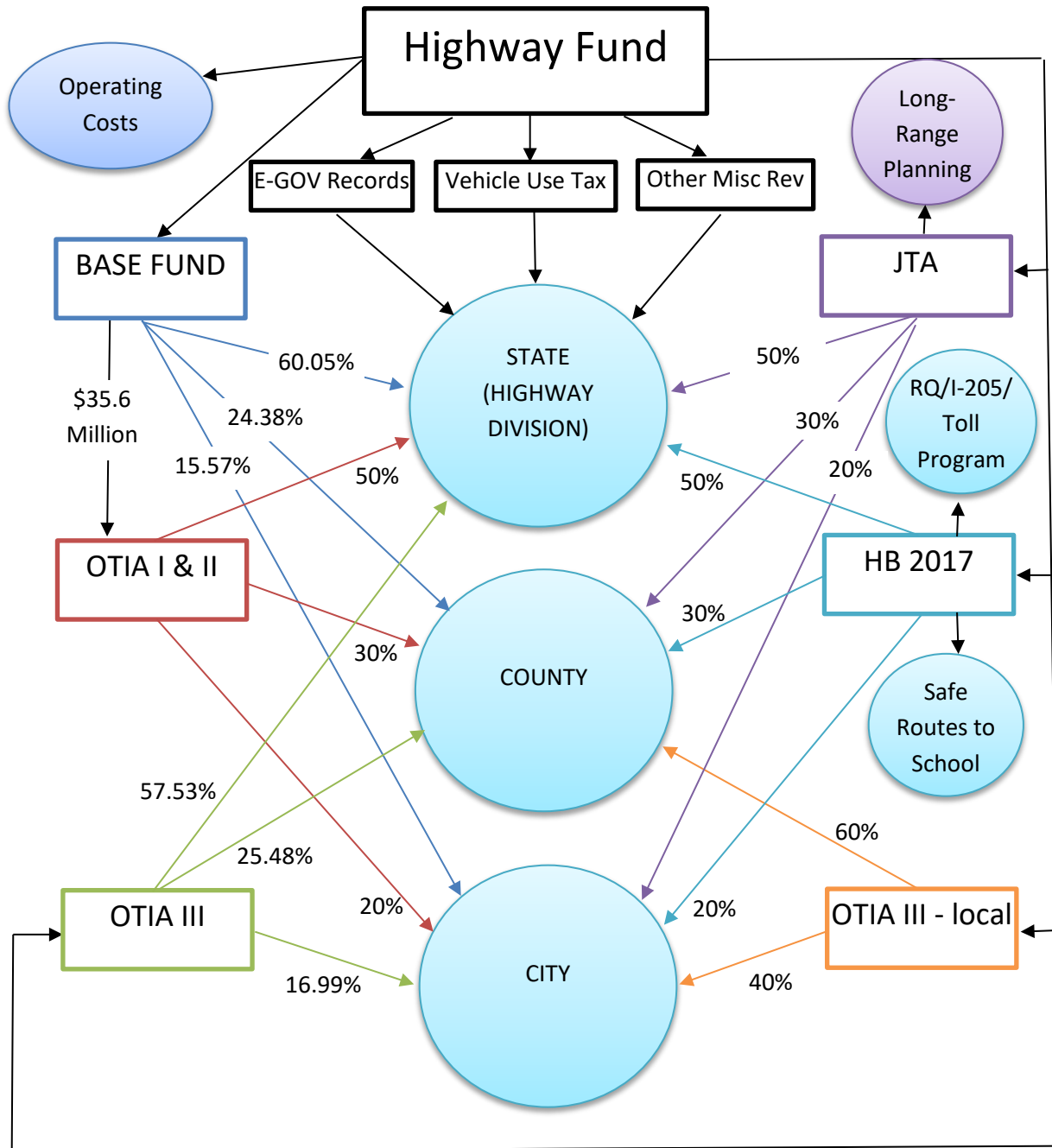
Figure 1. ODOT Collections and Distributions Diagram



¹ These do not include Federal funds.

Appendix A lists all the revenue items that we forecast, including the associated current fee, forecast group, and fund. The revenues in the Highway Fund are divided into Base Fund, OTIA I & II Set Aside, OTIA III Funds, JTA, and HB 2017. Each of these buckets further distributes into specific programs: State (Highway Division), City, and County Funds. The diagram below shows how Highway Funds are distributed.

Figure 2. Highway Funds Distribution Diagram



Revenue Forecast Overview

The possibility of a recession and economic downturn remained a strong concern in our prior forecast. Since then, inflation has continued to decline, though not as low as the Federal Reserve Board target rate. Still, the consensus among economic forecasters is that inflation will remain consistent without significant economic losses from higher interest rates. Employment growth and wages are expected to continue on a path of slower growth, but without outright declines.

While the economic outlook remains risky, no alternative downturn scenario is built into our current forecast. However, inflation continues to erode consumer purchasing power, which impacts discretionary spending. This is particularly evident in the weight-mile forecast where the strong growth in 2020 and 2021 has been replaced with negative transactional growth over the last couple years. Thankfully, HB 2017 increased rates in 2022 and will again in 2024, leading to continued revenue growth for this series.

Even though HB 2017 has been around since 2018, its phased implementation means the effects of this legislation are still being felt. Initial increases in Motor Fuels, CCD, and DMV fee and tax rates in 2018 led to additional increases in 2020 and 2022. These increases are shown in Figure 3 below where spikes in Fiscal Year (FY) 2018 and 2019 and again in FY 2021 and 2022 result from these increases. An additional two-cent fuels tax increase will also be implemented in January 2024, if the conditions are met for triggering this final increase. This would further boost revenues through 2025. Beyond 2025, revenue growth stagnates overall as the economic and demographic growth slow and fuel demand declines due to rapid growth of battery electric vehicles (BEV) that do not consume any taxable fuels.

Figure 3. Total Gross State Highway Revenues by Fiscal Year

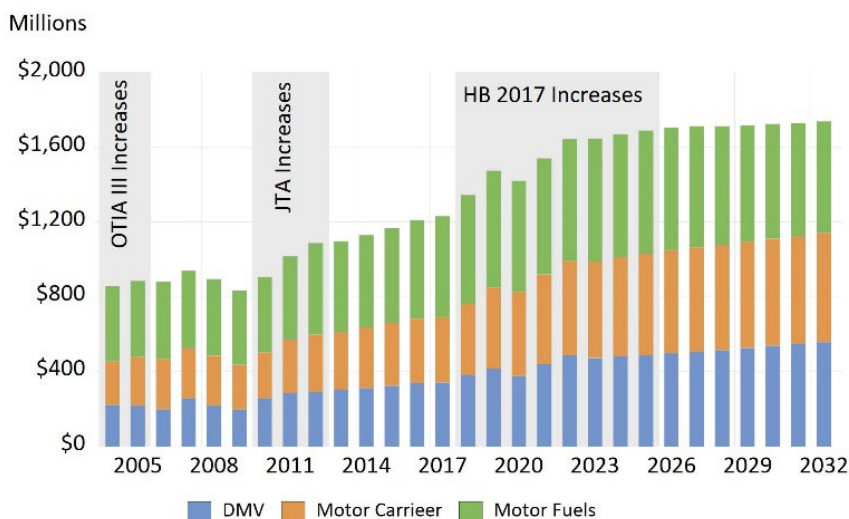


Table 1 shows the biennial change in highway revenues from the April 2023 forecast. Our previous forecast leaned pessimistic due to expectations of ongoing inflation and losses from state policy changes that will reduce motor fuels use and related revenues. The current forecast shows net improvements relative to the prior forecast in part because of stronger than expected ongoing fuel use and DMV transactions within the state, which may reflect some consumer spending strength. Looking ahead to the 2023-25 biennium, increases in DMV revenues are offset by lower CCD revenues. Motor fuels revenues are higher based on recently rebounded fuel sales, resulting in a positive change. Beyond 2023-25, fee changes from the 2023 legislative session will continue to boost DMV revenues, while consumer spending buoys motor fuels sales in spite of overall declines due to the shift from conventional engine to battery electric vehicles. CCD revenues offset these increases, though they remain stronger than pre-COVID expectations.

The net apportionable revenue changes reflect the change in pre-apportionment collection and administration costs from DMV, CCD, and Motor Fuels. The October 2023 forecast uses the final phase in the budget process of moving to the Legislative Adopted Budget for 2023-25. Future biennia forecast values for collection costs are forecasted using historical increases as well as a cost index anchored to the most recently available budget values.

Table 1. Change in Highway Revenues from the April 2023 Forecast

(\$ Millions)	2021-23	2023-25	2025-27	2027-29	2029-31
Motor Fuels (w/ triggered increases)					
Gross	\$ 11.8	\$ 31.9	\$ 17.9	\$ 21.3	\$ 26.6
Net Apportionable	\$ 11.5	\$ 31.9	\$ 17.9	\$ 21.3	\$ 26.6
CCD					
Gross	\$ (10.8)	\$ (14.4)	\$ (7.9)	\$ (12.3)	\$ (13.6)
Net Apportionable	\$ (10.8)	\$ (14.1)	\$ (7.5)	\$ (11.9)	\$ (13.1)
DMV					
Gross	\$ (2.1)	\$ 13.9	\$ 16.8	\$ 23.1	\$ 23.3
Net Apportionable	\$ (2.2)	\$ 13.0	\$ 16.0	\$ 22.4	\$ 22.6
Total (w/ triggered increases)					
Gross	\$ (1.1)	\$ 31.4	\$ 26.8	\$ 32.1	\$ 36.4
Net Apportionable	\$ (1.5)	\$ 30.7	\$ 26.4	\$ 31.8	\$ 36.1

Table 2 highlights changes for some of the most important revenue generating transactions in the ODOT State Highway Revenue forecast. After double digit declines across the board (except for weight-mile in calendar year [CY] 2020 due to COVID-19 crisis), growth rebounded across the board in CY 2021, especially in Original Class C Licenses where there was substantial growth. Pent-up demand, Real ID, and implementation of HB 2015 were the main reasons for this growth. The negative growth rates in CY 2022 and CY 2023 are partially a result of a slowing

economy and high inflation, as noted above, but also in the Class C License series where transactional pent-up demand was completed and a decline is expected.

Once through 2023, the volatility in growth rates diminish and in the absence of any further disruptions, rates generally reflect the overall expectation of slow to flat economic growth. The one exception is motor fuels, which will begin to decline as the combined effect of BEV registrations and increasing internal combustion engine fuel efficiency outweighs any positive economic growth.

Table 2. Percentage Change in Selected Key Oregon Transportation Indicators

	Actual		Forecast											
	CY 21	CY 22	CY 23	CY 24	CY 25	CY 26	CY 27	CY 28	CY 29	CY 30	CY 31	CY 32	CY 33	
MOTOR FUELS GALLONS (WITH TRIGGERS)	8.4%	-2.2%	3.8%	-1.6%	-0.8%	-1.1%	-1.4%	-1.8%	-1.8%	-1.1%	-1.0%	-0.9%	-8.7%	
ORIGINAL CLASS C LICENSES	118.4%	-18.4%	-5.0%	-8.5%	0.1%	0.7%	0.4%	-0.6%	-0.8%	-0.9%	-0.4%	0.0%	0.1%	
PASSENGER VEHICLE REGISTRATIONS	24.6%	-8.7%	6.3%	-4.4%	3.3%	-1.1%	1.4%	-0.2%	0.8%	0.0%	0.3%	0.2%	0.4%	
TITLE TRANSFERS	70.0%	-4.7%	-8.2%	4.0%	4.9%	-0.5%	0.5%	-0.9%	-0.7%	-1.0%	-1.0%	-1.3%	-1.2%	
TRUCKING ACTIVITY (WEIGHT-MILE)	7.1%	-2.9%	-5.1%	3.2%	0.8%	1.5%	0.8%	0.7%	0.8%	1.0%	1.1%	1.1%	1.2%	

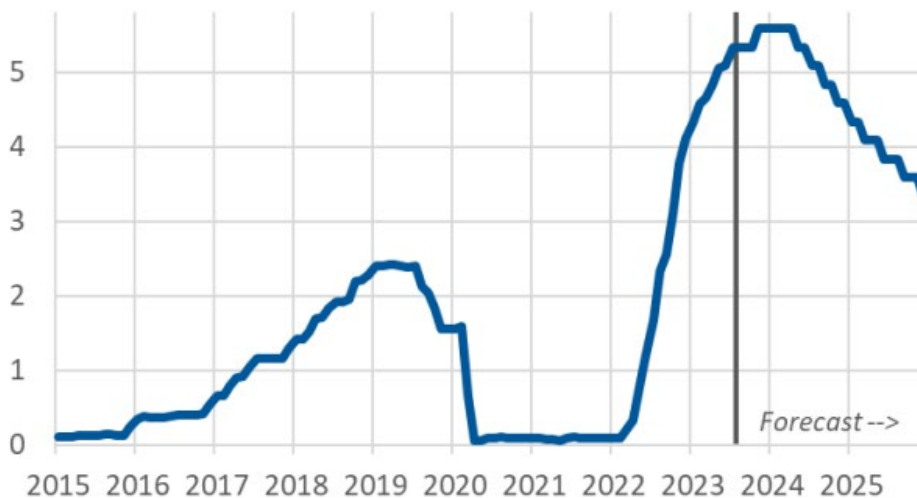
Transportation Backdrop

The Federal Reserve has continued to increase interest rates to stave off the effects of inflation, though it shows signs of pausing those increases. While inflation has been steadily decreasing, it has not been paired with a recession. Job growth and real GDP have seen growth in an almost perfect “soft-landing” scenario, though inflation remains nearly double the Federal Reserve’s 2.0 percent target rate. Figure 4 shows the Federal Reserve forecast of interest rates. These issues have an impact on ODOT revenues. If higher interest rates make vehicle purchases more costly, we would expect to see lower revenues from privilege and use tax and DMV transaction revenues. Figure 5 shows an uptick in newly delinquent credit card and auto loans, suggesting economic headwinds. Lower vehicle sales could slow the transition to battery electric vehicles (BEVs), which would affect motor fuels revenues. Higher interest rates may slow construction and capital investment, reducing the amount of goods transported by truck. A full discussion of the state and national economic forecasts can be found on the Oregon Office of Economic Analysis website: <https://www.oregon.gov/das/OEA/Pages/index.aspx>.

Figure 4: Federal Reserve Forecast of Interest Rates

The Federal Reserve and Interest Rates

The Fed's own forecast of the Fed Funds Rate



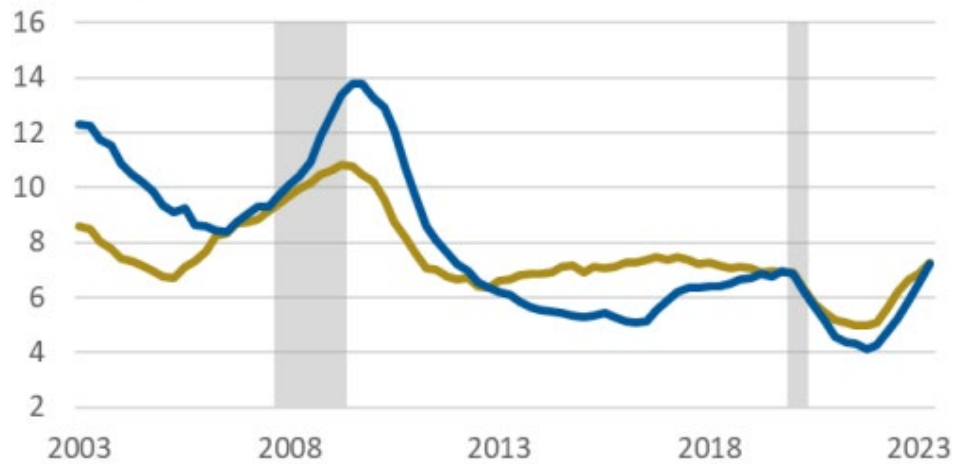
Latest Actual: July 2023 | Source: Federal Reserve, IHS Markit, Oregon Office of Economic Analysis

Source: DAS – Office of Economic Analysis, September 2023 Forecast

Figure 5: Newly Delinquent Loans

Newly Delinquent Loans

Percent of **Credit Card** and **Auto** loans 30 days past due

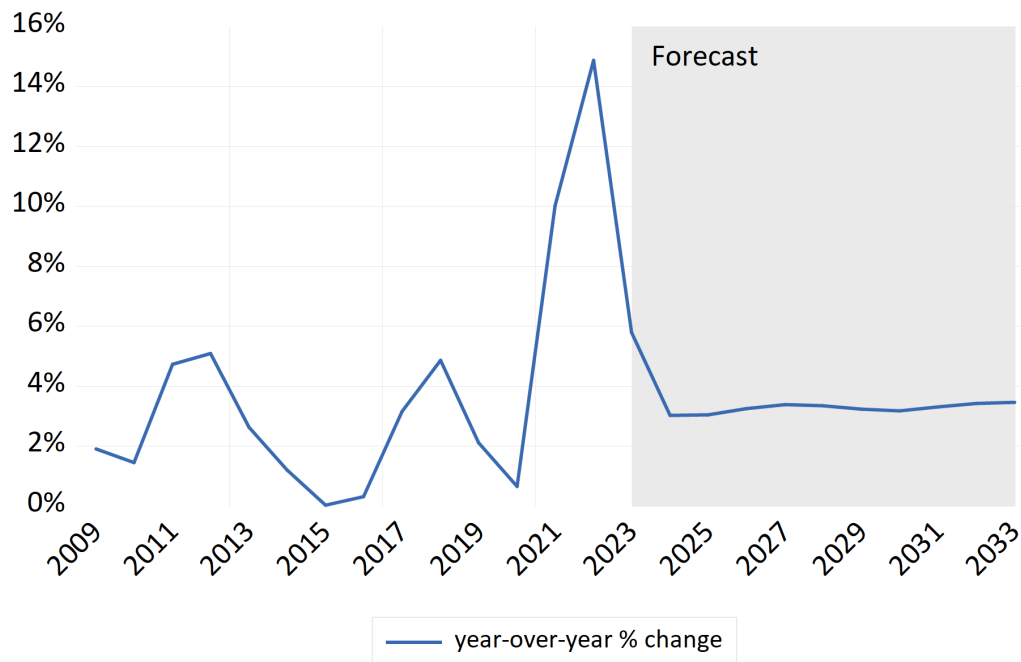


Latest Data: 2023q2 | Source: Federal Reserve Bank of New York, Oregon Office of Economic Analysis

Source: DAS – Office of Economic Analysis, September 2023 Forecast

As inflation remains above recent historical trends, it significantly impacts budgets and economic activity. One source of inflation we track as an agency is changing prices of “State and Local Highway Capital Projects,” which tracks the cost of transportation projects as opposed to household goods. This index tracks national costs on non-federal highway projects and has data going back to 1997. There has been steady and positive year-over-year growth to these costs in a range from roughly zero percent to five percent from 2009 to 2020 (Figure 6). Cost escalation hit a new high in 2021 with 10 percent and grew even further in 2022 with a 15 percent increase. Higher costs could impact ODOT’s ability to complete projects on time and within budget. Future projections of this inflation are estimating a return to a baseline increase by 2024.

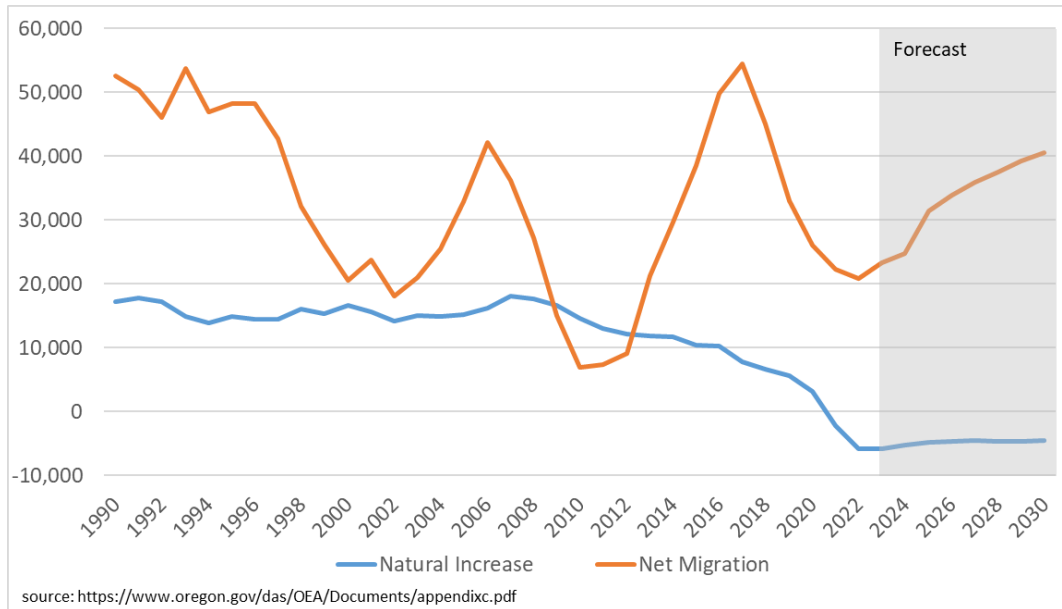
Figure 6: Year-over-year state and local highway capital project cost escalation.



There are still substantial sources of uncertainty with the current economic forecast. As mentioned previously, the volatility surrounding inflation makes it difficult to accurately predict long term trends and their effects on transportation infrastructure in Oregon. Additional volatility in consumer demand and demand for transportation services since the COVID pandemic has also made accurate forecasting difficult. A recession, while forecasted as less likely, remains a risk and would make the outlook more challenging for ODOT revenues. Inflation for construction projects has the potential to delay and cancel projects if the cost increases cannot be supported by their current budgets. This problem is impossible to solve as over allocating funds to projects results in wasted state resources, while under allocating threatens the timing and the likelihood of projects moving forward. As uncertainty surrounding inflation and recession remains, there will continue to be instabilities in any economic forecast.

The economic health of Oregon depends on its people. Total population is projected to increase over the next eight years driven by net migration into the state (Figure 7). In 2022, the natural population change (births minus deaths) fell and continues to be negative. This negative growth in the natural population is projected to continue through 2030, as the state becomes entirely dependent on in-migration to sustain its overall population increases.

Figure 7: Oregon natural population change and net migration into the state.



Total net migration is expected to increase until the end of the decade and is likely to continue with a positive trend thereafter. This trend will have direct impact on several important revenue drivers for the Oregon Department of Transportation. DMV transactions and fuels taxes are particularly dependent on the total Oregon population, as increased population means more drivers and gasoline consumers in the state. Higher population also stimulates the Oregon economy through consumer purchases. As a result, commercial trucking activity increases as well as tax collections resulting from weight-mile taxation. Thus, the population forecasts provide an optimistic outlook for ODOT revenues, albeit with very slow growth.

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.

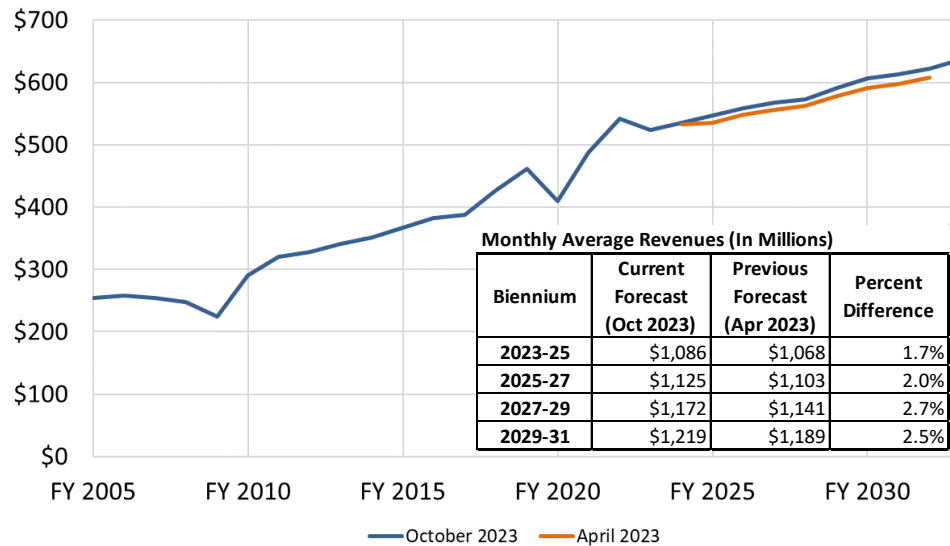
The DMV forecast is produced at the transaction level and aggregated to the summary level. The transactions are grouped into three different business lines: Vehicle, Driver, and Business Regulation. The Vehicle program area contains the transactions related to legal ownership and operation of a vehicle,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

In total, the DMV forecast contains over 240 individual product transactions and over 100 different forecast equations. However, most of these transactions have little significant impact on the overall forecast as their volumes and fee levels are small. In FY 2023, 80 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 47.8 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 Real ID fees.

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.

Figure 8 shows total DMV revenues by fiscal year. Overall, the revenues are a bit higher compared to the previous forecast mainly due to fee increases that were approved by 2023 Legislative Session (HB 2100) and will go into effect in January 2024. Most fee increases were for driver transactions, a few for vehicle transactions (replacement plate fees, travel trailer, motorhome, and camper registrations), and a 50 cent rounding fee changes for a few business regulation transactions. Appendix 1 provides a list of all transactions with the current fee and the new fee that was approved by the Legislature.

Figure 8. 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 IHS Markit. 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.

While Oregon’s total non-farm employment (Figure 9) has not changed much compared to the previous forecast, we see comparatively large changes in expectations when it comes to national light vehicle sales (Figure 10).

Figure 9. Total Non-Farm Employment (quarterly frequency – seasonally adjusted)

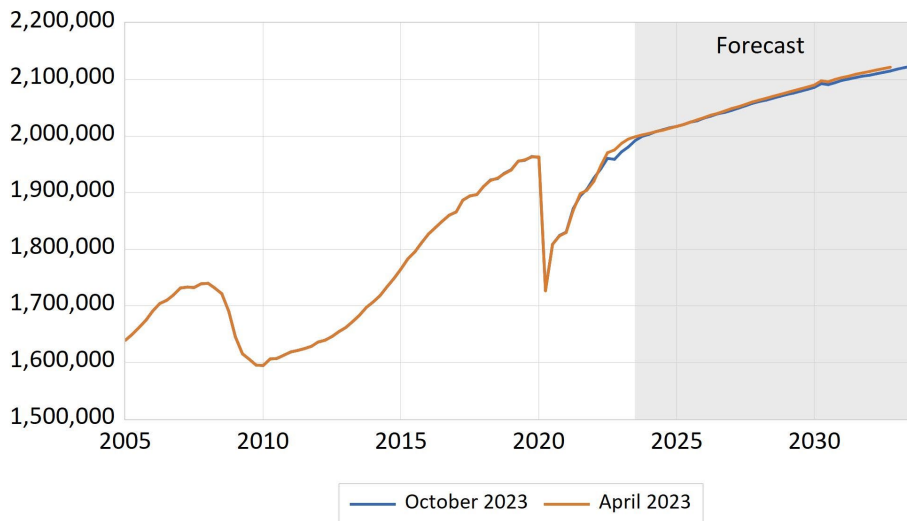
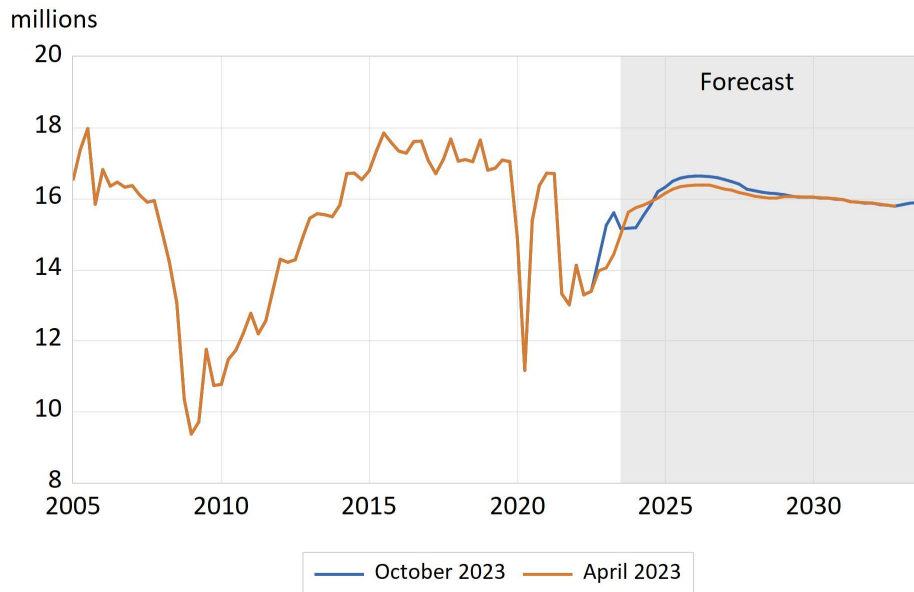
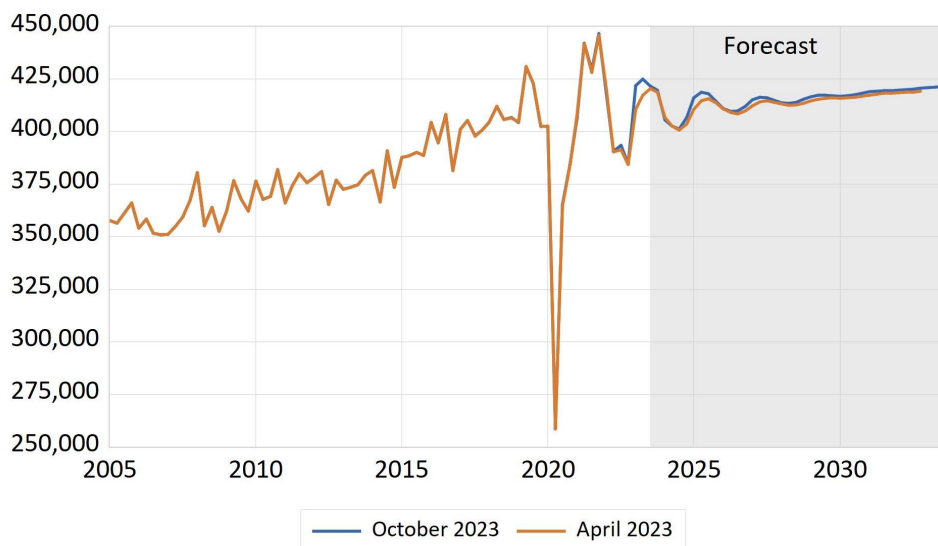


Figure 10. Total US Light Vehicle Sales (quarterly frequency – seasonally adjusted)



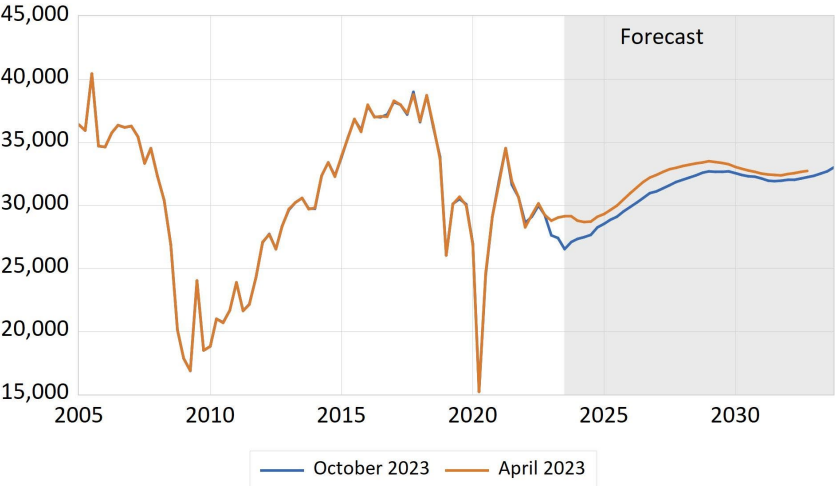
Two-year passenger vehicle registration is one of the top DMV revenue transactions (Figure 11). Due to COVID-19 there was a statewide moratorium on citations for expired registrations that lasted until December 31, 2021. That had a profound effect on the cyclical variation in our data and will be observed for a while until the effect wears off. The number of total registered passenger vehicles has declined since COVID-19 and still has not recovered to pre-pandemic levels. This could be due to the structural change caused by a shift upwards in the percentage of people working from home and not needing the second vehicle in the household.

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



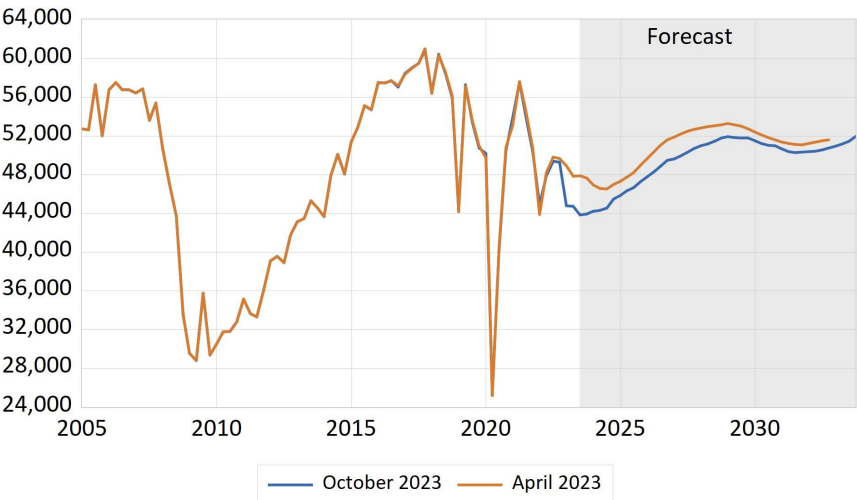
Typically, new vehicles purchased from a dealership get a four-year registration until the first renewal when they will be switched to a two-year registration renewal cycle. In recent quarters the four-year registrations have dropped (Figure 12). This could be another reason why the total stock of registered vehicles is declining. We are expecting the four-year registrations to rebound, especially given the recent rebound in total US new light vehicle sales (Figure 10). However, our current forecast is slightly weaker than our previous forecast.

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



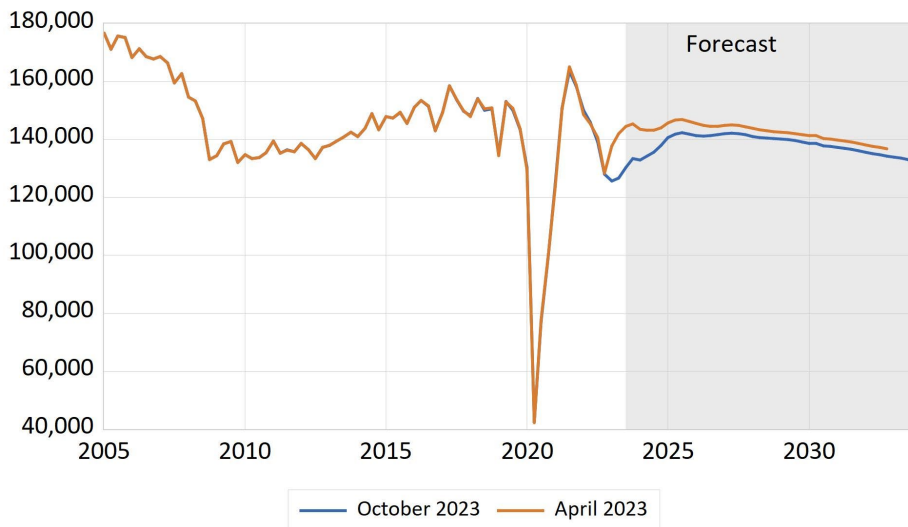
Just like with the four-year passenger vehicle registrations, the volume of new light vehicle title transactions has also declined. We are expecting a rebound here as well, and just like with four-year passenger registrations, the overall forecast has been adjusted downwards compared to April 2023 forecast (Figure 13).

Figure 13. New Light Vehicle Titles (quarterly frequency – seasonally adjusted)



Light vehicle title transfers happen when a vehicle ownership is being passed from one party to another, for example when a used vehicle is sold. For the most of the previous two years, the volume was relatively high for this transaction because DMV had a large backlog of title transactions accumulated as a result of COVID-19 related disruption in services. However, future transaction volumes are expected to be lower, more in-line with long-term trends. October 2023 forecast is a bit weaker than the previous forecast due to lower-than-expected actuals (Figure 14).

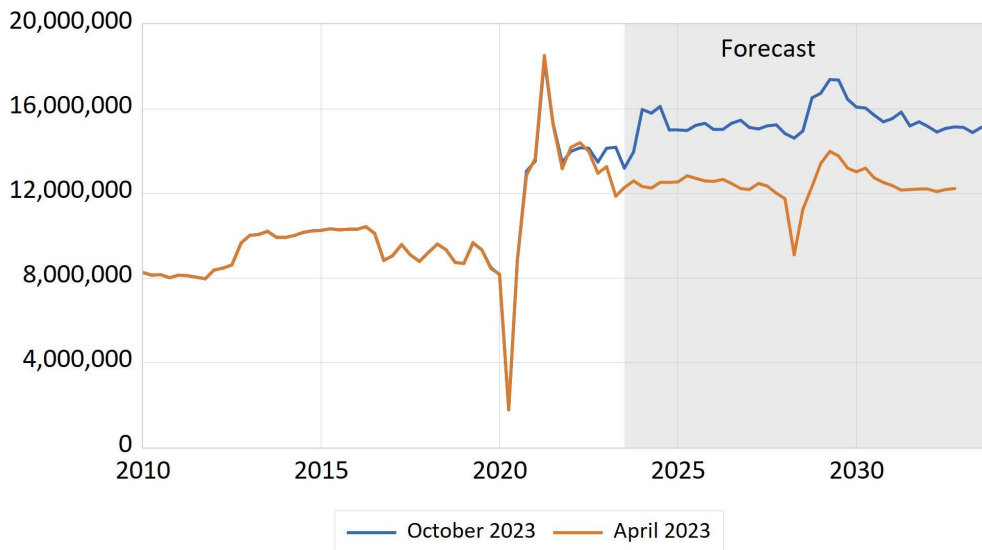
Figure 14. Light Vehicle Title Transfers (quarterly frequency – seasonally adjusted)



Driver and ID card transactions were unusually high for the first and second quarters of 2023, the total revenues from driver and ID card transactions were almost 16 percent higher than expected in our April 2023 forecast. However, it is not clear what caused this increase in transactions. We can speculate that perhaps it was due to remaining post-COVID pent-up demand. In general, while our forecasts for driver and ID cards do look a bit stronger than our previous forecast, we do believe that transaction levels will come down to their predicted long-term equilibrium levels.

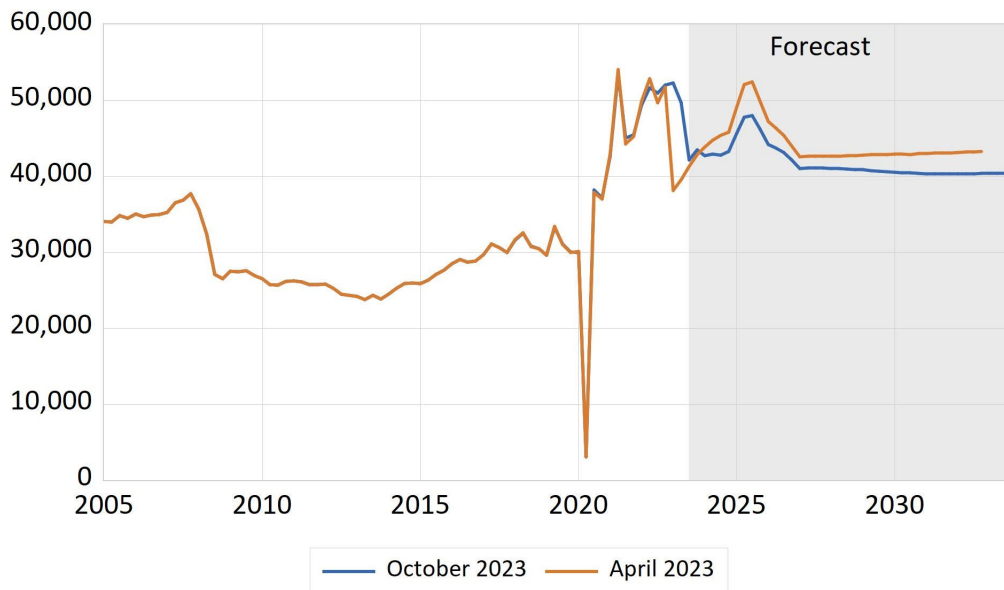
During the last 2023 Legislative Session, some fee increases were approved that are impacting many of the driver and ID card transactions. Fees were raised to reflect the true cost of providing these services and will go into effect in January 2024. While most of these transactions are fairly price inelastic, there might be a slight negative impact to the transaction volumes. On the positive note, the revenues will see a big boost (Figure 15).

Figure 15. Driver & ID Card Total Revenues (quarterly frequency – seasonally adjusted)



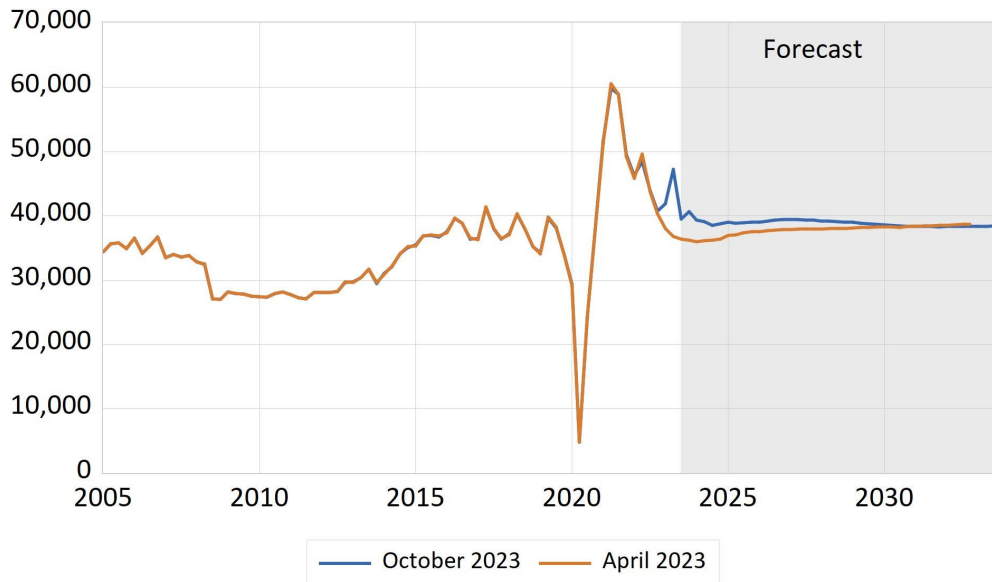
Within driver and ID card transactions, we see two distinct patterns: transactions impacted by Real ID cut-off date versus transactions that are not. Replacement/Duplicate License is an example of a driver transaction that is impacted by Real ID cut-off date (Figure 16). Prior to COVID-19, the federal cut-off date for requiring Real ID when flying was October 2020, then the cut-off date was pushed to October 2021, then to May 2023, and now it has been pushed out to May 2025.

Figure 16. Replacement/Duplicate License (quarterly frequency – seasonally adjusted)



Original Class C Driver License (Figure 17) is an example of a driver transaction not impacted by the Real ID cut-off date. However, it is still too early to tell what the new long-term equilibrium level would be for this transaction due to HB 2015 implementation that went into effect in January 2021, which expanded the pool of eligible customers for licenses to undocumented immigrants. Also, as evidenced by the last two quarters of actuals, there is still some post-COVID-19 pent-up demand that is causing some turbulence.

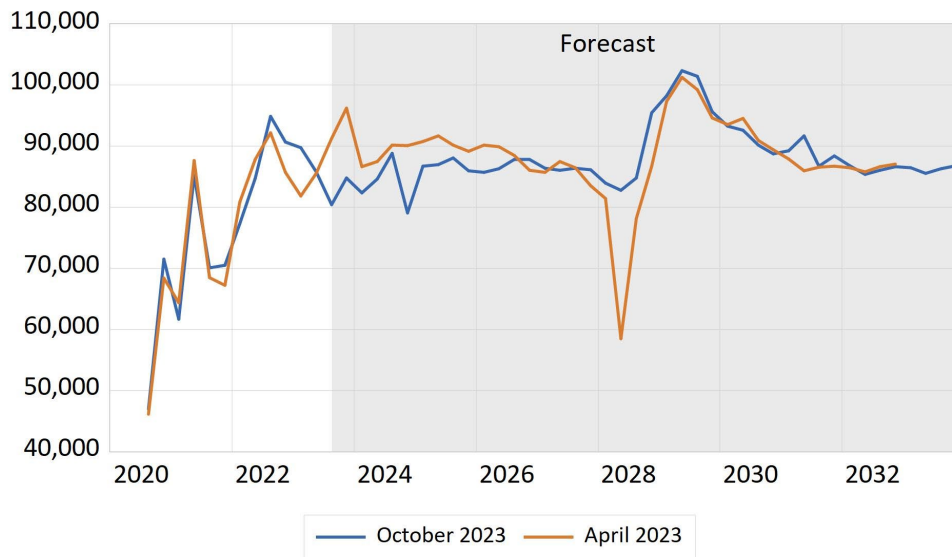
Figure 17. Original Class C Driver License (quarterly frequency – seasonally adjusted)



DMV started issuing Real ID compliant licenses and ID cards in July 2020. The fee for a Real ID transaction is \$30 and is collected each time it is renewed (every eight years). Getting Real ID credentials is an available option, and many choose to get it either when they are getting their original driving credentials or renewing/replacing the existing one. In 2022, on average 44 percent of driver credential transactions included a Real ID transaction (Figure 18).

One big change from the previous forecast is the revision of driver license renewal forecast that has an impact on Real ID transaction volumes. Previously, we assumed that the eight-year renewal cycle would be impacted by the moratorium that was in place during COVID-19 and allowed people to drive with expired licenses. We assumed that the eight years are calculated from the date that the license was last renewed, however DMV clarified this: the eight years are calculated from when the license last expired. Thus, the effect of the moratorium due to COVID-19 is not going to have a rippling effect every 8 years.

Figure 18. 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 title and 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 \$13.9 million more in gross Highway revenues for 2023-25 biennium and \$16.3 million more for 2025-27 biennium. This is driven primarily by the fee increases approved by 2023 Legislative Session and will be going into effect in January 2024.

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

	Actual		Forecast										Actual BI 21-23	Forecast				
	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33
1 VEHICLE REGISTRATIONS	\$298.5	\$296.5	\$303.1	\$305.0	\$312.3	\$318.9	\$326.9	\$335.8	\$344.8	\$353.7	\$363.6	\$375.1	\$595.0	\$608.1	\$631.1	\$662.7	\$698.5	\$738.6
2 DRIVER LICENSES & OTHER	\$37.6	\$35.6	\$40.1	\$42.6	\$42.0	\$42.2	\$41.5	\$45.2	\$45.4	\$42.9	\$41.7	\$41.4	\$73.2	\$82.7	\$84.2	\$86.7	\$88.3	\$83.1
3 TITLE, PLATE & OTHER	\$149.7	\$135.6	\$141.4	\$145.4	\$149.0	\$152.0	\$154.5	\$156.8	\$158.7	\$159.9	\$161.4	\$163.7	\$285.3	\$286.8	\$301.1	\$311.3	\$318.6	\$325.2
4 TOTAL DMV COLLECTIONS	\$485.8	\$467.7	\$484.6	\$493.0	\$503.4	\$513.1	\$523.0	\$537.7	\$548.9	\$556.6	\$566.7	\$580.2	\$953.5	\$977.6	\$1,016.4	\$1,060.7	\$1,105.5	\$1,146.9
5 Change from Previous Forecast	\$0.0	(\$2.1)	\$4.5	\$9.4	\$7.6	\$9.2	\$10.6	\$12.5	\$11.6	\$11.7	N/A	N/A	(\$2.1)	\$13.9	\$16.8	\$23.1	\$23.4	N/A
6 COLLECTION/ADMINISTRATION & PROGRAM COST	(\$113.2)	(\$115.5)	(\$115.2)	(\$117.5)	(\$123.1)	(\$125.6)	(\$131.5)	(\$134.2)	(\$140.5)	(\$143.4)	(\$146.7)	(\$150.1)	(\$228.7)	(\$232.8)	(\$248.7)	(\$265.7)	(\$283.9)	(\$296.8)
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	(\$8.4)	(\$8.6)	(\$9.0)	(\$8.9)	(\$8.9)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$17.0)	(\$17.9)	(\$17.9)	(\$17.9)	(\$18.0)	(\$18.0)
10 ODOT CENTRAL SERVICES ASSESSMENT	(\$36.4)	(\$37.2)	(\$40.3)	(\$41.1)	(\$44.1)	(\$45.0)	(\$48.3)	(\$49.3)	(\$52.9)	(\$54.0)	(\$55.9)	(\$57.9)	(\$73.6)	(\$81.5)	(\$89.2)	(\$97.6)	(\$106.9)	(\$113.9)
11 NET DMV REVENUE	\$327.7	\$306.5	\$320.1	\$325.4	\$327.2	\$333.5	\$334.2	\$345.3	\$346.5	\$350.3	\$355.0	\$363.1	\$634.2	\$645.5	\$660.7	\$679.4	\$696.8	\$718.2
12 REVENUE SET-ASIDE TO OTIA I & II - memo	(\$6.9)	(\$6.7)	(\$6.9)	(\$7.0)	(\$7.0)	(\$7.1)	(\$7.1)	(\$7.3)	(\$7.4)	(\$7.3)	(\$7.2)	(\$7.2)	(\$13.6)	(\$13.8)	(\$14.1)	(\$14.4)	(\$14.6)	(\$14.5)
13 REVENUE PLEDGED TO OTIA III - memo	(\$86.0)	(\$80.0)	(\$81.8)	(\$82.1)	(\$83.3)	(\$83.9)	(\$84.5)	(\$84.8)	(\$85.0)	(\$84.9)	(\$84.9)	(\$85.1)	(\$166.0)	(\$163.9)	(\$167.2)	(\$169.3)	(\$169.9)	(\$170.0)
14 REVENUE DUE TO JTA - memo	(\$112.1)	(\$104.7)	(\$106.8)	(\$106.9)	(\$108.4)	(\$109.1)	(\$109.8)	(\$110.3)	(\$110.5)	(\$110.4)	(\$110.4)	(\$110.6)	(\$216.8)	(\$213.7)	(\$217.5)	(\$220.1)	(\$220.9)	(\$221.0)
15 REVENUE DUE TO HB 2017 - memo	(\$125.5)	(\$129.7)	(\$135.4)	(\$139.5)	(\$146.4)	(\$153.8)	(\$162.3)	(\$172.2)	(\$182.6)	(\$193.0)	(\$204.4)	(\$217.5)	(\$255.3)	(\$274.9)	(\$300.1)	(\$334.5)	(\$375.5)	(\$421.9)

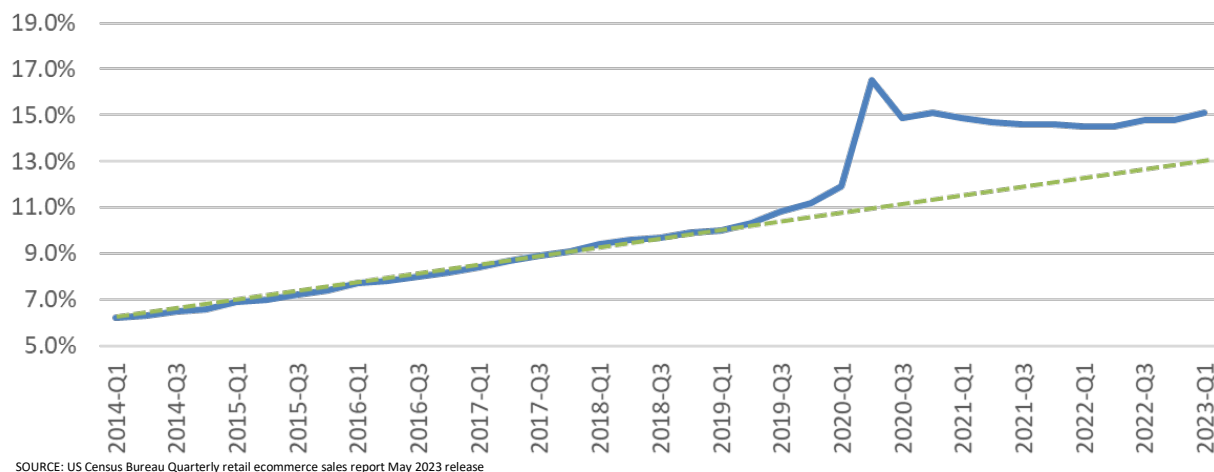
Commerce and Compliance

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 just under 90 percent of total revenues 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.

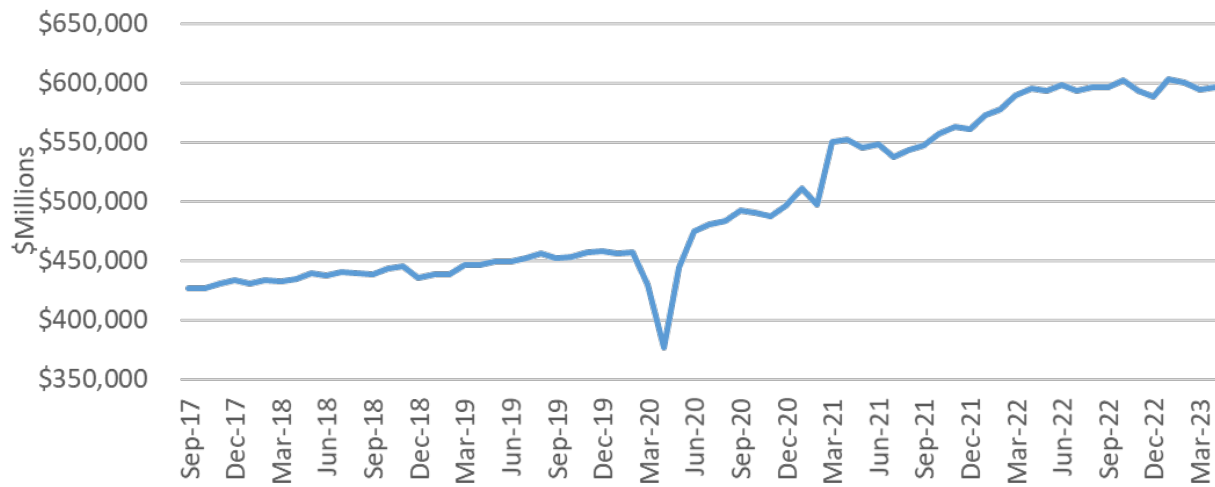
Trucking activity generally experienced a boom during the COVID-19 pandemic. As consumers shifted from brick and mortar to online shopping, as well as having less service options to spend discretionary income, these actions led to an increase of good shipped directly to homes.

Figure 19. U.S. E-commerce as a percentage share of Retail Sales
(Dashed line represents straight-line pre-COVID projection)



As the saying goes, all good things must come to an end, and this appears to be true for trucking activity as well. In the post-pandemic world, several factors contributed to the decline in demand for trucking activity: high inflation and the end of pandemic related stimulus checks eroded consumers purchasing power, and the opening of the economy resulted in diversification of spending back into services. Both the online share of retail sales charts and the overall retail sales show a flattening or even a decline in sales post-pandemic, which translates into a decline in real dollars over some of this period.

Figure 20. U.S. Retail Sales Pre and Post Pandemic



Source: U.S. Census Bureau

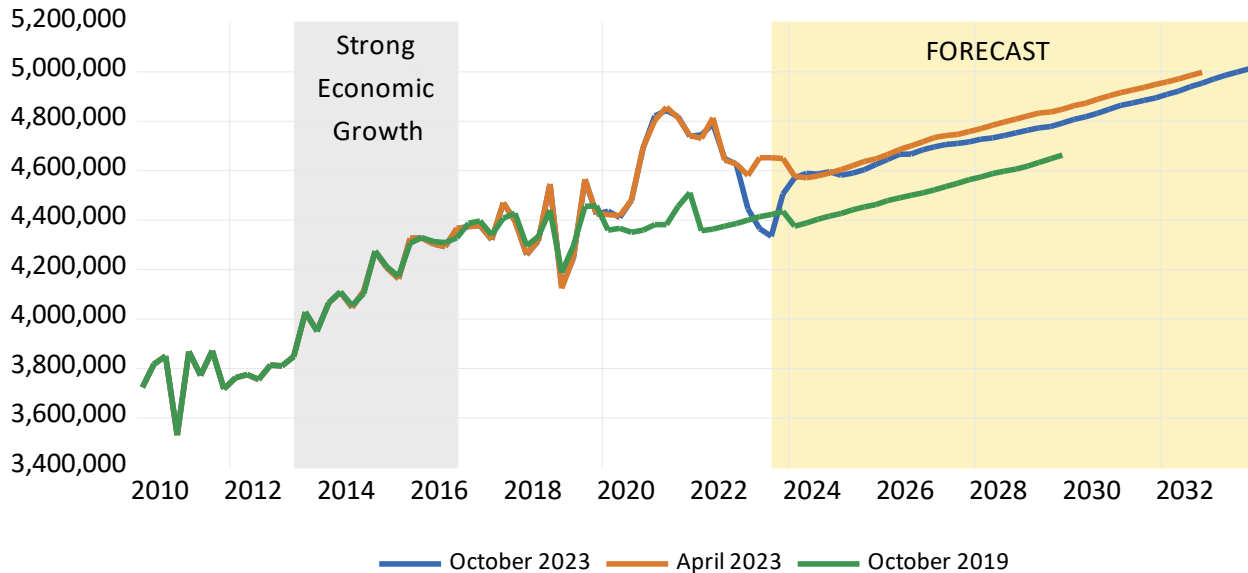
There are also longer-term structural trucking changes that could impact trucking activity. Consolidation in the industry could lead to more efficient use of overall vehicles. But also, the regional distribution model that retailers like Amazon have instituted as consumers shift out of brick-and-mortar stores have changed how trucks deliver. Instead of delivering to a series of retail outlets, in some cases we are now seeing heavy trucks delivering to these large warehouses and then smaller medium duty vehicles ship the goods from the distribution centers to the final destination. This change likely reduces the amount of truck miles but could allow for more efficient use of the heavy vehicle.

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

Figure 21 shows our current weight-mile transactions forecast compared to a couple of our previous forecasts. Our updated model deviates from the previous projections only slightly in the outer forecast years after incorporating some of the drops in weight-mile transactions during 2022 and 2023. The reason for the consistency in the forecast is due to the stability in the durable goods spending and Oregon Construction employment forecasts, where both are very similar to the prior forecasts. Unfortunately, the prior forecast and our current forecast model do not adequately predict the drop we are currently seeing in the weight-mile transactions. This is concerning, as the forecast model has traditionally done a good job of predicting trucking activity. The last two quarters since the prior forecast have shown a significant drop, bringing us back in line with our pre-pandemic forecast. While it is challenging

to explain this drop, it is entirely possible this drop is short lived - similar drops and recoveries occurred a few times throughout the history. These kind of drops and recoveries are typically due to some administrative reasons such as: strikes, weather, labor shortages, or other bottle necks. The forecast and actuals will be monitored closely between this and the next forecast as we work to learn more about what may be behind this pull back in activity.

Figure 21. Weight-mile transaction forecast alternatives



In addition to the economic changes, under HB 2017 the weight-mile tax rates increased in 2018, 2020, and 2022, with an upcoming increase scheduled for 2024, for a total of 53 percent over the 2017 rates. These significant rate increases likely had an impact on trucking activity as businesses look for ways to minimize the impact of these higher rates. The slight decline in our forecast seen in 2024 is a direct result of these upcoming tax rate change.

Row 1 of Table 5 shows the amount of weight-mile and flat fee revenues collected each fiscal year. In 2023, weight-mile and flat-fee revenues totaled \$455.4 million, increasing 0.2 percent over 2022. In 2024, revenues are expected to increase as the next partial year of rate changes take effect. Revenue growth is strong in 2025 as the next rate increase is fully implemented. Beyond 2025, growth slows to rates averaging one percent.

Row 2 of Table 5 shows heavy vehicle registration fee revenues. It includes both International Registration Plan (IRP) registration fees paid by interstate carriers and the Commercial registration fees paid by intrastate carriers. Together these heavy vehicle registration fees totaled \$44.2 million in fiscal year 2023. This represents a small increase from 2022 at roughly 0.4 percent. Looking ahead, we expect revenue to increase into 2024 to bring us back to a long run average and remain fairly constant through the remainder of the forecast.

Row 3 of Table 5 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 \$7.5 million in fiscal year 2023 as the rates were increased for a few of these transactions as part of HB 2017. Looking forward we expect very little change in these forecasts.

Row 4 of Table 5 reports the total gross revenues for the Commerce and Compliance Division and row 5 shows the change from the prior forecast. For FY 2023-2024, there was a sizeable decrease of \$23.2 million between forecasts and an overall lower forecast in the outer years. Since weight-mile constitutes roughly 90 percent of the overall revenue for CCD, the total forecast looks similar, where the calendar year 2024 rate changes boost revenue for the 2024 and 2025 fiscal years. Growth in the outer forecast years is much more muted with rates averaging about 1 percent.

Row 9 of Table 5 reports the revenues net of collection costs. Rows 10 through 13 of Table 5 are informational only and highlight the amounts CCD contributes to the OTIA, JTA and HB 2017 programs.

Table 4. Highway Fund Revenues Collected by Commerce and Compliance (Millions of Dollars)

	Actual		Forecast										Actual BI 21-23	Forecast				
	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33
1 WEIGHT-MILE TAX	\$454.5	\$455.4	\$464.0	\$489.8	\$494.6	\$500.4	\$503.9	\$507.8	\$512.2	\$518.1	\$523.2	\$529.6	\$909.9	\$953.8	\$995.0	\$1,011.6	\$1,030.2	\$1,052.7
2 IRP & COMMERCIAL VEHICLE REGISTRATIONS*	\$44.0	\$44.2	\$46.3	\$46.7	\$46.9	\$47.2	\$47.3	\$47.2	\$47.2	\$47.1	\$47.0	\$47.0	\$88.3	\$93.0	\$94.1	\$94.5	\$94.2	\$94.0
3 RUAF, PERMITS, PASSES & CREDENTIALS**	\$7.5	\$7.5	\$7.4	\$7.1	\$7.0	\$7.1	\$7.1	\$7.2	\$7.2	\$7.3	\$7.4	\$7.4	\$15.0	\$14.5	\$14.2	\$14.3	\$14.5	\$14.8
4 TOTAL MCTD COLLECTIONS	\$506.0	\$507.1	\$517.8	\$543.5	\$548.6	\$554.6	\$558.3	\$562.2	\$566.6	\$572.4	\$577.5	\$584.0	\$1,013.1	\$1,061.3	\$1,103.2	\$1,120.4	\$1,139.0	\$1,161.6
5 Change from Previous Forecast	\$0.0	(\$10.8)	(\$12.4)	(\$2.0)	(\$3.4)	(\$4.4)	(\$5.4)	(\$6.9)	(\$6.9)	(\$6.7)	N/A	N/A	(\$10.8)	(\$14.4)	(\$7.9)	(\$12.3)	(\$13.6)	N/A
6 COLLECTION/ADMINISTRATION & PROGRAM COST	(\$38.4)	(\$39.2)	(\$38.2)	(\$38.9)	(\$40.2)	(\$41.1)	(\$42.4)	(\$43.3)	(\$44.7)	(\$45.7)	(\$46.4)	(\$47.2)	(\$77.7)	(\$77.1)	(\$81.3)	(\$85.7)	(\$90.4)	(\$93.6)
7 IFTA BUDGETED EXPENDITURES***	\$1.4	\$1.5	\$1.8	\$1.9	\$1.9	\$2.0	\$2.0	\$2.1	\$2.2	\$2.2	\$2.3	\$2.3	\$2.9	\$3.7	\$3.9	\$4.1	\$4.4	\$4.6
8 ODOT CENTRAL SERVICES ASSESSMENT	(\$13.6)	(\$13.9)	(\$14.5)	(\$14.8)	(\$15.9)	(\$16.2)	(\$17.4)	(\$17.7)	(\$19.0)	(\$19.4)	(\$20.1)	(\$20.8)	(\$27.5)	(\$29.4)	(\$32.1)	(\$35.1)	(\$38.4)	(\$40.8)
9 NET MCTD REVENUE	\$455.4	\$455.4	\$466.9	\$491.6	\$494.4	\$499.3	\$500.5	\$503.2	\$505.0	\$509.6	\$513.4	\$518.4	\$910.9	\$958.5	\$993.7	\$1,003.8	\$1,014.6	\$1,031.7
10 REVENUE SET-ASIDE TO OTIA I & II - memo	(\$11.0)	(\$10.8)	(\$10.5)	(\$10.7)	(\$10.8)	(\$11.0)	(\$11.1)	(\$11.2)	(\$11.3)	(\$11.5)	(\$11.6)	(\$11.8)	(\$21.8)	(\$21.2)	(\$21.8)	(\$22.3)	(\$22.8)	(\$23.4)
11 REVENUE PLEDGED TO OTIA III - memo	(\$31.6)	(\$30.5)	(\$30.7)	(\$31.3)	(\$31.5)	(\$31.8)	(\$32.0)	(\$32.2)	(\$32.4)	(\$32.7)	(\$32.9)	(\$33.2)	(\$62.1)	(\$61.9)	(\$63.4)	(\$64.2)	(\$65.1)	(\$66.1)
12 REVENUE DUE TO JTA - memo	(\$88.5)	(\$85.5)	(\$85.9)	(\$87.5)	(\$88.3)	(\$89.2)	(\$89.7)	(\$90.1)	(\$90.7)	(\$91.4)	(\$92.0)	(\$92.9)	(\$174.0)	(\$173.5)	(\$177.5)	(\$179.8)	(\$182.1)	(\$184.9)
13 REVENUE DUE TO HB 2017 - memo	(\$125.6)	(\$141.9)	(\$154.0)	(\$172.0)	(\$173.7)	(\$175.7)	(\$177.0)	(\$178.4)	(\$179.9)	(\$182.0)	(\$183.8)	(\$186.1)	(\$267.5)	(\$325.9)	(\$349.4)	(\$355.3)	(\$362.0)	(\$370.0)

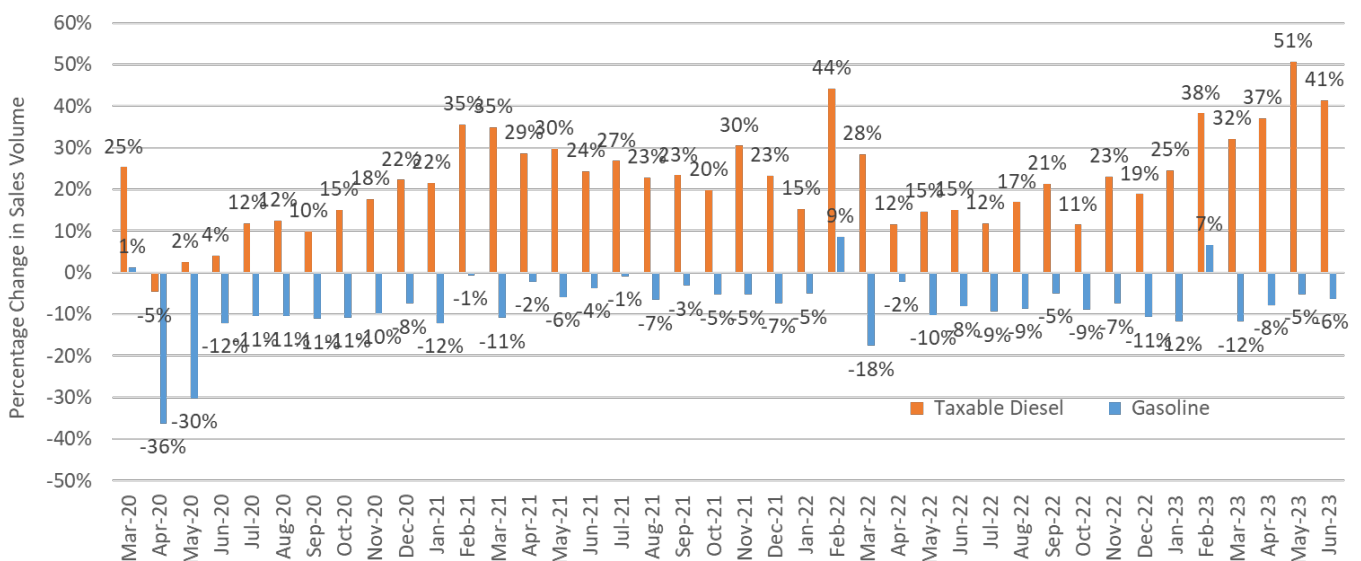
*IRP: International Registration Plan.
 **RUAF: Road Use Assessment Fees.
 ***IFTA: International Fuel Tax Agreement.

Motor Fuels

Motor Fuels revenues are derived from the tax paid on the sale of both motor vehicle fuels (gasoline) and use fuels (predominately diesel). The distinction is important because 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 is taxed later in the supply chain, at the retail level. Taxing at the retail level gives retailers, like card lock stations, the option of not imposing the tax on heavy trucks that pay the weight-mile tax instead of the Motor Fuels tax. Vehicles starting in the 26,000-pound weight class and above pay the weight-mile tax. Generally, a vehicle up to 26,000 pounds will pay the fuels tax and register their vehicle through DMV, while vehicles over this weight will pay the weight-mile tax and register their vehicle through CCD.

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 both had a positive impact on the growth of diesel's share in total motor fuels revenue. As of the last two quarters of 2023, the share of diesel has reached fifteen percent. Light trucking activity, which would include delivery vehicles, has been steadily increasing at first due to COVID-19, that resulted in more people staying home and not going to brick and mortar stores themselves and more recently due to increased number of distribution centers requiring less weight-mile paying truck activity and more diesel consuming medium-duty vehicle activity. At the same time, light-duty vehicle use has declined compared to pre-COVID-19 levels as people needs for commuting have changed and the fuel efficiency has improved contributing to decline in gasoline demand. Figure 22 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, while gasoline has stayed below respective monthly levels from 2019.

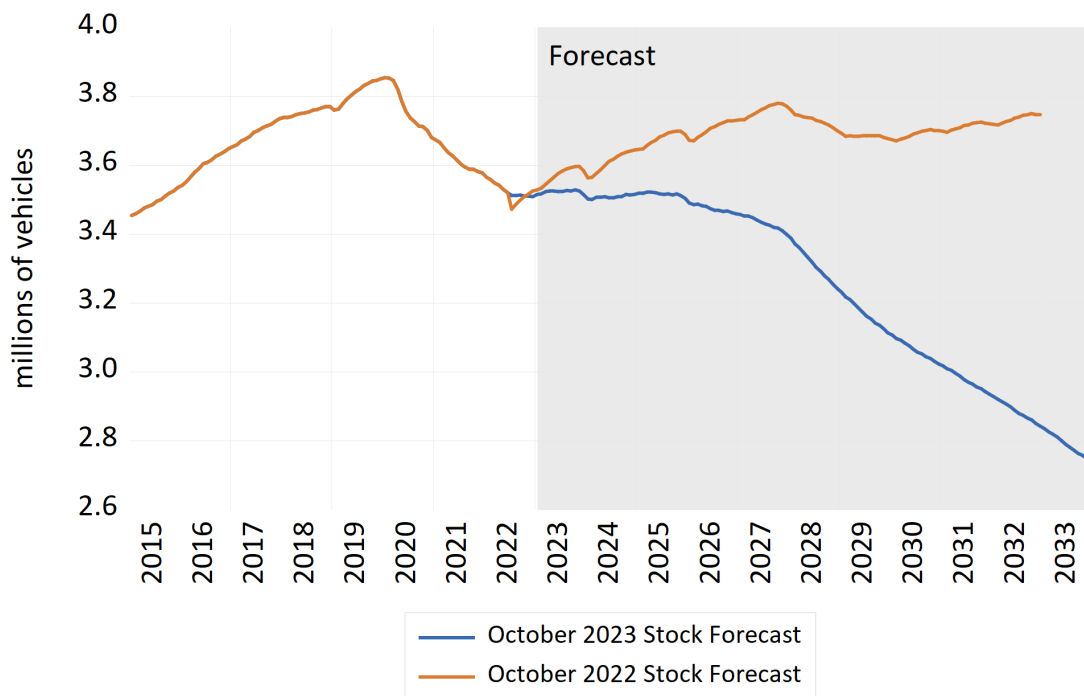
Figure 22. Percentage change in Gasoline and Taxable Diesel sales over same month in 2019



Fuel sales have rebounded dramatically since spring of 2020, but challenges to future growth may prevent a return to 2019 levels. First, the stock of passenger vehicles is not expected to reach 2019 levels in the forecast period. While many workers have returned to the office, Oregon’s Office of Economic Analysis has projected that working from home in Oregon will increase from current levels. Improvements in fuel efficiency and an increasing number of hybrid electric vehicles in Oregon will counteract increases in fuel demand from additional vehicles. Fuel prices remain highly variable, and prices have remained low in 2023 relative to 2022 levels in Oregon. These lower prices have contributed to a forecast of growth in near term fuel use.

The Motor Fuels forecast model regresses the volume of Motor Fuels on 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 is a recent change from past forecasts in which total stock was used. When using total stock, the effect of the forecasted switch to battery electric vehicles (BEVs) only entered the model through fleet fuel efficiency. However, BEVs consume no motor fuels ever, even though Environmental Protection Agency assigns miles per gallon equivalency (MPGE) fuel efficiency rating to them.

Figure 23. Forecast Comparison of Stock of Registered Passenger Vehicles



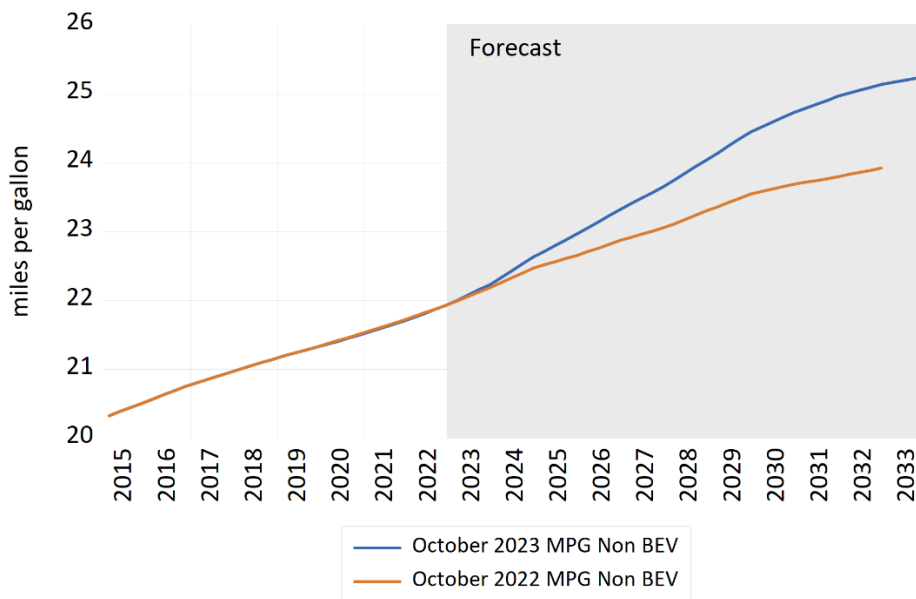
The stock forecast is updated once a year in April and is extended to 2033 for the October 2023 forecast. Compared to past forecasts, vehicle stock forecast is lower than it would have been had BEV stock been considered, as it was in the October 2022 forecast (Figure 2). Additionally, the current forecast differs from the October 2022 forecast in that it accounts for 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. This change resulted in a downward revision in the fuels forecast relative to forecasts without the rule in place, especially in the final years of the forecast horizon.

The stock of passenger vehicles is one of the strongest variables in our model. However, COVID-19 resulted in profound changes to the stock of registered vehicles, presenting some noise in the modeling. In general, fuel sold scales with the number of registered vehicles. Small changes in registered vehicles over time help explain the variation in the amount of fuel sold. During 2020, the number of registered vehicles dropped significantly. Previous forecasts assumed that the drop in vehicle registrations was due to COVID-19 and moratorium on citations that was placed till the end of 2021, but actual data has not shown a return to pre COVID-19 levels even though the moratorium has been lifted. Registration activity increased through the end of CY 2022, but at levels less than expected in the October 2022 forecast.

The current fuel efficiency forecast through 2033 reflects the change to non-BEV registered vehicles and the impact of ACC II rules. This forecast remains unchanged since April 2023. Figure 24 below shows the upward shift in the fuel efficiency forecast relative to October 2022, which is driven by an increasing number of hybrid and plug-in hybrid electric vehicles and their associated higher MPG ratings. Increases in the fleet fuel efficiency resulted in downward pressure on the motor fuels forecast. Using deteriorating non-BEV stock also has a negative impact on the consumption of motor fuels compared to our previous forecast. However, this switch better reflects the reality of the upcoming changes in the composition of our vehicle fleets.

Figure 24. Average Combined Light Vehicle Fuel Efficiency

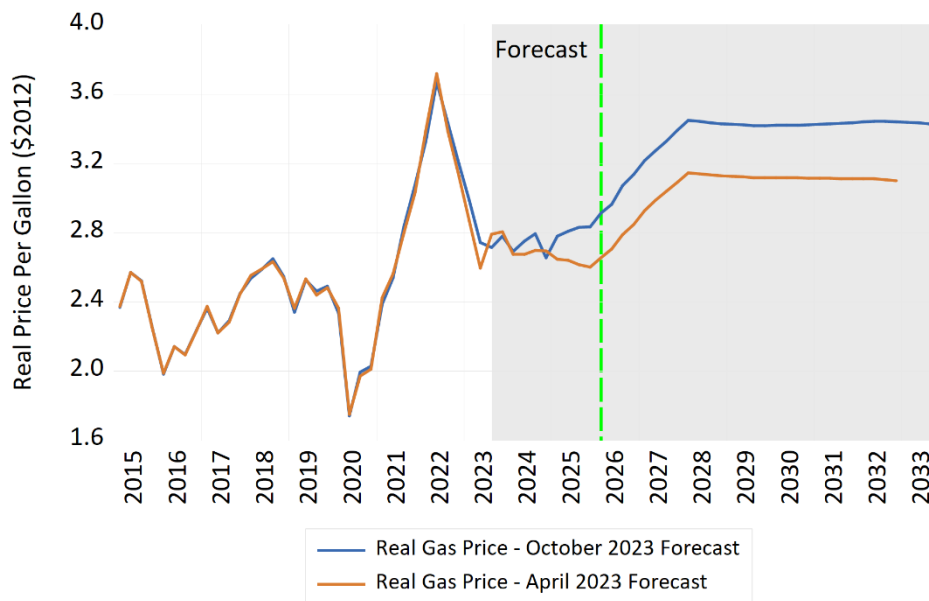


Another factor impacting fuel revenue forecast is the price of fuel. The fuel price forecast has shifted up relative to the April 2023 forecast. While fuel demand is relatively unaffected by the price of fuel in the short run, large and persistent changes do have an impact. The real price of fuel was 16 percent lower in the fourth quarter of 2022 relative to the second quarter of 2022. Real prices edged up slightly above the April 2023 forecast, and IHS Markit expects additional marginal growth through 2025 and beyond relative to the prior forecast. The October 2023 forecast of gas prices is higher than April 2023.

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, 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 need to increase to incentivize less consumption, based on conversations with fuel suppliers, it is likely to happen later this decade.

To capture this impact in the Motor Fuels model, beginning in 2026 (Figure 25, green dash line), prices are increased two percent 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, we assumed prices do not increase more than 20 percent, but maintain a 20 percent increase over the remainder of the forecast from a baseline price without any additional price effect.

Figure 25: Real Price of Gasoline



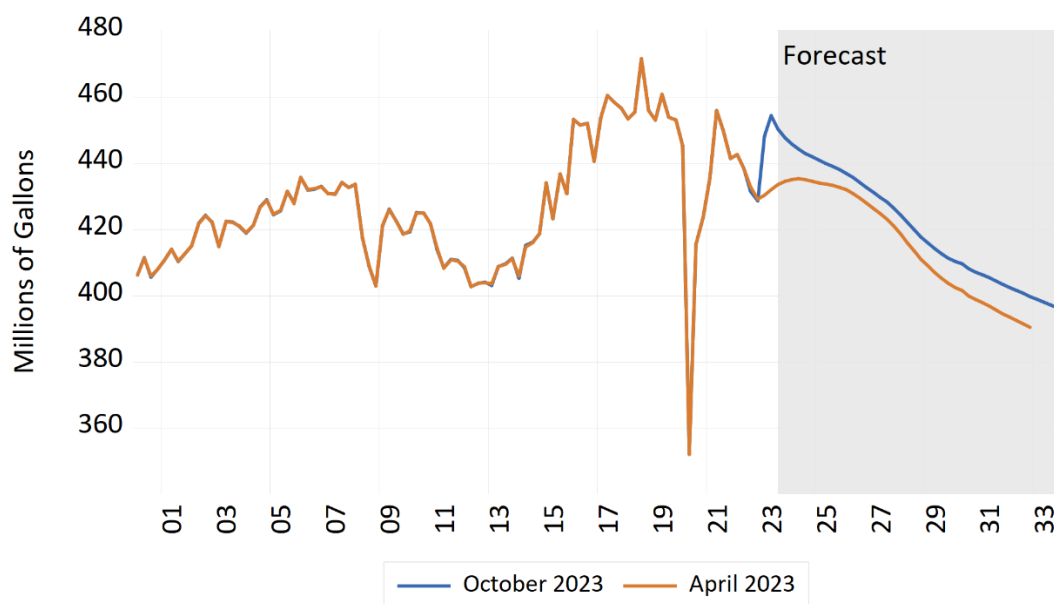
Finally, Oregon non-farm employment did not see a significant change between forecasts. If economic growth slows, non-farm employment would see downward pressure, which would reduce driving and fuel use.

Figure 26 shows the forecast of gallons sold for Motor Fuels compared to the prior forecast. Looking at recent history, there was an unprecedented drop in sales during the second quarter of 2020 and a rapid partial recovery in the third quarter of 2020. Fuel sales in the first two quarters of 2023 have far exceeded the April 2023 forecast amounts. The current forecast shows falling fuel sales parallel to and above the previous forecast.

Diesel sales are currently buoying total motor fuels sales with FY 2023 outperforming FY 2022 by 8.6 million gallons. Gasoline sales declined by 30.3 million gallons fiscal year over fiscal year. Ongoing lower gas prices may have played a role in the strong sales for the most recent two quarters. All else equal, with the stock of non-BEV vehicles not 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 using non-BEV stock relative to the previous forecast. Fuel sales in the short term remain highly volatile and difficult to forecast.

Overall, Motor Fuels sales are expected to be above the previous forecast, with an expected positive difference of \$105.4 million over the span of FY 2023 through FY 2031. Most of the difference occurs in FY 2023/24 due to recently strong actual sales. The 2024 rate increase to 40 cents per gallon will help ameliorate some of the lost revenues due to the BEV shift. Overall, the CPP and ACC II rules have a significant impact on this forecast relative to the prior, with noticeably large impacts to the final six years of the forecast.

Figure 26. Motor Fuels forecast (millions of gallons of taxable fuel)



Lastly, HB 2017 included guaranteed and conditional fuels tax rate increases. Since the bill only guarantees the first four cent tax rate increase, this necessitates creating two distinct forecasts: one forecast where we assume all the conditions are met and the full ten cents in increases are implemented, and another forecast where only what is guaranteed is implemented. For now, the first eight cents are included in the guaranteed version. However, since fuel consumption is not very sensitive to price changes, the impact of the final two cents increase is very minor on consumption, even as it helps shore up revenues.

Row 2 of Table 5 shows the total gross revenues from the Motor Fuels taxes. The final two quarters of FY 2023 finished with a fuel sales revenue up 2.44 percent over the same two quarters of FY 2022 and \$11.8 million above our April forecast for the full fiscal year.

FY 2023 finished with \$669 million in gross revenues, an increase of 2.6 percent over FY 2022 as demand continued its recovery from the pandemic and benefited from the January 2022 two cent tax increase. FY 2023 saw a \$17.0 million increase in revenue over FY 2022. FY 2023 included a full 12 months of the most recent tax increase, and revenues should continue to grow slightly through FY 2026 as fuel prices remain relatively consistent. In the outer years, revenues will drop as the CPP price impact is applied to the price of fuel and ACC II affects the sales of non-BEVs.

Row 3 shows the change from the prior forecast. Summing the forecast changes from FY 2023-31 an upward revision in overall revenue from the prior forecast.

Rows 4 through 13 of Table 5 list the costs associated with the Fuels Tax program and the statutory transfers that occur prior to apportionment.

Rows 16 through 19 of Table 5 highlight the amounts that the Motor Fuels tax contributes to the OTIA, JTA, and HB 2017 programs, either as a portion of the OTIA I set-aside shown in row 10 or as the incremental revenues from the OTIA III, JTA, and HB 2017 programs shown in rows 17 through 19. Note that the OTIA III legislation did not increase the Motor Fuels tax rate, so the incremental amount is zero.

Table 5. Highway Fund Revenues Collected by FSB (Millions of Dollars) (Includes Guaranteed Fuels Tax Increases Only – Currently 8 Cents)

	Actual		Forecast											Actual BI 21-23	Forecast				
	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY		BI	BI	BI	BI	BI
	22	23	24	25	26	27	28	29	30	31	32	33	21-23		23-25	25-27	27-29	29-31	31-33
1 MOTOR FUELS TAXES	\$652.0	\$669.0	\$677.9	\$670.0	\$664.1	\$655.6	\$645.5	\$632.9	\$623.8	\$617.3	\$611.5	\$606.0	\$1,321.0	\$1,347.8	\$1,319.7	\$1,278.4	\$1,241.1	\$1,217.6	
2 TOTAL FSB COLLECTIONS	\$652.0	\$669.0	\$677.9	\$670.0	\$664.1	\$655.6	\$645.5	\$632.9	\$623.8	\$617.3	\$611.5	\$606.0	\$1,321.0	\$1,347.8	\$1,319.7	\$1,278.4	\$1,241.1	\$1,217.6	
3 Change from Previous Forecast	\$0.0	\$11.8	\$19.2	\$11.8	\$9.0	\$8.1	\$9.3	\$11.0	\$12.3	\$13.1	N/A	N/A	\$11.8	\$31.0	\$17.0	\$20.3	\$25.4	N/A	
4 COLLECTION/ADMINISTRATION COST	(\$2.2)	(\$2.2)	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.5)	(\$2.6)	(\$2.6)	(\$4.4)	(\$4.1)	(\$4.4)	(\$4.7)	(\$5.0)	(\$5.2)	
5 ODOT CENTRAL SERVICES ASSESSMENT	(\$0.3)	(\$0.3)	(\$0.4)	(\$0.4)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.7)	(\$0.8)	(\$0.9)	(\$1.0)	(\$1.1)	(\$1.2)	
6 SNOWMOBILE TRANSFER	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	
7 CLASS I ATV TRANSFER	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.8)	(\$2.8)	(\$2.8)	(\$2.8)	(\$5.8)	(\$5.8)	(\$5.8)	(\$5.7)	(\$5.7)	(\$5.6)	
8 MARINE BOARD TRANSFER	(\$5.4)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$5.6)	(\$11.0)	(\$11.2)	(\$11.2)	(\$11.2)	(\$11.2)	(\$11.2)	
9 CLASS II ATV TRANSFER	(\$1.9)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$3.9)	(\$3.9)	(\$3.9)	(\$3.9)	(\$3.9)	(\$3.9)	
10 CLASS III ATV TRANSFER	(\$1.7)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$1.8)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.5)	
11 CLASS IV ATV TRANSFER	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$3.2)	(\$3.2)	(\$3.2)	(\$3.2)	(\$3.2)	(\$3.2)	
12 TRANSPORTATION OPERATING FUND (TOF)	(\$16.8)	(\$17.2)	(\$17.5)	(\$17.7)	(\$18.0)	(\$18.3)	(\$18.6)	(\$18.8)	(\$19.1)	(\$19.4)	(\$19.7)	(\$20.0)	(\$34.0)	(\$35.2)	(\$36.3)	(\$37.4)	(\$38.5)	(\$39.7)	
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 FSB REVENUE	\$618.3	\$634.4	\$643.2	\$635.0	\$628.8	\$619.9	\$609.5	\$596.5	\$587.0	\$580.2	\$574.0	\$568.2	\$1,252.8	\$1,278.2	\$1,248.7	\$1,205.9	\$1,167.2	\$1,142.2	
16 REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$17.7)	(\$18.1)	(\$18.2)	(\$17.9)	(\$17.8)	(\$17.6)	(\$17.4)	(\$17.1)	(\$16.9)	(\$16.8)	(\$16.7)	(\$16.6)	(\$35.9)	(\$36.1)	(\$35.3)	(\$34.5)	(\$33.7)	(\$33.3)	
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	(\$105.9)	(\$105.6)	(\$107.0)	(\$105.8)	(\$104.9)	(\$103.5)	(\$101.9)	(\$99.9)	(\$98.5)	(\$97.5)	(\$96.6)	(\$95.7)	(\$211.5)	(\$212.8)	(\$208.4)	(\$201.8)	(\$196.0)	(\$192.3)	
19 REVENUE DUE TO HB 2017 - memo	(\$122.7)	(\$140.8)	(\$142.7)	(\$141.0)	(\$139.8)	(\$138.0)	(\$135.9)	(\$133.2)	(\$131.3)	(\$130.0)	(\$128.7)	(\$127.6)	(\$263.5)	(\$283.8)	(\$277.8)	(\$269.1)	(\$261.3)	(\$256.3)	

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 update relative to the April 2022 forecast is the legislature restructuring the amounts transferred to DEQ, [Senate Bill 1558 \(2022\)](#). While this change was incorporated into the April 2022 forecast, working with those administering the programs led to additional updates that are reflected below.

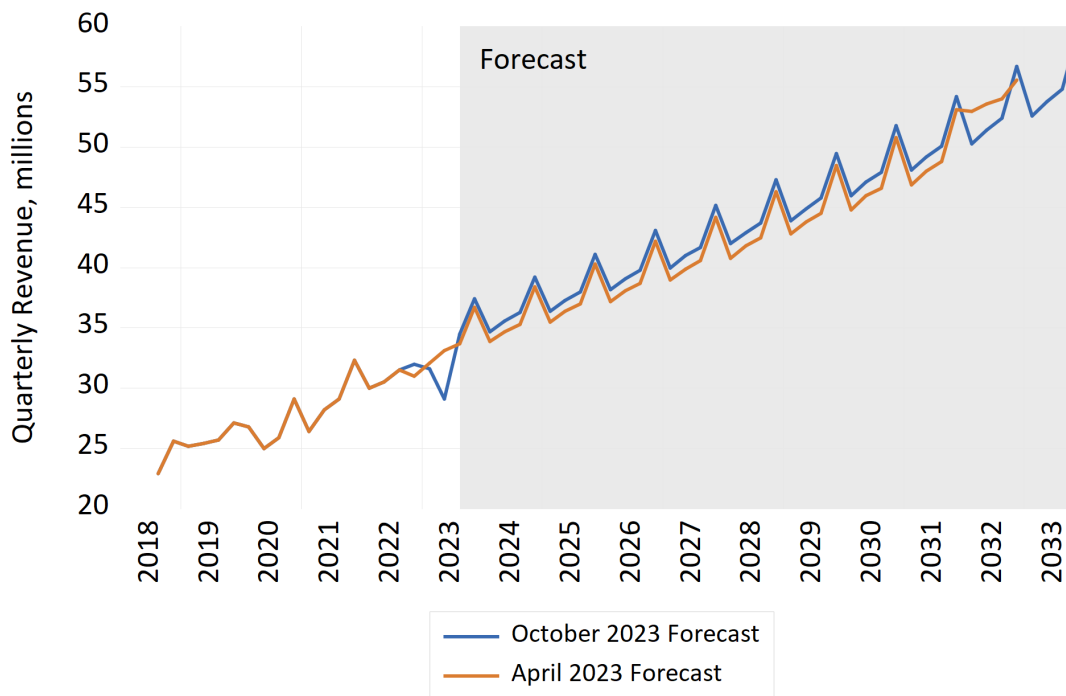
The Transit Payroll Tax is a statewide payroll tax and is the largest of the HB 2017 taxes. A rate of one-tenth of one percent is imposed on the wages of employees who are Oregon residents regardless of where they work as well as residents of other states who work in Oregon. The revenue from this tax 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.

The current forecast method is a simple one because we have limited historical data to help predict future revenues. Payroll data from The Oregon Employment Department (OED) is multiplied by growth rates from the OEA forecasted growth in Oregon wages and salaries. These values are multiplied by the payroll tax rate to produce the estimated gross quarterly payroll tax, which assumes that OED payroll is equivalent to the total transit payroll tax liability.

However, since these are two different payroll programs, the payroll totals will likely not be completely comparable. To adjust for this, a ratio was created measuring the share of transit payroll tax liability to total OED payroll. The ratio is about 97 percent.

Another feature of this data is that the most recent actuals will continue maturing as entities pay past due tax. As a result, some of the most recent historical data might still change and should be viewed as preliminary and not final. The forecast has been tracking well against the actuals, under predicting actuals initially, then over predicting more recently, though recent actuals may be revised upwards as past due tax is collected. The current forecast is more or less unchanged for the current and next biennia. However, current macroeconomic outlooks are expecting economic headwinds which pose a risk to the forecast growth trend.

Figure 27. Transit Payroll Tax Collections - Forecast Comparison (Quarterly Collections, Accrual)



Vehicle Privilege and Use Taxes only apply to manufacturer or dealer vehicle sales, 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 programs.

The forecast method uses reports of actual vehicles sold, historical sales, and national vehicle sale price forecasts. There is still limited history in this series, and the impact of COVID-19 and subsequently large federal policy responses presents challenges for typical methods. First, the quantities of subject vehicles are forecasted. Second, the total revenue collections are estimated by multiplying the quantity by the price using National Average Light Vehicle Price forecast from IHS Markit. Third, the total dollar amount from the previous two steps is multiplied by the tax rate of 0.5 percent.

Figure 28 compares the current forecast with our previous (April 2023) forecast for Vehicle Privilege Tax, and Figure 29 shows the forecast comparison for Vehicle Use Tax. The expected revenues for FY 2023 are lower than the previous forecast through FY 2026 due to lower than expected sales in the most recent two quarters as well as high prices and high interest rates creating downward pressure on sales. Interest rate concerns have increased since our last forecast, which pose a risk to depress vehicle sales in the future. In addition, vehicle manufacturers show no signs of increasing production to make up for “lost” sales during COVID, which also presents forecast risk. However, continued income and employment growth coupled with strong growth in new vehicle prices supports the near term consistent and long-term upward adjustment of the forecast.

Figure 28. Vehicle Privilege Tax - Forecast Comparison (Quarterly Collections, Accrual)

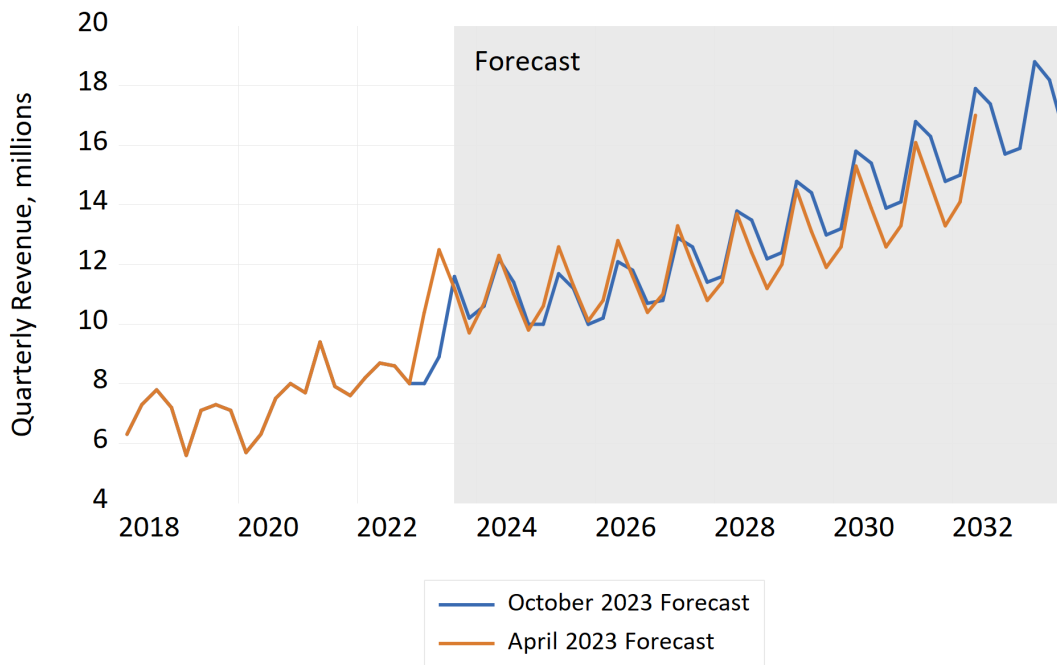


Figure 29. Vehicle Use Tax - Forecast Comparison (Quarterly Collections, Accrual)

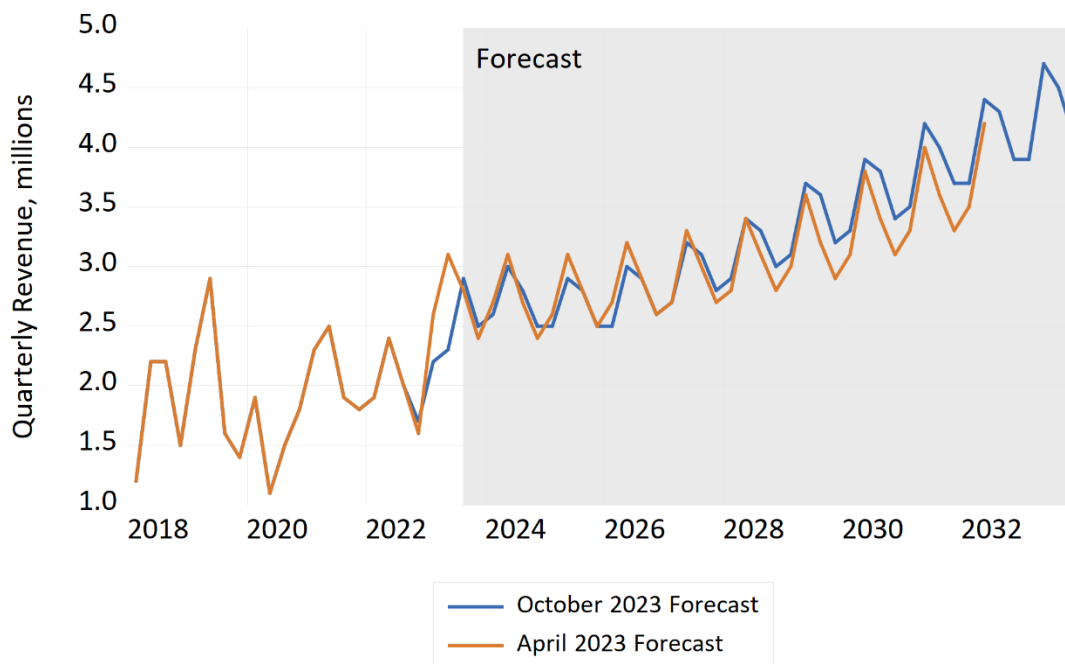


Table 6 provides a summary of expected total revenues, collection costs, transfers to DEQ (for electric vehicle rebates and promotions), and net revenues to ODOT. Collection costs have been consistent and are expected to grow with inflation over time. Recent legislation (HB 2165) extended the transfer each calendar year of Vehicle Privilege Tax to DEQ past its initial sunset on January 1, 2024. The amount of that transfer was adjusted in the 2022 Legislative Session by Senate Bill (SB) 1558. Going forward, DEQ will receive either 45 percent of total collected revenues or \$12 million each calendar year, whichever amount is larger. This change will result in reduced transfers to ODOT relative to expectations if the transfer had remained at \$12 million. Our current forecast for net revenues to ODOT accounts for this change.

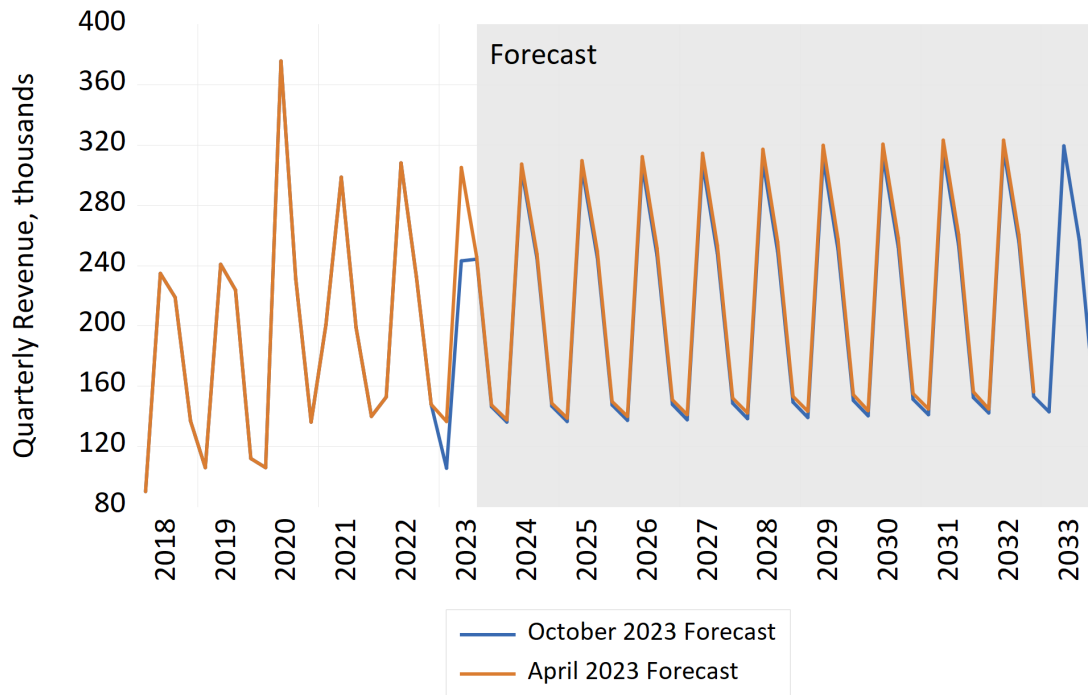
The Oregon Bicycle Excise Tax is a flat tax of \$15, collected at the point of sale starting January 1, 2018. Revenue from the Bicycle Excise Tax goes into the Multimodal Active Transportation Fund to provide grants for bicycle and pedestrian transportation projects. This tax initially applied to bicycles 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 a liability of the purchaser, the seller is ultimately responsible for collecting it, filing quarterly returns with Department of Revenue, and making payments.

The forecast is developed using historical data from the Department of Revenue and Oregon population growth rates. There was an unexpectedly large increase in bicycle sales in the second quarter of 2020, which coincided with the start of COVID-19 related policy changes. Sales continue to appear trending above pre-COVID levels (Figure 30). Future data will provide

more answers and insights into this forecast. The overall current forecast is not significantly different from our previous April 2023 forecast, though the previous forecast over-estimated actual bike sales revenues for the first two quarter of 2023.

Collection costs for the Bike Tax program are small, scaled to the revenue collected. Like the other HB 2017 taxes, FY 2018 and FY 2019 experienced some one-time costs that bumped up collection costs for those years. Going forward, we expect collection costs to average \$44,000 per year through FY 2032. Actual sales have underperformed the April 2023 forecast and the current forecast has been adjusted down slightly as a result.

Figure 30: Bicycle Excise Tax Collections – Forecast Comparison (Quarterly Collections, Accrual)



In summary, net tax revenues to ODOT for all three HB 2017 taxes totaled \$298.0 million during the 2021-23 biennium, which is 3.4 percent (\$10.5 million) less than the April 2023 forecast. Revenues for the 2025-27 biennium are revised up 2.3 percent. This upward revision is driven by the strength of the Transit Tax Payroll forecast and vehicle price inflation forecast.

Table 6. Total & Net Tax Revenues (Millions of Dollars)

	Actual		Forecast											Actual BI 21-23	Forecast				
	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	BI 23-25		BI 25-27	BI 27-29	BI 29-31	BI 31-33	
TAX COLLECTIONS																			
TRANSIT TAX	\$122.0	\$124.2	\$142.2	\$149.2	\$156.5	\$164.0	\$171.8	\$179.9	\$171.8	\$171.8	\$179.9	\$188.4	\$246.15	\$291.40	\$320.46	\$351.75	\$343.69	\$368.30	
VEHICLE PRIVILEGE TAX	\$32.4	\$33.6	\$44.6	\$42.9	\$43.5	\$46.2	\$49.4	\$52.7	\$56.4	\$60.2	\$64.0	\$67.8	\$65.98	\$87.57	\$89.71	\$102.18	\$116.59	\$131.80	
VEHICLE USE TAX	\$8.1	\$8.3	\$11.1	\$10.6	\$10.8	\$11.4	\$12.2	\$13.1	\$14.0	\$14.9	\$15.9	\$16.8	\$16.43	\$21.70	\$22.22	\$25.31	\$28.88	\$32.65	
BIKE EXCISE TAX	\$0.9	\$0.7	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.9	\$0.9	\$0.9	\$0.9	\$1.60	\$1.66	\$1.68	\$1.69	\$1.71	\$1.74	
TOTAL TAX COLLECTIONS	\$163.4	\$166.8	\$198.7	\$203.6	\$211.6	\$222.4	\$234.4	\$246.6	\$243.1	\$247.8	\$260.7	\$273.8	\$330.2	\$402.3	\$434.1	\$480.9	\$490.9	\$534.5	
Change from Previous Forecast	\$0.0	-\$10.5	\$3.9	\$2.4	\$2.1	\$4.1	\$6.3	\$7.8	\$8.8	\$9.6	\$10.6	N/A	-\$10.5	\$6.3	\$6.1	\$14.0	\$18.4	N/A	
COLLECTION COSTS:																			
TRANSIT TAX	\$3.5	\$3.5	\$4.0	\$4.1	\$4.2	\$4.4	\$4.5	\$4.7	\$4.5	\$4.5	\$4.7	\$4.9	\$7.00	\$8.06	\$8.63	\$9.24	\$9.09	\$9.57	
VEHICLE PRIVILEGE TAX	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.5	\$0.75	\$0.80	\$0.86	\$0.92	\$0.99	\$1.06	
VEHICLE USE TAX	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$0.30	\$0.33	\$0.35	\$0.37	\$0.40	\$0.43	
BIKE EXCISE TAX	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.08	\$0.08	\$0.09	\$0.09	\$0.10	\$0.11	
TOTAL COLLECTION COSTS	\$4.1	\$4.1	\$4.6	\$4.7	\$4.9	\$5.0	\$5.2	\$5.4	\$5.3	\$5.3	\$5.5	\$5.7	\$8.1	\$9.3	\$9.9	\$10.6	\$10.6	\$11.2	
TRANSFER TO DEQ:																			
VEHICLE PRIVILEGE TAX	\$12.0	\$12.0	\$14.9	\$19.9	\$19.1	\$19.4	\$20.6	\$22.0	\$23.5	\$25.2	\$26.8	\$28.6	\$24.0	\$34.8	\$38.5	\$42.6	\$48.7	\$55.4	
NET TAX REVENUES TO ODOT																			
TRANSIT TAX	\$118.5	\$120.7	\$138.2	\$145.1	\$152.3	\$159.6	\$167.3	\$175.2	\$167.3	\$167.3	\$175.2	\$183.5	\$239.1	\$283.3	\$311.8	\$342.50	\$334.61	\$358.73	
VEHICLE PRIVILEGE TAX	\$20.0	\$21.2	\$29.3	\$22.6	\$24.0	\$26.4	\$28.4	\$30.2	\$32.4	\$34.5	\$36.7	\$38.6	\$41.2	\$51.9	\$50.3	\$58.62	\$66.91	\$75.31	
VEHICLE USE TAX	\$8.0	\$8.1	\$10.9	\$10.5	\$10.6	\$11.3	\$12.1	\$12.9	\$13.8	\$14.7	\$15.7	\$16.6	\$16.1	\$21.4	\$21.9	\$24.94	\$28.48	\$32.22	
BIKE EXCISE TAX	\$0.8	\$0.7	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$1.5	\$1.6	\$1.6	\$1.60	\$1.62	\$1.63	
TOTAL NET REVENUES TO ODOT	\$147.3	\$150.7	\$179.2	\$179.0	\$187.6	\$198.0	\$208.6	\$219.1	\$214.3	\$217.3	\$228.4	\$239.5	\$298.0	\$358.2	\$385.6	\$427.7	\$431.6	\$467.9	
PRIOR FORECAST NET TAX REVENUES																			
TRANSIT TAX	\$118.5	\$124.2	\$135.4	\$141.8	\$148.6	\$155.8	\$163.3	\$171.1	\$163.3	\$163.3	\$171.1	N/A	\$242.7	\$277.3	\$304.4	\$334.5	\$326.7	\$171.1	
VEHICLE PRIVILEGE TAX	\$20.0	\$27.1	\$26.0	\$23.9	\$25.0	\$25.7	\$26.8	\$28.3	\$30.0	\$31.9	\$32.2	N/A	\$47.2	\$49.9	\$50.8	\$55.1	\$61.9	\$32.2	
VEHICLE USE TAX	\$8.0	\$9.1	\$10.7	\$10.7	\$11.0	\$11.3	\$11.7	\$12.2	\$12.9	\$13.7	\$14.4	N/A	\$17.1	\$21.5	\$22.3	\$23.9	\$26.6	\$14.4	
BIKE EXCISE TAX	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	\$0.8	N/A	\$1.6	\$1.6	\$1.6	\$1.6	\$1.7	\$0.8	
CHANGE FROM PRIOR FORECAST																			
TRANSIT TAX	\$0.0	-\$3.5	\$2.8	\$3.3	\$3.6	\$3.8	\$4.0	\$4.1	\$4.0	\$4.0	\$4.1	N/A	-\$3.5	\$6.1	\$7.4	\$8.1	\$7.9	\$4.1	
VEHICLE PRIVILEGE TAX	\$0.0	-\$5.9	\$3.3	-\$1.3	-\$1.1	\$0.7	\$1.6	\$1.9	\$2.4	\$2.6	\$4.5	N/A	-\$5.9	\$2.0	-\$0.4	\$3.5	\$5.0	\$4.5	
VEHICLE USE TAX	\$0.0	-\$0.9	\$0.2	-\$0.3	-\$0.4	\$0.0	\$0.4	\$0.6	\$0.9	\$1.0	\$1.2	N/A	-\$0.9	-\$0.1	-\$0.4	\$1.0	\$1.9	\$1.2	
BIKE EXCISE TAX	\$0.0	-\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	N/A	-\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

Note: Individual amounts may not add up to the total due to rounding.

Aviation Fuel Tax

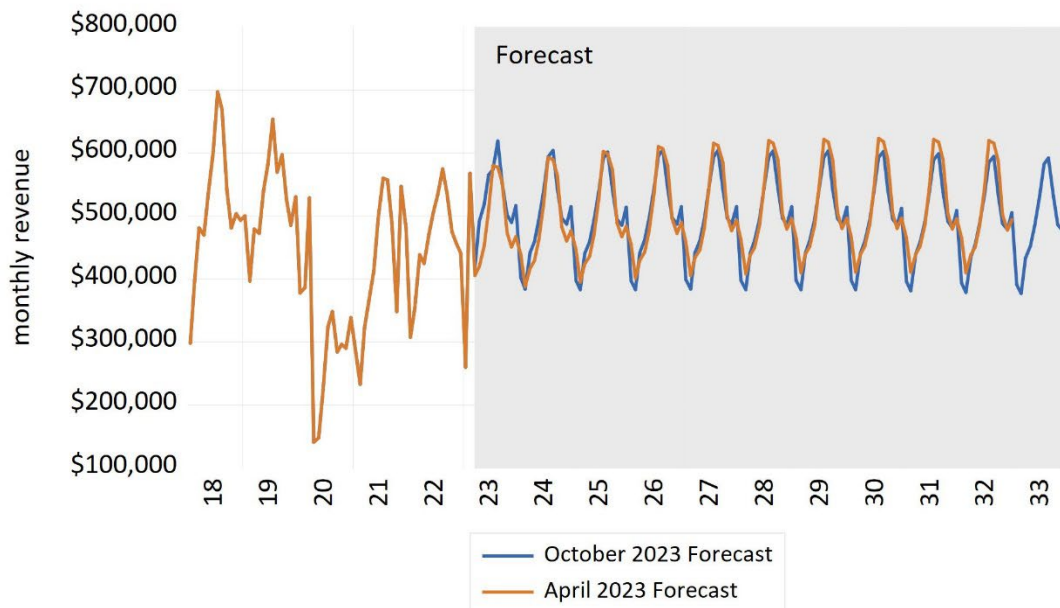
The October 2023 forecast shows a consistent forecast of revenues from jet fuel and aviation gas taxes relative to April 2023. The forecast anticipates 1.7 percent higher revenues for Fiscal Years 2024, 2025, and 2026, followed by 2.0 percent lower revenues for FY 2027-2031. The net change in revenues forecast relative to April 2023's forecast is a reduction of \$93,000 for FY 2023-2031.

Flights have rebounded to near pre-COVID forecast levels in the first two quarters of 2023. Load factor volatility has been reduced and is trending upward, increasing efficiency for airlines, which puts downward pressure on fuel demand. This pressure is because more efficiency in loading planes means more flights and more fuel to move the same number of passengers.

Flights themselves suffered at the end of 2022, with holiday travel being hit with extreme weather events and Southwest Airlines cancelling large number of flights. A data reporting hiccup at the start of 2023 was followed by stronger than previously forecast fuel sales. This forecast views those months as aberrant and expects a return to some normalcy in fall and winter of 2023.

Figure 31 shows the current forecast for October 2023, the previous forecast from April 2023, and actual revenues prior to that. 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 31. Jet Fuel Revenue - Forecast Comparison



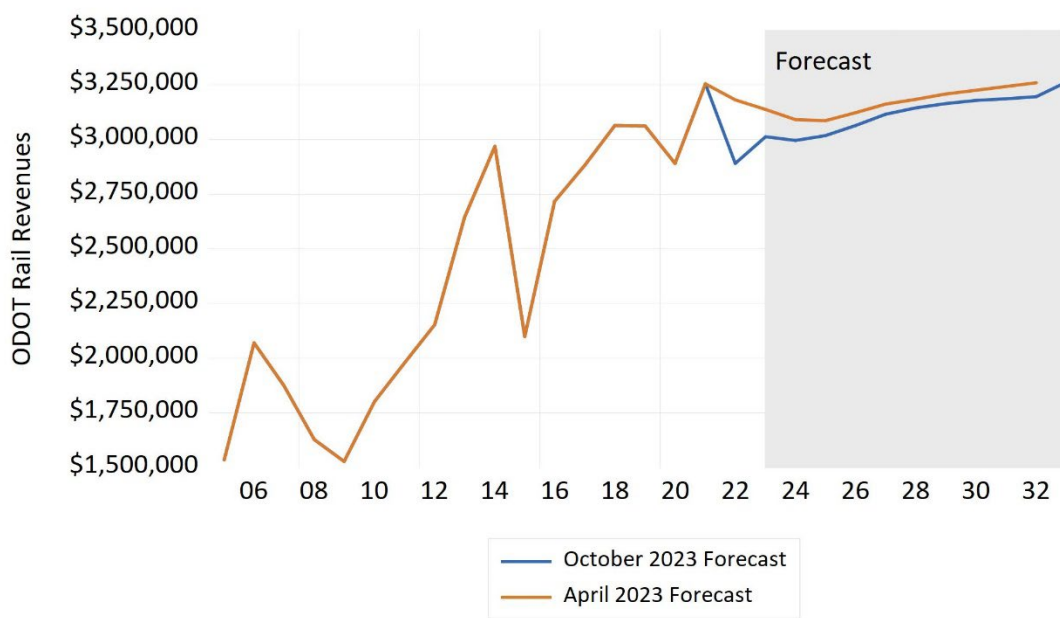
Gross Railroad Revenues Tax

ODOT collects annual (calendar year) fees on gross operating revenues of railroads that does 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 IHS Markit for the highest value goods reported to be carried on Oregon railroads. This forecast is still new, and annually updated data means few observations to work with so far. The April forecast slightly under-forecasted the reported actuals that remained in 2022 (Figure 32). The October 2023 forecast is slightly lower than the previous gross revenue forecast.

The downward revision for October 2023 is likely related to the currently cautious forecast for the Oregon lumber industry and Oregon's manufacturing employment, as well as general inflationary pressures on the overall economy and fuel prices. Uncertainty of economic conditions post-COVID continues to present forecast risk, as do current rumblings about an economic slowdown. If inflation continues to slow, and consumer spending on durable goods increases in the future, it may improve the gross rail revenue forecast in the future.

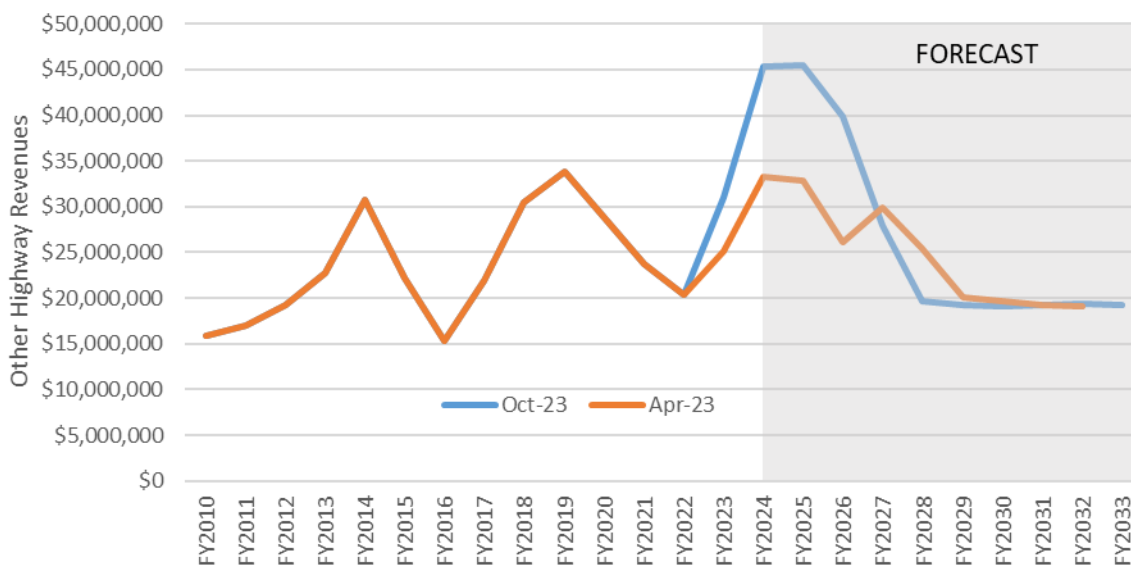
Figure 32. Actual and Forecast Gross Rail Revenue Fees Collected



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 \$31.1 million in fiscal year (FY) 2023, which was a 52.9 percent increase over FY 2022 revenues (\$20.3 million). The large increase is due to interest income, which not only benefited from rising interest rates, but also from increased balances. The three largest individual sources of the “Other Highway 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 has increased in recent years and held steady in FY 2023. As ODOT continues to pursue the recovery of these damages, we can expect these revenues to be a significant source of other revenue. 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 33. All “Other Highway” revenue forecast changes.



Highway Revenue Forecast Summary

This forecast, like our previous forecasts, comes with a heightened level of uncertainty. While the uncertainty around the pandemic is somewhat easing up, there are other global uncertainties brewing in the background: the ongoing war in Ukraine, volatile prices of fuel, overall inflation and consumer sentiment, and the continued risk of a recession. Our current forecasts are a mixed bag as increases in DMV and Motor Fuels are partially offset by weaker weight-mile tax revenues. The DMV forecast is stronger over the forecast period, as HB 2100 (2023 Session) increased a selection of fees effective January 2024. These permanent increases provide revenue to support increased cost of operation within DMV. The CCD forecast, largely driven by the weight-mile tax is weaker in the near term due to slumping trucking activity over the last two quarters and slightly weaker in the long-term as well. In contrast, lower fuel prices and continued economic growth has led to stronger motor fuels sales over the last two quarters, bumping up the fuels forecast. Although the long-term forecast still expects overall declining revenues. The historic accuracy of our Highway Revenue Forecast is presented in Appendix B.

Row 5 of Table 7 sums all the collection and program costs for DMV, CCD, and Motor Fuels, and pre-apportionment transfers. It also includes the incremental revenues from the OTIA III, JTA, and HB 2017 programs. Row 6 is the total gross revenues minus the amount in row 5.

Rows 7 through 19 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 17 includes a placeholder 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 the late summer of 2020 and the second round sold in June of 2023.

Rows 20 through 26 of Table 7 summarize the net revenues for each OTIA, JTA, and HB 2017 programs disaggregated by amounts to the local governments or to the state. Row 27 represents the total net revenues for distribution by summing rows 20 through 26 plus row 6.

The purpose of Table 8 is to separate the totals from row 22 in Table 7 into county, city, and state apportionments by apportionment formula, whether it is pre-OTIA, OTIA I&II, OTIA III, JTA, or HB 2017.

If the conditions for HB 2017 are met and ODOT gets the final two-cent increase in the Motor Fuels tax rate in January of 2024, this will significantly increase future Motor Fuels tax revenues. Appendix C has the updated tables 5A, 7A, and 8A with the conditional tax increase. In addition to generating higher revenues for the State Highway Fund and local governments, it also increases the revenues transferred for the non-highway fuel uses. As a note, this will be the last forecast with two sets of tables. Beginning with the April 2024 forecast all of the HB 2017 tax and fee increases will have been implemented.

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) (Includes Guaranteed Fuels Tax Increases Only – Currently 8 Cents)

	Actual		Forecast										Actual BI 21-23	Forecast				
	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33
1 TOTAL MCTD COLLECTIONS	\$506.0	\$507.1	\$517.8	\$543.5	\$548.6	\$554.6	\$558.3	\$562.2	\$566.6	\$572.4	\$577.5	\$584.0	\$1,013.1	\$1,061.3	\$1,103.2	\$1,120.4	\$1,139.0	\$1,161.6
2 TOTAL FSB COLLECTIONS	\$652.0	\$669.0	\$677.9	\$670.0	\$664.1	\$655.6	\$645.5	\$632.9	\$623.8	\$617.3	\$611.5	\$606.0	\$1,321.0	\$1,347.8	\$1,319.7	\$1,278.4	\$1,241.1	\$1,217.6
3 TOTAL DMV COLLECTIONS	\$485.8	\$467.7	\$484.6	\$493.0	\$503.4	\$513.1	\$523.0	\$537.7	\$548.9	\$556.6	\$566.7	\$580.2	\$953.5	\$977.6	\$1,016.4	\$1,060.7	\$1,105.5	\$1,146.9
4 TOTAL GROSS HIGHWAY FUND	\$1,643.8	\$1,643.8	\$1,680.3	\$1,706.5	\$1,716.1	\$1,723.3	\$1,726.8	\$1,732.7	\$1,739.2	\$1,746.3	\$1,755.7	\$1,770.2	\$3,287.6	\$3,386.7	\$3,439.3	\$3,459.5	\$3,485.6	\$3,526.0
5 COLLECTION, PROGRAMS, & TRANSFERS (incl. obligated OTIA & JTA)	(\$1,016.0)	(\$1,044.7)	(\$1,071.9)	(\$1,098.0)	(\$1,119.1)	(\$1,132.6)	(\$1,152.9)	(\$1,166.3)	(\$1,189.2)	(\$1,205.7)	(\$1,224.8)	(\$1,246.9)	(\$2,060.8)	(\$2,169.9)	(\$2,251.7)	(\$2,319.2)	(\$2,394.9)	(\$2,471.7)
6 NET REVENUE TO HIGHWAY FUND	\$627.8	\$599.0	\$608.4	\$608.5	\$597.0	\$590.6	\$573.9	\$566.4	\$550.0	\$540.6	\$531.0	\$523.3	\$1,226.8	\$1,216.8	\$1,187.6	\$1,140.3	\$1,090.6	\$1,054.3
7 OTIA I & II SET ASIDE - memo	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2
8 DEBT SERVICE (OTIA I & II) - memo	(\$20.0)	(\$18.2)	(\$18.7)	(\$18.2)	(\$18.4)	(\$20.2)	(\$24.0)	(\$24.2)	(\$23.2)	(\$23.4)	(\$20.4)	(\$10.2)	(\$38.2)	(\$37.0)	(\$38.6)	(\$48.2)	(\$46.6)	(\$30.6)
9 OTIA III Dedicated Revenues - memo	\$110.1	\$103.4	\$104.8	\$105.6	\$107.0	\$107.9	\$108.5	\$109.0	\$109.3	\$109.4	\$109.5	\$109.9	\$213.5	\$210.5	\$214.9	\$217.5	\$218.6	\$219.4
10 DEBT SERVICE (OTIA III) - memo	(\$105.4)	(\$106.7)	(\$106.1)	(\$105.1)	(\$103.6)	(\$111.8)	(\$125.8)	(\$133.3)	(\$135.1)	(\$135.0)	(\$138.6)	(\$149.1)	(\$212.1)	(\$211.2)	(\$215.3)	(\$259.2)	(\$270.0)	(\$287.7)
11 JTA Total Gross Revenues - memo	\$306.4	\$295.9	\$299.7	\$300.3	\$301.5	\$301.8	\$301.4	\$300.4	\$299.7	\$299.2	\$298.9	\$299.1	\$602.3	\$600.0	\$603.3	\$601.8	\$598.9	\$598.1
12 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)
13 DEBT SERVICE (JTA) - State Only - memo	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$39.2)	(\$30.4)	(\$30.8)	(\$31.0)	(\$31.1)	(\$31.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$69.6)	(\$61.8)	(\$62.2)
14 HB 2017 Total Gross Revenues - memo	\$373.8	\$412.5	\$432.1	\$452.5	\$459.9	\$467.5	\$475.2	\$483.8	\$493.8	\$505.0	\$517.0	\$531.2	\$786.3	\$884.6	\$927.4	\$959.0	\$998.8	\$1,048.2
15 Safe Routes to School set aside - memo	(\$10.0)	(\$12.5)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$22.5)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)
16 Rose Quarter project set aside - memo	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$45.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)
17 DEBT SERVICE (HB 2017 Section 71d) - State Only - memo	(\$8.8)	(\$20.5)	(\$32.8)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.8)	(\$29.3)	(\$68.5)	(\$71.4)	(\$71.5)	(\$71.5)	(\$71.5)
18 Oregon Travel Experience Transfer - State 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)
19 E-GOV Records Incremental Revenue Transfer - memo	(\$8.4)	(\$8.6)	(\$9.0)	(\$8.9)	(\$8.9)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$17.0)	(\$17.9)	(\$17.9)	(\$17.9)	(\$18.0)	(\$18.0)
20 NET OTIA I & II REVENUE FOR DISTRIBUTION	\$15.6	\$17.4	\$16.9	\$17.4	\$17.2	\$15.4	\$11.6	\$11.4	\$12.4	\$12.2	\$15.2	\$25.4	\$33.0	\$34.2	\$32.6	\$23.0	\$24.6	\$40.6
21 NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$33.9	\$28.3	\$29.9	\$30.3	\$31.0	\$34.3	\$36.7	\$47.1	\$54.5	\$54.6	\$54.8	\$55.1	\$62.2	\$60.2	\$65.3	\$83.7	\$109.2	\$109.9
22 NET OTIA III REVENUE FOR DISTRIBUTION - STATE	(\$21.7)	(\$24.5)	(\$23.6)	(\$22.1)	(\$19.7)	(\$30.3)	(\$46.0)	(\$63.4)	(\$72.2)	(\$72.0)	(\$75.6)	(\$85.8)	(\$46.2)	(\$45.6)	(\$50.0)	(\$109.4)	(\$144.2)	(\$161.4)
23 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$141.2	\$135.9	\$137.9	\$138.1	\$138.8	\$138.9	\$138.7	\$138.2	\$137.8	\$137.6	\$137.5	\$137.6	\$277.1	\$276.0	\$277.7	\$276.9	\$275.4	\$275.0
24 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - STATE	\$7.2	\$4.2	\$5.2	\$4.3	\$3.7	\$13.0	\$31.9	\$40.4	\$39.8	\$39.5	\$39.4	\$39.4	\$11.5	\$9.5	\$16.7	\$72.3	\$79.3	\$78.8
25 NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$174.4	\$185.0	\$193.5	\$203.7	\$207.4	\$211.2	\$215.1	\$219.4	\$224.4	\$230.0	\$236.0	\$243.1	\$359.3	\$397.2	\$418.6	\$434.4	\$454.3	\$479.1
26 NET HB 2017 REVENUE FOR DISTRIBUTION - STATE	\$165.6	\$164.5	\$160.7	\$168.0	\$171.7	\$175.5	\$179.3	\$183.6	\$188.6	\$194.2	\$200.2	\$207.3	\$330.1	\$328.7	\$347.2	\$363.0	\$382.9	\$407.5
27 TOTAL NET REVENUE FOR DISTRIBUTION	\$1,144.0	\$1,109.8	\$1,128.8	\$1,148.2	\$1,147.0	\$1,148.6	\$1,141.1	\$1,143.1	\$1,135.4	\$1,136.7	\$1,138.4	\$1,145.3	\$2,253.8	\$2,277.1	\$2,295.7	\$2,284.2	\$2,272.2	\$2,283.7

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

Table 8. Distribution of Total Net Revenues (Millions of Dollars) (Includes Guaranteed Fuels Tax Increases Only – Currently 8 Cents)

	Distribution Percentage	Actual		Forecast										Actual		Forecast				
		FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	BI	BI	BI	BI	BI	
		22	23	24	25	26	27	28	29	30	31	32	33	21-23	23-25	25-27	27-29	29-31	31-33	
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$138.5	\$132.1	\$134.2	\$134.2	\$131.3	\$129.7	\$125.7	\$123.9	\$119.9	\$117.7	\$115.3	\$113.5	\$270.6	\$268.3	\$261.0	\$249.6	\$237.6	\$228.8
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%	\$4.7	\$5.2	\$5.1	\$5.2	\$5.2	\$4.6	\$3.5	\$3.4	\$3.7	\$3.7	\$4.6	\$7.6	\$9.9	\$10.3	\$9.8	\$6.9	\$7.4	\$12.2
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$28.0	\$26.4	\$26.7	\$26.9	\$27.3	\$27.5	\$27.7	\$27.8	\$27.9	\$27.9	\$27.9	\$28.0	\$54.4	\$53.6	\$54.7	\$55.4	\$55.7	\$55.9
6	DEBT SERVICE (OTIA III)	84.07%	(\$17.1)	(\$19.1)	(\$18.7)	(\$18.7)	(\$18.7)	(\$16.3)	(\$14.6)	(\$6.1)	\$0.0	\$0.0	\$0.0	\$0.0	(\$36.2)	(\$37.4)	(\$35.1)	(\$20.7)	\$0.0	\$0.0
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$4.5	\$4.2	\$4.6	\$4.6	\$4.7	\$4.7	\$4.8	\$4.8	\$4.9	\$4.9	\$5.0	\$5.0	\$8.8	\$9.2	\$9.4	\$9.6	\$9.8	\$10.0
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$84.7	\$81.6	\$82.7	\$82.9	\$83.3	\$83.3	\$83.2	\$82.9	\$82.7	\$82.6	\$82.5	\$82.5	\$166.3	\$165.6	\$166.6	\$166.1	\$165.3	\$165.0
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$104.6	\$111.0	\$116.1	\$122.2	\$124.4	\$126.7	\$129.0	\$131.6	\$134.6	\$138.0	\$141.6	\$145.9	\$215.6	\$238.3	\$251.2	\$260.7	\$272.6	\$287.4
10	NET COUNTY APPORTIONMENT		\$342.5	\$335.9	\$345.2	\$351.8	\$351.9	\$354.8	\$353.7	\$362.8	\$368.2	\$369.2	\$371.4	\$377.0	\$678.4	\$697.0	\$706.7	\$716.5	\$737.4	\$748.4
11	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$88.4	\$84.4	\$85.7	\$85.7	\$83.8	\$82.8	\$80.3	\$79.1	\$76.6	\$75.2	\$73.7	\$72.5	\$172.8	\$171.4	\$166.7	\$159.4	\$151.8	\$146.1
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%	\$3.1	\$3.5	\$3.4	\$3.5	\$3.4	\$3.1	\$2.3	\$2.3	\$2.5	\$2.4	\$3.0	\$5.1	\$6.6	\$6.8	\$6.5	\$4.6	\$4.9	\$8.1
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$18.7	\$17.6	\$17.8	\$17.9	\$18.2	\$18.3	\$18.4	\$18.5	\$18.6	\$18.6	\$18.6	\$18.7	\$36.3	\$35.8	\$36.5	\$37.0	\$37.1	\$37.3
15	DEBT SERVICE (OTIA III)	15.93%	(\$3.2)	(\$3.6)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.1)	(\$2.8)	(\$1.2)	\$0.0	\$0.0	\$0.0	\$0.0	(\$6.9)	(\$7.1)	(\$6.6)	(\$3.9)	\$0.0	\$0.0
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$3.0	\$2.8	\$3.1	\$3.1	\$3.1	\$3.2	\$3.2	\$3.2	\$3.3	\$3.3	\$3.3	\$3.4	\$5.8	\$6.1	\$6.3	\$6.4	\$6.5	\$6.7
17	CITY APPORTIONMENT (JTA)	20.00%	\$56.5	\$54.4	\$55.1	\$55.3	\$55.5	\$55.6	\$55.5	\$55.3	\$55.1	\$55.0	\$55.0	\$55.0	\$110.9	\$110.4	\$111.1	\$110.8	\$110.2	\$110.0
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$69.7	\$74.0	\$77.4	\$81.5	\$83.0	\$84.5	\$86.0	\$87.7	\$89.8	\$92.0	\$94.4	\$97.2	\$143.7	\$158.9	\$167.4	\$173.8	\$181.7	\$191.6
19	NET CITY APPORTIONMENT		\$233.8	\$230.5	\$236.4	\$240.9	\$241.0	\$241.9	\$240.4	\$242.5	\$243.3	\$244.0	\$245.5	\$249.3	\$464.3	\$477.3	\$482.9	\$482.9	\$487.3	\$494.8
20	HIGHWAY DIVISION (including small City/County)	60.05%	\$341.1	\$325.4	\$330.5	\$330.4	\$323.4	\$319.5	\$309.5	\$305.2	\$295.4	\$289.9	\$284.1	\$279.5	\$666.6	\$660.9	\$642.9	\$614.7	\$585.3	\$563.6
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	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$7.8	\$8.7	\$8.4	\$8.7	\$8.6	\$7.7	\$5.8	\$5.7	\$6.2	\$6.1	\$7.6	\$12.7	\$16.5	\$17.1	\$16.3	\$11.5	\$12.3	\$20.3
24	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$63.3	\$59.5	\$60.3	\$60.8	\$61.6	\$62.1	\$62.4	\$62.7	\$62.9	\$62.9	\$63.0	\$63.2	\$122.8	\$121.1	\$123.6	\$125.1	\$125.8	\$126.2
25	DEBT SERVICE (OTIA III)	100.00%	(\$85.1)	(\$84.0)	(\$83.9)	(\$82.8)	(\$81.3)	(\$92.3)	(\$108.4)	(\$126.1)	(\$135.1)	(\$135.0)	(\$138.6)	(\$149.1)	(\$169.1)	(\$166.7)	(\$173.6)	(\$234.5)	(\$270.0)	(\$287.7)
26	STATE APPORTIONMENT (OTIA III)	0.00%	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$68.8	\$66.3	\$67.2	\$67.3	\$67.6	\$67.7	\$67.6	\$67.4	\$67.2	\$67.1	\$67.0	\$67.1	\$135.1	\$134.5	\$135.4	\$135.0	\$134.3	\$134.1
28	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$72.4	\$69.7	\$70.6	\$70.8	\$71.1	\$71.2	\$71.1	\$70.8	\$70.6	\$70.5	\$70.5	\$70.5	\$142.0	\$141.4	\$142.3	\$141.9	\$141.2	\$141.0
29	DEBT SERVICE (JTA)		(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$39.2)	(\$30.4)	(\$30.8)	(\$31.0)	(\$31.1)	(\$31.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$69.6)	(\$61.8)	(\$62.2)
30	STATE APPORTIONMENT (HB 2017)	50.00%	\$174.4	\$185.0	\$193.5	\$203.7	\$207.4	\$211.2	\$215.1	\$219.4	\$224.4	\$230.0	\$236.0	\$243.1	\$359.3	\$397.2	\$418.6	\$434.4	\$454.3	\$479.1
31	DEBT SERVICE (HB 2017 Section 71d)		(\$8.8)	(\$20.5)	(\$32.8)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.8)	(\$29.3)	(\$68.5)	(\$71.4)	(\$71.5)	(\$71.5)	(\$71.5)
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 HIGHWAY DIVISION		\$557.0	\$532.7	\$536.5	\$544.8	\$543.4	\$541.2	\$536.2	\$527.0	\$513.2	\$512.8	\$510.8	\$508.2	\$1,089.6	\$1,081.3	\$1,084.6	\$1,063.2	\$1,026.0	\$1,019.0
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$81.4	\$79.0	\$79.7	\$79.8	\$79.5	\$79.1	\$78.3	\$77.5	\$76.8	\$76.5	\$76.2	\$76.0	\$160.4	\$159.4	\$158.6	\$155.9	\$153.3	\$152.3
35	NET COUNTY APPORTIONMENT		\$342.5	\$335.9	\$345.2	\$351.8	\$351.9	\$354.8	\$353.7	\$362.8	\$368.2	\$369.2	\$371.4	\$377.0	\$678.4	\$697.0	\$706.7	\$716.5	\$737.4	\$748.4
36	NET CITY APPORTIONMENT		\$233.8	\$230.5	\$236.4	\$240.9	\$241.0	\$241.9	\$240.4	\$242.5	\$243.3	\$244.0	\$245.5	\$249.3	\$464.3	\$477.3	\$482.9	\$482.9	\$487.3	\$494.8
37	NET HIGHWAY DIVISION		\$557.0	\$532.7	\$536.5	\$544.8	\$543.4	\$541.2	\$536.2	\$527.0	\$513.2	\$512.8	\$510.8	\$508.2	\$1,089.6	\$1,081.3	\$1,084.6	\$1,063.2	\$1,026.0	\$1,019.0
38	NET HIGHWAY FUNDS REVENUE		\$1,133.3	\$1,099.1	\$1,118.1	\$1,137.5	\$1,136.3	\$1,137.9	\$1,130.4	\$1,132.3	\$1,124.7	\$1,126.0	\$1,127.7	\$1,134.6	\$2,232.3	\$2,255.6	\$2,274.2	\$2,262.7	\$2,250.7	\$2,262.2
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$10.8	\$10.7	\$10.8	\$10.7	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5
40	TOTAL NET REVENUES FOR DISTRIBUTION		\$1,144.0	\$1,109.8	\$1,128.8	\$1,148.2	\$1,147.0	\$1,148.6	\$1,141.1	\$1,143.1	\$1,135.4	\$1,136.7	\$1,138.4	\$1,145.3	\$2,253.8	\$2,277.1	\$2,295.7	\$2,284.2	\$2,272.2	\$2,283.7

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

Appendix A – Forecast Line Items, Current Fees, and Funds

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
1001	Gasoline	FUELS	Motor Fuels	0.38	0.4	HWY
1002	Use Fuel (Diesel)	FUELS	Motor Fuels	0.38	0.4	HWY
2001	Jet Fuel	AVIATION	Aircraft & Jet Fuels	0.03	0.03	AVI
2002	Aircraft Fuel	AVIATION	Aircraft & Jet Fuels	0.11	0.11	AVI
3001	Weight Mile Revenues	CCD	Highway Use	25.16	26.67	HWY
3002	Road Use Assessment Fee (RUAF)	CCD	Highway Use	0.10	0.12	HWY
3003	Commercial Trip Permit	CCD	Highway Use	43	43	HWY
3004	Temporary Passes	CCD	Highway Use	9	9	HWY
3005	Over-Dimension (OD) Permit Revenue	CCD	Highway Use	8	8	HWY
3006	IRP Revenue	CCD	CCD Registration Fee	998	998	HWY
3007	Commercial Registration Revenue	CCD	CCD Registration Fee	998	998	HWY
3008	Commercial Cab Cards Revenue	CCD	CCD Registration Fee	2.5	2.5	HWY
3009	Weight Receipt Revenues (Commercial & IRP)	CCD	CCD Registration Fee	8	8	HWY
4001	Type 1 Dealer New Plate (Large & Small)	BUSREG	Business Licensing	54.5	55	HWY
4002	Type 1 Dealer Renew Plate	BUSREG	Business Licensing	42	42	HWY
4003	Type 1 Dealer Replacement Plate	BUSREG	Business Licensing	22.5	23	HWY
4004	Type 2 Dealer New Plate	BUSREG	Business Licensing	21.5	22	HWY
4005	Type 2 Dealer Renew Plate	BUSREG	Business Licensing	9	9	HWY
4006	Type 2 Dealer Replacement Plate	BUSREG	Business Licensing	15.5	16	HWY
4007	Transporter Vehicle Plate	BUSREG	Business Licensing	17.5	18	HWY
4008	Dealer Corrections	BUSREG	Business Licensing	30	30	HWY
4009	Replacement Sticker	BUSREG	Business Licensing	10	10	HWY
4010	Dealer Original Application	BUSREG	Business Licensing	1112	1112	TOF
4011	Dealer Renewal Application	BUSREG	Business Licensing	1100	1100	TOF
4012	Dealer Supplemental Location	BUSREG	Business Licensing	350	350	TOF
4013	Transporter Business Certificate	BUSREG	Business Licensing	150	150	TOF
4014	Dismantler Business Certificate	BUSREG	Business Licensing	500	500	TOF
4015	Dismantler Supplemental Location	BUSREG	Business Licensing	500	500	TOF
4016	Dismantler Duplicate Certificate	BUSREG	Business Licensing	40	40	TOF
4017	Compliance/Enforcement Fee	BUSREG	Business Licensing	75	75	TOF
4018	Vehicle Appraiser	BUSREG	Business Licensing	100	100	TOF
4019	RV Show License Certificate	BUSREG	Business Licensing	50	50	TOF
4020	Commercial Driving Schools	BUSREG	Business Licensing	200	200	TOF
4021	Commercial Driving School Instructor	BUSREG	Business Licensing	100	100	TOF
4022	Late Renewal Penalty	BUSREG	Business Licensing	150	150	TOF
4023	Dealer Civil Penalty	BUSREG	Business Licensing			TOF
5003	Registration - Passenger MPG 0-19	VEHICLE	Registration Fee	126	126	HWY
5004	Registration - Passenger MPG 20-39	VEHICLE	Registration Fee	136	136	HWY
5005	Registration - Passenger MPG 40+	VEHICLE	Registration Fee	156	156	HWY
5006	Registration - Passenger Electric	VEHICLE	Registration Fee	316	316	HWY
5007	Registration - Passenger OReGO	VEHICLE	Registration Fee	86	86	HWY
5009	Registration - 4-Year Passenger MPG 0-19	VEHICLE	Registration Fee	252	252	HWY

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
5010	Registration - 4 Year Passenger MPG 20-39	VEHICLE	Registration Fee	272	272	HWY
5011	Registration - 4-Year Passenger MPG 40+	VEHICLE	Registration Fee	312	312	HWY
5012	Registration - 4-Year Passenger Electric	VEHICLE	Registration Fee	632	632	HWY
5013	Registration - 4-Year Passenger OReGO	VEHICLE	Registration Fee	172	172	HWY
5015	Registration - Motorcycle	VEHICLE	Registration Fee	88	88	HWY
5016	Registration - Moped	VEHICLE	Registration Fee	88	88	HWY
5018	Registration - 4-Year Motorcycle	VEHICLE	Registration Fee	176	176	HWY
5019	Registration - 4-Year Moped	VEHICLE	Registration Fee	176	176	HWY
5020	Registration - Motor Home*	VEHICLE	Registration Fee	264	282	PRK
5021	Registration - Camper*	VEHICLE	Registration Fee	120	125	PRK
5022	Registration - Travel Trailer*	VEHICLE	Registration Fee	191	200	PRK
5023	Registration - Bus*	VEHICLE	Registration Fee	520	520	HWY
5024	Registration - School Bus	VEHICLE	Registration Fee	5	5	HWY
5025	Registration - Truck*	VEHICLE	Registration Fee	629	629	HWY
5026	Registration - Farm*	VEHICLE	Registration Fee	250	250	HWY
5027	Registration - Heavy Fixed Load Vehicle	VEHICLE	Registration Fee	82	82	HWY
5028	Registration - Manufactured Structure Toter*	VEHICLE	Registration Fee	335	335	HWY
5029	Registration - Tow Truck*	VEHICLE	Registration Fee	268	268	HWY
5031	Registration - Light Trailer	VEHICLE	Registration Fee	126	126	HWY
5032	Registration - 4-Year Light Trailer	VEHICLE	Registration Fee	252	252	HWY
5033	Registration - Light Fixed Load Trailer	VEHICLE	Registration Fee	61	61	HWY
5034	Registration - For Rent Trailer	VEHICLE	Registration Fee	30	30	HWY
5035	Registration - Special Use Trailer*	VEHICLE	Registration Fee	155	155	HWY
5036	Registration - Heavy Trailer	VEHICLE	Registration Fee	10	10	HWY
5037	Registration - Exempt Government	VEHICLE	Registration Fee	5	5	HWY
5038	Registration - 2 YR Government	VEHICLE	Registration Fee	10	10	HWY
5039	Registration - Special Interest	VEHICLE	Registration Fee	100	100	HWY
5040	Registration - Charitable/Non-Profit*	VEHICLE	Registration Fee	127	127	HWY
5041	Registration - Disabled Veteran	VEHICLE	Registration Fee	15	15	HWY
5042	Registration - Medium Speed	VEHICLE	Registration Fee	126	126	HWY
5043	Registration - Low Speed	VEHICLE	Registration Fee	126	126	HWY
5044	Registration - Snowmobile	VEHICLE	Registration Fee	10	10	SNO
5045	Registration - Antique	VEHICLE	Registration Fee	100	100	HWY
5046	Registration - Ex-POW	VEHICLE	Registration Fee	15	15	HWY
5047	Registration - Racing Activity	VEHICLE	Registration Fee	100	100	HWY
5050	Standard Title 0-19 MPG - New from Dealer	VEHICLE	Title Fee	101	101	HWY
5051	Standard Title 20-39 MPG - New from Dealer	VEHICLE	Title Fee	106	106	HWY
5052	Standard Title 40+ MPG - New from Dealer	VEHICLE	Title Fee	116	116	HWY
5053	Standard Title Electric - New from Dealer	VEHICLE	Title Fee	192	192	HWY
5055	Standard Title 0-19 MPG - New to Oregon	VEHICLE	Title Fee	101	101	HWY
5056	Standard Title 20-39 MPG- New to Oregon	VEHICLE	Title Fee	106	106	HWY
5057	Standard Title 40+ - New to Oregon	VEHICLE	Title Fee	116	116	HWY
5058	Standard Title Electric - New to Oregon	VEHICLE	Title Fee	192	192	HWY
5060	Standard Title 0-19 MPG	VEHICLE	Title Fee	101	101	HWY

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
5061	Standard Title 20-39 MPG	VEHICLE	Title Fee	106	106	HWY
5062	Standard Title 40+ MPG	VEHICLE	Title Fee	116	116	HWY
5063	Standard Title Electric	VEHICLE	Title Fee	192	192	HWY
5065	Heavy Vehicle Title - New from Dealer	VEHICLE	Title Fee	90	90	HWY
5066	Heavy Vehicle Title - New to Oregon	VEHICLE	Title Fee	90	90	HWY
5067	Heavy Vehicle Title	VEHICLE	Title Fee	90	90	HWY
5069	Salvage Title	VEHICLE	Title Fee	27	27	HWY
5070	Salvage Title - New from Dealer	VEHICLE	Title Fee	27	27	HWY
5071	Salvage Title - New to Oregon	VEHICLE	Title Fee	27	27	HWY
5072	ATV Standard Title - New	VEHICLE	Title Fee	98	98	HWY
5073	Snowmobile Standard Title	VEHICLE	Title Fee	101	101	SNO
5075	Title Expedite Service Fee	VEHICLE	Miscellaneous Vehicle	10	10	HWY
5076	Title Late Presentation Penalty - 30 Days	VEHICLE	Miscellaneous Vehicle	25	25	HWY
5077	Title Late Presentation Penalty - Past 60 Days	VEHICLE	Miscellaneous Vehicle	50	50	HWY
5078	Dealer Expedite Title	VEHICLE	Miscellaneous Vehicle	100	100	HWY
5079	VIN Inspection	VEHICLE	Miscellaneous Vehicle	7	9	HWY
5080	Fleet Licensing Service Fees	VEHICLE	Miscellaneous Vehicle	2	2	HWY
5081	Fleet Licensing Initial Process	VEHICLE	Miscellaneous Vehicle	3	3	HWY
5082	Fleet Licensing Process	VEHICLE	Miscellaneous Vehicle	2	2	HWY
5083	Vehicle Code Book Sale	VEHICLE	Miscellaneous Vehicle	7	7	HWY
5084	Replacement Registration Card	VEHICLE	Miscellaneous Vehicle	5	5	HWY
5085	Vehicle Restoration Plate Fee	VEHICLE	Miscellaneous Vehicle	10	10	HWY
5086	TOD Filing Fee	VEHICLE	Miscellaneous Vehicle	13	13	HWY
5087	TOD Filing Account Registration Fee	VEHICLE	Miscellaneous Vehicle	70	70	HWY
5088	Pre-paid Hearing Tape	VEHICLE	Miscellaneous Vehicle	6	6	HWY
5089	Secure P.O.A. Filing Fee	VEHICLE	Miscellaneous Vehicle	4	4	HWY
5090	Tow Truck Certificate	VEHICLE	Miscellaneous Vehicle	17	17	HWY
5091	Special Interest Sticker (Customer-provided Plate)	VEHICLE	Miscellaneous Vehicle	1	1	HWY
5092	Rental Vehicle Registration Surcharge	VEHICLE	Miscellaneous Vehicle	2	2	HWY
5093	Dishonored Payment Handling Fee	VEHICLE	Miscellaneous Vehicle	35	35	HWY
5094	Miscellaneous Revenue	VEHICLE	Miscellaneous Vehicle			HWY
5096	Registered Vehicle Trip Permit	VEHICLE	Permit Fee	7.5	7.5	HWY
5097	Light Motor Vehicle Trip Permit	VEHICLE	Permit Fee	34	35	HWY
5098	Heavy Motor Vehicle Trip Permit	VEHICLE	Permit Fee	43	43	HWY
5099	Registered Weight Trip Permit	VEHICLE	Permit Fee	5	5	HWY
5100	Heavy Trailer Trip Permit	VEHICLE	Permit Fee	10	10	HWY
5101	60 Day Out-of-State Permit	VEHICLE	Permit Fee	7	7	HWY
5102	Dealer/Tower No Sticker Trip Permit	VEHICLE	Permit Fee	15	15	HWY
5103	Unregistered Recreational Vehicle (RV) Trip Permit	VEHICLE	Permit Fee	34	35	PRK
5104	1-Day Sno-Park Permit	VEHICLE	Permit Fee	4	4	WIN
5105	3-Day Sno-Park Permit	VEHICLE	Permit Fee	9	9	WIN
5106	Annual Sno-Park Permit	VEHICLE	Permit Fee	25	25	WIN
5108	Plate Manufacturing Fee	VEHICLE	Plate Fee	12.50	12.50	HWY
5109	Plate Manufacturing Fee (Pair)	VEHICLE	Plate Fee	12.75	12.75	HWY

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
5111	Replacement Plate/Sticker	VEHICLE	Plate Fee	10	12	HWY
5112	Replacement Plate/Sticker (At Renewal)	VEHICLE	Plate Fee	5	12	HWY
5113	Plate Transfer Fee	VEHICLE	Plate Fee	6	30	HWY
5114	Custom Plate	VEHICLE	Plate Fee	50	50	PAS
5115	HAM(Amateur Radio Operator) Initial Plate	VEHICLE	Plate Fee	5	5	HWY
5116	Specialty Plate - Crater Lake	VEHICLE	Plate Fee	20	20	GRP
5117	Specialty Plate - Cultural Trust	VEHICLE	Plate Fee	30	30	GRP
5118	Specialty Plate - Trail Blazers	VEHICLE	Plate Fee	40	40	GRP
5119	Specialty Plate - Wine Country	VEHICLE	Plate Fee	30	30	GRP
5120	Specialty Plate - Pacific Wonderland	VEHICLE	Plate Fee	100	100	GRP
5121	Group Plate - Vietnam Veterans of America	VEHICLE	Plate Fee	10	10	GRP
5122	Group Plate - U.S. Merchant Marine	VEHICLE	Plate Fee	10	10	GRP
5123	Group Plate - Oregon Paralyzed Veterans of America	VEHICLE	Plate Fee	10	10	GRP
5124	Group Plate - 1st Marine Division FMF	VEHICLE	Plate Fee	10	10	GRP
5125	Group Plate - The Chosin Few	VEHICLE	Plate Fee	10	10	GRP
5126	Group Plate - Veterans for Human Rights	VEHICLE	Plate Fee	10	10	GRP
5127	Group Plate - Oregon Donor Program	VEHICLE	Plate Fee	10	10	GRP
5128	Group Plate - George Fox College	VEHICLE	Plate Fee	10	10	GRP
5129	Group Plate - Korean War Veteran 1950-1953	VEHICLE	Plate Fee	10	10	GRP
5130	Group Plate - Oregon State Elks	VEHICLE	Plate Fee	10	10	GRP
5131	Group Plate – Non-Commissioned Officers Association	VEHICLE	Plate Fee	10	10	GRP
5132	Group Plate - Square and Round Dancers	VEHICLE	Plate Fee	10	10	GRP
5133	Specialty Plate - Salmon	VEHICLE	Plate Fee	30	30	GRP
5134	Group Plate - Veterans Recognition	VEHICLE	Plate Fee	10	10	GRP
5135	Group Plate - Purple Heart	VEHICLE	Plate Fee	10	10	GRP
5136	Group Plate - Oregon Professional Firefighters	VEHICLE	Plate Fee	10	10	GRP
5137	Group Plate - University of Oregon	VEHICLE	Plate Fee	32	32	GRP
5138	Specialty Plate - University of Oregon Ducks	VEHICLE	Plate Fee	40	40	GRP
5139	Group Plate - Oregon State University	VEHICLE	Plate Fee	32	32	GRP
5140	Group Plate - Portland State University	VEHICLE	Plate Fee	32	32	GRP
5141	Group Plate - Oregon Volunteer Firefighter	VEHICLE	Plate Fee	10	10	GRP
5142	Group Plate - Lions Club of Oregon	VEHICLE	Plate Fee	10	10	GRP
5143	Group Plate - Oregon Agricultural Foundation	VEHICLE	Plate Fee	10	10	GRP
5144	Group Plate - Western Oregon University	VEHICLE	Plate Fee	32	32	GRP
5145	Group Plate - University of Portland	VEHICLE	Plate Fee	32	32	GRP
5146	Group Plate - Linfield College	VEHICLE	Plate Fee	32	32	GRP
5147	Group Plate - Pacific University	VEHICLE	Plate Fee	32	32	GRP
5148	Group Plate - Willamette University	VEHICLE	Plate Fee	32	32	GRP
5149	Group Plate - Oregon Masonic Family	VEHICLE	Plate Fee	10	10	GRP
5150	Group Plate - Oregon Grange	VEHICLE	Plate Fee	10	10	GRP
5151	Group Plate - Eastern Oregon University	VEHICLE	Plate Fee	32	32	GRP
5152	Group Plate - Support Our Troops	VEHICLE	Plate Fee	10	10	GRP
5153	Group Plate - Share the Road	VEHICLE	Plate Fee	10	10	GRP

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
5154	Group Plate - Fallen Public Safety Officer	VEHICLE	Plate Fee	32	32	GRP
5155	Group Plate - Keep Kids Safe	VEHICLE	Plate Fee	30	30	GRP
5156	Specialty Plate - Grey Whale	VEHICLE	Plate Fee	40	40	GRP
5157	Specialty Plate - Smokey the Bear	VEHICLE	Plate Fee	40	40	GRP
5158	Group Plate - Pearl Harbor Survivors	VEHICLE	Plate Fee	10	10	PAS
5159	Fair Market Value	VEHICLE	Record Sales	6.67	6.83	HWY
5160	Record Sales	VEHICLE	Record Sales	0.97	0.97	HWY
5161	Commercial List Invoice	VEHICLE	Record Sales	700	700	HWY
5162	Multnomah County Fee	VEHICLE	County Fee	118	118	CTY
5163	Washington County Fee	VEHICLE	County Fee	65	65	CTY
5164	Clackamas County Fee	VEHICLE	County Fee	61	61	CTY
5165	Specialty Plate - Watch for Wildlife	VEHICLE	Plate Fee	40	40	GRP
6001	Original NCL	DRIVER	Driver Fee	54	58	HWY
6002	Original NCL Limited Term	DRIVER	Driver Fee	23	23	HWY
6003	Instruction Driver Permit	DRIVER	Driver Fee	23	30	HWY
6004	Motorcycle Instruction Driver Permit	DRIVER	Driver Fee	23	30	HWY
6005	Special Limited Vision Condition Learner Permit	DRIVER	Driver Fee	13	13	HWY
6006	Special Student Driver Permit	DRIVER	Driver Fee	23	23	HWY
6007	Disability Golf Cart Driver Permit	DRIVER	Driver Fee	44	44	HWY
6008	Emergency Driver Permit	DRIVER	Driver Fee	23	23	HWY
6009	Motorcycle Endorsement Only	DRIVER	Driver Fee	49	90	HWY
6010	Motorcycle Endorsement	DRIVER	Driver Fee	46	90	HWY
6011	Farm Endorsement Only	DRIVER	Driver Fee	29	29	HWY
6012	Farm Endorsement	DRIVER	Driver Fee	26	26	HWY
6013	Renewal NCL	DRIVER	Driver Fee	34	48	HWY
6014	Renewal NCL Limited Term	DRIVER	Driver Fee	8	8	HWY
6015	Renewal Instruction Driver Permit	DRIVER	Driver Fee	23	26	HWY
6016	Renewal Motorcycle Instruction Permit	DRIVER	Driver Fee	23	26	HWY
6017	Renewal Disability Golf Cart Driver Permit	DRIVER	Driver Fee	32	32	HWY
6018	Renewal Moped-Restricted NCL	DRIVER	Driver Fee	34	48	HWY
6019	Renewal Moped-Restricted NCL Limited Term	DRIVER	Driver Fee	8	8	HWY
6020	Replacement NCL	DRIVER	Driver Fee	26	30	HWY
6021	Replacement Instruction Driver Permit	DRIVER	Driver Fee	26	30	HWY
6022	Replacement Motorcycle Instruction Driver Permit	DRIVER	Driver Fee	26	30	HWY
6023	Replacement Disability Golf Cart Driver Permit	DRIVER	Driver Fee	26	30	HWY
6024	Replacement Moped-Restricted NCL	DRIVER	Driver Fee	26	30	HWY
6025	Replacement Emergency Driver Permit	DRIVER	Driver Fee	26	30	HWY
6026	Replacement Special Student Driver Permit	DRIVER	Driver Fee	26	30	HWY
6027	NCL Knowledge Exam	DRIVER	Driver Fee	5	7	HWY
6028	NCL Skills Exam	DRIVER	Driver Fee	9	45	HWY
6029	Motorcycle Knowledge Exam	DRIVER	Driver Fee	5	7	HWY
6030	Hardship Driver Permit Application	DRIVER	Driver Fee	50	75	HWY
6031	Renewal Hardship Permit	DRIVER	Driver Fee	34	48	HWY
6032	Original Motorcycle Safety Fee	DRIVER	Driver Fee	38	38	SAF

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
6033	Renewal Motorcycle Safety Fee	DRIVER	Driver Fee	28	28	SAF
6034	Reinstatement Fee	DRIVER	Driver Fee	75	85	HWY
6035	Expedite Delivery	DRIVER	Driver Fee	25	25	HWY
6036	Student Driver Training Fund	DRIVER	Driver Fee	6	6	SDT
6037	Student Driver Training Fund Limited Term	DRIVER	Driver Fee	2	2	SDT
6040	Original CDL A	DRIVER	Driver Fee Comm	75	160	HWY
6041	Original CDL B	DRIVER	Driver Fee Comm	75	160	HWY
6042	Original CDL C	DRIVER	Driver Fee Comm	75	160	HWY
6044	Original CDL A Limited Term	DRIVER	Driver Fee Comm	45	45	HWY
6045	Original CDL B Limited Term	DRIVER	Driver Fee Comm	45	45	HWY
6046	Original CDL C Limited Term	DRIVER	Driver Fee Comm	45	45	HWY
6048	Original CLP A	DRIVER	Driver Fee Comm	23	40	HWY
6049	Original CLP B	DRIVER	Driver Fee Comm	23	40	HWY
6050	Original CLP C	DRIVER	Driver Fee Comm	23	40	HWY
6052	Renewal CDL A	DRIVER	Driver Fee Comm	55	98	HWY
6053	Renewal CDL B	DRIVER	Driver Fee Comm	55	98	HWY
6054	Renewal CDL C	DRIVER	Driver Fee Comm	55	98	HWY
6056	Renewal CDL A Limited Term	DRIVER	Driver Fee Comm	14	14	HWY
6057	Renewal CDL B Limited Term	DRIVER	Driver Fee Comm	14	14	HWY
6058	Renewal CDL C Limited Term	DRIVER	Driver Fee Comm	14	14	HWY
6060	Replacement CDL A	DRIVER	Driver Fee Comm	26	30	HWY
6061	Replacement CDL B	DRIVER	Driver Fee Comm	26	30	HWY
6062	Replacement CDL C	DRIVER	Driver Fee Comm	26	30	HWY
6064	Replacement Commercial Learner Driver Permit A	DRIVER	Driver Fee Comm	26	30	HWY
6065	Replacement Commercial Learner Driver Permit B	DRIVER	Driver Fee Comm	26	30	HWY
6066	Replacement Commercial Learner Driver Permit C	DRIVER	Driver Fee Comm	26	30	HWY
6067	CDL General Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6068	CDL Air Brake Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6069	CDL HazMat Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6070	CDL Tank Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6071	CDL Passenger Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6072	CDL Combination Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6073	CDL Doubles/Triples Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6074	CDL Skills Exam	DRIVER	Driver Fee Comm	70	145	HWY
6075	CDL School Bus Knowledge Exam	DRIVER	Driver Fee Comm	10	10	HWY
6076	Commercial Driver Certificate of Exam Completion	DRIVER	Driver Fee Comm	40	40	HWY
7001	Original Identification Card	DRIVER	ID Fee	44.5	47	TOF
7002	Original Identification Card Limited Term	DRIVER	ID Fee	20	20	TOF
7003	Renewal Identification Card	DRIVER	ID Fee	40.5	43	TOF
7004	Renewal Identification Card Limited Term	DRIVER	ID Fee	18	18	TOF
7005	Replacement Identification Card	DRIVER	ID Fee	39.5	40	TOF
7006	Real ID	DRIVER	Real ID	30	30	TOF
8001	Billboard Fees & Sign Permits	OTHER	Other Revenue			HWY
8002	Equipment Sale	OTHER	Other Revenue			HWY

ID	Description	Group	Sub-Group	Fee	Jan-24	Fund
8003	Properties Sale (Right-of-Way Land & Timber)	OTHER	Other Revenue			HWY
8004	Highway Property Rental (Rent & Royalties)	OTHER	Other Revenue			HWY
8005	Damage Recovery/ Revenue Reimbursement	OTHER	Other Revenue			HWY
8006	Highway Division Interest Income	OTHER	Other Revenue			HWY
8007	Other Revenues	OTHER	Other Revenue			HWY
8008	Material Testing Revenue	OTHER	Other Revenue			HWY
8009	Sales Income (Pub, Signs, Other)	OTHER	Other Revenue			HWY
8010	Other Charges	OTHER	Other Revenue			HWY
8011	Charges for Public Records/Lab, Storeroom, Shop	OTHER	Other Revenue			HWY
8012	Utility Permit Fees	OTHER	Other Revenue			HWY
8013	Statewide Transit Tax	OTHER	DOR Taxes			PTD
8014	Vehicle Privilege Tax	OTHER	DOR Taxes			CO
8015	Vehicle Use Tax	OTHER	DOR Taxes			HWY
8016	Bicycle Exice Tax	OTHER	DOR Taxes			MAT
8017	Gross Rail Receipts	OTHER	Railroad Receipts			GRR

* The fee is based on weight or length; average fees are listed.

Appendix B – Highway Fund Forecast Quality

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

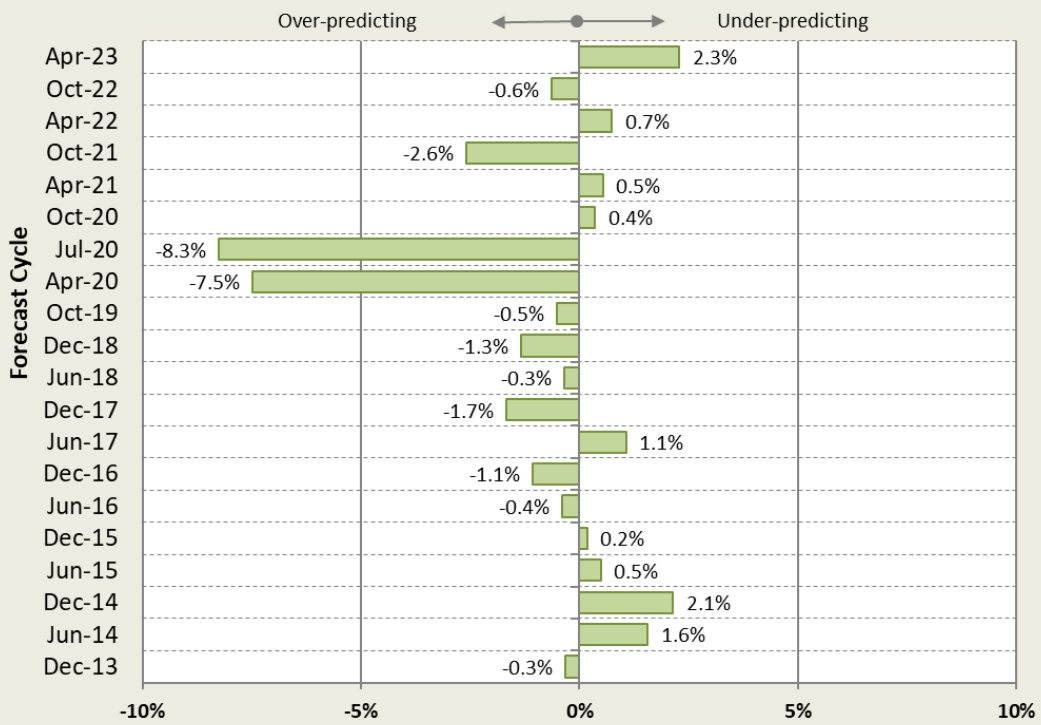
Statistical bias indicates the tendency of a forecast to over- or under-estimate real outcomes. Mean Percentage Error (MPE) - the arithmetic average of the forecasting errors is used for this purpose. A small MPE can be produced by either small errors or errors (even large ones) which are offset by errors 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.

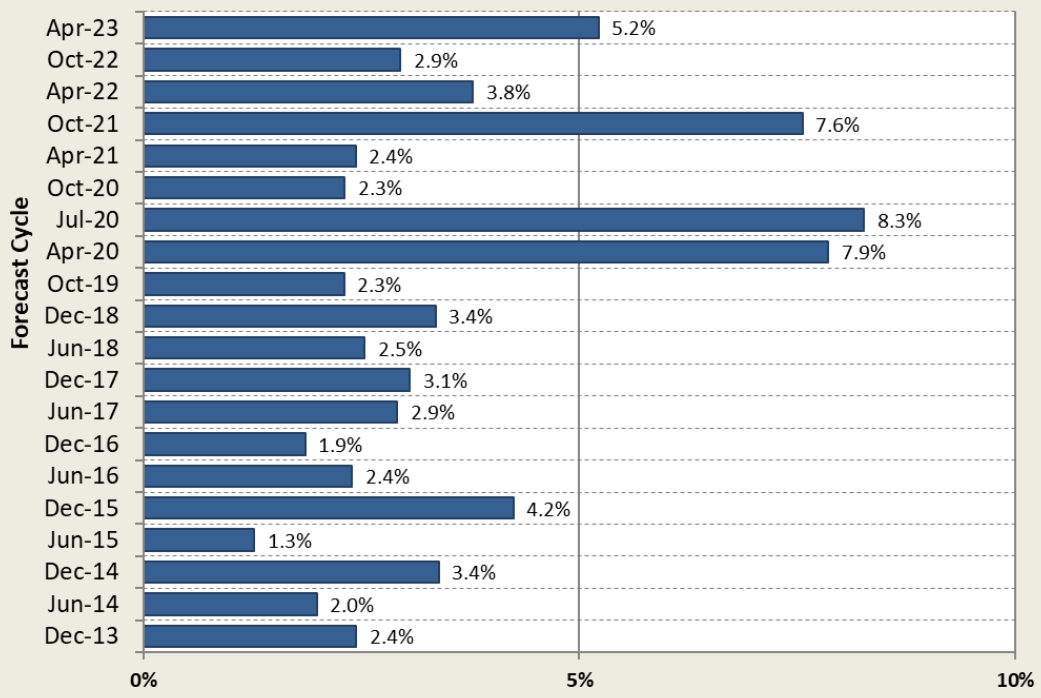
Table A1 – Quality of the first 6-months of the forecast – Total Highway Fund Revenue

Forecast Cycle	Average Monthly Revenue		MPE	MAPE
	Actual	Forecast		
Dec-13	\$92,219,627	\$92,475,473	-0.3%	2.4%
Jun-14	\$99,487,597	\$97,922,987	1.6%	2.0%
Dec-14	\$95,889,819	\$93,807,452	2.1%	3.4%
Jun-15	\$103,127,239	\$102,577,213	0.5%	1.3%
Dec-15	\$98,366,249	\$98,071,897	0.2%	4.2%
Jun-16	\$105,221,712	\$105,546,041	-0.4%	2.4%
Dec-16	\$99,034,393	\$100,027,733	-1.1%	1.9%
Jun-17	\$107,547,692	\$106,250,989	1.1%	2.9%
Dec-17	\$108,744,341	\$110,558,884	-1.7%	3.1%
Jun-18	\$127,533,439	\$127,942,230	-0.3%	2.5%
Dec-18	\$119,174,714	\$120,232,110	-1.3%	3.4%
Oct-19	\$127,510,191	\$128,043,921	-0.5%	2.3%
Apr-20	\$110,873,028	\$118,375,158	-7.5%	7.9%
Jul-20	\$123,829,500	\$133,854,613	-8.3%	8.3%
Oct-20	\$121,291,601	\$120,620,288	0.4%	2.3%
Apr-21	\$129,410,171	\$128,469,646	0.5%	2.4%
Oct-21	\$140,226,925	\$142,468,646	-2.6%	7.6%
Apr-22	\$135,767,923	\$134,688,583	0.7%	3.8%
Oct-22	\$140,679,974	\$141,434,935	-0.6%	2.9%
Apr-23	\$133,281,692	\$129,976,684	2.3%	5.2%

**Total - Highway Fund Revenue Forecast Accuracy:
Mean Percentage Error (MPE) - First Six Months**



**Total - Highway Fund Revenue Forecast Accuracy:
Mean Absolute Percentage Error (MAPE) - First Six Months**



Appendix C – Alternative Conditional Motor Fuel Forecast Tables

Table 5A. Highway Fund Revenues Collected by FSB (Millions of Dollars) (Includes all Conditional Fuels Tax Increases)

	Actual		Forecast											Actual		Forecast				
	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		BI 21-23	BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	
1 MOTOR FUELS TAXES	\$652.0	\$669.0	\$695.0	\$705.3	\$699.1	\$690.1	\$679.5	\$666.2	\$656.7	\$649.9	\$643.8	\$638.0	\$1,321.0	\$1,400.3	\$1,389.2	\$1,345.8	\$1,306.5	\$1,281.8		
2 TOTAL FSB COLLECTIONS	\$652.0	\$669.0	\$695.0	\$705.3	\$699.1	\$690.1	\$679.5	\$666.2	\$656.7	\$649.9	\$643.8	\$638.0	\$1,321.0	\$1,400.3	\$1,389.2	\$1,345.8	\$1,306.5	\$1,281.8		
3 Change from Previous Forecast	\$0.0	\$11.8	\$19.5	\$12.4	\$9.4	\$8.4	\$9.8	\$11.5	\$12.9	\$13.7	N/A	N/A	\$11.8	\$31.9	\$17.9	\$21.3	\$26.6	N/A		
4 COLLECTION/ADMINISTRATION COST	(\$2.2)	(\$2.2)	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.3)	(\$2.4)	(\$2.5)	(\$2.5)	(\$2.6)	(\$2.6)	(\$4.4)	(\$4.1)	(\$4.4)	(\$4.7)	(\$5.0)	(\$5.2)		
5 ODOT CENTRAL SERVICES ASSESSMENT	(\$0.3)	(\$0.3)	(\$0.4)	(\$0.4)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.5)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.7)	(\$0.8)	(\$0.9)	(\$1.0)	(\$1.1)	(\$1.2)		
6 SNOWMOBILE TRANSFER	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$1.6)	(\$1.6)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)		
7 CLASS I ATV TRANSFER	(\$2.9)	(\$2.9)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$3.0)	(\$5.8)	(\$6.0)	(\$6.1)	(\$6.0)	(\$6.0)	(\$5.9)		
8 MARINE BOARD TRANSFER	(\$5.4)	(\$5.6)	(\$5.7)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$5.9)	(\$11.0)	(\$11.6)	(\$11.8)	(\$11.8)	(\$11.8)	(\$11.8)		
9 CLASS II ATV TRANSFER	(\$1.9)	(\$2.0)	(\$2.0)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.1)	(\$2.0)	(\$2.0)	(\$2.0)	(\$2.0)	(\$3.9)	(\$4.1)	(\$4.1)	(\$4.1)	(\$4.1)	(\$4.1)		
10 CLASS III ATV TRANSFER	(\$1.7)	(\$1.8)	(\$1.8)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$1.9)	(\$3.5)	(\$3.7)	(\$3.7)	(\$3.7)	(\$3.7)	(\$3.7)		
11 CLASS IV ATV TRANSFER	(\$1.6)	(\$1.6)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$3.2)	(\$3.4)	(\$3.4)	(\$3.4)	(\$3.4)	(\$3.4)		
12 TRANSPORTATION OPERATING FUND (TOF)	(\$16.8)	(\$17.2)	(\$17.9)	(\$18.7)	(\$19.0)	(\$19.2)	(\$19.5)	(\$19.8)	(\$20.1)	(\$20.4)	(\$20.7)	(\$21.0)	(\$34.0)	(\$36.6)	(\$38.2)	(\$39.4)	(\$40.5)	(\$41.8)		
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 FSB REVENUE	\$618.3	\$634.4	\$659.5	\$668.6	\$662.1	\$652.7	\$641.7	\$628.1	\$618.1	\$610.9	\$604.5	\$598.3	\$1,252.8	\$1,328.1	\$1,314.8	\$1,269.8	\$1,229.0	\$1,202.8		
16 REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$17.7)	(\$18.1)	(\$18.2)	(\$17.9)	(\$17.8)	(\$17.6)	(\$17.4)	(\$17.1)	(\$16.9)	(\$16.8)	(\$16.7)	(\$16.6)	(\$35.9)	(\$36.1)	(\$35.3)	(\$34.5)	(\$33.7)	(\$33.3)		
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	(\$105.9)	(\$105.6)	(\$107.0)	(\$105.8)	(\$104.9)	(\$103.5)	(\$101.9)	(\$99.9)	(\$98.5)	(\$97.5)	(\$96.6)	(\$95.7)	(\$211.5)	(\$212.8)	(\$208.4)	(\$201.9)	(\$196.0)	(\$192.3)		
19 REVENUE DUE TO HB 2017 - memo	(\$122.7)	(\$140.8)	(\$159.8)	(\$176.3)	(\$174.8)	(\$172.5)	(\$169.9)	(\$166.6)	(\$164.2)	(\$162.5)	(\$160.9)	(\$159.5)	(\$263.5)	(\$336.1)	(\$347.3)	(\$336.4)	(\$326.6)	(\$320.4)		

Table 7A. Highway Fund Revenues by Fiscal Year and Biennium (Millions of Dollars) (Includes all Conditional Fuels Tax Increases)

	Actual		Forecast										Actual BI 21-23	Forecast				
	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33
1 TOTAL MCTD COLLECTIONS	\$506.0	\$507.1	\$517.8	\$543.5	\$548.6	\$554.6	\$558.3	\$562.2	\$566.6	\$572.4	\$577.5	\$584.0	\$1,013.1	\$1,061.3	\$1,103.2	\$1,120.4	\$1,139.0	\$1,161.6
2 TOTAL FSB COLLECTIONS	\$652.0	\$669.0	\$695.0	\$705.3	\$699.1	\$690.1	\$679.5	\$666.2	\$656.7	\$649.9	\$643.8	\$638.0	\$1,321.0	\$1,400.3	\$1,389.2	\$1,345.8	\$1,306.5	\$1,281.8
3 TOTAL DMV COLLECTIONS	\$485.8	\$467.7	\$484.6	\$493.0	\$503.4	\$513.1	\$523.0	\$537.7	\$548.9	\$556.6	\$566.7	\$580.2	\$953.5	\$977.6	\$1,016.4	\$1,060.7	\$1,105.5	\$1,146.9
4 TOTAL GROSS HIGHWAY FUND	\$1,643.8	\$1,643.8	\$1,697.4	\$1,741.8	\$1,751.1	\$1,757.8	\$1,760.8	\$1,766.1	\$1,772.1	\$1,778.9	\$1,788.0	\$1,802.2	\$3,287.6	\$3,439.2	\$3,508.9	\$3,526.9	\$3,551.0	\$3,590.2
5 COLLECTION, PROGRAMS, & TRANSFERS (incl. obligated OTIA & JTA)	(\$1,016.0)	(\$1,044.7)	(\$1,089.8)	(\$1,135.0)	(\$1,155.8)	(\$1,168.9)	(\$1,188.6)	(\$1,201.4)	(\$1,223.8)	(\$1,240.0)	(\$1,258.8)	(\$1,280.7)	(\$2,060.8)	(\$2,224.8)	(\$2,324.7)	(\$2,390.1)	(\$2,463.9)	(\$2,539.5)
6 NET REVENUE TO HIGHWAY FUND	\$627.8	\$599.0	\$607.5	\$606.8	\$595.3	\$589.0	\$572.2	\$564.7	\$548.3	\$538.9	\$529.2	\$521.5	\$1,226.8	\$1,214.4	\$1,184.2	\$1,136.8	\$1,087.1	\$1,050.7
7 OTIA I & II SET ASIDE - memo	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$35.6	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2	\$71.2
8 DEBT SERVICE (OTIA I & II) - memo	(\$20.0)	(\$18.2)	(\$18.7)	(\$18.2)	(\$18.4)	(\$20.2)	(\$24.0)	(\$24.2)	(\$23.2)	(\$23.4)	(\$20.4)	(\$10.2)	(\$38.2)	(\$37.0)	(\$38.6)	(\$48.2)	(\$46.6)	(\$30.6)
9 OTIA III Dedicated Revenues - memo	\$110.1	\$103.4	\$104.8	\$105.6	\$107.0	\$107.9	\$108.5	\$109.0	\$109.3	\$109.4	\$109.5	\$109.9	\$213.5	\$210.5	\$214.9	\$217.5	\$218.6	\$219.4
10 DEBT SERVICE (OTIA III) - memo	(\$105.4)	(\$106.7)	(\$106.1)	(\$105.1)	(\$103.6)	(\$111.8)	(\$125.8)	(\$133.3)	(\$135.1)	(\$135.0)	(\$138.6)	(\$149.1)	(\$212.1)	(\$211.2)	(\$215.3)	(\$259.2)	(\$270.0)	(\$287.7)
11 JTA Total Gross Revenues - memo	\$306.4	\$295.9	\$299.7	\$300.3	\$301.5	\$301.8	\$301.4	\$300.4	\$299.7	\$299.3	\$299.0	\$299.1	\$602.3	\$600.0	\$603.4	\$601.8	\$598.9	\$598.1
12 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)
13 DEBT SERVICE (JTA) - State Only - memo	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$39.2)	(\$30.4)	(\$30.8)	(\$31.0)	(\$31.1)	(\$31.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$69.6)	(\$61.8)	(\$62.2)
14 HB 2017 Total Gross Revenues - memo	\$373.8	\$412.5	\$449.2	\$487.8	\$494.8	\$502.0	\$509.2	\$517.1	\$526.7	\$537.5	\$549.2	\$563.1	\$786.3	\$937.0	\$996.9	\$1,026.3	\$1,064.2	\$1,112.3
15 Safe Routes to School set aside - memo	(\$10.0)	(\$12.5)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$22.5)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)
16 Rose Quarter project set aside - memo	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$45.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)	(\$60.0)
17 DEBT SERVICE (HB 2017 Section 71d) - State Only - memo	(\$8.8)	(\$20.5)	(\$32.8)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.8)	(\$35.8)	(\$29.3)	(\$68.5)	(\$71.4)	(\$71.5)	(\$71.5)	(\$71.5)
18 Oregon Travel Experience Transfer - State 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)
19 E-GOV Records Incremental Revenue Transfer - memo	(\$8.4)	(\$8.6)	(\$9.0)	(\$8.9)	(\$8.9)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$9.0)	(\$17.0)	(\$17.9)	(\$17.9)	(\$17.9)	(\$18.0)	(\$18.0)
20 NET OTIA I & II REVENUE FOR DISTRIBUTION	\$15.6	\$17.4	\$16.9	\$17.4	\$17.2	\$15.4	\$11.6	\$11.4	\$12.4	\$12.2	\$15.2	\$25.4	\$33.0	\$34.2	\$32.6	\$23.0	\$24.6	\$40.6
21 NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$33.9	\$28.3	\$29.9	\$30.3	\$31.0	\$34.3	\$36.7	\$47.1	\$54.5	\$54.6	\$54.8	\$55.1	\$62.2	\$60.2	\$65.3	\$83.7	\$109.2	\$109.9
22 NET OTIA III REVENUE FOR DISTRIBUTION - STATE	(\$21.7)	(\$24.5)	(\$23.6)	(\$22.1)	(\$19.7)	(\$30.3)	(\$46.0)	(\$63.4)	(\$72.2)	(\$72.0)	(\$75.6)	(\$85.8)	(\$46.2)	(\$45.6)	(\$50.0)	(\$109.4)	(\$144.2)	(\$161.4)
23 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$141.2	\$135.9	\$137.9	\$138.1	\$138.8	\$138.9	\$138.7	\$138.2	\$137.8	\$137.6	\$137.5	\$137.6	\$277.1	\$276.0	\$277.7	\$276.9	\$275.5	\$275.0
24 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - STATE	\$7.2	\$4.2	\$5.2	\$4.3	\$3.7	\$13.0	\$31.9	\$40.4	\$39.8	\$39.5	\$39.4	\$39.4	\$11.5	\$9.5	\$16.7	\$72.3	\$79.3	\$78.8
25 NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$174.4	\$185.0	\$202.1	\$221.4	\$224.9	\$228.5	\$232.1	\$236.0	\$240.8	\$246.2	\$252.1	\$259.0	\$359.3	\$423.4	\$453.4	\$468.1	\$487.0	\$511.1
26 NET HB 2017 REVENUE FOR DISTRIBUTION - STATE	\$165.6	\$164.5	\$169.2	\$185.7	\$189.2	\$192.8	\$196.3	\$200.3	\$205.1	\$210.5	\$216.3	\$223.3	\$330.1	\$354.9	\$381.9	\$396.6	\$415.5	\$439.6
27 TOTAL NET REVENUE FOR DISTRIBUTION	\$1,144.0	\$1,109.8	\$1,145.1	\$1,181.8	\$1,180.3	\$1,181.5	\$1,173.4	\$1,174.7	\$1,166.5	\$1,167.5	\$1,168.9	\$1,175.4	\$2,253.8	\$2,326.9	\$2,361.8	\$2,348.1	\$2,334.0	\$2,344.3

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

Table 8A. Distribution of Total Net Revenues (Millions of Dollars) (Includes all Conditional Fuels Tax Increases)

	Distribution Percentage	Actual		Forecast										Actual BI 21-23	Forecast					
		FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33		BI 23-25	BI 25-27	BI 27-29	BI 29-31	BI 31-33	
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$138.5	\$132.1	\$134.0	\$133.8	\$130.9	\$129.3	\$125.2	\$123.5	\$119.5	\$117.3	\$114.9	\$113.0	\$270.6	\$267.7	\$260.2	\$248.7	\$236.8	\$227.9
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%	\$4.7	\$5.2	\$5.1	\$5.2	\$5.2	\$4.6	\$3.5	\$3.4	\$3.7	\$3.7	\$4.6	\$7.6	\$9.9	\$10.3	\$9.8	\$6.9	\$7.4	\$12.2
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$28.0	\$26.4	\$26.7	\$26.9	\$27.3	\$27.5	\$27.7	\$27.8	\$27.8	\$27.9	\$27.9	\$28.0	\$54.4	\$53.6	\$54.7	\$55.4	\$55.7	\$55.9
6	DEBT SERVICE (OTIA III)	84.07%	(\$17.1)	(\$19.1)	(\$18.7)	(\$18.7)	(\$18.7)	(\$16.3)	(\$14.6)	(\$6.1)	\$0.0	\$0.0	\$0.0	\$0.0	(\$36.2)	(\$37.4)	(\$35.1)	(\$20.7)	\$0.0	\$0.0
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$4.5	\$4.2	\$4.6	\$4.6	\$4.7	\$4.7	\$4.8	\$4.8	\$4.9	\$4.9	\$5.0	\$5.0	\$8.8	\$9.2	\$9.4	\$9.6	\$9.8	\$10.0
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$84.7	\$81.6	\$82.7	\$82.9	\$83.3	\$83.3	\$83.2	\$82.9	\$82.7	\$82.6	\$82.5	\$82.5	\$166.3	\$165.6	\$166.6	\$166.1	\$165.3	\$165.0
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$104.6	\$111.0	\$121.2	\$132.8	\$134.9	\$137.1	\$139.2	\$141.6	\$144.5	\$147.7	\$151.2	\$155.4	\$215.6	\$254.0	\$272.0	\$280.9	\$292.2	\$306.7
10	NET COUNTY APPORTIONMENT		\$342.5	\$335.9	\$350.1	\$362.0	\$362.0	\$364.7	\$363.5	\$372.4	\$377.6	\$378.5	\$380.6	\$386.2	\$678.4	\$712.1	\$726.7	\$735.9	\$756.1	\$766.7
11	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$88.4	\$84.4	\$85.6	\$85.4	\$83.6	\$82.6	\$80.0	\$78.9	\$76.3	\$74.9	\$73.4	\$72.2	\$172.8	\$171.0	\$166.2	\$158.8	\$151.2	\$145.6
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%	\$3.1	\$3.5	\$3.4	\$3.5	\$3.4	\$3.1	\$2.3	\$2.3	\$2.5	\$2.4	\$3.0	\$5.1	\$6.6	\$6.8	\$6.5	\$4.6	\$4.9	\$8.1
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$18.7	\$17.6	\$17.8	\$17.9	\$18.2	\$18.3	\$18.4	\$18.5	\$18.6	\$18.6	\$18.6	\$18.7	\$36.3	\$35.8	\$36.5	\$37.0	\$37.1	\$37.3
15	DEBT SERVICE (OTIA III)	15.93%	(\$3.2)	(\$3.6)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.1)	(\$2.8)	(\$1.2)	\$0.0	\$0.0	\$0.0	\$0.0	(\$6.9)	(\$7.1)	(\$6.6)	(\$3.9)	\$0.0	\$0.0
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$3.0	\$2.8	\$3.1	\$3.1	\$3.1	\$3.2	\$3.2	\$3.3	\$3.3	\$3.3	\$3.4	\$3.4	\$5.8	\$6.1	\$6.3	\$6.4	\$6.5	\$6.7
17	CITY APPORTIONMENT (JTA)	20.00%	\$56.5	\$54.4	\$55.1	\$55.3	\$55.5	\$55.6	\$55.5	\$55.3	\$55.1	\$55.1	\$55.0	\$55.0	\$110.9	\$110.4	\$111.1	\$110.8	\$110.2	\$110.0
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$69.7	\$74.0	\$80.8	\$88.5	\$90.0	\$91.4	\$92.8	\$94.4	\$96.3	\$98.5	\$100.8	\$103.6	\$143.7	\$169.4	\$181.3	\$187.2	\$194.8	\$204.4
19	NET CITY APPORTIONMENT		\$233.8	\$230.5	\$239.7	\$247.7	\$247.7	\$248.5	\$247.0	\$248.9	\$249.6	\$250.2	\$251.7	\$255.4	\$464.3	\$487.4	\$496.3	\$495.9	\$499.8	\$507.1
20	HIGHWAY DIVISION (including small City/County)	60.05%	\$341.1	\$325.4	\$330.0	\$329.4	\$322.4	\$318.5	\$308.5	\$304.1	\$294.4	\$288.8	\$283.0	\$278.4	\$666.6	\$659.4	\$640.9	\$612.6	\$583.2	\$561.4
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	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$7.8	\$8.7	\$8.4	\$8.7	\$8.6	\$7.7	\$5.8	\$5.7	\$6.2	\$6.1	\$7.6	\$12.7	\$16.5	\$17.1	\$16.3	\$11.5	\$12.3	\$20.3
24	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$63.3	\$59.5	\$60.3	\$60.8	\$61.6	\$62.1	\$62.4	\$62.7	\$62.9	\$62.9	\$63.0	\$63.2	\$122.8	\$121.1	\$123.6	\$125.1	\$125.8	\$126.2
25	DEBT SERVICE (OTIA III)	100.00%	(\$85.1)	(\$84.0)	(\$83.9)	(\$82.8)	(\$81.3)	(\$92.3)	(\$108.4)	(\$126.1)	(\$135.1)	(\$135.0)	(\$138.6)	(\$149.1)	(\$169.1)	(\$166.7)	(\$173.6)	(\$234.5)	(\$270.0)	(\$287.7)
26	STATE APPORTIONMENT (OTIA III)	0.00%	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
27	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$68.8	\$66.3	\$67.2	\$67.3	\$67.6	\$67.7	\$67.6	\$67.4	\$67.2	\$67.1	\$67.0	\$67.1	\$135.1	\$134.5	\$135.4	\$135.0	\$134.3	\$134.1
28	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$72.4	\$69.7	\$70.7	\$70.8	\$71.1	\$71.2	\$71.1	\$70.8	\$70.6	\$70.5	\$70.5	\$70.5	\$142.0	\$141.4	\$142.3	\$141.9	\$141.2	\$141.0
29	DEBT SERVICE (JTA)		(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$39.2)	(\$30.4)	(\$30.8)	(\$31.0)	(\$31.1)	(\$31.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$69.6)	(\$61.8)	(\$62.2)
30	STATE APPORTIONMENT (HB 2017)	50.00%	\$174.4	\$185.0	\$202.1	\$221.4	\$224.9	\$228.5	\$232.1	\$236.0	\$240.8	\$246.2	\$252.1	\$259.0	\$359.3	\$423.4	\$453.4	\$468.1	\$487.0	\$511.1
31	DEBT SERVICE (HB 2017 Section 71d)		(\$8.8)	(\$20.5)	(\$32.8)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.7)	(\$35.8)	(\$35.8)	(\$29.3)	(\$68.5)	(\$71.4)	(\$71.5)	(\$71.5)	(\$71.5)
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 HIGHWAY DIVISION		\$557.0	\$532.7	\$544.6	\$561.4	\$559.9	\$557.5	\$552.2	\$542.6	\$528.6	\$528.0	\$525.9	\$523.1	\$1,089.6	\$1,106.0	\$1,117.3	\$1,094.8	\$1,056.6	\$1,049.0
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$81.4	\$79.0	\$79.6	\$79.6	\$79.3	\$79.0	\$78.2	\$77.4	\$76.6	\$76.3	\$76.0	\$75.9	\$160.4	\$159.2	\$158.3	\$155.5	\$153.0	\$151.9
35	NET COUNTY APPORTIONMENT		\$342.5	\$335.9	\$350.1	\$362.0	\$362.0	\$364.7	\$363.5	\$372.4	\$377.6	\$378.5	\$380.6	\$386.2	\$678.4	\$712.1	\$726.7	\$735.9	\$756.1	\$766.7
36	NET CITY APPORTIONMENT		\$233.8	\$230.5	\$239.7	\$247.7	\$247.7	\$248.5	\$247.0	\$248.9	\$249.6	\$250.2	\$251.7	\$255.4	\$464.3	\$487.4	\$496.3	\$495.9	\$499.8	\$507.1
37	NET HIGHWAY DIVISION		\$557.0	\$532.7	\$544.6	\$561.4	\$559.9	\$557.5	\$552.2	\$542.6	\$528.6	\$528.0	\$525.9	\$523.1	\$1,089.6	\$1,106.0	\$1,117.3	\$1,094.8	\$1,056.6	\$1,049.0
38	NET HIGHWAY FUNDS REVENUE		\$1,133.3	\$1,099.1	\$1,134.3	\$1,171.1	\$1,169.6	\$1,170.7	\$1,162.7	\$1,163.9	\$1,155.8	\$1,156.7	\$1,158.1	\$1,164.7	\$2,232.3	\$2,205.4	\$2,230.3	\$2,232.6	\$2,312.5	\$2,322.8
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$10.8	\$10.7	\$10.8	\$10.7	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5
40	TOTAL NET REVENUES FOR DISTRIBUTION		\$1,144.0	\$1,109.8	\$1,145.1	\$1,181.8	\$1,180.3	\$1,181.5	\$1,173.4	\$1,174.7	\$1,166.5	\$1,167.5	\$1,168.9	\$1,175.4	\$2,253.8	\$2,326.9	\$2,361.8	\$2,348.1	\$2,334.0	\$2,344.3

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