

OREGON DEPARTMENT OF TRANSPORTATION

ODOT STATE HIGHWAY FUND TRANSPORTATION REVENUE FORECAST

April 2021

Economic & Financial Analysis

Foreword

This summary report presents a selection of Other Funds State Highway Revenue forecasts for the Oregon Department of Transportation. It is published twice a year to assist in financial planning, the formulation of transportation budgets, and to support other decision-making activities. The forecast is consistent with the Department of Administrative Services' Oregon Economic & Revenue Forecast (Vol. XLI, No. 1, March 2021) 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 the Department 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 of which are beyond the control of the Department. No assurance can be given that the future results discussed herein will be achieved, and actual results may differ materially from the forecasts described herein. In this respect, the words "estimate," "project," "forecast," "anticipate," "expect," "intend," "believe" and similar expressions are intended to identify forward-looking statements.

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

This document is also available online at:

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

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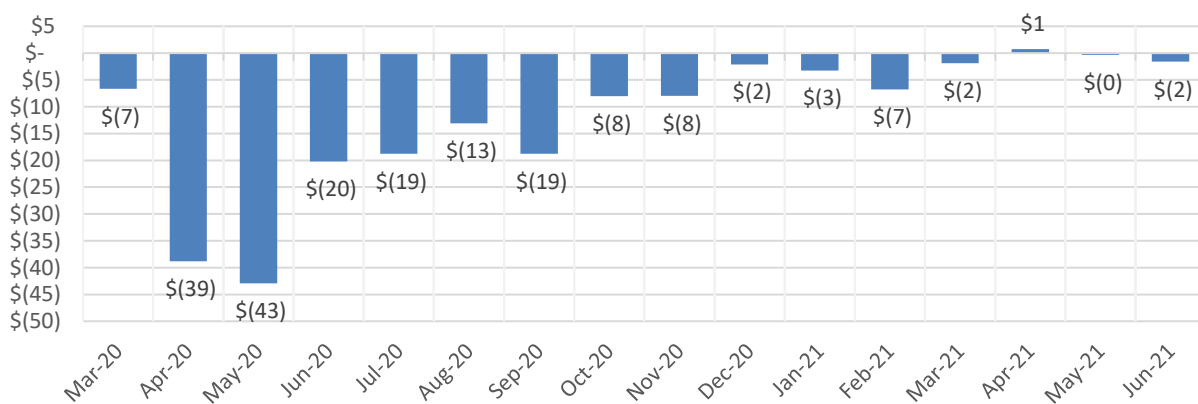
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COVID-19-19 Impact Update

The April 2021 forecast marks a full year of COVID-19 forecasting for the ODOT economists. Last April we had no real sense of the magnitude or duration of the virus impact on the economy and transportation use. Now a year later we have a good understanding of the magnitude through 2020 but questions still remain regarding the duration. “When will we fully reopen, and will our new normal be the same or different?” - are important considerations that are still unclear at this time. Currently our expectation is for the vaccine deployment to continue as planned, and for the state and country to open more fully into the summer and next fall when we shift into a new normal pattern with kids fully back in school.

Regardless, with almost a year of COVID-19 behind us we can review the impact on state transportation revenues. Using our October 2019 forecast as a baseline to compare against, revenues from March through December 2020 were down \$188 million, with the bulk of the loss occurring early in the pandemic. Over the first half of calendar year 2021 losses are expected to shrink as the effects of the pandemic wane.

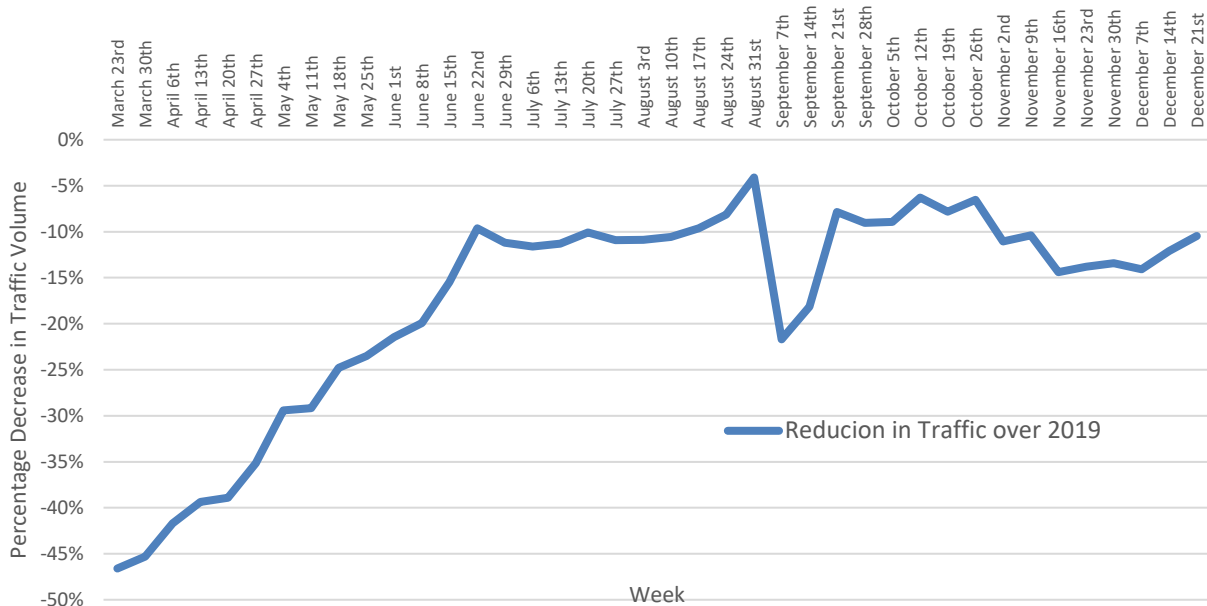
Figure 1: COVID-19 Impact on Gross State Highway Fund Revenues



From a transportation revenue perspective one of the most interesting characteristics of the COVID-19 pandemic’s effect on the economy has been how the pandemic has impacted the State Highway Fund revenue sources differently. The State Highway Fund is comprised of three main sources of revenue, motor fuels taxes, heavy truck taxes and fees, which are dominated by weight-mile taxes, and registration and license fees collected by DMV. While revenues from motor fuels taxes and DMV declined as expected, weight-mile tax revenues increased.

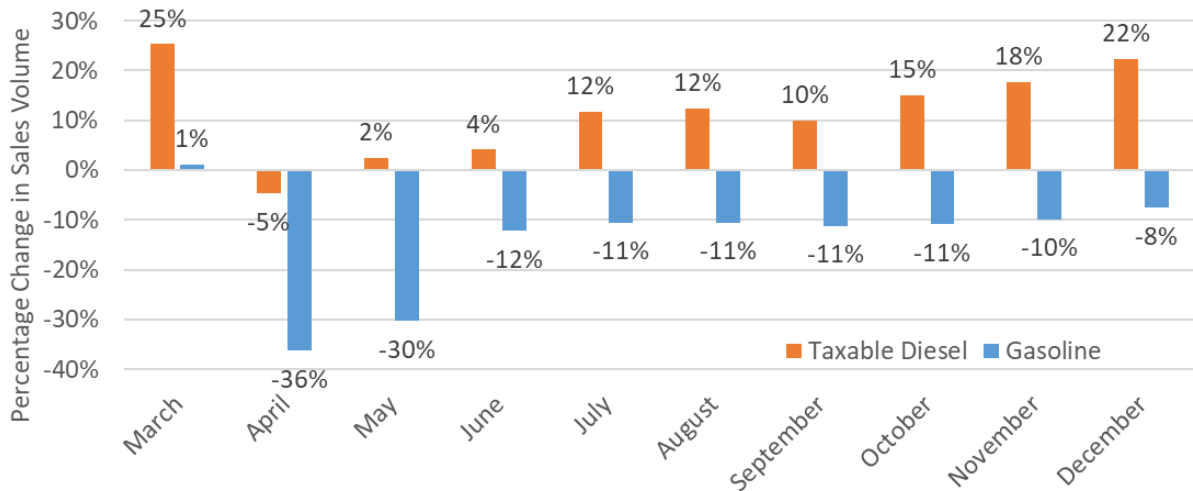
As the first stay at home orders were announced during the third week of March traffic immediately dropped statewide by almost 50 percent over the prior year. Traffic gradually recovered through June as restrictions were partially lifted, and it remained around 10 percent below 2019 levels through the remainder of 2020. This dramatic change in traffic has proven a very useful real-time measure of transportation activity over the course of the pandemic.

Figure 2: COVID-19 Impact on Statewide Traffic



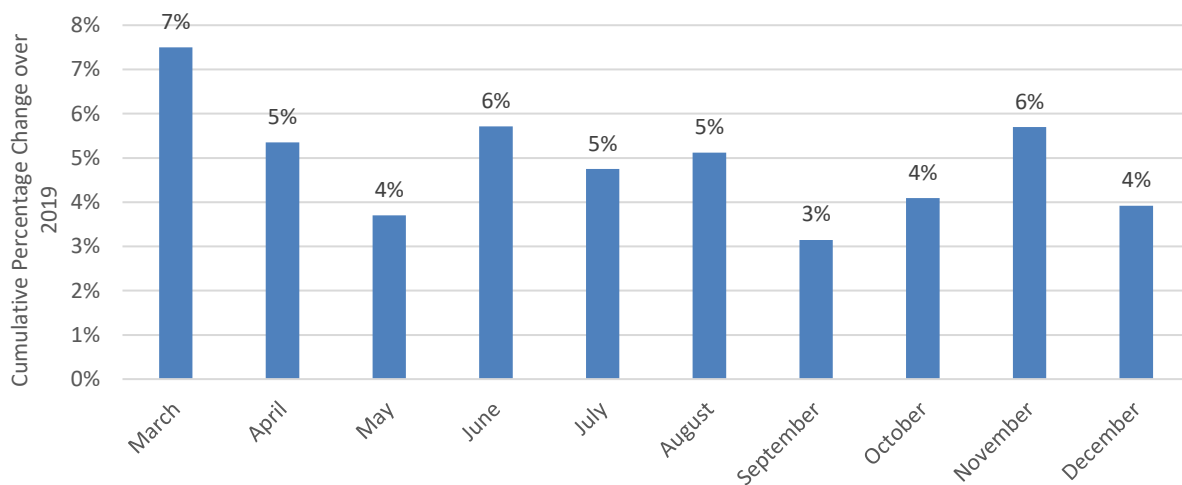
The drop in traffic has translated into a direct decline in fuel sales and fuel tax revenue. However, the impact of COVID-19 on fuel sales is not uniform. The decline in traffic is mainly driven by gasoline powered light vehicles, where the change is closely tied to the stay at home orders and later the encouragement to limit trips outside of the home. The fuel taxes collected from taxable diesel powered vehicles, which include some light vehicles and almost all medium heavy vehicles (26,000 lbs. and under) have actually increased compared to 2019. This increase is not surprising given the strong growth in online sales and subsequent increased usage of delivery trucks and vans, which are primarily powered by diesel.

Figure 3: COVID-19 Impact on Gasoline and Taxable Diesel Fuel Sales



This increase in medium heavy vehicle usage extends to the heavy vehicles as well. Heavy vehicle trucking activity as measured by the change weight-mile transactions also showed consistent increases throughout 2020. There was some question early in the pandemic as to the impact it would have on trucking. Despite strong growth in online sales and retail sectors like groceries and home improvement, other sectors, like services and leisure hospitality, along with some portion of retail experienced large declines. How these rapid changes would impact trucking was unclear. But over the course of the year, consumer spending held up, and the industries that survived or thrived more than made up for those that struggled, which ultimately supported increased trucking activity.

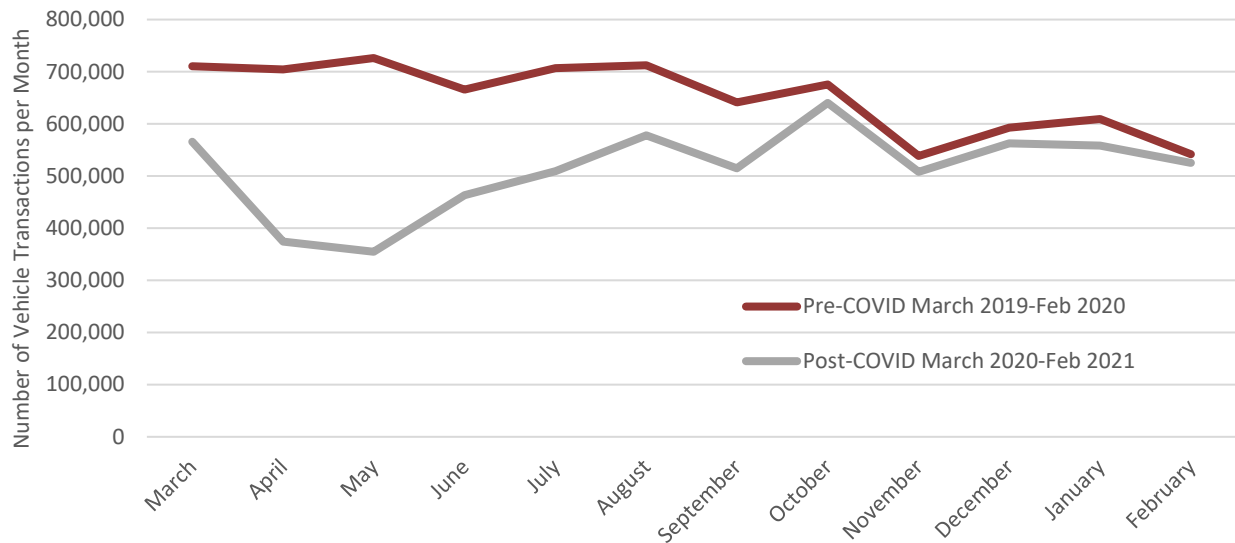
Figure 4: COVID-19 Impact on Weight-Mile Taxed Vehicles



The remaining primary source of State Highway Funds, DMV, has not fared as well during COVID-19. DMV field offices all but shut down for two months beginning in late March. They reopened in June by appointment only, causing a capacity constraint not contemplated in any prior recession. Despite ongoing efforts to maximize the number of customers DMV can serve, field office shutdowns caused backlogs and missed transactions that continue to impact DMV and likely will for the rest of 2021.

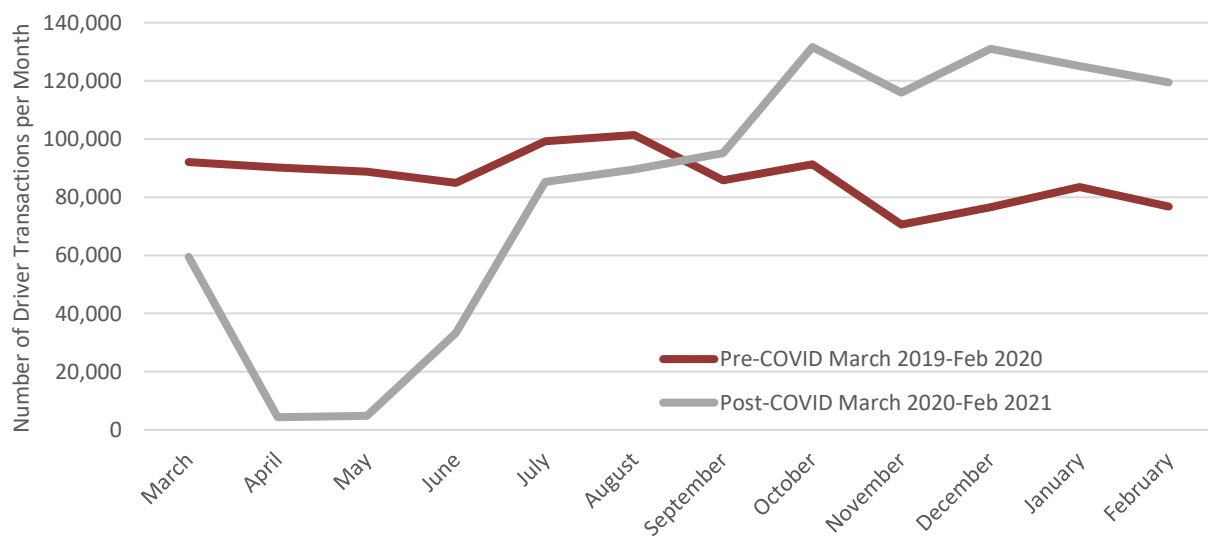
Vehicle transactions make up the bulk of DMV revenues. These transactions were somewhat insulated when DMV field offices shut down as most of the transactions could take place either online or through the mail. However, COVID-19 still impacted these transactions significantly in the early months of the pandemic. Currently DMV field offices are back to processing transactions at nearly pre-COVID-19 volumes, however, due to field office closures, the citation moratorium, and restricted capacity, a significant number of transactions are either permanently lost, have not been able to take place yet, or are caught in DMV's backlogs. We expect fairly high volumes of vehicle transactions for the remainder of 2021 as DMV works to catch up with pent-up demand and backlogs.

Figure 5: COVID-19 Impact on DMV Vehicle Transactions



Driver transactions tell a different story. Because the bulk of these transactions need to take place in a field office, initially the shutdown dropped these transaction levels to almost zero. However, as field offices reopened DMV prioritized Driver transactions. By September 2020, the transaction volumes were back to pre-COVID-19 levels and continued to increase, clearing some of the pent up demand created during the early months of the pandemic. In addition to the normal pre-COVID-19 types of transactions, beginning in July DMV began offering REAL ID compliant licenses and ID Cards. This change is partially responsible for the increase in overall volumes. Beginning in January 2021, HB 15 (2019 Session) took effect, allowing undocumented Oregon residents to receive a noncommercial driver license, permit or ID Card. This change also added to the demand for DMV driver services and impacted the overall capacity of DMV to process all transactions.

Figure 6: COVID-19 Impact on DMV Driver Transactions

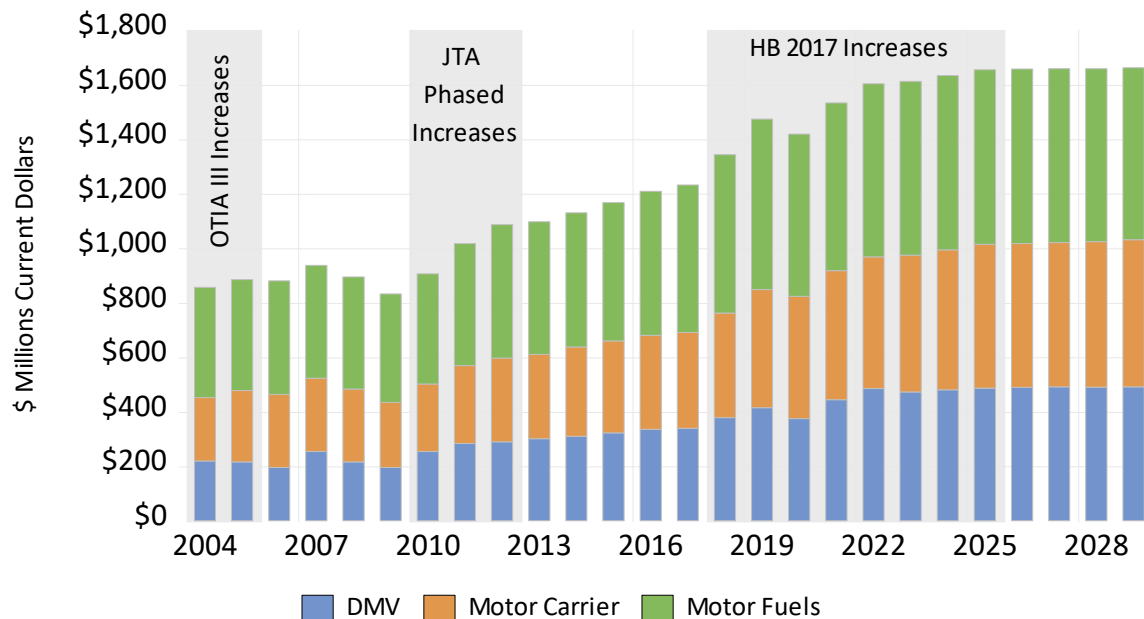


Revenue Forecast Overview

Despite the challenges posed by COVID-19, the continued implementation of HB 2017 (2017 Session) proceeded as scheduled with the next round of increases taking effect on January 1, 2020. This included a two cent fuels tax increase, an increase in the weight-mile tax, and increases in DMV title and registration fees. In addition, tiered registration and title fees were implemented for passenger vehicles. This change imposes a registration and title fee surcharge based on the EPA combined fuel efficiency rating. Vehicles with higher fuel efficiency, including electric and hybrid vehicles pay this additional fee. The purpose of this surcharge is create a more equitable taxing system for vehicles operating on Oregon’s roads as electric and other high fuel efficiency vehicles become more commonplace.

These tax and fee increases would normally lead to an increase in fiscal year revenue. However, as Figure 2 illustrates there is a noticeable drop in fiscal year 2020 revenues, despite the tax and fee increases implemented in January 2020. This drop is due to the COVID-19-19 impact as described above. Revenues are projected to rebound in 2021 through 2023 as the economy recovers from the COVID-19-19 crisis and the last DMV fee increases from HB 2017 are implemented. Weight-mile tax increases are scheduled for January 2022, and January 2024, which will help to boost overall revenues through 2025. Additional two cent fuels tax increases will be implemented in January 2022 and 2024 if conditions are met triggering these increases. These increases will further boost revenues through 2025. Beyond 2025, revenue growth stagnates overall as economic and demographic growth slows and fuel demand declines due to increases in on-road vehicle fuel efficiency.

Figure 2. Total Gross State Highway Revenues by Fiscal Year



Source: ODOT April 2021 State Revenue Forecast update

Recognizing the long-term challenge facing motor fuels tax revenues stemming from the increasing fuel efficiency of Oregon’s vehicle fleets, the Road User Fee Task Force, a long standing legislative task force has sponsored a bill in the 2021 Legislative Session (HB 2342) to implement a mandatory Road Usage Charge program effective with model year 2027 vehicles. If passed the program would begin the transition away from the motor fuels tax to a mileage charge and create a sustainable revenue source that would be agnostic to fuel efficiency or motive power.

Table 1 below shows the biennial change in highway revenues from the prior forecast. Total revenues are up slightly over the prior forecast but not all sources are expected to see improvement. A slower recovery in motor fuels is offset by stronger growth in DMV and CCD revenue. DMV revenue is expected to be greater over the prior forecast beginning in the 2021-23 biennium, and CCD revenue is expected to be stronger in the current and next couple biennia as trucking activity remains elevated. Motor fuels revenue is expected to closely mirror the prior forecast in the current biennium but grow slower than previously expected in the next two biennia, before approaching levels just slightly below the prior forecast in the outer two biennia.

Moving the budget process from the agency requested budget numbers to the Governors’ budget numbers decreased DMV and CCD costs. This decrease leads to an overall increase in the forecast on a net revenue basis over the entire horizon. However, with so much uncertainty in the near term the outer forecast years should be viewed with a dose of skepticism. We include a more detailed discussion on each major source in the following sections.

Table 1. Change in Highway Revenues from the October 2020 Forecast

(\$ Millions)	2019-21	2021-23	2023-25	2025-27	2027-29
Motor Fuels (w/o triggered increases)					
Gross	\$ 0.3	\$ (43.0)	\$ (24.8)	\$ (6.6)	\$ (6.0)
Net Apportionable	\$ 0.3	\$ (44.8)	\$ (29.8)	\$ (12.5)	\$ (12.0)
CCD					
Gross	\$ 23.2	\$ 26.4	\$ 15.4	\$ (1.7)	\$ (5.5)
Net Apportionable	\$ 23.2	\$ 40.0	\$ 29.9	\$ 13.9	\$ 11.1
DMV					
Gross	\$ (2.4)	\$ 19.7	\$ 13.2	\$ 14.7	\$ 15.4
Net Apportionable	\$ (2.3)	\$ 29.6	\$ 33.2	\$ 32.9	\$ 34.8
Total (w/o triggered increases)					
Gross	\$ 21.2	\$ 3.1	\$ 3.9	\$ 6.5	\$ 3.8
Net Apportionable	\$ 21.2	\$ 24.7	\$ 33.3	\$ 34.3	\$ 33.9

Table 2 below presents growth rates for some of the key economic and demographic variables effecting Oregon’s economy and transportation revenues. These values come from the March 2021 OEA State Economic Forecast. The impacts of the recession, triggered by the COVID-19 pandemic are evident in the negative growth rates from a number of 2020 indicators. Looking at total nonfarm employment, the current forecast projects reaching pre-pandemic levels by the first quarter of 2023, following the strong growth in 2022. One interesting employment bright spot is transportation employment, as the only sector in the listed group not only growing in 2020 but exhibiting strong growth. This is likely due to strong demand for trucking activity as households were stuck at home and had extra income due to the relief and stimulus funds made available to households and businesses throughout 2020. This extra income is reflected in the large increase in personal income in 2020.

Table 2. Percentage Change in Selected Key Oregon Economic and Demographic Indicators

	Actual		Forecast								
	CY 19	CY 20	CY 21	CY 22	CY 23	CY 24	CY 25	CY 26	CY 27	CY 28	CY 29
OREGON EMPLOYMENT--TOTAL	1.6%	-6.5%	1.5%	4.4%	2.9%	2.3%	1.6%	1.2%	1.1%	1.0%	0.9%
EMPLOYMENT--CONSTRUCTION	3.8%	-1.2%	1.1%	0.3%	0.6%	0.4%	0.6%	0.9%	0.8%	1.1%	1.2%
EMPLOYMENT--TRANSPORTATION	7.2%	6.5%	4.3%	0.5%	2.2%	0.9%	0.3%	0.2%	0.2%	0.2%	0.2%
EMPLOYMENT--DURABLE GOODS	1.1%	-6.3%	-0.4%	1.4%	1.2%	0.9%	0.5%	0.4%	0.3%	0.2%	0.0%
OREGON HOUSING STARTS	5.9%	-12.6%	-1.5%	3.8%	10.1%	5.2%	2.5%	-0.5%	0.4%	-0.1%	0.3%
OREGON POPULATION	1.0%	0.7%	0.6%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
PORTLAND METRO CONSUMER PRICE INDEX	2.7%	1.7%	2.1%	2.4%	2.1%	2.2%	2.2%	2.3%	2.4%	2.4%	2.4%
OREGON REAL PERSONAL INCOME	2.6%	6.6%	1.0%	-1.3%	3.2%	3.1%	3.4%	3.2%	3.1%	3.0%	3.0%
NATIONAL REAL PRICE OF GASOLINE	-4.8%	-1.9%	-3.8%	-0.3%	0.0%	1.7%	3.7%	3.8%	2.2%	0.8%	-2.9%
NATIONAL UNIT SALES OF NEW LIGHT VEHICLES	-1.5%	-15.1%	10.8%	0.9%	0.3%	0.3%	0.7%	0.4%	-0.4%	-0.4%	-0.3%

Table 3 highlights changes for some of the most important revenue generating transactions in the ODOT state highway revenue forecast. Double digit declines across the board, with the exception of weight-mile, show the effects of the COVID-19 crisis in 2020. A recovery in 2021 follows the declines. Large changes in license transactions reflect the Real ID and HB 2015 impacts, beginning with the substantial increase in 2021 and subsequent drop in 2022 as the initial rush of applicants dissipate. Similarly, title and registration transactions that have been put off or backlogged in 2020 are expected to be processed in 2021 causing a bump and a subsequent decline in 2022 since these are also one-time increases. A more detailed discussion on each of these three main sources of revenue is contained in the sections below.

Table 3. Percentage Change in Selected Key Oregon Transportation Indicators

	Actual		Forecast								
	CY 19	CY 20	CY 21	CY 22	CY 23	CY 24	CY 25	CY 26	CY 27	CY 28	CY 29
MOTOR FUELS GALLONS (WITHOUT TRIGGERS)	-1.1%	-10.1%	6.5%	0.8%	0.4%	0.2%	0.1%	-0.2%	-0.5%	-0.5%	-0.5%
MOTOR FUELS GALLONS (WITH TRIGGERS)	-1.1%	-10.1%	6.5%	0.8%	0.4%	0.2%	0.1%	-0.2%	-0.5%	-0.5%	-0.5%
ORIGINAL CLASS C LICENSES	-3.0%	-34.6%	131.2%	-26.4%	-5.5%	0.9%	0.2%	-0.3%	0.0%	0.0%	0.7%
PASSENGER VEHICLE REGISTRATIONS	0.3%	-15.9%	25.4%	-5.9%	2.6%	-1.1%	1.9%	-0.7%	0.9%	-0.4%	0.3%
TITLE TRANSFERS	-3.3%	-40.1%	80.1%	-6.7%	0.9%	0.0%	1.0%	-1.1%	0.0%	-0.8%	-0.4%
TRUCKING ACTIVITY (WEIGHT-MILE)	0.8%	3.6%	2.3%	-3.4%	1.1%	-1.1%	0.5%	0.1%	0.7%	1.0%	1.3%

DMV

The Driver and Motor Vehicle Services Division (DMV) is responsible for administration of driver and motor vehicle related activities. Revenues collected from the fees charged for the various DMV activities flow into the State Highway Fund, the Transportation Operating Fund and into other funds administered by ODOT divisions such as Public Transit and Passenger Rail. Additionally some fees net of costs are transferred to outside entities. For example, RV-related fees are transferred to the Oregon Parks and Recreation Department. Lastly, revenues remaining after 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 the businesses that sell vehicles in Oregon are properly licensed along with those that dismantle and transport vehicles.

In total the DMV forecast contains over 240 individual product transactions and over 100 different forecast equations. However, most of these transactions have little significant impact on the overall forecast as their volumes and fee levels are small. In FY 2020, 81 percent of the revenue was collected by just about 10 of the 240 total DMV transactions. Passenger vehicle registrations alone accounted for almost 48 percent of all revenues collected by DMV. Other significant revenue contributors are truck and light trailer registrations, light vehicle trip permits, light title transactions, plate manufacturing fees, vehicle and driver related record fees and class C non-commercial licenses and renewals.

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 readily 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, the Vehicle and Business Regulation programs are most susceptible to economic influences, especially related to new vehicle titles.

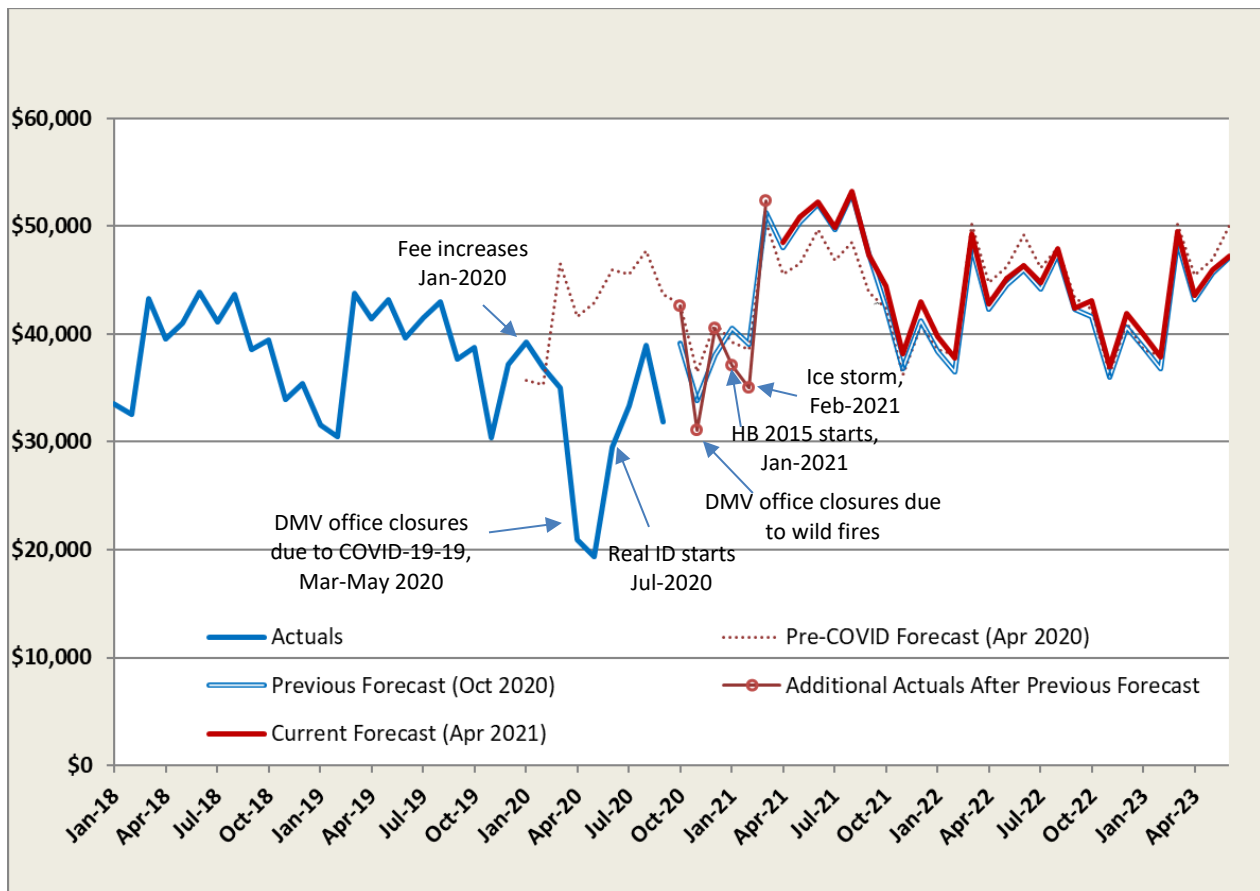
Figure 8 compares current forecast with the previous forecast (October 2020). April 2020 forecast is also included to reflect what we were expecting prior to COVID-19-19. Overall October 2020 forecast was fairly accurate if we look at the cumulative 6-months of actuals against the cumulative forecast for those 6 months. However, there were some large swings from month to month. DMV is continuously improving the efficiency of their operations. There were a few set-backs, such as technical issues that resulted in Nov-Feb reminders for drivers to renew their licenses not going out, COVID-19-19 resurgence, and the ice-storm in February

2021 that resulted in multiple power-outages and the closing of some DMV field offices. In March 2021, DMV processed a record number of transactions.

Over the course of COVID-19-19 pandemic, due to a limited capacity to meet the demand, DMV has accumulated some title transaction backlogs which DMV aims to resolve by the end of 2021 or sooner. DMV is making several changes that will increase the productivity. A few major changes worth mentioning here are:

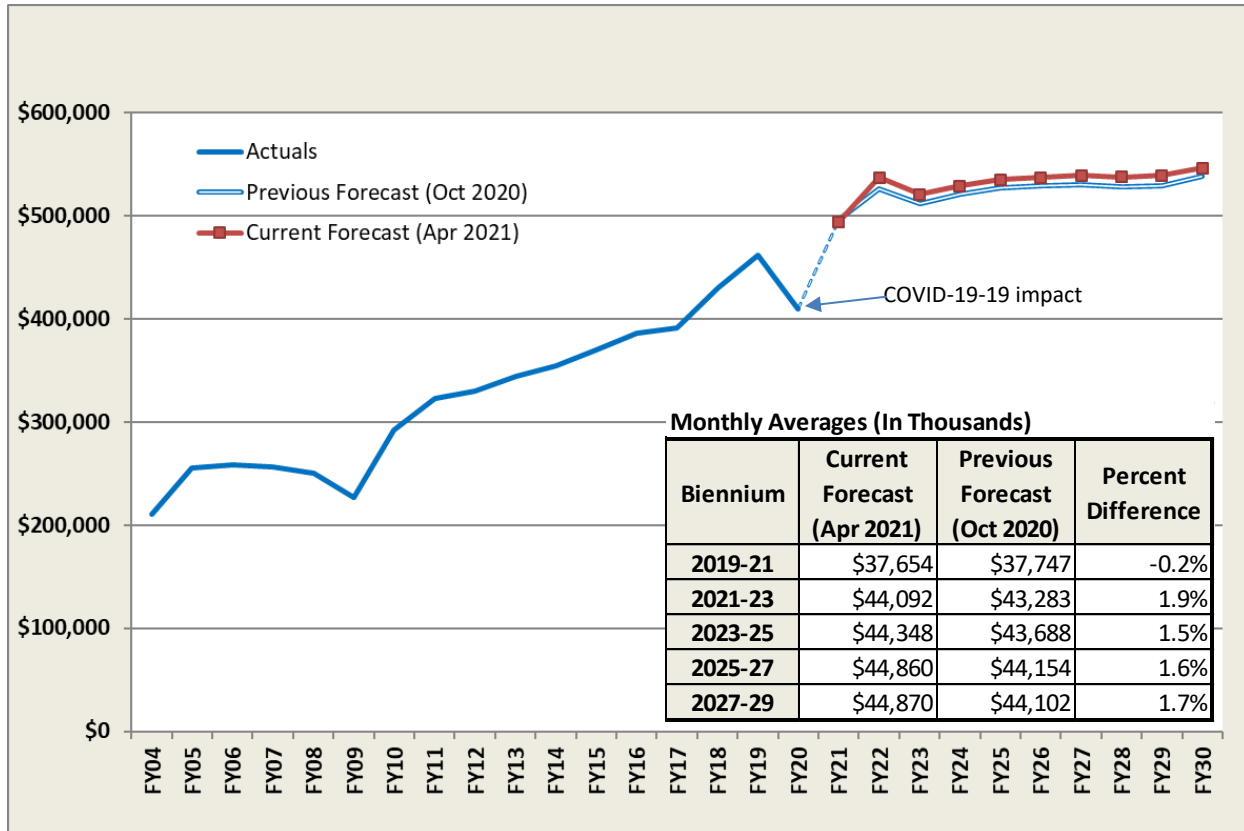
- On-line renewals of driver licenses and ID cards that should be available in May of 2021, allowing a person to renew their credentials on-line every other renewal cycle.
- Streamlining Real ID transactions. As of April 13, 2021, customers are not required to provide an SSN document (because SSN is verified through a federal system). Additionally, in the nearest future, DMV will be able to use the customer photo on file for initial issuance of Real ID.
- Implementation of an on-line fee calculator for title transactions in April 2021. The end product is a printable application mailed to DMV along with the required original documents and fee. The DMV system captures the data, reducing data entry. This system will increase the accuracy of paperwork and payments sent to DMV and reduce the need for special processing.

Figure 8. Total DMV Monthly Revenues (In Thousands)



Overall, our current forecast for total DMV revenues for 2019-2021 biennium is about the same as October 2020 forecast (Figure 9). However, the forecast for the next biennium is stronger because of the national and Oregon economic outlooks have improved since our last forecast.

Figure 9. Total DMV Revenues by Fiscal Year (In Thousands)



In preparing our forecast, we use a number of national or Oregon indicators. The Oregon Department of Administrative Services Office of Economic Analysis (OEA), supplies us with these forecasts. They prepare their forecasts quarterly and use national forecasts from reputable sources, such as IHS Markit. National light vehicle sales (Figure 10) and Oregon total non-farm employment (Figure 11) are one of the leading indicators that are used in the models for some of our key transactions. There is a little bit of positive news here as actuals came in stronger than expected in the previous forecast.

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

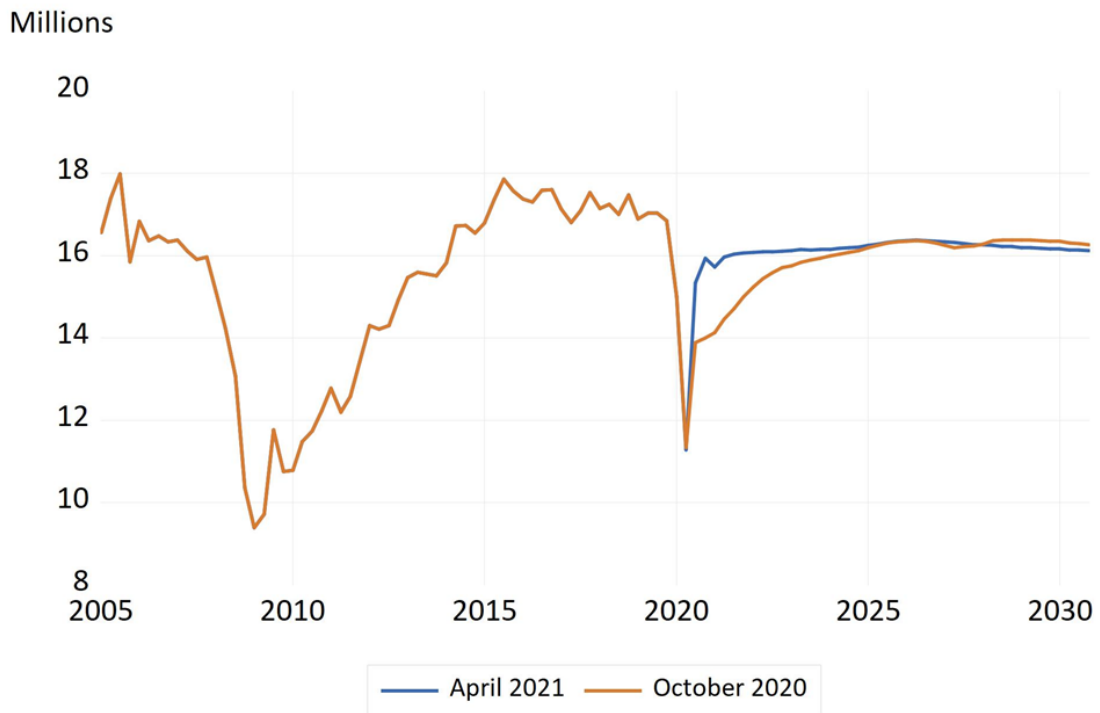
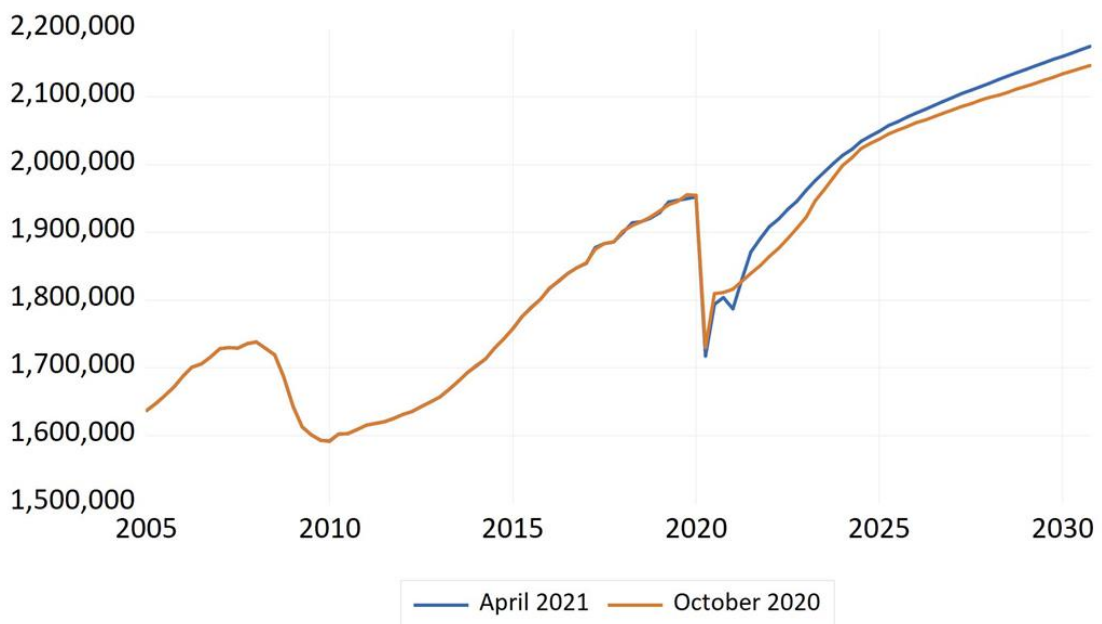
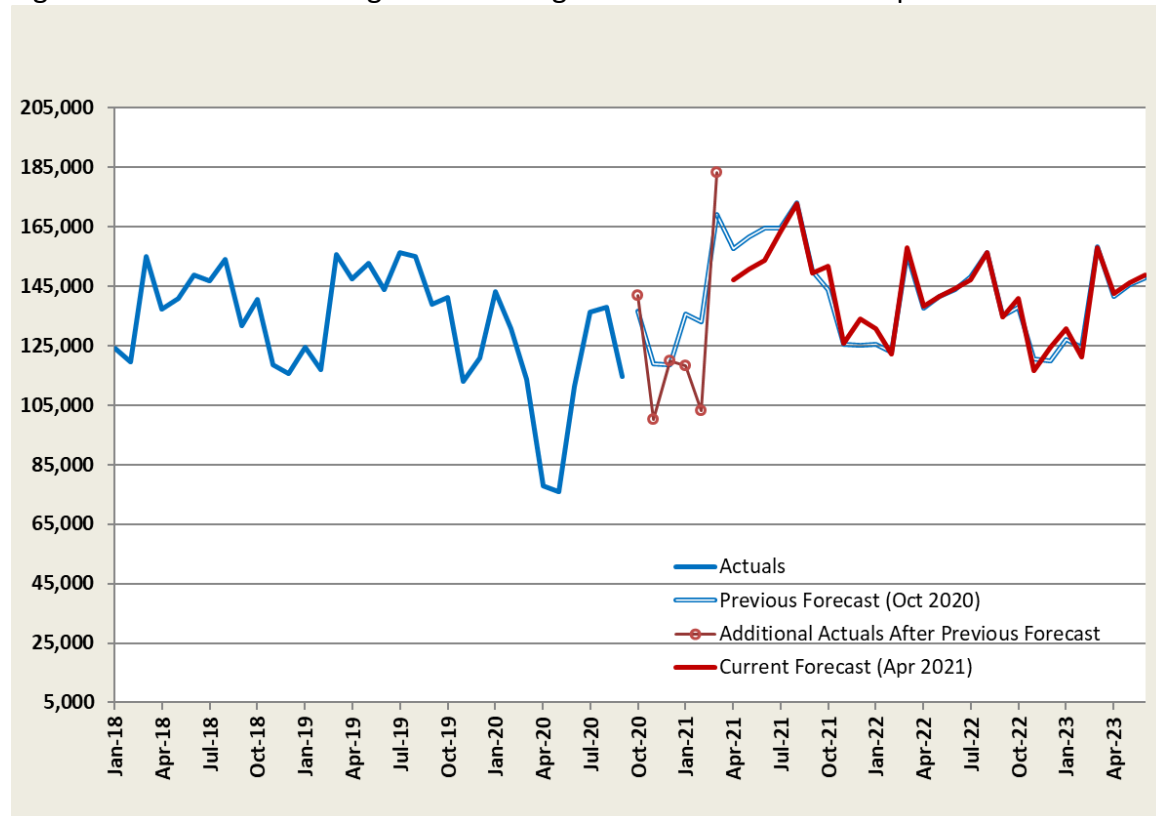


Figure 11. Total Non-Farm Employment (quarterly frequency – seasonally adjusted)



Two-year passenger registrations is one of the top DMV revenue transactions. Overall our previous forecast was fairly accurate. Our current forecast is similar to the previous forecast (Figure 12). The moratorium on citations due to expired registrations is still in place. Vehicle registrations that expired between November 1, 2020 and April 30, 2021 and have been expired for less than 3 months will not get a citation. The registration renewals should resume to normal patterns as the moratorium phases out. This moratorium also impacts driver licenses, permits, ID cards, trip permits and disabled parking placards.

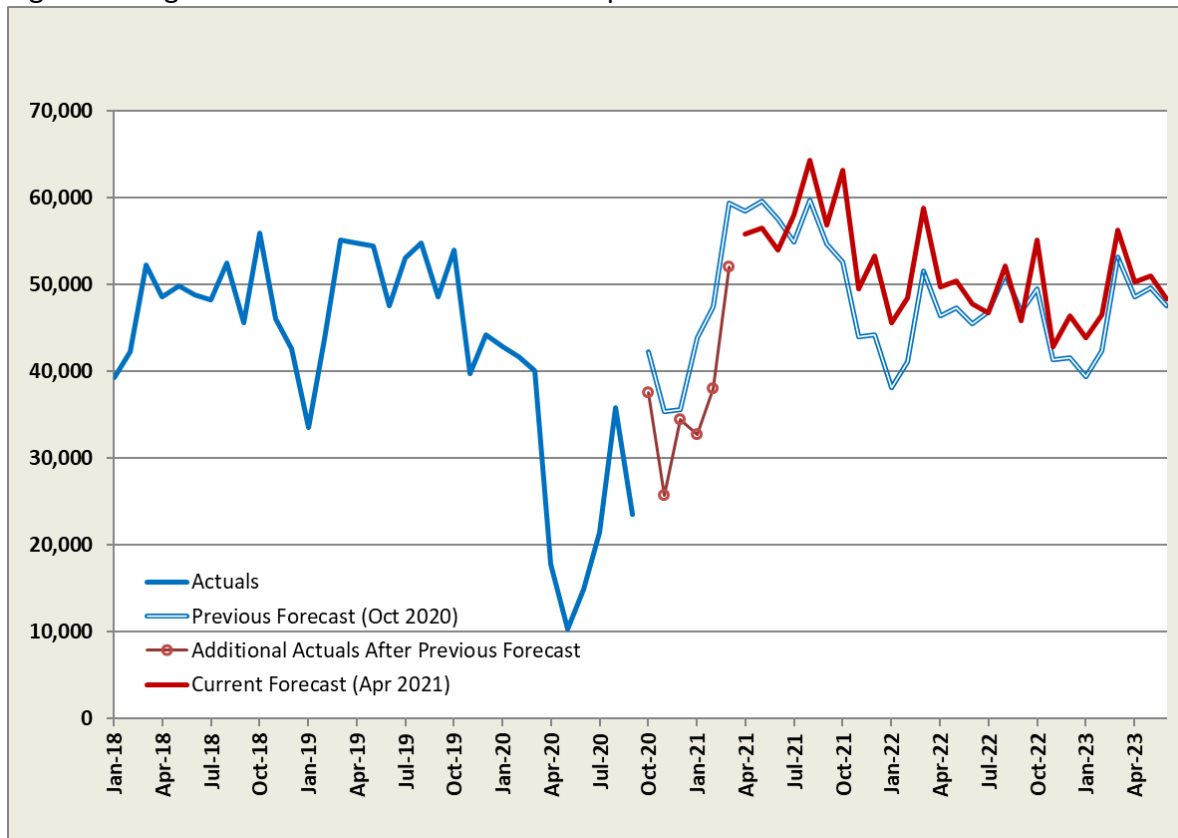
Figure 12. Two-Year Passenger Vehicle Registrations – Forecast Comparison



Light title transfers is another top revenue transaction for DMV. Due to COVID-19-19, field offices have been primarily focused on driver transactions, and most title transactions have been mailed to headquarters. DMV is increasing staffing levels at its headquarters to address long title processing times in light of this increased volume of mail-in/paper transactions. We expect a higher volume of title transactions and the backlog will get slowly resolved (Figure 13).

The impact of DMV office closures and subsequent reopening of DMV offices on driver and ID related transactions was quite different compared to vehicle related transactions. Many of the driver and ID related transactions came to a near halt when the offices were closed, while a lot of vehicle related transactions still happened through the mail or online. However, when the offices reopened, the priority was given to driver and ID card transactions.

Figure 13. Light Title Transfers – Forecast Comparison



Within driver transactions, we see two distinct patterns: transactions impacted by Real ID versus transactions that are not. Replacement/Duplicate License (Figure 14) is an example of a driver transaction that is impacted by Real ID. Although we haven't seen an uptick yet, it is possible people are waiting because it's very challenging to get an appointment with DMV or because there is still time to obtain a REAL ID license before October 2021 federal cut-off date.

Original Class C Non-Commercial License (Figure 15) is one of the examples of driver transaction not impacted by Real ID. On average 48 percent of people obtaining their license for the first time have chosen to get a real ID license. As of January 2021 the percentage went down to 30 percent mainly due to HB2015 implementation and the initial pent-up demand for original driver licenses by undocumented residents who wouldn't qualify for a Real ID.

There were some transactions that were pushed out to the third parties, such as Class C non-commercial drive tests (Figure 16). The transaction volume here dropped to zero and remained low even after offices reopened. In the past few months DMV has increased field office capacity to conduct drive tests and approved a few more third party drive test businesses. These measures should help restore the services to meet the current pent-up and future demand. The figure reflects only drive tests conducted by DMV field offices.

Figure 14. Replacement/Duplicate License (Monthly Volume)

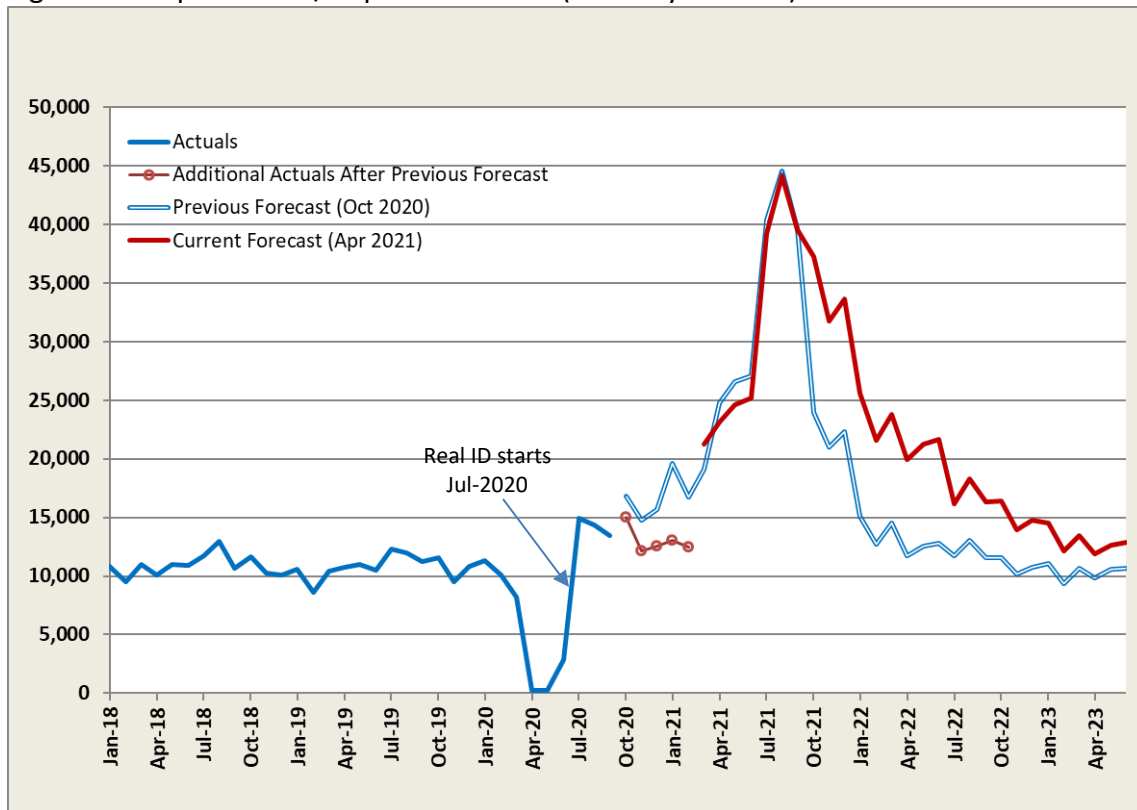


Figure 15. Original Class C Driver License (Monthly Volume)

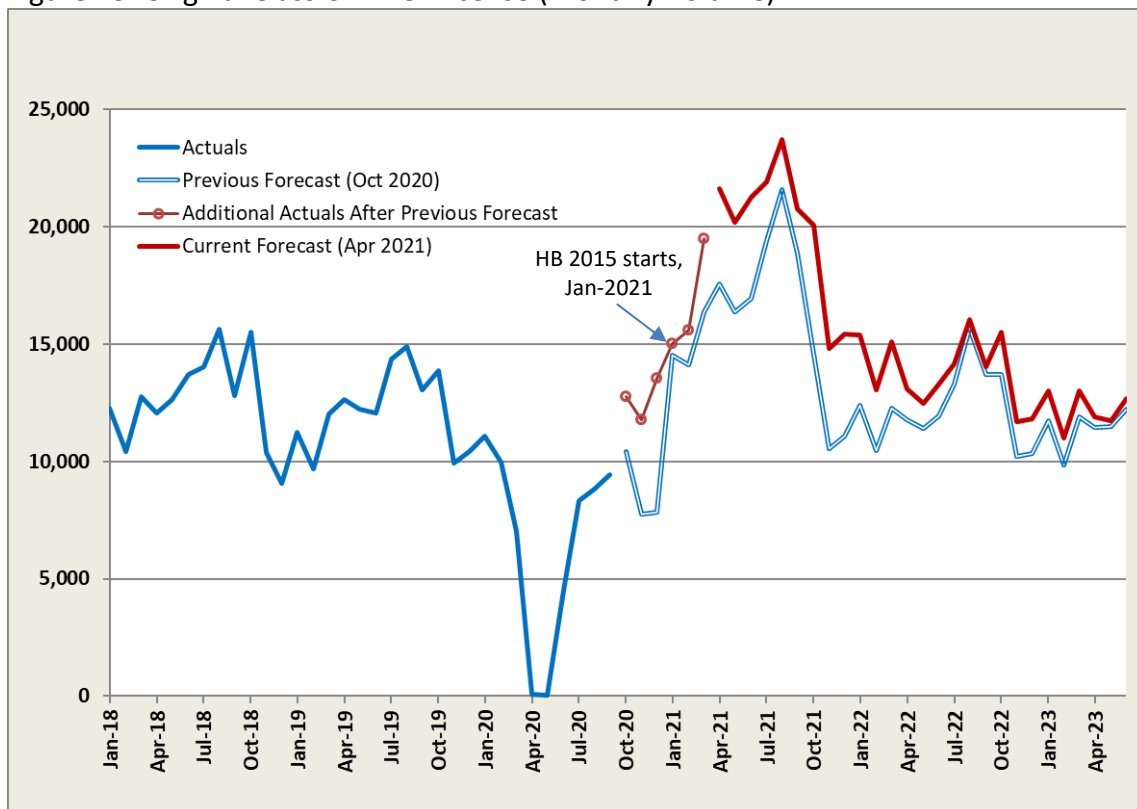
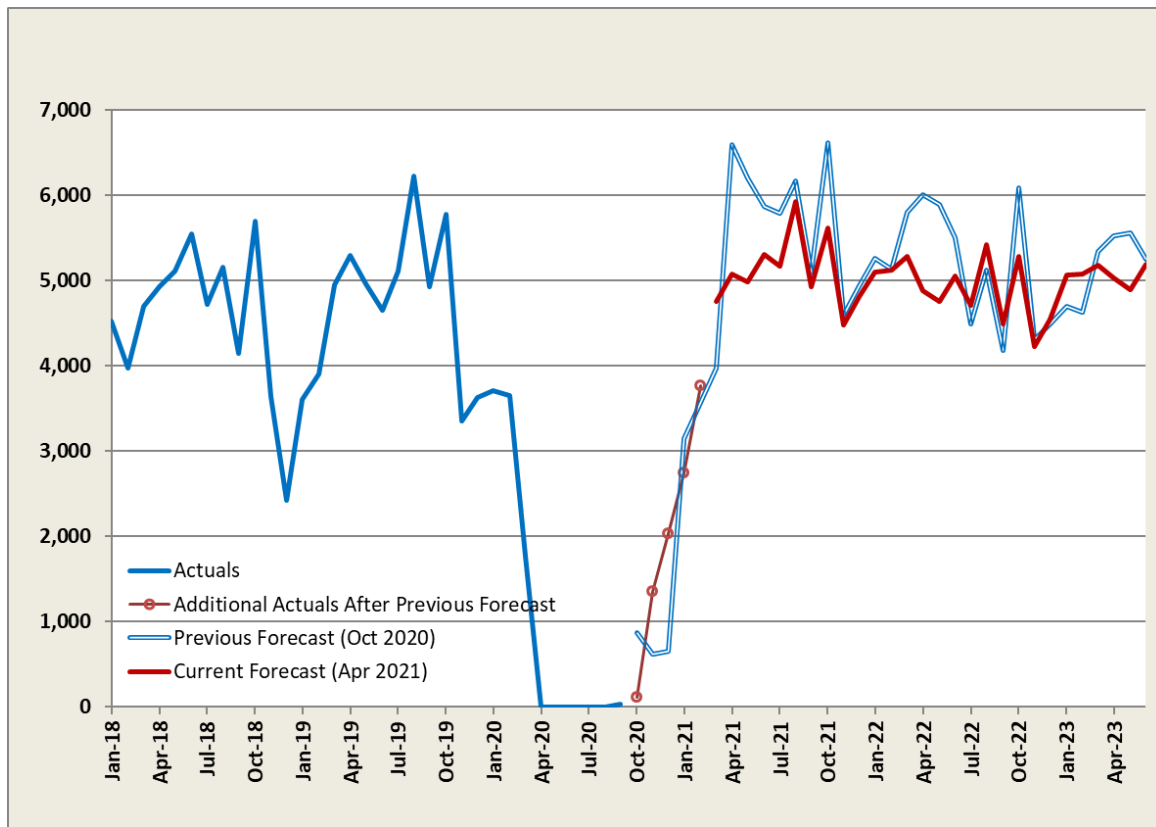
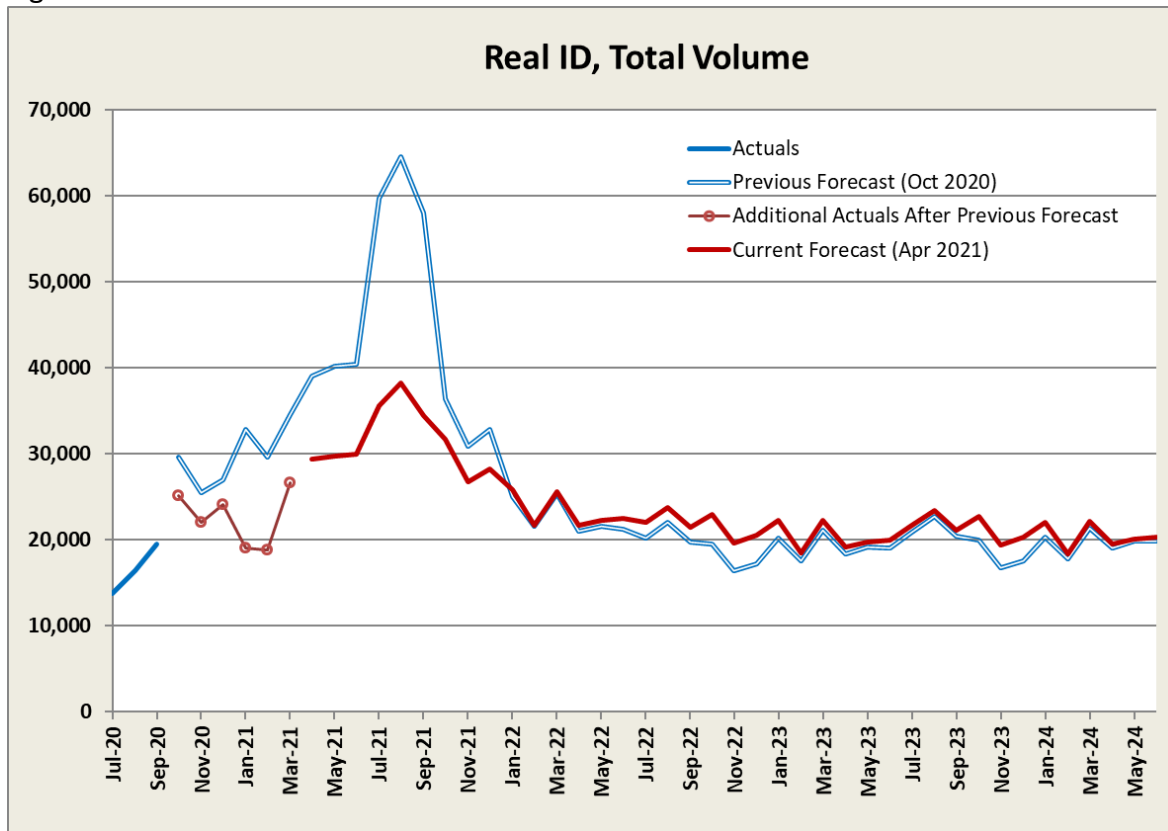


Figure 16. Class C Non-Commercial Drive Test (Monthly Volume)



As of July 2020 DMV started issuing Real ID compliant licenses and ID cards. The fee for Real ID transaction is \$30 and it will be collected each time it is renewed (every 8 years). The current forecast has been corrected to reflect 8 months of actual data available to us. Because of COVID-19 and the implementation of HB 2015 which allows undocumented residents to obtain driving credentials (January 2021), it's too early to know if the current patterns will stay roughly the same into the future (Figure 17).

Figure 17. Real ID Transactions



Some of the revenues collected by DMV are not highway fund revenues, such as: 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, etc. While we produce forecasts for all DMV revenues, not all of them can be used for highway construction and maintenance. Table 4 shows the summary of DMVs highway fund revenues based on forecasted transaction volumes. The gross revenue portion of Table 4 is grouped into three major components reflecting the primary revenue sources: vehicle registrations, driver licenses, and vehicle titles. Overall we expect \$2.4 million less in gross highway revenues for 2019-21 biennium compared to our previous forecast. The outlook for the next biennium has improved and we expect \$19.7 million more for 2021-23 biennium.

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

	Actual			Forecast									Actual BI 17-19	Forecast				
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29
1 VEHICLE REGISTRATIONS	\$221.8	\$250.7	\$236.4	\$281.0	\$297.4	\$296.6	\$300.3	\$304.1	\$307.2	\$309.2	\$310.2	\$311.1	\$472.4	\$517.4	\$594.1	\$604.5	\$616.3	\$621.3
2 DRIVER LICENSES & OTHER	\$32.7	\$33.0	\$25.8	\$39.8	\$47.0	\$37.9	\$37.8	\$37.0	\$35.9	\$35.4	\$34.0	\$35.2	\$65.6	\$65.5	\$84.9	\$74.8	\$71.3	\$69.1
3 TITLE, PLATE & OTHER	\$123.3	\$130.8	\$111.8	\$122.6	\$140.4	\$137.8	\$142.0	\$144.7	\$145.7	\$145.7	\$145.2	\$144.1	\$254.1	\$234.4	\$278.2	\$286.7	\$291.4	\$289.3
4 TOTAL DMV COLLECTIONS	\$377.7	\$414.4	\$373.9	\$443.4	\$484.8	\$472.3	\$480.1	\$485.9	\$488.7	\$490.3	\$489.3	\$490.4	\$792.2	\$817.4	\$957.2	\$966.0	\$979.0	\$979.7
5 Change from Previous Forecast	\$0.0	\$0.0	\$0.0	(\$2.4)	\$12.7	\$7.0	\$6.5	\$6.7	\$7.1	\$7.7	\$7.7	\$7.7	\$0.0	(\$2.4)	\$19.7	\$13.2	\$14.7	\$15.4
6 COLLECTION/ADMINISTRATION & PROGRAM COST	(\$109.5)	(\$111.7)	(\$118.7)	(\$121.1)	(\$117.0)	(\$119.4)	(\$116.7)	(\$119.1)	(\$124.9)	(\$127.4)	(\$133.6)	(\$136.3)	(\$221.2)	(\$239.9)	(\$236.4)	(\$235.8)	(\$252.3)	(\$270.0)
7 TRAFFIC SAFETY TRANSFER	(\$0.6)	(\$0.6)	(\$0.6)	(\$0.6)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$1.2)	(\$1.3)	\$0.0	\$0.0	\$0.0	\$0.0
8 DEPARTMENT OF EDUCATION TRANSFER	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	\$0.0	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.1)
9 E-GOV RECORDS INCREMENTAL REVENUE TRANSFER	(\$5.9)	(\$6.0)	(\$8.4)	(\$8.3)	(\$8.5)	(\$8.5)	(\$8.5)	(\$8.6)	(\$8.6)	(\$8.6)	(\$8.6)	(\$8.6)	(\$11.9)	(\$16.7)	(\$17.1)	(\$17.1)	(\$17.1)	(\$17.1)
10 ODOT CENTRAL SERVICES ASSESSMENT	(\$30.1)	(\$30.7)	(\$30.7)	(\$31.3)	(\$33.9)	(\$34.6)	(\$36.3)	(\$37.0)	(\$38.8)	(\$39.6)	(\$39.6)	(\$39.6)	(\$60.8)	(\$62.0)	(\$68.5)	(\$73.3)	(\$78.5)	(\$79.3)
11 NET DMV REVENUE	\$231.6	\$265.5	\$215.4	\$282.0	\$325.3	\$309.8	\$318.5	\$321.2	\$316.4	\$314.7	\$307.4	\$305.8	\$497.0	\$497.4	\$635.1	\$639.7	\$631.1	\$613.3
12 REVENUE SET-ASIDE TO OTIA I & II - memo	(\$7.0)	(\$7.0)	(\$6.4)	(\$7.5)	(\$7.7)	(\$7.5)	(\$7.6)	(\$7.7)	(\$7.7)	(\$7.8)	(\$7.8)	(\$7.9)	(\$14.0)	(\$14.0)	(\$15.1)	(\$15.3)	(\$15.5)	(\$15.6)
13 REVENUE PLEDGED TO OTIA III - memo	(\$84.4)	(\$83.8)	(\$71.8)	(\$78.6)	(\$87.8)	(\$83.8)	(\$85.3)	(\$85.7)	(\$86.6)	(\$86.3)	(\$86.6)	(\$86.0)	(\$168.2)	(\$150.4)	(\$171.5)	(\$171.0)	(\$172.9)	(\$172.7)
14 REVENUE DUE TO JTA - memo	(\$112.3)	(\$111.6)	(\$96.8)	(\$103.9)	(\$114.3)	(\$110.0)	(\$112.0)	(\$112.5)	(\$113.8)	(\$113.5)	(\$113.9)	(\$113.2)	(\$224.0)	(\$200.7)	(\$224.3)	(\$224.5)	(\$227.3)	(\$227.1)
15 REVENUE DUE TO HB 2017 - memo	(\$38.5)	(\$74.7)	(\$79.7)	(\$109.9)	(\$126.6)	(\$129.4)	(\$132.6)	(\$134.2)	(\$136.8)	(\$137.2)	(\$138.4)	(\$138.1)	(\$113.3)	(\$189.6)	(\$256.0)	(\$266.9)	(\$274.0)	(\$276.6)

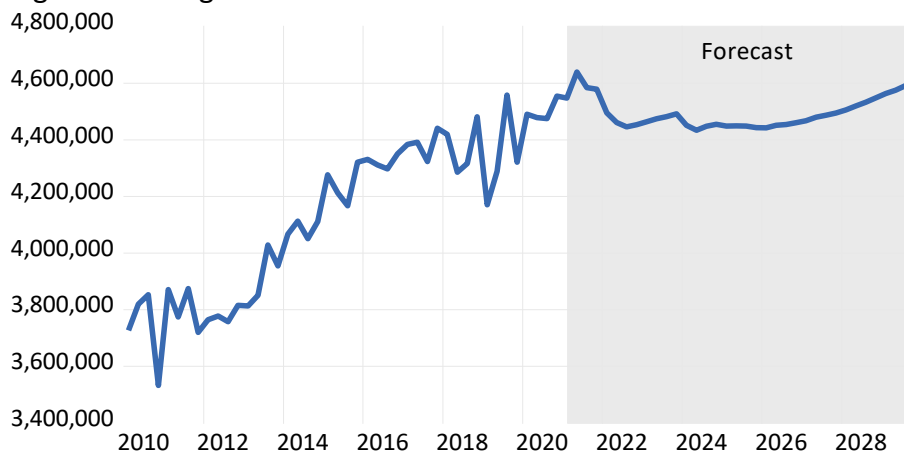
Commerce and Compliance (CCD)

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

The weight-mile tax is the largest source of trucking-related revenue at just under 90 percent of total revenue collected by CCD. This highway use tax applies to trucks with a gross weight over 26,000 pounds. The tax paid by a motor carrier varies with the weight of the vehicle, the number of miles traveled, and the axle configuration. The carriers generally have the option of paying on a monthly or quarterly schedule, but in some cases will pay by the trip. Certain qualifying motor carriers, such as those transporting logs, wood chips and sand/gravel, may pay the highway use tax based on a flat monthly fee. The weight-mile revenue and transaction totals discussed in this report include the trip based, monthly, quarterly and flat fee revenue, as well as revenues from a small number of other trip-related fees.

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. The forecast shows growth in 2021 as stimulus funds continue to boost spending. However, as the economy recovers, COVID-19 related restrictions on businesses fade, and people feel more confident in returning to more normal pre-COVID-19 activities, we expect trucking activity to decline somewhat due to this reset and to new tax rates effective January 2022 and 2024. In the outer years of the forecast, continued but slow population and economic growth lead to increased trucking activity.

Figure 18. Weight-mile transaction forecast



Over the course of the pandemic we've been consistently surprised by the resiliency in the weight-mile tax revenue. Normalized for the 2020 tax rate increase, overall transaction volumes increased 4 percent in 2020. Why trucking activity has increased is likely due to two factors: purchasing power of consumers and the types of business both negatively and positively impacted by COVID-19-19. As noted earlier in the report, personal income, including transfer payments like CARES Act stimulus funds, has increased over pre-COVID-19 levels. If during COVID-19-19 consumers have more income and fewer options available on which to spend those funds, they are likely either to save more and or spend more where they can. Personal savings rate data from the BEA indicates savings rates have jumped during COVID-19-19, but spending has also increased in some sectors.

The figure below shows US retail sales by year separated into in store and e-commerce categories and the overall e-commerce sales share. First, it is interesting that despite the pandemic's disruption total retail sales grew in 2020, thanks to e-commerce. In store sales declined slightly but a shift in spending to online sales boosted overall retail sales. Second, not only did e-commerce sales grow 32 percent in 2020, but they gained a significant amount of market share, increasing to 14 percent. While ODOT lacks specific commodity data on what is trucked, it is reasonable to assume the increase in overall sales and rapid growth in e-commerce sales work together to explain the growth in trucking activity in 2020.

Figure 19. US retail in store and e-commerce sales (\$ Millions of dollars)

Sales Category	2012	2013	2014	2015	2016	2017	2018	2019	2020
In Store Sales	\$4,065,991	\$4,195,894	\$4,332,224	\$4,376,597	\$4,441,612	\$4,601,131	\$4,753,779	\$4,853,753	\$4,833,683
E-commerce Sales	\$ 230,771	\$ 262,303	\$ 301,365	\$ 344,982	\$ 395,987	\$ 457,239	\$ 518,468	\$ 595,722	\$ 787,926
Total Sales	\$4,296,762	\$4,458,197	\$4,633,589	\$4,721,579	\$4,837,599	\$5,058,370	\$5,272,247	\$5,449,475	\$5,621,609
Share of E-commerce	5.4%	5.9%	6.5%	7.3%	8.2%	9.0%	9.8%	10.9%	14.0%

Source: US Census Bureau Quarterly E-Commerce Report

In addition to the economic changes, under HB 2017 the weight-mile tax rates increased in 2018 and 2020, with upcoming increases scheduled for 2022 and 2024, for a total of 53 percent over the 2017 rates. These significant rate increases will likely have an impact on trucking activity as businesses look for ways to minimize the impact of these higher rates.

Row 1 of Table 5 shows the amount of weight-mile and flat fee revenues collected each fiscal year. In 2020, weight-mile and flat-fee revenues totaled \$393.3 million, increasing 5.0 percent over 2019. This strong growth is from the HB 2017 rate increases. As noted above, COVID-19-19 is no longer expected to negatively impact weight-mile tax revenues. Removing this negative effect now yields an expected increase in revenues in 2021 over 2020. Revenue growth is strong in 2022 through 2025 as the next two rate increases are implemented and the economy fully recovers. Beyond 2025 growth slows to rates less than 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 \$48.4 million in fiscal year 2020. Looking ahead, we expect a slight bump in fiscal year

2021 revenue, followed by a correction in 2022, and then slight annual increases moving forward.

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 slightly as the rates were increased for a few of these transactions as part of HB 2017. However, HB 4059 passed in the 2018 Legislative Session rolled back some of these rate increases effective January 2020. In addition, HB 2592 passed during the 2019 Legislative Session eliminated the weight receipt. This was effective October of 2019, and is responsible for the drop in revenues from FY19 to FY20, as the weight receipt revenue had averaged about \$4.5 million per year. Looking forward we expect an increase in FY21 and for revenues to hold steady over the remainder of the forecast.

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. Overall, the difference between the two forecasts is attributable to the resiliency in weight-mile tax revenues and the associated growth in weight-mile revenue over the prior forecast.

Row 9 of Table 5 reports the revenues net of collection costs. One of the significant factors effecting the overall increase in net revenue across all sources over the prior forecast is from a \$9 million cost that was included in the October 2020 forecast that has since been identified as being covered by federal funds. That change reduced the costs for the 2021-23 biennium and future biennia as inflation is added to the base budget levels for 2021-23 to calculate future biennia 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 5. Highway Fund Revenues Collected by Commerce and Compliance (Millions of Dollars)

	Actual			Forecast									Actual BI 17-19	Forecast				
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29
1 WEIGHT-MILE TAX	\$328.2	\$374.6	\$393.3	\$414.9	\$429.1	\$447.5	\$458.8	\$473.5	\$473.1	\$475.1	\$478.9	\$484.6	\$702.8	\$808.2	\$876.6	\$932.3	\$948.2	\$963.6
2 IRP & COMMERCIAL VEHICLE REGISTRATIONS*	\$45.6	\$48.1	\$48.4	\$51.8	\$46.9	\$46.9	\$47.2	\$47.4	\$47.6	\$47.7	\$47.9	\$48.2	\$93.7	\$100.2	\$93.8	\$94.5	\$95.3	\$96.1
3 RUAF, PERMITS, PASSES & CREDENTIALS**	\$10.0	\$10.8	\$6.9	\$7.1	\$7.2	\$7.1	\$7.2	\$7.2	\$7.2	\$7.2	\$7.1	\$7.2	\$20.8	\$14.0	\$14.3	\$14.4	\$14.3	\$14.3
4 TOTAL CCD COLLECTIONS	\$383.7	\$433.5	\$448.6	\$473.7	\$483.1	\$501.6	\$513.1	\$528.0	\$527.8	\$530.0	\$534.0	\$539.9	\$817.2	\$922.4	\$984.7	\$1,041.2	\$1,057.8	\$1,074.0
5 Change from Previous Forecast	\$0.0	\$0.0	\$0.0	\$23.2	\$14.9	\$11.5	\$9.3	\$6.1	\$0.4	(\$2.1)	(\$3.4)	(\$2.1)	\$0.0	\$23.2	\$26.4	\$15.4	(\$1.7)	(\$5.5)
6 COLLECTION/ADMINISTRATION & PROGRAM COST	(\$32.8)	(\$33.4)	(\$35.4)	(\$36.2)	(\$37.4)	(\$38.1)	(\$40.0)	(\$40.8)	(\$42.8)	(\$43.6)	(\$45.8)	(\$46.7)	(\$66.2)	(\$71.6)	(\$75.5)	(\$80.8)	(\$86.4)	(\$92.5)
7 IFTA BUDGETED EXPENDITURES***	\$1.1	\$1.1	\$0.4	\$0.4	\$1.4	\$1.5	\$1.4	\$1.5	\$1.4	\$1.5	\$1.4	\$1.5	\$2.2	\$0.7	\$2.9	\$2.9	\$2.9	\$2.9
8 ODOT CENTRAL SERVICES ASSESSMENT	(\$9.9)	(\$10.1)	(\$11.8)	(\$12.1)	(\$12.1)	(\$12.4)	(\$13.0)	(\$13.2)	(\$13.9)	(\$14.2)	(\$14.9)	(\$15.2)	(\$20.1)	(\$23.9)	(\$24.5)	(\$26.2)	(\$28.1)	(\$30.0)
9 NET CCD REVENUE	\$342.1	\$391.0	\$401.7	\$425.9	\$435.0	\$452.5	\$461.6	\$475.5	\$472.6	\$473.6	\$474.8	\$479.5	\$733.1	\$827.6	\$887.6	\$937.1	\$946.2	\$954.3
10 REVENUE SET-ASIDE TO OTIA I & II - memo	(\$9.4)	(\$9.5)	(\$10.5)	(\$10.0)	(\$9.7)	(\$9.7)	(\$9.6)	(\$9.5)	(\$9.5)	(\$9.5)	(\$9.5)	(\$9.6)	(\$19.0)	(\$20.5)	(\$19.4)	(\$19.1)	(\$19.0)	(\$19.1)
11 REVENUE PLEDGED TO OTIA III - memo	(\$31.2)	(\$32.1)	(\$31.2)	(\$32.4)	(\$31.5)	(\$31.2)	(\$31.2)	(\$31.2)	(\$31.3)	(\$31.4)	(\$31.6)	(\$31.9)	(\$63.4)	(\$63.7)	(\$62.7)	(\$62.5)	(\$62.6)	(\$63.5)
12 REVENUE DUE TO JTA - memo	(\$82.0)	(\$84.3)	(\$86.1)	(\$89.6)	(\$86.3)	(\$85.8)	(\$85.7)	(\$85.8)	(\$85.9)	(\$86.2)	(\$86.8)	(\$87.7)	(\$166.3)	(\$175.7)	(\$172.1)	(\$171.5)	(\$172.1)	(\$174.5)
13 REVENUE DUE TO HB 2017 - memo	(\$34.6)	(\$75.8)	(\$86.7)	(\$99.6)	(\$117.9)	(\$139.2)	(\$151.5)	(\$166.0)	(\$165.9)	(\$166.6)	(\$167.9)	(\$169.9)	(\$110.3)	(\$186.3)	(\$257.1)	(\$317.5)	(\$332.4)	(\$337.8)

*IRP: International Registration Plan.

**RUAF: Road Use Assessment Fees.

***IFTA: International Fuel Tax Agreement.

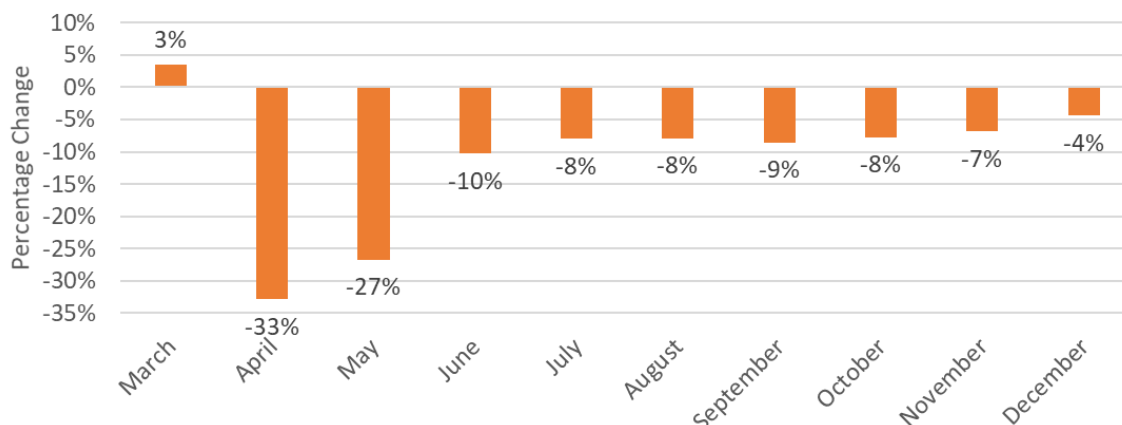
Motor Fuels

Motor Fuel 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 on the other hand is taxed later in the supply chain, at the retail level. This gives retailers like card lock stations the option of not imposing the tax on heavy trucks that pay the weight-mile tax instead of the motor fuels tax. The separation between when a vehicle pays the fuels tax or pays the weight-mile tax is at the 26,000 pound weight class. 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.

Gasoline comprises the largest share of taxable fuel at roughly 89 percent, while diesel comprises the remaining 11 percent. This has not always been the case: in the past, taxable diesel represented as low as one percent of sales back in 1980. However, as more vehicles required to pay the fuels tax switch to diesel, its share has steadily increased. Since about 2014, diesel's share has leveled out at about 11 percent. One interesting impact of COVID-19 on fuel sales is that the share of diesel has increased over this period, stabilizing at 14 percent over the last seven months. This seems reasonable because a lot of the light trucking activity, like delivery vehicles, has increased as a result of COVID-19, while car use has declined as people stay home.

Overall total motor fuels sales declined precipitously during the first two months of the pandemic following the reduction in traffic from the stay at home orders. As the economy reopened traffic and fuel sales rebounded to within single digits of their 2019 levels, closing out the year only four percent below December 2019 levels.

Figure 20: Percentage change in Motor Fuel sales over 2019



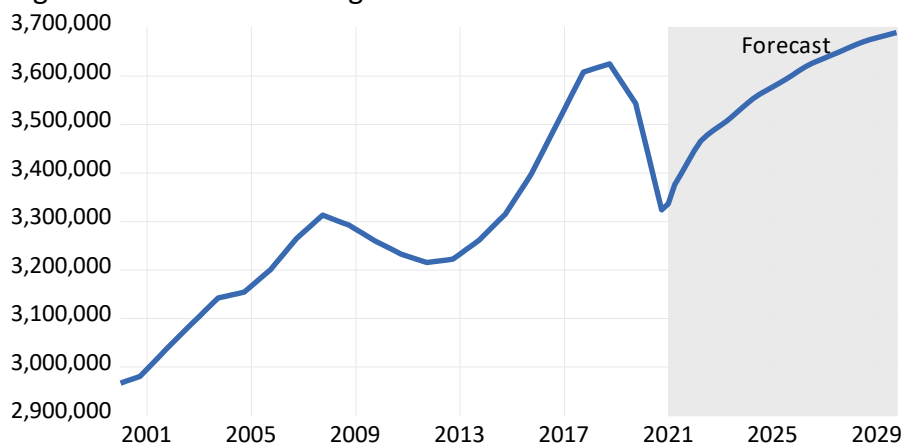
While the recovery to date has been impressive in how quickly fuel sales have rebounded, getting back to 2019 levels absent continued increases in vehicle fuel economy will still take considerable time, and will likely require population growth that yields a greater than average

increase in vehicle registrations. Absent any significant growth in population we do not expect to close this gap. Extended teleworking has clearly changed how we work, for those who can work remotely. We would expect some of these changes to be permanent if businesses can save on costs and workers can still maintain their prior levels of productivity.

The motor fuels forecast model regresses the volume of motor fuels on the price of fuel, stock fuel efficiency of the light vehicle fleet, stock of passenger vehicles and Oregon total nonfarm employment. Generally, the forecast model does a good job of the 6-months ahead forecast, with forecast errors averaging 1.3 percent over the last 12 years. However, since COVID-19-19, our forecast models have been less accurate due to high levels of uncertainty surrounding the explanatory variables, and will likely remain so until the health crisis is resolved.

One of the strongest model variables is the stock of passenger vehicles. The number of registered vehicles provides a sense of scale for the amount of fuel sold. Small changes in registered vehicles over time help explain the variation in the amount of fuel sold. However, during 2020 the number of registered vehicles dropped significantly. This drop is at least in part an artifact of the pandemic's impact on the ability of vehicle owners to register their vehicles due to the shutdown of field offices and DEQ emissions testing sites during the early months of the pandemic. The inability of owners to register implies that some of this drop is artificial and will rebound as we move into 2021 and people are able to renew their registrations. While the size of the rebound is not clear, the level will have a significant impact on the motor fuels forecast. If it is more than expected then the fuels forecast will rebound more than expected in 2021, and if it is less it will act as a drag on the fuels forecast. Of the model's exogenous variables, the stock of passenger registered vehicles is the one most likely to change significantly from this forecast to the next as new data becomes available.

Figure 21: Stock of Passenger Vehicles



The figure below shows the gallons sold forecast for motor fuels. There was an unprecedented drop in sales during the second quarter of 2020 and a rapid partial recovery in the third quarter of 2020. As noted in the discussion above on the stock of passenger vehicles, the amount of recovery still remaining for motor fuels is the big question. The forecast shows continued growth into 2021 as the economy fully reopens and households develop a new post-COVID-19

normal. It then grows slowly over the following few years and eventually declines as fuel efficiency growth overshadows slowing economic and demographic growth.

Figure 22. 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 where only what is guaranteed is implemented. For now, only the first six cents are included in the guaranteed version. However, since fuel consumption is not very sensitive to price changes, the impact of the six cent increase is very minor.

Row 2 of Table 6 shows the total gross revenues from the motor fuels taxes. Fiscal year 2020 finished with \$595 million in gross revenues shrinking by 4.8 percent over FY 2019. This drop is due to the COVID-19 impact on fuel sales, but was cushioned by the two cent increase in the fuels tax in January 2020. Going forward, 2021 benefits from a full year of the two cent increase, and 2022 has rapid growth as fuel sales recover. The following several years hold relatively steady as the recovery growth is offset by increasing fuel efficiency. Beyond 2026, the economic growth slows to a point where fuels tax revenues decline as increasing fuel efficiency overrides the positive economic growth.

Rows 4 through 13 of Table 6 list the costs associated with the Fuels Tax program and the statutory transfers that occur prior to apportionment.

Rows 16 through 19 of Table 6 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 6. Highway Fund Revenues Collected by FSB (Millions of Dollars) (Includes Guaranteed Fuels Tax Increases Only – Currently 6 Cents)

	Actual			Forecast										Actual BI 17-19	Forecast				
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 19-21		BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1 MOTOR FUELS TAXES	\$580.7	\$625.2	\$595.1	\$615.5	\$634.8	\$637.0	\$639.4	\$640.2	\$639.9	\$637.2	\$633.8	\$630.9	\$1,205.9	\$1,210.6	\$1,271.7	\$1,279.6	\$1,277.2	\$1,264.7	
2 TOTAL FSB COLLECTIONS	\$580.7	\$625.2	\$595.1	\$615.5	\$634.8	\$637.0	\$639.4	\$640.2	\$639.9	\$637.2	\$633.8	\$630.9	\$1,205.9	\$1,210.6	\$1,271.7	\$1,279.6	\$1,277.2	\$1,264.7	
3 Change from Previous Forecast	\$0.0	\$0.0	\$0.0	\$0.3	(\$20.2)	(\$22.7)	(\$15.3)	(\$9.5)	(\$3.3)	(\$3.3)	(\$3.6)	(\$2.4)	\$0.0	\$0.3	(\$43.0)	(\$24.8)	(\$6.6)	(\$6.0)	
4 COLLECTION/ADMINISTRATION COST	(\$1.9)	(\$1.9)	(\$2.0)	(\$2.1)	(\$2.0)	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.3)	(\$2.3)	(\$2.4)	(\$2.5)	(\$3.8)	(\$4.1)	(\$4.0)	(\$4.3)	(\$4.6)	(\$4.9)	
5 ODOT CENTRAL SERVICES ASSESSMENT	(\$0.4)	(\$0.4)	(\$0.3)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.8)	(\$0.7)	(\$0.7)	(\$0.8)	(\$0.8)	(\$0.9)	
6 SNOWMOBILE TRANSFER	(\$0.7)	(\$0.7)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.7)	(\$1.7)	(\$1.7)	
7 CLASS I ATV TRANSFER	(\$2.8)	(\$2.7)	(\$2.8)	(\$2.7)	(\$2.8)	(\$2.8)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$5.5)	(\$5.5)	(\$5.6)	(\$5.8)	(\$5.8)	(\$5.8)	
8 MARINE BOARD TRANSFER	(\$4.1)	(\$4.5)	(\$4.8)	(\$4.8)	(\$4.9)	(\$5.0)	(\$5.2)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$8.6)	(\$9.6)	(\$10.0)	(\$10.5)	(\$10.6)	(\$10.6)	
9 CLASS II ATV TRANSFER	(\$1.4)	(\$1.4)	(\$1.5)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$2.8)	(\$3.0)	(\$3.1)	(\$3.3)	(\$3.3)	(\$3.3)	
10 CLASS III ATV TRANSFER	(\$1.3)	(\$1.4)	(\$1.5)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$2.7)	(\$3.0)	(\$3.1)	(\$3.2)	(\$3.3)	(\$3.3)	
11 CLASS IV ATV TRANSFER	(\$0.9)	(\$1.0)	(\$1.2)	(\$1.3)	(\$1.3)	(\$1.3)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.9)	(\$2.4)	(\$2.6)	(\$2.8)	(\$2.8)	(\$2.8)	
12 TRANSPORTATION OPERATING FUND (TOF)	(\$12.3)	(\$13.2)	(\$14.6)	(\$15.3)	(\$16.0)	(\$16.7)	(\$17.4)	(\$18.1)	(\$18.4)	(\$18.6)	(\$18.9)	(\$19.2)	(\$25.5)	(\$30.0)	(\$32.7)	(\$35.5)	(\$37.0)	(\$38.1)	
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)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.2)	(\$0.2)	
14 HB 2435 (2013 Session) B20 FUEL TAX EXEMPTION -memo	(\$5.3)	(\$5.6)	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$10.9)	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	
15 NET FSB REVENUE	\$554.9	\$597.9	\$565.5	\$585.1	\$603.5	\$604.7	\$606.0	\$605.7	\$605.0	\$602.0	\$598.2	\$595.0	\$1,152.8	\$1,150.7	\$1,208.2	\$1,211.7	\$1,207.1	\$1,193.1	
16 REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$19.2)	(\$19.1)	(\$18.7)	(\$18.1)	(\$18.3)	(\$18.4)	(\$18.5)	(\$18.3)	(\$18.4)	(\$18.3)	(\$18.3)	(\$18.1)	(\$38.2)	(\$36.7)	(\$36.7)	(\$36.8)	(\$36.7)	(\$36.4)	
17 REVENUE PLEDGED TO OTIA III - memo	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
18 REVENUE DUE TO JTA - memo	(\$110.3)	(\$111.0)	(\$102.9)	(\$102.7)	(\$105.8)	(\$106.2)	(\$106.6)	(\$106.8)	(\$106.7)	(\$106.4)	(\$105.8)	(\$105.3)	(\$221.2)	(\$205.6)	(\$212.0)	(\$213.4)	(\$213.1)	(\$211.1)	
19 REVENUE DUE TO HB 2017 - memo	(\$35.4)	(\$74.0)	(\$84.0)	(\$102.7)	(\$105.8)	(\$106.2)	(\$106.6)	(\$106.8)	(\$106.7)	(\$106.4)	(\$105.8)	(\$105.3)	(\$109.4)	(\$186.7)	(\$212.0)	(\$213.4)	(\$213.1)	(\$211.1)	

Highway Revenue Forecast Summary

As in all our forecasts produced during the pandemic, this forecast comes with a heightened level of uncertainty. While it looks like we're on the road to recovery, the duration of the economic impact of COVID-19 is still unknown. Since the cause of this recession was the COVID-19 pandemic, how quickly we make our way back is primarily a function of how the health crisis plays out. If the economic reopening slows further or reverses course, this could lead to larger revenue losses than expected. If vaccinations increase and no further outbreaks are ahead, we could see growth in DMV and fuel sales accelerate quicker than expected. Over the coming months additional data and information on the health crisis will hopefully lend some clarity to the outlook.

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, 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 round of bonds sold in the late summer of 2020.

Rows 20 through 26 of Table 7 summarize the net revenues for each OTIA, JTA and HB 2017 program 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.

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 6 Cents)

	Actual			Forecast									Actual BI 17-19	Forecast				
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29
1 TOTAL MCTD COLLECTIONS	\$383.7	\$433.5	\$448.6	\$473.7	\$483.1	\$501.6	\$513.1	\$528.0	\$527.8	\$530.0	\$534.0	\$539.9	\$817.2	\$922.4	\$984.7	\$1,041.2	\$1,057.8	\$1,074.0
2 TOTAL FSB COLLECTIONS	\$580.7	\$625.2	\$595.1	\$615.5	\$634.8	\$637.0	\$639.4	\$640.2	\$639.9	\$637.2	\$633.8	\$630.9	\$1,205.9	\$1,210.6	\$1,271.7	\$1,279.6	\$1,277.2	\$1,264.7
3 TOTAL DMV COLLECTIONS	\$377.7	\$414.4	\$373.9	\$443.4	\$484.8	\$472.3	\$480.1	\$485.9	\$488.7	\$490.3	\$489.3	\$490.4	\$792.2	\$817.4	\$957.2	\$966.0	\$979.0	\$979.7
4 TOTAL GROSS HIGHWAY FUND	\$1,342.2	\$1,473.1	\$1,417.7	\$1,532.6	\$1,602.7	\$1,610.9	\$1,632.7	\$1,654.1	\$1,656.5	\$1,657.5	\$1,657.1	\$1,661.2	\$2,815.3	\$2,950.3	\$3,213.6	\$3,286.8	\$3,314.0	\$3,318.4
5 COLLECTION, PROGRAMS, & TRANSFERS (incl.Obligated OTIA & JTA)	(\$718.2)	(\$846.3)	(\$857.9)	(\$937.4)	(\$990.7)	(\$1,012.6)	(\$1,034.6)	(\$1,057.1)	(\$1,072.2)	(\$1,077.0)	(\$1,089.5)	(\$1,094.3)	(\$1,564.5)	(\$1,795.4)	(\$2,003.3)	(\$2,091.7)	(\$2,149.2)	(\$2,183.8)
6 NET REVENUE TO HIGHWAY FUND	\$624.0	\$626.8	\$559.8	\$595.2	\$612.0	\$598.3	\$598.0	\$597.1	\$584.3	\$580.5	\$567.6	\$566.9	\$1,250.8	\$1,155.0	\$1,210.3	\$1,195.1	\$1,164.8	\$1,134.6
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	(\$32.4)	(\$30.7)	(\$27.4)	(\$24.5)	(\$20.0)	(\$18.2)	(\$18.7)	(\$18.2)	(\$18.4)	(\$20.2)	(\$23.6)	(\$24.5)	(\$63.1)	(\$51.9)	(\$38.2)	(\$37.0)	(\$38.6)	(\$48.1)
9 OTIA III Dedicated Revenues - memo	\$107.3	\$107.1	\$97.0	\$103.9	\$110.6	\$106.9	\$108.3	\$108.7	\$109.7	\$109.6	\$110.1	\$109.8	\$214.4	\$200.8	\$217.6	\$217.1	\$219.3	\$219.9
10 DEBT SERVICE (OTIA III) - memo	(\$98.4)	(\$97.1)	(\$90.7)	(\$96.1)	(\$105.4)	(\$106.7)	(\$106.1)	(\$105.1)	(\$103.6)	(\$111.8)	(\$124.7)	(\$133.1)	(\$195.5)	(\$186.7)	(\$212.1)	(\$211.2)	(\$215.3)	(\$257.8)
11 JTA Total Gross Revenues - memo	\$304.6	\$306.9	\$285.7	\$296.2	\$306.4	\$301.9	\$304.3	\$305.2	\$306.4	\$306.1	\$306.5	\$306.2	\$611.5	\$582.0	\$608.3	\$609.5	\$612.5	\$612.7
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	(\$44.7)	(\$56.3)	(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$101.0)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)
14 HB 2017 Total Gross Revenues - memo	\$108.5	\$224.5	\$250.3	\$312.2	\$350.3	\$374.8	\$390.8	\$407.0	\$409.5	\$410.1	\$412.1	\$413.3	\$332.9	\$562.5	\$725.1	\$797.8	\$819.5	\$825.5
15 Safe Routes to School set aside - memo	(\$5.0)	(\$10.0)	(\$10.0)	(\$10.0)	(\$10.0)	(\$12.5)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$20.0)	(\$22.5)	(\$30.0)	(\$30.0)	(\$30.0)
16 Rose Quarter project set aside - memo	\$0.0	\$0.0	\$0.0	\$0.0	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	\$0.0	\$0.0	(\$45.0)	(\$60.0)	(\$60.0)	(\$60.0)
17 DEBT SERVICE (HB 2017 Section 71d) - State Only - memo	\$0.0	\$0.0	\$0.0	(\$1.5)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	\$0.0	(\$1.5)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)
18 Oregon Travel Experience Transfer - State Only - memo	(\$3.3)	(\$8.0)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$11.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)
19 E-GOV Records Incremental Revenue Transfer - memo	(\$5.9)	(\$6.0)	(\$8.4)	(\$8.3)	(\$8.5)	(\$8.5)	(\$8.5)	(\$8.6)	(\$8.6)	(\$8.6)	(\$8.6)	(\$8.6)	(\$11.9)	(\$16.7)	(\$17.1)	(\$17.1)	(\$17.1)	(\$17.1)
20 NET OTIA I & II REVENUE FOR DISTRIBUTION	\$3.2	\$4.9	\$8.2	\$11.1	\$15.6	\$17.4	\$16.9	\$17.4	\$17.2	\$15.4	\$12.0	\$11.1	\$8.1	\$19.3	\$33.0	\$34.2	\$32.6	\$23.1
21 NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$35.0	\$37.1	\$33.5	\$36.9	\$35.3	\$30.7	\$31.9	\$32.1	\$32.5	\$35.2	\$37.5	\$46.0	\$72.1	\$70.4	\$66.0	\$64.0	\$67.7	\$83.5
22 NET OTIA III REVENUE FOR DISTRIBUTION - STATE	(\$17.7)	(\$18.3)	(\$21.2)	(\$21.9)	(\$21.4)	(\$22.5)	(\$21.6)	(\$20.2)	(\$18.2)	(\$29.3)	(\$44.0)	(\$61.2)	(\$36.0)	(\$43.1)	(\$43.9)	(\$41.8)	(\$47.5)	(\$105.2)
23 NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$140.3	\$141.4	\$130.9	\$136.1	\$141.2	\$139.0	\$140.2	\$140.6	\$141.2	\$141.0	\$141.3	\$141.1	\$281.8	\$267.0	\$280.2	\$280.7	\$282.2	\$282.4
24 NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - STATE	\$27.2	\$16.2	\$4.6	\$5.1	\$7.2	\$5.8	\$6.4	\$5.5	\$5.0	\$14.1	\$31.4	\$41.9	\$43.4	\$9.7	\$13.0	\$11.9	\$19.0	\$73.3
25 NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$51.7	\$107.2	\$120.1	\$151.1	\$162.7	\$166.2	\$172.9	\$181.0	\$182.2	\$182.5	\$183.6	\$184.2	\$159.0	\$271.2	\$328.8	\$353.9	\$364.8	\$367.7
26 NET HB 2017 REVENUE FOR DISTRIBUTION - STATE	\$51.7	\$107.2	\$120.1	\$149.6	\$153.9	\$157.4	\$155.9	\$157.4	\$158.1	\$158.4	\$159.4	\$160.0	\$159.0	\$269.8	\$311.2	\$313.3	\$316.5	\$319.4
27 TOTAL NET REVENUE FOR DISTRIBUTION	\$915.5	\$1,022.6	\$956.1	\$1,063.2	\$1,106.4	\$1,092.2	\$1,100.5	\$1,110.7	\$1,102.3	\$1,097.8	\$1,088.7	\$1,090.1	\$1,938.0	\$2,019.3	\$2,198.6	\$2,211.3	\$2,200.1	\$2,178.8

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 6 Cents)

	Distribution Percentage	Actual			Forecast									Actual BI 17-19	Forecast					
		FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$136.3	\$138.0	\$123.1	\$131.2	\$134.7	\$131.6	\$131.4	\$131.1	\$127.9	\$127.0	\$123.8	\$123.7	\$274.2	\$254.3	\$266.2	\$262.5	\$254.9	\$247.5
2	SPECIAL COUNTY (ORS 366.772)		(\$2.8)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$8.3)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$1.0	\$1.5	\$2.5	\$3.3	\$4.7	\$5.2	\$5.1	\$5.2	\$5.2	\$4.6	\$3.6	\$3.3	\$2.4	\$5.8	\$9.9	\$10.3	\$9.8	\$6.9
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$27.3	\$27.3	\$24.7	\$26.5	\$28.2	\$27.2	\$27.6	\$27.7	\$27.9	\$27.9	\$28.0	\$28.0	\$54.6	\$51.2	\$55.4	\$55.3	\$55.9	\$56.0
6	DEBT SERVICE (OTIA III)	84.07%	(\$15.9)	(\$14.4)	(\$11.5)	(\$12.1)	(\$17.1)	(\$19.1)	(\$18.7)	(\$18.7)	(\$18.7)	(\$16.3)	(\$14.6)	(\$7.3)	(\$30.4)	(\$23.6)	(\$36.2)	(\$37.4)	(\$35.1)	(\$22.0)
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$5.0	\$5.3	\$3.6	\$4.3	\$5.2	\$4.8	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$10.3	\$7.9	\$10.0	\$9.8	\$9.8	\$9.7
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$84.2	\$84.9	\$78.5	\$81.7	\$84.7	\$83.4	\$84.1	\$84.3	\$84.7	\$84.6	\$84.8	\$84.7	\$169.1	\$160.2	\$168.1	\$168.4	\$169.3	\$169.4
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$31.0	\$64.3	\$72.1	\$90.7	\$97.6	\$99.7	\$103.7	\$108.6	\$109.3	\$109.5	\$110.1	\$110.5	\$95.4	\$162.7	\$197.3	\$212.3	\$218.9	\$220.6
10	NET COUNTY APPORTIONMENT		\$266.1	\$301.3	\$287.5	\$320.0	\$332.4	\$327.3	\$332.6	\$337.6	\$335.8	\$336.7	\$335.1	\$342.2	\$567.4	\$607.5	\$659.8	\$670.2	\$672.5	\$677.3
11	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$87.0	\$88.1	\$78.6	\$83.8	\$86.0	\$84.0	\$83.9	\$83.7	\$81.7	\$81.1	\$79.1	\$79.0	\$175.1	\$162.4	\$170.0	\$167.6	\$162.8	\$158.1
12	SPECIAL CITY (ORS 366.805)		(\$1.3)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$3.8)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
13	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$0.6	\$1.0	\$1.6	\$2.2	\$3.1	\$3.5	\$3.4	\$3.5	\$3.4	\$3.1	\$2.4	\$2.2	\$1.6	\$3.9	\$6.6	\$6.8	\$6.5	\$4.6
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$18.2	\$18.2	\$16.5	\$17.6	\$18.8	\$18.2	\$18.4	\$18.5	\$18.6	\$18.6	\$18.7	\$18.7	\$36.4	\$34.1	\$37.0	\$36.9	\$37.3	\$37.4
15	DEBT SERVICE (OTIA III)	15.93%	(\$3.0)	(\$2.7)	(\$2.2)	(\$2.3)	(\$3.2)	(\$3.6)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.1)	(\$2.8)	(\$1.4)	(\$5.8)	(\$4.5)	(\$6.9)	(\$7.1)	(\$6.6)	(\$4.2)
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$3.3	\$3.5	\$2.4	\$2.9	\$3.4	\$3.2	\$3.3	\$3.3	\$3.3	\$3.2	\$3.2	\$3.2	\$6.9	\$5.3	\$6.7	\$6.5	\$6.5	\$6.5
17	CITY APPORTIONMENT (JTA)	20.00%	\$56.1	\$56.6	\$52.3	\$54.4	\$56.5	\$55.6	\$56.1	\$56.2	\$56.5	\$56.4	\$56.5	\$56.4	\$112.7	\$106.8	\$112.1	\$112.3	\$112.9	\$112.9
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$20.7	\$42.9	\$48.1	\$60.4	\$65.1	\$66.5	\$69.2	\$72.4	\$72.9	\$73.0	\$73.4	\$73.7	\$63.6	\$108.5	\$131.5	\$141.6	\$145.9	\$147.1
19	NET CITY APPORTIONMENT		\$181.8	\$205.0	\$194.9	\$216.6	\$227.2	\$224.8	\$228.1	\$231.5	\$230.4	\$229.9	\$228.1	\$229.3	\$386.8	\$411.5	\$452.0	\$459.6	\$460.2	\$457.4
20	HIGHWAY DIVISION (including small City/County)	60.05%	\$335.6	\$339.8	\$303.3	\$323.1	\$331.7	\$324.1	\$323.6	\$322.9	\$315.1	\$312.8	\$305.0	\$304.6	\$675.4	\$626.4	\$655.8	\$646.5	\$627.9	\$609.6
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)		(\$1.3)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$3.8)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
23	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$1.6	\$2.4	\$4.1	\$5.6	\$7.8	\$8.7	\$8.4	\$8.7	\$8.6	\$7.7	\$6.0	\$5.6	\$4.1	\$9.7	\$16.5	\$17.1	\$16.3	\$11.6
24	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$61.7	\$61.6	\$55.8	\$59.7	\$63.6	\$61.5	\$62.3	\$62.6	\$63.1	\$63.0	\$63.3	\$63.2	\$123.4	\$115.5	\$125.2	\$124.9	\$126.1	\$126.5
25	DEBT SERVICE (OTIA III)	100.00%	(\$79.5)	(\$80.0)	(\$77.0)	(\$81.7)	(\$85.1)	(\$84.0)	(\$83.9)	(\$82.8)	(\$81.3)	(\$92.3)	(\$107.3)	(\$124.3)	(\$159.4)	(\$158.6)	(\$169.1)	(\$166.7)	(\$173.6)	(\$231.7)
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	\$1.0	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.0
27	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$68.4	\$69.0	\$63.8	\$66.4	\$68.8	\$67.7	\$68.3	\$68.5	\$68.8	\$68.8	\$68.9	\$68.8	\$137.4	\$130.2	\$136.6	\$136.9	\$137.6	\$137.6
28	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$71.9	\$72.5	\$67.1	\$69.8	\$72.4	\$71.2	\$71.8	\$72.0	\$72.4	\$72.3	\$72.4	\$72.3	\$144.4	\$136.8	\$143.6	\$143.9	\$144.7	\$144.7
29	DEBT SERVICE (JTA)		(\$44.7)	(\$56.3)	(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$101.0)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)
30	STATE APPORTIONMENT (HB 2017)	50.00%	\$51.7	\$107.2	\$120.1	\$151.1	\$162.7	\$166.2	\$172.9	\$181.0	\$182.2	\$182.5	\$183.6	\$184.2	\$159.0	\$271.2	\$328.8	\$353.9	\$364.8	\$367.7
31	DEBT SERVICE (HB 2017 Section 71d)		\$0.0	\$0.0	\$0.0	(\$1.5)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	\$0.0	(\$1.5)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)
32	OREGON TRAVEL EXPERIENCE TRANSFER		(\$3.3)	(\$8.0)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$11.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)
33	NET HIGHWAY DIVISION		\$462.0	\$505.5	\$462.9	\$515.8	\$536.1	\$529.3	\$529.1	\$530.8	\$525.4	\$520.5	\$515.8	\$509.8	\$967.6	\$978.8	\$1,065.4	\$1,059.9	\$1,045.9	\$1,025.6
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$80.7	\$81.6	\$76.9	\$78.9	\$80.5	\$79.8	\$79.7	\$79.7	\$79.4	\$79.1	\$78.8	\$78.7	\$162.4	\$155.8	\$160.4	\$159.4	\$158.5	\$157.5
35	NET COUNTY APPORTIONMENT		\$266.1	\$301.3	\$287.5	\$320.0	\$332.4	\$327.3	\$332.6	\$337.6	\$335.8	\$336.7	\$335.1	\$342.2	\$567.4	\$607.5	\$659.8	\$670.2	\$672.5	\$677.3
36	NET CITY APPORTIONMENT		\$181.8	\$205.0	\$194.9	\$216.6	\$227.2	\$224.8	\$228.1	\$231.5	\$230.4	\$229.9	\$228.1	\$229.3	\$386.8	\$411.5	\$452.0	\$459.6	\$460.2	\$457.4
37	NET HIGHWAY DIVISION		\$462.0	\$505.5	\$462.9	\$515.8	\$536.1	\$529.3	\$529.1	\$530.8	\$525.4	\$520.5	\$515.8	\$509.8	\$967.6	\$978.8	\$1,065.4	\$1,059.9	\$1,045.9	\$1,025.6
38	NET HIGHWAY FUNDS REVENUE		\$910.0	\$1,011.8	\$945.3	\$1,052.4	\$1,095.7	\$1,081.4	\$1,089.8	\$1,100.0	\$1,091.6	\$1,087.1	\$1,079.0	\$1,081.3	\$1,921.8	\$1,997.8	\$2,177.1	\$2,189.8	\$2,178.6	\$2,160.3
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$5.5	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$16.3	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5
40	TOTAL NET REVENUES FOR DISTRIBUTION		\$915.5	\$1,022.6	\$956.1	\$1,063.2	\$1,106.4	\$1,092.2	\$1,100.5	\$1,110.7	\$1,102.3	\$1,097.8	\$1,089.7	\$1,092.1	\$1,938.0	\$2,019.3	\$2,198.6	\$2,211.3	\$2,200.1	\$2,181.8

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

Appendix – Alternative Conditional Motor Fuel Forecast Tables

If we assume the conditions are met triggering the next two, two-cent increases in the motor fuels tax rate in January of 2022, and January of 2024, this will significantly increase future motor fuels tax revenues. Below are updated tables 6A, 7A and 8A where these conditional tax increases are included. In addition to generating revenues for the State Highway Fund and apportionable revenues to share with local governments, it also increases the revenues transferred for the non-highway fuel uses. This is shown in Table 6A rows 6 through 13.

Table 6A. Highway Fund Revenues Collected by FSB (Millions of Dollars) (Includes all Conditional Fuels Tax Increases – Currently an Additional 4 Cents)

	Actual			Forecast										Actual BI 17-19	Forecast				
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	BI 19-21		BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1 MOTOR FUELS TAXES	\$580.7	\$625.2	\$595.1	\$615.5	\$651.7	\$672.2	\$691.8	\$711.1	\$710.7	\$707.8	\$704.0	\$700.8	\$1,205.9	\$1,210.6	\$1,323.9	\$1,402.8	\$1,418.5	\$1,404.8	
2 TOTAL FSB COLLECTIONS	\$580.7	\$625.2	\$595.1	\$615.5	\$651.7	\$672.2	\$691.8	\$711.1	\$710.7	\$707.8	\$704.0	\$700.8	\$1,205.9	\$1,210.6	\$1,323.9	\$1,402.8	\$1,418.5	\$1,404.8	
3 Change from Previous Forecast	\$0.0	\$0.0	\$0.0	\$0.3	(\$21.0)	(\$24.1)	(\$16.8)	(\$10.8)	(\$4.0)	(\$3.9)	(\$4.3)	(\$3.0)	\$0.0	\$0.3	(\$45.1)	(\$27.7)	(\$7.9)	(\$7.2)	
4 COLLECTION/ADMINISTRATION COST	(\$1.9)	(\$1.9)	(\$2.0)	(\$2.1)	(\$2.0)	(\$2.0)	(\$2.1)	(\$2.2)	(\$2.3)	(\$2.3)	(\$2.4)	(\$2.5)	(\$3.8)	(\$4.1)	(\$4.0)	(\$4.3)	(\$4.6)	(\$4.9)	
5 ODOT CENTRAL SERVICES ASSESSMENT	(\$0.4)	(\$0.4)	(\$0.3)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.4)	(\$0.8)	(\$0.7)	(\$0.7)	(\$0.8)	(\$0.8)	(\$0.9)	
6 SNOWMOBILE TRANSFER	(\$0.7)	(\$0.7)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.8)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$0.9)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.7)	(\$1.7)	(\$1.7)	
7 CLASS I ATV TRANSFER	(\$2.8)	(\$2.7)	(\$2.8)	(\$2.7)	(\$2.8)	(\$2.8)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$2.9)	(\$5.5)	(\$5.5)	(\$5.6)	(\$5.8)	(\$5.8)	(\$5.8)	
8 MARINE BOARD TRANSFER	(\$4.1)	(\$4.5)	(\$4.8)	(\$4.8)	(\$4.9)	(\$5.0)	(\$5.2)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$5.3)	(\$8.6)	(\$9.6)	(\$10.0)	(\$10.5)	(\$10.6)	(\$10.6)	
9 CLASS II ATV TRANSFER	(\$1.4)	(\$1.4)	(\$1.5)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$1.7)	(\$2.8)	(\$3.0)	(\$3.1)	(\$3.3)	(\$3.3)	(\$3.3)	
10 CLASS III ATV TRANSFER	(\$1.3)	(\$1.4)	(\$1.5)	(\$1.5)	(\$1.5)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$1.6)	(\$2.7)	(\$3.0)	(\$3.1)	(\$3.2)	(\$3.3)	(\$3.3)	
11 CLASS IV ATV TRANSFER	(\$0.9)	(\$1.0)	(\$1.2)	(\$1.3)	(\$1.3)	(\$1.3)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.4)	(\$1.9)	(\$2.4)	(\$2.6)	(\$2.8)	(\$2.8)	(\$2.8)	
12 TRANSPORTATION OPERATING FUND (TOF)	(\$12.3)	(\$13.2)	(\$14.6)	(\$15.3)	(\$16.0)	(\$16.7)	(\$17.4)	(\$18.1)	(\$18.4)	(\$18.6)	(\$18.9)	(\$19.2)	(\$25.5)	(\$30.0)	(\$32.7)	(\$35.5)	(\$37.0)	(\$38.1)	
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)	(\$0.1)	(\$0.1)	(\$0.1)	(\$0.2)	(\$0.2)	(\$0.2)	
14 HB 2435 (2013 Session) B20 FUEL TAX EXEMPTION -memo	(\$5.3)	(\$5.6)	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$10.9)	(\$2.9)	\$0.0	\$0.0	\$0.0	\$0.0	
15 NET FSB REVENUE	\$554.9	\$597.9	\$565.5	\$585.1	\$620.5	\$640.0	\$658.4	\$676.5	\$675.8	\$672.6	\$668.4	\$664.8	\$1,152.8	\$1,150.7	\$1,260.4	\$1,334.9	\$1,348.4	\$1,333.2	
16 REVENUE ALLOCATION TO OTIA I & II SET-ASIDE - memo	(\$19.2)	(\$19.1)	(\$18.7)	(\$18.1)	(\$18.3)	(\$18.4)	(\$18.5)	(\$18.3)	(\$18.4)	(\$18.3)	(\$18.3)	(\$18.1)	(\$38.2)	(\$36.7)	(\$36.7)	(\$36.8)	(\$36.7)	(\$36.4)	
17 REVENUE PLEDGED TO OTIA III - memo	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
18 REVENUE DUE TO JTA - memo	(\$110.3)	(\$111.0)	(\$102.9)	(\$102.7)	(\$105.8)	(\$106.1)	(\$106.5)	(\$106.7)	(\$106.6)	(\$106.2)	(\$105.7)	(\$105.2)	(\$221.2)	(\$205.6)	(\$211.9)	(\$213.2)	(\$212.8)	(\$210.9)	
19 REVENUE DUE TO HB 2017 - memo	(\$35.4)	(\$74.0)	(\$84.0)	(\$102.7)	(\$122.7)	(\$141.5)	(\$159.1)	(\$177.8)	(\$177.7)	(\$177.0)	(\$176.1)	(\$175.3)	(\$109.4)	(\$186.7)	(\$264.3)	(\$336.9)	(\$354.7)	(\$351.5)	

Table 7A. Highway Fund Revenues by Fiscal Year and Biennium (Millions of Dollars) (Includes all Conditional Fuels Tax Increases – Currently an Additional 4 Cents)

	Actual			Forecast									Actual BI 17-19	Forecast					
	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1	TOTAL MCTD COLLECTIONS	\$383.7	\$433.5	\$448.6	\$473.7	\$483.1	\$501.6	\$513.1	\$528.0	\$527.8	\$530.0	\$534.0	\$539.9	\$817.2	\$922.4	\$984.7	\$1,041.2	\$1,057.8	\$1,074.0
2	TOTAL FSB COLLECTIONS	\$580.7	\$625.2	\$595.1	\$615.5	\$651.7	\$672.2	\$691.8	\$711.1	\$710.7	\$707.8	\$704.0	\$700.8	\$1,205.9	\$1,210.6	\$1,323.9	\$1,402.8	\$1,418.5	\$1,404.8
3	TOTAL DMV COLLECTIONS	\$377.7	\$414.4	\$373.9	\$443.4	\$484.8	\$472.3	\$480.1	\$485.9	\$488.7	\$490.3	\$489.3	\$490.4	\$792.2	\$817.4	\$957.2	\$966.0	\$979.0	\$979.7
4	TOTAL GROSS HIGHWAY FUND	\$1,342.2	\$1,473.1	\$1,417.7	\$1,532.6	\$1,619.6	\$1,646.2	\$1,685.1	\$1,725.0	\$1,727.3	\$1,728.1	\$1,727.4	\$1,731.1	\$2,815.3	\$2,950.3	\$3,265.8	\$3,410.0	\$3,455.4	\$3,458.5
5	COLLECTION, PROGRAMS, & TRANSFERS (incl. Obligated OTIA & JTA)	(\$718.2)	(\$846.3)	(\$857.9)	(\$937.4)	(\$1,007.6)	(\$1,047.9)	(\$1,087.1)	(\$1,128.0)	(\$1,143.0)	(\$1,147.6)	(\$1,159.7)	(\$1,164.2)	(\$1,564.5)	(\$1,795.4)	(\$2,055.5)	(\$2,215.0)	(\$2,290.6)	(\$2,324.0)
6	NET REVENUE TO HIGHWAY FUND	\$624.0	\$626.8	\$559.8	\$595.2	\$612.0	\$598.3	\$598.0	\$597.0	\$584.3	\$580.5	\$567.6	\$566.9	\$1,250.8	\$1,155.0	\$1,210.3	\$1,195.0	\$1,164.8	\$1,134.5
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	(\$32.4)	(\$30.7)	(\$27.4)	(\$24.5)	(\$20.0)	(\$18.2)	(\$18.7)	(\$18.2)	(\$18.4)	(\$20.2)	(\$23.6)	(\$24.5)	(\$63.1)	(\$51.9)	(\$38.2)	(\$37.0)	(\$38.6)	(\$48.1)
9	OTIA III Dedicated Revenues - memo	\$107.3	\$107.1	\$97.0	\$103.9	\$110.6	\$106.9	\$108.3	\$108.7	\$109.7	\$109.6	\$110.1	\$109.8	\$214.4	\$200.8	\$217.6	\$217.1	\$219.3	\$219.9
10	DEBT SERVICE (OTIA III) - memo	(\$98.4)	(\$97.1)	(\$90.7)	(\$96.1)	(\$105.4)	(\$106.7)	(\$106.1)	(\$105.1)	(\$103.6)	(\$111.8)	(\$124.7)	(\$133.1)	(\$195.5)	(\$186.7)	(\$212.1)	(\$211.2)	(\$215.3)	(\$257.8)
11	JTA Total Gross Revenues - memo	\$304.6	\$306.9	\$285.7	\$296.2	\$306.4	\$301.9	\$304.2	\$305.0	\$306.3	\$306.0	\$306.4	\$306.1	\$611.5	\$582.0	\$608.3	\$609.2	\$612.2	\$612.5
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	(\$44.7)	(\$56.3)	(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$101.0)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)
14	HB 2017 Total Gross Revenues - memo	\$108.5	\$224.5	\$250.3	\$312.2	\$367.3	\$410.1	\$443.3	\$478.0	\$480.4	\$480.8	\$482.5	\$483.3	\$332.9	\$562.5	\$777.4	\$921.3	\$961.1	\$965.8
15	Safe Routes to School set aside - memo	(\$5.0)	(\$10.0)	(\$10.0)	(\$10.0)	(\$10.0)	(\$12.5)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$15.0)	(\$20.0)	(\$22.5)	(\$30.0)	(\$30.0)	(\$30.0)
16	Rose Quarter project set aside - memo	\$0.0	\$0.0	\$0.0	\$0.0	(\$15.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)	\$0.0	\$0.0	(\$45.0)	(\$60.0)	(\$60.0)	(\$60.0)
17	DEBT SERVICE (HB 2017 Section 71d) - State Only - memo	\$0.0	\$0.0	\$0.0	(\$1.5)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	\$0.0	(\$1.5)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)
18	Oregon Travel Experience Transfer - State Only - memo	(\$3.3)	(\$8.0)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$11.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)
19	E-GOV Records Incremental Revenue Transfer - memo	(\$5.9)	(\$6.0)	(\$8.4)	(\$8.3)	(\$8.5)	(\$8.5)	(\$8.5)	(\$8.6)	(\$8.6)	(\$8.6)	(\$8.6)	(\$8.6)	(\$11.9)	(\$16.7)	(\$17.1)	(\$17.1)	(\$17.1)	(\$17.1)
20	NET OTIA I & II REVENUE FOR DISTRIBUTION	\$3.2	\$4.9	\$8.2	\$11.1	\$15.6	\$17.4	\$16.9	\$17.4	\$17.2	\$15.4	\$12.0	\$11.1	\$8.1	\$19.3	\$33.0	\$34.2	\$32.6	\$23.1
21	NET OTIA III REVENUE FOR DISTRIBUTION - LOCAL	\$35.0	\$37.1	\$33.5	\$36.9	\$35.3	\$30.7	\$31.9	\$32.1	\$32.5	\$35.2	\$37.5	\$46.0	\$72.1	\$70.4	\$66.0	\$64.0	\$67.7	\$83.5
22	NET OTIA III REVENUE FOR DISTRIBUTION - STATE	(\$17.7)	(\$18.3)	(\$21.2)	(\$21.9)	(\$21.4)	(\$22.5)	(\$21.6)	(\$20.2)	(\$18.2)	(\$29.3)	(\$44.0)	(\$61.2)	(\$36.0)	(\$43.1)	(\$43.9)	(\$41.8)	(\$47.5)	(\$105.2)
23	NET JTA REVENUE FOR DISTRIBUTION - LOCAL	\$140.3	\$141.4	\$130.9	\$136.1	\$141.2	\$138.9	\$140.1	\$140.5	\$141.1	\$141.0	\$141.2	\$141.0	\$281.8	\$267.0	\$280.1	\$280.6	\$282.1	\$282.2
24	NET JTA REVENUE FOR DISTRIBUTION ABOVE D/S - STATE	\$27.2	\$16.2	\$4.6	\$5.1	\$7.2	\$5.8	\$6.4	\$5.5	\$4.9	\$14.1	\$31.4	\$41.9	\$43.4	\$9.7	\$13.0	\$11.8	\$19.0	\$73.2
25	NET HB 2017 REVENUE FOR DISTRIBUTION - LOCAL	\$51.7	\$107.2	\$120.1	\$151.1	\$171.1	\$183.8	\$199.1	\$216.5	\$217.7	\$217.9	\$218.7	\$219.2	\$159.0	\$271.2	\$354.9	\$415.6	\$435.6	\$437.9
26	NET HB 2017 REVENUE FOR DISTRIBUTION - STATE	\$51.7	\$107.2	\$120.1	\$149.6	\$162.3	\$175.0	\$182.1	\$192.9	\$193.5	\$193.7	\$194.6	\$195.0	\$159.0	\$269.8	\$337.3	\$375.0	\$387.3	\$389.6
27	TOTAL NET REVENUE FOR DISTRIBUTION	\$915.5	\$1,022.6	\$956.1	\$1,063.2	\$1,123.4	\$1,127.5	\$1,152.9	\$1,181.6	\$1,173.1	\$1,168.4	\$1,158.9	\$1,160.0	\$1,938.0	\$2,019.3	\$2,250.8	\$2,334.5	\$2,341.5	\$2,318.9

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 – Currently an Additional 4 Cents)

	Distribution Percentage	Actual			Forecast									Actual BI 17-19	Forecast					
		FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29		BI 19-21	BI 21-23	BI 23-25	BI 25-27	BI 27-29	
1	COUNTY APPORTIONMENT (ORS 366.739)	24.38%	\$136.3	\$138.0	\$123.1	\$131.2	\$134.7	\$131.6	\$131.4	\$131.1	\$127.9	\$127.0	\$123.8	\$123.7	\$274.2	\$254.3	\$266.2	\$262.5	\$254.9	\$247.5
2	SPECIAL COUNTY (ORS 366.772)		(\$2.8)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$5.5)	(\$8.3)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)	(\$11.0)
4	COUNTY APPORTIONMENT (OTIA I & II)	30.00%	\$1.0	\$1.5	\$2.5	\$3.3	\$4.7	\$5.2	\$5.1	\$5.2	\$5.2	\$4.6	\$3.6	\$3.3	\$2.4	\$5.8	\$9.9	\$10.3	\$9.8	\$6.9
5	COUNTY APPORTIONMENT (OTIA III)	25.48%	\$27.3	\$27.3	\$24.7	\$26.5	\$28.2	\$27.2	\$27.6	\$27.7	\$27.9	\$27.9	\$28.0	\$28.0	\$54.6	\$51.2	\$55.4	\$55.3	\$55.9	\$56.0
6	DEBT SERVICE (OTIA III)	84.07%	(\$15.9)	(\$14.4)	(\$11.5)	(\$12.1)	(\$17.1)	(\$19.1)	(\$18.7)	(\$18.7)	(\$18.7)	(\$16.3)	(\$14.6)	(\$7.3)	(\$30.4)	(\$23.6)	(\$36.2)	(\$37.4)	(\$35.1)	(\$22.0)
7	COUNTY APPORTIONMENT (OTIA III-Local)	60.00%	\$5.0	\$5.3	\$3.6	\$4.3	\$5.2	\$4.8	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$4.9	\$10.3	\$7.9	\$10.0	\$9.8	\$9.8	\$9.7
8	COUNTY APPORTIONMENT (JTA)	30.00%	\$84.2	\$84.9	\$78.5	\$81.7	\$84.7	\$83.4	\$84.1	\$84.3	\$84.7	\$84.6	\$84.7	\$84.6	\$169.1	\$160.2	\$168.1	\$168.4	\$169.3	\$169.3
9	COUNTY APPORTIONMENT (HB 2017)	30.00%	\$31.0	\$64.3	\$72.1	\$90.7	\$102.7	\$110.3	\$119.5	\$129.9	\$130.6	\$130.7	\$131.2	\$131.5	\$95.4	\$162.7	\$213.0	\$249.4	\$261.3	\$262.7
10	NET COUNTY APPORTIONMENT		\$266.1	\$301.3	\$287.5	\$320.0	\$337.5	\$337.9	\$348.3	\$358.9	\$357.0	\$357.9	\$356.2	\$363.2	\$567.4	\$607.5	\$675.4	\$707.2	\$714.9	\$719.3
11	CITY APPORTIONMENT (ORS 366.739)	15.57%	\$87.0	\$88.1	\$78.6	\$83.8	\$86.0	\$84.0	\$83.9	\$83.7	\$81.7	\$81.1	\$79.1	\$79.0	\$175.1	\$162.4	\$170.0	\$167.6	\$162.8	\$158.1
12	SPECIAL CITY (ORS 366.805)		(\$1.3)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$3.8)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
13	CITY APPORTIONMENT (OTIA I & II)	20.00%	\$0.6	\$1.0	\$1.6	\$2.2	\$3.1	\$3.5	\$3.4	\$3.5	\$3.4	\$3.1	\$2.4	\$2.2	\$1.6	\$3.9	\$6.6	\$6.8	\$6.5	\$4.6
14	CITY APPORTIONMENT (OTIA III)	16.99%	\$18.2	\$18.2	\$16.5	\$17.6	\$18.8	\$18.2	\$18.4	\$18.5	\$18.6	\$18.6	\$18.7	\$18.7	\$36.4	\$34.1	\$37.0	\$36.9	\$37.3	\$37.4
15	DEBT SERVICE (OTIA III)	15.93%	(\$3.0)	(\$2.7)	(\$2.2)	(\$2.3)	(\$3.2)	(\$3.6)	(\$3.5)	(\$3.5)	(\$3.5)	(\$3.1)	(\$2.8)	(\$1.4)	(\$5.8)	(\$4.5)	(\$6.9)	(\$7.1)	(\$6.6)	(\$4.2)
16	CITY APPORTIONMENT (OTIA III-Local)	40.00%	\$3.3	\$3.5	\$2.4	\$2.9	\$3.4	\$3.2	\$3.3	\$3.3	\$3.3	\$3.2	\$3.2	\$3.2	\$6.9	\$5.3	\$6.7	\$6.5	\$6.5	\$6.5
17	CITY APPORTIONMENT (JTA)	20.00%	\$56.1	\$56.6	\$52.3	\$54.4	\$56.5	\$55.6	\$56.0	\$56.2	\$56.5	\$56.4	\$56.5	\$56.4	\$112.7	\$106.8	\$112.1	\$112.2	\$112.8	\$112.9
18	CITY APPORTIONMENT (HB 2017)	20.00%	\$20.7	\$42.9	\$48.1	\$60.4	\$68.5	\$73.5	\$79.7	\$86.6	\$87.1	\$87.2	\$87.5	\$87.7	\$63.6	\$108.5	\$142.0	\$166.3	\$174.2	\$175.2
19	NET CITY APPORTIONMENT		\$181.8	\$205.0	\$194.9	\$216.6	\$230.6	\$231.9	\$238.6	\$245.7	\$244.5	\$244.0	\$242.1	\$243.3	\$386.8	\$411.5	\$462.4	\$484.3	\$488.5	\$485.4
20	HIGHWAY DIVISION (including small City/County)	60.05%	\$335.6	\$339.8	\$303.3	\$323.1	\$331.7	\$324.1	\$323.6	\$322.9	\$315.1	\$312.8	\$305.0	\$304.6	\$675.4	\$626.4	\$655.8	\$646.5	\$627.9	\$609.6
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)		(\$1.3)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$2.5)	(\$3.8)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
23	HIGHWAY DIVISION: TOTAL (OTIA I & II)	50.00%	\$1.6	\$2.4	\$4.1	\$5.6	\$7.8	\$8.7	\$8.4	\$8.7	\$8.6	\$7.7	\$6.0	\$5.6	\$4.1	\$9.7	\$16.5	\$17.1	\$16.3	\$11.6
24	HIGHWAY DIVISION: TOTAL (OTIA III)	57.53%	\$61.7	\$61.6	\$55.8	\$59.7	\$63.6	\$61.5	\$62.3	\$62.6	\$63.1	\$63.0	\$63.3	\$63.2	\$123.4	\$115.5	\$125.2	\$124.9	\$126.1	\$126.5
25	DEBT SERVICE (OTIA III)	100.00%	(\$79.5)	(\$80.0)	(\$77.0)	(\$81.7)	(\$85.1)	(\$84.0)	(\$83.9)	(\$82.8)	(\$81.3)	(\$92.3)	(\$107.3)	(\$124.3)	(\$159.4)	(\$158.6)	(\$169.1)	(\$166.7)	(\$173.6)	(\$231.7)
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	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.0	
27	HIGHWAY DIVISION: NON-DEDICATED JTA REVENUES	48.75%	\$68.4	\$69.0	\$63.8	\$66.4	\$68.8	\$67.7	\$68.3	\$68.5	\$68.8	\$68.7	\$68.8	\$68.8	\$137.4	\$130.2	\$136.6	\$136.8	\$137.5	\$137.6
28	HIGHWAY DIVISION: DEDICATED JTA DEBT SERVICE	51.25%	\$71.9	\$72.5	\$67.1	\$69.8	\$72.4	\$71.2	\$71.8	\$72.0	\$72.3	\$72.3	\$72.4	\$72.3	\$144.4	\$136.8	\$143.6	\$143.8	\$144.6	\$144.6
29	DEBT SERVICE (JTA)		(\$44.7)	(\$56.3)	(\$62.4)	(\$64.7)	(\$65.1)	(\$65.4)	(\$65.4)	(\$66.5)	(\$67.4)	(\$58.2)	(\$41.0)	(\$30.4)	(\$101.0)	(\$127.1)	(\$130.6)	(\$132.0)	(\$125.6)	(\$71.4)
30	STATE APPORTIONMENT (HB 2017)	50.00%	\$51.7	\$107.2	\$120.1	\$151.1	\$171.1	\$183.8	\$199.1	\$216.5	\$217.7	\$217.9	\$218.7	\$219.2	\$159.0	\$271.2	\$354.9	\$415.6	\$435.6	\$437.9
31	DEBT SERVICE (HB 2017 Section 71d)		\$0.0	\$0.0	\$0.0	(\$1.5)	(\$8.8)	(\$8.8)	(\$17.0)	(\$23.6)	(\$24.1)	(\$24.2)	(\$24.2)	(\$24.2)	\$0.0	(\$1.5)	(\$17.6)	(\$40.7)	(\$48.3)	(\$48.3)
32	OREGON TRAVEL EXPERIENCE TRANSFER		(\$3.3)	(\$8.0)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$9.2)	(\$11.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)	(\$18.3)
33	NET HIGHWAY DIVISION		\$462.0	\$505.5	\$462.9	\$515.8	\$544.5	\$546.9	\$555.3	\$566.3	\$560.8	\$555.8	\$550.9	\$544.7	\$967.6	\$978.8	\$1,091.5	\$1,121.5	\$1,116.6	\$1,095.6
34	Memo: HIGHWAY MODERNIZATION PROGRAM (included in NET HIGHWAY DIVISION)		\$80.7	\$81.6	\$76.9	\$78.9	\$80.5	\$79.8	\$79.7	\$79.7	\$79.4	\$79.1	\$78.8	\$78.7	\$162.4	\$155.8	\$160.4	\$159.4	\$158.5	\$157.5
35	NET COUNTY APPORTIONMENT		\$266.1	\$301.3	\$287.5	\$320.0	\$337.5	\$337.9	\$348.3	\$358.9	\$357.0	\$357.9	\$356.2	\$363.2	\$567.4	\$607.5	\$675.4	\$707.2	\$714.9	\$719.3
36	NET CITY APPORTIONMENT		\$181.8	\$205.0	\$194.9	\$216.6	\$230.6	\$231.9	\$238.6	\$245.7	\$244.5	\$244.0	\$242.1	\$243.3	\$386.8	\$411.5	\$462.4	\$484.3	\$488.5	\$485.4
37	NET HIGHWAY DIVISION		\$462.0	\$505.5	\$462.9	\$515.8	\$544.5	\$546.9	\$555.3	\$566.3	\$560.8	\$555.8	\$550.9	\$544.7	\$967.6	\$978.8	\$1,091.5	\$1,121.5	\$1,116.6	\$1,095.6
38	NET HIGHWAY FUNDS REVENUE		\$910.0	\$1,011.8	\$945.3	\$1,052.4	\$1,112.6	\$1,116.7	\$1,142.2	\$1,170.8	\$1,162.3	\$1,157.6	\$1,149.2	\$1,151.2	\$1,921.8	\$1,997.8	\$2,229.3	\$2,313.0	\$2,320.0	\$2,300.4
39	SPECIAL COUNTY/CITY TRANSFERS TO ALLOTMENT FUND		\$5.5	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.8	\$10.7	\$16.3	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5
40	TOTAL NET REVENUES FOR DISTRIBUTION		\$915.5	\$1,022.6	\$956.1	\$1,063.2	\$1,123.4	\$1,127.5	\$1,152.9	\$1,181.6	\$1,173.1	\$1,168.4	\$1,159.9	\$1,162.0	\$1,938.0	\$2,019.3	\$2,250.8	\$2,334.5	\$2,341.5	\$2,321.9

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