

## HIGHWAY and TRANSPORTATION TAXES

Highway finance interacts with several aspects of Transportation policy and regulations. However, the following major revenue sources constitute the five pillars of Highway finance in Oregon:

**Fuel taxes** include Motor Fuel Tax (gasoline) and Use fuel tax (diesel, natural gas, etc.) currently at 30 cents per gallon. Motor Fuel Tax is paid by the wholesaler and is included in the price at the pump. Non-highway or exempt users can apply for refunds of the taxes they paid. Use-Fuel tax is paid by the retailer when purchased for highway use. Heavy vehicles pay the weight-mile taxes and not fuel tax.

**Weight-Mile taxes** (WMT) on heavy vehicles (trucks) are paid monthly to the Motor Carrier Division of the Department of Transportation for each mile traveled on Oregon roads. The cost per mile is based on the declared gross weight of the truck. The rate schedule ranges, in 2,000-pound increments, from 26,000 to 105,500. The rates increase from 4.98 cents per mile to 16.38 cents per mile for trucks below 80,000 pounds. The rates for trucks over 80,000 lb. increase while allowing a discount for a higher number of axles on the truck (table B). Over weight and dimensional vehicles pay additional fees. Log, sand, gravel, wood chip and other dump trucks may elect to pay monthly fees in lieu of weight-mile taxes (flat fees). These are based on gross vehicle weight and do not vary with miles traveled.

**Motor vehicle registration fees** are imposed on cars and trucks. Cars and other vehicles less than 10,000 pounds pay \$86 a biennium or \$172 for a new vehicle 4-year registration (HB 2001, effective on Oct, 1, 2009). Truck registration fees are based on gross weight. Fees for vehicles with weights below 26,000 lb. range from \$391 to \$764. Registrations for trucks heavier than 26,000 lb. range from \$375 to \$1,295. Nonprofit organizations, tow trucks, and farm vehicles pay reduced fees based on separate registration schedules.

**Vehicle Titling Fees** are imposed on cars and trucks. Vehicles under 26,000 pounds pay \$77 and vehicles over 26,000 pounds pay \$90. Salvage and duplicate titles are \$27.

**Bonding** started taking a bigger role in funding transportation with the introduction of the Oregon Transportation Improvement Act (OTIA) in 2001). OTIA I (HB 2142) dedicated \$71.2 million a biennium for debt service on \$400 million bonds for modernization projects. OTIA II (HB 4010 of 2002 first special session) took an advantage of lower interest rates and increased the limit on net proceeds to \$500 million. OTIA III (HB 2041 of the 2003 session) increased most fees and rates to provide debt service for \$1.6 billion in bond proceeds for bridge repair and replacement, and \$300 million in net proceeds for highway modernization. HB 2001 of the 2009 session (Jobs and Transportation Act) allowed new bonding for projects using \$70 million from the new revenue for annual debt service.

The above revenue sources make up the majority of state funds available for highways. There are, however, other fees on recreational vehicles, motor homes, personalized license plates, and driver's licenses. The different fees address multiple facets of the operation or regulation of the transportation system, and some of the fees are dedicated to non-highway uses such as state parks. Connect Oregon (I, II, III and IV), which funds multimodal projects were financed mostly by Lottery backed bonding. Expect the fourth one which was \$40 million in bonds, all the first three acts where at \$100 million.

### **Highway Fund**

The Oregon Constitution requires all tax revenues levied upon ownership or operation of motor vehicles (except recreational vehicle) be used for road related expenditures. In 1999, the cost responsibility clause was added to require that light and heavy vehicles pay fees in proportion to the costs exacted on the system by each vehicle class. Net revenues from the dedicated taxes

and fees are deposited in the Highway Fund. The Highway Fund is distributed among the state, cities and counties for road construction and maintenance. Moneys are distributed among Oregon counties in proportion to vehicle registrations, while city distributions are in proportion to population. As a result of the three OTIA legislations mentioned above, ODOT will have to track revenues separately before and after each of those legislations. Increases for various registration fees, license, and titles with their heavy vehicle equivalents and other fees need to be tracked before and after HB 2041. The different distribution formulas for the different revenue streams are shown in the table below. The Base includes all revenues from taxes and fees before the increases in HB 2142 and HB 2041. The distribution for OTIA is any excess of the \$71.2 million that is not required for debt service. In the case of the Bridge distribution (OTIA III), any revenue not used for debt service goes to the indicated jurisdiction. The 2003 session also allocated a small number of vehicle and driver transaction revenues to be distributed to cities and counties with 60% to 40% split. HB 2001 of the 2009 session is meant to raise \$300 million a year, and distributes \$3 million per year to the Travel Information Council, \$24 million per year to ODOT special plan programs. The balance (\$273 million) goes 20% (\$54.6 million) to city streets and 30% (\$81.9 million) to county roads, the remainder 50 percent (\$136.5 million) to state highways.

### **HIGHWAY FUND DISTRIBUTION**

Recipient	Base	OTIA	Bridge*	Misc.	HB 2001
State	60.05%	50%	57.53%	0%	50%
Counties	24.38%	30%	25.48%	60%	30%
Cities	15.57%	20%	16.99%	40%	20%
* All revenues go to ODOT for debt service on bonded projects in the indicated Jurisdictions					

### **Total Transportation Revenue**

The table below shows total revenue to the Department of Transportation by selected categories. These include revenue for transit, safety and rail in addition to revenue for highways.

Total Transportation Revenue (millions of dollars)									
Revenue Source	Actual Revenue							Legislative	
	1999-01	2001-03	2003-05	2005-07	2007-09	2009-11	2011-13	2013-15	2015-17
Beginning Balance	53.6	160.6	453.3	198.6	759.9	629.3	576.3	283	504
Revenues									
Fuel Taxes	808.6	824.8	839.8	863.2	842.9	886.9	1,105.8	1,066	1,087
Weight-Mile Taxes	429.8	390.3	436.9	476.2	449.2	454.1	610.7	593	608
Driver & Vehicle	228.7	304	446.5	490.3	453.6	581.5	676.5	661	677
General Fund	20.1	17.3	3.9	8.6	4.5	18.9	2	11	28
Federal Funds	584.8	671.6	748.1	749.7	910.1	1,371.7	1,092	812	858
Lottery	21.3	12.3	20.7	22.8	46.5	79.8	72.1	94	107
Bonds & COP	58.5	291.2	443	1,278.5	761.8	847	384.3	1619	481
All Other	198.2	215.7	243.2	248.5	302.0	245.2	305.6	436.0	294.0
<b>Total Revenue</b>	<b>2,350.0</b>	<b>2,727.2</b>	<b>3,182.1</b>	<b>4,137.7</b>	<b>3,770.6</b>	<b>4,485.0</b>	<b>4,662.2</b>	<b>5,292</b>	<b>4,140</b>
Total Resources	2,403.6	2,887.8	3,635.4	4,336.3	4,530.5	5,114.3	5,238.5	5,575	4,644

Source: ODOT Program Budget.

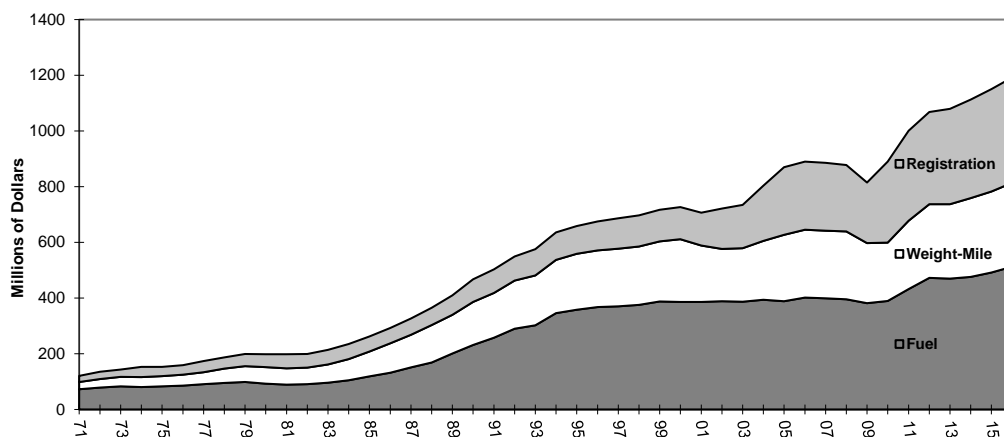
The following two tables show gross tax collections from state imposed highway user fees and the amounts distributed for expenditure on roads by the state, cities and counties. Page H-5 shows fuel tax rates by state and page H-6 shows motor carrier fees and taxes by state for an 80,000-pound vehicle, as well as two other sources for Diesel tax.

## MOTOR VEHICLE AND FUEL TAX REVENUES

Fiscal Year	Gross Tax Collections* (millions)							
	Fuel Tax		Weight-Mile Tax		Registration & License		Total Collections	
	Amount	% of Total	Amount	% of Total	Amount	% of Total	Amount	Growth
1970-71	72.7	60.2%	25.9	21.4%	22.2	18.4%	120.8	
1971-72	78.6	58.1%	30.4	22.5%	26.3	19.4%	135.3	12.0%
1972-73	83.4	58.1%	34.1	23.8%	26.0	18.1%	143.5	6.1%
1973-74	80.4	52.7%	36.2	23.7%	36.0	23.6%	152.6	6.3%
1974-75	82.7	54.1%	37.0	24.2%	33.1	21.7%	152.8	0.1%
1975-76	86.1	54.2%	39.3	24.7%	33.5	21.1%	158.9	4.0%
1976-77	90.6	52.1%	43.3	24.9%	40.0	23.0%	173.9	9.4%
1977-78	95.7	51.1%	50.8	27.1%	40.7	21.7%	187.2	7.6%
1978-79	99.2	49.8%	56.5	28.4%	43.3	21.8%	199.0	6.3%
1979-80	92.4	46.6%	60.1	30.3%	45.9	23.1%	198.4	-0.3%
1980-81	88.8	44.8%	58.8	29.6%	50.8	25.6%	198.4	0.0%
1981-82	90.6	45.4%	60.0	30.1%	48.9	24.5%	199.5	0.6%
1982-83	96.6	45.2%	65.2	30.5%	51.9	24.3%	213.7	7.1%
1983-84	104.9	44.6%	76.4	32.5%	54.1	23.0%	235.4	10.2%
1984-85	118.6	45.2%	89.1	34.0%	54.7	20.8%	262.4	11.5%
1985-86	132.0	45.1%	105.6	36.1%	55.1	18.8%	292.7	11.5%
1986-87	151.5	46.3%	116.6	35.6%	59.0	18.0%	327.1	11.8%
1987-88	168.3	46.1%	135.0	37.0%	61.6	16.9%	364.9	11.6%
1988-89	200.6	48.9%	139.5	34.0%	69.7	17.0%	409.9	12.3%
1989-90	231.1	49.5%	155.3	33.3%	80.5	17.2%	467.0	13.9%
1990-91	257.6	51.2%	161.1	32.0%	84.5	16.8%	503.2	7.8%
1991-92	290.2	52.8%	173.2	31.5%	86.2	15.7%	549.6	9.2%
1992-93	302.3	52.5%	179.1	31.1%	94.5	16.4%	575.9	4.8%
1993-94	345.9	54.4%	191.4	30.1%	98.6	15.5%	635.9	10.4%
1994-95	357.8	54.3%	201.3	30.6%	99.5	15.1%	658.6	3.6%
1995-96	368.1	54.5%	203.3	30.1%	104.1	15.4%	675.6	2.6%
1996-97	370.2	53.9%	206.9	30.1%	109.3	15.9%	686.4	1.6%
1997-98	375.6	53.9%	209.9	30.1%	111.3	16.0%	696.9	1.5%
1998-99	387.9	54.1%	215.7	30.1%	113.1	15.8%	716.7	2.8%
1999-00	386.4	53.2%	225.4	31.0%	114.6	15.8%	726.4	1.4%
2000-01	386.2	54.7%	202.7	28.7%	117.6	16.6%	706.5	-2.7%
2001-02	388.8	53.9%	187.9	26.0%	144.7	20.1%	721.4	2.1%
2002-03	387.0	52.7%	192.4	26.2%	154.7	21.1%	734.1	1.8%
2003-04	394.0	49.0%	211.0	26.3%	198.5	24.7%	803.5	9.5%
2004-05	388.8	44.7%	237.9	27.3%	243.4	28.0%	870.1	8.3%
2005-06	401.4	45.1%	243.9	27.4%	245.0	27.5%	890.3	2.3%
2006-07	398.8	45.0%	243.1	27.4%	244.0	27.5%	885.9	-0.5%
2007-08	395.6	45.1%	243.4	27.7%	238.4	27.2%	877.4	-1.0%
2008-09	382.0	46.9%	215.8	26.5%	217.5	26.7%	815.3	-7.1%
2009-10	389.3	43.8%	210.1	23.6%	290.3	32.6%	889.7	9.1%
2010-11	432.2	43.2%	245.4	24.5%	323.1	32.3%	1,000.7	12.5%
2011-12	472.6	44.3%	264.5	24.8%	330.7	31.0%	1,067.8	6.7%
2012-13	469.9	43.5%	267.0	24.7%	342.7	31.7%	1,079.6	1.1%
2013-14	476.0	42.8%	282.8	25.4%	353.5	31.8%	1,112.3	3.0%
2014-15	491.7	42.7%	291.0	25.3%	367.7	32.0%	1,150.4	3.4%
2015-16	513.1	43.0%	300.5	25.2%	378.4	31.7%	1,192.0	3.6%

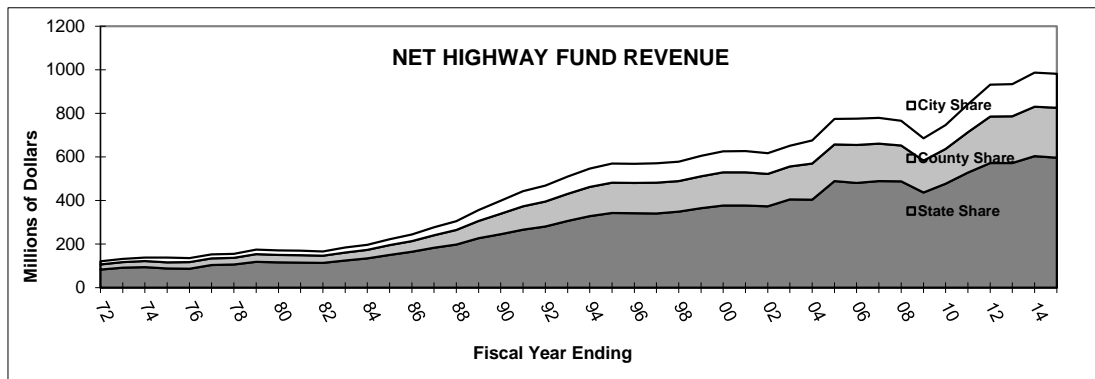
\* Exclusive of dedicated revenue such as recreational vehicle fees and custom license plates.

### MOTOR VEHICLE AND FUEL TAX REVENUE



**NET HIGHWAY FUND REVENUE**  
(millions)

Fiscal Year	Total Highway Fund	Less Transfers to		Net State Revenue	Highway Fund Growth
		Cities	Counties		
1971-72	120.8	14.0	23.8	83.0	7.5%
1972-73	132.5	15.1	25.8	91.6	9.7%
1973-74	138.0	16.3	27.1	94.6	4.2%
1974-75	137.6	21.1	28.9	87.6	-0.3%
1975-76	136.2	18.6	30.8	86.8	-1.0%
1976-77	152.5	18.4	30.5	103.6	12.0%
1977-78	155.5	18.4	30.6	106.5	2.0%
1978-79	174.7	21.1	35.1	118.5	12.3%
1979-80	170.8	20.7	34.1	116.0	-2.2%
1980-81	170.3	21.0	34.6	114.7	-0.3%
1981-82	166.7	19.9	32.9	113.9	-2.1%
1982-83	184.0	22.4	36.9	124.7	10.4%
1983-84	196.6	23.4	38.9	134.3	6.8%
1984-85	221.9	27.0	44.3	150.6	12.9%
1985-86	243.8	29.9	49.2	164.7	9.9%
1986-87	277.4	36.3	58.4	182.7	13.8%
1987-88	305.6	41.3	66.6	197.7	10.2%
1988-89	356.6	50.0	80.0	226.6	16.7%
1989-90	399.1	59.8	94.4	244.9	11.9%
1990-91	442.9	69.0	108.1	265.8	11.0%
1991-92	468.8	73.1	114.5	281.2	5.8%
1992-93	510.2	79.4	124.4	306.4	8.8%
1993-94	546.9	85.1	133.3	328.5	7.2%
1994-95	569.5	88.2	138.3	343.0	4.1%
1995-96	568.8	88.3	138.5	342.0	-0.1%
1996-97	571.0	89.6	140.6	340.8	0.4%
1997-98	578.7	89.6	140.6	348.5	1.4%
1998-99	605.3	93.7	147.1	364.5	4.6%
1999-00	626.1	97.0	152.2	377.0	3.4%
2000-01	626.4	97.0	152.2	377.2	0.0%
2001-02	617.4	95.3	149.2	372.9	-1.4%
2002-03	651.7	95.9	150.2	405.6	5.5%
2003-04	675.9	106.2	165.5	404.2	3.7%
2004-05	774.9	117.8	168.5	488.6	14.6%
2005-06	775.4	120.4	174.0	481.0	0.1%
2006-07	779.8	118.8	172.3	488.7	0.6%
2007-08	765.5	113.5	163.9	488.1	-1.8%
2008-09	685.5	102.0	146.7	436.9	-10.5%
2009-10	746.9	110.4	159.2	477.2	9.0%
2010-11	841.6	128.1	185.5	528.0	12.7%
2011-12	931.6	146.4	212.7	572.4	10.7%
2012-13	934.5	147.5	214.6	572.5	0.3%
2013-14	987.0	156.0	227.8	603.2	5.6%
2014-15	981.8	155.8	229.4	596.6	-0.5%
2015-16	1,030.8	164.2	243.9	622.7	5.0%



Source: Oregon Department of Transportation

# Motor Fuel Tax Rates (cents per gallon)

January 1, 2017

State	Gasoline Tax Rates				Diesel Fuel Tax Rates				Gasohol Tax Rates				Add Sales	Other
	Excise	Add'l	Total	Rank	Excise	Add'l	Total	Rank	Excise	Add'l	Total	Rank	Tax	
Alabama /1/10	18.0	2.0	20.0	40	19.0	0.0	19.0	43	18.0	2.0	20.0	37.0		Inspection fee /10
Alaska	8.0	1.0	9.0	51	8.0	1.0	9.0	51	8.0	1.0	9.0	51.0		Refining Surcharge
Arizona	18.0	1.0	19.0	42	26.0	1.0	27.0	26	18.0	1.0	19.0	40		/9 LUST Tax
Arkansas	21.5	0.3	21.8	36	22.5	0.3	22.8	35	21.5	0.3	21.8	33		Environmental fee
California	27.8	5.0	32.8	9	16.0	17.0	33.0	8	27.8	5.0	32.8	9	Y	Includes prepaid sales tax /8
Colorado	22.0	0.0	22.0	35	20.5	0.0	20.5	39	20.0		20.0	37		
Connecticut	25.0	0.0	25.0	26	50.3	0.0	50.3	2	25.0		25.0	24		Plus a 8.1% Petroleum tax (gas)
Delaware	23.0	0.0	23.0	33	22.0	0.0	22.0	38	23.0		23.0	31		Plus 0.9% GRT
Dist. of Columbia	23.5	0.0	23.5	32	23.5	0.0	23.5	31	23.5		23.5	30		
Florida /2	17.4	13.5	30.9	11	17.4	14.4	31.8	14	17.4	13.5	30.9	10	Y	Sales tax added to excise /2
Georgia /5	26.3	0.0	26.3	22	29.4	0.0	29.4	18	26.3		26.3	20	Y	/5 Local sales tax additional
Hawaii /1	16.0	0.0	16.0	50	16.0	0.0	16.0	48	16.0		16.0	48	Y	Sales tax additional
Idaho	32.0	1.0	33.0	7	32.0	1.0	33.0	8	32.0	1.0	33.0	7		Clean water tax /7
Illinois /1	19.0	1.1	20.1	39	21.5	1.1	22.6	36	19.0	1.1	20.1	36	Y	Sales tax add., env. & LUST fee /3
Indiana	18.0	0.0	18.0	45	16.0	0.0	16.0	48	18.0		18.0	43	Y	Sales tax additional /3
Iowa	30.7	0.0	30.7	12	32.5	0.0	32.5	11	29.0		29.0	15		Environmental fee
Kansas	24.0	1.0	25.0	25	26.0	1.0	27.0	25	24.0	1.0	25.0	23		Environmental & Inspection fees
Kentucky	24.6	1.4	26.0	24	21.6	1.4	23.0	32	24.6	1.4	26.0	22		Environmental fee /4 /3
Louisiana	20.0	0.1	20.1	38	20.0	0.1	20.1	41	20.0	0.1	20.1	35		Inspection fee
Maine	30.0	0.0	30.0	14	31.2	0.0	31.2	15	30.0		30.0	12		/5
Maryland /5	33.5	0.0	33.5	6	34.5	0.0	34.5	5	33.5		33.5	5		/5
Massachusetts	24.0	0.0	24.0	29	24.0	0.0	24.0	28	24.0		24.0	27		
Michigan	26.3	0.0	26.3	22	26.3	0.0	26.3	27	26.3		26.3	20	Y	Sales tax additional
Minnesota	28.5	0.1	28.6	18	28.5	0.1	28.6	20	28.5	0.1	28.6	16		Inspect fee
Mississippi	18.0	0.4	18.4	44	18.0	0.4	18.4	44	18.0	0.4	18.4	42		Environmental fee
Missouri	17.0	0.3	17.3	46	17.0	0.3	17.3	46	17.0	0.3	17.3	44		Inspection & Load fees
Montana	27.0	0.0	27.0	21	27.8	0.0	27.8	22	27.0		27.0	19		
Nebraska	27.3	0.9	28.2	19	27.3	0.3	27.6	24	27.3	0.9	28.2	17		Petroleum fee /5
Nevada /1	24.0	0.8	24.8	27	27.0	0.8	27.8	22	24.0	0.8	24.8	26		Inspection & cleanup fee
New Hampshire	22.2	1.6	23.8	31	22.2	1.6	23.8	30	22.2	1.6	23.8	29		Oil discharge cleanup fee
New Jersey	10.5	26.6	37.1	3	13.5	19.9	33.4	7	10.5	4.0	14.5	50		Petroleum fee
New Mexico	17.0	1.9	18.9	43	21.0	1.9	22.9	34	17.0	1.9	18.9	41		Petroleum loading fee
New York	8.0	16.2	24.2	28	8.0	14.5	22.5	37	8.0	17.0	25.0	24	Y	Petroleum Tax, Sales tax additional
North Carolina	34.3	0.3	34.6	4	34.3	0.3	34.6	4	34.3	0.3	34.6	3		/5 /10 Inspection tax
North Dakota	23.0	0.0	23.0	33	23.0	0.0	23.0	32	23.0		23.0	31		
Ohio	28.0	0.0	28.0	20	28.0	0.0	28.0	21	28.0		28.0	18		
Oklahoma	16.0	1.0	17.0	47	13.0	1.0	14.0	50	16.0	1.0	17.0	45		Environmental fee
Oregon /1	30.0	0.0	30.0	14	30.0	0.0	30.0	16	30.0		30.0	12		
Pennsylvania	58.2	0.0	58.2	1	74.7	0.0	74.7	1	58.2		58.2	1		Oil franchise tax only
Rhode Island	33.0	1.0	34.0	5	33.0	1.0	34.0	6	33.0	1.0	34.0	4		LUST tax
South Carolina	16.0	0.8	16.8	48	16.0	0.8	16.8	47	16.0	0.8	16.8	46		Inspection fee & LUST tax
South Dakota /1	28.0	2.0	30.0	14	28.0	2.0	30.0	16	14.0	2.0	16.0	48		Inspection fee
Tennessee /1	20.0	1.4	21.4	37	17.0	1.4	18.4	44	20.0	1.4	21.4	34		Petroleum Tax & Envir. Fee
Texas	20.0	0.0	20.0	40	20.0	0.0	20.0	42	20.0		20.0	37		
Utah	29.4	0.0	29.4	17	29.4	0.0	29.4	18	29.4		29.4	14		
Vermont /5	12.1	18.4	30.5	13	28.0	4.0	32.0	13	12.1	18.4	30.5	11		Cleanup Fee & Trans. Fee
Virginia /1	16.2	0.0	16.2	49	20.2	0.0	20.2	40	16.2		16.2	47		/6
Washington /10	49.4	0.0	49.4	2	49.4	0.0	49.4	3	49.4		49.4	2		0.5% privilege tax /10
West Virginia	20.5	11.7	32.2	10	20.5	11.7	32.2	12	20.5	12.7	33.2	6	Y	Sales tax added to excise
Wisconsin	30.9	2.0	32.9	8	30.9	2.0	32.9	10	30.9	2.0	32.9	8		Petroleum Insp. Fee
Wyoming	23.0	1.0	24.0	29	23.0	1.0	24.0	28	23.0	1.0	24.0	27		License tax
Federal	18.3	0.1	18.4		24.3	0.1	24.4		13	0.1	13.1			

SOURCE: Compiled by FTA from various sources.

/1 Tax rates do not include local option taxes. In AL, 1 - 3 cents; HI, 8.8 to 18.0 cent; IL, 5 cents in Chicago and 6 cents in Cook county (gasoline only); NV, 4.0 to 9.0 cents; OR, 1 to 5 cents; SD and TN, one cent; and VA 2.1%.

/2 Local taxes for gasoline and gasohol vary from 11.1 cents to 19.1 cents. Includes Inspection Fee, SCETS, & Additional Local Tax.

/3 Carriers pay an additional surcharge equal to IL-19.3 cents (g) 20.1 cents (d), IN-11 cents, KY-2% (g) 4.7% (d).

/4 Tax rate is based on the average wholesale price and is adjusted annually. The actual rates are: KY, 9%; and UT, 12%.

/5 Portion of the rate is adjustable based on maintenance costs, sales volume, cost of fuel to state government, or inflation.

/6 Large trucks pay an additional (d) 3.5 cents (g) 12.6 cents. Actual rates (g) 5.1%, (d) 6%.

/7 Tax rate is reduced by the percentage of ethanol used in blending (reported rate assumes the max. 10% ethanol).

/8 California Gasoline subject to 2.25% sales tax. Diesel subject to a 9.25% sales tax.

/9 Diesel rate specified is the fuel use tax rate on large trucks. Small vehicles are subject to 18 cent tax rate.

/10 Tax rates scheduled to increase to 49.4 cents in WA, 7/1/16, 18 cents in AL (g), 10/1/16. Decrease to 34 cents in NC, 7/1/15.

**2016**  
**State Motor Carrier Registration Fees**  
80,000 Pound Vehicle (GVW)

State	Dollars per Vehicle	State Ranking
Alabama	\$835	45
Alaska	\$655	48
Arizona	\$998	41
Arkansas	\$1,573	25
California	\$2,870	4
Colorado	\$2,815	5
Connecticut	\$1,591	24
Delaware	\$1,390	30
Florida	\$1,369	32
Georgia	\$1,005	39
Hawaii	\$2,451	7
Idaho	\$3,396	1
Illinois	\$3,193	2
Indiana	\$1,920	15
Iowa	\$1,725	20
Kansas	\$2,318	11
Kentucky	\$1,430	28
Louisiana	\$511	49
Maine	\$1,293	34
Maryland	\$1,838	16
Massachusetts	\$1,660	22
Michigan	\$1,690	21
Minnesota	\$1,760	17
Mississippi	\$2,885	3
Missouri	\$1,755	18
Montana	\$983	42
Nebraska	\$1,741	19
Nevada	\$1,944	14
New Hampshire	\$800	47
New Jersey	\$1,244	35
New Mexico	\$205	50
New York	\$1,223	36
North Carolina	\$1,628	23
North Dakota	\$1,079	37
Ohio	\$1,448	27
Oklahoma	\$959	43
<b>Oregon</b>	<b>\$999</b>	<b>40</b>
Pennsylvania	\$2,140	12
Rhode Island	\$1,061	38
South Carolina	\$810	46
South Dakota	\$1,458	26
Tennessee	\$1,371	31
Texas	\$896	44
Utah	\$2,351	10
Vermont	\$2,388	9
Virginia	\$1,338	33
Washington	\$2,127	13
West Virginia	\$2,413	8
Wisconsin	\$2,583	6
Wyoming	\$1,404	29

**2016**  
**Weight-Mile Tax Rates**  
(per mile) 80,000 lbs.

State	Tax Rate	State Ranking
Kentucky	\$0.0285	4
New Mexico	\$0.0438	3
New York	\$0.0546	2
<b>Oregon*</b>	<b>\$0.1638</b>	<b>1</b>

\* Oregon does not levy a diesel tax on heavy trucks subject to the weight-mile tax.

Source: Individual state internet sites  
(see Weight-Mile Tax Rates tab)

**2016**  
**State Diesel Tax Rates**  
(per gallon)

State	Tax Rate	State Ranking
Alabama	\$0.2185	39
Alaska	\$0.0895	49
Arizona	\$0.2700	27
Arkansas	\$0.2280	36
California	\$0.4000	4
Colorado	\$0.2050	40
Connecticut	\$0.4170	3
Delaware	\$0.2200	37
Florida	\$0.3377	10
Georgia	\$0.2975	20
Hawaii	\$0.3272	15
Idaho	\$0.3200	16
Illinois	\$0.3670	6
Indiana	\$0.2700	27
Iowa	\$0.3350	11
Kansas	\$0.2700	27
Kentucky	\$0.3320	12
Louisiana	\$0.2000	41
Maine	\$0.3187	18
Maryland	\$0.3425	8
Massachusetts	\$0.2400	33
Michigan	\$0.2848	24
Minnesota	\$0.2850	23
Mississippi	\$0.1840	44
Missouri	\$0.1730	46
Montana	\$0.2850	22
Nebraska	\$0.2610	30
Nevada	\$0.2781	26
New Hampshire	\$0.2383	34
New Jersey	\$0.1750	45
New Mexico	\$0.2200	37
New York	\$0.3885	5
North Carolina	\$0.3425	7
North Dakota	\$0.2300	35
Ohio	\$0.2800	25
Oklahoma	\$0.1300	48
<b>Oregon</b>	<b>\$0.0000</b>	<b>50</b>
Pennsylvania	\$0.6510	1
Rhode Island	\$0.3400	9
South Carolina	\$0.1675	47
South Dakota	\$0.3000	19
Tennessee	\$0.1840	43
Texas	\$0.2000	41
Utah	\$0.2940	21
Vermont	\$0.3200	16
Virginia	\$0.2430	31
Washington	\$0.4940	2
West Virginia	\$0.3320	12
Wisconsin	\$0.3290	14
Wyoming	\$0.2400	32

Primary source: International Registration Plan, Inc., Information Exchange internet site  
Note: Based on intrastate for-hire carrier registering 2007 model year 5-axle (3-S2) tractor-semitrailer combination with GVW of 80,000 lbs.

Primary source: American Trucking Associations, *The State Laws Newsletter* (see Diesel Fuel Tax Rates tab)

TABLE 7

## SUMMARY OF OREGON TAXES

STATE	2005-2006 COLLECTIONS	2014-2015 COLLECTIONS	2015-2016 COLLECTIONS**	y/y % change	10 year % change
PERSONAL INCOME TAX	\$5,443,646,000	\$7,312,033,110	\$7,690,765,119	5.2%	41.3%
UNEMPLOYMENT INSURANCE TAXES	\$725,549,000	\$1,005,022,811	\$964,356,604	-4.0%	32.9%
GASOLINE AND USE FUEL TAXES	\$413,804,582	\$492,657,207	\$530,766,420	7.7%	28.3%
CORPORATE INCOME TAX	\$438,225,000	\$621,769,761	\$609,868,071	-1.9%	39.2%
WEIGHT MILE TAX	\$239,204,103	\$285,777,758	\$295,089,911	3.3%	23.4%
CIGARETTE TAX	\$238,695,926	\$210,236,600	\$210,868,746	0.3%	-11.7%
INSURANCE TAXES	\$60,945,000	\$23,408,408	\$24,763,247	5.8%	-59.4%
OTHER LABOR TAXES	\$87,069,432	\$90,498,133	\$94,692,136	4.6%	8.8%
TIMBER SEVERANCE TAXES	\$1,059,368	\$658,890	\$508,522	-22.8%	-52.0%
ESTATE (INHERITANCE) TAX	\$89,283,000	\$110,994,388	\$125,969,840	13.5%	41.1%
WORKERS' COMP INSURANCE TAXES	\$53,707,630	\$54,352,142	\$57,379,265	5.6%	6.8%
TELEPHONE EXCHANGE ACCESS TAX/911	\$35,988,179	\$39,379,939	\$41,714,448	5.9%	15.9%
OTHER TOBACCO PRODUCTS TAX	\$31,226,297	\$55,896,692	\$57,796,975	3.4%	85.1%
REAL ESTATE RECORDING TAX	\$25,841,406	\$33,372,601	\$35,963,399	7.8%	39.2%
BEER & WINE TAXES	\$14,840,000	\$17,770,915	\$18,395,255	3.5%	24.0%
FOREST PRODUCTS HARVEST TAXES	\$12,017,001	\$13,716,754	\$13,126,124	-4.3%	9.2%
ELECTRIC COOP TAX	\$5,241,431	\$9,265,862	\$4,374,385	-52.8%	-16.5%
PHONE ACCESS SURCHARGE (RSPF)	\$4,430,786	\$5,188,417	\$4,249,000	-18.1%	-4.1%
AMUSEMENT DEVICE TAX	\$2,565,471	\$2,754,342	\$2,834,804	2.9%	10.5%
HAZARDOUS SUBSTANCE TAXES	\$2,623,504	\$2,921,465	\$2,923,820	0.1%	11.4%
AVIATION GAS AND JET FUEL TAXES	\$2,362,240	\$1,863,842	\$3,745,380	100.9%	58.6%
PETROLEUM LOADING FEE	\$1,051,236	\$1,857,529	\$2,157,904	16.2%	105.3%
BOXING TAX	\$123,794	\$73,296	\$71,063	-3.0%	-42.6%
PRIVATE RAIL CAR TAX	\$267,911	\$266,792	\$265,280	-0.6%	-1.0%
OIL & GAS SEVERANCE TAX	\$89,819	\$108,207	\$0	-100.0%	-100.0%
STATE LODGING TAX	\$9,237,512	\$16,040,934	\$18,661,787	16.3%	102.0%
COURT FEES, FINES & ASSESSMENTS	\$59,535,299	\$59,040,673	\$61,980,041	5.0%	4.1%
MEDICAL PROVIDER/HOSPITAL TAXES	\$128,117,978	\$565,687,423	\$603,430,961	6.7%	371.0%
LOCAL TAXES	2005-2006 COLLECTIONS	2014-2015 COLLECTIONS	2015-2016 COLLECTIONS**	y/y % change	10 year % change
PROPERTY TAXES*	\$3,869,754,503	\$5,760,409,504	\$6,038,478,000	4.8%	56.0%
TRANSIT PAYROLL & EMPLOYMENT	\$207,342,819	\$318,279,856	\$351,891,320	10.6%	69.7%
FRANCHISE TAXES	\$201,689,265	\$234,879,664	\$259,007,595	10.3%	28.4%
HOTEL-MOTEL	\$76,800,000	\$141,087,744	\$155,337,606	10.1%	102.3%
PORTLAND BUSINESS LICENSE TAX	\$44,418,253	\$97,883,936	\$109,191,834	11.6%	145.8%
MULTNOMAH COUNTY BUSINESS TAX	\$50,980,000	\$73,825,000	\$80,710,000	9.3%	58.3%
MOTOR VEHICLE RENTAL TAX	\$14,886,000	\$30,450,000	\$37,897,000	24.5%	154.6%
MULTNOMAH COUNTY INCOME TAX	\$120,919,000	\$63,000	\$15,000	-76.2%	-100.0%
MOTOR FUEL TAXES	\$14,819,935	\$15,817,795	\$16,682,722	5.5%	12.6%
WASHINGTON COUNTY TRANSFER TAX	\$6,673,430	\$5,416,573	\$5,981,811	10.4%	-10.4%
OTHER TAXES	\$370,221,883	\$653,632,686	\$742,442,745	13.6%	100.5%

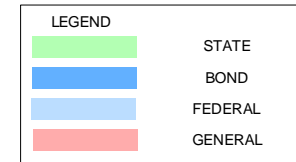
\* includes tax imposed and urban renewal revenue

\*\* Estimates where actuals are not available

# SOURCES AND USES OF FUNDS

## DEPARTMENT OF TRANSPORTATION

2015-2017 Legislatively Adopted Budget



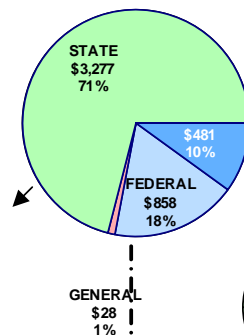
### SOURCES OF FUNDS

### USES OF FUNDS

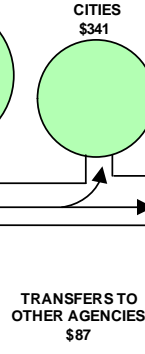
REVENUES	
Beginning Balance	\$ 504
Motor Fuels Tax	1,087
Federal Funds	858
Weight Mile Tax	608
Driver and Vehicle Licenses	677
Transportation License. & Fees	101
Transfers to ODOT	124
General Fund	28
Lottery Proceeds	107
Bond/COP Sales	481
Sales and Charges for Service	30
All Other Revenue	39
<b>TOTAL REVENUE</b>	<b>\$ 4,644</b>

### TOTAL AVAILABLE REVENUE

\$4,644

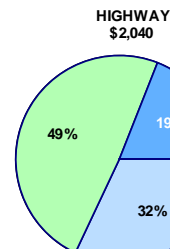
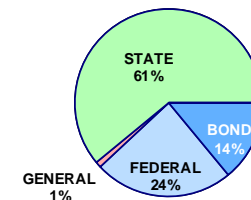


### TOTAL SOURCES OF TRANSPORTATION FUNDS



### ODOT BUDGET \$3,561

### USES OF FUNDS



DRIVER AND MOTOR VEHICLES \$210

TRANSPORTATION PROGRAM DEVELOPMENT \$177 (includes ConnectOregon)

CENTRAL SERVICES \$207

MOTOR CARRIER \$65

INFRASTRUCTURE BANK \$18

CAPITAL CONSTRUCTION / IMPROVEMENT \$53

SAFETY \$36

TRANSIT \$96

RAIL \$78

DEBT SERVICE \$581

STIP & Mandated Programs \$138

STIP & Mandated Programs \$138

STIP & Mandated Highway Programs \$86

Rail/Transit/Safety \$10

Infrastructure Bank \$2

Trans. Program Dev. \$16 (bond proceeds)

Other Dedicated Programs \$24

STIP & Mandated Programs \$138

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# SOURCES AND USES OF FUNDS

OREGON DEPARTMENT OF TRANSPORTATION - 2015-2017 Legislatively Adopted Budget

## SOURCES OF FUNDS (Revenue)

- ◆ Total Transportation Revenue: \$4,644 million.
- ◆ Beginning Balance: \$504 million.
- ◆ Motor Fuels Tax: \$1,087 million. Includes motor fuel and aviation fuel taxes.
- ◆ Federal Funds: \$858 million. Primarily for Highway Division, with lesser amounts for Transportation Safety, Transportation Program Development, Public Transit and other programs.
- ◆ Weight Mile Taxes: \$608 million. Graduated tax based on vehicle's weight and miles traveled on public roads.
- ◆ Driver and Vehicle Licenses and Fees: \$677 million. Includes driver license fees, vehicle registrations, title fees for passenger vehicles, buses, trailers, motorcycles, etc. This category contains a large number of fees for various areas from snowmobile titles to specialty license plates.
- ◆ Transportation Licenses and Fees: \$101 million. Includes truck registrations, vehicle and Sno-Park permits.
- ◆ Transfers to ODOT: \$124 million. These funds come from dedicated revenues: cigarette tax (\$6m), local match on construction projects (\$99m), Parks & Rec fee collection (\$0.5), and others.
- ◆ General Fund: \$28 million. Allocation for Transit E & I Program
- ◆ Lottery Funds: \$107 million. Legislatively directed pass-through bond payments for Rail Short Line, Rail Industrial Spur Projects, South Metro Commuter Rail, Connect Oregon I, II, III, and IV Street Car Project, and Southeast Metro Milwaukie Extension.
- ◆ Bond Proceeds for JTA Program, Connect Oregon VI & Highway Safety Improvement \$481 million.
- ◆ Sales & Charges for Service: \$30 million. Includes sale of DMV records, Highway Division miscellaneous services, and sale of property, timber and equipment.
- ◆ All Other Revenue: \$39 million. Items in this category include railroad gross revenue receipts (\$4 million), interest income (\$10 million), Infrastructure Bank - loan repayment (\$6 million), rent and fines (\$3 million), and other miscellaneous or Policy Option Package revenue.

## USES OF FUNDS (Transfers / Expenditures)

- ◆ Mandated Distributions and Transfers
  - Mandated distributions to Counties - \$517 million. From Fuels Tax, Weight Mile, and Licensing.
  - Mandated distribution to Cities - \$341 million. From Fuels Tax, Weight Mile, and Licensing.
  - Mandated distributions to other Oregon State Agencies - \$87 million. Parks, Marine Board, Aviation and other agencies.
- ◆ Highway Division consists of the following programs
  - Highway Maintenance Program - \$472 million. Maintenance and repair of existing highways to keep them safe and usable for the traveling public.
  - Preservation Program - \$266 million. Paving and reconstruction to add useful life and safety improvements to existing highways.
  - Bridge Program - \$204 million. Work to preserve and ensure safety on over 2,600 bridges, tunnels, and culverts on the state highway system.
  - Modernization Program - \$305 million. Building capacity improvements to highways, such as new or widened lanes, and to improve highway safety.
  - Operations/Safety Program - \$135 million. Slide & rockfall repairs, traffic signaling systems, ramp metering, access management, information for drivers, and other improvements to facilitate traffic operation on the system.
  - Local Government Program - \$398 million. Non-Mandated partnerships with Cities, Counties, and regional governments on transportation projects.
  - Special Programs - \$260 million. Includes Salmon and Watersheds, Scenic Byways, Pedestrian and Bicycle, Winter Recreation Parking, Snowmobile Facilities, etc.
- ◆ Driver and Motor Vehicles Services Division - \$210 million. Licenses and regulates users of the transportation system to promote transportation safety, protects consumer interest, and facilitates other government programs.
- ◆ Motor Carrier Transportation Division - \$65 million. Registers and inspects trucks and enforces weight, dimension and federal safety regulations.
- ◆ Public Transit Division - \$96 million. Provides grant assistance and technical help to communities and local transportation providers for elderly and disabled and public transportation services. Other programs include transportation services for the general public in rural and small cities, Intercity Passenger Transportation, Transportation Demand Management and Transit Planning.
- ◆ Transportation Program Development - \$177 million. Provides funding for local governments to integrate transportation planning; conducts short/long term transportation planning, research, and data collection in support of the transportation management systems. This includes \$79 million for Connect Oregon payout.
- ◆ Rail Division - \$78 million. Regulates rail and crossing safety for freight and passenger rail. Manages and markets inter-city rail and associated bus operations.
- ◆ Transportation Safety Division - \$36 million. Coordinates statewide safety programs such as intoxicated driving, youthful drivers, safety belts and restraints.
- ◆ Central Services Limitation - \$207 million. Central support includes: finance, gas tax collection, information systems, human resources, support services, internal audit, director's office, communications, safety and government relations.
- ◆ Debt Service - \$581 million. Includes \$107 million for Lottery backed bonds. Highway backed bonds include JTA (\$94m), OTIA Local Bridge (\$11.4 million), OTIA (\$312 million), Local Streets Network (\$8.4 million), DMV HQ Building (\$1.6 million), Transportation Building (\$8.5 million), and SRP (\$38 million Other Funds).
- ◆ Infrastructure Bank - \$18 million. A revolving loan program for transportation projects. Local Governments, Transit providers and Ports are eligible borrowers.
- ◆ Capital Construction - \$47 million. ODOT Capital Improvement - \$5 million.
- ◆ Committed STIP Reserves & Dedicated Funds - \$144 million - includes the following: Highway Fund (\$102.3 million), Transportation Operating Fund (\$2.3 million), Infrastructure Bank (\$2 million), Rail (\$2.5 million), Transportation Safety (\$7 million), Winter Recreation Fund (\$0.9 million), and Special City Allotment (\$1 million). Transportation Program Development (\$16 million in bond proceeds), Emerging Small Business (\$5 million), Snowmobile Fund (\$5 million).

**EXHIBIT 4-5: AVERAGE ANNUAL EXPENDITURES BY CATEGORY AND FUNDING SOURCE (THOUSANDS OF DOLLARS)**

Major Expenditure Category	Funds by Source					Percentage of All Funding				Percentage of Source				
	All Sources	State	Federal	Local	Bond	State	Federal	Local	Bond	All Sources	State	Federal	Local	Bond
Modernization	210,792	61,442	133,960	10,050	5,340	29.1%	63.6%	4.8%	2.5%	14.1%	6.8%	25.9%	15.1%	41.1%
Preservation	209,847	67,452	135,741	6,606	48	32.1%	64.7%	3.1%	0.0%	14.0%	7.5%	26.3%	9.9%	0.4%
Maintenance	444,545	354,337	59,629	30,579	0	79.7%	13.4%	6.9%	0.0%	29.7%	39.4%	11.5%	45.9%	0.0%
Bridge	43,572	4,493	37,154	283	1,642	10.3%	85.3%	0.6%	3.8%	2.9%	0.5%	7.2%	0.4%	12.6%
Other	587,531	412,670	149,847	19,060	5,954	70.2%	25.5%	3.2%	1.0%	39.3%	45.8%	29.0%	28.6%	45.9%
All Expenditures	1,496,287	900,393	516,330	66,578	12,985	60.2%	34.5%	4.4%	0.9%	100.0%	100.0%	100.0%	100.0%	100.0%

expenditures from state and federal revenues are included in the state funds and federal funds columns, respectively.

Bridge and interchange expenditures are shown separately from other modernization, preservation, and maintenance expenditures.

The “other” category in the exhibit encompasses expenditures for a large number of different activities. In addition to general administrative and tax collection costs for the state, counties, and cities, it includes expenditures for:

- Preliminary engineering
- Right of way acquisition and property management
- Safety-related projects, safety inspections, and rehabilitation and maintenance of existing safety improvements
- Pedestrian/bike projects
- Railroad safety projects
- Fish- and wildlife-enabling projects (e.g., salmon culverts)
- Transportation demand management and transportation system management projects (e.g., Traffic Operations Centers)

- Multi-modal projects
- Transportation project development and delivery
- Transportation planning, research, and analysis

The exhibit shows significant differences in the funding of different expenditure categories. Modernization, preservation, and bridge expenditures, in particular, have large federal funds components. About 64 percent of modernization, 65 percent of preservation, and 85 percent of bridge expenditures will be federally funded. Maintenance expenditures, on the other hand, are largely state-funded, and to a lesser extent, locally funded, with a small federal funds component. About 13 percent of the bond expenditures in the study period will be on state- and locally-owned bridges, a much lower proportion than in studies before 2015. Modernization expenditures make up an additional 41 percent of bond expenditures. An additional 46 percent of bond expenditures fall into the “other” category.

## REVENUE DATA AND FORECASTS

The revenues projected for this study include receipts from taxes and fees collected by the state from highway users, that is, revenues flowing into Oregon’s dedicated State Highway Fund. Revenues from federal taxes and user fees are not estimated. Similarly, revenues generated by local governments from their own funding sources (e.g., property taxes, street assessments, system development charges, local fuel taxes) are not included. Because the expenditures of federal and local revenues are included among the expenditures to be allocated, and because a portion of the expenditure of bond revenue in the prior biennium is included, average annual allocated expenditures exceed average annual attributed revenues in this study by \$527 million.

The revenue data required for the study are obtained directly from ODOT’s revenue forecasting model. The revenue forecast used for this study was the December 2015 forecast; the same forecast upon which the budgeted expenditures used in this study were based. The forecasts include the approximately 40 percent of State Highway Fund revenues transferred to

**EXHIBIT 5-1: AVERAGE ANNUAL COST RESPONSIBILITY BY EXPENDITURE CATEGORY AND WEIGHT CLASS (THOUSANDS OF DOLLARS)**

	All Funding Sources						
Declared Weight in Pounds	Modernization	Preservation	Maintenance	Bridge	Other	Prior Bonds	Total
1 to 10,000	157,474	58,207	226,963	27,711	497,086	110,774	1,078,215
10,001 to 26,000	7,102	18,679	36,078	3,153	11,171	11,070	87,254
26,001 to 78,000	5,361	15,206	28,815	1,372	13,054	9,741	73,549
78,001 to 80,000	23,978	67,940	86,586	5,701	44,921	41,189	270,315
80,001 to 104,000	6,835	20,103	25,010	1,644	9,436	21,349	84,378
104,001 to 150,500	8,892	26,339	39,374	1,789	11,269	21,467	109,131
150,501 and up	1,150	3,371	1,717	2,202	593	1,510	10,544
Total	210,792	209,847	444,545	43,572	587,531	217,100	1,713,386
Total by Weight Range	1 to 10,000	157,474	58,207	226,963	27,711	497,086	1,078,215
	10,000 and up	53,319	151,639	217,582	15,861	90,445	635,171
	1 to 26,000	164,576	76,886	263,041	30,863	508,258	1,165,469
	26,000 and up	46,217	132,960	181,503	12,708	79,273	547,917
Percentage of Total by Weight Range	1 to 10,000	74.7%	27.7%	51.1%	63.6%	84.6%	62.9%
	10,000 and up	25.3%	72.3%	48.9%	36.4%	15.4%	37.1%
	1 to 26,000	78.1%	36.6%	59.2%	70.8%	86.5%	68.0%
	26,000 and up	21.9%	63.4%	40.8%	29.2%	13.5%	32.0%

**EXHIBIT 5-2: SOURCES AND EXPENDITURES OF FUNDS (THOUSANDS OF ANNUAL DOLLARS)**

All Funding Sources					
Expenditures of Funds	State Revenues	Bond Revenues	Federal Revenues	Local Revenues	All Sources
State Government	661,056	0	476,104	0	1,137,160
Local Governments	239,338	0	40,226	66,578	346,142
Expenditure of Bond Revenue	0	96,589	0	0	96,589
All Expenditures	900,393	96,589	516,330	66,578	1,579,891
Allocated State Expenditures	661,056	0	476,104	0	1,137,160
Allocated Local Expenditures	239,338	0	40,226	66,578	346,142
Allocated Current Bond	0	12,985	0	0	12,985
Allocated Prior Bond	0	217,100	0	0	217,100
Allocated Expenditures	900,393	230,084	516,330	66,578	1,713,386

**EXHIBIT 5-3: EXPENDITURE ALLOCATION RESULTS FOR WEIGHT GROUPS BY FUNDING SOURCE (THOUSANDS OF DOLLARS)**

Funding Source	Average Annual Total Expenditures Allocated	Allocation to Vehicles			
		Under 10,001 Pounds	Over 10,000 Pounds	Under 26,001 Pounds	Over 26,000 Pounds
State (Highway Fund)	661,056	480,056	180,999	500,422	160,634
		72.6%	27.4%	75.7%	24.3%
Federal	476,104	309,685	166,419	330,498	145,606
		65.0%	35.0%	69.4%	30.6%
Local	346,142	170,487	175,655	204,823	141,320
		49.3%	50.7%	59.2%	40.8%
Bond	12,985	7,213	5,772	7,882	5,103
		55.5%	44.5%	60.7%	39.3%
Current	1,496,287	967,441	528,846	1,043,625	452,662
		64.7%	35.3%	69.7%	30.3%
Prior Bond	217,100	110,774	106,326	121,845	95,255
		51.0%	49.0%	56.1%	43.9%
Total	1,713,386	1,078,215	635,171	1,165,469	547,917
		62.9%	37.1%	68.0%	32.0%

state-funded expenditures are expected to average \$661.1 million annually over the 2017-19 biennium. Comparable annual amounts for federal, local, and bond-funded expenditures are \$476.1 million, \$346.1 million, and \$13.0 million, respectively.

The allocation results for state, federal, local, and bond expenditures are further broken out by major category in Exhibits 5-4 through 5-7.

Because of restrictions on the types of expenditures for which federal-aid highway funds can be used, federal funds tend to be concentrated on construction (i.e., modernization, preservation, and bridge) projects and other types of work for which heavy vehicles have the predominant responsibility. Additionally, federal funds are focused on

projects on interstate and other higher order highways where the heavy vehicle share of travel is highest. Hence, the inclusion of federally funded expenditures in a state HCAS will almost always have the effect of reducing the light vehicle responsibility share and increasing the heavy vehicle share.

Conversely, state funds are generally more concentrated on maintenance, operations, administration, and other activities for which light vehicles have the largest responsibility share.

The inclusion of local expenditures in a state HCAS will, by itself, typically increase the relative responsibility of light vehicles and reduce that of heavy vehicles. This is because local streets see a higher proportion of traffic from light vehicles and many types of

expenditures are allocated on a relative travel basis. This factor, however, is partially offset by the fact that local governments spend more of their road and street funds on activities having a comparatively high heavy vehicle responsibility component, including rehabilitation, repair, and maintenance of pavements and bridges. In addition, locally-owned roads often are less able to withstand the weight of heavy vehicles than are freeways and state highways.

Because pavements and bridges represent two of the largest and most important expenditure areas in a highway cost allocation study, the responsibility results for these expenditures are broken out separately in Exhibits 5-8 and 5-9.

Exhibit 5-8 shows that pavement expenditures allocated in the 2017 Study total \$415.8

**EXHIBIT 5-4: AVERAGE ANNUAL COST RESPONSIBILITY, STATE HIGHWAY FUND DETAIL (THOUSANDS OF DOLLARS)**

Declared Weight in Pounds		Modernization	Preservation	Maintenance	Bridge	Other	Total
1 to 10,000		16,862	21,571	161,758	2,242	277,623	480,056
10,001 to 26,000		923	2,567	10,547	228	6,101	20,366
26,001 to 78,000		737	1,903	7,427	99	10,205	20,371
78,001 to 80,000		4,025	10,224	39,133	428	35,062	88,872
80,001 to 104,000		1,156	3,006	10,891	144	6,960	22,158
104,001 to 150,500		1,410	3,606	13,052	156	8,047	26,271
150,501 and up		200	762	1,652	180	168	2,962
Total		25,314	43,640	244,460	3,476	344,166	661,056
<b>Total by Weight Range</b>	1 to 10,000	16,862	21,571	161,758	2,242	277,623	480,056
	10,000 and up	8,451	22,068	82,702	1,234	66,543	180,999
	1 to 26,000	17,785	24,139	172,305	2,470	283,724	500,422
	26,000 and up	7,528	19,501	72,155	1,007	60,443	160,634
<b>Percentage of Total by Weight Range</b>	1 to 10,000	66.6%	49.4%	66.2%	64.5%	80.7%	72.6%
	10,000 and up	33.4%	50.6%	33.8%	35.5%	19.3%	27.4%
	1 to 26,000	70.3%	55.3%	70.5%	71.0%	82.4%	75.7%
	26,000 and up	29.7%	44.7%	29.5%	29.0%	17.6%	24.3%

**EXHIBIT 5-5: AVERAGE ANNUAL COST RESPONSIBILITY, FEDERAL DETAIL (THOUSANDS OF DOLLARS)**

Declared Weight in Pounds		Modernization	Preservation	Maintenance	Bridge	Other	Total
1 to 10,000		96,223	31,169	36,794	23,434	122,064	309,685
10,001 to 26,000		3,635	10,689	1,055	2,649	2,785	20,813
26,001 to 78,000		2,780	8,658	462	1,151	1,576	14,627
78,001 to 80,000		14,991	47,616	2,012	4,971	7,468	77,058
80,001 to 104,000		4,233	14,045	394	1,417	1,855	21,944
104,001 to 150,500		5,189	16,977	428	1,530	2,190	26,315
150,501 and up		837	2,596	8	1,830	391	5,662
Total		127,888	131,750	41,153	36,983	138,331	476,104
<b>Total by Weight Range</b>	1 to 10,000	96,223	31,169	36,794	23,434	122,064	309,685
	10,000 and up	31,664	100,581	4,359	13,548	16,267	166,419
	1 to 26,000	99,859	41,858	37,849	26,083	124,849	330,498
	26,000 and up	28,029	89,892	3,304	10,899	13,481	145,606
<b>Percentage of Total by Weight Range</b>	1 to 10,000	75.2%	23.7%	89.4%	63.4%	88.2%	65.0%
	10,000 and up	24.8%	76.3%	10.6%	36.6%	11.8%	35.0%
	1 to 26,000	78.1%	31.8%	92.0%	70.5%	90.3%	69.4%
	26,000 and up	21.9%	68.2%	8.0%	29.5%	9.7%	30.6%