



Oregon Department of Transportation

HB 2017 Revenue Update

Joint Committee on Transportation

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February 18, 2019



Sources & Distribution of HB 2017 Revenue

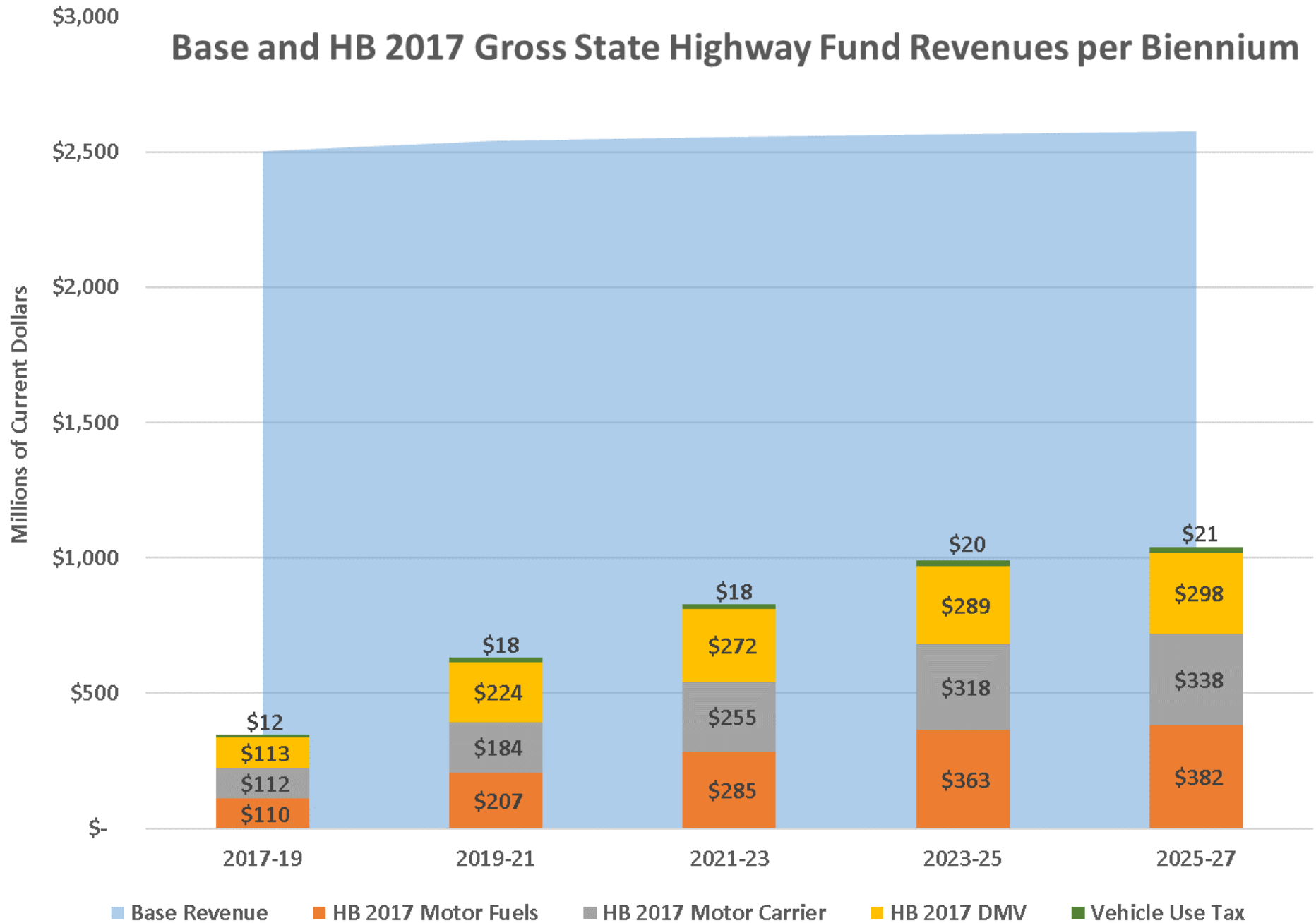
NEW

0.1% Payroll “Transit” Tax	→	Statewide Transportation Improvement Fund (STIF)	→	<ul style="list-style-type: none"> Expanding and/or enhancing transit options Increasing connectivity
\$15 Bike Excise Tax	→	Connect Oregon	→	Bike/Ped Projects
Light Vehicle Dealer Privilege Tax <i>- <u>After \$12M/year to DEQ for EV Rebate Program (sunsets 2024)</u></i>	→		→	Dedicated projects, Connect Oregon Program
Light Vehicle Use Tax	→	State Highway Fund	→	Increased Investment in Transportation System

INCREASED

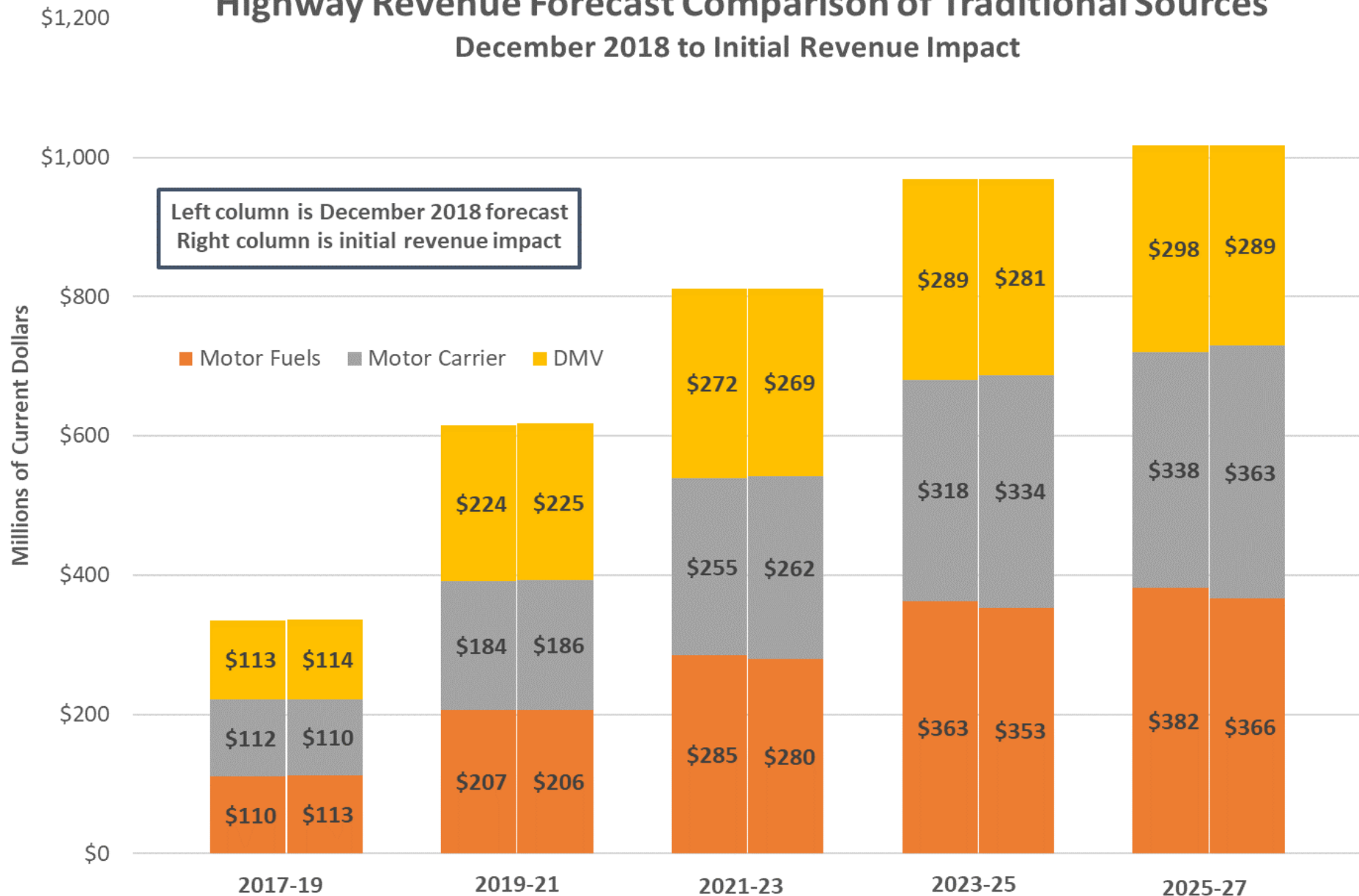
Weight-mile Tax	→	State Highway Fund	→	<u>Off-the-top</u> <ul style="list-style-type: none"> \$10M/year for Safe Routes to Schools, <i>increasing to \$15M/year in 2023</i> \$30M/year for the I-5 Rose Quarter Improvement Project
Motor Fuels Tax				<ul style="list-style-type: none"> Non-Highway Fuels Tax Transfers (Dredge Fund, etc.)
DMV Vehicle Registration & Title Fees				<u>Apportionment</u> <ul style="list-style-type: none"> 50% to ODOT 30% to Counties 20% to Cities

Base and HB 2017 Gross State Highway Fund Revenues per Biennium



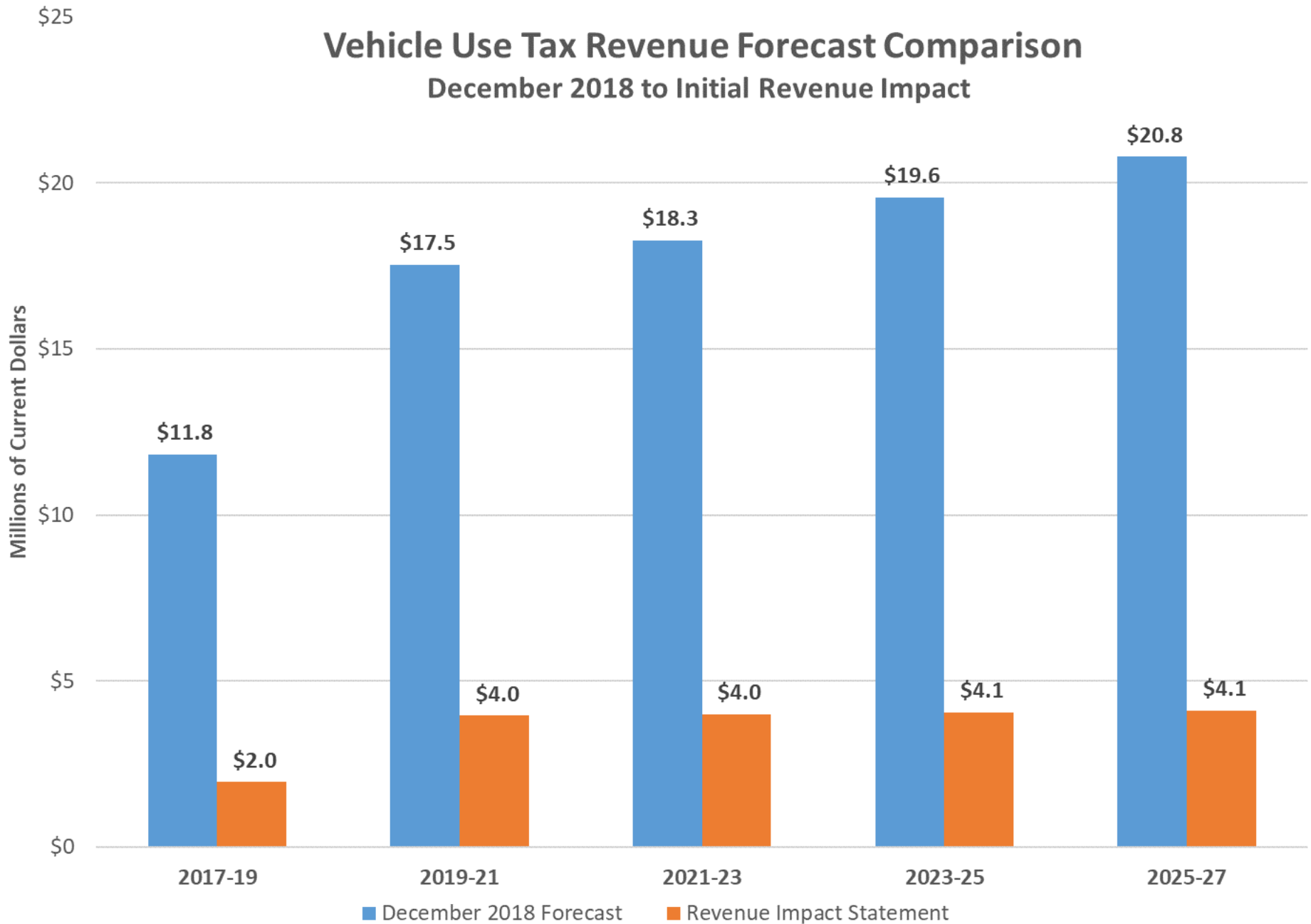
Highway Revenue Forecast Comparison of Traditional Sources

December 2018 to Initial Revenue Impact



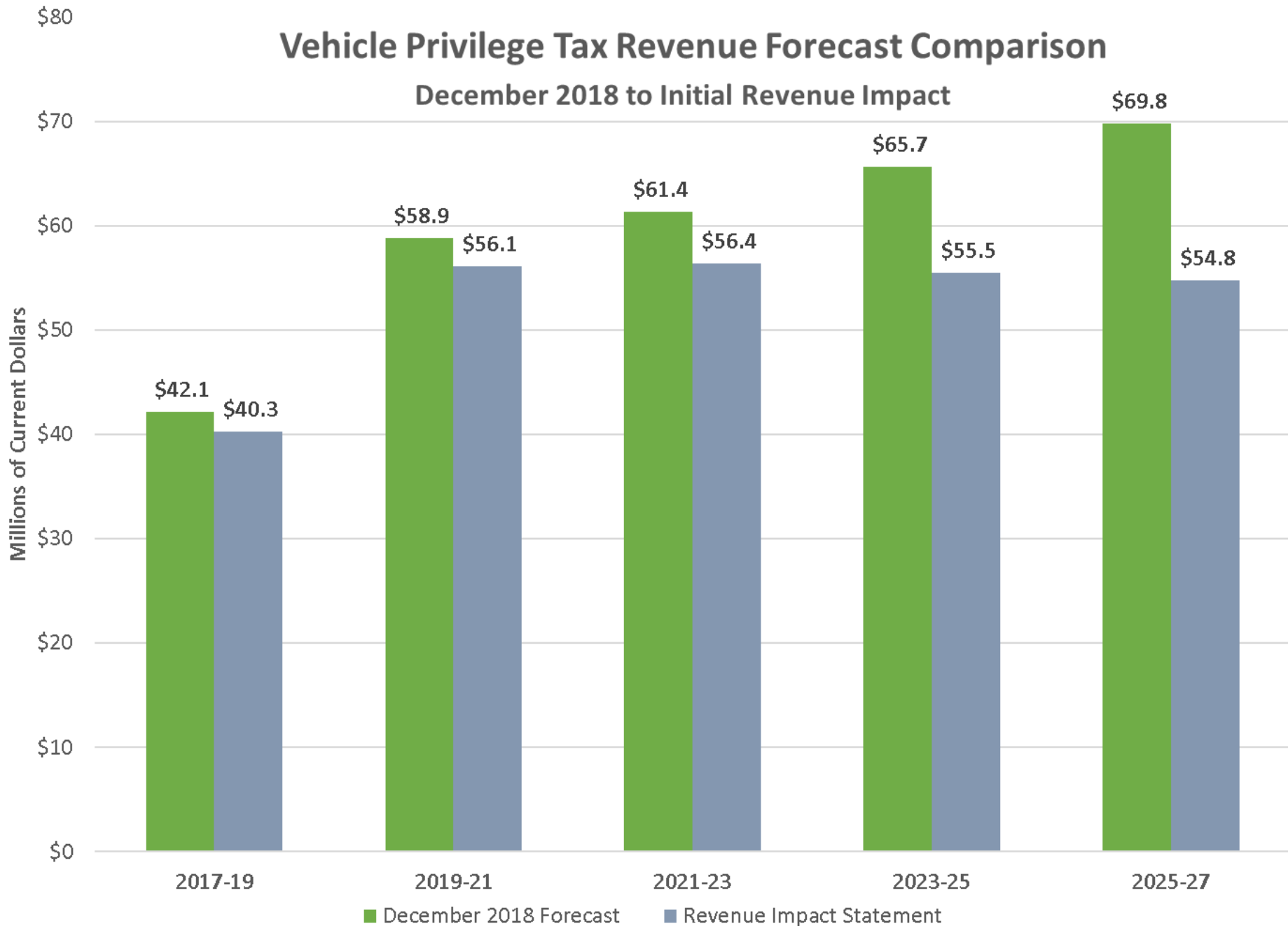
Vehicle Use Tax Revenue Forecast Comparison

December 2018 to Initial Revenue Impact



Vehicle Privilege Tax Revenue Forecast Comparison

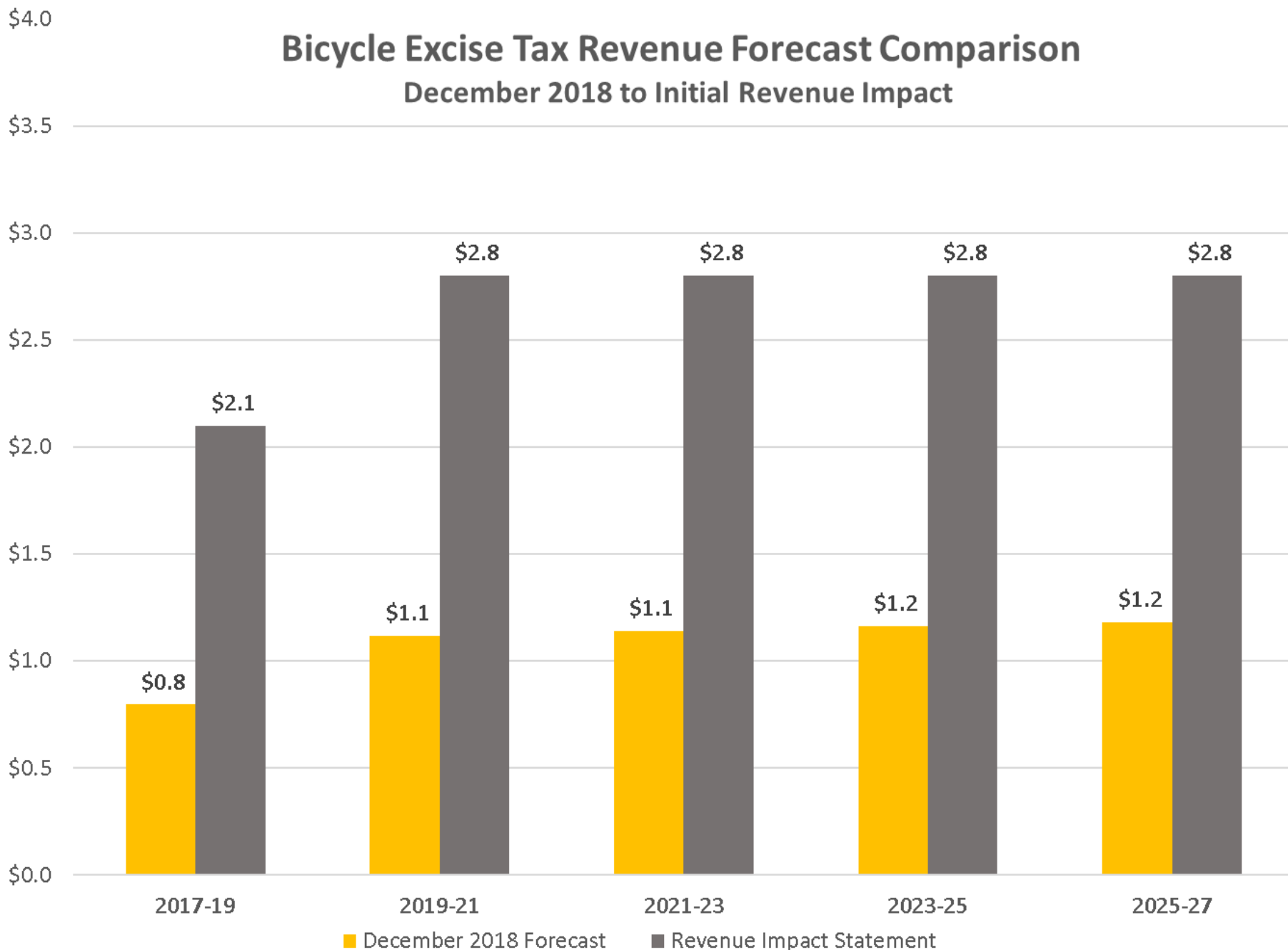
December 2018 to Initial Revenue Impact



Bicycle Excise Tax Revenue Forecast Comparison

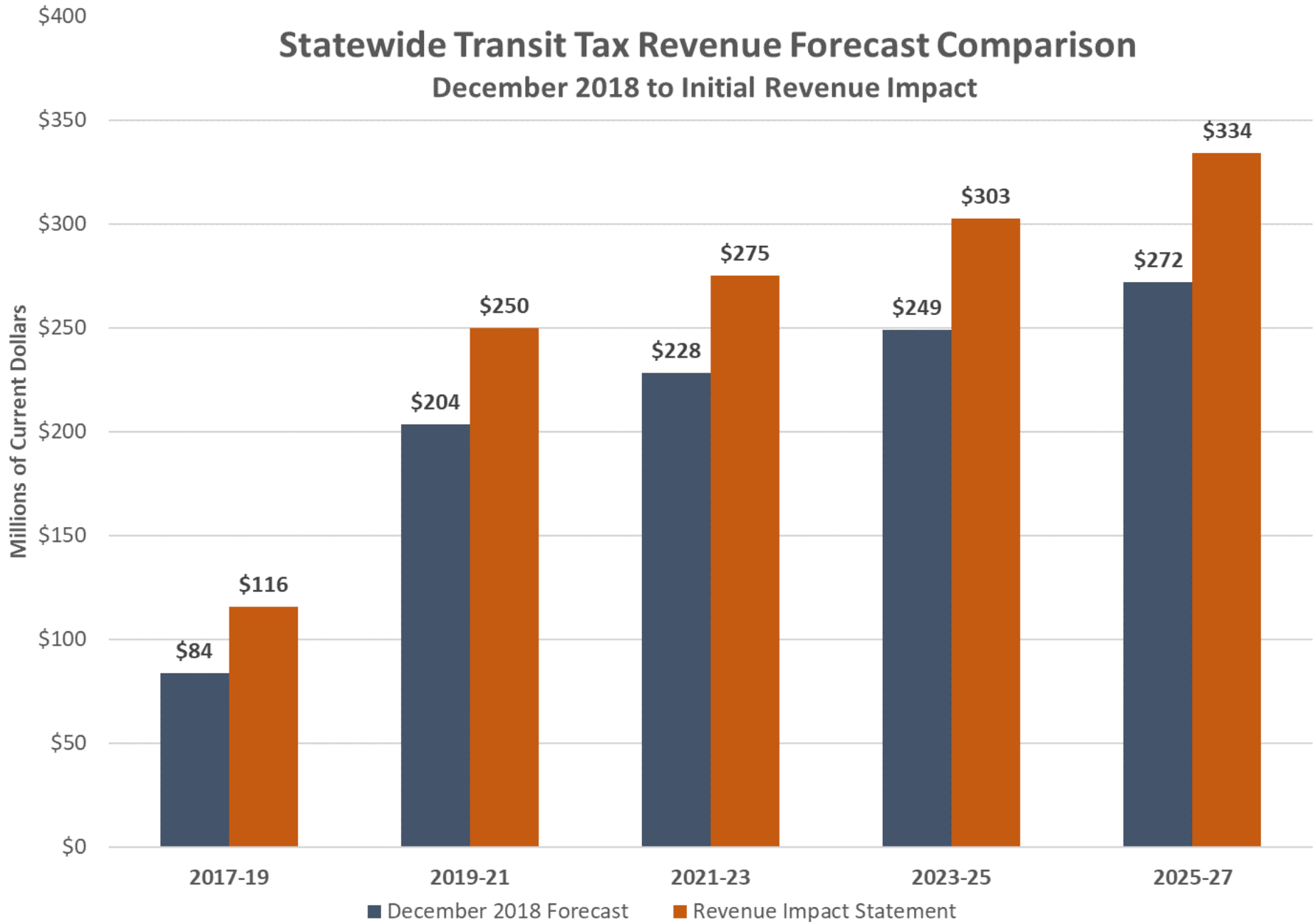
December 2018 to Initial Revenue Impact

Millions of Current Dollars



Statewide Transit Tax Revenue Forecast Comparison

December 2018 to Initial Revenue Impact



Sources: ODOT December 2018 State Revenue Forecast, LRO HB 2017 Revenue Impact Statement