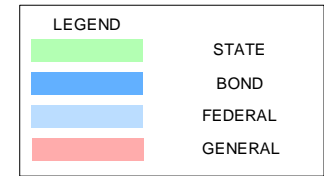


# SOURCES AND USES OF FUNDS

## DEPARTMENT OF TRANSPORTATION

2011-2013 Legislatively Adopted Budget

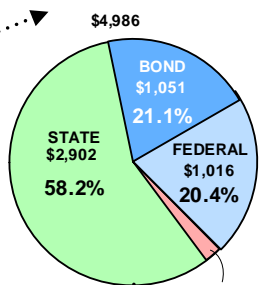


### SOURCES OF FUNDS

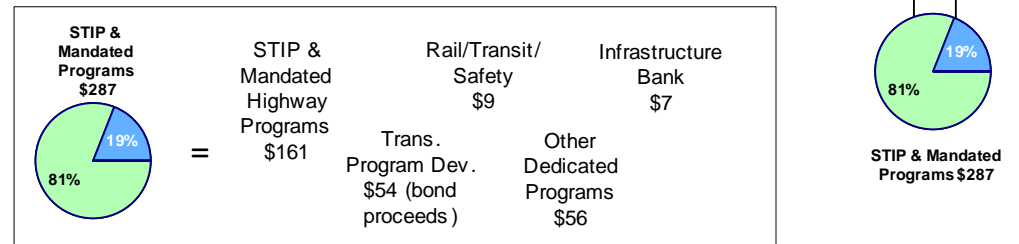
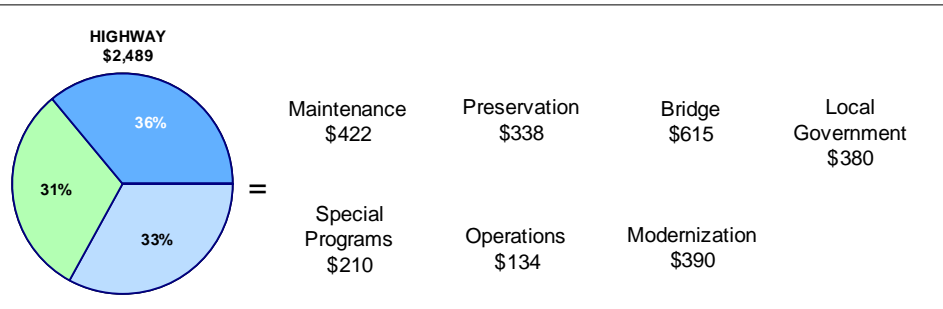
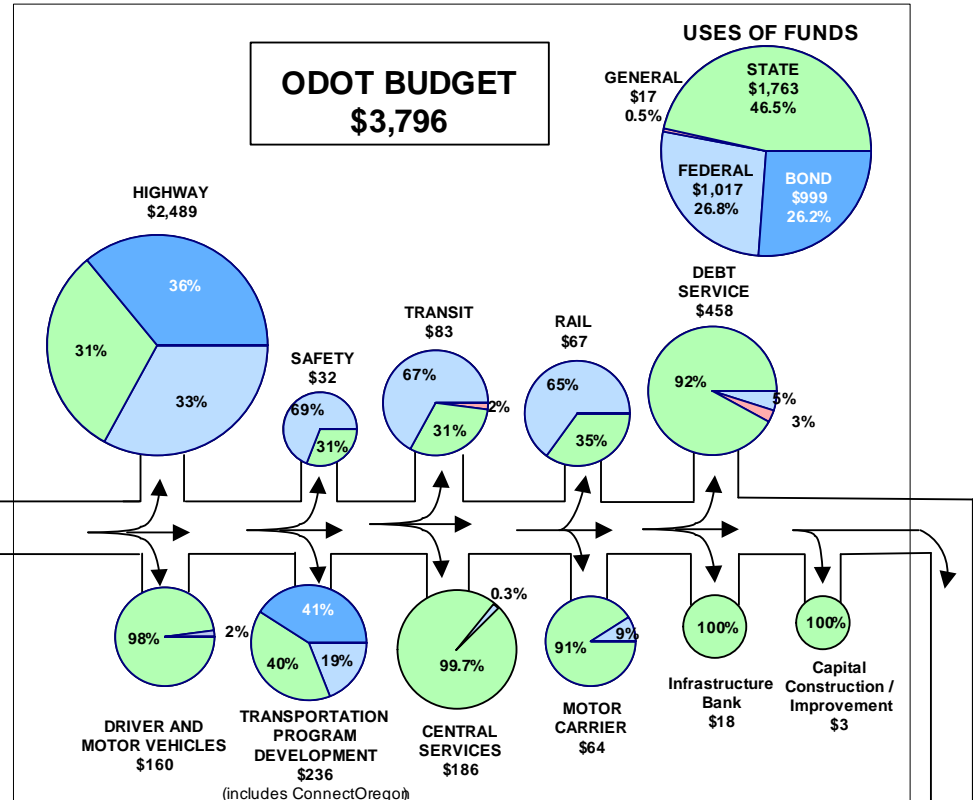
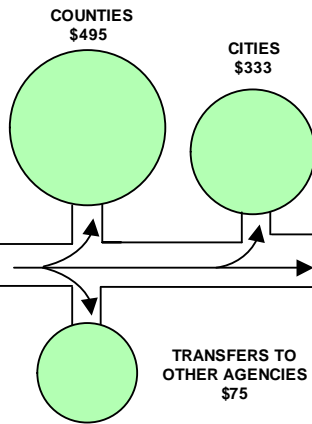
### USES OF FUNDS

REVENUES	
Beginning Balance	\$ 576
Motor Fuels Tax	1,106
Federal Funds	998
Weight Mile Tax	611
Driver and Vehicle Licenses	676
Transportation License. & Fees	97
Other Transfers to ODOT	121
General Fund	17
Lottery Proceeds	70
Bond/COP Sales	640
Sales and Charges for Service	25
All Other Revenue	49
<b>TOTAL REVENUE</b>	<b>\$ 4,986</b>

### TOTAL AVAILABLE REVENUE



**TOTAL SOURCES OF TRANSPORTATION FUNDS**



# SOURCES AND USES OF FUNDS

OREGON DEPARTMENT OF TRANSPORTATION - 2011-2013 Legislatively Adopted Budget

## SOURCES OF FUNDS (Revenue)

- ◆ Total Transportation Revenue: \$4,986 million.
- ◆ Beginning Balance: \$576 million. Estimated reserve of revenue.
- ◆ Motor Fuels Tax: \$1,106 million. Includes motor fuel and aviation fuel taxes.
- ◆ Federal Funds: \$998 million. Primarily for Highway Division, with lesser amounts for Transportation Safety, Transportation Program Development, Public Transit and other programs.
- ◆ Weight Mile Taxes: \$611 million. Graduated tax based on vehicle's weight and miles traveled on public roads.
- ◆ Driver and Vehicle Licenses and Fees: \$676 million. Includes driver license fees, vehicle registrations, titling fees for passenger vehicles, buses, trailers, motorcycles, etc. This category contains a large number of fees for various areas from snowmobile titling to specialty license plates.
- ◆ Transportation Licenses and Fees: \$97 million. Includes truck registrations, vehicle and Sno-Park permits.
- ◆ Transfers to ODOT: \$121 million. These funds come from dedicated revenues from the cigarette tax (\$8m), local government match on Construction projects (\$110m), Parks & Rec fee collection (\$0.7m) and other agencies
- ◆ General Fund: \$17 million. Allocation for OWIN debt service and administration costs
- ◆ Lottery Funds: \$70 million. Legislatively directed pass-through bond payments for Rail Short Line, Rail Industrial Spur Projects, South Metro Commuter Rail, Connect Oregon I, II, and III, Street Car Project, and Southeast Metro Milwaukie Extension.
- ◆ Bond / Certificates of Participation: \$640 million. Bond Proceeds from JTA \$600 million and ConnectOregon IV \$40 million.
- ◆ Sales & Charges for Service: \$25 million. Includes sale of DMV records, Highway Division miscellaneous services, and sale of property, timber and equipment.
- ◆ All Other Revenue: \$49 million. Items in this category include railroad gross revenue receipts (\$4 million), interest income (\$19 million), Infrastructure Bank - loan repayment (\$8 million), rent and fines (\$4 million), and other miscellaneous revenue (\$14m).

## USES OF FUNDS (Transfers / Expenditures)

- ◆ Mandated Distributions and Transfers
  - Mandated distributions to Counties - \$495 million. From Fuels Tax, Weight Mile, and Licensing.
  - Mandated distribution to Cities - \$333 million. From Fuels Tax, Weight Mile, and Licensing.
  - Mandated distributions to other Oregon State Agencies - \$75 million. Parks, Marine Board, Aviation and other agencies.
- ◆ Highway Division consists of the following programs
  - Highway Maintenance Program - \$422 million. Maintenance and repair of existing highways to keep them safe and usable for the traveling public.
  - Preservation Program - \$338 million. Paving and reconstruction to add useful life and safety improvements to existing highways.
  - Bridge Program - \$615 million. Work to preserve and ensure safety on over 2,600 bridges, tunnels, and culverts on the state highway system.
  - Modernization Program - \$390 million. Building capacity improvements to highways, such as new or widened lanes, and to improve highway safety.
  - Operations/Safety Program - \$134 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 - \$380 million. Non-Mandated partnerships with Cities, Counties, and regional governments on transportation projects.
  - Special Programs - \$210 million. Includes Salmon and Watersheds, Scenic Byways, Pedestrian and Bicycle, Winter Recreation Parking, Snowmobile Facilities, etc.
- ◆ Driver and Motor Vehicles Services Division - \$160 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 - \$64 million. Registers and inspects trucks and enforces weight, dimension and federal safety regulations.
- ◆ Public Transit Division - \$83 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 - \$236 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 budget includes \$97 million for Connect Oregon
- ◆ Rail Division - \$67 million. Regulates rail and crossing safety for freight and passenger rail. Manages and markets inter-city rail and associated bus operations.
- ◆ Transportation Safety Division - \$32 million. Coordinates statewide safety programs such as intoxicated driving, youthful drivers, safety belts and restraints.
- ◆ Central Services Limitation - \$186 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 - \$458 million. Due to SB 5508, ODOT is under-budgeted for Lottery Debt Service. We will try and recover these funds in January. Includes Lottery Projects: Short Line (\$.5 million), Industrial Spur (\$1.4 million), South Metro, Commuter Rail (\$3.3 million), Connect Oregon I, II and III (\$33.3 million), Street Car Project Fund (\$2.7), and Southeast Metro Milwaukie Extension (28.5 million).  
  
 Other Projects: Based on 6/1/11 debt service schedules, ODOT is under-budgeted for other funds debt service due to SB 5508, but we will monitor variable rates and outstanding bond sales to see if limitation increase is necessary. Forecast indicates the following: OTIA (\$296.3 million), OTIA Local Bridge (\$32.3 million), Local Streets Network (\$9.2 million), DMV HQ Building (\$1.6 million), JTA (\$18.2 million), Transportation Building (\$6.8 million), and OWIN (\$15.3 million Other Funds, \$15.4 million General Fund).
- ◆ Infrastructure Bank - \$18 million. A revolving loan program for transportation projects. Local Governments, Transit providers and Ports are eligible borrowers.
- ◆ Capital Construction / Improvement - \$3 million. ODOT Capital Improvement (\$3 million).
- ◆ Committed STIP Reserves & Dedicated Funds - \$287 million - includes the following: Highway Fund (\$156.9 million), Transportation Operating Fund (\$2.1 million), Infrastructure Bank (\$7 million), Lottery Debt Service (\$34 million), Other Fund Debt Service (\$13 million), Rail (\$0.8 million), Transportation Safety (\$8.3 million), Transportation Program Development (\$53 million in bond proceeds), Emerging Small Business (\$5 million), Snowmobile Fund (\$5 million), Winter Recreation Fund (\$0.9 million), and Special City Allotment (\$1 million).