Adopted January 7, 2020, the new forecast for Highway Safety Licenses and Fees (HSMV) was revised downward relative to the previous forecast adopted July 24, 2019. By variable, the negative changes to the forecast exceed the smaller upward adjustments in FY 2019-20 by -$0.1 million. The negative adjustments in the outer years continue to outweigh the positive ones, with a -$1.0 million decrease to FY 2020-21, a -$2.4 million decrease to FY 2021-22, a -$4.2 million decrease to FY 2022-23, a -$7.8 million decrease to FY 2023-24, and a -$14.2 million decrease to FY 2024-25.

Ten of the revenue categories were decreased for each year of the forecast, with the largest decreases over the first two years occurring in the Private Driver License and Reinstatement categories. These changes combined amounted to -$11.1 million in FY 2019-20 and -$11.7 million FY 2020-21. Other categories whose estimates were decreased include Red Light Cameras, DL Tests, Transcripts, Commercial Driver Licenses, ID Cards, Initial Registration Fees, For Hire, and HSMV Plates.

Five of the revenue categories were increased for each year of the forecast, with the largest increases over the first two years occurring in the Heavy Trucks category. This change amounted to $10.9 million in FY 2019-20 and $9.4 million FY 2020-21. Other categories whose estimates were raised throughout the forecast are Miscellaneous Fees, Suspensions, IRP and the future Biennial Adjustment. Relative to July, the forecast remained the same for DUI, Other Vehicles, and Vessel Registration Fees. Four revenue categories – Title Fees, Private Vehicles, Motor Vehicle License Fees, and Surcharges – had forecast revisions that were mixed between increases, decreases, and no changes.

During the 2019 Session, the General Revenue (GR) portion of base tag fees for Other Vehicles, Truck/Tractors, and For Hire Vehicles was redirected to the State Transportation Trust Fund (STTF). SB 7068, as passed by the 2019 Legislature, instructs that from the additional revenue received by STTF, STTF is to retain the first $45 million in FY 2019-20 and the first $90 million in FY 2020-21. The rest is to be transferred to the General Revenue Fund. As a result of the changes to the forecasted amounts for Heavy Trucks, Other Vehicles, For Hire Vehicles, and IRP noted above, the transfer from STTF to GR was increased from $69.9 million to $73.1 million in FY 2019-20, a change of $3.2 million, and increased from $40.7 million to $44.1 million in FY 2020-21, a change of $3.4 million.

Cumulatively, the revised estimates by category resulted in lower projections relative to the prior forecast for two of the major benefitting funds: the General Revenue Fund and the Highway Safety Operating Trust Fund. The State Transportation Trust Fund saw an increase to its forecast, mostly due to Heavy Trucks. The final revisions by fund are shown below:
• General Revenue (including other adjustments)
  o FY 2019-20:  -$6.3 million (-1.2% decrease)
  o FY 2020-21:  -$7.0 million (-1.5% decrease)

• Highway Safety Operating Trust Fund
  o FY 2019-20:  -$4.8 million (-1.1% decrease)
  o FY 2020-21:  -$5.3 million (-1.2% decrease)

• State Transportation Trust Fund (including other adjustments)
  o FY 2019-20:  $11.2 million (0.9% increase)
  o FY 2020-21:  $11.5 million (0.9% increase)