

**2007 Regular Legislative Session**  
**FISCAL ANALYSIS OF PROPOSED LEGISLATION**  
**Prepared by the Oregon Legislative Fiscal Office**

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**MEASURE NUMBER:** HB 2466                      **STATUS:** A Engrossed  
**SUBJECT:** Adds cities permitted to use photo radar, allows Oregon Department of Transportation to use photo radar in work zones, and requires posting of signs.  
**GOVERNMENT UNIT AFFECTED:** Oregon Department of Transportation, Oregon Judicial Department  
**PREPARED BY:** Tim Walker  
**REVIEWED BY:** Susan Jordan, Robin LaMonte  
**DATE:** May 10, 2007

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<b>EXPENDITURES:</b> See Comments	<u><b>2007-2009</b></u>	<u><b>2009-2011</b></u>
<b>REVENUES:</b> See Comments	<u><b>2007-2009</b></u>	<u><b>2009-2011</b></u>

**EFFECTIVE DATE:** January 1, 2008

**GOVERNOR'S BUDGET:** This bill is not anticipated by the Governor's recommended budget.

**LOCAL GOVERNMENT MANDATE:** This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

**COMMENTS:** This bill adds certain cities as jurisdictions that may operate photo radar at their own expense; requires and specifies signs be posted; authorizes Oregon Department of Transportation (ODOT) to operate photo radar within highway work zone; requires ODOT to provide a report to the Legislative Assembly; and repeals work zone photo radar provisions on December 31, 2014.

The fiscal impact of this bill is indeterminate. It is not possible to accurately predict if this bill will increase the use of photo radar and by how much, the frequency that violations will be cited into municipal or circuit court or the increase in violations cited due to this bill. If there is a substantive increase in the number of violations cited into circuit court, this could have an affect on the overall workload of the circuit courts. There could also be an increase in revenues credited to the Criminal Fines and Assessments Account due to fines generated through increased number of citations.

ODOT could see an increase in expenditures due to system programming costs, workload increases if violations are cited at substantively higher level (70,000+), and increased expenditures related to reimbursing the Oregon State Police or local jurisdictions for operating photo radar units on behalf of ODOT in work zones.