

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

---

**MEASURE NUMBER:** HB 3273

**STATUS:** Original

**SUBJECT:** Allows weighmaster or motor carrier enforcement officer to use warning lights or other signal for purpose of stopping driver of commercial motor vehicle.

**GOVERNMENT UNIT AFFECTED:** Oregon Department of Transportation

**PREPARED BY:** Tim Walker

**REVIEWED BY:** Susan Jordan

**DATE:** April 26, 2007

---

<b>EXPENDITURES:</b>	<u><b>2007-2009</b></u>	<u><b>2009-2011</b></u>
Oregon Department of Transportation		
Professional Services	\$ 1,180,310	\$ 367,851

**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 would allow a weighmaster or motor carrier enforcement officer to use warning lights or other signal for the purpose of stopping a driver of a commercial motor vehicle.

The Oregon Department of Transportation, Motor Carrier Transportation Division (MCTD) indicates the bill would require them to provide law enforcement-like training to their motor carrier enforcement officers and managers. MCTD would send 106 employees through a 12 week training program specially designed by the Board of Public Safety Standards and Training. The cost of this specialized training would be \$11,135 per person and in addition annual in-service or refresher training would be required. The total Other Funds expenditure in the 2007-09 biennium would be \$1,180,310 to train the current staff and \$367,851 in the 2009-11 biennium for in-service training and training of new employees.

While practical the bill does not require any training. Safely stopping large commercial vehicles on roadways does present challenges; LFO believes that a 12 week training course specially designed for MCTD is overdone. LFO recommends that MCTD pursue more cost effective and efficient alternatives to provide motor carrier enforcement officers the skills needed to operate safely. In addition, if MCTD needs additional limitation to provide a cost effective/efficient alternative they should come back to the Legislature and request additional limitation.