

**REVENUE IMPACT OF
PROPOSED LEGISLATION**
75th Oregon Legislative Assembly
2009 Regular Session
Legislative Revenue Office

Bill Number:	HB 2001-A
Revenue Area:	Transportation-Plates
Economist:	Mazen Malik
Date:	05/04/09

Measure Description:

Requires Department of Transportation to develop one or more congestion pricing pilot programs in the Portland area and to report to interim transportation committees. Requires department to develop least-cost planning model for decision-making in plans and projects at state and regional level and submit progress report to 76th Legislative Assembly. Authorizes issuance of \$100 million in lottery bonds to be deposited into the Multimodal Transportation Fund for grants and loans for non-highway transportation projects, including five percent to rural airports and at least 10 percent to each of five transportation regions. Provides guidelines for project selection criteria for the Statewide Transportation Improvement Program. Directs Oregon Transportation Commission to determine the amount of federal transportation funds usable for non-highway projects and to annually reserve \$14 million of such funds. Allows cities with populations over 500,000 to adopt ordinance for vehicle registration fee based on vehicle road miles traveled, effective July 1, 2013. Imposes moratorium on passage and enforcement of local motor vehicle fuel taxes until January 2, 2014. Permits counties to enact vehicle registration fees without submitting ordinance to voters. Increases vehicle title fees, vehicle registration fees, motor fuel taxes, weight-mile taxes, flat fee taxes, replacement registration plate fees and customized registration plate fees.

Revenue Impact:

The impact of this measure is to be run through the HCAS model. Revenue from this measure will be the new package of transportation, which will be estimated as the analysis commences in the revenue committee.

Impact Explanation:

The Transportation revenue package was first introduced by the governor, However, the legislative assembly has been working on it for a number of months. They way revenue is raised and then dedicated and spent, will determine the proportions of fees and taxes by vehicle class that is mandated by the Oregon constitution. As more of this work clarifies, the revenue committee will spend time adjusting these proportions to conform them to the cost responsibility requirements.

Creates, Extends, or Expands Tax Expenditure: Yes No