

2010 Special Session
FISCAL ANALYSIS OF PROPOSED LEGISLATION
Prepared by the Oregon Legislative Fiscal Office

MEASURE NUMBER: HB 3676

STATUS: B Engrossed

SUBJECT: Makes a number of technical changes to the omnibus transportation bill passed by the 2009 Legislature; changes purpose for which proceeds from the sale of Pacific Wonderland plates can be used, but does not change the distribution of the revenue; and authorizes the Department of Administrative Services to make available, dispense and sell compressed natural gas.

GOVERNMENT UNIT AFFECTED: Department of Transportation, Department of Administrative Services, Oregon Cities

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REVIEWED BY: Susie Jordan, Laurie Byerly

DATE: February 18, 2010

EXPENDITURES: Minimal – See Comments

2009-2011

2011-2013

EFFECTIVE DATE: The bill includes an emergency clause and is effective on passage.

INTERIM JOINT COMMITTEE ON WAYS AND MEANS: The budgetary impact of this bill was not reviewed and approved by the Interim Joint Committee on Ways and Means Committee and is not included in the omnibus budget bill to be introduced by the committee.

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.

ANALYSIS: HB 3676 makes a number of technical changes to the omnibus transportation bill passed by the 2009 Legislature; changes purpose for which proceeds from the sale of Pacific Wonderland plates can be used, but does not change the distribution of the revenue; and authorizes the Department of Administrative Services to make available, dispense and sell alternative fuel. The bill also requires traffic photo enforcement signs in school zones under certain circumstances.

The fiscal impact of the bill to the Department of Transportation (ODOT), affected Oregon cities, and the Department of Administrative Services is minimal.

However, there are potential fiscal impacts if the bill is not enacted:

- The bill removes the requirement that ConnectOregon recipients pay an amount equal to 2% of project costs. This requirement was included in 2007 ConnectOregon provisions, but was not intended for 2009 ConnectOregon requirements. If the bill does not pass, ODOT would collect \$2.5 million for a statewide multimodal transportation study. ODOT intends to use existing resources to complete the planning work.
- The bill corrects a distribution formula error that would have resulted in the state highway program receiving more tax and fee revenue than was intended, and cities and counties receiving less.