

House Bill 5046

Introduced and printed pursuant to House Rule 12.00. Pre-session filed (at the request of Budget and Management Division, Oregon Department of Administrative Services)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Appropriates moneys from General Fund to Department of Transportation for Oregon Wireless Interoperability Network.

Limits certain biennial expenditures from fees, moneys or other revenues, including Miscellaneous Receipts and certain federal funds, but excluding lottery funds and other federal funds, collected or received by department.

Limits certain biennial expenditures by department from other federal funds.

Limits certain biennial expenditures by department from lottery moneys.

Authorizes specified nonlimited expenditures.

Declares emergency, effective July 1, 2011.

A BILL FOR AN ACT

Relating to the financial administration of the Department of Transportation; appropriating money; limiting expenditures; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. There is appropriated to the Department of Transportation, for the biennium beginning July 1, 2011, out of the General Fund, the amount of \$20,000,231 for debt service on the Oregon Wireless Interoperability Network.

SECTION 2. Notwithstanding any other law limiting expenditures, the following amounts are established for the biennium beginning July 1, 2011, as the maximum limits for payment of expenses from fees, moneys or other revenues, including Miscellaneous Receipts and federal funds received as reimbursement from the United States Department of Transportation, but excluding lottery funds and federal funds not described in this section, collected or received by the Department of Transportation, for the following purposes:

- (1) Capital improvement..... \$ 3,259,788
- (2) Maintenance and emergency relief programs \$425,000,364
- (3) Preservation program..... \$338,499,778
- (4) Bridge program..... \$615,756,193
- (5) Operations program..... \$135,444,465
- (6) Modernization program..... \$513,192,762
- (7) Special programs..... \$213,070,002
- (8) Local government program..... \$379,936,641
- (9) Driver and motor vehicle services \$160,060,431
- (10) Motor carrier transportation... \$ 58,565,186
- (11) Aviation..... \$ 6,279,459
- (12) Transportation program

Note: For budget, see 2011-2013 Biennial Budget

NOTE: Matter in boldfaced type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in boldfaced type.

1	development	\$264,072,671
2	(13) Public transit	\$ 32,227,326
3	(14) Rail.....	\$ 27,574,489
4	(15) Transportation safety	\$ 15,475,534
5	(16) Central services	\$188,927,462
6	(17) Debt service	\$376,949,223

7 **SECTION 3.** Notwithstanding any other law limiting expenditures, the following amounts
 8 are established for the biennium beginning July 1, 2011, as the maximum limits for payment
 9 of expenses from federal funds other than those described in section 2 of this 2011 Act, col-
 10 lected or received by the Department of Transportation, for the following purposes:

11	(1) Driver and motor	
12	vehicle services.....	\$ 2,226,262
13	(2) Motor carrier transportation....	\$ 5,585,990
14	(3) Aviation.....	\$ 3,272,055
15	(4) Transportation program	
16	development	\$ 165,703
17	(5) Public transit	\$ 47,715,495
18	(6) Rail.....	\$ 16,306,903
19	(7) Transportation safety	\$ 17,601,075
20	(8) Central services	\$ 19,722

21 **SECTION 4.** Notwithstanding any other law limiting expenditures, the following amounts
 22 are established for the biennium beginning July 1, 2011, as the maximum limits for payment
 23 of expenses from lottery moneys allocated from the Administrative Services Economic De-
 24 velopment Fund to the Department of Transportation for debt service for the following pur-
 25 poses:

26	(1) Short Line Infrastructure	
27	Assistance	\$ 813,344
28	(2) Industrial Rail Spur	
29	Infrastructure Assistance.....	\$ 1,417,489
30	(3) South Metro Commuter Rail	\$ 3,247,703
31	(4) Multimodal Connect Oregon I..	\$ 10,614,719
32	(5) Multimodal Connect Oregon II .	\$ 14,960,002
33	(6) Multimodal Connect Oregon III	\$ 18,831,611
34	(7) Southeast Metro Milwaukie	
35	Extension	\$ 31,287,728
36	(8) Street Car	\$ 2,718,825

37 **SECTION 5.** For the biennium beginning July 1, 2011, expenditures by the Department
 38 of Transportation from federal funds for debt service on Build America Bonds are not lim-
 39 ited.

40 **SECTION 6.** For the biennium beginning July 1, 2011, expenditures by the Department
 41 of Transportation from the Oregon Transportation Infrastructure Fund established under
 42 ORS 367.015 for debt service and for internally reimbursed expenditures are not limited.

43 **SECTION 7.** This 2011 Act being necessary for the immediate preservation of the public
 44 peace, health and safety, an emergency is declared to exist, and this 2011 Act takes effect
 45 July 1, 2011.

