

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: HB 2750 - A2

79th Oregon Legislative Assembly – 2017 Regular Session
Legislative Fiscal Office

*Only Impacts on Original or Engrossed
Versions are Considered Official*

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Measure Description:

Modifies laws related to interstate bridges operated by local governments.

Government Unit(s) Affected:

Cities, Oregon Department of Transportation (ODOT)

Summary of Expenditure Impact: See Analysis

Summary of Revenue Impact: See Analysis

Analysis:

HB 2750-A2 provides authority for each city, county, town, or port adjoining or bordering on any interstate river or stream to construct, reconstruct, purchase, rent, lease or otherwise acquire, design, improve, operate, and maintain bridges over any interstate river stream of water to any adjoining state. The bill authorizes the Port of Hood River, or any private or government entity operating a tollway on behalf of the Port of Hood River, to impose and collect tolls, civil penalties, and administrative fees. The bill provides that any tollway project undertaken by the Port of Hood River is not subject to public contracting requirements or any laws concerning the procurement of goods or services. However, a tollway project undertaken by the Port of Hood River is subject to specific contracting provisions defined in the bill. Additionally, the bill requires ODOT to refuse the renewal of a motor vehicle registration for a vehicle owned by a person who has not paid the toll, civil penalty, or administrative fee.

ODOT has indicated that some information technology (IT) changes would be required to flag vehicle registration renewal applications for vehicle owners who have not paid the toll, civil penalty, or administrative fee. The Department has indicated that these costs, and ongoing operational costs for toll enforcement, can be absorbed within existing agency resources.

The Legislative Fiscal Office notes that if private funds are used, as allowed in the bill, state highway funds cannot be used for enforcement operations. ODOT has indicated that toll enforcement operations can be achieved without the use of state highway funds if necessary.