

**FISCAL IMPACT OF PROPOSED LEGISLATION**

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

**Measure: HB 2750 - C**

*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), Department of Land Conservation and Development

**Summary of Expenditure Impact: See Analysis**

**Summary of Revenue Impact: See Analysis**

**Analysis:**

HB 2750-C authorizes the Port of Hood River to enter into an agreement for a bridge project for the purposes of developing an expedited project delivery process; maximizing innovation in project design, construction, delivery, or financing; and developing partnerships with private entities or units of government. The bill specifies requirements that must be included in the agreement and mandates that the Oregon Department of Transportation; assess and collect tolls, civil penalties, and administrative fees that a person fails to pay, and refuse to renew the motor vehicle registration of the motor vehicle of a person that failed to pay a toll. Additionally, the bill authorizes the Port of Hood River to transfer ownership of a bridge or bridge project that the port owns if certain conditions are met.

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.

The measure is anticipated to have a minimal impact on Cities and the Department of Land Conservation and Development.