

HB 5045 A BUDGET REPORT and MEASURE SUMMARY

Carrier: Rep. McKeown

Joint Committee On Ways and Means

Action Date: 07/03/17

Action: Do pass with amendments. (Printed A-Eng.)

House Vote

Yeas: 8 - Gomberg, Holvey, Huffman, McLane, Nathanson, Rayfield, Smith Warner, Williamson

Exc: 3 - Smith G, Stark, Whisnant

Senate Vote

Yeas: 12 - DeBoer, Devlin, Frederick, Girod, Hansell, Johnson, Manning Jr, Monroe, Roblan, Steiner Hayward, Thomsen, Winters

Prepared By: Linnea Wittetkind, Department of Administrative Services

Reviewed By: Gregory Jolivette, Legislative Fiscal Office

Department of Transportation

2017-19

Department of Revenue

2017-19

Department of Environmental Quality

2017-19

Budget Summary

	2015-17 Legislatively Approved Budget	2017-19 Current Service Level	2017-19 Committee Recommendation	Committee Change from 2015-17 Leg. Approved	
				\$ Change	% Change
Oregon Department of Transportation					
Other Funds Limited	\$ -	\$ -	\$ 110,889,935	\$ 110,889,935	100.0%
Subtotal	\$ -	\$ -	\$ 110,889,935	\$ 110,889,935	100.0%
Oregon Department of Revenue					
Other Funds Limited	\$ -	\$ -	\$ 3,873,120	\$ 3,873,120	100.0%
Subtotal	\$ -	\$ -	\$ 3,873,120	\$ 3,873,120	100.0%
Oregon Department of Environmental Quality					
Other Funds Limited	\$ -	\$ -	\$ 389,122	\$ 389,122	100.0%
Subtotal	\$ -	\$ -	\$ 389,122	\$ 389,122	100.0%
Total	\$ -	\$ -	\$ 115,152,177	\$ 115,152,177	100.0%

Position Summary

Oregon Department of Transportation

Authorized Positions	0	0	51	51
Full-time Equivalent (FTE) positions	0.00	0.00	35.63	35.63

Oregon Department of Revenue

Authorized Positions	0	0	8	8
Full-time Equivalent (FTE) positions	0.00	0.00	4.25	4.25

Oregon Department of Environmental Quality

Authorized Positions	0	0	2	2
Full-time Equivalent (FTE) positions	0.00	0.00	1.75	1.75

Summary of Revenue Changes

Oregon Department of Transportation

Pending passage of the revenue package House Bill 2017 (2017), House Bill 5045 increases estimated net revenues of \$485.2 million, consisting of \$338.3 million to be generated from increases to existing taxes and fees and \$146.9 million from newly established taxes and fees as shown below:

2017-19 estimated revenue from increases to existing taxes and fees dedicated to the State Highway Fund:

- Motor fuel taxes, \$110.4 million
- Weight mile taxes, \$109.7 million
- Vehicle title and registration fees, \$114.1 million
- Use tax and other fees, \$4.1 million

2017-19 estimated revenue from the establishment of new taxes to support multimodal transportation, including public transit, bicycle and pedestrian, aviation and marine:

- Statewide payroll tax, \$105.7 million
- Light vehicle dealer privilege tax, \$39.2 million
- Bicycle excise tax, \$2.0 million

Oregon Department of Revenue

The Department of Revenue expenses are funded from gross taxes and fees generated by House Bill 2017 (2017).

Oregon Department of Environmental Quality

Assuming passage of the revenues contained in House Bill 2017 (2017), estimated revenues to the Oregon Department of Environmental Quality (DEQ) are approximately \$24.3 million Other Funds, generated from increases to existing taxes and fees and transfers from the Oregon Department of Transportation.

Summary of Capital Construction Subcommittee Action

Oregon Department of Transportation

The Oregon Department of Transportation's (ODOT) mission is to provide a safe, efficient transportation system supporting economic opportunity and livable communities for Oregonians. ODOT was established in 1969 and was reorganized in 1973 and 1993 by the Oregon

Legislature. The Oregon Transportation Commission (OTC), which is appointed by the Governor, is made up of the ODOT director and a five-member policy board. The OTC develops and maintains state transportation policy and a comprehensive, long-range plan for a multi-modal transportation system and provides policy direction and oversight for the programs relating to rail, highway, motor vehicles, public transit, transportation safety, and other transportation related activities.

ODOT is responsible for a wide-range of programs and activities related to Oregon's transportation systems. The agency is involved in developing highways, roads and bridges; railways and public transportation services; bicycle and pedestrian paths; transportation safety programs; driver and vehicle licensing; and motor carrier regulation. ODOT works with a variety of organizations on these diverse issues.

The Subcommittee approved budget for House Bill 5045 is \$110,889,935 Other Funds limitation and 51 positions (35.63 FTE) for the 2017-19 biennium. This increase will provide project funding in each of ODOT's five regions, improving roadways and bridges, reducing delays and increasing incident response time.

Budget Note

The Oregon Department of Transportation is directed to report to the Legislative Assembly during the 2018 legislative session on (1) the department's progress filling positions granted during the 2017 legislative session for implementation of HB 2017 (2017); (2) the status of transportation projects included in the bill; and (3) any additional positions the department may need to fully implement the transportation package of 2017.

The Highway Division, which is ODOT's largest division, consists of two major program areas: Maintenance and Construction. Construction includes the Preservation, Bridge, Modernization, Highway Safety, Highway Operations, Local Government programs and the Special Programs unit. The funding received in House Bill 5045 has been distributed amongst these program areas and units. The amounts distributed to each program area are outlined below:

Highway/Maintenance

The Highway Maintenance program provides for a safe and useable state highway system that promotes efficient vehicle, passenger and freight movement through routine maintenance, preservation, restoration and repair of existing highways. Highway maintenance activities fall into two categories: reactive (fix it if it breaks) and proactive (spend now to save later). Reactive activities include responding to weather events to keep the roads passable, responding to crashes, repairing guardrails, filling potholes and replacing signals. Proactive activities include inspection, upkeep, preservation, or restoration activities to prevent problems or damage to highways and associated infrastructure to reduce life cycle costs.

Maintenance is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA as approved within the federal Transportation Act (currently FAST Act), which requires matching funds from state or local jurisdictions.

The Subcommittee approved budget for the Maintenance unit is \$701,966 Other Funds limitation for Maintenance activities.

Highway/Preservation

The Preservation program maintains a statewide Pavement Management System, which monitors and forecasts pavement conditions on state highways. As part of the Highway program, Preservation projects add useful life to a road without increasing its capacity, primarily through pavement resurfacing. ODOT has adopted a pavement preservation program designed to keep highways in the best condition at the lowest lifecycle cost. The program focuses on taking preventative measures to add useful life to a road before the pavement reaches poor condition. Preservation is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA, as approved within the federal Transportation Act, which requires matching funds from state or local jurisdictions.

The Subcommittee approved budget for the Preservation unit is \$2,807,865 Other Funds limitation and four positions (3.00 FTE) for STIP project implementation, to improve road surfaces and prolong their life.

Highway/Bridge

The Bridge program is responsible for the inspection, preservation, design standards, load capacity evaluation and asset management of more than 2,700 highway bridges, overcrossings, railroad under-crossings, tunnels and other structural elements. This work directly benefits the state's economy by extending the life expectancy of bridges, reducing the number of bridges with weight restrictions and limiting detours around structurally deficient bridges. Candidate projects to rebuild or extend the service life of an existing bridge (including replacement) are identified using the Bridge Management System (BMS) and stakeholder input. The BMS is also used to store inventory and condition data and to analyze and predict performance measurement goals, system conditions and needs. Routine bridge inspections are performed every two years, as are periodic in-depth inspections for special structures such as "fracture critical" bridges, bridges prone to fatigue cracking, underwater features, coastal bridges and tunnels. Inspections provide much of the information for the BMS. Selected bridges with unusual distress or load capacity reductions are monitored using advanced structural health monitoring instrumentation. Data from the BMS is used to develop the STIP and the Major Bridge Maintenance program using an iterative process of problem identification, alternative solution development, cost estimates, vetting with stakeholders and use of a project ranking system.

The Bridge Maintenance program is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA, as approved within the federal Transportation Act, which requires matching funds from state or local jurisdictions.

The Subcommittee approved budget for the Bridge unit is \$8,189,605 Other Funds limitation and 13 positions (9.75 FTE) for STIP project implementation for bridge preservation and seismic upgrades.

Highway/Safety and Operations

The Highway Operations program is comprised of two separate programs: Highway Safety and Highway Operations. The primary purpose of ODOT's Highway Safety program is to reduce the number of fatal and serious injury crashes on the state system. The Highway Safety Improvement program provides for infrastructure improvements at high crash locations using low cost and cost effective countermeasures on target highway segments or intersections with a history of crashes. The primary purpose of ODOT's Highway Operations program is to improve the safety and efficiency of the transportation system through operational improvements and enhanced system management. Operations solutions provide a cost-effective approach to meet the challenge presented by increased demands on the system coupled with increasing constraints on available funding. The key components of the Operations program include traffic signals, signs and roadway lighting, Intelligent Transportation Systems and landslide and rock fall mitigation.

Safety and Operations is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA as approved within the federal Transportation Act, which requires matching funds from state or local jurisdictions.

The Subcommittee approved budget for Safety and Operations is \$11,000,000 Other Funds limitation for STIP project implementation, including Safe Routes to School and other safety activities.

Highway/Modernization

Modernization projects add capacity to the highway system by adding lanes, widening bridges, rebuilding roads with major alignment improvements or major widening, building new road alignments or new facilities such as by-passes. These projects improve safety, relieve congestion, and allow more efficient movement of people and goods across the state. The Modernization program also administers the Immediate Opportunity Fund program in partnership with the Oregon Business Development Department.

Modernization is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA as approved within the federal Transportation Act, which requires matching funds from state or local jurisdictions.

The Subcommittee approved budget for the Modernization unit is \$13,000,000 Other Funds limitation and 10 positions (7.50 FTE) for STIP project implementation and consultant services related to the study of the I-205 Widening and Abernathy Bridge projects.

Budget Note

The Oregon Department of Transportation is directed to ensure an ongoing commitment to fully fund congestion relief on I-205, including but not limited to the Stafford Rd to Abernethy Bridge bottleneck. Pursuant to HB 2017, any value pricing revenue shall be dedicated to I-205. In the event that value pricing revenue is not sufficient, or should value pricing prove not to be a viable funding source, the agency shall report immediately to the Legislative Assembly on the funding issues along with specifics on funding needs and options available to the Legislative Assembly to quickly remedy such funding gaps. An initial report shall be provided to the Joint Transportation Committee no later than the last legislative days in calendar year 2018.

Highway/Special Programs

Highway Special Programs provides indirect, technical and program support for the Highway Division construction program. Highway Special Programs includes several construction projects not fitting within the other Highway general construction categories because they fall under special rules or program areas. Special Programs also delivers construction projects and services in the Pedestrian and Bicycle, Salmon and Watersheds, Forest Highway, Winter Recreation Parking, and Snowmobile Facilities programs.

Special Programs is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA as approved within the federal Transportation Act, which requires matching funds from state or local jurisdictions. Revenue is also derived from registration fees and fuel taxes attributed to snowmobile use.

The Subcommittee approved budget for the Special Programs unit is \$12,018,390 Other Funds limitation and 11 positions (8.25 FTE). Of this amount, \$11,558,264 supports STIP project implementation and associated positions, with the remaining \$460,126 being used for a traffic congestion relief study to facilitate Federal Highway Administration approval to implement value pricing on I-205 and I-5.

Highway/Local Government

This program provides project delivery oversight and program administration for the development and delivery of transportation improvement projects within local jurisdictions in Oregon. The Local Government program provides support for various local and discretionary transportation programs funded by the state or federal government and accounts for approximately 25.0 percent of STIP funding and up to 30.0 percent of the projects delivered among ODOT regions and program years. ODOT administers these programs and helps local governments fund transportation projects. The Local Government program is a cost-based reimbursement program between FHWA and ODOT. ODOT's Federal-aid Program reimburses Federal Funds limitation to local agencies such as cities and counties, ports, special districts, tribes and other federal agencies eligible for federal transportation funding. FHWA provides funds to ODOT through the Federal-aid Highway Program and ODOT reimburses these funds to eligible local agencies.

Local Government is funded from the State Highway Fund, (Article IX, section 3a of the Oregon Constitution and ORS 366.505) and from FHWA as approved within the federal Transportation Act (currently FAST Act), which requires matching funds from state or local jurisdictions. The

Subcommittee approved budget is \$7,000,000 Other Funds limitation. Of this amount, \$5,000,000 will be used for STIP project implementation, and \$2,000,000 for small cities program distribution.

Driver and Motor Vehicle Services

Driver and Motor Vehicles Services (DMV) promotes driver safety, protects financial and ownership interests in vehicles, and collects revenues for Oregon's highway system. DMV services touch almost every Oregonian by issuing over 600,000 driver licenses and identification (ID) cards, nearly 1.0 million vehicle titles and almost 2.0 million vehicle registrations each year. DMV services also regulate and inspect about 3,500 vehicle and driver related businesses in Oregon. DMV provides driver licensing, vehicle titling and registration, and driver/vehicle records on-line and at 60 service locations throughout the state.

DMV is funded almost entirely with Other Funds limitation derived from fees collected from driver licensing, vehicle title/registration and records. DMV collects revenues for the State Highway Fund and uses a portion of its revenues for administrative costs, authorized in Article IX (Section 3a) of the Oregon Constitution. Fees collected from business licenses and ID cards are deposited in the ODOT Transportation Operating Fund (TOF) to support business regulation activities and senior and disabled transportation. General TOF dollars are used to fund other activities that cannot be funded from the State Highway Fund, such as voter registration, the organ donor program, and expedited title issuance. DMV also receives Federal Funds from the Federal Motor Carrier Safety Administration (FMCSA) and the U.S. Department of Justice.

The Subcommittee approved budget is \$450,014 Other Funds limitation and five positions (1.88 FTE), which will be used for the implementation of changes to various title and registration fees and taxes as required by House Bill 2017 (2017).

Transportation Program Development

Transportation Program Development (TPD) plans and coordinates the future use of transportation resources among state, federal and local agencies to design and operate an efficient transportation system. TPD provides the foundation for decision making to address transportation needs through its research, data collection and planning responsibilities, and also provides grant opportunities for multimodal transportation system projects (ConnectOregon). TPD plans, scopes and researches proposed transportation projects through five major program areas: Statewide Plans and Regional Planning; Analysis, Research and Funding; STIP; Active Transportation; and Transportation System Projects.

TPD is funded through Other Funds limitation and Federal Funds limitation. The Other Funds revenue is from the State Highway Fund and Lottery Bond proceeds (expended as Other Funds) for ConnectOregon. The Federal Funds sources come from FHWA and the NHTSA.

The Subcommittee approved budget is \$479,690 Other Funds limitation and three positions (1.50 FTE), which will develop and administer the Safe Routes to Schools matching program and the *ConnectOregon* program.

Public Transit

Public Transit Division (PTD) provides grants, policy leadership, training and technical assistance to communities and local transportation providers. The division also assists in the development and use of transit, ridesharing and other alternatives to driving alone as ways to reduce congestion, diminish environmental impacts and make more efficient use of Oregon's transportation system. Transit program funds are primarily distributed to local service providers in three ways: (1) through a formula based primarily on service-area population, (2) through a formula based on the number of rides given and miles traveled, and (3) through a biennial discretionary grant solicitation that combines the multiple sources of federal and state funding. The programs and activities supported by this division are: General Public Transit; Intercity Passenger Program; Public Transit Planning and Research; and Enhanced Mobility/Special Transportation Fund; and Transportation Options.

Public Transit is funded with Other Funds limitation and Federal Funds limitation. Most Public Transit's funding is from Federal Funds grants from the Federal Transit Administration and the Federal Highway Administration. These sources are specifically for the intended transit programs. The Other Funds resources are derived from transfers from the ODOT Transportation Operating Fund, Cigarette Tax, Oregon ID card revenue and interest income. Public Transit also receives General Fund to provide financial support for transportation services benefiting older adults and people with disabilities. The funds sustain and enhance the established Special Transportation Funds program to address mobility needs for the growing population of older adults, are distributed on a population-based formula and often used to leverage additional federal program dollars.

The Subcommittee approved budget is \$51,497,620 Other Funds limitation to be distributed to transit providers to increase the availability of transit services through increased hours of operation or additional days of service.

- The Department of Administrative Services is requested to unschedule \$51,497,620 Other Funds expenditure limitation provided for public transit grants until revenue from the new statewide payroll tax is sufficient to cover the grants, as determined by the LFO and CFO. The statewide payroll tax takes effect July 1, 2018.

Central Services

The Central Services program has two administrative support divisions. The Agency Support division provides agency-wide audit services, business services, facilities, financial services, human resources, information systems and the procurement office. The ODOT Headquarters division includes the ODOT Director, Deputy Director for Central Services, budget services, the Office of Civil Rights and the Office of the Director (including the Assistant Director, Government Relations, Communications and Business Management).

The Subcommittee approved budget is \$3,744,785 Other Funds limitation and five positions (3.75 FTE). Of this amount, \$567,765 will be used for STIP project implementation relating to the procurement of architectural and engineering services and \$3,177,020 will be used for consulting services to support the traffic congestion relief program.

Oregon Department of Revenue

The Subcommittee approved \$3,873,120 of Other Funds limitation and the establishment of two limited duration positions and six permanent full-time positions (4.25 FTE) for the implementation of the transportation project taxes and the statewide transit tax. Approved funding and position authority provides sufficient resources for the agency to implement the measure until the 2018 Legislative Session, at which point additional resources may be required.

The following positions are established for the Administration program: one limited-duration Public Affairs Specialist 2 position (0.58 FTE) to develop and execute a communications plan; one limited-duration Electronic Publications Design Specialist 3 position (0.29 FTE) for webpage development and online portal content development; and one permanent full-time Information Support Specialist 6 (0.96 FTE) for maintenance and support, configuration, updates and other technical related task for the Core Systems Replacement project (i.e., GenTax.).

The following positions are established for the Business Division: one permanent full-time Public Services Representative 4 position (0.88 FTE) for taxpayer outreach activities, filing/payment requirements and answering taxpayer questions; one permanent full-time Program Analyst 1 position (0.48 FTE) for developing taxpayer letters, forms, website content, outreach and education to vehicle dealers and bicycle retailers, responding to information requests and testing GenTax integrated tax accounting system configuration; one permanent full-time Administrative Specialist 2 position (0.33 FTE) for outreach and education and to advise taxpayers on compliance requirements, provide taxpayer assistance, perform administration duties of filing enforcement, taxpayer account maintenance, payment and return suspense processing; one permanent full-time Operations and Policy Analyst 2 position (0.53 FTE) for administrative rule development, taxpayer letters, forms and website content, consulting on configuration of online system and integrated tax accounting, develop inter-agency agreement; and one permanent full-time Operations and Policy Analyst 3 position (0.20 FTE) to update taxpayer forms, letters and develop the website, respond to appeals, coordinate program related legislation, update administrative rules and coordinate configuration changes related to ongoing program administration.

The Subcommittee approved \$2,747,420 Other Funds limitation for the Core Systems Replacement Project, to amend the current GenTax vendor contract to include: the configuration and testing of registration, financials, revenue accounting, case, workflow, Revenue Online, payments, refunds, billing, audit, collections, filing enforcement, interfaces, reporting, taxpayer letters, vehicle privilege and use taxes and bicycle tax. The actual contract amendment cost may change depending upon contact negotiations.

Oregon Department of Environmental Quality

Air Quality Program

The Subcommittee approved a \$165,752 Other Funds limitation and one limited duration Operations Program Analyst 2 (0.75 FTE) position to implement a Zero-Emission and Electric Vehicle Rebates program. The bill also requires the Department of Environmental Quality (DEQ) to implement a Charge Ahead Oregon Program, which requires DEQ to provide rebates to low and moderate income households that voluntarily retire or scrap high-emission passenger motor vehicles and replace those vehicles with new or used light-duty, zero-emission vehicles. DEQ is authorized to contract with a third-party nonprofit organization to implement and administer both programs.

Water Quality Program

The Subcommittee approved a \$223,370 Other Funds limitation increase and one limited duration Natural Resource Specialist 4 (1.00 FTE). This total includes \$186,720 for the position and \$36,650 for associated Services and Supplies. The position will work to ensure ODOT compliance with a variety of state and federal environmental regulations related to construction work, including storm water permitting. The position will also assist with the development of the Statewide Winter Maintenance Strategy required in the bill. DEQ assumes that an interagency agreement will be instituted to transfer revenue from ODOT to DEQ to cover the cost of this position.

DETAIL OF JOINT COMMITTEE ON WAYS AND MEANS ACTION

Oregon Department of Transportation
 Oregon Department of Revenue
 Oregon Department of Environmental Quality
 Linnea Wittekind -- 503-378-3108

DESCRIPTION	GENERAL FUND	LOTTERY FUNDS	OTHER FUNDS		FEDERAL FUNDS		TOTAL ALL FUNDS	POS	FTE
			LIMITED	NONLIMITED	LIMITED	NONLIMITED			
SUBCOMMITTEE ADJUSTMENTS (from CSL)									
Oregon Department of Transportation									
SCR 100-20 - Maintenance									
Services and Supplies	\$ -	\$ -	\$ 701,966	\$ -	\$ -	\$ -	701,966		
SCR 100-25 - Preservation									
Personal Services	\$ -	\$ -	\$ 635,778	\$ -	\$ -	\$ -	635,778	4	3.00
Services and Supplies	\$ -	\$ -	\$ 2,172,087	\$ -	\$ -	\$ -	2,172,087		
SCR 100-30 - Bridge									
Personal Services	\$ -	\$ -	\$ 2,048,238	\$ -	\$ -	\$ -	2,048,238	13	9.75
Services and Supplies	\$ -	\$ -	\$ 6,141,367	\$ -	\$ -	\$ -	6,141,367		
SCR 100-40 - Highway Operations									
Services and Supplies	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	11,000,000		
SCR 100-45 - Modernization									
Personal Services	\$ -	\$ -	\$ 1,623,798	\$ -	\$ -	\$ -	1,623,798	10	7.50
Services and Supplies	\$ -	\$ -	\$ 11,376,202	\$ -	\$ -	\$ -	11,376,202		
SCR 100-55 - Special Programs									
Personal Services	\$ -	\$ -	\$ 1,549,783	\$ -	\$ -	\$ -	1,549,783	11	8.25
Services and Supplies	\$ -	\$ -	\$ 10,468,607	\$ -	\$ -	\$ -	10,468,607		
SCR 100-65 - Local Government									
Services and Supplies	\$ -	\$ -	\$ 7,000,000	\$ -	\$ -	\$ -	7,000,000		
SCR 200-00 - Driver and Motor Vehicle Services									
Personal Services	\$ -	\$ -	\$ 215,754	\$ -	\$ -	\$ -	215,754	5	1.88
Services and Supplies	\$ -	\$ -	\$ 234,260	\$ -	\$ -	\$ -	234,260		
SCR 400-10 - Transportation Program Development									
Personal Services	\$ -	\$ -	\$ 258,972	\$ -	\$ -	\$ -	258,972	3	1.50
Services and Supplies	\$ -	\$ -	\$ 220,718	\$ -	\$ -	\$ -	220,718		
SCR 400-11 - Public Transit									
Services and Supplies	\$ -	\$ -	\$ 51,497,620	\$ -	\$ -	\$ -	51,497,620		
SCR 700-00 - Central Services									
Personal Services	\$ -	\$ -	\$ 689,616	\$ -	\$ -	\$ -	689,616	5	3.75
Services and Supplies	\$ -	\$ -	\$ 3,055,169	\$ -	\$ -	\$ -	3,055,169		
Subtotal (ODOT)	\$ -	\$ -	\$ 110,889,935	\$ -	\$ -	\$ -	110,889,935	51	35.63

DESCRIPTION	GENERAL FUND	LOTTERY FUNDS	OTHER FUNDS		FEDERAL FUNDS		TOTAL ALL FUNDS	POS	FTE
			LIMITED	NONLIMITED	LIMITED	NONLIMITED			
Oregon Department of Revenue									
SCR 003 - Administration Division									
Personal Services	\$ -	\$ -	\$ 344,321	\$ -	\$ -	\$ -	\$ 344,321	3	1.83
Services and Supplies	\$ -	\$ -	\$ 132,205	\$ -	\$ -	\$ -	\$ 132,205		
Capital Outlay	\$ -	\$ -	\$ 33,974	\$ -	\$ -	\$ -	\$ 33,974		
SCR 006 - Business Division									
Personal Services	\$ -	\$ -	\$ 363,998	\$ -	\$ -	\$ -	\$ 363,998	5	2.42
Services and Supplies	\$ -	\$ -	\$ 195,492	\$ -	\$ -	\$ -	\$ 195,492		
Capital Outlay	\$ -	\$ -	\$ 55,710	\$ -	\$ -	\$ -	\$ 55,710		
SCR 030 - Core Systems Replacement									
Services and Supplies	\$ -	\$ -	\$ 2,747,420	\$ -	\$ -	\$ -	\$ 2,747,420	0	0.00
Subtotal (DOR)	\$ -	\$ -	\$ 3,873,120	\$ -	\$ -	\$ -	\$ 3,873,120	8	4.25
Oregon Department of Environmental Quality									
SCR 01 - Air Quality									
Personal Services			\$ 135,752				\$ 135,752	1	0.75
Services and Supplies			\$ 30,000				\$ 30,000		
SCR 02 - Water Quality									
Personal Services			\$ 186,720				\$ 186,720	1	1.00
Services and Supplies			\$ 36,650				\$ 36,650		
Subtotal (DEQ)	\$ -	\$ -	\$ 389,122	\$ -	\$ -	\$ -	\$ 389,122	2	1.75
TOTAL ADJUSTMENTS	\$ -	\$ -	\$ 115,152,177	\$ -	\$ -	\$ -	\$ 115,152,177	61	41.63
SUBCOMMITTEE RECOMMENDATION	\$ -	\$ -	\$ 115,152,177	\$ -	\$ -	\$ -	\$ 115,152,177	61	41.63