

**REVENUE IMPACT OF  
PROPOSED LEGISLATION**  
79th Oregon Legislative Assembly  
2018 Regular Session  
Legislative Revenue Office

**Bill Number:** HB 4059 - 11  
**Revenue Area:** Transportation  
**Economist:** Mazen Malik  
**Date:** 02-28-2018

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

**Measure Description:**

Modifies and adds laws related to transportation.

**Revenue Impact (in \$Millions):**

	2017-19	2019-21	2021-23	2023-25
Road Use Assessment Fees RUAF	\$0	(\$19,105)	(\$32,361)	(\$180,411)
log Trucks	\$0	(\$252,393)	(\$468,258)	(\$1,442,130)
Dump Sand & Gravel	\$0	(\$21,899)	(\$36,115)	(\$88,424)
Over-Dimension (OD) Revenue	\$0	(\$135,445)	(\$272,071)	(\$373,282)
Trailers, Cabs & Chassis	\$0	\$0	\$0	\$0
Payroll (Transit)	(\$7,014,746)	(\$14,559,982)	(\$15,297,081)	(\$16,071,496)
<b>Subtotal (impct/no change from HB 2017)</b>	<b>(\$7,014,746)</b>	<b>(\$14,988,824)</b>	<b>(\$16,105,886)</b>	<b>(\$18,155,742)</b>
Weight Crt Receipts	\$0	(\$549,047)	(\$1,102,838)	(\$1,529,279)
Bicycles @ \$200	\$21,005	\$42,769	\$43,802	\$44,859
Electric bikes (difference in Tax)	\$6,075	\$12,370	\$12,668	\$12,974
<b>Subtotal (change from HB 2017)</b>	<b>\$27,080</b>	<b>(\$493,908)</b>	<b>(\$1,046,368)</b>	<b>(\$1,471,445)</b>
<b>Total all impact</b>	<b>(\$6,987,666)</b>	<b>(\$15,482,732)</b>	<b>(\$17,152,254)</b>	<b>(\$19,627,187)</b>

**Impact Explanation:**

Road Use Assessment Fees (RUAF) are levied on heavy trucks with indivisible loads. Flat Fees are in lieu of weight mile for commodity (Log & Dump) carriers. Those categories were transcribed in HB 2017 with the wrong amounts. Over Dimensional (OD) categories were not supposed to be increased in HB 2017 to achieve the revenue balance. Reducing the fees mentioned above represents a reduction from current law but not from the Base estimate of HB 2017. However, the reduction in weigh certificates is a reduction in the base estimates of HB 2017. These reductions start on Jan-1-2020, and do not roll back increases that occurred in 2018.

For the purpose of the Dealers privilege tax; Trailers definition is narrowed to DMV registered trailers, and the medium trucks are specified to have only the Cab and Chasse subject to the tax. Medical modifications are also excluded from the price of other vehicles.

The Transit Tax is reduced by excluding "periodic income" from the base that the rate applies against. This is a reduction from current law, but not from the estimate of HB 2017.

For the bicycle excise tax; the measure takes out the wheel size definition of "bicycle", and includes electric assisted bicycles to the category. The difference in the revenue for the electric bike above the HB 2017 estimates is about \$30,400 a year. However, the difference from taxing them as bicycles (at \$15), rather than

Vehicles comes out as the amount stipulated in the table of the revenue impact. The bike revenue seems to be the only positive revenue category in this measure.

**Creates, Extends, or Expands Tax Expenditure:** Yes  No