

Measure 86

**Estimate of Financial Impact
Statement**

There is no financial effect on either state or local government expenditures or revenues.

Measure 87

**Estimate of Financial Impact
Statement**

There is no financial effect on either state or local government expenditures or revenues.

Measure 88**Estimate of Financial Impact Statement**

This measure will require the Oregon Department of Transportation (ODOT) to issue an Oregon Driver Card to an applicant without requiring the applicant to provide proof of legal presence in the United States, if that individual complies with all the requirements for the driving privileges to be sought; provides proof of identity and date of birth; (3) provides proof of residing in Oregon in excess of one year as of the date of the application; (4) provides a Social Security number (SSN) assigned to that individual by the United States Social Security Administration (SSA) or provides a written statement that the individual has not been assigned a SSN; and (5) pays any fees associated with the type of driver card being sought. The cost to provide these cards is estimated at \$2,794,802 in the 2013-15 biennium and \$2,677,144 in the 2015-17 biennium, but revenues are expected to be sufficient to offset these costs to ODOT. The revenue in excess of the costs will be deposited within the State Highway Fund.

The referendum establishes the following fees: (1) \$64 for issuance of a Class C driver card; (2) \$5 for the knowledge test for a Class C driver card; (3) \$9 for the skills test for a Class C driver card; (4) \$64 for issuance of a restricted Class C driver card; (5) \$44 for renewal of a Class C driver card; (6) \$30 for replacement of a Class C driver card; (7) \$6 for the Student Driver Training Fund; (8) \$75 for reinstatement of revoked driving privilege; (9) \$75 for reinstatement of suspended driving privileges; and (10) fee for reinstatement of the right to apply for driving privileges after a delay under ORS 809.280 (10) (1997 Edition), which is the same as the fee for reinstatement of suspended driving privileges.

The referendum provides that the fees charged for an Oregon Driver Card would be used for administrative purposes and distributed to the Highway Fund in the same manner as fees charged for an Oregon Driver License. It is anticipated that this measure will generate \$3,510,437 of revenue in 2013-15 and \$4,333,562 in 2015-17.

There are no anticipated effects on local government.

Measure 89

**Estimate of Financial Impact
Statement**

There is no financial effect on either state or local government expenditures or revenues.

Measure 90**Estimate of Financial Impact
Statement**

This measure changes statutes relating to primary elections. Except for the office of President, it requires that the two candidates receiving the highest number of votes advance to the general election regardless of party affiliation. The measure provides criteria for listing candidates on ballots. It establishes procedures for filling vacant Congressional offices through special elections and allows appointment to vacant state offices regardless of party affiliation. The initiative contains statutory criteria for establishing minority parties and retaining their status. It requires the Legislature to pass implementing statutes.

The Secretary of State Elections Division estimates start-up costs of \$362,640 to modify computer systems. The most likely funding source would be revenues from the General Fund.

Because of the estimated mix of costs and savings, the financial impact to counties is indeterminate.

Measure 91**Estimate of Financial Impact Statement**

This measure legalizes, regulates and taxes the manufacture, sale and use of marijuana in Oregon. State and local expenditures and revenues will be impacted by passage of this measure.

The measure requires the Oregon Liquor Control Commission (OLCC) to license and regulate the distribution of marijuana. The revenue estimate from taxes when fully implemented may range from \$17 million to \$40 million annually.

The OLCC estimates that the start-up costs are about \$300,000 in state fiscal year 2015, about \$2.5 million in state fiscal year 2016, and \$1.0 million in 2017. OLCC annual operating expenses are estimated to be \$3.2 million per year. New revenues are expected to be sufficient to offset these costs.

The remaining revenue beyond expenses would be distributed as follows: 40% to the Common School Fund, 20% to the Mental Health Alcoholism and Drug Services Account, 15% to the State Police Account, 10% to cities for law enforcement, 10% to counties for law enforcement, and 5% to the Oregon Health Authority for alcohol and drug abuse prevention, early intervention and treatment services.

The Oregon Health Authority estimates \$200,000 per year in additional expenditures for two positions to license marijuana facilities that test marijuana products. This estimate assumes 20 such facilities. New revenues are expected to be sufficient to offset these costs.

The Oregon Department of Agriculture estimates \$100,000 per year in additional expenditures for one position to provide rulemaking related to marijuana-infused food products, engage in outreach to the food industry, and assist members of the food industry to achieve compliance with rules. New revenues are expected to be sufficient to offset these costs.

Oregon State Police estimates that passage of the initiative would create a need for three additional Highway Interdiction Team detectives as well as training of all sworn members in Advanced Roadside Impairment Driving Enforcement and training of some members to join the existing pool of Drug Recognition Experts. The associated start-up costs for additional staffing and training are estimated at \$400,000 in state fiscal year 2016 and ongoing expenses of \$400,000 per year beginning in fiscal year 2016. New revenues are expected to be sufficient to offset these costs.

The Oregon Judicial Department expects additional court costs to address OLCC rulemaking and licensing authority of between \$21,417 and \$55,902 in the 2015-17 biennium and between \$13,068 and \$47,190 per year in later biennia.

Passage of the initiative may result in the reduction in the number of persons entering the public safety system for marijuana-related violations, thereby reducing state General Fund expenditures on community corrections. Passage of the initiative may result in a reduction in the dollar value of fines collected by state and local governments for convictions of marijuana-related violations. Therefore, the impact for state and local governments, district attorneys, and the courts is indeterminate.

New jobs created will generate an indeterminate amount of income tax revenue.

Measure 92**Estimate of Financial Impact
Statement**

The measure requires the State Department of Agriculture and/or the Oregon Health Authority to prescribe, enact, and enforce rules necessary to ensure that food manufacturers and retailers properly label raw and packaged food that is entirely or partially produced with genetic engineering. The measure is expected to result in direct expenditures by State agencies for initial one time start-up costs estimated at between \$550,000 and \$600,000. Costs associated with ongoing enforcement have variable assumptions about the level of administrative oversight. Therefore, the financial impact is indeterminate.

There is no anticipated effect on local government.