

REVENUE: May have revenue impact, statement not yet issued

FISCAL: May have fiscal impact, statement not yet issued

Action:	Do Pass as Amended and Be Printed Engrossed and Rescind the Subsequent Referral to the Committee on Ways and Means and Be Referred to the Committee on Revenue
Vote:	6 - 1 - 0
Yeas:	Buckley, Butler, Gilman, Read, Tomei, Beyer
Nays:	Smith G.
Exc.:	0
Prepared By:	Judith Callens, Administrator
Meeting Dates:	4/30

WHAT THE MEASURE DOES: Increases motor vehicle registration fees. Authorizes Department of Transportation to establish fees for registration plates by determining manufacturing costs and rounding to the next highest half-dollar and adding \$20 for a single plate and \$40 for a pair of plates. Dedicates 25 percent of revenue from increase to projects of statewide significance as determined by the Oregon Transportation Commission. Revises mileage tax rates and axle-weight mile tax rates as determined by Revenue Committee. Prescribes operative date of January 1, 2010 for registration plate fees, mileage tax rates, and axle-weight mileage tax rate adjustments. Removes requirement that ordinance establishing county registration fees for vehicles be approved by electors of county. Applies to county vehicle registration ordinances enacted on or after effective date. Authorizes issuance of Highway User Tax Bonds in an aggregate principal amount sufficient to produce net proceeds of not more than \$200 million. Specifies bond revenue to be used to finance projects, selected by the Oregon Transportation Commission, that meet specified criteria. Directs ten percent of bonds be used to secure right of way for projects of statewide significance from list adopted by Commission in May 2002. Requires Commission to allocate at least ten percent of net proceeds of bonds to each of five regions unless qualified transportation projects from the region do not amount to ten percent of bond proceeds. Defines regions.

ISSUES DISCUSSED:

- Oregon Transportation Plan estimated gap between resources and transportation infrastructure needs
- Cost of Congestion study; list of highway projects of statewide significance
- Freight mobility impact on Oregon's economy

EFFECT OF COMMITTEE AMENDMENT: Authorizes issuance of Highway User Tax Bonds in an aggregate principal amount sufficient to produce net proceeds of not more than \$200 million. Specifies bond revenue to be used to finance projects, selected by the Oregon Transportation Commission, that meet specified criteria. Directs ten percent of bonds be used to secure right of way for projects of statewide significance from list adopted by Commission in May 2002. Requires Commission to allocate at least ten percent of net proceeds of bonds to each of five regions unless qualified transportation projects from the region do not amount to ten percent of bond proceeds. Describes regions. Authorizes Department of Transportation to establish fees for registration plates by determining manufacturing costs and rounding to the next highest half-dollar and adding \$20 for a single plate and \$40 for a pair of plates. Revises mileage tax rates and axle-weight mile tax rates as determined by Revenue Committee. Prescribes operative date of January 1, 2010 for registration plate fees, mileage tax rates, and axle-weight mileage tax rate adjustments.

BACKGROUND: Oregon's road system is a partnership between the state, counties and cities. The Oregon Transportation Plan estimated an annual gap between resources and needs of approximately \$775 million to \$975 million. HB 3018A generates additional revenues for transportation projects. Projects identified by the Oregon Transportation Commission as highway projects of statewide significance including the Sunrise Corridor System; I-5 Columbia River Crossing; I-5/99W Tualatin-Sherwood connector; I-205 from I-5 to the Columbia River; I-405 Loop in Portland; Hwy 20 from Pioneer Mountain to Eddyville; Hwy. 62 in Medford; and Newberg-Dundee Transportation Improvement. Further, ORS 801.041 requires any ordinance establishing vehicle registration fees that is enacted by the governing body of a county be submitted to the electors of the county for their approval. HB 3018A removes that requirement.

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This summary has not been adopted or officially endorsed by action of the committee.