

REVENUE: Yes - Revenue Impact

FISCAL: Issued - Fiscal Impact

Action: Without Recommendation to passage, Rescind referral to Ways and Means, and Refer to Joint Special Committee on Transportation.

Vote: 10-0-0

Yeas: Bailey, Bentz, Bruun, Berger, Gelsner, Kahl, Read, Riley, Sprenger, Barnhart

Nays: 0

Exc.: 0

Prepared By: Mazen Malik, Economist

Meeting Dates: 05/19

WHAT THE BILL DOES: Directs interim legislative committees on transportation to review state and local responsibilities for state highway system and resources available at each level of government and to prepare legislation to implement recommendations. Requires Department of Transportation to develop one or more congestion pricing pilot programs in the Portland area and to report to interim transportation committees. Directs department to provide information about transportation projects on agency's website. Requires department to develop least-cost planning model for decision-making in plans and projects at state and regional level and submit progress report to 76th Legislative Assembly. Authorizes issuance of \$100 million in lottery bonds to be deposited into the Multimodal Transportation Fund for grants and loans for non-highway transportation projects, including five percent to rural airports and at least 10 percent to each of 5 transportation regions. Defines "medium speed electric vehicle," creates offense of unlawfully operating medium speed electric vehicle, authorizes local governments to adopt ordinances allowing operation of medium speed electric vehicles on roads with posted speeds greater than 45 miles per hour, and requires department to adopt minimum safety standards for medium speed electric vehicles and low speed vehicles. Directs department to include specific requests for capital construction funding for sharing offices and other facilities with local government in budget requests. Provides guidelines for project selection criteria for the Statewide Transportation Improvement Program. Directs department to incorporate environmental performance standards in state highway construction and design, including local government projects funded by the department. Requires department to implement practical design concepts in design packages and to report to interim legislative transportation committees on new design standards. Directs Oregon Transportation Commission to determine the amount of federal transportation funds usable for non-highway projects and to annually reserve \$24 million of such funds. Allows cities with populations over 500,000 to adopt ordinance for vehicle registration fee based on vehicle road miles traveled, effective July 1, 2013. Imposes moratorium on passage and enforcement of local motor vehicle fuel taxes until January 2, 2014. Permits counties to enact vehicle registration fees without submitting ordinance to voters. Increases vehicle title fees, vehicle registration fees, motor fuel taxes, weight-mile taxes, flat fee taxes, replacement registration plate fees and customized registration plate fees.

ISSUES DISCUSSED:

- Package impacts on jobs, and on transportation system.
- Revenue details through policy agreements, and legal language.
- Cost responsibility splits, subsidies and different types in the package.

EFFECT OF COMMITTEE AMENDMENTS: No amendments

BACKGROUND:

House Bill 2001-A was developed in large part by the Governor's Vision Committee, comprised of business leaders, legislators, local and state officials, transportation stakeholders and sustainability and land use experts, charged with developing recommendations for a comprehensive transportation package for consideration during the 2009 Legislative Session. The five core principles used in developing the recommendations included economic development, local decision-making, sustainability, transparency and oversight, and statewide distribution.