

75th OREGON LEGISLATIVE ASSEMBLY - 2009 Regular Session
STAFF MEASURE SUMMARY
Special Joint Committee on Transportation

MEASURE: HB 2001 B

**Carrier – House : Rep. Beyer
Rep. Berger**

**Carrier – Senate : Sen. Metsger
Sen. Starr**

REVENUE: Revenue statement issued

FISCAL: Fiscal statement issued

Action:	Do Pass the B-Engrossed Measure
Vote:	15 - 0 - 0
House	Yeas: Bailey, Bentz, Berger, Boone, Edwards D., Gilman, Kahl, Schaufler, Weidner, Beyer
	Nays: 0
	Exc.: 0
Senate	Yeas: George, Schrader, Starr, Verger, Metsger
	Nays: 0
	Exc.: 0
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	5/21, 5/22

WHAT THE MEASURE DOES: Directs interim legislative committees on transportation to review state and local responsibilities for state highway system and resources available to each level of government, and to prepare legislation to implement recommendations. Requires Department of Transportation (ODOT) to develop one or more congestion pricing programs in the Portland area and to report to interim transportation committees. Directs ODOT to provide information about transportation projects on the agency’s website. Defines “least cost planning,” directs ODOT to develop a least cost planning model for decision-making in projects at state and regional level, and to report on model to 76th Legislative Assembly. Authorizes issuance of \$100 million in lottery bonds to be deposited into 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 transportation region. Defines “medium speed vehicle,” creates offense of unlawfully operating a medium speed 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 ODOT to adopt minimum safety standards for such vehicles. Directs ODOT 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 ODOT to incorporate environmental performance standards in state highway construction and design, including local government projects funded by the department. Requires ODOT to implement practical design standards. Directs ODOT to develop design alternatives to improve safety for at least one county road used for hazardous materials routing and to report to Legislative Assembly by February 2011. Directs ODOT to develop and implement pilot program to contract for all maintenance activities on a segment of state highway and to report biennially to legislative committees. Imposes four-year moratorium on enacting or amending local motor fuel ordinances and requires prior voter approval before levying such taxes beginning January 2, 2014. Prohibits car rental companies from imposing excessive surcharge to recover cost of titling and registering rental vehicles. Requires Department of Administrative Services to prepare an alternative highway cost allocation study to consider actual costs imposed by highway users. Creates an Urban Trail Fund consisting of private donations, grants and legislative appropriations, to be appropriated to develop and maintain multi-use trails within urban growth boundaries. Requires ODOT to enter into agreement with Travel Information Council to manage seven rest areas, develop plan to install electric motor vehicle charging stations at rest areas, and report to interim transportation committees. Requires Metro to develop two or more land use and transportation scenarios, and to adopt one following consultation, to reduce greenhouse gas emissions from light vehicles requires development of similar scenarios by Lane Council of Governments, with report to legislative transportation committees. Allows Multnomah County to adopt registration fee without prior approval to replace Sellwood Bridge and revises Multnomah, Clackamas and Washington counties to adopt local option vehicle registration without prior voter approval. Increases vehicle title fees, annual vehicle registration fees, plate manufacturing fees, trip permit fees, custom plate fees (to raise money for Passenger Rail Fund), and ID Card fees. Increases gasoline and diesel taxes, weight-mile taxes, and flat fee taxes. Outlines distribution for revenues attributable to fee and tax increases. Authorizes \$840 million in Highway User Tax Bonds for 2009 transportation projects and requires use to fund transportation projects specified in measure. Exempts the bonds from biennial bond limit. Extends tax credit for companies offering “pay as you drive” insurance. Allows diesel engines with model year between 2003 and 2013 to qualify for diesel engine tax credit.

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

ISSUES DISCUSSED:

- Process of developing measure
- Land use and transportation planning
- Need for additional funds for modernization and maintenance of transportation infrastructure
- Specific projects addressed by the measure
- Congestion pricing
- Economic benefit of construction jobs
- Transportation options, including transit, bicycle and pedestrian
- Transportation impacts on climate and health

EFFECT OF COMMITTEE AMENDMENT: Replaces the original measure.

BACKGROUND: House Bill 2001-B 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.