

**REVENUE: Minimal revenue impact, no statement issued**

**FISCAL: Minimal fiscal impact, no statement issued**

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**Action:** Do Pass as Amended and Be Printed Engrossed

**Vote:** 5 - 1 - 0

**Yeas:** Edwards, Monroe, Starr, Thomsen, Beyer

**Nays:** Girod

**Exc.:** 0

**Prepared By:** Patrick Brennan, Administrator

**Meeting Dates:** 2/13

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**WHAT THE MEASURE DOES:** Increases number of vehicles in road usage charge pilot project from 5,000 to 10,000, effective July 1, 2015. Removes limitation on funds from participation of other states and provinces in pilot project effective July 1, 2015. Revises loaded weight table for vehicles and vehicle combinations operating under variance permit with distance between first and last axles exceeding 18 feet by adding categories for vehicles and vehicle combinations with six, seven and eight axles. Transfers moneys between projects funded under House Bill 2001 (2009). Takes effect on 91<sup>st</sup> day following adjournment sine die.

**ISSUES DISCUSSED:**

- Jurisdictional transfer of highways
- Loaded weight tables for self-loading log trucks
- Voluntary nature of road usage charge pilot project
- Reallocation between projects funded by House Bill 2001 (2009)

**EFFECT OF COMMITTEE AMENDMENT:** Replaces the original measure.

**BACKGROUND:** The Road User Fee Task Force (RUFTF) was established by the 2001 Legislative Assembly to study revenue options and recommend a replacement for the current road tax system, which consists of a combination of motor vehicle fuel taxes and weight-mile taxes. RUFTF was created out of concern that the gas tax is a declining revenue source over the long term, while road maintenance and modernization costs continue to rise. The Oregon Department of Transportation (ODOT) conducted two pilot projects to examine the potential for utilizing a road usage charge that allows drivers to pay for the miles they drive on public roads; the second pilot project was conducted in 2012-13. Senate Bill 810 (2013) established a voluntary program for up to 5,000 vehicles to pay a per-mile charge in lieu of motor fuel taxes. Senate Bill 1502-A increases to 10,000 the total number of vehicles that may choose to participate.

Senate Bill 1502-A also provides a revised system for determining loaded weight allowances for vehicle combinations. These tables typically apply to self-loading log trucks that utilize an onboard crane for loading. Previously, these trucks were issued two separate permits; the measure allows a process by which the trucks can be covered under a single permit.

House Bill 2001 (2009), also known as the Jobs and Transportation Act, made allocations to 37 specified transportation projects throughout Oregon. Senate Bill 1543 (2012) directed ODOT to report annually to the Legislative Assembly outlining the moneys available for reallocation between the funded projects. Senate Bill 1502-A makes changes to the statutory funding for several of these projects.

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