

STAFF MEASURE SUMMARY**Senate Committee On Business and Transportation****Fiscal:** No fiscal impact**Revenue:** Revenue impact issued**Action Date:** 02/10/16**Action:** Do Pass With Amendments. Refer To Ways And Means By Prior Reference.
(Printed A-Eng).**Meeting Dates:** 02/10**Vote:**

Yeas: 5 - Beyer, Girod, Monroe, Riley, Thomsen

Prepared By: Patrick Brennan, Committee Administrator**WHAT THE MEASURE DOES:**

Increases maximum allowable weight for vehicles equipped with fully functional idle reduction systems and vehicles that use natural gas as a fuel source. Specifies that a transit district may use certain sources of funds for a secondary transit supportive system.

ISSUES DISCUSSED:

- Federal FAST Act funding and state highway designation
- Federal FAST Act allowance for heavier truck weights
- TriMet using its bonding capacity to assist partners in completing projects
- TriMet's financial standing

EFFECT OF COMMITTEE AMENDMENT:

Increases, from 400 pounds to 550 pounds, the amount by which a vehicle equipped with fully functional idle reduction system may exceed maximum weight limitation under ORS 818.010. Provides exemption from maximum vehicle weight limitations under ORS 818.010 for vehicles that use natural gas as a fuel source, provided the vehicle does not exceed the limitation by more than 2,000 pounds. Deletes provisions related to designation of Columbia River bridges.

BACKGROUND:

The Tri-County Metropolitan Transportation District (TriMet) is the state's largest provider of public transit services. Serving the urbanized Portland metropolitan area, TriMet provides approximately 82 percent of the total number of public transit trips in Oregon, operating a fleet of more than 800 transit vehicles on 79 bus lines, five light rail lines, one commuter rail line and a special transportation system for persons with disabilities. Currently, TriMet is statutorily authorized to invest in a wide variety of transportation facilities on routes where it operates, including sidewalks, roads, highways, bike paths and others; however, the agency is not permitted to spend funds on transportation facilities on which it does not physically operate, except funds that are restricted exclusively for highway right of way, such as gas tax revenues. The agency is currently considering initiatives that would provide moneys to invest on transportation facilities throughout the Portland region; Senate Bill 1510-A provides statutory authorization for TriMet to expend certain funds, such as the proceeds of general obligation bonds, grants and contributions, or the proceeds of bonds that are subject to a reimbursement, on transportation facilities on which it does not physically operate. All other sources of funding, including payroll taxes, would be prohibited for use on such projects.

The federal Fixing America's Surface Transportation Act, or "FAST Act," was signed into law in December 2015, becoming the first long-term federal transportation funding bill in over a decade. In addition to funding provisions, the FAST Act included provisions that increased maximum allowable weights for trucks that include certain equipment, such as idle systems or natural gas fuel systems. Senate Bill 1510-A adjusts the maximum vehicle weights in Oregon statute to align with the new federal standards.