City of Tualatin

www.ci.tualatin.or.us

NOTICE OF A SPECIAL WORK SESSION OF THE TUALATIN CITY COUNCIL

Notice is hereby given that there will be a special work session of the Tualatin City Council on ***Wednesday, September 30, 2009, 5:00 p.m. – 8:00 p.m.*** at the Operations at the Operations Center Training Room, located at 10699 SW Herman Road.

The purpose of this meeting is to conduct a work session to discuss Strategic Management Plan, Transportation, Metro's Local Aspirations, Urban/Rural Reserves, and other issues that may arise.

Assistive Listening Devices for persons with impaired hearing can be scheduled for this meeting by calling 503.692.2000 no later than 24 hours prior to the meeting.

The City will also upon request endeavor to arrange for a qualified sign language interpreter for persons with speech or hearing impairments. Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. *two working days* prior to the meeting date (same phone number as listed above: 503.692.2000).

Making the Greatest Place

Presentation to Tualatin City Council

September 30, 2009

Strategies for a sustainable and prosperous region

- 1. Make the most of what we have
- 2. Protect our urban growth boundary
- 3. Walk our talk

Strategies for a sustainable and prosperous region

- Make the most of what we have
  - Invest to maintain and improve our existing communities
    - By December 2010 adopt an integrated regional investment strategy focused on revitalizing our downtowns, main streets and employment areas consistent with the 2040 Growth Concept
    - Make transportation investments that increase safe, affordable and convenient travel options for everyone and help the region's businesses and industry remain competitive

Strategies for a sustainable and prosperous region

- Protect our urban growth boundary
  - To the maximum extent possible, ensure that growth is accommodated within the existing boundary.
    - Manage the urban growth boundary to protect farm and forest land, support a strong economy, and maintain and create great communities
    - Use urban and rural reserves to achieve the region's long-term goals
    - Prepare for and support private investment in efficient development through greater use of existing zoning strategies and financial incentives.

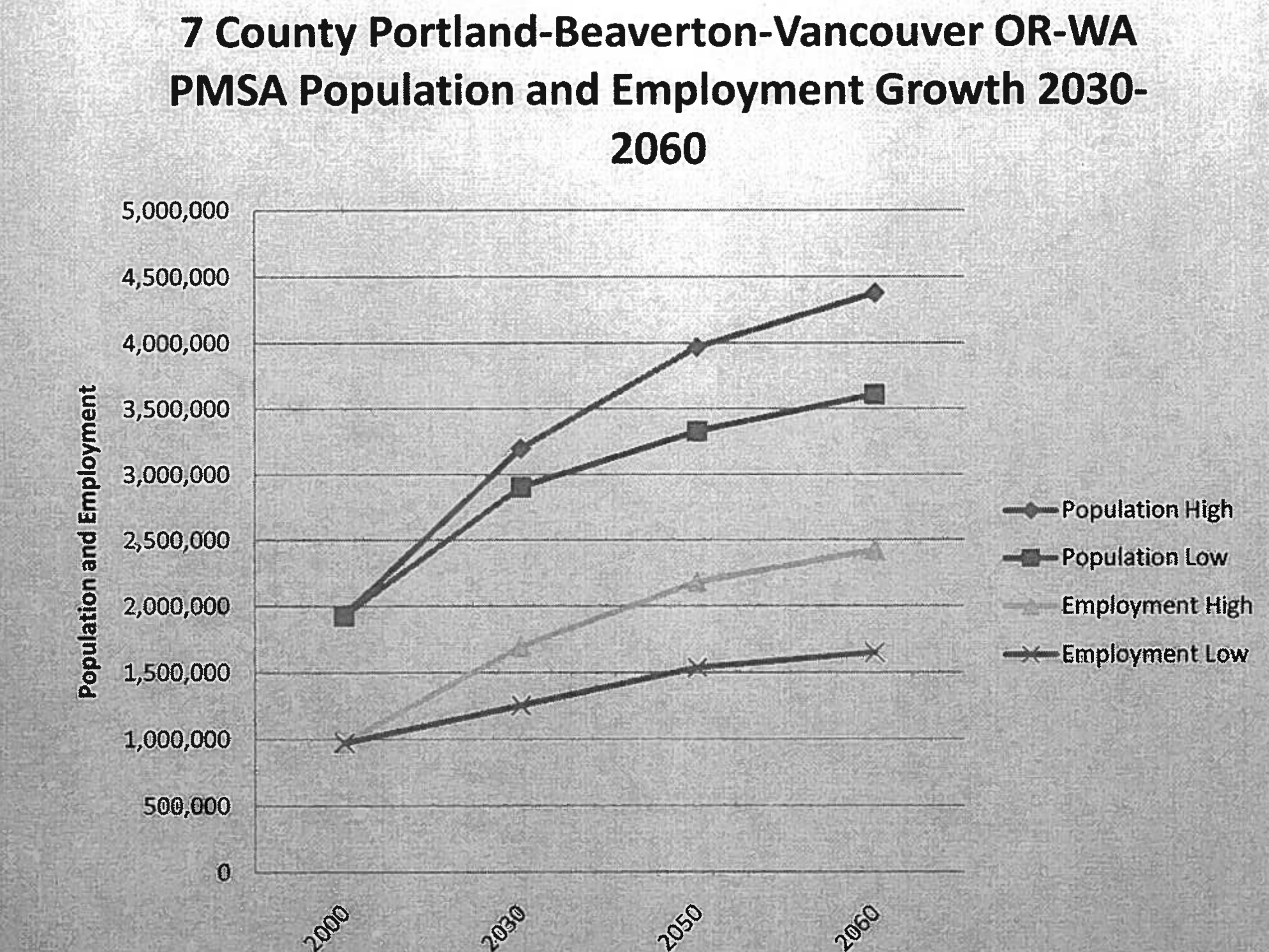
Strategies for a sustainable and prosperous region

- Walk our talk
  - Be accountable for our actions and responsible with the public's money

Strategies for a sustainable and prosperous region

- Attributes of great communities: The region's desired outcomes
  - Vibrant communities
  - Economic prosperity
  - Safe and reliable transportation
  - Leadership on climate change
  - Clean air and water
  - Equity

Urban Growth Report- Population



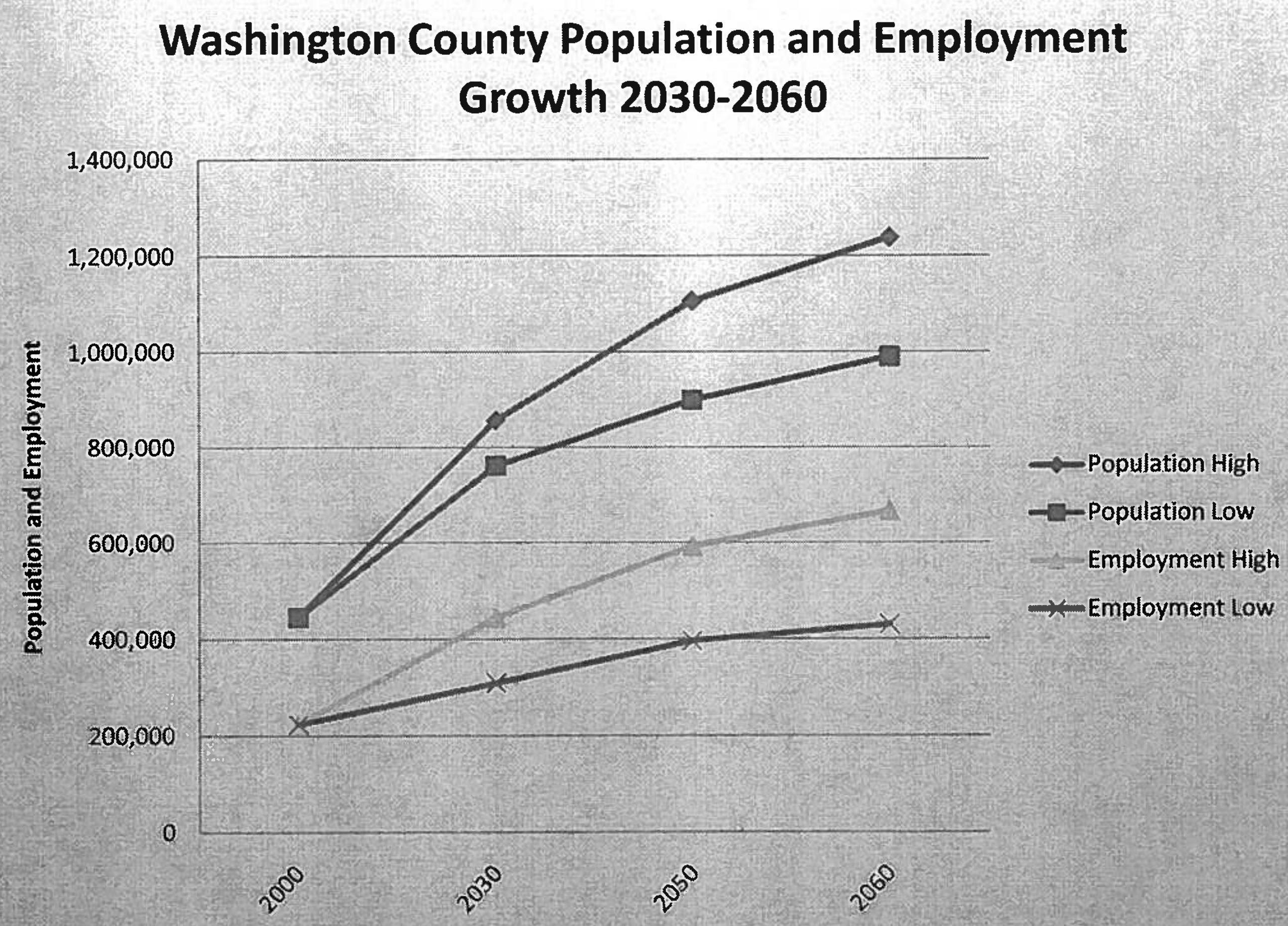
Source: Metro UGR 2030 and Washington County Population and Employment Growth Allocation June 2009

Urban Growth Report- Population

- 3-County Population Forecast
- 2050:
  - Low- 2,310,161
  - High- 2,705,063
- 2060:
  - Low- 2,483,336
  - High- 2,957,218
- Based on 61.8% capture rate

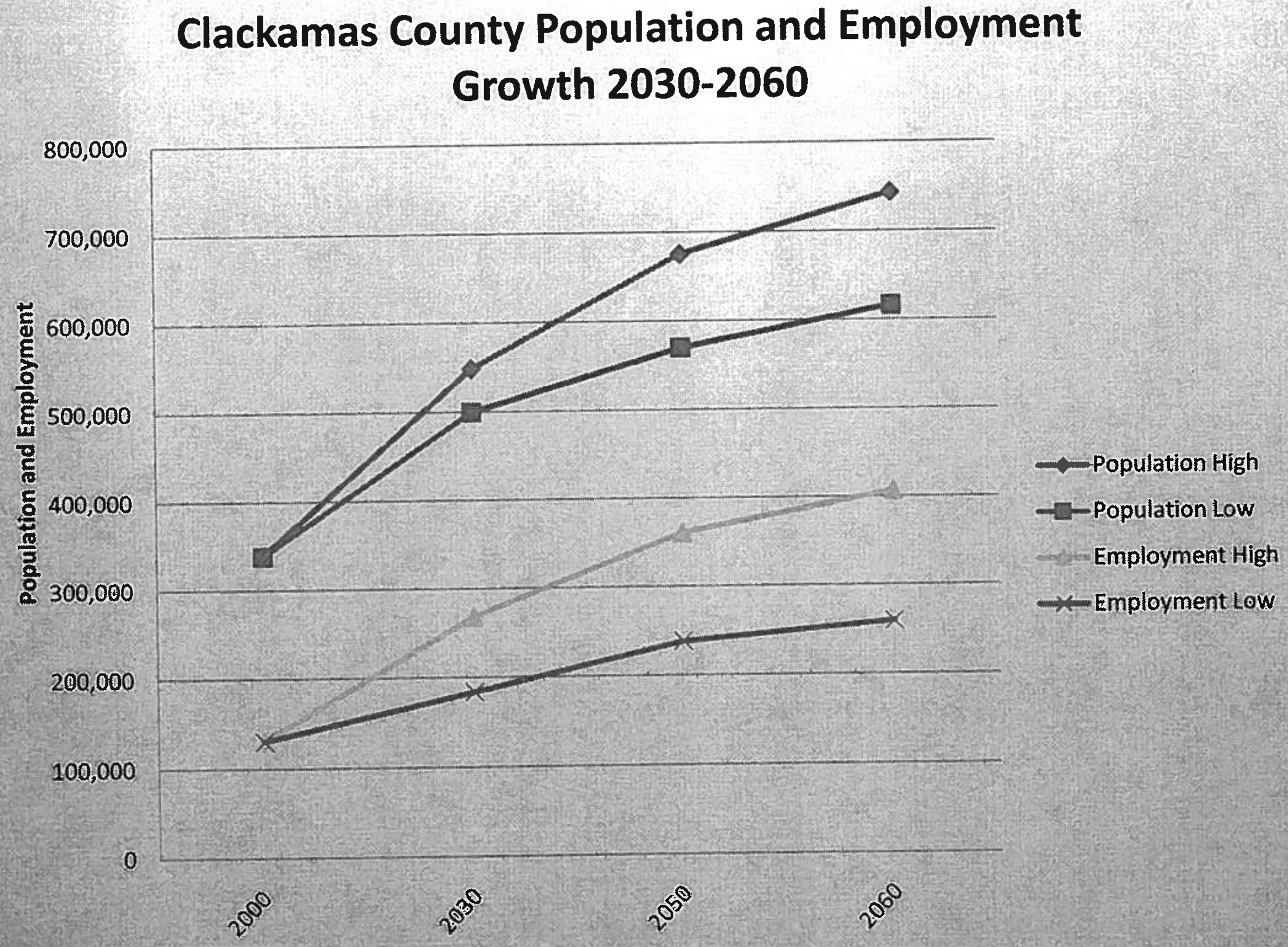
Source: Washington County Population and Employment Growth Allocations June 2009

Urban Growth Report- Population



Source: Metro UGR 2030 and Washington County Population and Employment Growth Allocation June 2009

Urban Growth Report- Population



Source: Metro UGR 2030 and Washington County Population and Employment Growth Allocation June 2009

Urban Growth Report- Employment

- 2030 employment range forecast for the 7-county Primary Metropolitan Statistical Area
  - 1,252,200 low
  - 1,695,300 high
  - 1 million to 1.3 million in the Metro UGB

Source: Metro UGR September 2009

Urban Growth Report- Employment

- 3-County Employment Forecast
- 2050:
  - Low- 1,264,287
  - High- 1,779,962
- 2060:
  - Low- 1,354,191
  - High- 1,973,016
- Based on 79.9% capture rate

Source: Washington County Population and Employment Growth Allocations June 2009

Urban Growth Report- Employment

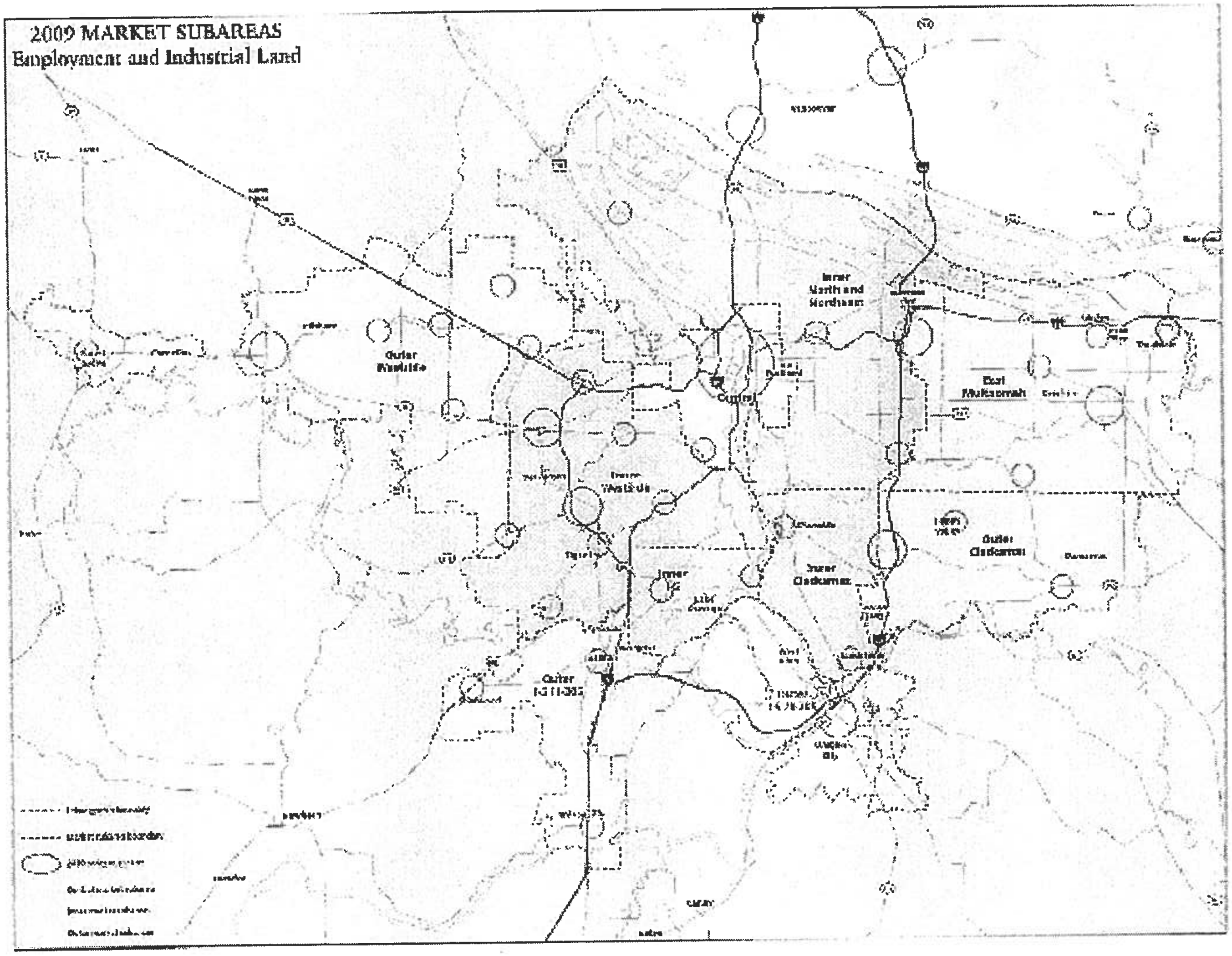
Cluster Employment Forecast for UGB by Cluster (thousands of employees)

	2030 Low Growth	2030 High Growth
Active wear	12.5	15.3
Advanced Mfg	48.2	78.9
Bioscience	7.5	9.8
Cleantech	12.9	18.0
Software	20.1	29.9
All Clusters	101.3	152
Cluster Share of all employment	10%	11%

Source: Metro 2009

Map 3: **2009 market subareas, employment and industrial analysis**

Source: Metro, E.D. Hovee and Company, LLC, 2009



Urban Growth Report- Employment

Employment Capacity demand in UGB and Outer Ring subarea (in acres)				
	Industrial		Non-Industrial	
	Low Demand	High Demand	Low Demand	High Demand
UGB	358	4,930	1,944	3,852
Outer Ring subarea	358	3,578	877	1,914

Source: Metro UGR 2009

Urban Growth Report- Employment

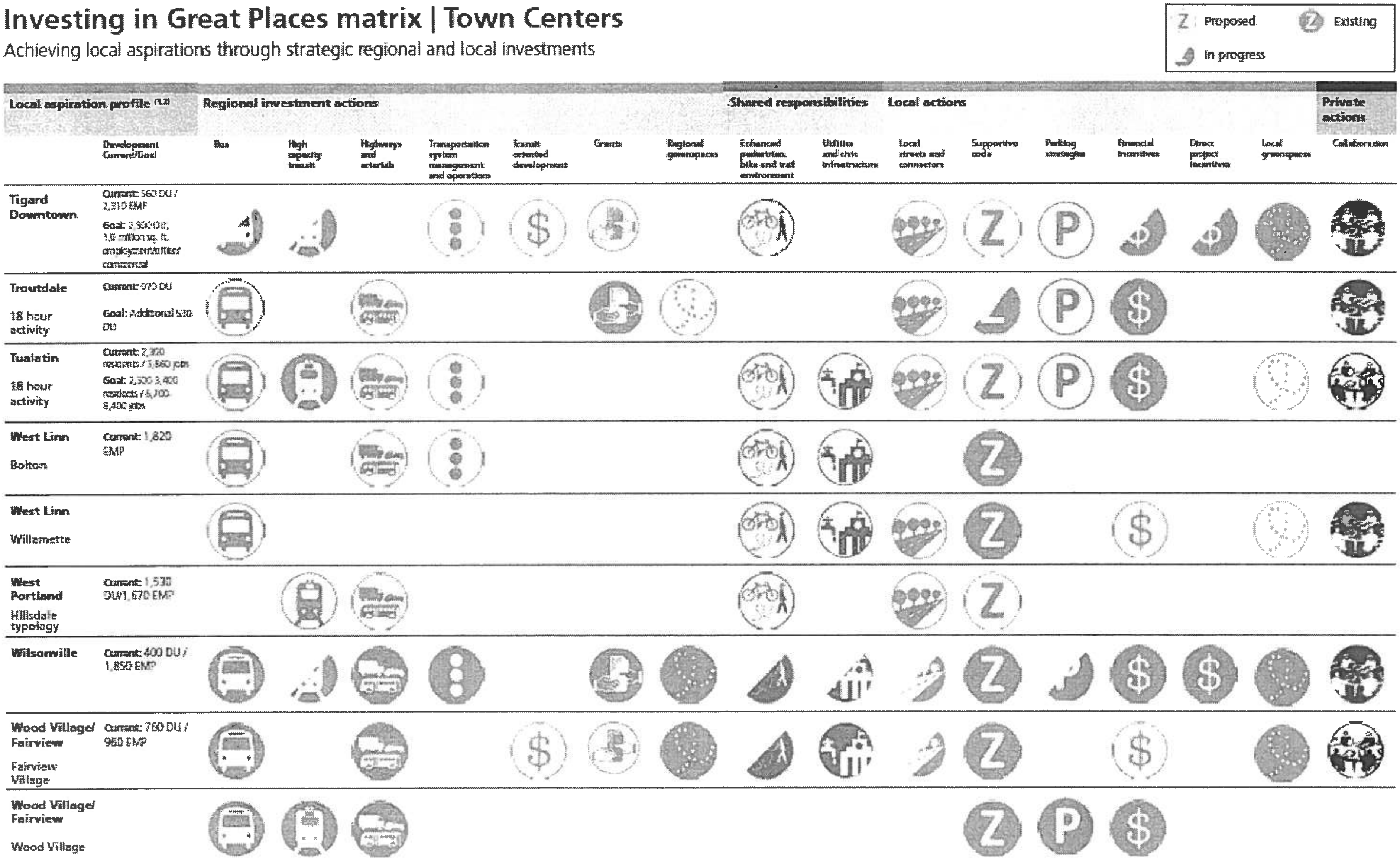
- Floor Area Ratio (FAR) demand forecast:
  - Effective demand FAR Outer I-5/205:
    - Industrial: 0.27
    - Non-Industrial: 0.35
- Historical FAR in Tualatin:
  - Town Center: 0.37
  - Commercial: 0.26
  - Industrial: 0.36

Aspirations and Investments

- Metro compiled local aspirations from the region
  - *Investing in Great Places Matrix*

Investing in Great Places matrix | Town Centers

Achieving local aspirations through strategic regional and local investments



1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA   2. Development goal source: Local aspirations submitted to Metro   Sept. 15, 2009

Investing in Great Places matrix | Corridors

Achieving local aspirations through strategic regional and local investments

Proposed | In progress | Existing

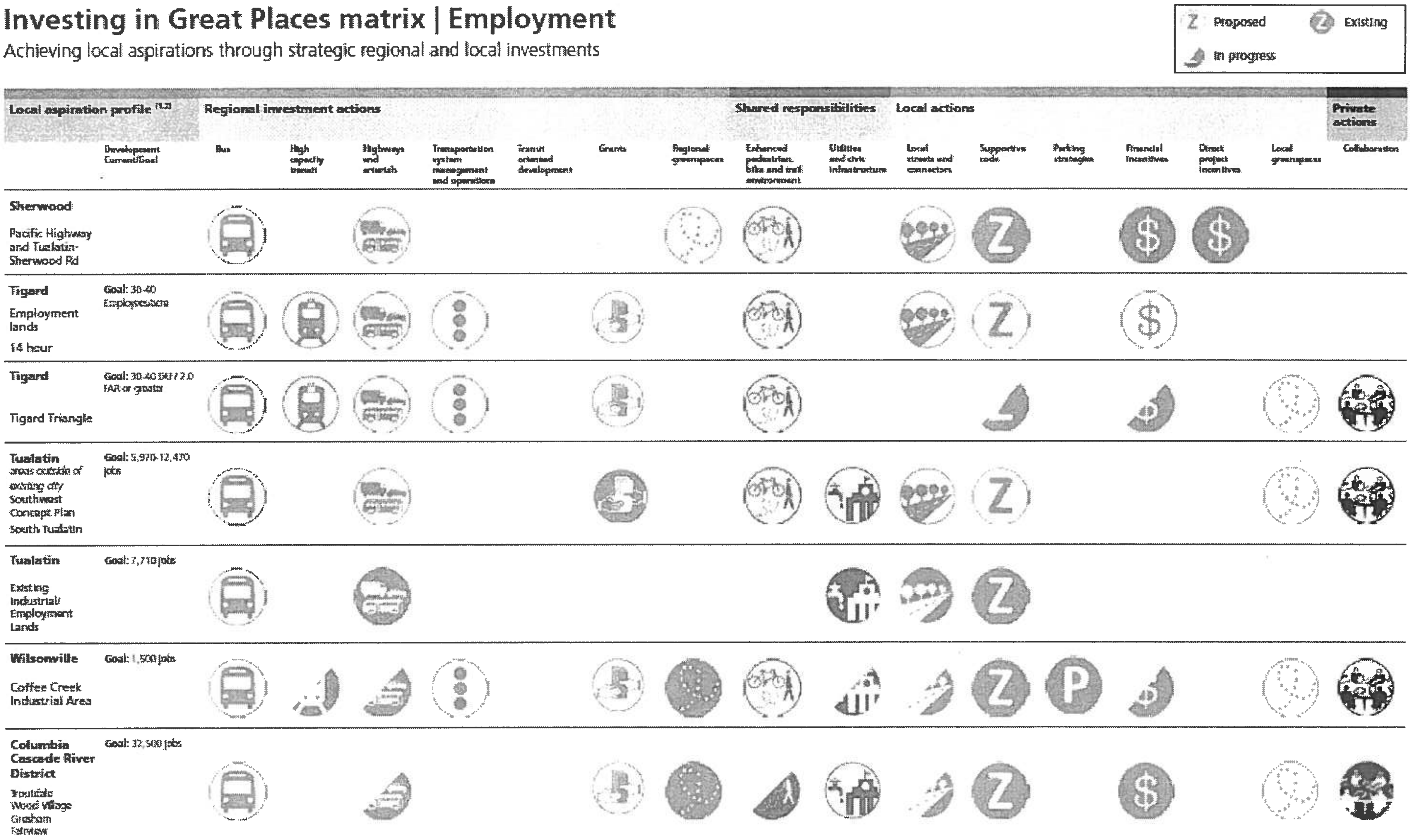
Local aspiration profile [1,2]		Regional investment actions							Shared responsibilities		Local actions						Private actions
	Development Current/Goal	Bus	High capacity transit	Highways and arterials	Transportation system management and operations	Transit oriented development	Grants	Regional greenspaces	Enhanced pedestrian, bike and trail environment	Utilities and civic infrastructure	Local streets and connectors	Supportive code	Parking strategies	Financial incentives	Direct project incentives	Local greenspaces	Collaboration
Beaverton Walker and 158th	Goal: Wish to explore options, current zoning: 750 DU / 3,080 EMP by 2020																
Beaverton Beaverton Hillsdale Hwy	Goal: Wish to explore options, current zoning: 290 DU / 3,390 EMP by 2020																
Fairview Sandy Blvd.	Current: 91 acres of vacant and redevelopable land																
Forest Grove Hwy 8, Commercial																	
Milwaukie King Rd. to Harrison																	
Sherwood Pacific Highway																	
Sherwood Sherwood Blvd																	
Sherwood Oregon St.																	

1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA   *2. Development goal source: Local aspirations submitted to Metro*

Sept. 15, 2009

Investing in Great Places matrix | Employment

Achieving local aspirations through strategic regional and local investments



1. Current development source: 2007 Environmental Systems Research Institute and InfoUSA   2. Development goal source: Local aspirations submitted to Metro

Sept. 15, 2009

Performance Measures

- Measuring performance to achieve six desired outcomes
  - 16 Regional Performance Indicators
  - A draft resolution will be considered in 2009 by Metro Council
  - Targets will be determined collaboratively in 2010

Performance Measures

- Staff concerns:
  - Report lacks details about regional participation other than MPAC and JPACT
  - Clarification is needed of policies and processes that may be required to achieve indicator targets
    - What actions from local jurisdictions does Metro anticipate?

Urban and Rural Reserves

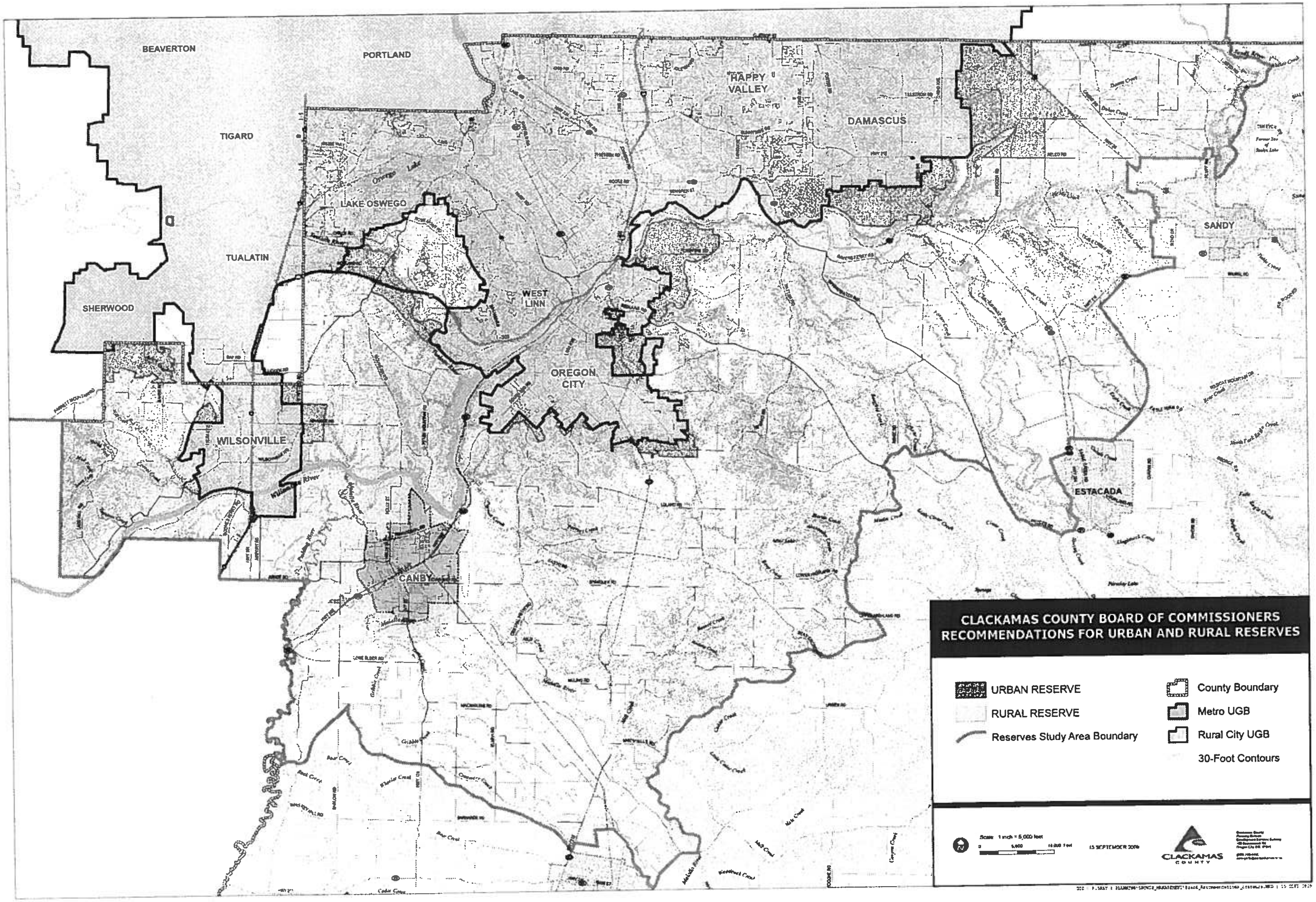
- Regional reserves designation principles
- Defined the scale of reserves by asking three questions
- Recommended reserves:
  - Residential: 11,300 to 22,400 acres
  - Employment: 4,400 to 6,700 acres
  - Total: 15,700 to 29,100 acres

Urban and Rural Reserves

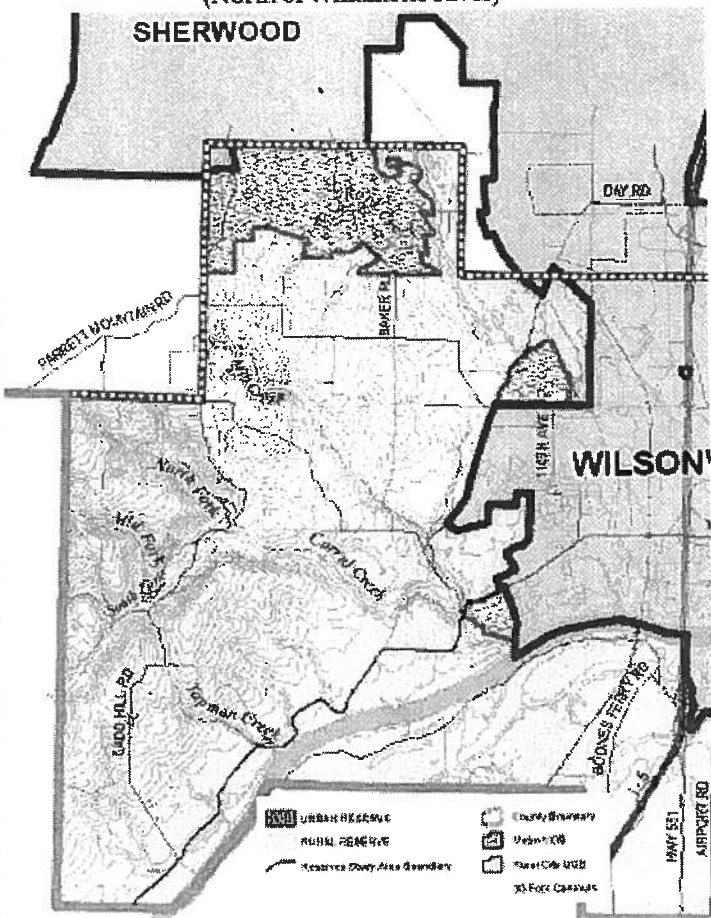
- Reserves residential range methodology used 7 factors to determine capacity. Two of these can affect our Local Aspirations estimates:
  - Assumed 40% refill rate
  - Assumed 15 dwelling units per acre in reserves areas

Washington County Reserves Coordinating Committee - Urban and Rural

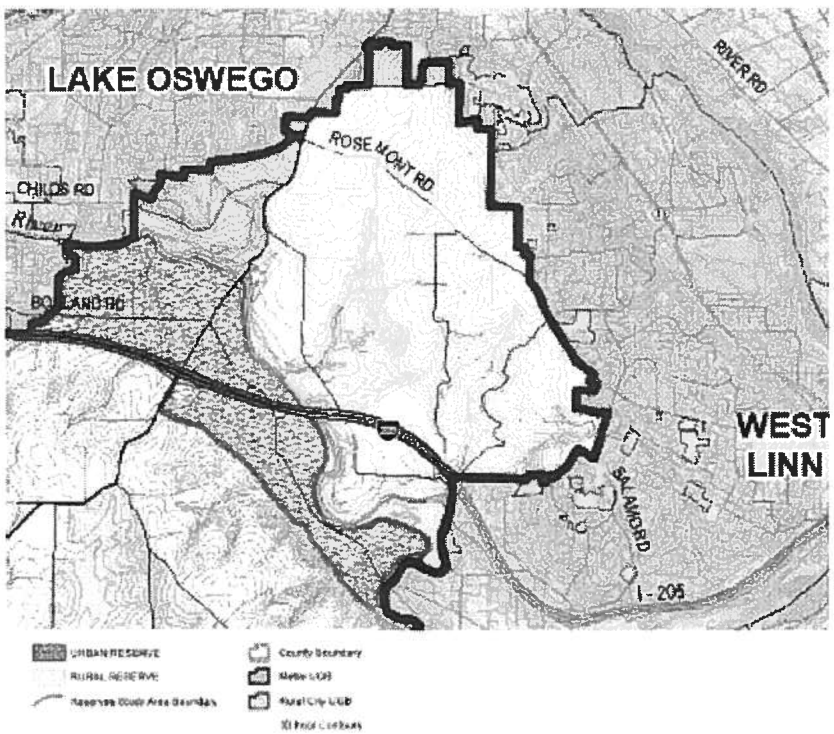
September 15, 2009


CLACKAMAS COUNTY BOARD OF COMMISSIONERS
RECOMMENDATIONS FOR URBAN AND RURAL RESERVES
URBAN RESERVE
RURAL RESERVE
Reserves Study Area Boundary
County Boundary
Metro UGB
Rural City UGB
30-Foot Contours
15 SEPTEMBER 2009
CLACKAMAS COUNTY
BEAVERTON
PORTLAND
TIGARD
TUALATIN
SHERWOOD
LAKE OSWEGO
WEST LINN
HAPPY VALLEY
DAMASCUS
OREGON CITY
WILSONVILLE
CANBY
SANDY
ESTACADA

Clackamas County Urban and Rural Reserves Project
Board of County Commissioners: Areas Suitable for Urban and Rural Reserves
Decision: September 10, 2009

AREA	BCC RECOMENDATION & RATIONALE	KEY URBAN AND RURAL FACTORS RATINGS
I. South of Sherwood/West of Wilsonville (North of Willamette River)  	Designate Tonquin Geologic Area as rural reserve: ▪ *Delineated Important Natural Feature (DINF)* Designate all the Important farmland rural reserve, including all of Parrett Mountain: ▪ *Actively farmed, needs preservation* ▪ *Treat entire Parrett Mountain area as a block with similar designations* Designate a small area south of Sherwood as urban reserve: ▪ *Can be served by Sherwood* Designate as urban reserve two small areas identified as areas of interest by Wilsonville: ▪ *Easily served with extensions of existing city services* Leave undesignated remaining areas of Conflicted farmland south of Sherwood: ▪ *Not a strong candidate for rural reserve -- Conflicted and not a DINF* ▪ *Not a strong candidate for urban reserve -- difficult to serve by either city*	Recommended rural reserve areas: ▪ Contains Important farmland in the southern half ▪ Contains parts of two DINFs (Tonquin Geologic Area and Parrett Mountain) ▪ Are potentially subject to urbanization because of proximity to Wilsonville and Sherwood ▪ Parrett Mountain rates high for separation between cities, sense of place, fish and wildlife habitat Recommended urban reserve areas: ▪ Rates high and medium for all factors in recommended areas ▪ No Foundation farmland

Clackamas County Urban and Rural Reserves Project
Board of County Commissioners: Areas Suitable for Urban and Rural Reserves
Decision: September 10, 2009

<table>
<tr><th>AREA</th><th>BCC RECOMENDATION & RATIONALE</th><th>KEY URBAN AND RURAL FACTORS RATINGS</th></tr>
<tr><td>
IV. Stafford
(North of 1-205 on west side/North of Tualatin River on east side)


</td><td>
Designate as rural reserve the DINFs (Tualatin River and Wilson Creek):
▪ Need preservation

Designate as urban reserves the Borland area (bounded by the Tualatin city limits on the west, the Tualatin River on the north and I-205 on the south [and east]):
▪ Rates high to medium for urban reserves factors
▪ Suitable for employment uses
▪ Conflicted farmland
[NOTE: County will talk with Stafford Hamlet and adjacent cities to determine if adjacent areas (Mossy Brae and Johnson Road) should be designated urban reserve.]

Leave remaining areas undesignated:
▪ Not a strong candidate for rural reserve -- Conflicted farmland and not a DINF
▪ Not a strong candidate for urban reserve -- governance concerns; topography, natural features and parcelization limit opportunities to create walkable communities and urban densities
</td><td>
Recommended rural reserve areas:
▪ Contains Conflicted farmland only
▪ Are potentially subject to urbanization because of proximity to UGB, three cities and I-205
▪ Generally rate low on the agriculture & forest factors
▪ Contain two inventoried DINFs: Wilson Creek & the Tualatin River
▪ Rate high for sense of place

Recommended urban reserve areas:
▪ Generally rate high to medium on all urban factors
▪ Rate medium for employment land
▪ Rate low on some transportation factors
</td></tr>
</table>

Conclusion

- Questions?

MEMORANDUM
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Michael A. McKillip, City Engineer MK

DATE: September 30, 2009

SUBJECT: TRANSPORTATION FUNDING BILL (HB 2001) UPDATE

RECOMMENDATION

No action is necessary; this is for information only. These items will come up in future discussions on land use and transportation issues.

BACKGROUND

HB 2001 passed the 2009 Legislature and was signed by the Governor.

There has been much discussion about the increase in the gas tax and the restriction on local governments imposing new gas taxes. There are several other sections that will impact Tualatin and other local governments in the Metro area. These are:

- Section 1 – Interim studies/hearings
  This is a catchall for studies the legislature wants to work on. They range from concerns about JPACT to transferring district highways from ODOT to local governments.
- Sections 3 and 4 – Congestion Pricing Pilot Program (tolling)
  This requires ODOT, Portland, Metro, and the 3 Counties to implement a congestion pricing pilot program in the next 3 years. It appears the most likely program would be to install preconstruction tolling on the Sellwood Bridge.
- Sections 6 and 7 – Least cost planning
  This requires ODOT to develop a model to include direct and indirect costs of projects in the state and regional plans. ODOT will report back to the next legislative session.

- Sections 8, 9, and 10 – Connect Oregon III
  This is a continuation of the current program to provide funding for non highway transportation projects. Rail, port and airport projects are eligible.
- Section 17 - STIP criteria, State Transportation Improvement Program
  The OTC will work with other stakeholders to review the criteria for including projects in the STIP. Additional criteria to be evaluated are not undermining sustainable urban development, environmental stewardship, community sensitivity, greenhouse gas emissions, and reducing dependence on foreign oil.
- Section 18 - Design standards and process
  This requires ODOT to adopt rules to incorporate environmental standards into design and constructions standards.
- Section 19 - Practical design standards
  This requires ODOT to implement a system of "practical design" standards to reduce projects costs and maintain safety and other standards.
- Section 21 – hazardous material routes
  This requires ODOT to study county roads carrying hazardous materials in lieu of a state highway. Probably means Cornelius Pass Road. It is currently a hazardous materials rout.
- Section 25 - No city fuel taxes until 2014
  Cities cannot implement any additional fuel taxes until January 2, 2014.
- Section 26 - After 2014 a fuel tax must go to a vote
  Any city fuel tax enacted after January 2, 2014 must be approved by the voters.
- Section 30 - "Efficient fee study"
  This requires ODOT to prepare an additional highway cost allocation study that includes costs of highway replacement, congestion, greenhouse gas generation and other factors.
- Section 31 - Urban Trail fund
  This establishes a $1 Million fund for recreational trails in urban growth boundaries.
- Section 37 - Green house gas reductions
  This requires Metro to develop 2 or more land use scenarios that accommodate projected growth in populations and employment while reducing greenhouse gas emissions.
- Section 38 – Green house gas reductions
  This requires an report to the legislature on the greenhouse gas reduction land use scenarios.
- Section 40 – County vehicle registration fees
  This allows Multnomah, Clackamas and Washington Counties to enact a vehicle registration fee to fund the replacement of the Sellwood Bridge.
- Section 41 – County vehicle registration fees
  This requires 40% of vehicle registration fees collected by Counties for replacing the Sellwood Bridge to be shared with Cities in the County after July 1, 2013.
- Section 49 – Gas tax increases - $0.24 to $0.30
  This increases the gas tax form $0.24/gallon to $0.30/gallon.

- Section 50 – Gas tax increases – implementation
  This implements the gas tax increase on January 1, 2011or after the quarterly revenue forecasts have increased for 2 consecutive quarters by at least 2%/quarter.
- Section 64 – Projects to be added to MTIP – Metropolitan Transportation Improvement Program
  This section lists 49 projects and areas that will receive a total of $1,005,000,000
- Section 68 – Implements County registration fees
  Section 40 is effective after the close of the legislative session.

Attached is a copy of HB 2001 with some notes in the margins about the sections. Also attached is a packet from the September 22, 2009 Metro Council Work Session with some notes about their discussion

Attachments: A. HB 2001
B. September 22, 2009 Metro Council Packet

Enrolled
House Bill 2001

Sponsored by Representatives BEYER, BERGER, Senators METSGER, STARR; Representatives BENTZ, D EDWARDS, HUNT, Senators COURTNEY, JOHNSON, MORRISETTE (at the request of Governor Theodore R. Kulongoski)

CHAPTER ....

AN ACT

Relating to transportation; creating new provisions; amending ORS 267.001, 268.503, 319.020, 319.530, 367.620, 801.041, 801.237, 803.090, 803.420, 803.570, 803.645, 805.250, 807.410, 818.225, 825.476 and 825.480 and section 4, chapter 545, Oregon Laws 2003, sections 31 and 32, chapter 618, Oregon Laws 2003, section 49, chapter 843, Oregon Laws 2007, and section 14, chapter 855, Oregon Laws 2007; repealing section 6, chapter 862, Oregon Laws 2001; appropriating money; prescribing an effective date; and providing for revenue raising that requires approval by a three-fifths majority.

Whereas this 2009 Act shall be known as the Oregon Jobs and Transportation Act; and

Whereas Oregon's transportation system is the vital link that connects all Oregon communities to one another; and

Whereas all sectors of Oregon's economy rely on the transportation system to remain competitive and to connect to the marketplace; and

Whereas addressing the great and growing need for system-wide maintenance and modernization is essential to economic development in Oregon; and

Whereas a more sustainable transportation system will help Oregon achieve the critical goals of lowering greenhouse gas emissions, improving livability and reducing statewide dependence on foreign oil; and

Whereas maintenance, preservation, safety and modernization needs have been identified in every corner of Oregon; and

Whereas the thousands of jobs and improved infrastructure created by this 2009 Act will benefit Oregon's economy and its workforce for decades to come; now, therefore,

Be It Enacted by the People of the State of Oregon:

SECTION 1. The House and Senate interim committees related to transportation shall, in consultation with the Oregon Transportation Commission, local governments, metropolitan planning organizations and other transportation stakeholders:

(1) Review the responsibilities given to the state, counties and cities for improvement, maintenance and management of the highway system and the resources available to each level of government and make recommendations to better align resources and responsibilities.

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(2) Review best practices for stakeholder involvement in transportation decision-making.

(3) Identify opportunities to achieve greater program efficiency in the delivery of transportation services and programs through intergovernmental cooperation.

(4) Study national best practices for improving the delivery of metropolitan transportation services through enhanced regional decision-making.

(5) Prepare legislation to implement recommendations developed under this section for introduction in the Seventy-sixth Legislative Assembly.

SECTION 2. Section 1 of this 2009 Act is repealed on January 2, 2012.

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SECTION 3. (1) The Department of Transportation, in cooperation with Clackamas County, Multnomah County, Washington County, the City of Portland and a metropolitan service district organized under ORS chapter 268 shall develop one or more pilot programs and implement congestion pricing in the Portland metropolitan area and study the effect congestion pricing may have on reducing traffic congestion. Pilot programs may include, but need not be limited to, time-of-day pricing with variable tolls.

(2) At least one pilot program shall be implemented no later than 36 months after the effective date of this 2009 Act.

(3) A pilot program implemented under this section may not apply to motor vehicles with a gross vehicle weight rating of 10,001 pounds or more.

(4) The department shall expend all of the funds generated by a pilot program in excess of the costs of the program in the Portland metropolitan area, to be used as allowed by section 3a, Article IX of the Oregon Constitution.

(5) No later than December 1 of each year, the department shall report to the appropriate House and Senate interim committees related to transportation and revenue on the work of the department in designing and implementing the pilot programs.

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SECTION 4. Section 3 of this 2009 Act is repealed on January 2, 2016.

SECTION 5. (1) The Department of Transportation shall provide information on the department's website about:

(a) Transportation projects described in section 64 of this 2009 Act; and

(b) Any other transportation projects funded by the increase in taxes and fees by the amendments to:

(A) ORS 803.090 by section 42 of this 2009 Act;

(B) ORS 803.420 by section 43 of this 2009 Act;

(C) ORS 803.570 by section 44 of this 2009 Act;

(D) ORS 803.645 by section 44a of this 2009 Act;

(E) ORS 319.020 by section 48 of this 2009 Act;

(F) ORS 319.530 by section 49 of this 2009 Act;

(G) ORS 818.225 by section 51 of this 2009 Act;

(H) ORS 825.476 by section 52 of this 2009 Act; and

(I) ORS 825.480 by section 53 of this 2009 Act.

(2) The department shall make the information accessible directly from the department's website home page.

(3) For each project listed, the department shall provide a short description of the project, the intended benefit of the project, an estimated date for inviting bids and entering into contracts, an estimated contract cost, an estimated completion date, any change in the estimated completion date and any change in the project cost. The department shall also provide explanation for any change in the estimated completion date or change in project cost.

(4) The department shall update the information required by this section each week until all projects are completed.

(5) The department shall report to the interim House and Senate committees related to transportation on the progress the department is making toward achieving the goals of this section.

SECTION 6. (1) As used in this section, "least-cost planning" means a process of comparing direct and indirect costs of demand and supply options to meet transportation goals,

metro memo

policies or both, where the intent of the process is to identify the most cost-effective mix of options.

(2) The Department of Transportation shall, in consultation with local governments and metropolitan planning organizations, develop a least-cost planning model for use as a decision-making tool in the development of plans and projects at both the state and regional level.

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SECTION 7. Prior to February 1, 2011, the Department of Transportation shall submit a progress report, including any recommendations for legislation, on the development of a least-cost planning model under section 6 of this 2009 Act to the Seventy-sixth Legislative Assembly.

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SECTION 8. (1) The Legislative Assembly finds that issuing lottery bonds to finance transportation projects is essential to promoting the state's economic development.

(2) The use of lottery bond proceeds is authorized based on the following findings:

(a) There is an urgent need to improve and expand publicly owned and privately owned transportation infrastructure to support economic development in this state.

(b) A safe, efficient and reliable transportation network supports the long-term economic development and livability of this state.

(c) A multimodal network of air, rail, public transit, highway and marine transportation moves people and goods efficiently.

(d) Local governments and private sector businesses often lack capital and the technical capacity to undertake multimodal transportation projects.

(e) Public financial assistance can stimulate industrial growth and commercial enterprise and promote employment opportunities in this state.

(f) Public investment in transportation infrastructure will create jobs and further economic development in this state.

(3) The factors described in subsection (2) of this section will encourage and promote economic development within the State of Oregon, and issuance of lottery bonds to finance transportation projects is therefore an appropriate use of state lottery funds under section 4, Article XV of the Oregon Constitution, and ORS 461.510.

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SECTION 9. (1) For the biennium beginning July 1, 2009, at the request of the Oregon Department of Administrative Services, in consultation with the Department of Transportation, the State Treasurer is authorized to issue lottery bonds pursuant to ORS 286A.560 to 286A.585 in an amount not to exceed net proceeds of $100 million for the purpose described in subsection (2) of this section, plus an additional amount, to be estimated by the State Treasurer, for payment of bond-related costs.

(2) Net proceeds of lottery bonds issued pursuant to this section must be deposited in the Multimodal Transportation Fund established under ORS 367.080 sufficient to provide $100 million in net proceeds and interest earnings for disbursement to the Department of Transportation to finance grants and loans for transportation projects as provided in ORS 367.080 to 367.086.

(3) Bond-related costs for the lottery bonds authorized by this section must be paid from the gross proceeds of the lottery bonds and from allocations for the purposes of ORS 286A.576 (1)(c).

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SECTION 10. (1) The Oregon Transportation Commission shall allocate five percent of the net proceeds of the lottery bonds authorized by section 9 of this 2009 Act to rural airports.

(2) To the extent that proposed transportation projects meet the qualifications established by the commission by rule, the commission shall allocate at least 10 percent of the net proceeds of the lottery bonds authorized by section 9 of this 2009 Act to each region described in this section. For purposes of this section, the regions are as follows:

(a) Region one consists of Clackamas, Columbia, Hood River, Multnomah and Washington Counties.

(b) Region two consists of Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties.

(c) Region three consists of Coos, Curry, Douglas, Jackson and Josephine Counties.

(d) Region four consists of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler Counties.

(e) Region five consists of Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa Counties.

SECTION 11. Sections 12 to 14 of this 2009 Act are added to and made a part of the Oregon Vehicle Code.

SECTION 12. "Medium-speed electric vehicle" means an electric motor vehicle with four wheels that is equipped with a roll cage or a crushproof body design, can attain a maximum speed of 35 miles per hour on a paved, level surface, is fully enclosed and has at least one door for entry.

SECTION 13. (1) A person commits the offense of unlawfully operating a medium-speed electric vehicle on a highway if the person operates a medium-speed electric vehicle on a highway with a posted speed limit that is greater than 45 miles per hour.

(2) Notwithstanding subsection (1) of this section, a city or county may adopt an ordinance allowing operation of medium-speed electric vehicles on city streets or county roads that have speed limits or posted speeds of more than 45 miles per hour.

(3) The offense described in this section, unlawfully operating a medium-speed electric vehicle on a highway, is a Class B traffic violation.

SECTION 14. (1) The Department of Transportation shall adopt, by rule, minimum safety standards for low-speed vehicles and medium-speed electric vehicles. Standards adopted by the department under this section must be consistent with, but may exceed, any vehicle safety standards established under federal regulations.

(2) The department may not issue registration to a low-speed vehicle or medium-speed electric vehicle if the department has reason to believe the vehicle does not meet the safety standards adopted pursuant to this section.

SECTION 15. As part of the preparation of the capital construction estimate submitted to the Oregon Department of Administrative Services pursuant to ORS 291.224, the Department of Transportation shall prepare, in addition to any amounts budgeted for the Department of Transportation, a budget request for other funds that may be used to facilitate the sharing of offices and other facilities used by the Department of Transportation with the offices and other facilities used by local government.

SECTION 16. Section 17 of this 2009 Act is added to and made a part of ORS 184.610 to 184.666.

metro memo

SECTION 17. The Oregon Transportation Commission shall work with stakeholders to review and update the criteria used to select projects within the Statewide Transportation Improvement Program. When revising the project selection criteria the commission shall consider whether the project:

(1) Improves the state highway system or major access routes to the state highway system on the local road system to relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times within high-congestion corridors.

(2) Enhances the safety of the traveling public by decreasing traffic crash rates, promoting the efficient movement of people and goods and preserving the public investment in the transportation system.

(3) Increases the operational effectiveness and reliability of the existing system by using technological innovation, providing linkages to other existing components of the transportation system and relieving congestion.

(4) Is capable of being implemented to reduce the need for additional highway projects.

(5) Improves the condition, connectivity and capacity of freight-reliant infrastructure serving the state.

(6) Supports improvements necessary for this state's economic growth and competitiveness, accessibility to industries and economic development.

(7) Provides the greatest benefit in relation to project costs.

(8) Fosters livable communities by demonstrating that the investment does not undermine sustainable urban development.

(9) Enhances the value of transportation projects through designs and development that reflect environmental stewardship and community sensitivity.

(10) Is consistent with the state's greenhouse gas emissions reduction goals and reduces this state's dependence on foreign oil.

design standards & process

SECTION 18. (1) As used in this section, "highway" has the meaning given that term in ORS 801.305.

(2) The Department of Transportation shall adopt rules, taking into consideration the following:

(a) Incorporating environmental performance standards into the design and construction of all state highway construction projects, including local government highway construction projects funded by the department.

(b) Improving the environmental permitting process for state highway construction projects in order to:

(A) Reduce the time required to design projects and obtain environmental permits;

(B) Reduce the cost and delay associated with redesigning projects to meet environmental requirements;

(C) Maintain a strong commitment to environmental stewardship; and

(D) Reduce this state's dependence on foreign oil.

metro memo

SECTION 19. The Department of Transportation shall implement transportation design practices that follow the concept of practical design. Practical design standards should incorporate maximum flexibility in application of standards that reduce the cost of project delivery while preserving and enhancing safety and mobility.

SECTION 20. (1) No later than November 1, 2010, the Department of Transportation shall prepare a report for submission to the interim House and Senate committees related to transportation.

(2) The report described in subsection (1) of this section must include information about all new transportation design practices implemented under section 19 of this 2009 Act that deliver transportation benefits in the most cost-effective manner.

Probably Cornelius Pass Road -

SECTION 21. (1) The Department of Transportation shall, in consultation with local governments, conduct a study to generate alternatives to improve the safety of at least one county road that is used to carry hazardous materials in lieu of a state highway.

(2) No later than February 1, 2011, the department shall submit a report on the results of the study described in subsection (1) of this section to the Seventy-sixth Legislative Assembly.

SECTION 22. Section 21 of this 2009 Act is repealed on January 2, 2012.

SECTION 23. (1) The Department of Transportation shall undertake a pilot project to contract out all maintenance activities on a segment of the state highway that is at least 10 miles in length and no longer than 30 miles in length.

(2) No later than February 1, 2010, the department, through the Oregon Innovative Partnerships Program, shall prepare plans and specifications to conduct the procurement of contracts and begin procuring contracts.

(3) No later than June 1, 2010, the department shall implement the contracts procured under subsection (2) of this section.

(4) The department is encouraged to research successful programs in other states to determine best practices for carrying out the pilot project and replicate the best practices as much as practicable.

(5) The department shall continue the pilot project for at least six years from the date the contracts are entered into.

(6) The department shall submit, during each regular session of the Legislative Assembly, a biennial report summarizing the progress toward achieving the goals of this section to the House and Senate committees related to business and labor and to the appropriate subcommittee of the Joint Committee on Ways and Means that considers the agency's budget.

SECTION 24. Section 23 of this 2009 Act is repealed on January 2, 2018.

no city fuel taxes

SECTION 25. (1) A city, county or other local government may not enact any charter provision, ordinance, resolution or other provision taxing fuel for motor vehicles.

(2) A city, county or other local government may not amend any charter provision, ordinance, resolution or other provision taxing fuel for motor vehicles.

SECTION 26. Section 25 of this 2009 Act is repealed on January 2, 2014.

fuel tax Requires vote

SECTION 27. A city, county or other local government may enact or amend any charter provision, ordinance, resolution or other provision taxing fuel for motor vehicles after submitting the proposed tax to the electors of the local government for their approval.

SECTION 28. Section 27 of this 2009 Act becomes operative January 2, 2014.

SECTION 29. (1) As used in this section:

(a) "Car rental company" means a person whose primary business is renting motor vehicles to consumers under rental agreements for periods of 90 days or less.

(b) "Motor vehicle" has the meaning given that term in ORS 801.360.

(2) A car rental company may not impose in a rental agreement a surcharge for the purpose of covering the costs of titling and registering a rental motor vehicle that is greater than the amount reasonably calculated to cover the costs incurred by the car rental company to title and register the rental motor vehicle.

metro memo

SECTION 30. (1) In addition to preparing a highway cost allocation study as described in ORS 366.506 in the same or similar manner as the study prepared for the Seventy-fifth Legislative Assembly, the Oregon Department of Administrative Services shall prepare a second highway cost allocation study known as the "efficient fee study."

(2) The efficient fee study must consider the actual costs users impose on the highway system, including but not limited to highway replacement costs, traffic congestion costs and the cost of greenhouse gas emissions.

(3) The department shall report the results of both the highway cost allocation study and the efficient fee study to the Seventy-sixth Legislative Assembly. The efficient fee study report must include recommendations for legislation to implement the efficient fee method of cost allocation.

metro memo

SECTION 31. (1) The Urban Trail Fund is established in the State Treasury, separate and distinct from the General Fund. Interest earned by the Urban Trail Fund shall be credited to the fund. Moneys in the fund are continuously appropriated to the Department of Transportation to develop and maintain within urban growth boundaries multiuse trails for nonmotorized vehicles and pedestrians that supplement or provide links to roads, highways, footpaths, bicycle trails and public transit.

(2) The fund shall consist of:

(a) Private funding resources;

(b) Grant moneys;

(c) Any moneys appropriated to the fund by the Legislative Assembly; and

(d) Moneys from any other source.

SECTION 32. (1) The Department of Transportation shall enter into an intergovernmental agreement with the Travel Information Council under which the council shall manage, maintain and improve roadside rest areas mutually agreed upon by the department and council and the following roadside rest areas along Interstate 5 and Interstate 84:

(a) Interstate 5, southbound, near milepost 63.

(b) Interstate 5, northbound, near milepost 241.

(c) Interstate 5, southbound, near milepost 241.
(d) Interstate 5, northbound, near milepost 281.
(e) Interstate 5, southbound, near milepost 281.
(f) Interstate 84, eastbound, near milepost 160.
(g) Interstate 84, westbound, near milepost 377.

(2) Subject to subsection (4) of this section, in carrying out the provisions of subsection (1) of this section, the council may enter into contracts necessary to accomplish the purposes of subsection (1) of this section.

(3) The department shall maintain ownership of any roadside rest area the council manages, maintains and improves under an intergovernmental agreement entered into under subsection (1) of this section.

(4) Under the intergovernmental agreement entered into under subsection (1) of this section, the council shall conduct public contracting activities in accordance with the provisions of ORS 377.836.

SECTION 33. (1) Notwithstanding ORS 366.490, the Travel Information Council shall establish by rule a permit program allowing nonprofit organizations to provide free coffee or other nonalcoholic beverages and cookies at roadside rest areas the council is responsible for under section 32 of this 2009 Act. Cookies offered under the program must come from a licensed facility. Rules adopted under this section may not restrict the program to any particular days of the year.

(2) In lieu of applying to the Department of Transportation for a permit under ORS 366.490, an organization may apply for a permit to provide coffee, other nonalcoholic beverages and cookies at a rest area maintained by the council by submitting a written request to the council. The request shall specify the day on which the organization wishes to offer the nonalcoholic beverages and cookies and the specific rest area where they will be offered. The request shall be submitted not less than 60 days prior to the date requested.

(3) The council shall issue a permit to the selected organization not less than 30 days in advance of the date for which the permit is issued. If there is more than one request for the same date and the same place, the council shall select one organization by random drawing and shall issue the permit to that organization.

(4) The council may not issue more than one permit for the same time and place.

(5) An organization that receives a permit shall confine distribution of coffee, other nonalcoholic beverages or cookies to an area of the rest area designated in the permit or by the rest area attendant. The organization may not obstruct access to any building or other structure in the rest area.

(6) An organization providing coffee, other nonalcoholic beverages or cookies may accept donations at the rest area while providing coffee, other nonalcoholic beverages or cookies.

(7) An organization may post signs identifying the organization and the activity, provided that each sign is not more than 10 square feet in area and there are not more than two signs. The signs may be placed only on vehicles used in connection with the provision of nonalcoholic beverages and cookies or located in the area designated for the activity.

(8) The council may revoke the permit of any organization that fails to comply with the provisions of this section or with rules adopted by the council to implement the provisions of this section.

SECTION 34. Sections 32 and 33 of this 2009 Act are repealed January 2, 2020.

SECTION 35. (1) The Department of Transportation and the Travel Information Council shall work with the private sector to develop a plan for installing electric motor vehicle recharging stations at any roadside rest area operated by the council or the department.

(2) The department and the council jointly shall report to the House and Senate interim committees related to transportation on the development of the plan.

SECTION 36. Section 35 of this 2009 Act is repealed on January 2, 2012.

SECTION 37. (1) As used in this section:

metro memo

→ section 37

metro memo

GHG Reductions

(a) "Comprehensive plan" has the meaning given that term in ORS 197.015.

(b) "Land use regulation" has the meaning given that term in ORS 197.015.

(c) "Metropolitan service district" means a metropolitan service district established under ORS chapter 268.

(2)(a) Except as provided in subsection (5) of this section, on or before January 1, 2012, a metropolitan service district, in accordance with rules adopted under subsection (6) of this section, shall develop two or more alternative land use and transportation scenarios that accommodate planned population and employment growth while achieving a reduction in greenhouse gas emissions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less.

(b) A metropolitan service district, in accordance with rules adopted under subsection (8) of this section, shall select, after public review and comment on the scenarios and in consultation with local governments within the jurisdiction of the metropolitan service district, one scenario described in paragraph (a) of this subsection as a part of its planning responsibilities under ORS 268.390.

(3) Except as provided in subsection (5) of this section, a local government within the jurisdiction of the metropolitan service district shall amend its comprehensive plan and land use regulations implementing the plan to be consistent with the scenario adopted by a metropolitan service district in a manner provided by rules adopted under subsection (8) of this section.

(4)(a) The Department of Transportation and the Department of Land Conservation and Development shall provide technical assistance and guidance for the land use and transportation scenarios and local planning described in subsections (2) and (3) of this section.

(b) The Department of Transportation and the Department of Land Conservation and Development shall provide grant support to each government entity required to carry out the provisions of subsections (2) and (3) of this section in amounts sufficient to fully reimburse the entities for any costs incurred in carrying out the provisions of subsections (2) and (3) of this section.

(c) The Department of Transportation and the Department of Land Conservation and Development shall provide funds for rulemaking, technical assistance and grants under this section from available funds.

(5) A metropolitan service district and local governments within the jurisdiction of the district are not required to comply with subsections (2) and (3) of this section unless the district and local governments receive sufficient funds for reimbursement of costs in carrying out the provisions of subsections (2) and (3) of this section.

(6) On or before June 1, 2011, the Land Conservation and Development Commission, in consultation with the Oregon Transportation Commission, shall adopt rules for metropolitan service districts. The rules must identify each district's needed reduction by 2035 in those greenhouse gas emissions caused by motor vehicles with a gross vehicle weight rating of 10,000 pounds or less, based upon the goals stated in ORS 468A.205 and taking into consideration the reductions in vehicle emissions that are likely to result by 2035 from the use of improved vehicle technologies and fuels. On or before March 1, 2011, the Department of Transportation, the Department of Environmental Quality and the State Department of Energy shall provide the Land Conservation and Development Commission with the information or projections necessary to determine the proposed greenhouse gas emissions reduction goals for 2035.

(7) In order to carry out the responsibilities described in subsection (6) of this section:

(a) The Department of Transportation shall provide the Department of Environmental Quality and the State Department of Energy with an estimate of the vehicle miles traveled in the metropolitan service district in 1990 by motor vehicles with a gross vehicle weight rating of 10,000 pounds or less, based on available records;

(b) The Department of Transportation shall provide the Department of Environmental Quality and the State Department of Energy with an estimate of the rate at which new vehicles will replace existing vehicles among the vehicles described in paragraph (a) of this subsection;

(c) The Department of Environmental Quality and the State Department of Energy shall estimate the greenhouse gas emissions for 1990 for each metropolitan service district resulting from the travel by motor vehicles described in paragraph (a) of this subsection, using available records of the average emissions per mile emitted by motor vehicles in 1990 and the estimates provided by the Department of Transportation under paragraph (a) of this subsection;

(d) The Department of Environmental Quality and the State Department of Energy shall estimate the predicted average greenhouse gas emissions by motor vehicles described in paragraph (a) of this subsection predicted to comprise the motor vehicles on the highways in 2035 based on the predicted rate of replacement of the vehicles as described in paragraph (b) of this subsection and based on available reasonable estimates provided by public or private entities of the improvements in vehicle technologies that will be available for use by 2035;

(e) The Department of Environmental Quality and the State Department of Energy shall recommend to the Land Conservation and Development Commission a percentage by which the emissions from motor vehicles described in paragraph (a) of this subsection should be reduced below their estimated 1990 emission levels by 2035 in order to achieve a reduction in emissions from the vehicles as part of the overall achievement of total carbon reduction set for 2050 by ORS 468A.205 and shall explain their reasons for any recommendations other than the midpoint between the 2020 and the 2050 emission reduction targets established by ORS 468A.205;

(f) The Department of Environmental Quality and the State Department of Energy shall calculate the estimated miles of travel by motor vehicles described by paragraph (a) of this subsection predicted to be traveled and that may be accommodated in 2035 in each metropolitan service district based on the estimates performed under paragraphs (a) to (d) of this subsection and the recommendation required by paragraph (e) of this subsection;

(g) The Department of Transportation, the Department of Environmental Quality and the State Department of Energy shall recommend to the Land Conservation and Development Commission modeling tools or other methods by which a metropolitan service district may adjust the district's recommended target number of miles of travel described in paragraph (f) of this subsection to account for additional greenhouse gas emissions resulting from increased traffic congestion or reductions in such emissions resulting from measures that reduce traffic congestion; and

(h) On or before March 1, 2011, the Department of Transportation, the Department of Environmental Quality and the State Department of Energy shall submit the information required by paragraphs (a) to (g) of this subsection to the Land Conservation and Development Commission, including but not limited to citations to sources relied on and calculations made.

(8) On or before January 1, 2013, the Land Conservation and Development Commission, in consultation with the Oregon Transportation Commission, shall adopt rules that establish a process for cooperatively selecting a land use and transportation scenario for each metropolitan service district to achieve the greenhouse gas emissions reductions identified in the rules adopted pursuant to subsection (6) of this section and a process for the adoption of regional or local plans to implement the scenario. The rules shall:

(a) Identify minimum planning standards for achieving reductions in greenhouse gas emissions through comprehensive plans and transportation system plans;

(b) Identify planning assumptions and approaches to meet minimum planning standards identified in paragraph (a) of this subsection that ensure the Department of Land Conser-

vation and Development can approve the changes to the regional framework plan, comprehensive plans and land use regulations implementing the comprehensive plans;

(c) Establish a cycle for initial adoption and updating of the transportation and land use scenario required by this section, including planning periods beyond 2035, relating the cycle to periodic review under ORS 197.628 to 197.650 and to urban growth boundary planning under ORS 197.296 or 197.298; and

(d) Ensure that local standards and criteria for land uses and for land development and transportation plans that implement the scenarios selected under subsection (2)(b) of this section:

(A) Are contained in the amendments to regional framework plans, functional plans, comprehensive plans and land use regulations required by subsections (3) of this section; and

(B) Do not have the effect of preventing, discouraging or delaying the implementation of the scenarios, except as necessary to protect the public health and safety.

(9) The Land Conservation and Development Commission may extend the deadline for adoption of the rules required under subsection (6) of this section for up to 90 days if the commission determines that the extension will not delay a metropolitan service district's completion of land use and transportation scenarios as described in subsection (2) of this section.

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SECTION 38. (1) As used in this section, "metropolitan service district" means a metropolitan service district established under ORS chapter 268.

(2) On or before February 1, 2012, the Department of Land Conservation and Development and the Department of Transportation shall report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario described in section 37 of this 2009 Act. The report must include:

(a) The scenarios of a metropolitan service district that are described in section 37 (2) of this 2009 Act; and

(b) The rules adopted pursuant to section 37 (6) of this 2009 Act.

(3) On or before February 1, 2014, the Land Conservation and Development Commission and the Department of Transportation shall report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario described in section 37 of this 2009 Act. The report must include:

(a) The rules adopted pursuant to section 37 (8) of this 2009 Act;

(b) A description of the completed planning and work remaining to be completed; and

(c) Recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 or to cities located outside the boundaries of metropolitan planning organizations that have significant levels of commuting trips to destinations within the boundaries of a metropolitan planning organization.

SECTION 38a. (1) As used in this section, "metropolitan planning organization" has the meaning given that term in ORS 197.629.

(2) Except as provided in subsection (6) of this section, on or before July 1, 2013, with the assistance of the Department of Transportation and a metropolitan service district, a metropolitan planning organization that serves Eugene and Springfield shall develop modeling and other capabilities needed to perform the planning functions described in subsections (3) and (4) of this section.

(3)(a) Except as provided in subsection (6) of this section, on or after January 1, 2013, a metropolitan planning organization that serves Eugene and Springfield, shall develop two or more alternative land use and transportation scenarios that accommodate planned population and employment growth while achieving a reduction in greenhouse gas emissions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less.

(b) When developing the land use and transportation scenarios described in subsection (a) of this section, the metropolitan planning organization shall take into account the

amount of greenhouse emissions, caused by motor vehicles with a gross vehicle weight rating of 10,000 pounds or less, that need to be reduced in 2035 in order to meet the goals stated in ORS 468A.205. The metropolitan planning organization shall take into consideration the reductions in vehicle emissions that are likely to result by 2035 from the use of improved vehicle technologies and fuels.

(4) The local governments within the boundaries of a metropolitan planning organization that serves Eugene and Springfield shall cooperatively select, after public review and comment on the scenarios within the boundaries of the metropolitan planning organization, one scenario described in subsection (3) of this section.

(5)(a) The Department of Transportation and the Department of Land Conservation and Development shall provide technical assistance, grant support and guidance for the land use and transportation scenarios and local planning described in subsections (3) and (4) of this section.

(b) Metro, with grant assistance provided by the Department of Transportation, shall make its land use modeling capabilities available to metropolitan planning organizations that lack similar capabilities.

(c) The Department of Transportation shall provide funds for rulemaking, technical assistance and grants under this section from available funds.

(6) A metropolitan planning organization that serves Eugene and Springfield, and local governments within the jurisdiction of the organization, are not required to comply with subsections (2) and (3) of this section unless the organization and local governments receive sufficient funds for reimbursement of costs in carrying out the provisions of subsections (2) and (3) of this section.

(7) A metropolitan planning organization that serves Eugene and Springfield shall report:

(a) On or before February 1, 2014, to the House and Senate interim committees related to transportation. The report shall include recommendations for a cooperative process of rulemaking and enforcement of the rules.

(b) To the Seventy-eighth Legislative Assembly, the manner provided in ORS 192.245, on the implications of implementing the land use and transportation scenario selected under paragraph (a) of this subsection by amendments to the local government's comprehensive plan and land use regulations.

SECTION 39. Sections 37, 38 and 38a of this 2009 Act are repealed on January 2, 2016.

SECTION 40. ORS 801.041 is amended to read:

metro memo Vehicle Registration Fees

801.041. The following apply to the authority granted to counties by ORS 801.040 to establish registration fees for vehicles:

(1) An ordinance establishing registration fees under this section must be enacted by the county imposing the registration fee and filed with the Department of Transportation. [*Any*] **Notwithstanding ORS 203.055 or any provision of a county charter, the governing body of a county with a population of 350,000 or more may enact an** ordinance establishing registration fees [*that is enacted by the governing body of a county must be submitted to the electors of the county for their approval.*] **for the purpose of designing, replacing, acquiring necessary property for, engineering and constructing a bridge and its approach that crosses the Willamette River in the City of Portland. Except for motor vehicles registered as government-owned vehicles under ORS 805.040, the bridge shall be restricted to motor vehicles with a gross vehicle weight rating of 26,000 pounds or less.** The governing body of the county imposing the registration fee shall enter into an intergovernmental agreement under ORS 190.010 with the department by which the department shall collect the registration fees, pay them over to the county and, if necessary, allow the credit or credits described in ORS 803.445 (5). The intergovernmental agreement must state the date on which the department shall begin collecting registration fees for the county.

(2) The authority granted by this section allows the establishment of registration fees in addition to those described in ORS 803.420. There is no authority under this section to affect registration

periods, qualifications, cards, plates, requirements or any other provision relating to vehicle registration under the vehicle code.

(3) Except as otherwise provided for in this subsection, when registration fees are imposed under this section, they must be imposed on all vehicle classes. Registration fees as provided under this section may not be imposed on the following:

(a) Snowmobiles and Class I all-terrain vehicles.

(b) Fixed load vehicles.

(c) Vehicles registered under ORS 805.100 to disabled veterans.

(d) Vehicles registered as antique vehicles under ORS 805.010.

(e) Vehicles registered as vehicles of special interest under ORS 805.020.

(f) Government-owned or operated vehicles registered under ORS 805.040 or 805.045.

(g) School buses or school activity vehicles registered under ORS 805.050.

(h) Law enforcement undercover vehicles registered under ORS 805.060.

(i) Vehicles registered on a proportional basis for interstate operation.

(j) Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420 (10) or (11).

(k) Vehicles registered as farm vehicles under the provisions of ORS 805.300.

(L) Travel trailers, campers and motor homes.

(4) Any registration fee imposed by a county must be a fixed amount not to exceed, with respect to any vehicle class, the registration fee established under ORS 803.420 (1). For vehicles on which a flat fee is imposed under ORS 803.420, the fee must be a whole dollar amount.

(5) Moneys from registration fees established under this section must be paid to the county establishing the registration fees as provided in ORS 802.110. [*The county ordinance shall provide for payment of at least 40 percent of the money to cities within the county unless a different distribution is agreed to between the county and the cities within the jurisdiction of the county. The moneys shall be used for any purpose for which moneys from registration fees may be used.*] **The moneys shall be used for the necessary property acquisition for and the design, replacement, engineering and construction of a bridge and its approach that crosses the Willamette River in the City of Portland. Except for motor vehicles registered as government-owned vehicles under ORS 805.040, the bridge shall be restricted to motor vehicles with a gross vehicle weight rating of 26,000 pounds or less.**

(6) Two or more counties may act jointly to impose a registration fee under this section. The ordinance of each county acting jointly with another under this subsection must provide for the distribution of moneys collected through a joint registration fee.

[*(7) Before the governing body of a county that overlaps a district can impose a registration fee under this section, it must enter into an intergovernmental agreement under ORS 190.010 with the governing bodies of that district and all counties, other districts and cities with populations of over 300,000 that overlap the district. The intergovernmental agreement must state the registration fees and, if necessary, how the revenue from the fees are to be apportioned among the counties and the districts. Before the governing body of a county can enter into such an intergovernmental agreement, the county shall consult with the cities in its jurisdiction.*]

SECTION 40a. ORS 801.041, as amended by section 40 of this 2009 Act, is amended to read:

801.041. The following apply to the authority granted to counties by ORS 801.040 to establish registration fees for vehicles:

(1) An ordinance establishing registration fees under this section must be enacted by the county imposing the registration fee and filed with the Department of Transportation. Notwithstanding ORS 203.055 or any provision of a county charter, the governing body of a county with a population of 350,000 or more may enact an ordinance establishing registration fees [*for the purpose of designing, replacing, acquiring necessary property for, engineering and constructing a bridge and its approach that crosses the Willamette River in the City of Portland. Except for motor vehicles registered as government-owned vehicles under ORS 805.040, the bridge shall be restricted to motor vehicles with a gross vehicle weight rating of 26,000 pounds or less.*] **The governing body of a county with a**

population of less than 350,000 may enact an ordinance establishing registration fees after submitting the ordinance to the electors of the county for their approval. The governing body of the county imposing the registration fee shall enter into an intergovernmental agreement under ORS 190.010 with the department by which the department shall collect the registration fees, pay them over to the county and, if necessary, allow the credit or credits described in ORS 803.445 (5). The intergovernmental agreement must state the date on which the department shall begin collecting registration fees for the county.

(2) The authority granted by this section allows the establishment of registration fees in addition to those described in ORS 803.420. There is no authority under this section to affect registration periods, qualifications, cards, plates, requirements or any other provision relating to vehicle registration under the vehicle code.

(3) Except as otherwise provided for in this subsection, when registration fees are imposed under this section, they must be imposed on all vehicle classes. Registration fees as provided under this section may not be imposed on the following:

(a) Snowmobiles and Class I all-terrain vehicles.

(b) Fixed load vehicles.

(c) Vehicles registered under ORS 805.100 to disabled veterans.

(d) Vehicles registered as antique vehicles under ORS 805.010.

(e) Vehicles registered as vehicles of special interest under ORS 805.020.

(f) Government-owned or operated vehicles registered under ORS 805.040 or 805.045.

(g) School buses or school activity vehicles registered under ORS 805.050.

(h) Law enforcement undercover vehicles registered under ORS 805.060.

(i) Vehicles registered on a proportional basis for interstate operation.

(j) Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420 (10) or (11).

(k) Vehicles registered as farm vehicles under the provisions of ORS 805.300.

(L) Travel trailers, campers and motor homes.

(4) Any registration fee imposed by a county must be a fixed amount not to exceed, with respect to any vehicle class, the registration fee established under ORS 803.420 (1). For vehicles on which a flat fee is imposed under ORS 803.420, the fee must be a whole dollar amount.

(5) Moneys from registration fees established under this section must be paid to the county establishing the registration fees as provided in ORS 802.110. [*The moneys shall be used for the necessary property acquisition for and the design, replacement, engineering and construction of a bridge and its approach that crosses the Willamette River in the City of Portland. Except for motor vehicles registered as government-owned vehicles under ORS 805.040, the bridge shall be restricted to motor vehicles with a gross vehicle weight rating of 26,000 pounds or less.*] **The county ordinance shall provide for payment of at least 40 percent of the moneys to cities within the county unless a different distribution is agreed upon by the county and the cities within the jurisdiction of the county. The moneys shall be used for any purpose for which moneys from registration fees may be used.**

(6) Two or more counties may act jointly to impose a registration fee under this section. The ordinance of each county acting jointly with another under this subsection must provide for the distribution of moneys collected through a joint registration fee.

SECTION 40b. ORS 267.001 is amended to read:

267.001. Subject to ORS 801.040, [*801.041,*] 801.042, 801.237 and 803.445, for the purpose of exercising any power the district, as defined in ORS 801.237, is authorized to exercise, the district may impose registration fees on vehicles under ORS 803.445.

SECTION 40c. ORS 268.503 is amended to read:

268.503. Subject to ORS 801.040, [*801.041,*] 801.042, 801.237 and 803.445, for the purpose of providing any service that the district, as defined in ORS 801.237, has power to provide, the district may impose registration fees on vehicles under ORS 803.445.

SECTION 40d. ORS 801.237 is amended to read:

801.237. As used in this section and ORS 267.001, 268.503, 801.040, [*801.041,*] 801.042, 802.110, 803.420, 803.445 and 803.585, "district" means a mass transit or transportation district of over 400,000 persons established under ORS chapter 267 and a metropolitan service district of over 400,000 persons established under ORS chapter 268.

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SECTION 41. The amendments to ORS 801.041 by section 40a of this 2009 Act become operative July 1, 2013.

SECTION 42. ORS 803.090 is amended to read:

803.090. The following fees are the fees for the transaction described:

(1) The transfer fee under ORS 803.092:

(a) For a salvage title, [*$17*] **$27**.

(b) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, $90.

(c) For vehicles other than vehicles for which the title fee is described in paragraph (b) of this subsection, [*$55*] **$77**.

(2) The fee for issuance of a certificate of title under ORS 803.045:

(a) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, $90.

(b) For vehicles other than vehicles for which the title fee is described in paragraph (a) of this subsection, [*$55*] **$77**.

(3) The fee for issuance of a salvage title certificate under ORS 803.140, [*$17*] **$27**.

(4) The fee for issuance of a duplicate or replacement certificate of title under ORS 803.065:

(a) For a duplicate or replacement salvage title certificate, [*$17*] **$27**.

(b) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, $90.

(c) For vehicles other than vehicles for which the title fee is described in paragraph (b) of this subsection, [*$55*] **$77**.

(5) The fee under subsection (4) of this section [*must*] **may not** be paid at the same time as a transfer fee under this section if application is made at the same time as application for transfer.

(6) The fee for issuance of a new certificate of title under ORS 803.220 indicating a change of name or address:

(a) For a new salvage title certificate, [*$17*] **$27**.

(b) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, $90.

(c) For vehicles other than vehicles for which the title fee is described in paragraph (b) of this subsection, [*$55*] **$77**.

(7) The fee for late presentation of certificate of title under ORS 803.105, $25 from the 31st day after the transfer through the 60th day after the transfer and $50 thereafter.

(8) The fees for title transactions involving a form of title other than a certificate shall be the amounts established by the Department of Transportation by rule under ORS 803.012.

SECTION 43. ORS 803.420 is amended to read:

803.420. This section establishes registration fees for vehicles. If there is uncertainty as to the classification of a vehicle for purposes of the payment of registration fees under the vehicle code, the Department of Transportation may classify the vehicle to assure that registration fees for the vehicle are the same as for vehicles the department determines to be comparable. The registration fees for the vehicle shall be those based on the classification determined by the department. Except as otherwise provided in this section, or unless the vehicle is registered quarterly, the fees described in this section are for an entire registration period for the vehicle as described under ORS 803.415. The department shall apportion any fee under this section to reflect the number of quarters registered for a vehicle registered for a quarterly registration period under ORS 803.415. The fees are payable when a vehicle is registered and upon renewal of registration. Except as provided in ORS 801.041 (3) and 801.042 (7), the fee shall be increased by any amount established by the governing body of a county or by the governing body of a district, as defined in ORS 801.237, under ORS

801.041 or 801.042 as an additional registration fee for the vehicle. The fees for registration of vehicles are as follows:

(1) Vehicles not otherwise provided for in this section or ORS 821.320, [*$27*] **$43** for each year of the registration period.

(2) Mopeds, [*$15*] **$24** for each year of the registration period.

(3) Motorcycles, [*$15*] **$24** for each year of the registration period.

(4) Government-owned vehicles registered under ORS 805.040, $3.50.

(5) State-owned vehicles registered under ORS 805.045, $3.50 on registration or renewal.

(6) Undercover vehicles registered under ORS 805.060, $3.50 on registration or renewal.

(7) Antique vehicles registered under ORS 805.010, $54.

(8) Vehicles of special interest registered under ORS 805.020, $81.

(9) Electric vehicles and hybrid vehicles that use electricity and another source of motive power, as follows:

(a) The registration fee for an electric or hybrid vehicle not otherwise described in this subsection is [*$27*] **$43** for each year of the registration period.

(b) The registration fee for electric or hybrid vehicles that have two or three wheels is [*$27*] **$43**. This paragraph does not apply to electric or hybrid mopeds. Electric or hybrid mopeds are subject to the same registration fee as otherwise provided for mopeds under this section.

(c) The registration fees for the following electric or hybrid vehicles are the same as for comparable nonelectric vehicles described in this section plus 50 percent of such fee:

(A) Motor homes.

(B) Commercial buses.

(C) Vehicles registered as farm vehicles under ORS 805.300.

(D) Vehicles required to establish registration weight under ORS 803.430 or 826.013.

(10) Motor vehicles required to establish a registration weight under ORS 803.430 or 826.013, and commercial buses as provided in the following chart, based upon the weight submitted in the declaration of weight prepared under ORS 803.435 or 826.015:

Weight in Pounds				Fee
8,000	or	less	$	27
8,001	to	10,000		169
10,001	to	12,000		192
12,001	to	14,000		215
14,001	to	16,000		238
16,001	to	18,000		261
18,001	to	20,000		291
20,001	to	22,000		314
22,001	to	24,000		345
24,001	to	26,000		375
26,001	to	28,000		184
28,001	to	30,000		192
30,001	to	32,000		207
32,001	to	34,000		215
34,001	to	36,000		230
36,001	to	38,000		238
38,001	to	40,000		253
40,001	to	42,000		261
42,001	to	44,000		276
44,001	to	46,000		284
46,001	to	48,000		291
48,001	to	50,000		307

50,001	to	52,000	322
52,001	to	54,000	330
54,001	to	56,000	337
56,001	to	58,000	352
58,001	to	60,000	368
60,001	to	62,000	383
62,001	to	64,000	398
64,001	to	66,000	406
66,001	to	68,000	421
68,001	to	70,000	429
70,001	to	72,000	444
72,001	to	74,000	452
74,001	to	76,000	467
76,001	to	78,000	475
78,001	to	80,000	490
80,001	to	82,000	498
82,001	to	84,000	513
84,001	to	86,000	521
86,001	to	88,000	536
88,001	to	90,000	544
90,001	to	92,000	559
92,001	to	94,000	567
94,001	to	96,000	582
96,001	to	98,000	590
98,001	to	100,000	598
100,001	to	102,000	613
102,001	to	104,000	621
104,001	to	105,500	636

(11)(a) Motor vehicles with a registration weight of more than 8,000 pounds that are described in ORS 825.015, that are operated by a charitable organization as defined in ORS 825.017 (14), that are certified under ORS 822.205 or that are used exclusively to transport manufactured structures, as provided in the following chart:

Weight in Pounds			Fee
8,001	to	10,000	$ 50
10,001	to	12,000	60
12,001	to	14,000	65
14,001	to	16,000	75
16,001	to	18,000	80
18,001	to	20,000	90
20,001	to	22,000	95
22,001	to	24,000	105
24,001	to	26,000	110
26,001	to	28,000	120
28,001	to	30,000	125
30,001	to	32,000	135
32,001	to	34,000	140
34,001	to	36,000	150
36,001	to	38,000	155

38,001	to	40,000	165
40,001	to	42,000	170
42,001	to	44,000	180
44,001	to	46,000	185
46,001	to	48,000	190
48,001	to	50,000	200
50,001	to	52,000	210
52,001	to	54,000	215
54,001	to	56,000	220
56,001	to	58,000	230
58,001	to	60,000	240
60,001	to	62,000	250
62,001	to	64,000	260
64,001	to	66,000	265
66,001	to	68,000	275
68,001	to	70,000	280
70,001	to	72,000	290
72,001	to	74,000	295
74,001	to	76,000	305
76,001	to	78,000	310
78,001	to	80,000	320
80,001	to	82,000	325
82,001	to	84,000	335
84,001	to	86,000	340
86,001	to	88,000	350
88,001	to	90,000	355
90,001	to	92,000	365
92,001	to	94,000	370
94,001	to	96,000	380
96,001	to	98,000	385
98,001	to	100,000	390
100,001	to	102,000	400
102,001	to	104,000	405
104,001	to	105,500	415

(b) The owner of a vehicle described in paragraph (a) of this subsection must certify at the time of initial registration, in a manner determined by the department by rule, that the motor vehicle will be used exclusively to transport manufactured structures or exclusively as described in ORS 822.210, 825.015 or 825.017 (14). Registration of a vehicle described in paragraph (a) of this subsection is invalid if the vehicle is operated in any manner other than that described in the certification under this paragraph.

(12) Trailers registered under permanent registration, $10.

(13) Fixed load vehicles as follows:

(a) If a declaration of weight described under ORS 803.435 is submitted establishing the weight of the vehicle at 3,000 pounds or less, $54.

(b) If no declaration of weight is submitted or if the weight of the vehicle is in excess of 3,000 pounds, $75.

(14) Trailers for hire that are equipped with pneumatic tires made of an elastic material and that are not travel trailers or trailers registered under permanent registration, $27.

(15) Trailers registered as part of a fleet under an agreement reached pursuant to ORS 802.500, the same as the fee for vehicles of the same type registered under other provisions of the Oregon Vehicle Code.

(16) Travel trailers, campers and motor homes as follows, based on length as determined under ORS 803.425:

(a) For travel trailers or campers that are 6 to 10 feet in length, $81.

(b) For travel trailers or campers over 10 feet in length, $81 plus $6.75 a foot for each foot of length over the first 10 feet.

(c) For motor homes that are 6 to 14 feet in length, $54.

(d) For motor homes over 14 feet in length, $126 plus $7.50 a foot for each foot of length over the first 10 feet.

(17) Special use trailers as follows, based on length as determined under ORS 803.425:

(a) For lengths 6 to 10 feet, $54.

(b) For special use trailers over 10 feet in length, $54 plus $3 a foot for each foot of length over the first 10 feet.

(18) Fees for vehicles with proportional registration under ORS 826.009, or proportioned fleet registration under ORS 826.011, are as provided for vehicles of the same type under this section except that the fees shall be fixed on an apportioned basis as provided under the agreement established under ORS 826.007.

(19) For any vehicle that is registered under a quarterly registration period, a minimum of $15 for each quarter registered plus an additional fee of $1.

(20) In addition to any other fees charged for registration of vehicles in fleets under ORS 805.120, the department may charge the following fees:

(a) A $2 service charge for each vehicle entered into a fleet.

(b) A $1 service charge for each vehicle in the fleet at the time of renewal.

(21) The registration fee for vehicles with special registration for disabled veterans under ORS 805.100 is a fee of $15.

(22) Subject to subsection (19) of this section, the registration fee for motor vehicles registered as farm vehicles under ORS 805.300 is as follows based upon the registration weight given in the declaration of weight submitted under ORS 803.435:

Weight in Pounds				Fee
8,000	or	less	$	27
8,001	to	10,000		30
10,001	to	12,000		35
12,001	to	14,000		45
14,001	to	16,000		50
16,001	to	18,000		60
18,001	to	20,000		65
20,001	to	22,000		75
22,001	to	24,000		80
24,001	to	26,000		90
26,001	to	28,000		95
28,001	to	30,000		105
30,001	to	32,000		110
32,001	to	34,000		120
34,001	to	36,000		125
36,001	to	38,000		135
38,001	to	40,000		140
40,001	to	42,000		150
42,001	to	44,000		155

44,001	to	46,000	165
46,001	to	48,000	170
48,001	to	50,000	180
50,001	to	52,000	185
52,001	to	54,000	190
54,001	to	56,000	200
56,001	to	58,000	210
58,001	to	60,000	215
60,001	to	62,000	220
62,001	to	64,000	230
64,001	to	66,000	240
66,001	to	68,000	245
68,001	to	70,000	250
70,001	to	72,000	260
72,001	to	74,000	265
74,001	to	76,000	275
76,001	to	78,000	280
78,001	to	80,000	290
80,001	to	82,000	295
82,001	to	84,000	305
84,001	to	86,000	310
86,001	to	88,000	320
88,001	to	90,000	325
90,001	to	92,000	335
92,001	to	94,000	340
94,001	to	96,000	350
96,001	to	98,000	355
98,001	to	100,000	365
100,001	to	102,000	370
102,001	to	104,000	380
104,001	to	105,500	385

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(23) The registration fee for school vehicles registered under ORS 805.050 is $7.50.

(24) The registration fee for a low-speed vehicle is [*$54*] **$43, for each year of the registration period.**

(25) A rental or leasing company, as defined in ORS 221.275, that elects to initially register a vehicle for an annual or biennial registration period shall pay a fee of $1 in addition to the vehicle registration fee provided under this section.

(26) Racing activity vehicles registered under ORS 805.035, $81.

(27) Medium-speed electric vehicles, $43 for each year of the registration period.

SECTION 43a. ORS 803.420, as amended by section 43 of this 2009 Act, is amended to read:

803.420. This section establishes registration fees for vehicles. If there is uncertainty as to the classification of a vehicle for purposes of the payment of registration fees under the vehicle code, the Department of Transportation may classify the vehicle to assure that registration fees for the vehicle are the same as for vehicles the department determines to be comparable. The registration fees for the vehicle shall be those based on the classification determined by the department. Except as otherwise provided in this section, or unless the vehicle is registered quarterly, the fees described in this section are for an entire registration period for the vehicle as described under ORS 803.415. The department shall apportion any fee under this section to reflect the number of quarters registered for a vehicle registered for a quarterly registration period under ORS 803.415. The fees are payable when a vehicle is registered and upon renewal of registration. Except as provided in ORS

801.041 (3) and 801.042 (7), the fee shall be increased by any amount established by the governing body of a county or by the governing body of a district, as defined in ORS 801.237, under ORS 801.041 or 801.042 as an additional registration fee for the vehicle. The fees for registration of vehicles are as follows:

(1) Vehicles not otherwise provided for in this section or ORS 821.320, $43 for each year of the registration period.

(2) Mopeds, $24 for each year of the registration period.

(3) Motorcycles, $24 for each year of the registration period.

(4) Government-owned vehicles registered under ORS 805.040, $3.50.

(5) State-owned vehicles registered under ORS 805.045, $3.50 on registration or renewal.

(6) Undercover vehicles registered under ORS 805.060, $3.50 on registration or renewal.

(7) Antique vehicles registered under ORS 805.010, $54.

(8) Vehicles of special interest registered under ORS 805.020, $81.

(9) Electric vehicles and hybrid vehicles that use electricity and another source of motive power, as follows:

(a) The registration fee for an electric or hybrid vehicle not otherwise described in this subsection is $43 for each year of the registration period.

(b) The registration fee for electric or hybrid vehicles that have two or three wheels is $43. This paragraph does not apply to electric or hybrid mopeds. Electric or hybrid mopeds are subject to the same registration fee as otherwise provided for mopeds under this section.

(c) The registration fees for the following electric or hybrid vehicles are the same as for comparable nonelectric vehicles described in this section plus 50 percent of such fee:

(A) Motor homes.

(B) Commercial buses.

(C) Vehicles registered as farm vehicles under ORS 805.300.

(D) Vehicles required to establish registration weight under ORS 803.430 or 826.013.

(10) Motor vehicles required to establish a registration weight under ORS 803.430 or 826.013, and commercial buses as provided in the following chart, based upon the weight submitted in the declaration of weight prepared under ORS 803.435 or 826.015:

Weight in Pounds			Fee
8,000	or	less	$ [*27*] **55**
8,001	to	10,000	[*169*] **344**
10,001	to	12,000	[*192*] **391**
12,001	to	14,000	[*215*] **438**
14,001	to	16,000	[*238*] **485**
16,001	to	18,000	[*261*] **532**
18,001	to	20,000	[*291*] **593**
20,001	to	22,000	[*314*] **640**
22,001	to	24,000	[*345*] **703**
24,001	to	26,000	[*375*] **764**
26,001	to	28,000	[*184*] **375**
28,001	to	30,000	[*192*] **391**
30,001	to	32,000	[*207*] **422**
32,001	to	34,000	[*215*] **438**
34,001	to	36,000	[*230*] **468**
36,001	to	38,000	[*238*] **485**
38,001	to	40,000	[*253*] **515**
40,001	to	42,000	[*261*] **532**
42,001	to	44,000	[*276*] **562**
44,001	to	46,000	[*284*] **578**

46,001	to	48,000	[*291*] **593**
48,001	to	50,000	[*307*] **625**
50,001	to	52,000	[*322*] **656**
52,001	to	54,000	[*330*] **672**
54,001	to	56,000	[*337*] **686**
56,001	to	58,000	[*352*] **717**
58,001	to	60,000	[*368*] **750**
60,001	to	62,000	[*383*] **780**
62,001	to	64,000	[*398*] **811**
64,001	to	66,000	[*406*] **827**
66,001	to	68,000	[*421*] **857**
68,001	to	70,000	[*429*] **874**
70,001	to	72,000	[*444*] **904**
72,001	to	74,000	[*452*] **921**
74,001	to	76,000	[*467*] **951**
76,001	to	78,000	[*475*] **967**
78,001	to	80,000	[*490*] **998**
80,001	to	82,000	[*498*] **1,014**
82,001	to	84,000	[*513*] **1,045**
84,001	to	86,000	[*521*] **1,061**
86,001	to	88,000	[*536*] **1,092**
88,001	to	90,000	[*544*] **1,108**
90,001	to	92,000	[*559*] **1,139**
92,001	to	94,000	[*567*] **1,155**
94,001	to	96,000	[*582*] **1,185**
96,001	to	98,000	[*590*] **1,202**
98,001	to	100,000	[*598*] **1,218**
100,001	to	102,000	[*613*] **1,249**
102,001	to	104,000	[*621*] **1,265**
104,001	to	105,500	[*636*] **1,295**

(11)(a) Motor vehicles with a registration weight of more than 8,000 pounds that are described in ORS 825.015, that are operated by a charitable organization as defined in ORS 825.017 (14), [*that are certified under ORS 822.205 or that are used exclusively to transport manufactured structures,*] as provided in the following chart:

Weight in Pounds			Fee
8,001	to	10,000	$ 50
10,001	to	12,000	60
12,001	to	14,000	65
14,001	to	16,000	75
16,001	to	18,000	80
18,001	to	20,000	90
20,001	to	22,000	95
22,001	to	24,000	105
24,001	to	26,000	110
26,001	to	28,000	120
28,001	to	30,000	125
30,001	to	32,000	135
32,001	to	34,000	140

34,001	to	36,000	150
36,001	to	38,000	155
38,001	to	40,000	165
40,001	to	42,000	170
42,001	to	44,000	180
44,001	to	46,000	185
46,001	to	48,000	190
48,001	to	50,000	200
50,001	to	52,000	210
52,001	to	54,000	215
54,001	to	56,000	220
56,001	to	58,000	230
58,001	to	60,000	240
60,001	to	62,000	250
62,001	to	64,000	260
64,001	to	66,000	265
66,001	to	68,000	275
68,001	to	70,000	280
70,001	to	72,000	290
72,001	to	74,000	295
74,001	to	76,000	305
76,001	to	78,000	310
78,001	to	80,000	320
80,001	to	82,000	325
82,001	to	84,000	335
84,001	to	86,000	340
86,001	to	88,000	350
88,001	to	90,000	355
90,001	to	92,000	365
92,001	to	94,000	370
94,001	to	96,000	380
96,001	to	98,000	385
98,001	to	100,000	390
100,001	to	102,000	400
102,001	to	104,000	405
104,001	to	105,500	415

(b) Motor vehicles with a registration weight of more than 8,000 pounds that are certified under ORS 822.205 or that are used exclusively to transport manufactured structures, as provided in the following chart:

Weight in Pounds			**Fee**
8,001	**to**	**10,000**	**$ 102**
10,001	**to**	**12,000**	**122**
12,001	**to**	**14,000**	**132**
14,001	**to**	**16,000**	**153**
16,001	**to**	**18,000**	**163**
18,001	**to**	**20,000**	**183**
20,001	**to**	**22,000**	**193**
22,001	**to**	**24,000**	**214**

24,001	to	26,000	224
26,001	to	28,000	244
28,001	to	30,000	255
30,001	to	32,000	275
32,001	to	34,000	285
34,001	to	36,000	306
36,001	to	38,000	316
38,001	to	40,000	336
40,001	to	42,000	346
42,001	to	44,000	367
44,001	to	46,000	377
46,001	to	48,000	387
48,001	to	50,000	407
50,001	to	52,000	428
52,001	to	54,000	438
54,001	to	56,000	448
56,001	to	58,000	468
58,001	to	60,000	489
60,001	to	62,000	509
62,001	to	64,000	530
64,001	to	66,000	540
66,001	to	68,000	560
68,001	to	70,000	570
70,001	to	72,000	591
72,001	to	74,000	601
74,001	to	76,000	621
76,001	to	78,000	631
78,001	to	80,000	652
80,001	to	82,000	662
82,001	to	84,000	682
84,001	to	86,000	692
86,001	to	88,000	713
88,001	to	90,000	723
90,001	to	92,000	743
92,001	to	94,000	754
94,001	to	96,000	774
96,001	to	98,000	784
98,001	to	100,000	794
100,001	to	102,000	815
102,001	to	104,000	825
104,001	to	105,500	845

[*(b)*] **(c)** The owner of a vehicle described in [*paragraph (a)*] **paragraphs (a) and (b)** of this subsection must certify at the time of initial registration, in a manner determined by the department by rule, that the motor vehicle will be used exclusively to transport manufactured structures or exclusively as described in ORS 822.210, 825.015 or 825.017 (14). Registration of a vehicle described in [*paragraph (a)*] **paragraphs (a) and (b)** of this subsection is invalid if the vehicle is operated in any manner other than that described in the certification under this paragraph.

(12) Trailers registered under permanent registration, $10.

(13) Fixed load vehicles as follows:

(a) If a declaration of weight described under ORS 803.435 is submitted establishing the weight of the vehicle at 3,000 pounds or less, $54.

(b) If no declaration of weight is submitted or if the weight of the vehicle is in excess of 3,000 pounds, $75.

(14) Trailers for hire that are equipped with pneumatic tires made of an elastic material and that are not travel trailers or trailers registered under permanent registration, $27.

(15) Trailers registered as part of a fleet under an agreement reached pursuant to ORS 802.500, the same as the fee for vehicles of the same type registered under other provisions of the Oregon Vehicle Code.

(16) Travel trailers, campers and motor homes as follows, based on length as determined under ORS 803.425:

(a) For travel trailers or campers that are 6 to 10 feet in length, $81.

(b) For travel trailers or campers over 10 feet in length, $81 plus $6.75 a foot for each foot of length over the first 10 feet.

(c) For motor homes that are 6 to 14 feet in length, $54.

(d) For motor homes over 14 feet in length, $126 plus $7.50 a foot for each foot of length over the first 10 feet.

(17) Special use trailers as follows, based on length as determined under ORS 803.425:

(a) For lengths 6 to 10 feet, $54.

(b) For special use trailers over 10 feet in length, $54 plus $3 a foot for each foot of length over the first 10 feet.

(18) Fees for vehicles with proportional registration under ORS 826.009, or proportioned fleet registration under ORS 826.011, are as provided for vehicles of the same type under this section except that the fees shall be fixed on an apportioned basis as provided under the agreement established under ORS 826.007.

(19) For any vehicle that is registered under a quarterly registration period, a minimum of $15 for each quarter registered plus an additional fee of $1.

(20) In addition to any other fees charged for registration of vehicles in fleets under ORS 805.120, the department may charge the following fees:

(a) A $2 service charge for each vehicle entered into a fleet.

(b) A $1 service charge for each vehicle in the fleet at the time of renewal.

(21) The registration fee for vehicles with special registration for disabled veterans under ORS 805.100 is a fee of $15.

(22) Subject to subsection (19) of this section, the registration fee for motor vehicles registered as farm vehicles under ORS 805.300 is as follows based upon the registration weight given in the declaration of weight submitted under ORS 803.435:

Weight in Pounds			Fee
8,000	or	less	$ [*27*] **35**
8,001	to	10,000	[*30*] **46**
10,001	to	12,000	[*35*] **53**
12,001	to	14,000	[*45*] **68**
14,001	to	16,000	[*50*] **76**
16,001	to	18,000	[*60*] **91**
18,001	to	20,000	[*65*] **99**
20,001	to	22,000	[*75*] **114**
22,001	to	24,000	[*80*] **121**
24,001	to	26,000	[*90*] **137**
26,001	to	28,000	[*95*] **144**
28,001	to	30,000	[*105*] **159**
30,001	to	32,000	[*110*] **167**

32,001	to	34,000	[*120*] **182**
34,001	to	36,000	[*125*] **190**
36,001	to	38,000	[*135*] **205**
38,001	to	40,000	[*140*] **213**
40,001	to	42,000	[*150*] **228**
42,001	to	44,000	[*155*] **235**
44,001	to	46,000	[*165*] **251**
46,001	to	48,000	[*170*] **258**
48,001	to	50,000	[*180*] **273**
50,001	to	52,000	[*185*] **281**
52,001	to	54,000	[*190*] **288**
54,001	to	56,000	[*200*] **304**
56,001	to	58,000	[*210*] **319**
58,001	to	60,000	[*215*] **326**
60,001	to	62,000	[*220*] **334**
62,001	to	64,000	[*230*] **349**
64,001	to	66,000	[*240*] **364**
66,001	to	68,000	[*245*] **372**
68,001	to	70,000	[*250*] **380**
70,001	to	72,000	[*260*] **395**
72,001	to	74,000	[*265*] **402**
74,001	to	76,000	[*275*] **418**
76,001	to	78,000	[*280*] **425**
78,001	to	80,000	[*290*] **440**
80,001	to	82,000	[*295*] **448**
82,001	to	84,000	[*305*] **463**
84,001	to	86,000	[*310*] **471**
86,001	to	88,000	[*320*] **486**
88,001	to	90,000	[*325*] **493**
90,001	to	92,000	[*335*] **509**
92,001	to	94,000	[*340*] **516**
94,001	to	96,000	[*350*] **531**
96,001	to	98,000	[*355*] **539**
98,001	to	100,000	[*365*] **554**
100,001	to	102,000	[*370*] **562**
102,001	to	104,000	[*380*] **577**
104,001	to	105,500	[*385*] **585**

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(23) The registration fee for school vehicles registered under ORS 805.050 is $7.50.

(24) The registration fee for a low-speed vehicle is $43, for each year of the registration period.

(25) A rental or leasing company, as defined in ORS 221.275, that elects to initially register a vehicle for an annual or biennial registration period shall pay a fee of $1 in addition to the vehicle registration fee provided under this section.

(26) Racing activity vehicles registered under ORS 805.035, $81.

(27) Medium-speed electric vehicles, $43 for each year of the registration period.

SECTION 43b. The amendments to ORS 803.420 by section 43a of this 2009 Act become operative January 1, 2010.

SECTION 44. ORS 803.570 is amended to read:

803.570. Except as otherwise specifically provided by law, the Department of Transportation shall collect the fee described by this section each time the department issues a registration plate upon the registration of a vehicle or at other times when a registration plate is issued by the department. The following all apply to the fee established by this section:

(1) The fee shall be in addition to any other fee collected upon issuance of a registration plate.

(2) The fee for each registration plate issued and for each [*set of two*] **pair of** plates issued shall be determined by the department and shall be established by the department by rule. [*The fee may not exceed $3 for one plate and $5 for a set of two plates.*] **The department shall establish fees for a single plate and for a pair of plates under this section by:**

(a) Determining the cost of manufacturing a single plate or a pair of plates and rounding the cost to the next higher half-dollar; and

(b) Adding $10 for a single plate and $20 for a pair of plates.

SECTION 44a. ORS 803.645 is amended to read:

803.645. Fees for trip permits issued under ORS 803.600 are as follows:

(1) For a heavy motor vehicle trip permit, [*$21*] **$43**.

(2) For a heavy trailer trip permit, $10.

(3) For a light vehicle trip permit, [*$20*] **$30**.

(4) For a recreational vehicle trip permit, $30.

(5) For a registration weight trip permit, $5.

(6) For a registered vehicle trip permit, [*$5*] **$7.50**.

(7) For a 10-day trip permit issued under ORS 803.600 (2) by a person with a vehicle dealer certificate or a towing business certificate, [*$10*] **$15**.

SECTION 45. ORS 805.250 is amended to read:

805.250. This section establishes fees for issuance of registration plates authorized under ORS 805.200. If a fee for plates authorized in ORS 805.200 is not established in this section, the fee is the same fee as established under ORS 803.570. Where a fee is established under this section, the fee is in addition to the fee established under ORS 803.570 unless otherwise provided in the following:

(1) Amateur radio operator registration plates issued under ORS 805.230, $5.

(2) Customized registration plates issued under ORS 805.240:

(a) For original issuance or renewal, [*$25*] **$50** annual fee.

(b) For issuance of a duplicate or replacement plate, $5 when the plate is issued at the time of renewal of registration or $10 when the plate is issued at any other time.

(3) Special interest registration plates approved under ORS 805.210 are approved without cost except as provided in this subsection, including without payment of the fee established under ORS 803.570. If identifying stickers are required, $1 per sticker or pair of stickers.

(4) Dealer plates issued under ORS 822.020 and 822.040 are as follows:

(a) For the original dealer plate, no fee except the fee established under ORS 803.570.

(b) For replacement dealer plates, $10 for each plate except that persons dealing exclusively in motorcycles, mopeds, snowmobiles or any combination of those vehicles shall pay only $3 for each replacement plate.

(c) For additional plates, or for renewal of registration, $42, except that persons dealing exclusively in motorcycles, mopeds or snowmobiles or any combination of those vehicles shall pay only $9 for each additional plate, or for renewal of registration.

(5) Special vehicle transporter plates or devices issued under ORS 822.310, $5 for each plate or device.

SECTION 46. ORS 807.410, as amended by section 23, chapter 1, Oregon Laws 2008, is amended to read:

807.410. This section establishes the fees relating to identification cards. The following fees apply to identification cards unless otherwise provided by ORS 807.400 or otherwise provided by law:

(1) For issuance of an original identification card, [*$33.50*] **$44.50**. This subsection does not require a fee for issuance when ORS 807.400 provides for issuance of an identification card without charge of a fee.

(2) For renewal of an identification card, [*$29.50*] **$40.50**.

(3) For replacement of an identification card, [*$28.50*] **$39.50**.

(4) For reinstatement of an identification card after suspension, $75.

SECTION 47. ORS 807.410, as amended by sections 23 and 25, chapter 1, Oregon Laws 2008, is amended to read:

807.410. This section establishes the fees relating to identification cards. The following fees apply to identification cards unless otherwise provided by ORS 807.400 or otherwise provided by law:

(1) For issuance of an original identification card, [*$34.50*] **$44.50.** This subsection does not require a fee for issuance when ORS 807.400 provides for issuance of an identification card without charge of a fee.

(2) For renewal of an identification card, [*$30.50*] **$40.50.**

(3) For replacement of an identification card, [*$29.50*] **$39.50.**

(4) For reinstatement of an identification card after suspension, $75.

(5) For issuance of an original limited term identification card, [*$10*] **$20.**

(6) For renewal of a limited term identification card, [*$8*] **$18.**

(7) For replacement of a limited term identification card, [*$29.50*] **$39.50.**

SECTION 48. ORS 319.020 is amended to read:

319.020. (1) Subject to subsections (2) to (4) of this section, in addition to the taxes otherwise provided for by law, every dealer engaging in the dealer's own name, or in the name of others, in the first sale, use or distribution of motor vehicle fuel or aircraft fuel or withdrawal of motor vehicle fuel or aircraft fuel for sale, use or distribution within areas in this state within which the state lacks the power to tax the sale, use or distribution of motor vehicle fuel or aircraft fuel, shall:

(a) Not later than the 25th day of each calendar month, render a statement to the Department of Transportation of all motor vehicle fuel or aircraft fuel sold, used, distributed or so withdrawn by the dealer in the State of Oregon as well as all such fuel sold, used or distributed in this state by a purchaser thereof upon which sale, use or distribution the dealer has assumed liability for the applicable license tax during the preceding calendar month.

(b) Except as provided in ORS 319.270, pay a license tax computed on the basis of [*24*] **30** cents per gallon on the first sale, use or distribution of such motor vehicle fuel or aircraft fuel so sold, used, distributed or withdrawn as shown by such statement in the manner and within the time provided in ORS 319.010 to 319.430.

(2) When aircraft fuel is sold, used or distributed by a dealer, the license tax shall be computed on the basis of nine cents per gallon of fuel so sold, used or distributed, except that when aircraft fuel usable in aircraft operated by turbine engines (turbo-prop or jet) is sold, used or distributed, the tax rate shall be one cent per gallon.

(3) In lieu of claiming refund of the tax paid on motor vehicle fuel consumed by such dealer in nonhighway use as provided in ORS 319.280, 319.290 and 319.320, or of any prior erroneous payment of license tax made to the state by such dealer, the dealer may show such motor vehicle fuel as a credit or deduction on the monthly statement and payment of tax.

(4) The license tax computed on the basis of the sale, use, distribution or withdrawal of motor vehicle or aircraft fuel shall not be imposed wherever such tax is prohibited by the Constitution or laws of the United States with respect to such tax.

SECTION 49. ORS 319.530 is amended to read:

Gas Tax Increase

319.530. (1) To compensate this state partially for the use of its highways, an excise tax hereby is imposed at the rate of [*24*] **30** cents per gallon on the use of fuel in a motor vehicle. Except as otherwise provided in subsections (2) and (3) of this section, 100 cubic feet of fuel used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

(2) One hundred twenty cubic feet of compressed natural gas used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

(3) One and three-tenths liquid gallons of propane at 60 degrees Fahrenheit is taxable at the same rate as a gallon of other liquid fuel.

Gas Tax Increase Implementation

SECTION 50. The amendments to ORS 319.020 and 319.530 by sections 48 and 49 of this 2009 Act become operative when the Oregon Department of Administrative Services finds in its quarterly revenue estimate issued under ORS 291.342 that there has been an increase of at least two percent each quarter for two or more consecutive quarters in the last 12 months in seasonally adjusted nonfarm payroll employment or January 1, 2011, whichever comes first.

SECTION 51. ORS 818.225 is amended to read:

818.225. (1)(a) In addition to any fee for a single-trip nondivisible load permit, a person who is issued the permit or who operates a vehicle in a manner that requires the permit is liable for payment of a road use assessment fee of [*five and seven-tenths cents*] **seven and one-tenths cents** per equivalent single-axle load mile traveled. As used in this subsection, "equivalent single-axle load" means the relationship between actual or requested weight and an 18,000 pound single-axle load as determined by the American Association of State Highway and Transportation Officials Road Tests reported at the Proceedings Conference of 1962. The Department of Transportation may adopt rules to standardize the determination of equivalent single-axle load computation based on average highway conditions.

(b) If the road use assessment fee is not collected at the time of issuance of the permit, the department shall bill the permittee for the amount due. The account shall be considered delinquent if not paid within 60 days of billing.

(c) The miles of travel authorized by a single-trip nondivisible load permit shall be exempt from taxation under ORS chapter 825.

(2) The department by rule may establish procedures for payment, collection and enforcement of the fees and assessments established by this chapter.

SECTION 52. ORS 825.476 is amended to read:

825.476.

MILEAGE TAX RATE TABLE "A"

Declared Combined Weight Groups (Pounds)		Fee Rates Per Mile (Mills)
26,001 to 28,000	[*40.0*]	**49.8**
28,001 to 30,000	[*42.4*]	**52.8**
30,001 to 32,000	[*44.3*]	**55.2**
32,001 to 34,000	[*46.3*]	**57.6**
34,001 to 36,000	[*48.1*]	**59.9**
36,001 to 38,000	[*50.6*]	**63.0**
38,001 to 40,000	[*52.5*]	**65.4**
40,001 to 42,000	[*54.4*]	**67.7**
42,001 to 44,000	[*56.4*]	**70.2**
44,001 to 46,000	[*58.3*]	**72.6**
46,001 to 48,000	[*60.2*]	**74.9**
48,001 to 50,000	[*62.2*]	**77.4**
50,001 to 52,000	[*64.5*]	**80.3**
52,001 to 54,000	[*66.9*]	**83.3**
54,001 to 56,000	[*69.4*]	**86.4**
56,001 to 58,000	[*72.3*]	**90.0**
58,001 to 60,000	[*75.6*]	**94.1**
60,001 to 62,000	[*79.5*]	**99.0**
62,001 to 64,000	[*83.9*]	**104.5**
64,001 to 66,000	[*88.7*]	**110.4**
66,001 to 68,000	[*95.0*]	**118.3**

68,001 to 70,000	[*101.7*]	**126.6**
70,001 to 72,000	[*108.4*]	**135.0**
72,001 to 74,000	[*114.6*]	**142.7**
74,001 to 76,000	[*120.5*]	**150.0**
76,001 to 78,000	[*126.3*]	**157.2**
78,001 to 80,000	[*131.6*]	**163.8**

AXLE-WEIGHT MILEAGE
TAX RATE TABLE "B"

Declared Combined Weight Groups (Pounds)	Number of Axles 5	6 (Mills)	7	8	9 or more
80,001 to 82,000	[*135.9*	*124.3*	*116.2*	*110.4*	*104.1*]
	169.2	**154.8**	**144.7**	**137.4**	**129.6**
82,001 to 84,000	[*140.3*	*126.3*	*118.1*	*111.8*	*105.5*]
	174.7	**157.2**	**147.0**	**139.2**	**131.3**
84,001 to 86,000	[*144.5*	*129.2*	*120.0*	*113.2*	*107.0*]
	179.9	**160.9**	**149.4**	**140.9**	**133.2**
86,001 to 88,000	[*149.4*	*132.0*	*121.9*	*115.2*	*108.4*]
	186.0	**164.3**	**151.8**	**143.4**	**135.0**
88,001 to 90,000	[*155.2*	*135.4*	*123.9*	*117.1*	*110.4*]
	193.2	**168.6**	**154.3**	**145.8**	**137.4**
90,001 to 92,000	[*161.9*	*139.3*	*125.7*	*119.0*	*112.3*]
	201.6	**173.4**	**156.5**	**148.2**	**139.8**
92,001 to 94,000	[*169.2*	*143.1*	*127.7*	*120.9*	*113.8*]
	210.7	**178.2**	**159.0**	**150.5**	**141.7**
94,001 to 96,000	[*176.9*	*147.5*	*130.1*	*122.9*	*115.6*]
	220.2	**183.6**	**162.0**	**153.0**	**143.9**
96,001 to 98,000	[*185.1*	*152.8*	*133.0*	*124.9*	*117.6*]
	230.4	**190.2**	**165.6**	**155.5**	**146.4**
98,001 to 100,000		[*158.5*	*135.9*	*127.2*	*119.5*]
		197.3	**169.2**	**158.4**	**148.8**
100,001 to 102,000			[*138.8*	*130.1*	*121.5*]
			172.8	**162.0**	**151.3**
102,001 to 104,000			[*141.7*	*133.0*	*123.9*]
			176.4	**165.6**	**154.3**
104,001 to 105,500			[*145.5*	*135.9*	*126.3*]
			181.1	**169.2**	**157.2**

SECTION 53. ORS 825.480 is amended to read:

825.480. (1)(a) In lieu of other fees provided in ORS 825.474, carriers engaged in operating motor vehicles in the transportation of logs, poles, peeler cores or piling may pay annual fees for such operation computed at the rate of [*six dollars and ten cents*] **seven dollars and fifty-nine cents** for each 100 pounds of declared combined weight.

(b) Any carrier electing to pay fees under this method may, as to vehicles otherwise exempt from taxation, elect to be taxed on the mileage basis for movements of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, servicing or moving from one exempt highway operation to another.

(2) The annual fees provided in subsections (1), (4) and (5) of this section may be paid on a monthly basis. Any carrier electing to pay fees under this method may not change an election during

the same calendar year in which the election is made, but may be relieved from the payment due for any month on a motor vehicle which is not operated. A carrier electing to pay fees under this method shall report and pay these fees on or before the 10th of each month for the preceding month's operations. A monthly report shall be made on all vehicles on the annual fee basis including any vehicle not operated for the month.

(3)(a) In lieu of the fees provided in ORS 825.470 to 825.474, motor vehicles described in ORS 825.024 with a combined weight of less than 46,000 pounds that are being operated under a permit issued under ORS 825.102 may pay annual fees for such operation computed at the rate of [*five dollars*] **six dollars and twenty-three cents** for each 100 pounds of declared combined weight.

(b) The annual fees provided in this subsection shall be paid in advance but may be paid on a monthly basis on or before the first day of the month. A carrier may be relieved from the fees due for any month during which the motor vehicle is not operated for hire if a statement to that effect is filed with the Department of Transportation on or before the fifth day of the first month for which relief is sought.

(4)(a) In lieu of other fees provided in ORS 825.474, carriers engaged in the operation of motor vehicles equipped with dump bodies and used in the transportation of sand, gravel, rock, dirt, debris, cinders, asphaltic concrete mix, metallic ores and concentrates or raw nonmetallic products, whether crushed or otherwise, moving from mines, pits or quarries may pay annual fees for such operation computed at the rate of [*six dollars and five cents*] **seven dollars and fifty-three cents** for each 100 pounds of declared combined weight.

(b) Any carrier electing to pay fees under this method may, as to vehicles otherwise exempt for taxation, elect to be taxed on the mileage basis for movements of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, servicing or moving from one exempt highway operation to another.

(5)(a) In lieu of other fees provided in ORS 825.474, carriers engaged in operating motor vehicles in the transportation of wood chips, sawdust, barkdust, hog fuel or shavings may pay annual fees for such operation computed at the rate of [*twenty-four dollars and sixty-two cents*] **thirty dollars and sixty-five cents** for each 100 pounds of declared combined weight.

(b) Any carrier electing to pay under this method may, as to vehicles otherwise exempt from taxation, elect to be taxed on the mileage basis for movement of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, service or moving from one exempt highway operation to another.

SECTION 54. The amendments to ORS 818.225, 825.476 and 825.480 by sections 51 to 53 of this 2009 Act become operative October 1, 2010.

SECTION 55. Section 56 of this 2009 Act is added to and made a part of ORS chapter 366.

SECTION 56. (1) The following moneys shall be allocated as described in subsections (2) and (3) of this section:

(a) The amount attributable to the fee increases by the amendments to ORS 803.090 by section 42 of this 2009 Act.

(b) The amount attributable to the fee increases by the amendments to ORS 803.420 by section 43 of this 2009 Act.

(c) The amount attributable to the fee increases by the amendments to ORS 803.570 by section 44 of this 2009 Act.

(d) The amount attributable to the fee increase by the amendments to ORS 803.645 by section 44a of this 2009 Act.

(2) The moneys described in subsection (1) of this section shall be allocated first in an amount of $24 million per year in monthly installments to the Department of Transportation for the purposes described in the long-range plan developed pursuant to ORS 184.618 and on January 1 of each year an amount of $3 million per year to the Travel Information Council for management, maintenance and improvement of the roadside rest areas that the Travel Information Council is responsible for under section 32 of this 2009 Act. The remainder of the moneys shall be allocated as provided in subsection (3) of this section.

(3) The moneys described in subsection (1) of this section that remain after the allocation of moneys described in subsection (2) of this section shall be allocated as follows:

(a) 50 percent to the Department of Transportation.

(b) 30 percent to counties for distribution as provided in ORS 366.762.

(c) 20 percent to cities for distribution as provided in ORS 366.800.

(4) Except as provided in subsection (5) of this section, the moneys described in subsection (3)(a) of this section or equivalent amounts that become available to the Department of Transportation shall be allocated as follows:

(a) 68 percent for maintenance, preservation and safety of highways.

(b) 32 percent for the state modernization program for highways as described in ORS 366.507.

(5) The moneys allocated in subsection (4) of this section may be used to secure and pay bond debt service on Highway User Tax Bonds issued under ORS 367.615.

(6) For the purposes of this section:

(a) "Bond" has the meaning given that term in ORS 367.010.

(b) "Bond debt service" has the meaning given that term in ORS 367.010.

SECTION 57. Section 56 of this 2009 Act is amended to read:

Sec. 56. (1) The following moneys shall be allocated as described in subsections (2) and (3) of this section:

(a) The amount attributable to the fee increases by the amendments to ORS 803.090 by section 42 of this 2009 Act.

(b) The amount attributable to the fee increases by the amendments to ORS 803.420 by section 43 of this 2009 Act.

(c) The amount attributable to the fee increases by the amendments to ORS 803.570 by section 44 of this 2009 Act.

(d) The amount attributable to the fee increase by the amendments to ORS 803.645 by section 44a of this 2009 Act.

(e) The amount attributable to the increase in fees and tax rates by the amendments to ORS 319.020, 319.530, 818.225, 825.476 and 825.480 by sections 48, 49 and 51 to 53 of this 2009 Act.

(2) The moneys described in subsection (1) of this section shall be allocated first in an amount of $24 million per year in monthly installments to the Department of Transportation for the purposes described in the long-range plan developed pursuant to ORS 184.618 and on January 1 of each year $3 million per year to the Travel Information Council for management, maintenance and improvement of the roadside rest areas that the Travel Information Council is responsible for under section 32 of this 2009 Act. The remainder of the moneys shall be allocated as provided in subsection (3) of this section.

(3) The moneys described in subsection (1) of this section that remain after the allocation of moneys described in subsection (2) of this section shall be allocated as follows:

(a) 50 percent to the Department of Transportation.

(b) 30 percent to counties for distribution as provided in ORS 366.762.

(c) 20 percent to cities for distribution as provided in ORS 366.800.

(4) Except as provided in subsection (5) of this section, the moneys described in subsection (3)(a) of this section or equivalent amounts that become available to the Department of Transportation shall be allocated as follows:

(a) [*68*] **33** percent for maintenance, preservation and safety of highways.

(b) [*32*] **15.75** percent for the state modernization program for highways as described in ORS 366.507.

(c) 51.25 percent for the purposes described in ORS 367.620 (3)(c) and section 64 of this 2009 Act.

(5) The moneys allocated in subsection (4) of this section may be used to secure and pay bond debt service on Highway User Tax Bonds issued under ORS 367.615.

(6) For the purposes of this section:

(a) "Bond" has the meaning given that term in ORS 367.010.

(b) "Bond debt service" has the meaning given that term in ORS 367.010.

SECTION 58. The amendments to section 56 of this 2009 Act by section 57 of this 2009 Act become operative January 1, 2011.

SECTION 59. Section 56 of this 2009 Act, as amended by section 57 of this 2009 Act, is amended to read:

Sec. 56. (1) The following moneys shall be allocated as described in subsections (2) and (3) of this section:

(a) The amount attributable to the fee increases by the amendments to ORS 803.090 by section 42 of this 2009 Act.

(b) The amount attributable to the fee increases by the amendments to ORS 803.420 by section 43 of this 2009 Act.

(c) The amount attributable to the fee increases by the amendments to ORS 803.570 by section 44 of this 2009 Act.

(d) The amount attributable to the fee increase by the amendments to ORS 803.645 by section 44a of this 2009 Act.

(e) The amount attributable to the increase in fees and tax rates by the amendments to ORS 319.020, 319.530, 818.225, 825.476 and 825.480 by sections 48, 49 and 51 to 53 of this 2009 Act.

(2) The moneys described in subsection (1) of this section shall be allocated first in an amount of $24 million per year in monthly installments to the Department of Transportation for the purposes described in the long-range plan developed pursuant to ORS 184.618 [*and on January 1 of each year $3 million per year to the Travel Information Council for management, maintenance and improvement of the roadside rest areas that the Travel Information Council is responsible for under section 32 of this 2009 Act*]. The remainder of the moneys shall be allocated as provided in subsection (3) of this section.

(3) The moneys described in subsection (1) of this section that remain after the allocation of moneys described in subsection (2) of this section shall be allocated as follows:

(a) 50 percent to the Department of Transportation.

(b) 30 percent to counties for distribution as provided in ORS 366.762.

(c) 20 percent to cities for distribution as provided in ORS 366.800.

(4) Except as provided in subsection (5) of this section, the moneys described in subsection (3)(a) of this section or equivalent amounts that become available to the Department of Transportation shall be allocated as follows:

(a) 33 percent for maintenance, preservation and safety of highways.

(b) 15.75 percent for the state modernization program for highways as described in ORS 366.507.

(c) 51.25 percent for the purposes described in ORS 367.620 (3)(c) and section 64 of this 2009 Act.

(5) The moneys allocated in subsection (4) of this section may be used to secure and pay bond debt service on Highway User Tax Bonds under ORS 367.615.

(6) For the purposes of this section:

(a) "Bond" has the meaning given that term in ORS 367.010.

(b) "Bond debt service" has the meaning given that term in ORS 367.010.

SECTION 60. The amendments to section 56 of this 2009 Act by section 59 of this 2009 Act become operative January 2, 2020.

SECTION 61. ORS 367.620 is amended to read:

367.620. (1) The principal amount of Highway User Tax Bonds issued under ORS 367.615 shall be subject to the provisions of ORS 286A.035.

(2) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in ORS 367.622 in an aggregate principal amount sufficient to produce net proceeds of not more than $500 million.

(3)(a) Highway User Tax Bonds may be issued under ORS 367.615 for bridge purposes described in section 10 (1), chapter 618, Oregon Laws 2003, in an aggregate principal amount sufficient to produce net proceeds of not more than $1.6 billion.

(b) Highway User Tax Bonds may be issued under ORS 367.615 for modernization purposes described in sections 10 (2) and 11, chapter 618, Oregon Laws 2003, in an aggregate principal amount sufficient to produce net proceeds of not more than $300 million.

(c) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in section 64 of this 2009 Act, in an aggregate principal amount sufficient to produce net proceeds of not more than $840 million.

[*(c)*] **(d)** The Department of Transportation, with the approval of the State Treasurer, may designate the extent to which a series of bonds authorized under this subsection is secured and payable on a parity of lien or on a subordinate basis to existing or future Highway User Tax Bonds.

SECTION 62. (1) As used in this section:

(a) "Bond" has the meaning given that term in ORS 367.010.

(b) "Bond debt service" has the meaning given that term in ORS 367.010.

(2) On each January 1, April 1, July 1 and October 1, and on the date of issuance of any Highway User Tax Bonds described in ORS 367.620 (3)(c), the Department of Transportation shall determine:

(a) The amount of Highway User Tax Bonds described in ORS 367.620 (3)(c) that are outstanding;

(b) The amount reasonably estimated, as set forth in subsection (4) of this section, as being necessary to pay bond debt service on the outstanding Highway User Tax Bonds described in ORS 367.620 (3)(c); and

(c) The amount of moneys allocated to the department under section 56 of this 2009 Act that is not required to pay bond debt service on the outstanding Highway User Tax Bonds described in ORS 367.620 (3)(c). The department shall deposit the amount into the Transportation Project Account established under section 63 of this 2009 Act.

(3) The amount of moneys determined by the department under subsection (2)(c) of this section may be allocated by the Oregon Transportation Commission pursuant to a request of the department, in an amount that does not exceed the amount determined by the department, under subsection (2)(c) of this section, to the following projects in the following order of priority:

(a) The amount established for projects listed in section 64 of this 2009 Act;

(b) $15 million each year for maintenance, preservation and safety of the highways so long as the amount reasonably estimated by the department pursuant to subsection (2)(b) of this section is not greater than the amount received by the department under section 56 (4)(c) of this 2009 Act; and

(c) For any other purposes determined by the commission.

(4) To reasonably estimate the amount necessary to pay bond debt service on Highway User Tax Bonds described in ORS 367.620 (3)(c), the department shall include in its computation:

(a) For fixed rate bonds, the bond debt service payments due on the bonds in the calendar quarter; and

(b) For variable rate bonds, bond debt service payments due on the bonds in the calendar quarter, with interest computed at the maximum rate of interest as set forth in the bond declaration or bond indenture executed by the department pursuant to ORS 367.630 and 367.640.

SECTION 63. (1) The Transportation Project Account is created in the State Highway Fund. Moneys in the account are continuously appropriated to the Department of Transportation for the purpose of making allocations described in section 62 of this 2009 Act and for the purpose of paying bond debt service on Highway User Tax Bonds issued under ORS 367.615. Interest on the account is credited to the State Highway Fund.

(2) Amounts allocated by the Oregon Transportation Commission pursuant to section 62 of this 2009 Act for the purposes described in section 64 of this 2009 Act shall be expended from the account.

(3) If at any time the department determines that there are not sufficient funds in the State Highway Fund to pay bond debt service on Highway User Tax Bonds issued under ORS 367.615, moneys in the Transportation Project Account shall be transferred to the State Highway Fund and shall be used by the department to pay bond debt service on Highway User Tax Bonds issued under ORS 367.615.

(4) For the purposes of this section:

(a) "Bond" has the meaning given that term in ORS 367.010.

(b) "Bond debt service" has the meaning given that term in ORS 367.010.

SECTION 63a. Sections 62 and 63 of this 2009 Act become operative January 1, 2011.

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SECTION 64. (1) Proceeds of the bonds, as defined in ORS 367.010, authorized under ORS 367.620 (3)(c) may be used to finance all or any portion of the projects as listed in subsection (2) of this section. The commission shall determine the order of completion for the projects listed in subsection (2) of this section.

(2) The following amounts are allocated for the projects listed below:

(a)	**U.S. Highway 26 at the Glencoe Road Interchange**	**$ 32 million**
(b)	**Interstate 84 at the 257th Avenue Interchange**	**$ 24 million**
(c)	**State Highway 212: Sunrise Corridor, Phase I, Units 1, 2 and 3**	**$ 100 million**
(d)	**U.S. Highway 26 at the Shute Road Interchange, Phase I**	**$ 45 million**
(e)	**Interstate 5 at the Interstate 205 Interchange**	**$ 11 million**
(f)	**U.S. Highway 26: 185th Avenue to Cornell Road**	**$ 20 million**
(g)	**Interstate 205 and State Highway 213 at the Washington Street Interchange**	**$ 22 million**
(h)	**Interstate 84 at the Hood River Interchange**	**$ 10 million**
(i)	**State Highway 43 at the Sellwood Bridge Interchange**	**$ 30 million**
(j)	**State Highway 6 at U.S. Highway 101**	**$ 27 million**
(k)	**State Highway 99W: Newberg and Dundee Bypass, Phase I**	**$ 192 million**
(L)	**Interstate 5 at the State Highway 214 Interchange**	**$ 43 million**
(m)	**Interstate 5 at Beltline Highway, Units 3, 4, 5, 6 and 7**	**$ 80 million**
(n)	**Beltline Highway at Delta Highway**	**$ 2 million**
(o)	**Interstate 5 at Kuebler Road, Phase I**	**$ 15 million**

(p)	**Interstate 5 at Kuebler Road, Phase II (Mill Creek)**	**$ 4 million**
(q)	**State Highway 42, county line curves**	**$ 10 million**
(r)	**State Highway 62: Corridor Solution, Phase II**	**$ 100 million**
(s)	**Interstate 5 at the Fern Valley Road Interchange**	**$ 25 million**
(t)	**Interstate 5 Sutherlin truck climbing lanes**	**$ 4.1 million**
(u)	**Interstate 5 Sexton truck climbing lanes**	**$ 10 million**
(v)	**Interstate 84 at the U.S. Highway 97 Interchange**	**$ 19 million**
(w)	**U.S. Highway 97: Crooked River Bridge to Redmond**	**$ 2 million**
(x)	**State Highway 140: Klamath Falls to the Nevada state line**	**$ 23 million**
(y)	**Murphy Road at the U.S. Highway 97 Interchange**	**$ 25 million**
(z)	**U.S. Highway 97: Redmond reroute, Phase II**	**$ 5 million**
(aa)	**Chico Road reconstruction in Baker County**	**$ 1 million**
(bb)	**Chandler Lane reconstruction in Baker County**	**$ 4.6 million**
(cc)	**Interstate 84 Spring Creek climbing lane in Union County**	**$ 5.7 million**
(dd)	**Northwest Washington Avenue in Malheur County**	**$ 4.5 million**
(ee)	**Pierce Road improvements in Union County**	**$ 5 million**
(ff)	**State Highway 82 alternate route in Wallowa County**	**$ 5 million**
(gg)	**Westland Road in Umatilla County**	**$ 1.1 million**
(hh)	**State Highway 207 and State Highway 206 intersections**	**$ 0.5 million**
(ii)	**Vehicle chain-up areas east of Pendleton on Interstate 84**	**$ 4.7 million**
(jj)	**Izee-Paulina Highway in Grant County**	**$ 4.5 million**
(kk)	**Monroe Street and U.S. Highway 20 Intersection in Harney County**	**$ 0.9 million**

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(3) Prior to June 1, 2010, in addition to the projects listed in subsection (2) of this section, if projects are recommended to the Oregon Transportation Commission by the applicable local area commission on transportation after consultation with the local governments listed

in this subsection, the Oregon Transportation Commission may also approve and allocate funds to the following local governments for projects approved by the commission in the following amounts:

(a) Baker County............................$ 4.5 million
(b) Grant County............................$ 1.1 million
(c) Harney County..........................$ 4.1 million
(d) Malheur County........................$ 5.8 million
(e) Union County............................$ 1.3 million
(f) Umatilla County........................$ 2.5 million
(g) City of Nyssa ....$ 1 million
(h) City of Heppner ....$ 3 million
(i) City of Milton-Freewater..........$ 3 million
(j) City of Ontario ....$ 1.2 million
(k) Port of Umatilla ....$ 4.5 million
(L) Port of Morrow.........................$10.7 million

SECTION 65. Nothing in this 2009 Act is intended to impair and may not impair the interests of the owners of any Highway User Tax Bonds that are outstanding on the effective date of this 2009 Act or any obligations of the agreements of the Department of Transportation under its Amended and Restated Master Highway User Tax Revenue Bond Declaration dated June 1, 2006, as amended and supplemented.

SECTION 66. Notwithstanding ORS 367.620 (1), the provisions of ORS 286A.035 do not apply to bonds described in ORS 367.620 (3)(c) for the biennium beginning July 1, 2009.

SECTION 67. Section 4, chapter 545, Oregon Laws 2003, is amended to read:

Sec. 4. Sections 2 and 3, chapter 545, Oregon Laws 2003, [*of this 2003 Act*] apply to tax years beginning on or after January 1, 2005, and before January 1, [*2010*] **2015**.

SECTION 67a. Section 31, chapter 618, Oregon Laws 2003, as amended by section 55, chapter 843, Oregon Laws 2007, and section 19, chapter 855, Oregon Laws 2007, is amended to read:

Sec. 31. The tax credit established in section 28, chapter 618, Oregon Laws 2003, applies to tax years beginning on and after January 1, 2005, and to engine model years 2003 through [*2011*] **2013**.

SECTION 67b. Section 32, chapter 618, Oregon Laws 2003, as amended by section 56, chapter 843, Oregon Laws 2007, and section 20, chapter 855, Oregon Laws 2007, is amended to read:

Sec. 32. A certificate of credit approval may not be issued under section 29, chapter 618, Oregon Laws 2003, after December 31, [*2011*] **2013**.

SECTION 67c. Section 49, chapter 843, Oregon Laws 2007, is amended to read:

Sec. 49. Sections 47 and 48**, chapter 843, Oregon Laws 2007,** [*of this 2007 Act*] apply to diesel engine repower and retrofit tax credit cost certifications issued in tax years beginning on or after January 1, 2008**, and before January 1, 2014**.

SECTION 67d. Section 14, chapter 855, Oregon Laws 2007, is amended to read:

Sec. 14. Sections 12 and 13**, chapter 855, Oregon Laws 2007,** [*of this 2007 Act*] apply to diesel engine repower and retrofit tax credit cost certifications issued in tax years beginning on or after January 1, 2008**, and before January 1, 2014**.

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SECTION 68. (1) The amendments to ORS 801.041 by section 40 of this 2009 Act apply to ordinances enacted by the governing body of a county on or after the effective date of this 2009 Act.

(2) The amendments to ORS 801.041 by section 40a of this 2009 Act apply to ordinances enacted by the governing body of a county on or after July 1, 2013.

SECTION 69. Section 25 (1) of this 2009 Act does not apply to ordinances imposing a tax on fuel for motor vehicles enacted on or before the effective date of this 2009 Act.

<u>SECTION 70.</u> Section 6, chapter 862, Oregon Laws 2001, is repealed.

<u>SECTION 71.</u> This 2009 Act takes effect on the 91st day after the date on which the regular session of the Seventy-fifth Legislative Assembly adjourns sine die.

Passed by House May 27, 2009

....
Chief Clerk of House

....
Speaker of House

Passed by Senate May 29, 2009

....
President of Senate

Received by Governor:

........................M.,.., 2009

Approved:

........................M.,.., 2009

....
Governor

Filed in Office of Secretary of State:

........................M.,.., 2009

....
Secretary of State

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1540 | FAX 503 797 1793

METRO

Agenda

MEETING:	METRO COUNCIL WORK SESSION
DATE:	September 22, 2009
DAY:	Tuesday
TIME:	2:00 p.m.
PLACE:	Metro Council Chamber

CALL TO ORDER AND ROLL CALL

2:00 PM	1.	**DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, SEPTEMBER 24, 2009/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**	
2:15 PM	2.	**IMPLEMENTATION OF HB 2001, OREGON JOBS AND TRANSPORTATION ACT**	
		• **EFFICIENT FEE STUDY**	Doug Anderson
		• **STIP CRITERIA**	Ted Leybold
		• **LEAST-COST PLANNING**	
		• **EARMARKED PROJECTS**	
		• **PRACTICAL DESIGN**	Anthony Butzek
		• **CONNECT OREGON III**	Deborah Redman
		• **URBAN TRAIL FUND**	Lake McTighe
		• **COUNTY REGISTRATION FEES**	Andy Shaw
3:00 PM	3.	**INTERIM STUDIES/HEARINGS**	Randy Tucker
3:20 PM	4.	**CONGESTION PRICING**	Andy Cotugno
3:50 PM	5.	**GHG PLANNING**	Mike Hoglund
4:30 PM	6.	**COUNCIL BRIEFINGS/COMMUNICATION**	

ADJOURN

METRO COUNCIL
Work Session Worksheet

Presentation Date: *Sept. 22, 2009* Time: *2:15 pm* Length: *2 hours plus*

Presentation Title: *Implementation of HB 2001, Oregon Jobs and Transportation Act*

Service, Office, or Center:

- *Strategy Center*
- *Planning and Development*
- *Finance and Administrative Services*
- *Research Center*

Presenters (include phone number/extension and alternative contact information):
See below (Presentation coordinator: Randy Tucker, Strategy Center, x1512)

ISSUE & BACKGROUND

The 2009 Oregon Legislature passed House Bill 2001, the Jobs and Transportation Act. This bill was the result of several years of advocacy, a year of meetings by various committees established by the Governor, and months of negotiations during the session. The bill as passed is wide-ranging: it raises new revenues, limits local revenue-raising authority, allocates other state funds, earmarks specific projects, calls for studies and pilot projects, and addresses a number of policy areas.

This work session, requested by the Council during the 2009 legislative report at the August 6 Council meeting, will address the elements of HB 2001 that affect or are of interest to Metro in various ways. It is anticipated that in the future these issues will not all be considered at the same time since the main thing they have in common is that they all appear in the same bill. However, because the bill has launched several transportation-related processes at the same time, it makes sense to provide this update on the various elements.

Please note that HB 2001 has not yet officially gone into effect, and some of these items have not yet received a lot of attention at ODOT or elsewhere. Many of these presentations are primarily informational in nature, and only a few elements of HB 2001 have significant workload or political implications for Metro.

Order and schedule of work session:

Order	Maximum times	Section of bill	Topic	Presenter
1	45 minutes for items 1-8	30	Efficient fee study	Doug Anderson, x1788
2		17	STIP criteria	Ted Leybold, x1759
3		6	Least-cost planning	
4		64	Earmarked projects	
5		19	Practical design	Anthony Butzek, x1674
6		8	ConnectOregon III	Deborah Redman, x1641
7		31	Urban Trail Fund	Lake McTighe, x1660
8		41	County registration fees	Andy Shaw, x1746

9	20 minutes	1	Interim studies/hearings	Randy Tucker, x1512
10	30 minutes	3	Congestion Pricing	Andy Cotugno, x1763
11	40 minutes	37-39	GHG planning	Mike Hoglund, x1743

OPTIONS AVAILABLE
See attached sheets on individual elements of HB 2001.

IMPLICATIONS AND SUGGESTIONS
See attached sheets on individual elements of HB 2001.

QUESTION(S) PRESENTED FOR CONSIDERATION
See attached sheets on individual elements of HB 2001.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes __No
Not at this time.
DRAFT IS ATTACHED ___Yes ___No

Information on specific elements HB 2001
Metro Council Work Session – September 22, 2009

Sponsored/Pushed by Truckers

TOPIC #1: "Efficient Fee" Highway Cost Allocation Study

PRESENTER: Douglas Anderson

BILL SECTION(S): House Bill 2001 Section 30

- Requires the Oregon Department of Administrative Services (DAS) to prepare a second highway cost allocation study known as the *efficient fee study*.
- Specifies that the efficient fee study must consider the actual costs users impose on the highway system, including but not limited to highway replacement costs, traffic congestion costs and the cost of greenhouse gas emissions.
- Directs DAS to report the results of both the highway cost allocation study and the efficient fee study to the next legislative assembly. The report must include recommendations for legislation to implement the efficient fee method of cost allocation.

BACKGROUND: The Highway Cost Allocation Study ("HCAS") is a biennial analysis of highway expenditures and revenues. It is managed by the State Economist and serves two main purposes:

- To determine the amount that each class of vehicle should pay for state highway costs, consistent with the constitutional requirement that such payments are "fair and proportionate to the costs incurred" by each class of vehicle.
- To recommend adjustments to existing tax rates and fees to bring about a closer match between the payments by each vehicle class and the cost responsibility of each vehicle class.

The HCAS is the main instrument used during legislative sessions to inform changes in the gasoline tax, weight-mile taxes , and vehicle registration fees—and in particular, changes that are needed to meet the constitutional mandate.

The Efficient Fee Study will differ from the conventional HCAS in that fees and taxes (including, most likely, new types of fees and taxes) will be based on recovering the full and true costs of highway usage, rather than ODOT's budgeted expenditures, which is the case with the conventional HCAS. The main challenges for the Efficient Fee Study will be in determining these true costs, and finding means of implementing the charges.

What is an "efficient fee"? *Economic efficiency* refers to the condition in which the use of resources is optimized. An efficient highway fee is therefore the price (or set of prices) which would motivate consumers to utilize the highway system optimally.

The Transportation Research Board defines efficient pricing as

> … a system of setting prices for the use of highway facilities so that each vehicle pays the costs it imposes *at the time and place it is traveling*. It promotes the most efficient use of existing facilities and generates the right amount of revenue to build the most efficient system and perform the optimal amount of maintenance *[emphasis added]*.

So, for example, congestion pricing can be a type of efficient fee if it captures all of the costs that each user imposes on the system—including external impacts on other drivers—and charges them back to the user. If the price is set correctly, theoretically users would react by adjusting the level, time and/or location of their highway demand, leading to an improved if not optimal use of the system.

Are current fees and taxes "efficient"? Not in the sense defined above. As with most public goods, the fees and taxes that pay for the highway system rise and fall with public expenditures, and not (directly) with user demand. The current gasoline tax, for example, is highly correlated with average road usage and probably plays a role in the overall level of demand. But it is ineffective in sending price signals that would affect (for example) the time of day that a user chooses to travel. The fee for an efficiently-priced good, on the other hand, would rise and fall with demand and thereby play a role in allocating resources more efficiently, as the congestion pricing example above suggests.

Why haven't "efficient" fees been implemented? There are many hurdles, and we offer only a sampling here. One barrier is information: the data to calculate the fees do not exist at present. Another is technology: the means of implementing most types of efficient prices is not readily available (toll roads notwithstanding).

A major issue is unpriced goods—externalities, *e.g.*, noise, congestion, greenhouse gas emissions. Unpriced goods are part of the true cost of highway usage. But which of these costs should be included and which excluded? And how should we measure them? For example, the cost of highway noise on neighbors. How should that cost be quantified? At what distance from the highway do those costs disappear? If we recognize negative externalities, should we recognize the positive as well, such as the value of economic development due to a new highway interchange?

Because the Efficient Fee Study must include legislative recommendations, the study will likely identify and comment extensively on implementation hurdles.

Other resources. The Oregon state Office of Economic Analysis maintains a HCAS website that includes previously-published studies and other information: www.oregon.gov/DAS/OEA/highway.shtml

The Transportation Research Board recently published a study of state HCASs with extensive references to the Oregon experience: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_378.pdf

QUESTIONS FOR CONSIDERATION: This study will be managed by the state economist and done for the state as a whole. Metro staff plan to monitor the progress of the study, from specification, through methodology, research and findings, to conclusions and recommendations.[1]

WQ issues

1. How would councilors like to be updated? How frequently? For example, on a regular cycle such as bimonthly; or as project milestones are reached?
2. What types of information would councilors like to receive?
3. Would the council like to provide input to the process? If so, staff can recommend options.
4. Should we facilitate JPACT input?

[1] The author has served on the State Economist's Study Review Team ("SRT") for the last two HCASs. The SRT is an expert advisory panel to the State Economist on the HCAS. The author does not represent Metro on the SRT, but organizational affiliations are known and made public. The next SRT appointments will be announced this fall.

TOPICS #2, 3 and 4: **Least-cost planning and project development tool, selection criteria for STIP projects and funding of specific projects**

PRESENTER: Ted Leybold

BILL SECTION(S): House Bill 2001 Sections 6 & 7, 17, and 64

- Requires the Oregon Department Transportation to develop a least-cost planning model for use as a decision-making tool in the development of plans and projects at both the statewide and regional levels, and to submit a progress report, including any recommendations for legislation, on the development of a least-cost planning model by 2/1/11.
- Requires the Oregon Transportation Commission to work with stakeholders to review and update the criteria used to select projects within the Statewide Transportation Improvement Program (STIP).

  When revising the criteria, the Commission shall consider congestion, safety, operational effectiveness, reduction in need for further highway capacity, freight, economic growth, cost/benefit, livable communities, environmental stewardship and community sensitivity, and reduction in green house gases and foreign oil.

new ~~ite~~ item

- Requires ODOT to use $840 million of revenue from the bill to fund a list of 37 specific projects.

BACKGROUND: The Oregon Department of Transportation (ODOT) develops a statewide Transportation Plan and modal components (highway, freight, public transit, etc.) of that plan and participates in the development of long-range transportation plans at the MPO level (including Metro's Regional Transportation Plan). ODOT also develops the Statewide Transportation Improvement Program (STIP) as the means to prioritize projects and services for funding. In MPO areas, the department proposes these projects and services through participation in the development of the Metropolitan Transportation Improvement Program (MTIP).

<u>What is least cost planning</u>? *Least cost planning* is defined in the legislation as "a process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of options".

ODOT intends to use the STIP Stakeholder committee to develop recommendations on the updated criteria for STIP project selection and for the implementation of a least-cost planning decision model for use in prioritizing projects as a part of the STIP process. I serve on the STIP stakeholder committee as a representative of JPACT.

The specific projects funded in the bill that are located within the Metro boundary will need to be amended into the Metropolitan Transportation Improvement Program (MITP) prior to being eligible for inclusion in the STIP. JPACT and the Metro Council will be asked to consider a Metro resolution in order to amend the MTIP. The projects and funding include:

• I-84 at 257th Avenue (Troutdale) interchange:	$24 million
• OR 212 (Sunrise Corridor) Phase I, Units 1, 2, 3	$100 million
• US 26 at Shute Road interchange Phase I	$45 million
• US 26: 185th Avenue to Cornell Road widening	$20 million
• I-5 at I-205 interchange	$11 million
• OR 43 at Sellwood Bridge interchange	$30 million
Hwy 213 ~~[illegible]~~ / Washington Street intersection	22 million

• US 26 at Glencoe Road interchange (Not in MTIP): $32 million

Other resources. ODOT maintains a website that summarizes current statewide transportation plans at: www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml

The current STIP project prioritization process and decision making factors are located on the ODOT website at: www.oregon.gov/ODOT/HWY/STIP/index.shtml

QUESTIONS FOR CONSIDERATION

1. How should JPACT and the Metro Councilors be updated and provided opportunity for committee input?
2. Are there particular policies or concerns that should be identified to the committee at this time?

TOPIC #5: Practical Design

PRESENTER: Anthony Butzek

BILL SECTION(S): House Bill 2001 Section 19

This section requires ODOT to implement transportation design practices that follow the concept of "practical design". Practical design standards should incorporate maximum flexibility in the application of standards that reduce project costs while enhancing safety and mobility. ODOT is to report in November 2010 as to how they will do this.

BACKGROUND:

Practical design can be interpreted several ways.

- In a Value Engineering (VE) approach, design features may be minimized to reduce total cost. This has been the approach of some other state DOTs. Features such as shoulder width, pavement depth, and sidewalk width may be reduced from standard to minimize costs.
- In a Context-Sensitive Solutions (CSS) approach, flexible design standards allow for flexible roadway geometrics so that a safe and efficient transportation facility can be constructed within the site context. Metro's *Best Design Practices in Transportation* handbooks, including *Creating Livable Streets* and *Green Streets*, encourage such an approach, as does ITE's *Context Sensitive Solutions* (CSS) manual. This can allow for projects which prioritize multimodal travel and fit better within the surrounding community, versus projects in which the auto capacity needs dictate most everything else.
- ODOT already has special standards for Special Transportation Areas (STAs) and Urban Business Areas (UBAs) that are more flexible – and more urban – than their general design standards. This is an example of a CSS approach that may be most appropriate in an urban setting.
- A VE approach may be appropriate for projects which target mitigation of a specific problem(s), in order to allow for minor improvements without having to upgrade to full standards. The benefits of this are controlling project costs and avoiding fixing what ain't broke.

Practical Solutions is Traffic #5's Solutions

Metro's role

- Metro may prefer that a CSS-focused approach be developed specifically for urban areas. While limiting costs is important in both urban and rural contexts, urban contexts provide the additional constraint of needing to support adjacent neighborhoods and communities. A CSS-focused approach could encourage ODOT staff to implement designs that prioritize multimodal travel and minimize community impacts in urban areas.
- Metro may prefer that separate practical design approaches are taken in urban and rural areas.
- It is unknown whether Metro will be invited to participate in the development of ODOT's practical design approach. Metro staff is supportive of our participation, including the promotion of consistency with our regional guidelines.

BMO into design process

QUESTIONS FOR CONSIDERATION:

- Should Metro be a participant in the development of ODOT's approach?
- If yes, how should we participate?
- To what outcome should our participation be focused?

TOPIC #6: *Connect*Oregon III

PRESENTER: Deborah Redman

Non Road projects

BILL SECTION(S): HB 2001 Sections 8, 9 and 10 provide for the following:

Rail ports airports

1. Section 8 provides authorization for the use of lottery bond proceeds based on the following findings excerpted verbatim from HB 2001:
   a) There is an urgent need to improve and expand publicly owned and privately owned transportation infrastructure to support economic development in this state.
   b) A safe, efficient and reliable transportation network supports the long-term economic development and livability of this state.
   c) A multimodal network of air, rail, public transit, highway and marine transportation moves people and goods efficiently.
   d) Local governments and private sector businesses often lack capital and the technical capacity to undertake multimodal transportation projects.
   e) Public financial assistance can stimulate industrial growth and commercial enterprise and promote employment opportunities in this state.
   f) Public investment in transportation infrastructure will create jobs and further economic development in this state.
2. Section 9 provides for the *Connect*Oregon fund to receive $100 million of lottery bonds to finance grants and loans for transportation projects implemented through the program.
3. Section 10 allocates five percent of the net proceeds of the bonds to rural airports; this provision is intended to leverage federal dollars available for this purpose.
4. Section 10 also allocates 10 percent of the net proceeds ($10 million) to each of five regions described in the bill; Metro is in "Region one," which includes Clackamas, Columbia, Hood River, Multnomah and Washington counties.

BACKGROUND: This is the third straight regular session in which the Oregon Legislature has authorized the use of lottery bonds to support the popular *Connect*Oregon funding program for non-highway freight-related projects that stimulate and support jobs and the economy in the state. Oregon Department of Transportation (ODOT) staff is developing guidance and application forms.

The application submission period begins October 1, and extends through November 20, 2009. Various levels of review extend from December 1, 2009 through mid-June 2010, when the Oregon Transportation Commission (OTC) will hear final recommendations. OTC approval of *Connect*Oregon III projects is scheduled for the Commission's August 2010 meeting.

Program funding:

1. *Connect*Oregon III will be funded at the $100 million level, with $94.5M directed to projects and $0.5M allocated to administrative costs over the life of the projects.
2. Each *Connect*Oregon region is allocated a minimum of 10% ($10M).

What's new or changed in ConnectOregon III:

1. HB 2001 (Section 10) made a new allocation for *Connect*Oregon III - 5% is allocated to rural airports in Oregon. The 5% does not come off the top of the $100M. It can include rural airport projects from all five regions. Rural airports include airports that are non-towered, and airports that are not within a Standard Metro Statistical Area of 500,000 population.
2. There are new requirements for applicants to submit a more detailed budget than was required in *Connect*Oregon II. Each mode is preparing a budget template to be included in the *Connect*Oregon III Instructions to Applicants. A modal budget must be attached to each application.
3. Evaluation questions and better tiering instructions are being developed to assess the degree to which a project is an economic benefit to the state.
4. Based on good experience with ODOT modal staff's review of applications for feasibility during *Connect*Oregon II, ODOT will not use a consultant to complete the project Feasibility Review, but will complete that review in-house.

How proposed projects are reviewed:

1. There are five modal review teams: Rail Advisory Committee, Transit Advisory Committee, Board of Aviation, Oregon Freight Advisory Committee, and the Marine Advisory Committee housed within Oregon Business Development Department.
2. There are also five regional review committees: one committee from each *Connect*Oregon region. Regional review teams consist of either representatives from one ACT (if a region has only one) or two members from each ACT within the region.
3. Note that Region 1 review is set up differently because of its structure. Matt Garrett appoints the representatives for the Region 1 review committee.

Project parameters

The review teams, both modal and regional, are looking for projects that are well defined and that can improve the overall transportation system in Oregon. More guidance will be included in the instructions to the applicants, but is not now available.

QUESTIONS FOR CONSIDERATION: Informational presentation only.

TOPIC #7: Urban Trail Fund

PRESENTER: Lake McTighe

BILL SECTION(S): 31

BACKGROUND: HB 2001 created an "Urban Trail Fund", to be administered by ODOT, "to develop and maintain within urban growth boundaries multi-use trails for nonmotorized vehicles and pedestrians that supplement or provide links to roads, highways, footpaths, bicycle trails, and public transit". This is the first time that state transportation dollars have been allocated to trails.

The fund contains $1 million in "seed money." The funding comes from the snowmobile fund, which is constitutionally limited to recreational use. This should not prove to be an issue for biking trails used for commuting purposes as many trails can be used for other use in addition to recreational use. The language creating the fund also clearly specifies the direct links to other forms of transportation, emphasizing the transportation element. Other sources of funding can contribute to the fund, including private sources.

The funding will need to be programmed to specific projects. It is likely that ODOT's "Bicycle Lane and Path Advisory Committee" (the group that programs the "1% for bikes") will be involved in programming the money.

Issues for consideration and/discussion:

1. Metro and other stakeholders will need to work with ODOT to develop the process and criteria for distributing funding from the Urban Trail Fund.

2. The Urban Trail Fund provides a good platform to address the need for increased investment in active transportation at the 2011legislative session. During the interim a strategy, including a fully developed funding package, for positioning active transportation could be developed.

3. Identify the role of the Active Transportation Project, the Executive Council for Active Transportation, the Intertwine Alliance (and other groups as identified) to help in identifying a "signature" project for the state, which can be used to demonstrate the need and advantages of more investment in the Urban Trail Fund.

Tool to Build Relationships w/other parts of state to grow Revenue.

TOPIC# 8: County Vehicle Registration Fee (VRF) Authority

PRESENTER: Andy Shaw

BILL SECTION(S): 40, 41, & 68

BACKGROUND: Prior to the passage of HB 2001, state law authorized counties to establish a local vehicle registration fee, up to the amount of the state fee, but required the county to obtain voter approval. On top of these requirements, in the Portland metropolitan region, state law created a so-called "spider web" that required a county to gain approval from the two other counties, the city of Portland, TriMet, and Metro prior to implementing a VRF. In addition, state law required that 40 percent of any VRF revenues be shared with the cities in the county.

In 2008, JPACT and the Metro Council adopted "Regional Legislative Priorities" for state transportation funding which included the following priority:

> "**Remove Local Restrictions**: Remove the requirement that county-approved vehicle registration fees must be agreed to by neighboring counties in the region."

Sections 40, 41, and 68 of HB 2001:

- Repeal general county authority to levy a VRF until 2013.
- Temporarily authorize Multnomah, Clackamas, and Washington counties ("population over 350,000") to levy a VRF for the purpose of financing the design and replacement of the Sellwood Bridge, without obtaining voter approval, and without sharing county VRF revenues with cities.
- Restore general county VRF authority beginning in 2013, as follows:
  - Counties with a population <u>under</u> 350,000 may levy a VRF upon approval of the voters .
  - Counties with a population <u>over</u> 350,000 may levy a VRF without seeking voter approval.
  - Forty percent of any county VRF revenues must be shared with cities within the county.
- Eliminate the "spider web" that requires jurisdictional approval before a county enacts a VRF.

QUESTIONS FOR CONSIDERATION:

What follow-on actions are counties considering regarding this new VRF authority?

mult fall 09
clack spr 10
wash ??
current schedule to begin talks on VRF for Sellwood Bridge

TOPIC #9: Studies ordered by the Legislature

PRESENTER: Randy Tucker

BILL SECTION(S): Section 1 of HB 2001 provides:

started as anti metro move in legislature

status lead agencies not determined

The House and Senate interim committees related to transportation shall, in consultation with the Oregon Transportation Commission, local governments, metropolitan planning organizations and other transportation stakeholders:

people don't know who owns the road

maintenance issues

district Hwys to locals

(1) Review the responsibilities given to the state, counties and cities for improvement, maintenance and management of the highway system and the resources available to each level of government and make recommendations to better align resources and responsibilities.

started w/ JPACT concerns

(2) Review best practices for stakeholder involvement in transportation decision-making.

(3) Identify opportunities to achieve greater program efficiency in the delivery of transportation services and programs through intergovernmental cooperation.

maintenance yards

(4) Study national best practices for improving the delivery of metropolitan transportation services through enhanced regional decision-making.

(5) Prepare legislation to implement recommendations developed under this section for introduction in the Seventy-sixth Legislative Assembly.

BACKGROUND: This section of the bill is based on the report of the Governor's Vision Committee that worked during 2008 to develop the outlines of what became HB 2001, and before that from the work of the Governance Committee (another committee established by the Governor). Item 2 in particular originally arose in response to concerns raised by certain business interests about decision making at JPACT; the particular wording of this recommendation in the Vision Committee's report was the subject of some negotiation. The original bill called for the studies in this section to be conducted by ODOT, but the House Transportation Committee amended the bill to make these studies the responsibility of the Legislature.

QUESTIONS FOR CONSIDERATION:

- To which of these studies should Metro devote the most effort in monitoring and participation?
- What resources should Metro bring to bear on these studies and what information should be provided to whoever ends up actually conducting them?

planners vs implementers

TOPIC #10: Congestion Pricing Pilot Program

PRESENTER: Andy Cotugno

BILL SECTION(S): HB 2001 Sections 3 and 4 provide for the following:

1. ODOT, in cooperation with the 3 counties, Portland and Metro shall develop one or more pilot programs and implement congestion pricing in the Portland metro area and study the effect on reducing congestion.
2. At least one pilot program shall be implemented by July 2012.
3. It shall not apply to vehicles over 10,001 pounds in weight.
4. All excess funds generated shall be expended consistent with the constitutional limitation on highway purposes.
5. Report progress on design and implementation to interim legislative committees no later than December each year.
6. This is repealed January 2, 2016.

BACKGROUND: The Metro region has studied congestion pricing extensively in the past:

1. In the early 1990's, the Legislature authorized the implementation of congestion pricing and explicitly granted the authority to implement it for the I-5/99W Connector, the Newberg-Dundee Bypass and one additional project in the Portland region to be determined.

2. In 1991, the US Congress adopted ISTEA which included a Congestion Pricing Pilot Program providing grants to develop and implement pilot projects. That program was used to fund Metro's Travel Relief Options study and ODOT's VMT fee pilot.

3. In 1999, Metro completed the Travel Relief Options Study which examined a wide range of congestion pricing applications, concluding with a provision in the RTP to consider pricing for any major new expansion of the regional highway system and calling for a pilot project.

4. In response to SB 772 in the 2003 Legislative Session, ODOT contracted with the Macquarie Corporation to examine the feasibility of implementing improvements to the Sunrise Corridor, I-205 and the Newberg-Dundee Bypass through a public-private partnership.

5. In 2008, ODOT contracted for a series of white papers to help frame methodological and policy issues to consider when evaluating whether to implement congestion pricing. The topics covered were as follows:
    a. Air Quality/Greenhouse Gas Emissions
    b. Geographic and Situational Limits
    c. Demand Projection Sufficiency
    d. Economic Evaluation of Improved Reliability
    e. Assessing the Economic Effects of Congestion Pricing
    f. Economic Comparison of Alternatives
    g. Truck-Only Toll Lanes

Carlotta – Too Hard Complicated political suicide

6. The Columbia River Crossing Project is intended to be implemented in part with tolls and the rate structure is envisioned to implement a congestion pricing approach that varies peak and off-peak prices to serve as a traffic and growth management tool.

7. The Oregon Transportation Commission met on September 15, 2009 to receive the seven white papers and stakeholder feedback. ODOT staff has recommended the following follow-up actions:
    a. Action #1: Explore national and worldwide experience in developing, implementing, and evaluating congestion pricing
    b. Action #2: Develop enhanced methods of analyzing the economic effects of proposed congestion pricing programs
    c. Action #3: Develop, vet and adopt a benefit/cost methodology for comparing tolled and non-tolled alternatives for single facility applications
    d. Action #4: Determine needed model enhancements required for Metro in order for required analysis for HB 2001 - Section 3 pilot project

QUESTIONS FOR CONSIDERATION:

1. Involvement – HB 2001 assigns the responsibility to ODOT but mandates that the region be involved in the process
    a. How involved should we be in the process? Are there different levels of involvement of Metro Council, JPACT, Metro Planning and Development Department staff, Metro Research Center staff?
    b. Is there a different level of staff involvement that Metro should commit if there is or is not reimbursement available from ODOT?
    c. What level of political investment is the Council willing to make?

2. Congestion Pricing purpose – Congestion pricing and tolling is implemented in different places for different objectives. Experience from other regions has indicated that it is very important that the objectives be clearly articulated to the public and that the evaluation clearly demonstrates that pricing is the best way to meet those objectives. Does the Metro Council have any priority about the following possible objectives:
    a. Reduce peak period congestion of future highway facilities (planned capacity)
    b. Reduce peak period congestion of existing highway facilities (existing capacity)
    c. Increase travel time reliability
    d. Increase transit ridership
    e. Growth management
    f. Access improvement for economic opportunity
    g. Raise funding for construction
    h. Raise funding for operations and maintenance
    i. Reduce greenhouse gases, pollution and energy use

3. Congestion Pricing options – There are many different methods of congestion pricing. Should any of the following methods <u>not</u> be considered?
    a. Conversion of a lane to a High-Occupancy Toll (HOT) Lane
    b. Addition of a lane(or 2) as a HOT lane
    c. Conversion of an HOV lane to a HOT lane
    d. Construction of added highway capacity and pricing the full facility

e. Pricing existing facility(s) without adding capacity
f. Creation of a cordon around a certain area and charging to cross the cordon 1) with peak period price variation, 2) without peak period price variation
g. Truck only tolled lanes
h. Peak period parking pricing

4. Congestion Pricing locations – There are many possible locations that could be considered for the pilot project.
   a. Are there any locations that should not be considered if they cannot be implemented within the 2012 deadline provided in HB 2001?
   b. Should options only be considered if they serve as a trial project that can lead to a broader application?
   c. Are there particular locations that should be considered by the evaluation process?

Note: Questions 2, 3 and 4 could be taken up when the study process begins.

Politically – need to show public getting something for tolls
- Sellwood Br.
- Delta Park HOV NB lane

www.oregon.gov/ODOT/TD/TP/Tolling_Background.shtml

US 26? west of Cornell – no congestion

Sellwood Br –

217? not w/in 3 yr time frame
can't add ~~lanes~~ in time frame

financial vs congestion management ⇒ other projects besides Sellwood

I205

opportunity vs trap
support if Reimbursed
Boone Br – outside Region travel
Is anything doable in time frame except project
Sellwood now – big ones next

TOPIC #11: Planning to Reduce Vehicle Miles of Travel and Greenhouse Gas Emissions

PRESENTER: Mike Hoglund

BILL SECTION(S): HB 2001 Sections 37 and 38 provide for the following:

not defined yet

measure driven or outcome driven

80% reduction range

1. Requires Metro by January 2012 to "develop two or more alternative land use and transportation scenarios" designed to reduce greenhouse gas emissions from light-duty vehicles (10,000 lbs. or less) while accommodating population and economic growth.
2. Requires Metro, after public review and comment, to adopt one scenario to meet state greenhouse gas targets for the transportation emissions sector as a part of its planning responsibilities under ORS 268.390 (Metro's regional planning authority).

next RTP 4 yrs

3. Requires local governments within the Metro boundaries to adopt comprehensive plan and land use regulations consistent with the adopted scenario. TSP's
4. Requires ODOT and DLCD to provide financial assistance in order for Metro and local government to meet requirements of the legislation.
5. Metro and local governments are not required to comply if financial assistance is not provided. ?

Trimet public transit costs included?

6. Requires LCDC to adopt rules setting Metro-area 2035 light-duty vehicle emission reduction targets by June 2011 (with input from DEQ and ODOT).
7. Requires DEQ and DOE to estimate 1990 baseline and 2035 forecast GHG emissions for light-duty vehicles, while accounting for reasonable new technology and fleet replacement.

no trucks? Rules

8. Requires DEQ and DOE to recommend to LCDC light-duty GHG reductions necessary to meet 2050 targets.
9. Requires ODOT, DEQ, and DOE to recommend modeling tools and methods to LCDC, and provide all other required information, by March 2011.
10. Requires LCDC, with ODOT consultation, to adopt rules by June 2011 for regional and local plans required to implement the scenario adopted by Metro.
11. By January 2013, requires Lane Council of Governments to develop two or more scenarios for Eugene-Springfield MPO area to meet GHG targets, *with assistance from ODOT and Metro.* – Technical Requires Metro to make modeling capabilities available to LCOG, with financial assistance from ODOT.
12. Requires periodic reporting to House and Senate transportation committees.

BACKGROUND: Metro resolutions 08-3931 and 08-3971 established clear direction for Metro's sustainability and climate change activities. Resolution 08-3931, in part, called for Metro:

- To develop a regional climate action plan to meet state GHG reduction targets and coordinate a regional approach to meeting goals outlined in such plan; and
- Defines sustainability to be a guiding principle for all Metro policies and programs.

Resolution 09-3971 established the Metro Council Project "Climate Change Action Plan: Phase 1, Scoping and Convening," designated Councilor Burkholder as Lead Councilor, designated the remainder of the full Council as liaisons, and established a work plan targeted at:

- A regional GHG inventory (scheduled for November 2009 completion)

PSU Social Equity
Triple Bottom line

- Program Lens/Calculator (Fall 2009 completion)
- Regional collaboration
- Project investment
- Communications
- Strategic Planning.

Since adoption of both ordinances, Metro has also joined a collaborative regional effort around Climate Prosperity. The purpose of the Climate Prosperity effort is to develop a regional economic development strategy that aligns with and leverages anticipated requirements around climate change, and includes the business sector in its development and implementation. Climate Prosperity focuses on climate-related markets, technologies, and talent, and works to ensure the region is able to respond to economic opportunities around climate change.

In addition, the Metro Council and staff worked to ensure the 2009 Oregon Legislative actions around climate change are aligned with our current climate-related activities.

The components of HB 2001 related to planning to reduce vehicle miles traveled are intended to ensure that statewide targets for greenhouse gas emission reductions, established by the 2007 Legislature, are being addressed in metropolitan transportation plans and regional and local land use plans. The first MPO required to do such planning is Metro. The required scenario planning includes the development of tools and practices that were anticipated in 2008 as Metro's resolutions were being drafted. For example:

- The GHG Inventory will provide a baseline of emissions from which further forecasting and modeling will be conducted to address the HB 2001 requirements.
- The Program Lens/Calculator work is developing modeling procedures to ensure consistent, best practices around GHG estimation and analysis for transportation and land use studies in the Metro area. The basics of those procedures will be transferable to the HB 2001 requirements.
- The GHG requirements of the HB 2001 will complete one piece of a regional climate action plan, as called out by Resolutions 08-3931 and 08-3971.

Finally, the majority of the work associated with HB 2001 will follow the current process of Making the Greatest Place, and precede the next round of Metro periodic review. That timeframe, along with financial assistance, was requested by Metro as the bill was being drafted during the 2009 session. The requirements of HB 2001 related to planning for VMT reduction will further define the climate change foundation consistent with Making the Greatest Place.

RTP/making the Gt Place tied into GHG not linear

QUESTIONS FOR CONSIDERATION:

HB2186

1. Does the Council have any questions on the background information or the general work program for addressing these requirements of HB 2001?

2. Significant work program and scoping activities are continuing to be developed to respond to these requirements. Staff will be returning to the Council as that work proceeds.

   In particular, detailed resource estimates, agency partnerships, and advisory/outreach activities need further development and discussion. Does Council have any questions or comments on how that work should proceed?

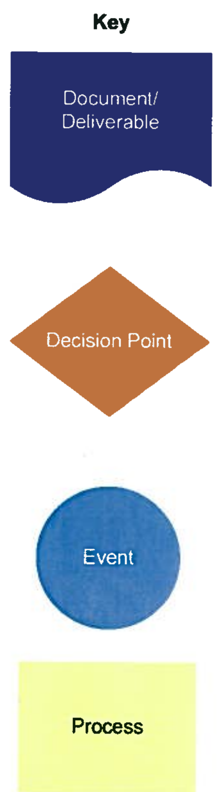
Next RTP lots of issues

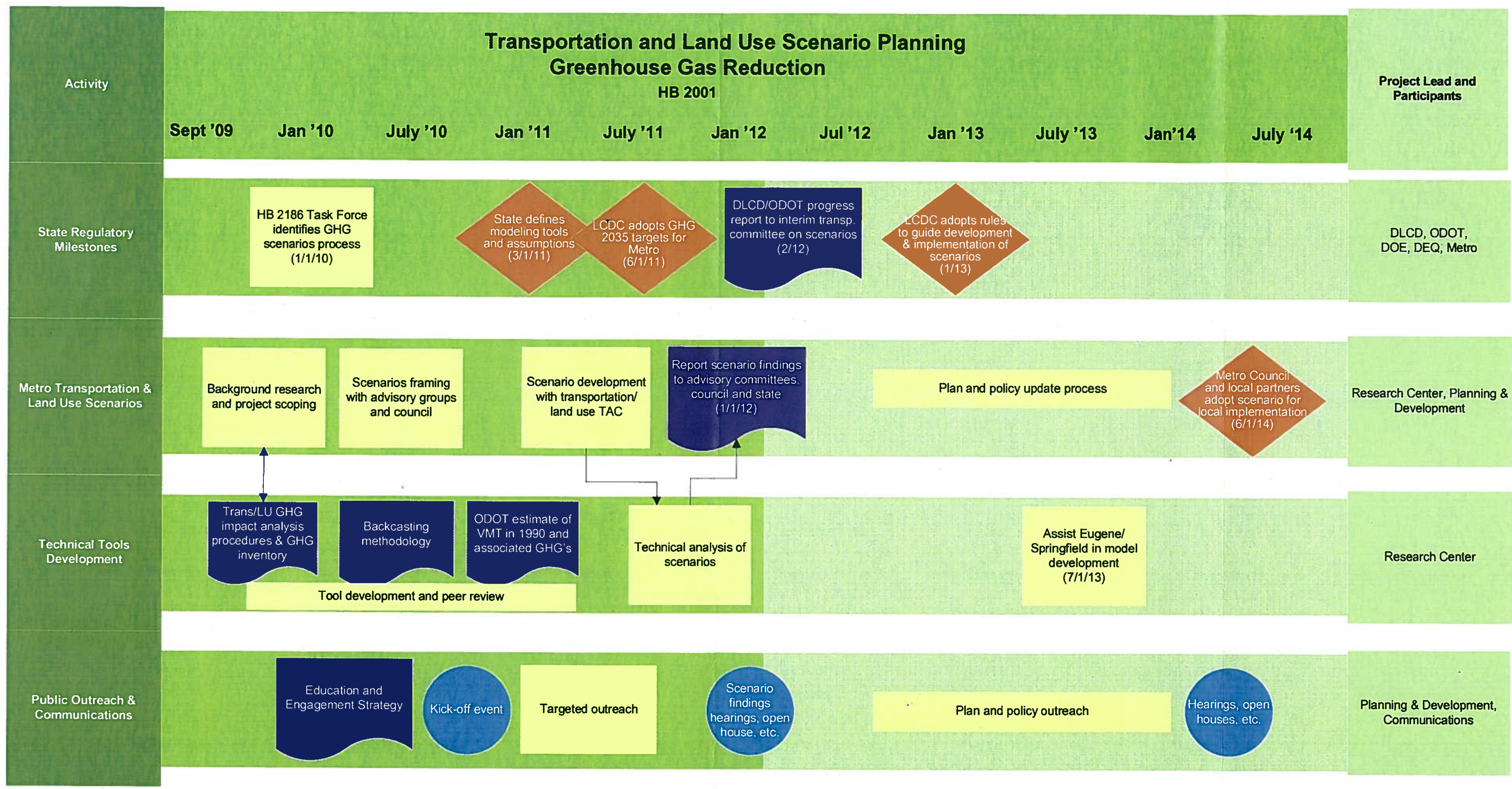
urban form vs GHG

need to manage politics so process/legis takes does not blow up.

Talk directly to public

Europe planning for adaptation





Project Sponsor: Mike Hoglund
Project Lead: Tom Kloster

Planning & Development:
Kim Ellis
Tony Mendoza
Ray Valone

Research Center:
Cindy Pederson
Dennis Yee
Dick Walker

Sustainability Center:
Heidi Rahn

Project Objective: HB 2001 Sec. 37 requires metropolitan service districts to develop land use and transportation scenarios designed to reduce greenhouse gas emissions from certain vehicles.

9/18/2009