

## HOUSE AMENDMENTS TO A-ENGROSSED HOUSE BILL 2001

By SPECIAL JOINT COMMITTEE ON TRANSPORTATION

May 22

1 On page 1 of the printed A-engrossed bill, line 2, after “ORS” delete the rest of the line and  
2 delete lines 3 and 4 and insert “267.001, 268.503, 319.020, 319.530, 367.620, 801.041, 801.237, 803.090,  
3 803.420, 803.570, 803.645, 805.250, 807.410, 818.225, 825.476 and 825.480 and section 4, chapter 545,  
4 Oregon Laws 2003, sections 31 and 32, chapter 618, Oregon Laws 2003, section 49, chapter 843,  
5 Oregon Laws 2007, and section 14, chapter 855, Oregon Laws 2007; repealing section 6, chapter 862,  
6 Oregon Laws 2001; appropriating money; prescribing an effective date; and providing for revenue  
7 raising that requires approval by a three-fifths majority.

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

9 “Whereas Oregon’s transportation system is the vital link that connects all Oregon communities  
10 to one another; and

11 “Whereas all sectors of Oregon’s economy rely on the transportation system to remain compet-  
12 itive and to connect to the marketplace; and

13 “Whereas addressing the great and growing need for system-wide maintenance and moderniza-  
14 tion is essential to economic development in Oregon; and

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

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

20 “Whereas the thousands of jobs and improved infrastructure created by this 2009 Act will ben-  
21 efit Oregon’s economy and its workforce for decades to come; now, therefore,”.

22 On page 2, delete lines 2 through 45 and delete pages 3 through 20 and insert:

23 “**SECTION 1. The House and Senate interim committees related to transportation shall,**  
24 **in consultation with the Oregon Transportation Commission, local governments, metropol-**  
25 **itan planning organizations and other transportation stakeholders:**

26 “(1) Review the responsibilities given to the state, counties and cities for improvement,  
27 maintenance and management of the highway system and the resources available to each  
28 level of government and make recommendations to better align resources and responsibil-  
29 ities.

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

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

34 “(4) Study national best practices for improving the delivery of metropolitan transporta-  
35 tion services through enhanced regional decision-making.

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

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

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

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

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

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

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

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

21       “SECTION 5. (1) The Department of Transportation shall provide information on the de-  
22 partment’s website about:

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

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

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

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

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

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

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

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

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

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

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

35       “(2) The department shall make the information accessible directly from the depart-  
36 ment’s website home page.

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

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

45       “(5) The department shall report to the interim House and Senate committees related to

1 transportation on the progress the department is making toward achieving the goals of this  
2 section.

3 **“SECTION 6. (1) As used in this section, ‘least-cost planning’ means a process of com-**  
4 **paring direct and indirect costs of demand and supply options to meet transportation goals,**  
5 **policies or both, where the intent of the process is to identify the most cost-effective mix**  
6 **of options.**

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

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

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

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

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

20 **“(b) A safe, efficient and reliable transportation network supports the long-term eco-**  
21 **nomical development and livability of this state.**

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

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

26 **“(e) Public financial assistance can stimulate industrial growth and commercial enter-**  
27 **prise and promote employment opportunities in this state.**

28 **“(f) Public investment in transportation infrastructure will create jobs and further eco-**  
29 **nomical development in this state.**

30 **“(3) The factors described in subsection (2) of this section will encourage and promote**  
31 **economic development within the State of Oregon, and issuance of lottery bonds to finance**  
32 **transportation projects is therefore an appropriate use of state lottery funds under section**  
33 **4, Article XV of the Oregon Constitution, and ORS 461.510.**

34 **“SECTION 9. (1) For the biennium beginning July 1, 2009, at the request of the Oregon**  
35 **Department of Administrative Services, in consultation with the Department of Transporta-**  
36 **tion, the State Treasurer is authorized to issue lottery bonds pursuant to ORS 286A.560 to**  
37 **286A.585 in an amount not to exceed net proceeds of \$100 million for the purpose described**  
38 **in subsection (2) of this section, plus an additional amount, to be estimated by the State**  
39 **Treasurer, for payment of bond-related costs.**

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

45 **“(3) Bond-related costs for the lottery bonds authorized by this section must be paid from**

1 the gross proceeds of the lottery bonds and from allocations for the purposes of ORS  
2 286A.576 (1)(c).

3 **“SECTION 10. (1) The Oregon Transportation Commission shall allocate five percent of**  
4 **the net proceeds of the lottery bonds authorized by section 9 of this 2009 Act to rural air-**  
5 **ports.**

6 **“(2) To the extent that proposed transportation projects meet the qualifications estab-**  
7 **lished by the commission by rule, the commission shall allocate at least 10 percent of the**  
8 **net proceeds of the lottery bonds authorized by section 9 of this 2009 Act to each region de-**  
9 **scribed in this section. For purposes of this section, the regions are as follows:**

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

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

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

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

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

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

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

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

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

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

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

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

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

1        **“SECTION 16.** Section 17 of this 2009 Act is added to and made a part of ORS 184.610 to  
2 **184.666.**

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

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

10          **“(2)** Enhances the safety of the traveling public by decreasing traffic crash rates, pro-  
11 moting the efficient movement of people and goods and preserving the public investment in  
12 the transportation system.

13          **“(3)** Increases the operational effectiveness and reliability of the existing system by using  
14 technological innovation, providing linkages to other existing components of the transporta-  
15 tion system and relieving congestion.

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

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

19          **“(6)** Supports improvements necessary for this state’s economic growth and  
20 competitiveness, accessibility to industries and economic development.

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

22          **“(8)** Fosters livable communities by demonstrating that the investment does not under-  
23 mine sustainable urban development.

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

26          **“(10)** Is consistent with the state’s greenhouse gas emissions reduction goals and reduces  
27 this state’s dependence on foreign oil.

28        **“SECTION 18.** (1) As used in this section, ‘highway’ has the meaning given that term in  
29 ORS 801.305.

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

32           **“(a)** Incorporating environmental performance standards into the design and con-  
33 struction of all state highway construction projects, including local government highway  
34 construction projects funded by the department.

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

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

38                **“(B)** Reduce the cost and delay associated with redesigning projects to meet environ-  
39 mental requirements;

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

41                **“(D)** Reduce this state’s dependence on foreign oil.

42        **“SECTION 19.** The Department of Transportation shall implement transportation design  
43 practices that follow the concept of practical design. Practical design standards should in-  
44 corporate maximum flexibility in application of standards that reduce the cost of project  
45 delivery while preserving and enhancing safety and mobility.

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

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

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

10       **“(2)** No later than February 1, 2011, the department shall submit a report on the results  
11 of the study described in subsection (1) of this section to the Seventy-sixth Legislative As-  
12 sembly.

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

14       **“SECTION 23.** (1) The Department of Transportation shall undertake a pilot project to  
15 contract out all maintenance activities on a segment of the state highway that is at least  
16 10 miles in length and no longer than 30 miles in length.

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

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

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

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

27       **“(6)** The department shall submit, during each regular session of the Legislative Assem-  
28 bly, a biennial report summarizing the progress toward achieving the goals of this section  
29 to the House and Senate committees related to business and labor and to the appropriate  
30 subcommittee of the Joint Committee on Ways and Means that considers the agency’s  
31 budget.

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

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

35       **“(2)** A city, county or other local government may not amend any charter provision, or-  
36 dinance, resolution or other provision taxing fuel for motor vehicles.

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

38       **“SECTION 27.** A city, county or other local government may enact or amend any charter  
39 provision, ordinance, resolution or other provision taxing fuel for motor vehicles after sub-  
40 mitting the proposed tax to the electors of the local government for their approval.

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

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

43       **“(a)** ‘Car rental company’ means a person whose primary business is renting motor ve-  
44 hicles to consumers under rental agreements for periods of 90 days or less.

45       **“(b)** ‘Motor vehicle’ has the meaning given that term in ORS 801.360.

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

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

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

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

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

22           “(2) The fund shall consist of:

23           “(a) Private funding resources;

24           “(b) Grant moneys;

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

26           “(d) Moneys from any other source.

27           “SECTION 32. (1) The Department of Transportation shall enter into an intergovern-  
28 mental agreement with the Travel Information Council under which the council shall man-  
29 age, maintain and improve roadside rest areas mutually agreed upon by the department and  
30 council and the following roadside rest areas along Interstate 5 and Interstate 84:

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

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

33           “(c) Interstate 5, southbound, near milepost 241.

34           “(d) Interstate 5, northbound, near milepost 281.

35           “(e) Interstate 5, southbound, near milepost 281.

36           “(f) Interstate 84, eastbound, near milepost 160.

37           “(g) Interstate 84, westbound, near milepost 377.

38           “(2) Subject to subsection (4) of this section, in carrying out the provisions of subsection  
39 (1) of this section, the council may enter into contracts necessary to accomplish the pur-  
40 poses of subsection (1) of this section.

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

44           “(4) Under the intergovernmental agreement entered into under subsection (1) of this  
45 section, the council shall conduct public contracting activities in accordance with the pro-

1 visions of ORS 377.836.

2 **“SECTION 33.** (1) Notwithstanding ORS 366.490, the Travel Information Council shall es-  
3 tablish by rule a permit program allowing nonprofit organizations to provide free coffee or  
4 other nonalcoholic beverages and cookies at roadside rest areas the council is responsible for  
5 under section 32 of this 2009 Act. Cookies offered under the program must come from a li-  
6 censed facility. Rules adopted under this section may not restrict the program to any par-  
7 ticular days of the year.

8 **“(2)** In lieu of applying to the Department of Transportation for a permit under ORS  
9 366.490, an organization may apply for a permit to provide coffee, other nonalcoholic  
10 beverages and cookies at a rest area maintained by the council by submitting a written re-  
11 quest to the council. The request shall specify the day on which the organization wishes to  
12 offer the nonalcoholic beverages and cookies and the specific rest area where they will be  
13 offered. The request shall be submitted not less than 60 days prior to the date requested.

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

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

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

23 **“(6)** An organization providing coffee, other nonalcoholic beverages or cookies may ac-  
24 cept donations at the rest area while providing coffee, other nonalcoholic beverages or  
25 cookies.

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

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

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

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

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

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

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

41 **“(a)** ‘Comprehensive plan’ has the meaning given that term in ORS 197.015.

42 **“(b)** ‘Land use regulation’ has the meaning given that term in ORS 197.015.

43 **“(c)** ‘Metropolitan service district’ means a metropolitan service district established un-  
44 der ORS chapter 268.

45 **“(2)(a)** Except as provided in subsection (5) of this section, on or before January 1, 2012,

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

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

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

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

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

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

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

31 “(6) On or before June 1, 2011, the Land Conservation and Development Commission, in  
32 consultation with the Oregon Transportation Commission, shall adopt rules for metropolitan  
33 service districts. The rules must identify each district’s needed reduction by 2035 in those  
34 greenhouse gas emissions caused by motor vehicles with a gross vehicle weight rating of  
35 10,000 pounds or less, based upon the goals stated in ORS 468A.205 and taking into consid-  
36 eration the reductions in vehicle emissions that are likely to result by 2035 from the use of  
37 improved vehicle technologies and fuels. On or before March 1, 2011, the Department of  
38 Transportation, the Department of Environmental Quality and the State Department of En-  
39 ergy shall provide the Land Conservation and Development Commission with the information  
40 or projections necessary to determine the proposed greenhouse gas emissions reduction goals  
41 for 2035.

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

43 “(a) The Department of Transportation shall provide the Department of Environmental  
44 Quality and the State Department of Energy with an estimate of the vehicle miles traveled  
45 in the metropolitan service district in 1990 by motor vehicles with a gross vehicle weight

1 rating of 10,000 pounds or less, based on available records;

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

6 “(c) The Department of Environmental Quality and the State Department of Energy shall  
7 estimate the greenhouse gas emissions for 1990 for each metropolitan service district re-  
8 sulting from the travel by motor vehicles described in paragraph (a) of this subsection, using  
9 available records of the average emissions per mile emitted by motor vehicles in 1990 and the  
10 estimates provided by the Department of Transportation under paragraph (a) of this sub-  
11 section;

12 “(d) The Department of Environmental Quality and the State Department of Energy shall  
13 estimate the predicted average greenhouse gas emissions by motor vehicles described in  
14 paragraph (a) of this subsection predicted to comprise the motor vehicles on the highways  
15 in 2035 based on the predicted rate of replacement of the vehicles as described in paragraph  
16 (b) of this subsection and based on available reasonable estimates provided by public or pri-  
17 vate entities of the improvements in vehicle technologies that will be available for use by  
18 2035;

19 “(e) The Department of Environmental Quality and the State Department of Energy shall  
20 recommend to the Land Conservation and Development Commission a percentage by which  
21 the emissions from motor vehicles described in paragraph (a) of this subsection should be  
22 reduced below their estimated 1990 emission levels by 2035 in order to achieve a reduction in  
23 emissions from the vehicles as part of the overall achievement of total carbon reduction set  
24 for 2050 by ORS 468A.205 and shall explain their reasons for any recommendations other than  
25 the midpoint between the 2020 and the 2050 emission reduction targets established by ORS  
26 468A.205;

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

32 “(g) The Department of Transportation, the Department of Environmental Quality and  
33 the State Department of Energy shall recommend to the Land Conservation and Develop-  
34 ment Commission modeling tools or other methods by which a metropolitan service district  
35 may adjust the district’s recommended target number of miles of travel described in para-  
36 graph (f) of this subsection to account for additional greenhouse gas emissions resulting  
37 from increased traffic congestion or reductions in such emissions resulting from measures  
38 that reduce traffic congestion; and

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

44 “(8) On or before January 1, 2013, the Land Conservation and Development Commission,  
45 in consultation with the Oregon Transportation Commission, shall adopt rules that establish

1 a process for cooperatively selecting a land use and transportation scenario for each metro-  
2 politan service district to achieve the greenhouse gas emissions reductions identified in the  
3 rules adopted pursuant to subsection (6) of this section and a process for the adoption of  
4 regional or local plans to implement the scenario. The rules shall:

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

7 “(b) Identify planning assumptions and approaches to meet minimum planning standards  
8 identified in paragraph (a) of this subsection that ensure the Department of Land Conserva-  
9 tion and Development can approve the changes to the regional framework plan, comprehen-  
10 sive plans and land use regulations implementing the comprehensive plans;

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

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

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

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

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

27 “SECTION 38. (1) As used in this section, ‘metropolitan service district’ means a metro-  
28 politan service district established under ORS chapter 268.

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

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

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

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

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

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

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

1 boundaries of a metropolitan planning organization.

2 **“SECTION 38a.** (1) As used in this section, ‘metropolitan planning organization’ has the  
3 meaning given that term in ORS 197.629.

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

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

14 **“(b)** When developing the land use and transportation scenarios described in subsection  
15 (a) of this section, the metropolitan planning organization shall take into account the  
16 amount of greenhouse emissions, caused by motor vehicles with a gross vehicle weight rating  
17 of 10,000 pounds or less, that need to be reduced in 2035 in order to meet the goals stated in  
18 ORS 468A.205. The metropolitan planning organization shall take into consideration the re-  
19 ductions in vehicle emissions that are likely to result by 2035 from the use of improved ve-  
20 hicle technologies and fuels.

21 **“(4)** The local governments within the boundaries of a metropolitan planning organization  
22 that serves Eugene and Springfield shall cooperatively select, after public review and com-  
23 ment on the scenarios within the boundaries of the metropolitan planning organization, one  
24 scenario described in subsection (3) of this section.

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

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

32 **“(c)** The Department of Transportation shall provide funds for rulemaking, technical as-  
33 sistance and grants under this section from available funds.

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

39 **“(7)** A metropolitan planning organization that serves Eugene and Springfield shall re-  
40 port:

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

44 **“(b)** To the Seventy-eighth Legislative Assembly, the manner provided in ORS 192.245,  
45 on the implications of implementing the land use and transportation scenario selected under

1 **paragraph (a) of this subsection by amendments to the local government’s comprehensive**  
2 **plan and land use regulations.**

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

4 **“SECTION 40.** ORS 801.041 is amended to read:

5 “801.041. The following apply to the authority granted to counties by ORS 801.040 to establish  
6 registration fees for vehicles:

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

22 “(2) The authority granted by this section allows the establishment of registration fees in addi-  
23 tion to those described in ORS 803.420. There is no authority under this section to affect registration  
24 periods, qualifications, cards, plates, requirements or any other provision relating to vehicle regis-  
25 tration under the vehicle code.

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

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

30 “(b) Fixed load vehicles.

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

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

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

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

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

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

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

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

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

41 “(L) Travel trailers, campers and motor homes.

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

45 “(5) Moneys from registration fees established under this section must be paid to the county

1 establishing the registration fees as provided in ORS 802.110. *[The county ordinance shall provide for*  
2 *payment of at least 40 percent of the money to cities within the county unless a different distribution*  
3 *is agreed to between the county and the cities within the jurisdiction of the county. The moneys shall*  
4 *be used for any purpose for which moneys from registration fees may be used.]* **The moneys shall be**  
5 **used for the necessary property acquisition for and the design, replacement, engineering and**  
6 **construction of a bridge and its approach that crosses the Willamette River in the City of**  
7 **Portland. Except for motor vehicles registered as government-owned vehicles under ORS**  
8 **805.040, the bridge shall be restricted to motor vehicles with a gross vehicle weight rating**  
9 **of 26,000 pounds or less.**

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

13 “[*(7) Before the governing body of a county that overlaps a district can impose a registration fee*  
14 *under this section, it must enter into an intergovernmental agreement under ORS 190.010 with the*  
15 *governing bodies of that district and all counties, other districts and cities with populations of over*  
16 *300,000 that overlap the district. The intergovernmental agreement must state the registration fees and,*  
17 *if necessary, how the revenue from the fees are to be apportioned among the counties and the districts.*  
18 *Before the governing body of a county can enter into such an intergovernmental agreement, the county*  
19 *shall consult with the cities in its jurisdiction.]*

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

21 “801.041. The following apply to the authority granted to counties by ORS 801.040 to establish  
22 registration fees for vehicles:

23 “(1) An ordinance establishing registration fees under this section must be enacted by the  
24 county imposing the registration fee and filed with the Department of  
25 Transportation. Notwithstanding ORS 203.055 or any provision of a county charter, the governing  
26 body of a county with a population of 350,000 or more may enact an ordinance establishing regis-  
27 tration fees *[for the purpose of designing, replacing, acquiring necessary property for, engineering and*  
28 *constructing a bridge and its approach that crosses the Willamette River in the City of Portland. Except*  
29 *for motor vehicles registered as government-owned vehicles under ORS 805.040, the bridge shall be*  
30 *restricted to motor vehicles with a gross vehicle weight rating of 26,000 pounds or less.]* **The govern-**  
31 **ing body of a county with a population of less than 350,000 may enact an ordinance estab-**  
32 **lishing registration fees after submitting the ordinance to the electors of the county for their**  
33 **approval.** The governing body of the county imposing the registration fee shall enter into an inter-  
34 governmental agreement under ORS 190.010 with the department by which the department shall  
35 collect the registration fees, pay them over to the county and, if necessary, allow the credit or  
36 credits described in ORS 803.445 (5). The intergovernmental agreement must state the date on which  
37 the department shall begin collecting registration fees for the county.

38 “(2) The authority granted by this section allows the establishment of registration fees in addi-  
39 tion to those described in ORS 803.420. There is no authority under this section to affect registration  
40 periods, qualifications, cards, plates, requirements or any other provision relating to vehicle regis-  
41 tration under the vehicle code.

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

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

1 “(b) Fixed load vehicles.  
2 “(c) Vehicles registered under ORS 805.100 to disabled veterans.  
3 “(d) Vehicles registered as antique vehicles under ORS 805.010.  
4 “(e) Vehicles registered as vehicles of special interest under ORS 805.020.  
5 “(f) Government-owned or operated vehicles registered under ORS 805.040 or 805.045.  
6 “(g) School buses or school activity vehicles registered under ORS 805.050.  
7 “(h) Law enforcement undercover vehicles registered under ORS 805.060.  
8 “(i) Vehicles registered on a proportional basis for interstate operation.  
9 “(j) Vehicles with a registration weight of 26,001 pounds or more described in ORS 803.420 (10)  
10 or (11).  
11 “(k) Vehicles registered as farm vehicles under the provisions of ORS 805.300.  
12 “(L) Travel trailers, campers and motor homes.  
13 “(4) Any registration fee imposed by a county must be a fixed amount not to exceed, with re-  
14 spect to any vehicle class, the registration fee established under ORS 803.420 (1). For vehicles on  
15 which a flat fee is imposed under ORS 803.420, the fee must be a whole dollar amount.  
16 “(5) Moneys from registration fees established under this section must be paid to the county  
17 establishing the registration fees as provided in ORS 802.110. *[The moneys shall be used for the*  
18 *necessary property acquisition for and the design, replacement, engineering and construction of a*  
19 *bridge and its approach that crosses the Willamette River in the City of Portland. Except for motor*  
20 *vehicles registered as government-owned vehicles under ORS 805.040, the bridge shall be restricted to*  
21 *motor vehicles with a gross vehicle weight rating of 26,000 pounds or less.]* **The county ordinance**  
22 **shall provide for payment of at least 40 percent of the moneys to cities within the county**  
23 **unless a different distribution is agreed upon by the county and the cities within the juris-**  
24 **isdiction of the county. The moneys shall be used for any purpose for which moneys from**  
25 **registration fees may be used.**  
26 “(6) Two or more counties may act jointly to impose a registration fee under this section. The  
27 ordinance of each county acting jointly with another under this subsection must provide for the  
28 distribution of moneys collected through a joint registration fee.  
29 “**SECTION 40b.** ORS 267.001 is amended to read:  
30 “267.001. Subject to ORS 801.040, [801.041,] 801.042, 801.237 and 803.445, for the purpose of ex-  
31 exercising any power the district, as defined in ORS 801.237, is authorized to exercise, the district may  
32 impose registration fees on vehicles under ORS 803.445.  
33 “**SECTION 40c.** ORS 268.503 is amended to read:  
34 “268.503. Subject to ORS 801.040, [801.041,] 801.042, 801.237 and 803.445, for the purpose of pro-  
35 viding any service that the district, as defined in ORS 801.237, has power to provide, the district  
36 may impose registration fees on vehicles under ORS 803.445.  
37 “**SECTION 40d.** ORS 801.237 is amended to read:  
38 “801.237. As used in this section and ORS 267.001, 268.503, 801.040, [801.041,] 801.042, 802.110,  
39 803.420, 803.445 and 803.585, ‘district’ means a mass transit or transportation district of over 400,000  
40 persons established under ORS chapter 267 and a metropolitan service district of over 400,000 per-  
41 sons established under ORS chapter 268.  
42 “**SECTION 41. The amendments to ORS 801.041 by section 40a of this 2009 Act become**  
43 **operative July 1, 2013.**  
44 “**SECTION 42.** ORS 803.090 is amended to read:  
45 “803.090. The following fees are the fees for the transaction described:

1 “(1) The transfer fee under ORS 803.092:  
2 “(a) For a salvage title, [~~\$17~~] **\$27**.  
3 “(b) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles  
4 with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, \$90.  
5 “(c) For vehicles other than vehicles for which the title fee is described in paragraph (b) of this  
6 subsection, [~~\$55~~] **\$77**.  
7 “(2) The fee for issuance of a certificate of title under ORS 803.045:  
8 “(a) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles  
9 with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, \$90.  
10 “(b) For vehicles other than vehicles for which the title fee is described in paragraph (a) of this  
11 subsection, [~~\$55~~] **\$77**.  
12 “(3) The fee for issuance of a salvage title certificate under ORS 803.140, [~~\$17~~] **\$27**.  
13 “(4) The fee for issuance of a duplicate or replacement certificate of title under ORS 803.065:  
14 “(a) For a duplicate or replacement salvage title certificate, [~~\$17~~] **\$27**.  
15 “(b) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles  
16 with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, \$90.  
17 “(c) For vehicles other than vehicles for which the title fee is described in paragraph (b) of this  
18 subsection, [~~\$55~~] **\$77**.  
19 “(5) The fee under subsection (4) of this section [*must*] **may not** be paid at the same time as a  
20 transfer fee under this section if application is made at the same time as application for transfer.  
21 “(6) The fee for issuance of a new certificate of title under ORS 803.220 indicating a change of  
22 name or address:  
23 “(a) For a new salvage title certificate, [~~\$17~~] **\$27**.  
24 “(b) For trailers eligible for permanent registration under ORS 803.415 (1) and motor vehicles  
25 with a gross vehicle weight rating over 26,000 pounds, excluding motor homes, \$90.  
26 “(c) For vehicles other than vehicles for which the title fee is described in paragraph (b) of this  
27 subsection, [~~\$55~~] **\$77**.  
28 “(7) The fee for late presentation of certificate of title under ORS 803.105, \$25 from the 31st day  
29 after the transfer through the 60th day after the transfer and \$50 thereafter.  
30 “(8) The fees for title transactions involving a form of title other than a certificate shall be the  
31 amounts established by the Department of Transportation by rule under ORS 803.012.  
32 “**SECTION 43.** ORS 803.420 is amended to read:  
33 “803.420. This section establishes registration fees for vehicles. If there is uncertainty as to the  
34 classification of a vehicle for purposes of the payment of registration fees under the vehicle code,  
35 the Department of Transportation may classify the vehicle to assure that registration fees for the  
36 vehicle are the same as for vehicles the department determines to be comparable. The registration  
37 fees for the vehicle shall be those based on the classification determined by the department. Except  
38 as otherwise provided in this section, or unless the vehicle is registered quarterly, the fees described  
39 in this section are for an entire registration period for the vehicle as described under ORS 803.415.  
40 The department shall apportion any fee under this section to reflect the number of quarters regis-  
41 tered for a vehicle registered for a quarterly registration period under ORS 803.415. The fees are  
42 payable when a vehicle is registered and upon renewal of registration. Except as provided in ORS  
43 801.041 (3) and 801.042 (7), the fee shall be increased by any amount established by the governing  
44 body of a county or by the governing body of a district, as defined in ORS 801.237, under ORS  
45 801.041 or 801.042 as an additional registration fee for the vehicle. The fees for registration of ve-

1 hicles are as follows:

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

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

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

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

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

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

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

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

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

13 “(a) The registration fee for an electric or hybrid vehicle not otherwise described in this sub-  
14 section is [\\$27] **\\$43** for each year of the registration period.

15 “(b) The registration fee for electric or hybrid vehicles that have two or three wheels is [\\$27]  
16 **\\$43**. This paragraph does not apply to electric or hybrid mopeds. Electric or hybrid mopeds are  
17 subject to the same registration fee as otherwise provided for mopeds under this section.

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

20 “(A) Motor homes.

21 “(B) Commercial buses.

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

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

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

27 “ \_\_\_\_\_

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

1	38,001	to	40,000	253
2	40,001	to	42,000	261
3	42,001	to	44,000	276
4	44,001	to	46,000	284
5	46,001	to	48,000	291
6	48,001	to	50,000	307
7	50,001	to	52,000	322
8	52,001	to	54,000	330
9	54,001	to	56,000	337
10	56,001	to	58,000	352
11	58,001	to	60,000	368
12	60,001	to	62,000	383
13	62,001	to	64,000	398
14	64,001	to	66,000	406
15	66,001	to	68,000	421
16	68,001	to	70,000	429
17	70,001	to	72,000	444
18	72,001	to	74,000	452
19	74,001	to	76,000	467
20	76,001	to	78,000	475
21	78,001	to	80,000	490
22	80,001	to	82,000	498
23	82,001	to	84,000	513
24	84,001	to	86,000	521
25	86,001	to	88,000	536
26	88,001	to	90,000	544
27	90,001	to	92,000	559
28	92,001	to	94,000	567
29	94,001	to	96,000	582
30	96,001	to	98,000	590
31	98,001	to	100,000	598
32	100,001	to	102,000	613
33	102,001	to	104,000	621
34	104,001	to	105,500	636

35 “ \_\_\_\_\_  
36

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

41 “ \_\_\_\_\_

42				
43	Weight in Pounds		Fee	
44	8,001	to	10,000	\$ 50
45	10,001	to	12,000	60

1	12,001	to	14,000	65
2	14,001	to	16,000	75
3	16,001	to	18,000	80
4	18,001	to	20,000	90
5	20,001	to	22,000	95
6	22,001	to	24,000	105
7	24,001	to	26,000	110
8	26,001	to	28,000	120
9	28,001	to	30,000	125
10	30,001	to	32,000	135
11	32,001	to	34,000	140
12	34,001	to	36,000	150
13	36,001	to	38,000	155
14	38,001	to	40,000	165
15	40,001	to	42,000	170
16	42,001	to	44,000	180
17	44,001	to	46,000	185
18	46,001	to	48,000	190
19	48,001	to	50,000	200
20	50,001	to	52,000	210
21	52,001	to	54,000	215
22	54,001	to	56,000	220
23	56,001	to	58,000	230
24	58,001	to	60,000	240
25	60,001	to	62,000	250
26	62,001	to	64,000	260
27	64,001	to	66,000	265
28	66,001	to	68,000	275
29	68,001	to	70,000	280
30	70,001	to	72,000	290
31	72,001	to	74,000	295
32	74,001	to	76,000	305
33	76,001	to	78,000	310
34	78,001	to	80,000	320
35	80,001	to	82,000	325
36	82,001	to	84,000	335
37	84,001	to	86,000	340
38	86,001	to	88,000	350
39	88,001	to	90,000	355
40	90,001	to	92,000	365
41	92,001	to	94,000	370
42	94,001	to	96,000	380
43	96,001	to	98,000	385
44	98,001	to	100,000	390
45	100,001	to	102,000	400

1 102,001 to 104,000 405  
2 104,001 to 105,500 415

3 “

4  
5 “(b) The owner of a vehicle described in paragraph (a) of this subsection must certify at the time  
6 of initial registration, in a manner determined by the department by rule, that the motor vehicle  
7 will be used exclusively to transport manufactured structures or exclusively as described in ORS  
8 822.210, 825.015 or 825.017 (14). Registration of a vehicle described in paragraph (a) of this sub-  
9 section is invalid if the vehicle is operated in any manner other than that described in the certif-  
10 ication under this paragraph.

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

12 “(13) Fixed load vehicles as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

40 “(20) In addition to any other fees charged for registration of vehicles in fleets under ORS  
41 805.120, the department may charge the following fees:

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

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

44 “(21) The registration fee for vehicles with special registration for disabled veterans under ORS  
45 805.100 is a fee of \$15.

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

4 “

---

5

6	Weight in Pounds		Fee
7	8,000	or less	\$ 27
8	8,001	to 10,000	30
9	10,001	to 12,000	35
10	12,001	to 14,000	45
11	14,001	to 16,000	50
12	16,001	to 18,000	60
13	18,001	to 20,000	65
14	20,001	to 22,000	75
15	22,001	to 24,000	80
16	24,001	to 26,000	90
17	26,001	to 28,000	95
18	28,001	to 30,000	105
19	30,001	to 32,000	110
20	32,001	to 34,000	120
21	34,001	to 36,000	125
22	36,001	to 38,000	135
23	38,001	to 40,000	140
24	40,001	to 42,000	150
25	42,001	to 44,000	155
26	44,001	to 46,000	165
27	46,001	to 48,000	170
28	48,001	to 50,000	180
29	50,001	to 52,000	185
30	52,001	to 54,000	190
31	54,001	to 56,000	200
32	56,001	to 58,000	210
33	58,001	to 60,000	215
34	60,001	to 62,000	220
35	62,001	to 64,000	230
36	64,001	to 66,000	240
37	66,001	to 68,000	245
38	68,001	to 70,000	250
39	70,001	to 72,000	260
40	72,001	to 74,000	265
41	74,001	to 76,000	275
42	76,001	to 78,000	280
43	78,001	to 80,000	290
44	80,001	to 82,000	295
45	82,001	to 84,000	305

1	84,001	to	86,000	310
2	86,001	to	88,000	320
3	88,001	to	90,000	325
4	90,001	to	92,000	335
5	92,001	to	94,000	340
6	94,001	to	96,000	350
7	96,001	to	98,000	355
8	98,001	to	100,000	365
9	100,001	to	102,000	370
10	102,001	to	104,000	380
11	104,001	to	105,500	385

12 “ \_\_\_\_\_

13

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

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

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

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

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

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

23 “803.420. This section establishes registration fees for vehicles. If there is uncertainty as to the  
 24 classification of a vehicle for purposes of the payment of registration fees under the vehicle code,  
 25 the Department of Transportation may classify the vehicle to assure that registration fees for the  
 26 vehicle are the same as for vehicles the department determines to be comparable. The registration  
 27 fees for the vehicle shall be those based on the classification determined by the department. Except  
 28 as otherwise provided in this section, or unless the vehicle is registered quarterly, the fees described  
 29 in this section are for an entire registration period for the vehicle as described under ORS 803.415.  
 30 The department shall apportion any fee under this section to reflect the number of quarters regis-  
 31 tered for a vehicle registered for a quarterly registration period under ORS 803.415. The fees are  
 32 payable when a vehicle is registered and upon renewal of registration. Except as provided in ORS  
 33 801.041 (3) and 801.042 (7), the fee shall be increased by any amount established by the governing  
 34 body of a county or by the governing body of a district, as defined in ORS 801.237, under ORS  
 35 801.041 or 801.042 as an additional registration fee for the vehicle. The fees for registration of ve-  
 36 hicles are as follows:

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

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

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

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

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

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

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

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

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

3 “(a) The registration fee for an electric or hybrid vehicle not otherwise described in this sub-  
4 section is \$43 for each year of the registration period.

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

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

10 “(A) Motor homes.

11 “(B) Commercial buses.

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

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

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

17 “

---

Weight in Pounds		Fee
8,000	or less	\$ [27] <b>55</b>
8,001	to 10,000	[169] <b>344</b>
10,001	to 12,000	[192] <b>391</b>
12,001	to 14,000	[215] <b>438</b>
14,001	to 16,000	[238] <b>485</b>
16,001	to 18,000	[261] <b>532</b>
18,001	to 20,000	[291] <b>593</b>
20,001	to 22,000	[314] <b>640</b>
22,001	to 24,000	[345] <b>703</b>
24,001	to 26,000	[375] <b>764</b>
26,001	to 28,000	[184] <b>375</b>
28,001	to 30,000	[192] <b>391</b>
30,001	to 32,000	[207] <b>422</b>
32,001	to 34,000	[215] <b>438</b>
34,001	to 36,000	[230] <b>468</b>
36,001	to 38,000	[238] <b>485</b>
38,001	to 40,000	[253] <b>515</b>
40,001	to 42,000	[261] <b>532</b>
42,001	to 44,000	[276] <b>562</b>
44,001	to 46,000	[284] <b>578</b>
46,001	to 48,000	[291] <b>593</b>
48,001	to 50,000	[307] <b>625</b>
50,001	to 52,000	[322] <b>656</b>
52,001	to 54,000	[330] <b>672</b>
54,001	to 56,000	[337] <b>686</b>
56,001	to 58,000	[352] <b>717</b>

1	58,001	to	60,000	[368]	<b>750</b>
2	60,001	to	62,000	[383]	<b>780</b>
3	62,001	to	64,000	[398]	<b>811</b>
4	64,001	to	66,000	[406]	<b>827</b>
5	66,001	to	68,000	[421]	<b>857</b>
6	68,001	to	70,000	[429]	<b>874</b>
7	70,001	to	72,000	[444]	<b>904</b>
8	72,001	to	74,000	[452]	<b>921</b>
9	74,001	to	76,000	[467]	<b>951</b>
10	76,001	to	78,000	[475]	<b>967</b>
11	78,001	to	80,000	[490]	<b>998</b>
12	80,001	to	82,000	[498]	<b>1014</b>
13	82,001	to	84,000	[513]	<b>1045</b>
14	84,001	to	86,000	[521]	<b>1061</b>
15	86,001	to	88,000	[536]	<b>1092</b>
16	88,001	to	90,000	[544]	<b>1108</b>
17	90,001	to	92,000	[559]	<b>1139</b>
18	92,001	to	94,000	[567]	<b>1155</b>
19	94,001	to	96,000	[582]	<b>1185</b>
20	96,001	to	98,000	[590]	<b>1202</b>
21	98,001	to	100,000	[598]	<b>1218</b>
22	100,001	to	102,000	[613]	<b>1249</b>
23	102,001	to	104,000	[621]	<b>1265</b>
24	104,001	to	105,500	[636]	<b>1295</b>

25 “

26

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

31 “

32

33	Weight in Pounds		Fee
34	8,001	to 10,000	\$ 50
35	10,001	to 12,000	60
36	12,001	to 14,000	65
37	14,001	to 16,000	75
38	16,001	to 18,000	80
39	18,001	to 20,000	90
40	20,001	to 22,000	95
41	22,001	to 24,000	105
42	24,001	to 26,000	110
43	26,001	to 28,000	120
44	28,001	to 30,000	125
45	30,001	to 32,000	135

1	32,001	to	34,000	140
2	34,001	to	36,000	150
3	36,001	to	38,000	155
4	38,001	to	40,000	165
5	40,001	to	42,000	170
6	42,001	to	44,000	180
7	44,001	to	46,000	185
8	46,001	to	48,000	190
9	48,001	to	50,000	200
10	50,001	to	52,000	210
11	52,001	to	54,000	215
12	54,001	to	56,000	220
13	56,001	to	58,000	230
14	58,001	to	60,000	240
15	60,001	to	62,000	250
16	62,001	to	64,000	260
17	64,001	to	66,000	265
18	66,001	to	68,000	275
19	68,001	to	70,000	280
20	70,001	to	72,000	290
21	72,001	to	74,000	295
22	74,001	to	76,000	305
23	76,001	to	78,000	310
24	78,001	to	80,000	320
25	80,001	to	82,000	325
26	82,001	to	84,000	335
27	84,001	to	86,000	340
28	86,001	to	88,000	350
29	88,001	to	90,000	355
30	90,001	to	92,000	365
31	92,001	to	94,000	370
32	94,001	to	96,000	380
33	96,001	to	98,000	385
34	98,001	to	100,000	390
35	100,001	to	102,000	400
36	102,001	to	104,000	405
37	104,001	to	105,500	415

38 “ \_\_\_\_\_

39

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

43 “ \_\_\_\_\_

44

45 **Weight in Pounds**                      **Fee**

1	8,001	to	10,000	\$ 102
2	10,001	to	12,000	122
3	12,001	to	14,000	132
4	14,001	to	16,000	153
5	16,001	to	18,000	163
6	18,001	to	20,000	183
7	20,001	to	22,000	193
8	22,001	to	24,000	214
9	24,001	to	26,000	224
10	26,001	to	28,000	244
11	28,001	to	30,000	255
12	30,001	to	32,000	275
13	32,001	to	34,000	285
14	34,001	to	36,000	306
15	36,001	to	38,000	316
16	38,001	to	40,000	336
17	40,001	to	42,000	346
18	42,001	to	44,000	367
19	44,001	to	46,000	377
20	46,001	to	48,000	387
21	48,001	to	50,000	407
22	50,001	to	52,000	428
23	52,001	to	54,000	438
24	54,001	to	56,000	448
25	56,001	to	58,000	468
26	58,001	to	60,000	489
27	60,001	to	62,000	509
28	62,001	to	64,000	530
29	64,001	to	66,000	540
30	66,001	to	68,000	560
31	68,001	to	70,000	570
32	70,001	to	72,000	591
33	72,001	to	74,000	601
34	74,001	to	76,000	621
35	76,001	to	78,000	631
36	78,001	to	80,000	652
37	80,001	to	82,000	662
38	82,001	to	84,000	682
39	84,001	to	86,000	692
40	86,001	to	88,000	713
41	88,001	to	90,000	723
42	90,001	to	92,000	743
43	92,001	to	94,000	754
44	94,001	to	96,000	774
45	96,001	to	98,000	784

1	<b>98,001 to 100,000</b>	<b>794</b>
2	<b>100,001 to 102,000</b>	<b>815</b>
3	<b>102,001 to 104,000</b>	<b>825</b>
4	<b>104,001 to 105,500</b>	<b>845</b>

5

6

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

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

14       “(13) Fixed load vehicles as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

42       “(20) In addition to any other fees charged for registration of vehicles in fleets under ORS  
43 805.120, the department may charge the following fees:

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

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

1 “(21) The registration fee for vehicles with special registration for disabled veterans under ORS  
2 805.100 is a fee of \$15.

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

6 “

---

7	Weight in Pounds	Fee
8		
9	8,000 or less	\$ [27] <b>35</b>
10	8,001 to 10,000	[30] <b>46</b>
11	10,001 to 12,000	[35] <b>53</b>
12	12,001 to 14,000	[45] <b>68</b>
13	14,001 to 16,000	[50] <b>76</b>
14	16,001 to 18,000	[60] <b>91</b>
15	18,001 to 20,000	[65] <b>99</b>
16	20,001 to 22,000	[75] <b>114</b>
17	22,001 to 24,000	[80] <b>121</b>
18	24,001 to 26,000	[90] <b>137</b>
19	26,001 to 28,000	[95] <b>144</b>
20	28,001 to 30,000	[105] <b>159</b>
21	30,001 to 32,000	[110] <b>167</b>
22	32,001 to 34,000	[120] <b>182</b>
23	34,001 to 36,000	[125] <b>190</b>
24	36,001 to 38,000	[135] <b>205</b>
25	38,001 to 40,000	[140] <b>213</b>
26	40,001 to 42,000	[150] <b>228</b>
27	42,001 to 44,000	[155] <b>235</b>
28	44,001 to 46,000	[165] <b>251</b>
29	46,001 to 48,000	[170] <b>258</b>
30	48,001 to 50,000	[180] <b>273</b>
31	50,001 to 52,000	[185] <b>281</b>
32	52,001 to 54,000	[190] <b>288</b>
33	54,001 to 56,000	[200] <b>304</b>
34	56,001 to 58,000	[210] <b>319</b>
35	58,001 to 60,000	[215] <b>326</b>
36	60,001 to 62,000	[220] <b>334</b>
37	62,001 to 64,000	[230] <b>349</b>
38	64,001 to 66,000	[240] <b>364</b>
39	66,001 to 68,000	[245] <b>372</b>
40	68,001 to 70,000	[250] <b>380</b>
41	70,001 to 72,000	[260] <b>395</b>
42	72,001 to 74,000	[265] <b>402</b>
43	74,001 to 76,000	[275] <b>418</b>
44	76,001 to 78,000	[280] <b>425</b>
45	78,001 to 80,000	[290] <b>440</b>

1	80,001	to	82,000	[295]	<b>448</b>
2	82,001	to	84,000	[305]	<b>463</b>
3	84,001	to	86,000	[310]	<b>471</b>
4	86,001	to	88,000	[320]	<b>486</b>
5	88,001	to	90,000	[325]	<b>493</b>
6	90,001	to	92,000	[335]	<b>509</b>
7	92,001	to	94,000	[340]	<b>516</b>
8	94,001	to	96,000	[350]	<b>531</b>
9	96,001	to	98,000	[355]	<b>539</b>
10	98,001	to	100,000	[365]	<b>554</b>
11	100,001	to	102,000	[370]	<b>562</b>
12	102,001	to	104,000	[380]	<b>577</b>
13	104,001	to	105,500	[385]	<b>585</b>

14 “

15

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

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

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

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

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

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

25 “**SECTION 44.** ORS 803.570 is amended to read:

26 “803.570. Except as otherwise specifically provided by law, the Department of Transportation  
27 shall collect the fee described by this section each time the department issues a registration plate  
28 upon the registration of a vehicle or at other times when a registration plate is issued by the de-  
29 partment. The following all apply to the fee established by this section:

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

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

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

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

38 “**SECTION 44a.** ORS 803.645 is amended to read:

39 “803.645. Fees for trip permits issued under ORS 803.600 are as follows:

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

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

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

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

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

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

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

3 “**SECTION 45.** ORS 805.250 is amended to read:

4 “805.250. This section establishes fees for issuance of registration plates authorized under ORS  
5 805.200. If a fee for plates authorized in ORS 805.200 is not established in this section, the fee is the  
6 same fee as established under ORS 803.570. Where a fee is established under this section, the fee  
7 is in addition to the fee established under ORS 803.570 unless otherwise provided in the following:

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

9 “(2) Customized registration plates issued under ORS 805.240:

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

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

13 “(3) Special interest registration plates approved under ORS 805.210 are approved without cost  
14 except as provided in this subsection, including without payment of the fee established under ORS  
15 803.570. If identifying stickers are required, \$1 per sticker or pair of stickers.

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

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

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

21 “(c) For additional plates, or for renewal of registration, \$42, except that persons dealing ex-  
22 clusively in motorcycles, mopeds or snowmobiles or any combination of those vehicles shall pay only  
23 \$9 for each additional plate, or for renewal of registration.

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

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

28 “807.410. This section establishes the fees relating to identification cards. The following fees  
29 apply to identification cards unless otherwise provided by ORS 807.400 or otherwise provided by law:

30 “(1) For issuance of an original identification card, [~~\$33.50~~] **\$44.50**. This subsection does not re-  
31 quire a fee for issuance when ORS 807.400 provides for issuance of an identification card without  
32 charge of a fee.

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

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

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

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

38 “807.410. This section establishes the fees relating to identification cards. The following fees  
39 apply to identification cards unless otherwise provided by ORS 807.400 or otherwise provided by law:

40 “(1) For issuance of an original identification card, [~~\$34.50~~] **\$44.50**. This subsection does not re-  
41 quire a fee for issuance when ORS 807.400 provides for issuance of an identification card without  
42 charge of a fee.

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

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

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

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

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

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

4 “**SECTION 48.** ORS 319.020 is amended to read:

5 “319.020. (1) Subject to subsections (2) to (4) of this section, in addition to the taxes otherwise  
6 provided for by law, every dealer engaging in the dealer’s own name, or in the name of others, in  
7 the first sale, use or distribution of motor vehicle fuel or aircraft fuel or withdrawal of motor vehicle  
8 fuel or aircraft fuel for sale, use or distribution within areas in this state within which the state  
9 lacks the power to tax the sale, use or distribution of motor vehicle fuel or aircraft fuel, shall:

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

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

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

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

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

30 “**SECTION 49.** ORS 319.530 is amended to read:

31 “319.530. (1) To compensate this state partially for the use of its highways, an excise tax hereby  
32 is imposed at the rate of [24] **30** cents per gallon on the use of fuel in a motor vehicle. Except as  
33 otherwise provided in subsections (2) and (3) of this section, 100 cubic feet of fuel used or sold in  
34 a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is  
35 taxable at the same rate as a gallon of liquid fuel.

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

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

41 “**SECTION 50.** **The amendments to ORS 319.020 and 319.530 by sections 48 and 49 of this**  
42 **2009 Act become operative when the Oregon Department of Administrative Services finds in**  
43 **its quarterly revenue estimate issued under ORS 291.342 that there has been an increase of**  
44 **at least two percent each quarter for two or more consecutive quarters in the last 12 months**  
45 **in seasonally adjusted nonfarm payroll employment or January 1, 2011, whichever comes**

1 **first.**

2 **“SECTION 51.** ORS 818.225 is amended to read:

3 “818.225. (1)(a) In addition to any fee for a single-trip nondivisible load permit, a person who is  
4 issued the permit or who operates a vehicle in a manner that requires the permit is liable for pay-  
5 ment of a road use assessment fee of [*five and seven-tenths cents*] **seven and one-tenths cents** per  
6 equivalent single-axle load mile traveled. As used in this subsection, ‘equivalent single-axle load’  
7 means the relationship between actual or requested weight and an 18,000 pound single-axle load as  
8 determined by the American Association of State Highway and Transportation Officials Road Tests  
9 reported at the Proceedings Conference of 1962. The Department of Transportation may adopt rules  
10 to standardize the determination of equivalent single-axle load computation based on average high-  
11 way conditions.

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

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

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

19 **“SECTION 52.** ORS 825.476 is amended to read:

20 “825.476.

21 “

22  
23 MILEAGE TAX RATE TABLE “A”

24 Declared Combined	25 Fee Rates
26 Weight Groups	27 Per Mile
28 (Pounds)	29 (Mills)
27 26,001 to 28,000	[40.0] <b>49.8</b>
28 28,001 to 30,000	[42.4] <b>52.8</b>
29 30,001 to 32,000	[44.3] <b>55.2</b>
30 32,001 to 34,000	[46.3] <b>57.6</b>
31 34,001 to 36,000	[48.1] <b>59.9</b>
32 36,001 to 38,000	[50.6] <b>63.0</b>
33 38,001 to 40,000	[52.5] <b>65.4</b>
34 40,001 to 42,000	[54.4] <b>67.7</b>
35 42,001 to 44,000	[56.4] <b>70.2</b>
36 44,001 to 46,000	[58.3] <b>72.6</b>
37 46,001 to 48,000	[60.2] <b>74.9</b>
38 48,001 to 50,000	[62.2] <b>77.4</b>
39 50,001 to 52,000	[64.5] <b>80.3</b>
40 52,001 to 54,000	[66.9] <b>83.3</b>
41 54,001 to 56,000	[69.4] <b>86.4</b>
42 56,001 to 58,000	[72.3] <b>90.0</b>
43 58,001 to 60,000	[75.6] <b>94.1</b>
44 60,001 to 62,000	[79.5] <b>99.0</b>
45 62,001 to 64,000	[83.9] <b>104.5</b>

1	64,001 to 66,000	[88.7]	<b>110.4</b>
2	66,001 to 68,000	[95.0]	<b>118.3</b>
3	68,001 to 70,000	[101.7]	<b>126.6</b>
4	70,001 to 72,000	[108.4]	<b>135.0</b>
5	72,001 to 74,000	[114.6]	<b>142.7</b>
6	74,001 to 76,000	[120.5]	<b>150.0</b>
7	76,001 to 78,000	[126.3]	<b>157.2</b>
8	78,001 to 80,000	[131.6]	<b>163.8</b>

9 “ \_\_\_\_\_

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AXLE-WEIGHT MILEAGE

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TAX RATE TABLE “B”

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

42 “ \_\_\_\_\_

44 “**SECTION 53.** ORS 825.480 is amended to read:

45 “825.480. (1)(a) In lieu of other fees provided in ORS 825.474, carriers engaged in operating mo-

1 tor vehicles in the transportation of logs, poles, peeler cores or piling may pay annual fees for such  
2 operation computed at the rate of [*six dollars and ten cents*] **seven dollars and fifty-nine cents** for  
3 each 100 pounds of declared combined weight.

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

8 “(2) The annual fees provided in subsections (1), (4) and (5) of this section may be paid on a  
9 monthly basis. Any carrier electing to pay fees under this method may not change an election during  
10 the same calendar year in which the election is made, but may be relieved from the payment due  
11 for any month on a motor vehicle which is not operated. A carrier electing to pay fees under this  
12 method shall report and pay these fees on or before the 10th of each month for the preceding  
13 month’s operations. A monthly report shall be made on all vehicles on the annual fee basis including  
14 any vehicle not operated for the month.

15 “(3)(a) In lieu of the fees provided in ORS 825.470 to 825.474, motor vehicles described in ORS  
16 825.024 with a combined weight of less than 46,000 pounds that are being operated under a permit  
17 issued under ORS 825.102 may pay annual fees for such operation computed at the rate of [*five*  
18 *dollars*] **six dollars and twenty-three cents** for each 100 pounds of declared combined weight.

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

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

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

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

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

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

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

45 “**SECTION 56. (1) The following moneys shall be allocated as described in subsections (2)**

1 **and (3) of this section:**

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

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

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

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

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

17 **“(3) The moneys described in subsection (1) of this section that remain after the allo-**  
18 **cation of moneys described in subsection (2) of this section shall be allocated as follows:**

19 **“(a) 50 percent to the Department of Transportation.**

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

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

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

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

26 **“(b) 32 percent for the state modernization program for highways as described in ORS**  
27 **366.507.**

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

30 **“(6) For the purposes of this section:**

31 **“(a) ‘Bond’ has the meaning given that term in ORS 367.010.**

32 **“(b) ‘Bond debt service’ has the meaning given that term in ORS 367.010.**

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

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

36 **“(a) The amount attributable to the fee increases by the amendments to ORS 803.090 by section**  
37 **42 of this 2009 Act.**

38 **“(b) The amount attributable to the fee increases by the amendments to ORS 803.420 by section**  
39 **43 of this 2009 Act.**

40 **“(c) The amount attributable to the fee increases by the amendments to ORS 803.570 by section**  
41 **44 of this 2009 Act.**

42 **“(d) The amount attributable to the fee increase by the amendments to ORS 803.645 by section**  
43 **44a of this 2009 Act.**

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

1 **Act.**

2 “(2) The moneys described in subsection (1) of this section shall be allocated first in an amount  
3 of \$24 million per year in monthly installments to the Department of Transportation for the purposes  
4 described in the long-range plan developed pursuant to ORS 184.618 and on January 1 of each year  
5 \$3 million per year to the Travel Information Council for management, maintenance and improve-  
6 ment of the roadside rest areas that the Travel Information Council is responsible for under section  
7 32 of this 2009 Act. The remainder of the moneys shall be allocated as provided in subsection (3)  
8 of this section.

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

11 “(a) 50 percent to the Department of Transportation.

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

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

14 “(4) Except as provided in subsection (5) of this section, the moneys described in subsection  
15 (3)(a) of this section or equivalent amounts that become available to the Department of Transpor-  
16 tation shall be allocated as follows:

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

18 “(b) [32] **15.75** percent for the state modernization program for highways as described in ORS  
19 366.507.

20 “(c) **51.25 percent for the purposes described in ORS 367.620 (3)(c) and section 64 of this**  
21 **2009 Act.**

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

24 “(6) For the purposes of this section:

25 “(a) ‘Bond’ has the meaning given that term in ORS 367.010.

26 “(b) ‘Bond debt service’ has the meaning given that term in ORS 367.010.

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

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

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

33 “(a) The amount attributable to the fee increases by the amendments to ORS 803.090 by section  
34 42 of this 2009 Act.

35 “(b) The amount attributable to the fee increases by the amendments to ORS 803.420 by section  
36 43 of this 2009 Act.

37 “(c) The amount attributable to the fee increases by the amendments to ORS 803.570 by section  
38 44 of this 2009 Act.

39 “(d) The amount attributable to the fee increase by the amendments to ORS 803.645 by section  
40 44a of this 2009 Act.

41 “(e) The amount attributable to the increase in fees and tax rates by the amendments to ORS  
42 319.020, 319.530, 818.225, 825.476 and 825.480 by sections 48, 49 and 51 to 53 of this 2009 Act.

43 “(2) The moneys described in subsection (1) of this section shall be allocated first in an amount  
44 of \$24 million per year in monthly installments to the Department of Transportation for the purposes  
45 described in the long-range plan developed pursuant to ORS 184.618 *[and on January 1 of each year*

1 \$3 million per year to the Travel Information Council for management, maintenance and improvement  
2 of the roadside rest areas that the Travel Information Council is responsible for under section 32 of this  
3 2009 Act]. The remainder of the moneys shall be allocated as provided in subsection (3) of this sec-  
4 tion.

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

7 “(a) 50 percent to the Department of Transportation.

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

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

10 “(4) Except as provided in subsection (5) of this section, the moneys described in subsection  
11 (3)(a) of this section or equivalent amounts that become available to the Department of Transpor-  
12 tation shall be allocated as follows:

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

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

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

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

19 “(6) For the purposes of this section:

20 “(a) ‘Bond’ has the meaning given that term in ORS 367.010.

21 “(b) ‘Bond debt service’ has the meaning given that term in ORS 367.010.

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

24 **“SECTION 61. ORS 367.620 is amended to read:**

25 **“367.620. (1) The principal amount of Highway User Tax Bonds issued under ORS 367.615 shall  
26 be subject to the provisions of ORS 286A.035.**

27 **“(2) Highway User Tax Bonds may be issued under ORS 367.615 for the purposes described in  
28 ORS 367.622 in an aggregate principal amount sufficient to produce net proceeds of not more than  
29 \$500 million.**

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

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

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

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

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

43 **“(a) ‘Bond’ has the meaning given that term in ORS 367.010.**

44 **“(b) ‘Bond debt service’ has the meaning given that term in ORS 367.010.**

45 **“(2) On each January 1, April 1, July 1 and October 1, and on the date of issuance of any**

1 Highway User Tax Bonds described in ORS 367.620 (3)(c), the Department of Transportation  
2 shall determine:

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

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

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

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

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

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

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

23 “(4) To reasonably estimate the amount necessary to pay bond debt service on Highway  
24 User Tax Bonds described in ORS 367.620 (3)(c), the department shall include in its compu-  
25 tation:

26 “(a) For fixed rate bonds, the bond debt service payments due on the bonds in the cal-  
27 endar quarter; and

28 “(b) For variable rate bonds, bond debt service payments due on the bonds in the calen-  
29 dar quarter, with interest computed at the maximum rate of interest as set forth in the bond  
30 declaration or bond indenture executed by the department pursuant to ORS 367.630 and  
31 367.640.

32 “SECTION 63. (1) The Transportation Project Account is created in the State Highway  
33 Fund. Moneys in the account are continuously appropriated to the Department of Transpor-  
34 tation for the purpose of making allocations described in section 62 of this 2009 Act and for  
35 the purpose of paying bond debt service on Highway User Tax Bonds issued under ORS  
36 367.615. Interest on the account is credited to the State Highway Fund.

37 “(2) Amounts allocated by the Oregon Transportation Commission pursuant to section  
38 62 of this 2009 Act for the purposes described in section 64 of this 2009 Act shall be expended  
39 from the account.

40 “(3) If at any time the department determines that there are not sufficient funds in the  
41 State Highway Fund to pay bond debt service on Highway User Tax Bonds issued under ORS  
42 367.615, moneys in the Transportation Project Account shall be transferred to the State  
43 Highway Fund and shall be used by the department to pay bond debt service on Highway User  
44 Tax Bonds issued under ORS 367.615.

45 “(4) For the purposes of this section:

1       “(a) ‘Bond’ has the meaning given that term in ORS 367.010.

2       “(b) ‘Bond debt service’ has the meaning given that term in ORS 367.010.

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

4       “SECTION 64. (1) Proceeds of the bonds, as defined in ORS 367.010, authorized under ORS  
5 367.620 (3)(c) may be used to finance all or any portion of the projects as listed in subsection  
6 (2) of this section. The commission shall determine the order of completion for the projects  
7 listed in subsection (2) of this section.

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

9       “

10

- 
- 11       (a) U.S. Highway 26 at the  
12             Glencoe Road Interchange.....\$ 32 million
  - 13       (b) Interstate 84 at the  
14             257th Avenue Interchange.....\$ 24 million
  - 15       (c) State Highway 212: Sunrise  
16             Corridor, Phase I, Units 1,  
17             2 and 3 .....\$ 100 million
  - 18       (d) U.S. Highway 26 at the Shute  
19             Road Interchange, Phase I.....\$ 45 million
  - 20       (e) Interstate 5 at the Interstate  
21             205 Interchange .....\$ 11 million
  - 22       (f) U.S. Highway 26: 185th Avenue to  
23             Cornell Road .....\$ 20 million
  - 24       (g) Interstate 205 and State  
25             Highway 213 at the Washington  
26             Street Interchange .....\$ 22 million
  - 27       (h) Interstate 84 at the Hood  
28             River Interchange.....\$ 10 million
  - 29       (i) State Highway 43 at the  
30             Sellwood Bridge Interchange....\$ 30 million
  - 31       (j) State Highway 6 at U.S.  
32             Highway 101 .....\$ 27 million
  - 33       (k) State Highway 99W: Newberg  
34             and Dundee Bypass, Phase I ....\$ 192 million
  - 35       (L) Interstate 5 at the State Highway  
36             214 Interchange .....\$ 43 million
  - 37       (m) Interstate 5 at Beltline  
38             Highway, Units 3, 4, 5,  
39             6 and 7 .....\$ 80 million
  - 40       (n) Beltline Highway at  
41             Delta Highway .....\$ 2 million
  - 42       (o) Interstate 5 at Kuebler  
43             Road, Phase I .....\$ 15 million
  - 44       (p) Interstate 5 at Kuebler  
45             Road, Phase II (Mill Creek).....\$ 4 million

1	(q) State Highway 42, county	
2	line curves .....	\$ 10 million
3	(r) State Highway 62: Corridor	
4	Solution, Phase II.....	\$ 100 million
5	(s) Interstate 5 at the Fern Valley	
6	Road Interchange .....	\$ 25 million
7	(t) Interstate 5 Sutherlin	
8	truck climbing lanes.....	\$ 4.1 million
9	(u) Interstate 5 Sexton truck	
10	climbing lanes.....	\$ 10 million
11	(v) Interstate 84 at the U.S.	
12	Highway 97 Interchange .....	\$ 19 million
13	(w) U.S. Highway 97: Crooked	
14	River Bridge to Redmond .....	\$ 2 million
15	(x) State Highway 140:	
16	Klamath Falls to the Nevada	
17	state line.....	\$ 23 million
18	(y) Murphy Road at the U.S.	
19	Highway 97 Interchange .....	\$ 25 million
20	(z) U.S. Highway 97: Redmond	
21	reroute, Phase II.....	\$ 5 million
22	(aa) Chico Road reconstruction	
23	in Baker County .....	\$ 1 million
24	(bb) Chandler Lane reconstruction	
25	in Baker County .....	\$ 4.6 million
26	(cc) Interstate 84 Spring Creek climbing	
27	lane in Union County.....	\$ 5.7 million
28	(dd) Northwest Washington Avenue	
29	in Malheur County.....	\$ 4.5 million
30	(ee) Pierce Road improvements	
31	in Union County .....	\$ 5 million
32	(ff) State Highway 82 alternate route	
33	in Wallowa County .....	\$ 5 million
34	(gg) Westland Road in Umatilla	
35	County .....	\$ 1.1 million
36	(hh) State Highway 207 and State	
37	Highway 206 intersections .....	\$ 0.5 million
38	(ii) Vehicle chain-up areas east	
39	of Pendleton on Interstate	
40	84 .....	\$ 4.7 million
41	(jj) Izee-Paulina Highway in	
42	Grant County.....	\$ 4.5 million
43	(kk) Monroe Street and U.S.	
44	Highway 20 Intersection	
45	in Harney County .....	\$ 0.9 million

1 “  
2  
3 **“(3) Prior to June 1, 2010, in addition to the projects listed in subsection (2) of this sec-**  
4 **tion, if projects are recommended to the Oregon Transportation Commission by the applica-**  
5 **ble local area commission on transportation after consultation with the local governments**  
6 **listed in this subsection, the Oregon Transportation Commission may also approve and allo-**  
7 **cate funds to the following local governments for projects approved by the commission in the**  
8 **following amounts:**

- 9 “  
10  
11 (a) Baker County.....\$ 4.5 million  
12 (b) Grant County.....\$ 1.1 million  
13 (c) Harney County.....\$ 4.1 million  
14 (d) Malheur County.....\$ 5.8 million  
15 (e) Union County.....\$ 1.3 million  
16 (f) Umatilla County.....\$ 2.5 million  
17 (g) City of Nyssa .....\$ 1 million  
18 (h) City of Heppner .....\$ 3 million  
19 (i) City of Milton-Freewater.....\$ 3 million  
20 (j) City of Ontario .....\$ 1.2 million  
21 (k) Port of Umatilla .....\$ 4.5 million  
22 (L) Port of Morrow.....\$10.7 million  
23 “

24  
25 **“SECTION 65. Nothing in this 2009 Act is intended to impair and may not impair the in-**  
26 **terests of the owners of any Highway User Tax Bonds that are outstanding on the effective**  
27 **date of this 2009 Act or any obligations of the agreements of the Department of Transpor-**  
28 **tation under its Amended and Restated Master Highway User Tax Revenue Bond Declaration**  
29 **dated June 1, 2006, as amended and supplemented.**

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

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

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

35 **“SECTION 67a. Section 31, chapter 618, Oregon Laws 2003, as amended by section 55, chapter**  
36 **843, Oregon Laws 2007, and section 19, chapter 855, Oregon Laws 2007, is amended to read:**

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

39 **“SECTION 67b. Section 32, chapter 618, Oregon Laws 2003, as amended by section 56, chapter**  
40 **843, Oregon Laws 2007, and section 20, chapter 855, Oregon Laws 2007, is amended to read:**

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

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

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

1 January 1, 2008, and before January 1, 2014.

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

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

6 “**SECTION 68.** (1) The amendments to ORS 801.041 by section 40 of this 2009 Act apply  
7 to ordinances enacted by the governing body of a county on or after the effective date of this  
8 2009 Act.

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

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

13 “**SECTION 70.** Section 6, chapter 862, Oregon Laws 2001, is repealed.

14 “**SECTION 71.** This 2009 Act takes effect on the 91st day after the date on which the  
15 regular session of the Seventy-fifth Legislative Assembly adjourns sine die.”  
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