# House Bill 3302

Sponsored by Representatives LIVELY, GORSEK (at the request of Oregon Transportation Forum)

## **SUMMARY**

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Provides for annual adjustment of motor vehicle fuel taxes by percentage equal to percentage by which ratio of gallons of motor vehicle fuel sold in state to motor vehicles registered in state decreased from previous accounting period.

Increases fuel tax rate, road use assessment fee and motor carrier tax rate and allocates revenue for certain purposes.

Authorizes issuance of lottery bonds for transportation projects funded from Multimodal Transportation Fund. Specifies allocation of lottery bond proceeds.

Directs Oregon Transportation Commission to develop and conduct multimodal transportation system assessment.

Directs Department of Transportation to attempt to enter into agreements for sharing facilities, equipment or both in five regions. Takes effect on 91st day following adjournment sine die.

1	A BILL FOR AN ACT
<b>2</b>	Relating to transportation; creating new provisions; amending ORS 184.618, 319.020, 319.530, 366.739,
3	818.225, 825.476 and 825.480; prescribing an effective date; and providing for revenue raising that
4	requires approval by a three-fifths majority.
5	Be It Enacted by the People of the State of Oregon:
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7	FUEL TAX INDEXING
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9	SECTION 1. (1) On or before February 1 of each year, the Oregon Department of Ad-
10	ministrative Services shall determine the following amounts for each of the two previous
11	calendar years:
12	(a) The number of gallons of motor vehicle fuel subject to taxation under ORS 319.020
13	that were sold, used or distributed in Oregon and the number of gallons of fuel subject to
14	taxation under ORS 319.530 that were sold for use in motor vehicles in Oregon; and
15	(b) The number of motor vehicles registered in Oregon.
16	(2) Upon making the determinations required under subsection (1) of this section, the
17	department shall:
18	(a) Compute the ratio of the total number of gallons determined under subsection (1)(a)
19	of this section to the total number of motor vehicles determined under subsection (1)(b) of
20	this section for the previous calendar year;
21	(b) Compute the ratio required under paragraph (a) of this subsection for the calendar
22	year immediately preceding the previous calendar year; and
23	(c) Determine the percentage by which the ratio computed under paragraph (a) of this
24	subsection is less than the ratio computed under paragraph (b) of this subsection. If the ratio
25	computed under paragraph (a) of this subsection is equal to or greater than the ratio com-

puted under paragraph (b) of this subsection, the percentage shall be zero. The percentage
 determined under this paragraph shall be stated as a decimal.

3 (3) As soon as practicable, the department shall certify the percentage determined under
4 subsection (2)(c) of this section to the Oregon Transportation Commission and the commis5 sion shall adopt the department's certification for purposes of the tax rates imposed under
6 ORS 319.020 (1)(b) and 319.530 (1).

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# FUNDING HIGHWAY MAINTENANCE, MODERNIZATION AND PRESERVATION

SECTION 2. ORS 366.739 is amended to read:

11 366.739. Except as otherwise provided in ORS 366.744 and section 4 of this 2015 Act, the taxes 12 collected under ORS 319.020, 319.530, 803.090, 803.420, 818.225, 825.476 and 825.480, minus \$71.2 13 million per biennium, shall be allocated 24.38 percent to counties under ORS 366.762 and 15.57 per-14 cent to cities under ORS 366.800.

15 <u>SECTION 3.</u> ORS 366.739, as amended by section 7, chapter 13, Oregon Laws 2014, is amended
 16 to read:

17 366.739. Except as otherwise provided in ORS 366.744 and section 4 of this 2015 Act, the taxes 18 collected under ORS 319.020, 319.530, 803.090, 803.420, 818.225, 825.476 and 825.480 and the special 19 use fuel license fees collected under section 2, chapter 13, Oregon Laws 2014, minus \$71.2 million 20 per biennium, shall be allocated 24.38 percent to counties under ORS 366.762 and 15.57 percent to 21 cities under ORS 366.800.

<u>SECTION 4.</u> (1) The amount attributable to the increase in fees and tax rates by the amendments to ORS 319.020, 319.530, 818.225, 825.476 and 825.480 by sections 5 to 10 of this 2015 Act shall be allocated and used as described in subsections (2) and (3) of this section.

(2) The moneys described in subsection (1) of this section shall be allocated first in an amount of \$26.7 million per year in monthly installments to the Department of Transportation for the purpose of transferring jurisdiction of highways designated as high priority transfers under section 11 of this 2015 Act. The remainder of the moneys shall be allocated as provided in subsection (3) of this section.

(3) The moneys described in subsection (1) of this section that remain after the allocation
of moneys described in subsection (2) of this section and that become available to the department, counties and cities following the allocation described in ORS 366.739 shall be used
for the purpose of modernizing, maintaining and preserving highways, as defined in ORS
801.305.

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SECTION 5. ORS 319.020 is amended to read:

36 319.020. (1) Subject to subsections (2) to (4) of this section, in addition to the taxes otherwise 37 provided for by law, every dealer engaging in the dealer's own name, or in the name of others, in 38 the first sale, use or distribution of motor vehicle fuel or aircraft fuel or withdrawal of motor vehicle 39 fuel or aircraft fuel for sale, use or distribution within areas in this state within which the state 40 lacks the power to tax the sale, use or distribution of motor vehicle fuel or aircraft fuel, shall:

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

to the department in the manner provided by the department by rule. 1

2 (b)(A) Except as provided in ORS 319.270, pay a license tax computed on the basis of [30] \_ cents per gallon on the first sale, use or distribution of such motor vehicle fuel [or aircraft 3 fuel] so sold, used, distributed or withdrawn as shown by such statement in the manner and within 4 the time provided in ORS 319.010 to 319.430. 5

(B) Beginning on April 1 of each year, the license tax imposed under this paragraph shall 6 be imposed for the succeeding 12 months at a rate equal to the rate then in effect multiplied 7 by an amount equal to one plus the percentage adopted under section 1 (3) of this 2015 Act. 8 9 (2) When aircraft fuel is sold, used or distributed by a dealer, the license tax shall be computed

on the basis of nine cents per gallon of fuel so sold, used or distributed, except that when aircraft 10 fuel usable in aircraft operated by turbine engines (turbo-prop or jet) is sold, used or distributed, the 11 12 tax rate shall be one cent per gallon.

13 (3) In lieu of claiming refund of the tax paid on motor vehicle fuel consumed by such dealer in nonhighway use as provided in ORS 319.280, 319.290 and 319.320, or of any prior erroneous payment 14 15 of license tax made to the state by such dealer, the dealer may show such motor vehicle fuel as a 16 credit or deduction on the monthly statement and payment of tax.

17 (4) The license tax computed on the basis of the sale, use, distribution or withdrawal of motor 18 vehicle or aircraft fuel may not be imposed wherever such tax is prohibited by the Constitution or 19 laws of the United States with respect to such tax.

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SECTION 6. ORS 319.530 is amended to read:

21319.530. (1)(a) To compensate this state partially for the use of its highways, an excise tax 22hereby is imposed at the rate of [30] \_\_\_\_\_ cents per gallon on the use of fuel in a motor vehicle.

23(b) Beginning on April 1 of each year, the excise tax imposed under this subsection shall be imposed for the succeeding 12 months at a rate equal to the rate then in effect multiplied 24 by an amount equal to one plus the percentage adopted under section 1 (3) of this 2015 Act. 25

(2) Except as otherwise provided in subsections (3) and (4) of this section, 100 cubic feet of fuel 2627used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the same rate as a gallon of liquid fuel. 28

(3) One hundred twenty cubic feet of compressed natural gas used or sold in a gaseous state, 2930 measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the 31 same rate as a gallon of liquid fuel.

32(4) One and three-tenths liquid gallons of propane at 60 degrees Fahrenheit is taxable at the same rate as a gallon of other liquid fuel. 33

34 (5)(a) Except as provided in paragraph (b) of this subsection, the excise tax imposed under sub-35section (1) of this section does not apply to diesel fuel blended with a minimum of 20 percent biodiesel that is derived from used cooking oil. 36

37 (b) The exemption provided under paragraph (a) of this subsection does not apply to fuel:

38 (A) Used in motor vehicles that have a gross vehicle weight rating of 26,001 pounds or more;

(B) That is not sold in retail operations; or 39

(C) That is sold in operations involving fleet fueling or bulk sales. 40

SECTION 7. ORS 319.530, as amended by section 3, chapter 648, Oregon Laws 2013, is amended 41 to read: 42

319.530. (1)(a) To compensate this state partially for the use of its highways, an excise tax 43 hereby is imposed at the rate of [30] \_\_\_\_\_ cents per gallon on the use of fuel in a motor vehicle. 44 45

(b) Beginning on April 1 of each year, the excise tax imposed under this subsection shall

1 be imposed for the succeeding 12 months at a rate equal to the rate then in effect multiplied

2 by an amount equal to one plus the percentage adopted under section 1 (3) of this 2015 Act.

3 (2) Except as otherwise provided in subsections (3) and (4) of this section, 100 cubic feet of fuel 4 used or sold in a gaseous state, measured at 14.73 pounds per square inch of pressure at 60 degrees 5 Fahrenheit, is taxable at the same rate as a gallon of liquid fuel.

6 (3) One hundred twenty cubic feet of compressed natural gas used or sold in a gaseous state, 7 measured at 14.73 pounds per square inch of pressure at 60 degrees Fahrenheit, is taxable at the 8 same rate as a gallon of liquid fuel.

9 (4) One and three-tenths liquid gallons of propane at 60 degrees Fahrenheit is taxable at the 10 same rate as a gallon of other liquid fuel.

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SECTION 8. ORS 818.225 is amended to read:

12818.225. (1)(a) In addition to any fee for a single-trip nondivisible load permit, a person who is 13 issued the permit or who operates a vehicle in a manner that requires the permit is liable for payment of a road use assessment fee of [seven and one-tenths] \_\_\_\_\_ cents per equivalent single-axle 14 15 load mile traveled. As used in this subsection, "equivalent single-axle load" means the relationship between actual or requested weight and an 18,000 pound single-axle load as determined by the 16 American Association of State Highway and Transportation Officials Road Tests reported at the 17 Proceedings Conference of 1962. The Department of Transportation may adopt rules to standardize 18 the determination of equivalent single-axle load computation based on average highway conditions. 19

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

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

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

27 **SECTION 9.** ORS 825.476 is amended to read:

28	825.476	3.		
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30				
31			MILEAGE TAX RATE TABLE "A"	
32	Declared C	ombined	Fee Rates	
33	Weight Gr	oups	Per Mile	
34	(Poun	ds)	(Mills)	
35	26,001 to	28,000	[49.8]	
36	28,001 to	30,000	[52.8]	
37	30,001 to	32,000	[55.2]	
38	32,001 to	34,000	[57.6]	
39	34,001 to	36,000	[59.9]	
40	36,001 to	38,000	[63.0]	
41	38,001 to	40,000	[65.4]	
42	40,001 to	42,000	[67.7]	
43	42,001 to	44,000	[70.2]	
44	44,001 to	46,000	[72.6]	
45	46,001 to	48,000	[74.9]	

1	48,001	to	50,000	[77.4]				
<b>2</b>	50,001	to	52,000	[80.3]				
3	52,001	to	54,000	[83.3]				
4	54,001	to	56,000	[86.4]				
5	56,001	to	58,000	[90.0]				
6	58,001	to	60,000	[94.1]				
7	60,001	to	62,000	[99.0]				
8	62,001	to	64,000	[104.5]				
9	64,001	to	66,000	[110.4]				
10	66,001	to	68,000	[118.3]				
11	68,001	to	70,000	[126.6]				
12	70,001	to	72,000	[135.0]				
13	72,001	to	74,000	[142.7]				
14	74,001	to	76,000	[150.0]				
15	76,001	to	78,000	[157.2]				
16	78,001	to	80,000	[163.8]				
17								
18								
19					AXLE	-WEIGHT	MILEAGE	
20					TAX	RATE TA	ABLE "B"	
21	Declare	d C	ombined		of Axles			
22	Weight		-	5 6	7 8	9 or		
23		oun		(Mills)		more		
24	80,001	to	82,000	[169.2	154.8	144.7	137.4	129.6]
25								
26	82,001	to	84,000	[174.7	157.2	147.0	139.2	131.3]
27								
28	84,001	to	86,000	[179.9	160.9	149.4	140.9	133.2]
29	00.001		00.000	[100.0	10/ 2	151 0	1.16.1	105 03
30	86,001	to	88,000	[186.0	164.3	151.8	143.4	135.0]
31	00.001		00.000	[100.0	100.0	1540	1450	107 (1
32	88,001	to	90,000	[ <i>193.2</i>	168.6	154.3	145.8	137.4]
33	00.001		00.000		176 (	150 5	1.000	100.07
34	90,001	to	92,000	[201.6	173.4	156.5	148.2	139.8]
35	00.001		04.000	[010 <b>7</b>	170.0	150.0	150 5	1.4.1 (5)
36	92,001	to	94,000	[210.7	178.2	159.0	150.5	141.7]
37	04.001		00.000		100.0	100.0	150.0	1 40 0]
38	94,001	to	96,000	[220.2	183.6	162.0	153.0	143.9]
39	00.001	,	00.000	[000 4	100.0	105.0	155 5	140.0
40	96,001	to	98,000	[230.4	190.2	165.6	155.5	146.4]
41	00 001	<b>L</b> -	100 000		[107.9	160.9	150 4	140 01
42	98,001	to	100,000		[197.3	169.2	158.4	148.8]
43	100 001	<b>L</b> -	109 000			[170.0	100.0	151 91
44	100,001	τo	102,000			[172.8	162.0	151.3]
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1	102,001 to 104,000	[176.4	165.6	154.3]
$\frac{2}{3}$	104,001 to 105,500	[181.1	169.2	157.2]
4	104,001 10 100,000		105.2	
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#### SECTION 10. ORS 825.480 is amended to read:

8 825.480. (1)(a) In lieu of other fees provided in ORS 825.474, carriers engaged in operating motor 9 vehicles in the transportation of logs, poles, peeler cores or piling may pay annual fees for such 10 operation computed at the rate of [seven dollars and fifty-nine cents] \_\_\_\_\_\_ for each 100 pounds 11 of declared combined weight.

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

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

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

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

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

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

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

(b) Any carrier electing to pay under this method may, as to vehicles otherwise exempt from

taxation, elect to be taxed on the mileage basis for movement of such empty vehicles over public highways whenever operations are for the purpose of repair, maintenance, service or moving from

one exempt highway operation to another. JURISDICTIONAL TRANSFER OF **DESIGNATED HIGHWAYS** SECTION 11. (1) As used in this section, "highway" has the meaning given that term in ORS 801.305. (2) The Oregon Transportation Commission shall develop criteria, in consultation with cities and counties, to create and maintain a list of highways that would be best served by transferring jurisdiction from the state to the appropriate city or county or from a city or county to the state. In creating the list of highways for potential jurisdictional transfer, the commission shall identify: (a) State highways that primarily serve a role in the local highway system and no longer primarily serve a role within the state highway system; and (b) City streets and county roads that primarily serve a role within the state highway system and no longer primarily serve a role in the local highway system. (3) In consultation with the affected cities and counties, the commission shall determine which of the highways on the list created under subsection (2) of this section are high priority transfers. (4) Nothing in this section authorizes a jurisdictional transfer without agreement of the parties affected by the transfer. (5) The commission may adopt rules for the administration and implementation of this

27SECTION 12. ORS 366.739, as amended by section 7, chapter 13, Oregon Laws 2014, and section 3 of this 2015 Act, is amended to read: 28

366.739. Except as otherwise provided in ORS 366.744 [and section 4 of this 2015 Act], the taxes 2930 collected under ORS 319.020, 319.530, 803.090, 803.420, 818.225, 825.476 and 825.480 and the special 31 use fuel license fees collected under section 2, chapter 13, Oregon Laws 2014, minus \$71.2 million per biennium, shall be allocated 24.38 percent to counties under ORS 366.762 and 15.57 percent to 32cities under ORS 366.800. 33

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section.

SECTION 13. Section 4 of this 2015 Act is amended to read:

35**Sec. 4.** (1) The amount attributable to the increase in fees and tax rates by the amendments to ORS 319.020, 319.530, 818.225, 825.476 and 825.480 by sections 5 to 10 of this 2015 Act shall be al-36 37 located and used as described in [subsections (2) and (3)] subsection (2) of this section.

38 [(2) The moneys described in subsection (1) of this section shall be allocated first in an amount of \$26.7 million per year in monthly installments to the Department of Transportation for the purpose of 39 transferring jurisdiction of highways designated as high priority transfers under section 1 of this 2015 40 Act. The remainder of the moneys shall be allocated as provided in subsection (3) of this section.] 41

[(3)] (2) The moneys described in subsection (1) of this section that [remain after the allocation 42 of moneys described in subsection (2) of this section and that] become available to the department, 43 counties and cities following the allocation described in ORS 366.739 shall be used for the purpose 44 of modernizing, maintaining and preserving highways, as defined in ORS 801.305. 45

SECTION 14. (1) Section 11 of this 2015 Act is repealed on January 2, 2026.

2 (2) The amendments to ORS 366.739 and section 4 of this 2015 Act by sections 12 and 13 3 of this 2015 Act become operative on January 2, 2026.

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#### **CONNECT OREGON**

7 <u>SECTION 15.</u> (1) For the biennium beginning July 1, 2015, at the request of the Oregon 8 Department of Administrative Services, in consultation with the Department of Transporta-9 tion, the State Treasurer is authorized to issue lottery bonds pursuant to ORS 286A.560 to 10 286A.585 in an amount that produces \$100 million in net proceeds and interest earnings for 11 the purpose described in subsection (2) of this section, plus an additional amount estimated 12 by the State Treasurer to be necessary to pay bond-related costs.

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

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

(4) The Legislative Assembly finds that issuing lottery bonds to finance transportation
 projects pursuant to this section is essential to promoting the state's economic development,
 and the use of lottery bond proceeds is authorized based on the following findings:

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

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

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

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

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

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

(g) The use of lottery bond proceeds as provided in this section will create jobs, further
economic development, finance public education or restore and protect parks, beaches,
watersheds, and native fish and wildlife within Oregon, and issuance of lottery bonds for the
purpose described in this section is therefore an appropriate use of state lottery funds under
Article XV, section 4, of the Oregon Constitution, and ORS 461.510.

41 <u>SECTION 16.</u> To the extent that proposed transportation projects meet the qualifications 42 established by the Oregon Transportation Commission by rule, the commission shall allocate 43 at least 10 percent of the net proceeds of the lottery bonds authorized by section 15 of this 44 2015 Act to each region described in this section. For purposes of this section, the regions 45 are as follows:

1	(1) Region one consists of Clackamas, Columbia, Hood River, Multnomah and Washington
2	Counties.
3	(2) Region two consists of Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook
4	and Yamhill Counties.
5	(3) Region three consists of Coos, Curry, Douglas, Jackson and Josephine Counties.
6	(4) Region four consists of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake,
7	Sherman, Wasco and Wheeler Counties.
8	(5) Region five consists of Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and
9	Wallowa Counties.
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11	MULTIMODAL NEEDS ASSESSMENT
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13	SECTION 17. (1) The Oregon Transportation Commission shall develop and conduct an
14	assessment of the multimodal transportation system to examine the scope of investments
15	needed to maintain the condition of the transportation assets in a state of good repair.
16	(2) In the process of developing the multimodal transportation system assessment, the
17	commission shall coordinate and consult with transportation stakeholders and public bodies,
18	as defined in ORS 174.109, that have authority over transportation facilities.
19	(3) In developing and conducting the multimodal transportation system assessment, for
20	each mode of transportation, the commission, in agreement with transportation stakeholders
21	and public bodies, shall:
22	(a) Inventory existing infrastructure and equipment and assess service levels;
23	(b) Estimate the resources that would be required to maintain the current condition of
24	the infrastructure and equipment in a state of good repair and to maintain the current levels
25	of service.
26	(4) The commission shall revise and conduct the multimodal transportation system as-
27	sessment at least every two years to reflect changing conditions and needs. Before each re-
28	vision of the multimodal transportation system assessment, the commission shall solicit
29	input from transportation stakeholders and public bodies, as defined in ORS 174.109, that
30	have authority over transportation facilities.
31	(5) The commission shall report to the Legislative Assembly on or before September 15
32	of each odd-numbered year in the manner provided in ORS 192.245. The report must include:
33	(a) The results of the multimodal transportation system assessment;
34	(b) Information regarding the status of the transportation system;
35	(c) Information regarding transportation system performance;
36	(d) An estimate of the amount of resources that would be required to maintain and op-
37	erate the transportation system at the system's current level.
38	(6) The cost of developing, revising and conducting a multimodal transportation system
39	assessment shall be shared among public bodies, as defined in ORS 174.109, that have au-
40	thority over transportation facilities.
41	(7) For purposes of this section, "multimodal transportation system" includes aviation,
42	bicycle lanes and footpaths, whether located within public rights-of-way or not, state high-
43	ways, county roads, city streets, marine ports, navigation channels and aids to navigation,
44	fixed route and demand-responsive public and special transportation services, and passenger
45	and freight rail lines that move people and goods within this state.

1	SECTION 18. (1) The Oregon Transportation Commission and public bodies, as defined in
<b>2</b>	ORS 174.109, that have authority over transportation facilities shall develop a cost estimate
3	for the initial multimodal transportation system assessment described in section 17 of this
4	2015 Act and a cost estimate for revising and conducting future assessments. The commis-
5	sion shall report the cost estimates and recommendations regarding the method to be used
6	to pay for the assessments to the Legislative Assembly during the 2016 legislative session in
7	the manner provided by ORS 192.245.
8	(2) Notwithstanding section 17 (5) of this 2015 Act, the commission shall submit the first
9	report on the multimodal transportation system assessment, as described in section 17 of
10	this 2015 Act, on or before September 15, 2016.
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12	EQUIPMENT AND FACILITY SHARING
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14	SECTION 19. (1) As used in this section, "state agency" means an agency of the executive
15	department, as defined in ORS 174.112.
16	(2) The Department of Transportation shall enter into agreements with cities, counties
17	or other state agencies that enable the department to facilitate the sharing of offices,
18	equipment or both, if sharing meets the needs of both entities and decreases costs for both
19	entities.
20	(3) The department shall attempt to enter into agreements for sharing offices, equipment
21	or both in each region described in this subsection. For purposes of this subsection, the re-
22	gions are as follows:
23	(a) Region one consists of Clackamas, Columbia, Hood River, Multnomah and Washington
24	Counties.
25	(b) Region two consists of Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook
26	and Yamhill Counties.
27	(c) Region three consists of Coos, Curry, Douglas, Jackson and Josephine Counties.
28	(d) Region four consists of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake,
29	Sherman, Wasco and Wheeler Counties.
30	(e) Region five consists of Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and
31	Wallowa Counties.
32 22	COORDINATED PLANNING
33 34	COORDINATED FLANNING
34 35	SECTION 20. ORS 184.618 is amended to read:
36	184.618. (1) As its primary duty, the Oregon Transportation Commission shall develop and
30 37	maintain a state transportation policy and a comprehensive, <b>coordinated</b> , long-range plan for a safe,
38	multimodal transportation system for the state which encompasses economic efficiency, orderly
39	economic development and environmental quality. The plan shall include, but not be limited to[,]:
40	(a) Aviation, highways, mass transit, pipelines, ports, rails and waterways[.]; and
41	(b) Recommendations on how each mode of transportation could best connect with other
42	modes to maximize the use of resources.
43	(2) The plan shall be used by all agencies and officers to guide and coordinate transportation
44	activities and to [ <i>insure</i> ] <b>ensure</b> transportation planning utilizes the potential of all existing and
45	developing modes of transportation.
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1	[(2)] (3) As the plan is developed by the commission, the Director of Transportation shall pre-
2	pare and submit to the commission for approval, implementation programs. Work approved by the
3	commission to carry out the plan shall be assigned to the appropriate unit of the Department of
4	Transportation.
5	[(3)] (4) The director and members of the commission shall give safety, economic development
6	and the provisions of industrial site services priority in fund allocation decisions.
7	
8	CAPTIONS
9	
10	SECTION 21. The unit captions used in this 2015 Act are provided only for the conven-
11	ience of the reader and do not become part of the statutory law of this state or express any
12	legislative intent in the enactment of this 2015 Act.
13	
14	
	EFFECTIVE DATE
15	EFFECTIVE DATE
15 16	EFFECTIVE DATE <u>SECTION 22.</u> This 2015 Act takes effect on the 91st day after the date on which the 2015