

Enrolled HB 2001

Section	Description	Effective or Operative Date
	Task Forces and Studies	
1	<ul style="list-style-type: none"> • Directs the House and Senate Interim Transportation Committees in consultation with the Oregon Transportation Commission (OTC), local governments, planning organizations, and stakeholders to: <ul style="list-style-type: none"> ○ Review the responsibilities given to the state, counties and cities for improvement, maintenance and management of the highway system and the resources available to each level of government and make recommendations to better align resources and responsibilities. ○ Review best practices for stakeholder involvement in transportation decision making. ○ Identify opportunities to achieve greater program efficiency in the delivery of transportation services and programs through intergovernmental cooperation. ○ Study national best practices for improving the delivery of metropolitan transportation services through enhanced regional decision making. • Directs the committees to prepare legislation for introduction in the 2011 Legislative session. 	September 28, 2009 (91 st day following adjournment sine die per Sec. 71 of the bill.)
2	<ul style="list-style-type: none"> • Sunsets the Task Forces and Studies provisions in January 2012. 	January 2, 2012
	Congestion Pricing Pilot Programs	
3	<ul style="list-style-type: none"> • Directs ODOT, in cooperation with Clackamas County, Multnomah County, Washington County, the City of Portland and Metro, to develop one or more pilot studies in the Portland metro area to study the effect that congestion pricing may have on traffic congestion. • Allows pilots to include time-of-day pricing with variable tolls, but does not limit pilots to this type of congestion pricing. • Requires at least one pilot to be implemented by October 2012. • Limits the application of congestion pricing fees to light vehicles (under 10,001 gross vehicle weight). • Directs ODOT to report on the design and implementation of pilot programs to the House and Senate interim committees on transportation and revenue by December of each year. 	September 28, 2009
4	<ul style="list-style-type: none"> • Repeals direction to OTC to conduct congestion pricing pilots in January 2016. 	January 2, 2016
	Transparency	
5	<ul style="list-style-type: none"> • Directs ODOT to provide information about every transportation project funded by HB 2001 on its website. Access to the information must be directly from the department's home page. • Requires specific information describing the project, its purpose, cost and timelines, including changes with an explanation of the reason for the changes. • Requires that the information be updated weekly until all the projects are completed. • Requires a report to the House and Senate transportation committees on progress toward meeting the goals of this section. 	September 28, 2009

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Section	Description	Effective or Operative Date
	Least Cost Planning	
6 & 7	<ul style="list-style-type: none"> • Defines “least cost planning” to mean a process of comparing direct and indirect costs of demand and supply options to meet transportation goals and / or policies where the intent of the process is to identify the most cost-effective mix of options. • Directs ODOT to develop a least cost planning model for use in decision making in cooperation with local governments and metropolitan planning organizations. • Directs ODOT to make a progress report to the 2011 session with recommendations for legislation, if needed, by February 2011. 	September 28, 2009
	ConnectOregon III	
8, 9, & 10	<ul style="list-style-type: none"> • Makes the Legislative finding that lottery funds may be used to finance multimodal transportation facilities because a strong multimodal transportation system supports economic development. • Authorizes \$100 million in lottery-backed bonds for the <i>ConnectOregon III</i> program. • Requires that 5 percent (\$5 million) of the bond proceeds be allocated to rural airports. • Requires that each region of the state receive no less than 10 percent (\$10 million) of the <i>ConnectOregon III</i> money, provided that there are qualified projects in the region. • Defines the five regions. 	September 28, 2009
	Medium Speed Electric Vehicle	
11 to 14	<ul style="list-style-type: none"> • Defines a new vehicle class: “medium speed electric vehicle.” • Creates a traffic offense for operating a medium speed electric vehicle on a road with a speed higher than 45 mph, excepting that a city or county may allow medium speed electric vehicles on roads with speed limits higher than 45 mph. • Requires ODOT to adopt minimum safety standards for medium speed electric vehicles that are consistent with, but may exceed federal vehicle safety standards. • Authorizes ODOT to deny registration for vehicles that do not meet the minimum safety standards that the department adopted. 	September 28, 2009
	Co-Location of State and Local Facilities	
15	<ul style="list-style-type: none"> • Directs ODOT to prepare a budget request to facilitate the sharing of offices and facilities with local government in addition to its biennial capital construction request. 	September 28, 2009

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Section	Description	Effective or Operative Date
	Selection Criteria for Statewide Transportation Improvement Program (STIP) Projects	
16 & 17	<ul style="list-style-type: none"> • Directs the OTC to work with stakeholders to review and update the criteria used for STIP project selection. When it revises the project selection criteria, the OTC must consider the following principles to: <ul style="list-style-type: none"> ○ Improve the state highway system or major access routes to the state highway system on the local road system to relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times within high-congestion corridors. ○ Enhance the safety of the traveling in support of decreasing traffic crash rates, promoting the efficient movement of people and goods and preserving the public investment in the transportation system. ○ Increase the operational effectiveness and reliability of the existing system by using technological innovation, providing linkages to other existing components of the transportation system and relieving congestion. ○ Is capable of being implemented to reduce the need for additional highway projects. ○ Improve of the condition, connectivity and capacity of freight-reliant infrastructure serving the state. ○ Support improvements necessary for the state's economic growth and competitiveness, accessibility to industries and economic development. ○ Provide the greatest benefit in relationship to project costs. ○ Foster livable communities by demonstrating that the investment does not undermine sustainable urban development. ○ Enhance the value of transportation projects through designs and development that reflect environmental stewardship and community sensitivity. ○ Is consistent with the state's greenhouse gas reduction goals and reduces the state's dependence on foreign oil. 	September 28, 2009
	Environmental Stewardship / Green Standards	
18	<ul style="list-style-type: none"> • Directs ODOT to adopt rules that take into consideration environmental stewardship approaches developed for the 2003 Oregon Transportation Investment Act, including: <ul style="list-style-type: none"> ○ Incorporating environmental performance standards into the design and construction of all state highway construction projects, including local government highway construction projects funded by the department. ○ Improving the environmental permitting process for state highway construction projects in order to: <ul style="list-style-type: none"> ▪ Reduce the time required to design projects. ▪ Reduce the cost and delay associated with re-designing projects to meet environmental permits. ▪ Maintain strong commitment to environmental stewardship. ▪ Reduce Oregon's dependence on foreign oil. 	September 28, 2009

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Section	Description	Effective or Operative Date
	Practical Design	
19 & 20	<ul style="list-style-type: none"> • Directs ODOT to follow design practices that incorporate the maximum flexibility in the application of standards to reduce cost while preserving and enhancing safety and mobility. • Requires ODOT to report to the interim House and Senate Transportation Committees by November 2010 on the new design practices that it has implemented. 	September 28, 2009
	Design Alternatives to Improve Safety for Hazardous Material Routing	
21 & 22	<ul style="list-style-type: none"> • Directs ODOT, in consultation with local government, to develop design alternatives to improve safety for at least one county road that is used for hazardous materials routing in lieu of a state highway.³ • Directs ODOT to report to the Legislature by February 2011. • Sunsets this requirement on January 2, 2012. 	Sec. 21 – September 28, 2009 Sec. 22 – January 2, 2012
	Asset Management Pilot	
23 & 24	<ul style="list-style-type: none"> • Directs ODOT to develop and implement a six year pilot program to contract for all maintenance activities on a segment of state highway between 10 and 30 miles in length. The department must advertise the procurement by February 2010 and enter into contracts by June 2010. • Encourages ODOT to study such programs in other states to determine and adopt best practices. • Requires ODOT to report biennially to the House and Senate business and labor committees and to the Ways and Means committee. • Sunsets this requirement on January 2, 2018. • 	Sec. 23 – September 28, 2009 Sec. 24 – January 2, 2018
	Four Year Moratorium	
25, 26 & 69	<ul style="list-style-type: none"> • Prohibits a city, county or other local government from enacting or amending any ordinance that imposes a tax on motor vehicle fuel until January 2014. • Allows any local option fuel tax that is in effect prior to the moratorium to remain in effect. 	Sec. 25 & 69 – September 28, 2009 Sec. 26 – January 2, 2014
27 & 28	<ul style="list-style-type: none"> • Allows a city, county or other local government to levy a tax on motor fuel tax after first obtaining voter approval on or after January 2, 2014. 	Sec. 27 & 28 – January 2, 2014
	Car Rental Surcharge	
29	<ul style="list-style-type: none"> • Prohibits a car rental company from imposing a surcharge for the purpose of recovering the cost of titling and registering a rental vehicle that is greater than the amount reasonably calculated to recover the cost incurred by the company. 	September 28, 2009

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	“Efficient Fee” Highway Cost Allocation Study	
30	<ul style="list-style-type: none"> • Requires the Department of Administrative Services (DAS) to prepare a second, alternative highway cost allocation study for presentation to the next legislative session. The alternative study will consider the actual costs highway users impose, including the cost of replacement, traffic congestion, and greenhouse gas emissions. • Requires DAS to present the results of both the highway cost allocation study and the alternative study to the next session with recommendations to implement the alternative methodology. 	September 28, 2009
	Urban Trail Fund	
31	<ul style="list-style-type: none"> • Creates an Urban Trail Fund which consists of private donations, grants and legislative appropriations. • Appropriates the Fund to ODOT to develop and maintain multi-use trails within urban growth boundaries for non-motorized vehicles and pedestrians that supplement or provide links to roads, highways, footpaths, bike trails and public transit. 	September 28, 2009
	Management of Roadside Rest Areas	
32 to 34	<ul style="list-style-type: none"> • Requires ODOT to enter into an agreement with the Travel Information Council to manage, maintain and improve seven rest areas on I-5 and I-84 in addition to others that may be mutually agreed upon. ODOT will retain ownership of the rest areas. • Allows the Travel Information Council to grant permits to nonprofit organizations that provide coffee and cookies at rest areas. • Sunsets these provisions on January 2, 2020. 	Sec. 32 & 33 - September 28, 2009 Sec. 34 – January 2, 2020
35 & 36	<ul style="list-style-type: none"> • Directs ODOT and TIC to work with the private sector to develop a plan for installing electric motor vehicle recharging stations at rest areas. • Directs ODOT and TIC to report to the interim House and Senate transportation committees on the plan. • Repeals this requirement on January 2, 2012. 	Sec. 35 - September 28, 2009 Sec. 36 – January 2, 2012
	Planning to Reduce Vehicle Miles of Travel and Greenhouse Gas Emissions	
37	<ul style="list-style-type: none"> • Defines “comprehensive plan,” “land use regulation,” and “metropolitan service district.” • Requires metropolitan service districts (Metro is the only one) to develop two or more land use and transportation scenarios designed to reduce greenhouse gas emissions from light vehicles while accommodating population and economic growth. • Requires Metro to adopt one scenario after consulting with local governments within its boundaries and the public. • Requires the local governments within the Metro boundaries to adopt comprehensive plans and land use regulations consistent with the adopted scenario. • Requires ODOT and the Department of Land Conservation and Development (DLCD) to provide technical and financial assistance so 	September 28, 2009

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	<p>that Metro and other local governments can meet the requirements above.</p> <ul style="list-style-type: none"> • Allows Metro and local governments to not comply with the requirements if they do not receive adequate funding to carry out their responsibilities. • Requires the Land Conservation and Development Commission (LCDC) to adopt rules for Metro that identify the amount that the greenhouse gas emissions by light vehicles must be reduced within Metro’s boundaries by 2035 by June 2011. ODOT and the Department of Environmental Quality (DEQ) must provide DLCD the information needed to determine the amount of the proposed reduction. • Requires ODOT to provide data to DEQ and the Department of Energy (DOE) with estimates of the mileage traveled by light vehicle within Metro’s boundaries and vehicle replacement rates. • Requires DEQ and DOE to estimate greenhouse gas emissions in 1990 caused by light vehicles. DEQ and DOE will provide the estimates to ODOT. • Requires DEQ and DOE to estimate greenhouse gas emission in 2035 caused by light vehicles, taking vehicle replacement and reasonable estimates of new vehicle technology into account. • Requires DEQ and DOE to recommend to LCDC the amount of the reduction in light vehicle emissions needed to achieve the 2050 goal for Oregon’s greenhouse gas emission reduction. DEQ and DOE must explain why their recommendation is different from the mid-point of trend line in reductions between 2020 and 2050, if they recommend any deviation. • Requires DEQ and DOE to estimate the reduction in vehicle miles of travel needed within Metro needed to achieve the 2035 reduction. • Requires ODOT, DEQ and DOE to recommend to LCDC modeling tools and other methods to adjust Metro’s target vehicle mileage reduction. • Requires ODOT, DEQ and DOE to submit the information they are required above to LCDC by March 2011. • Requires LCDC, in consultation with the Oregon Transportation Commission, to adopt rules by January 2013 for the adoption of regional and local plans required to implement the scenario adopted by Metro. The bill requires the rule to cover specific topics. • Allows LCDC to delay the adoption of its rule by 90 days, provided that the delay will not delay Metro’s completion of the planning scenarios. 	
38	<ul style="list-style-type: none"> • Defines “metropolitan service district.” • Requires DLCD and ODOT to report to the interim transportation committees before February 2012 on progress toward implementing the land use and transportation strategies described in the previous section. • Requires DLCD and ODOT to report to the interim transportation committees before February 2014 on the rules that were adopted and on remaining work needed. DLCD and ODOT will also recommend whether the requirements placed on the area with Metro’s boundaries should be applied to metropolitan planning organizations in the state. 	September 28, 2009
38a	<ul style="list-style-type: none"> • Defines the term “metropolitan planning organization” (MPO). • Requires the Lane Council of Governments (the Central Lane MPO) to develop two or more transportation and land use scenarios that accommodate population growth and economic development while 	September 28, 2009

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	<p>achieving reductions in greenhouse gas emission by light vehicles with assistance from ODOT and Metro.</p> <ul style="list-style-type: none"> • Requires the local governments within the MPO to cooperatively select one scenario after public review and comment. • Requires ODOT and DLCDC to provide financial and technical assistance in land use and transportation planning. • Requires Metro to make its land use modeling capabilities available to LCOG with financial assistance from ODOT. • Requires ODOT to provide financial assistance to LCOG, Metro, and the local governments within the MPO. • Allows LCOG and local governments to not comply with the requirements if they do not receive adequate funding to carry out their responsibilities. • Requires LCOG to report to the interim House and Senate transportation committees by February 2014. The report must cover the implications for land use and transportation planning of the adopted scenario and must include recommendations for a cooperative process to make and enforce land use rules. 	
39	<ul style="list-style-type: none"> • Sunsets the planning provisions in sections 37, 38 and 38a on January 2, 2016. 	January 2, 2016
	County Vehicle Registration Fee	
40 & 68(a)	<ul style="list-style-type: none"> • Allows a county with population greater than 350,000 (Clackamas, Multnomah, and/or Washington county) to adopt a county registration fee without first obtaining voter approval for the purposes of financing the design and replacement of a bridge that crosses the Willamette River in the City of Portland (the Sellwood bridge). • Restrict use of the bridge to vehicles less than 26,000 pounds, except for publicly-owned vehicles. • Removes the “spider web.” The “spider web” is the requirement that counties enter into agreements with other jurisdictions concerning the use of the funds raised by a proposed county option fee. 	<p>Sec. 40 - September 28, 2009</p> <p>Sec. 68(a) – September 28, 2009</p>
40a, 40b, 40c, 40d, 41 & 68(b)	<ul style="list-style-type: none"> • Revises the county registration provisions to allow counties with population greater than 350,000 (now Clackamas, Multnomah, and Washington Counties) to adopt a local option vehicle registration fee without first obtaining voter approval. • Removes provisions that require the money to be used to finance the design and replacement of the Sellwood Bridge. • Allows counties with a population of less than 350,000 to adopt a local option registration fee after first seeking voter approval. • Requires a county that adopts a county registration fee to distribute 40 percent of the money raised by the fee to the cities within the county unless there is agreement for a different distribution • Makes conforming changes in other statutes that reference ORS 801.041. • Makes changes operative on July 1, 2013. 	<p>Sec. 40a & 41 - July 1, 2013</p> <p>Sec. 40b to 40d - September 28, 2009</p> <p>Sec. 68(b) – July 1, 2013</p>

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	Vehicle Title Fees	
42	<ul style="list-style-type: none"> • Increases vehicle title fees by: <ul style="list-style-type: none"> ○ \$22 for vehicles weighing less than 26,001 pounds (from \$55 to \$77) ○ \$10 for salvage titles (from \$17 to \$27) • Allows customers who must have a duplicate title issued and have a title transfer made to pay \$77 to accomplish both transactions when the transactions are done at the same time. 	September 28, 2009
	Registration Fees	
43	<ul style="list-style-type: none"> • Increases annual vehicle registration fees by: <ul style="list-style-type: none"> ○ \$16 for cars, vans, pickups, and SUVs (from \$27 to \$43). ○ \$9 for mopeds and motorcycles (from \$15 to \$24) ○ \$16 for hybrid electrics (from \$27 to \$43) ○ \$16 for two and three wheeled electric vehicles (from \$27 to \$43) ○ Reduces the registration fee for low speed electric vehicles by \$9 (\$54 to \$43). • Establishes \$43 per year registration fee for a medium speed electric vehicle. 	September 28, 2009
43a & 43b	<ul style="list-style-type: none"> • Increases the registration fees for heavy commercial vehicles (vehicles over 8,001 pounds gross vehicle weight). The new fee for each 2,000 pound weight class is slightly more than twice the current fee. The new fee for an 80,000 pound truck is \$998 (was \$490). • Increases farm vehicle registration fees. The new fee for each 2,000 pound weight class is slightly more than 50 percent higher than the current fee. The new fee for an 80,000 pound farm truck is \$440 (was \$290). • Heavy vehicle registration fees become effective on January 1, 2010. 	January 1, 2010
	Plate Manufacturing Fee	
44	<ul style="list-style-type: none"> • Allows ODOT to increase the plate manufacturing fee to recover the cost of making plates. • Adds a fee of \$10 for a single plate and \$20 for a pair. 	September 28, 2009
	Vehicle Trip Permits	
44a	<ul style="list-style-type: none"> • Increases the fee for four types of trip permits: <ul style="list-style-type: none"> ○ Heavy vehicle trip permits to \$43 (was \$21). ○ Light vehicle trip permits to \$30 (was \$20). ○ Registered vehicle trip permits to \$7.50 (was \$5). ○ 10-day trip permits to \$15 (was \$10). 	September 28, 2009

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Section	Description	Effective or Operative Date
	Custom Plate Fee for Passenger Rail Fund	
45	<ul style="list-style-type: none"> Increases the custom plate fee from \$25 to \$50 per year to raise money for the Passenger Rail Fund. 	September 28, 2009
	ID Card Fee	
46 & 47	<ul style="list-style-type: none"> Increases the fees for original issuance, replacement, renewal etc. of ID cards by \$10. The revenue from the ID card fee is transferred to the Elderly and Disabled Special Transportation Fund. 	September 28, 2009
	Gasoline and Diesel Tax	
48, 49 and 50	<ul style="list-style-type: none"> Increases the gasoline tax by 6 cents per gallon (from 24 cents per gallon to 30 cents per gallon). Increases the diesel tax by 6 cents per gallon (from 24 cents per gallon to 30 cents per gallon). This is the tax paid for diesel used in vehicles under 26,001 pounds in weight. The increases above become effective when the Department of Administrative Services determines that there has been an increase of at least 2 percent each quarter for two or more consecutive quarters in seasonally adjusted nonfarm payroll employment or January 1, 2011, whichever comes first. 	Sec. 48, 49 & 50 – When the economy recovers as described in Sec. 50 or January 1, 2011.
	Truck Taxes and Fees	
51	<ul style="list-style-type: none"> Increases the road use assessment fee to 7.1 cents (was 5.7 cents) per single axle equivalent mile to ensure the revenue raised from heavy vehicles remains in proportion to the revenue raised from light vehicles. 	October 1, 2010
52	<ul style="list-style-type: none"> Increases the weight mile tax paid by heavy vehicles registered between 26,001 pounds and 105,500 pounds gross vehicle weight by about 24 percent to ensure the revenue raised from heavy vehicles remains in proportion to the revenue raised from light vehicles. For reference, a truck registered in the 78,000- 80,000 pound weight class will pay 16.38 cents per mile traveled in Oregon (was 13.16 cents per mile). 	October 1, 2010
53	<ul style="list-style-type: none"> Increases the flat fee rates paid by some vehicles (log trucks, sand and gravel trucks, and chip trucks and similar vehicles) to ensure the revenue raised from heavy vehicles remains in proportion to the revenue raised from light vehicles: <ul style="list-style-type: none"> \$7.59 for log trucks per 100 pound declared weight (was \$6.10). \$6.23 for farm trucks per 100 pound declared weight (was \$5.00). \$7.53 for sand and gravel trucks per 100 pound declared weight (was \$6.05). \$30.65 for chip trucks per 100 pound declared weight (was \$24.62). 	October 1, 2010
54	<ul style="list-style-type: none"> The road use assessment, weight mile tax and flat fee increases in sections 51 to 53 become effective on October 1, 2010. 	October 1, 2010

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	Revenue Distribution	
55 & 56	<ul style="list-style-type: none"> • Distributes the revenue attributable to the title fee, vehicle registration fee and plate manufacturing fee increases made in HB 2001 as follows: <ul style="list-style-type: none"> • \$24 million per year is allocated to ODOT for highway purposes in monthly installments. • \$3 million per year is allocated to the Travel Information Council for roadside rest areas on the first of the year. • The balance is distributed as follows: <ul style="list-style-type: none"> ○ 20 percent to cities ○ 30 percent to counties ○ 50 percent to the state highway program. • Allocates the money available to ODOT as follows: <ul style="list-style-type: none"> • 68 percent for maintenance, preservation and safety. • 32 percent for the State Modernization Program. • Allows money made available to ODOT to be used for debt service. 	September 28, 2009
57 & 58	<ul style="list-style-type: none"> • Revises the distribution formula on January 1, 2011 to distributes the revenue attributable to the title fee, vehicle registration fee, plate manufacturing fee, gasoline tax, road use assessment, weight mile tax and flat fee increases made in HB 2001 as follows: <ul style="list-style-type: none"> • \$24 million per year is allocated to ODOT for highway purposes in monthly installments. • \$3 million per year is allocated to the Travel Information Council for roadside rest areas at the first of the year. • The balance is distributed as follows: <ul style="list-style-type: none"> ○ 20 percent to cities ○ 30 percent to counties ○ 50 percent to the state highway program. • Allocates the money available to ODOT as follows: <ul style="list-style-type: none"> • 33 percent for maintenance, preservation and safety. • 15.75 percent for the State Modernization Program. • 51.25 percent for bond repayments and the 2009 Transportation Projects Program (section 64). • Allows money made available to ODOT to be used for debt service. 	January 1, 2011
59 & 60	<ul style="list-style-type: none"> • Revises the distribution formula on January 1, 2020 to distributes the revenue attributable to the title fee, vehicle registration fee, plate manufacturing fee, gasoline tax, road use assessment, weight mile tax and flat fee increases made in HB 2001 as follows: <ul style="list-style-type: none"> • \$24 million per year is allocated to ODOT for highway purposes in monthly installments. • The balance is distributed as follows: <ul style="list-style-type: none"> ○ 20 percent to cities ○ 30 percent to counties ○ 50 percent to the state highway program. • Allocates the money available to ODOT as follows: 	January 2, 2020

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	<ul style="list-style-type: none"> • 33 percent for maintenance, preservation and safety. • 15.75 percent for the State Modernization Program. • 51.25 percent for bond repayments and the 2009 Transportation Projects Program (section 64). 	
	<ul style="list-style-type: none"> • Allows money made available to ODOT to be used for debt service. 	
	Bond Authorization	
61	<ul style="list-style-type: none"> • Authorizes \$840 million in Highway User Tax Bonds for the 2009 Transportation Projects Program (section 64). 	September 28, 2009
	Transportation Projects Account	
62, 63 & 63a	<ul style="list-style-type: none"> • Requires ODOT to calculate how much money would be required to service any bonds issued for the 2009 Transportation Projects Program and to deposit the balance in the Transportation Projects Account. • Requires the Oregon Transportation Commission to use the balance the purposes below in priority order: <ol style="list-style-type: none"> 1. Projects in the 2009 Transportation Projects Program (section 64). 2. \$15 million per year to supplement maintenance, preservation and safety. 3. Other purposes chosen by the Oregon Transportation Commission. • Creates the Transportation Projects Account within the State Highway Fund. • Becomes operative on January 1, 2011. 	January 1, 2011
	2009 Transportation Projects Program	
64	<ul style="list-style-type: none"> • Requires ODOT to use the \$840 million in Highway User Tax Bonds to finance a list of 37 specific projects and projects proposed by in 12 specific local governments that will be recommended to the Oregon Transportation Commission by the Area Commissions on Transportation for those areas. 	September 28, 2009
	Protection for Holders of Highway User Tax Bonds	
65	<ul style="list-style-type: none"> • Protects the interest of the investors who hold Highway User Tax Bonds issued prior to the effective dates of HB 2001 under the department's Master Highway User Tax Revenue Bond Declaration. 	September 28, 2009
	State Biennial Bond Limit	
66	<ul style="list-style-type: none"> • Exempts any Highway User Tax Bond issued as provided in HB 2001 during the 2009-2011 biennium from the provisions of the biennial bond limit bill. 	September 28, 2009

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Section	Description	Effective or Operative Date
	Pay as You Drive Insurance	
67	<ul style="list-style-type: none"> • Extends the sunset date by five years to 2015 for an income tax credit for companies that offer “pay as you drive” auto insurance. 	September 28, 2009
	Diesel Engine Tax Credit	
67a, 67b & 67c	<ul style="list-style-type: none"> • Allows diesel engines with a model year from 2003 to 2013 to qualify for the diesel engine tax credit. • Sunsets the diesel engine tax credit on January 1, 2014. 	September 28, 2009
	Effective and Operative Dates	
68	<ul style="list-style-type: none"> • Applies the provisions that enable a county vehicle registration fee to replace a bridge over the Willamette River in the City of Portland (section 40) to county ordinances adopted on or after September 28, 2009, the date that HB 2001 becomes effective • Applies the further amendments to county option registration fee (section 40a) to county ordinances adopted on or after July 1, 2013. 	September 28, 2009
69	<ul style="list-style-type: none"> • Allows local option fuel taxes that were in effect on or before September 28, 2009 to remain in effect. 	September 28, 2009
70	<ul style="list-style-type: none"> • Repeals the sunset date for the Road User Fee Task Force. 	September 28, 2009
71	<ul style="list-style-type: none"> • HB 2001 will become effective on September 28, 2009, 91 days following adjournment <i>sine die</i> of the 2009 session of the Legislative Assembly. 	