

House Bill 2142 A-Engrossed

Testimony regarding increasing titling fees to fund road and bridge work.

Delivered by Bruce Warner, ODOT Director

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INTRODUCTION

HB 2142-A is the 2001 Oregon Transportation Investment Act. The bill increases vehicle title fees and authorizes \$400 million in Highway User Tax Bonds allowing the state, cities and counties to make critical improvements to Oregon's highway, road and street network.

DISCUSSION

While the bill does not solve all of Oregon's transportation problems, it is the first major transportation investment proposal we have seen in the last decade. HB 2142-A gives a great deal of flexibility to the Oregon Department of Transportation (ODOT) to work with stakeholder groups, cities, counties and other partners to select and program various transportation projects around the state.

Key elements of the bill include:

- An authorization of \$400 million of Highway User Tax Revenue Bonds.
- An outline of the general categories for eligible projects which includes preserving existing roads and bridges and addressing roadway configuration limitations that limit capacity.
- A requirement to ensure that projects are equitably distributed across all regions of the state.
- A direction to the Oregon Transportation Commission (OTC) to consult with local governments, metropolitan planning organizations and regional advisory groups when developing additional criteria.
- A requirement for the OTC to complete project selection by February 2002.

An increase in vehicle title fees from \$10 to \$30 for passenger vehicles and from \$10 to \$90 for heavy trucks and trailers.

SUMMARY

I would like to take this opportunity to thank the Oregon/Idaho AAA and the Oregon Trucking Association for working to resolve some of the long-standing issues surrounding transportation funding. I look forward to working with them to address issues raised about the Cost Allocation Study.

ODOT supports HB 2142-A. The bill is forward thinking in addressing needs of the existing system, be they preservation or capacity driven, and in mandating close working relations between ODOT and all of Oregon's local governments. The criteria and process proscribed allow projects to be selected in the valued tradition of public process. I look forward to strengthening our relationship with key stakeholders as a result of this opportunity. ODOT is committed to getting the money on the road as quickly as possible.