



Oregon Department of Transportation Frequently Asked Questions

2009 Jobs and Transportation Act

The 2009 Jobs and Transportation Act (House Bill 2001 or the JTA) is Oregon’s transportation funding plan. Three core themes emerge from the legislation:

1. accountability, innovation and environmental stewardship;
2. funding for highways, roads and streets;
3. multimodal funding (air, marine, public transit, rail).

Additional provisions address important elements of Oregon’s transportation system and our statewide economy.

QUESTION: What are the fees included in the JTA?

ANSWER: Revenue for highways, roads and streets increases in steps and includes revenue raised by:

- Increasing light vehicle registration fees:

Registration Type	Registration Period	New Fee
Passenger, including hybrid/electric, pickups, light trailers, SUVs	Initial Four-Year	\$172
	Biennial (Used/Renewal)	\$86
Motorcycles, mopeds	Initial Four-Year	\$96
	Biennial (Used/Renewal)	\$48
Two/three-wheeled electric vehicles	Biennial only	\$43
Low speed vehicles	Biennial	\$86
Medium speed vehicles	Biennial	\$86



- Increasing light vehicle title fees:
 - vehicles weighing less than 26,001 pounds: \$77
 - salvage titles: to \$27
- Increasing miscellaneous vehicle trip permit fees.
- Increasing heavy vehicle registration fees and weight-mile tax and related heavy vehicle fees; rates vary.
- Increasing ID card fees by \$11.
- Increasing custom plate fee to \$100.
- Increasing plate fees: single plate — total: \$12; pair of plates — total \$23
- Increasing gasoline and diesel taxes by 6 cents per gallon effective January 1, 2011.

Quick Facts

- **Total transportation funding: \$300 million per year**
- **DMV fee increases effective Oct. 1, 2009.**
- **Motor Carrier fee increases effective Jan. 1, 2010**
- **Gas/diesel tax increases effective Jan. 1, 2011**
- **Includes ConnectOregon III: \$100 million in lottery-backed bonds for rail, public transit, ports/marine and air investments**
- **Contains directives to study improving inter-governmental partnering, reducing emissions and reducing costs of the transportation system**

QUESTION: What will the fees included in the Jobs and Transportation Act be used for?

ANSWER: When fully implemented on January 1, 2011 — when the fuel tax increase goes into effect — the Jobs and Transportation Act will raise \$300 million per year to be distributed as follows:

- \$3 million per year to the Travel Information Council until 2020
- \$24 million per year to ODOT
The balance, about \$273 million per year, as follows:
 - 20 percent (about \$54.6 million per year) to city street programs based on population.
 - 30 percent (about \$81.9 million per year) to county road programs based on vehicle registration.
 - 50 percent (about \$136.5 million per year) to the state highway program. State highway program money is allocated as follows:
 - 33 percent or about \$45 million to maintenance, preservation and safety.
 - 15.75 percent or about \$21.5 million to highway modernization program.
 - 51.25 percent or about \$70 million to bond repayment and the 2009 Transportation Projects Account for the 2009 Transportation Projects program.
- The custom plate fee will fund the second Cascades passenger train in the Willamette Valley without relying on a General Fund appropriation.
- The ID card fee will sustain revenues for transportation services for senior citizens and people with disabilities.



QUESTION: What are the projects in the 2009 Transportation Projects program?

ANSWER: There are 37 specific highway [projects](#) plus 14 additional projects to be selected by local governments in eastern Oregon (ODOT Region 5)

- Total: \$960.3 million
- Program financed by \$840 million in Highway User Tax Bond proceeds plus the cash flow allocated to the Transportation Projects Account.
- In addition to paying debt service on the bonds, the Transportation Projects Account will provide a short-term supplement of \$15 million per year for maintenance.

QUESTION: What are the directives around “accountability, innovation and environmental stewardship” in the Jobs and Transportation Act?

ANSWER: There are a variety of provisions aimed at expanding ODOT’s environmental initiatives, creating efficiencies among agencies and partners, and enhancing the transportation system through creative problem-solving.

Accountability includes the following directives:

- ODOT will enhance the information about transportation projects available on its Web site.
- ODOT will develop a least cost transportation planning model (a process of comparing direct and indirect costs of demand and supply options) for use by the state, Metropolitan Planning Organizations and local governments.

2009 Jobs and Transportation Act

- The Department of Administrative Services will prepare an alternative highway cost allocation study that will consider the actual costs highway users impose, including the cost of replacement, traffic congestion and greenhouse gas emissions, and present the findings to the next legislature.
- The House and Senate Interim Transportation Committees, in consultation with the Oregon Transportation Commission, local governments, planning organizations and stakeholders, will perform the following:
 - 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 and make recommendations to better align resources and responsibilities;
 - study best practices for stakeholder involvement and improve the delivery of metropolitan transportation services;
 - identify opportunities to improve program efficiency through intergovernmental cooperation; and
 - provide recommendations to the next legislature.

Innovation includes directives for ODOT to:

- Develop one or more congestion pricing pilots in the Portland metro area by October 2012.
- Review and update the criteria used to select projects for funding in the Statewide Transportation Improvement Program.
- Adopt practical design approaches (practices that incorporate the maximum flexibility in the application of standards to reduce cost while preserving and enhancing safety and mobility) to reduce the cost of delivering transportation projects.
- Implement a pilot project to contract out for highway maintenance services.
- Contract with the Travel Information Council for the management of some rest areas on I-5 and I-84.
- Make the Road User Fee Task Force (RUFTF) permanent. RUFTF will continue to develop and refine alternatives to the gasoline tax as a method of raising revenue for highways, roads and streets.

Environmental stewardship includes directives for ODOT to:

- Adopt rules incorporating environmental performance standards into the design and construction of all state highway construction projects, including local government projects funded by the department. In addition, the rules should improve the environmental permitting process.
- Participate in and finance the development of transportation plans needed to reduce greenhouse gas emission by light vehicles by working with multiple agencies, local governments and other partners.
- Create a provision for medium speed electric vehicles so that when they are manufactured to meet federal passenger car safety standards ODOT can be ready.
- Work with the Travel Information Council and the private sector to develop a plan for installing electric motor vehicle charging stations at rest areas.

Additional Information

The 2009 Jobs and Transportation Act also has other provisions of interest to Oregonians. The full law is available at <http://www.leg.state.or.us/09reg/measures/hb2000.dir/hb2001.en.html>. ODOT's Web site will continually provide updates at www.oregon.gov/ODOT.