
MEMORANDUM

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To: Transportation & Economic Development Subcommittee

From: Julie Neburka, Legislative Fiscal Office
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Date: February 23, 2016

Subject: SB 1510, relating to transportation

Senate Bill 1510 adjusts maximum vehicle weights in Oregon statute to align with new federal standards; and it specifies that a transit district may use certain sources of funds for construction, improvement, repair, maintenance, operation, and use of secondary transit supportive systems.

“Secondary transit supportive systems” are those parts of a transit system that a transit district does not actually own or operate upon, but requires in order for the transit system to function, such as sidewalks, roads, and bikeways that allow people to access the transit system. The measure allows transit districts to use funds other than constitutionally-restricted gas tax revenues to make transit improvements to transportation facilities, such as roads, that it uses but does not operate. Other sources are limited to the proceeds of general obligation bonds, grants or contributions, and the proceeds of revenue bonds that are subject to a reimbursement agreement.

The federal *Fixing America’s Surface Transportation Act*, or “FAST Act,” signed into law in December 2015, included provisions that increased maximum allowable weights for trucks that include certain equipment, such as idle systems or natural gas fuel systems. SB 1510A Increases, from 400 pounds to 550 pounds, the amount by which a vehicle equipped with fully functional idle reduction system may exceed maximum weight limitation under ORS 818.010. It also provides an exemption from maximum vehicle weight limitations under ORS 818.010 for vehicles that use natural gas as a fuel source, provided the vehicle does not exceed the limitation by more than 2,000 pounds.

The measure, the original staff measure summary, a preliminary Joint Committee on Ways and Means staff measure summary, fiscal impact statement, and measure history are available on the Oregon Legislative Information System (OLIS).

The –A8 amendment adds an additional authorizing statute for revenue bonds that can be issued by a local transit district; and clarifies the type of bond proceeds that may be used for construction, improvement, repair, maintenance, operation, and use of secondary transit supportive systems.

MOTION:

Move the dash A8 amendment into SB 1510.

LFO recommends the measure be moved to the full Joint Committee on Ways and Means, as amended.

MOTION:

Move SB 1510, as amended, to the full committee with a “do pass” recommendation.

Carriers:

Full: _____

House: _____

Senate: _____