

2025 Regular Session – Transportation and Infrastructure



All-Terrain Vehicles

This session, the legislature considered measures addressing all-terrain vehicles (ATVs), which have changed considerably over the last few decades, as have the ways that they are used.

Under current law, the Oregon Department of Transportation (ODOT) is responsible for adopting rules regarding ATV brake systems and for safety equipment to operate on public lands lawfully. The Oregon Department of Environmental Quality is charged with adopting standards for ATV noise emissions. [House Bill 2232](#) transfers duties for oversight of both equipment and noise emissions to the Oregon Department of Parks and Recreation.

[House Bill 3155](#) (*not enacted*) would have allowed ATVs that meet equipment standards satisfactory to ODOT to be registered to operate on all Oregon roads except for interstate highways. Currently, state law allows the Oregon Transportation Commission to permit ATVs to travel on state highways in order to move from one off-road area to another, on a case-by-case

basis. The Joint Committee on Transportation has created an interim work group to study the issue in more detail and bring recommendations for a legislative solution.

Aviation

The Oregon Department of Aviation (ODAV) is the state’s regulatory agency responsible for oversight of both manned and unmanned aircraft systems (UAS) and their related facilities. The agency is supported by taxes and fees on aircraft, pilots, and facilities, and by several federal grant programs.

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See the **2025 Legislative Summary Report** for [Transportation & Infrastructure](#), which highlights policy measures that received a public hearing during Oregon’s 2025 Regular Legislative Session.

Lawmakers considered several ODAV-sponsored measures this session. [Senate Bill 792](#) (*not enacted*) would have allowed the department to establish some of its supporting fees by rule and to adjust them for inflation. [House Bill 2153](#) (*not enacted*) would have increased the state jet fuel tax from the current three cents per gallon to six cents per gallon, and provided for biennial increases for inflation. [House Bill 3479](#) (*not enacted*) would have required commercial UAS operators to maintain liability insurance and also impose a tax on insurance premiums for unmanned aerial systems.

Bicycle/Pedestrian

Oregon was one of the first states to define and regulate electric bicycles. In addition to e-bikes, there has been a proliferation of other types of small, powered personal vehicles, generally known as micro-mobility devices. Common examples are scooters, powered skateboards, or mobility assist devices. [House Bill 3626](#) (*not enacted*) was the product of an interim work group. It would have established minimum age requirements for operating the three classifications of e-bikes, as well as other powered micromobility devices. It also would have eliminated statutory exemptions from helmet requirements and directed the Oregon Department of Transportation to conduct a safety education program and public information campaign.

Bridges

The Interstate Bridge Replacement Project remains one of the state's largest ongoing transportation projects. After failing to receive legislative support in the State of Washington in 2013, the Oregon and Washington legislatures created a bi-state committee in 2019. Both states have since committed more than \$1 billion to pay for their share of the bridge, with the remaining cost expected to be covered by federal grants and tolling the facility. [House Bill 2931](#) revises Oregon law to reflect the current iteration of the I-5 Bridge Replacement Project and the tolls that will be assessed on vehicles crossing the new bridge.

Lawmakers considered other bridge-related bills this session. [House Bill 2184](#) (*not enacted*) would have directed the State Treasurer to issue general obligation bonds sufficient to provide funding for the Hood River-White Salmon Bridge Replacement Project. [House Bill 2749](#) (*not enacted*) would have appropriated \$5 million to the City of Portland to design a bridge across Columbia Boulevard for use as an escape route during an emergency.

DMV

The Driver and Motor Vehicle Services Division (DMV) is the state entity responsible for the regulation of motor vehicles and drivers, both personal and commercial. The legislature enacted the Oregon Department of Transportation's (ODOT) [Senate Bill 839](#) as an omnibus to incorporate modifications to the state's commercial transportation statutes, both for modernization and to maintain parity between Oregon law and federal interstate commercial trucking laws.

Regarding laws regulating Oregon drivers, [Senate Bill 9](#) directs DMV field office staff in rural areas to prioritize local applicants for in-person drive tests as opposed to persons who travel more than 50 miles to take the test. This change is in response to persons who travel



long distances to schedule in-person tests to avoid long wait times in more urban areas. [Senate Bill 416](#) (*not enacted*) would have directed ODOT to offer optional electronic, or mobile, driver licenses, permits, and identification cards that could be used on a phone or other electronic device in lieu of a physical card.

Other measures considered addressed vehicles and vehicle registration. [Senate Bill 159](#) allows veterans' recognition registration plates to be issued to and used on motorcycles and mopeds. [Senate Bill 1022](#) (*not enacted*) would have lowered the required threshold for production of license plates recognizing Oregon's smaller state universities, including Oregon Institute of Technology, Western Oregon University, Southern Oregon University, and Eastern Oregon University, recognizing that the schools' smaller alumni bases make it harder to meet the 3,000 pre-order threshold. Finally, [House Bill 2642](#) (*not enacted*) would have directed the Department of Environmental Quality to contract with private entities for the emissions testing of vehicles in the Portland and Medford metropolitan regions.

Electric Vehicles

Oregon has taken a number of measures in the past decade to encourage the proliferation of electric vehicles (EVs) in the state, both privately-owned and publicly owned, as part of meeting the state's greenhouse gas reduction goals and reduction of pollutants that are harmful to public health. Previous legislation has incentivized the purchase of EVs in the private sector and required the purchase of EVs in public sector fleets. [House Bill 2945](#) (*not enacted*) would have established state policy regarding the purchase of new zero-emission school buses. The measure also would have established a fund to assist school districts in purchasing electric buses.

[House Bill 2963](#) (*not enacted*), on the other hand, would have expanded public subsidies for electric vehicles to bicycles by directing the Department of Environmental Quality to establish a rebate program for electric bicycles. The program would have been funded by a \$6 million allocation from the General Fund to an incentive fund established by the measure.

Fuels and Fueling

Oregon prohibited self-fueling at retail fueling stations from 1951 until 2015, when residents in certain rural counties were allowed to pump their own gasoline at certain hours of the day. The passage of [House Bill 2426](#) (2023) allowed, for the first time in over 70 years, retail customers statewide to pump their own gas at public fuel stations. However, Oregon has allowed for non-retail "card-lock" fueling stations, under brands such as Pacific Pride, CFN, or Fuel Commander, to offer self-service fueling at over 300 unattended stations throughout the state. Like retail stations, card-lock stations are overseen by the State Fire Marshal.

[House Bill 3478](#) streamlines the regulation and operation of non-retail fuel stations, increasing the licensing period from one to three years (while maintaining the annual \$300 fee) and replacing annual audits with an audit every three years. Customers and vehicles no longer need to be employed by a business, government agency, nonprofit, or charitable organization, but must still subscribe for services. It also provides exceptions for the statutory 900-gallon minimum requirement.



[House Bill 3088 A](#) (*not enacted*) would have created a Task Force on Sustainable Aviation Fuel to further the availability of such fuels in Oregon. Sustainable Aviation Fuel (SAF) is a liquid fuel currently used in aviation that reduces carbon emissions by as much as 80 percent. SAF is a non-extractive fuel that is manufactured using various feedstocks such as waste oils, fats, green and municipal waste, and non-food crops. Some types are operationally equivalent to Jet A1 fuel and can be blended into existing fuel infrastructure at airports.

Outdoor Advertising

Oregon's outdoor advertising sign program regulates billboards and other signage that is situated along and visible from state highways. The program, administered by the Oregon Department of Transportation, has its origins in the federal [Highway Beautification Act of 1965 \(P.L. 89-285\)](#). The program is intended to regulate highway signage to preserve the recreational value of travel on state highways, preserve natural beauty, promote public safety, and prohibit the indiscriminate use of outdoor advertising.

Static billboards (those displaying a single, unchanging image) remain the most common type of advertising sign in Oregon; however, digital billboards (which can change messages by remote control or electronic process) may display different messages as often as every eight seconds. Oregon has limited the total number of advertising billboards allowed, meaning that a person wishing to erect one at a new location must either take an existing sign out of service or purchase a credit for a sign previously removed. Such credits may also be combined to convert static billboards into digital advertising signs.

[Senate Bill 417](#) changes provisions of the relocation of outdoor advertising signs and digital billboards and specifies acceptable documentation to prove landowner consent when applying for a permit.

Ports/Marine

The Oregon Board of Maritime Pilots (OBMP) was established in 1846 and is currently under the jurisdiction of the Public Utility Commission. Its mission is to promote public safety by ensuring that only qualified persons pilot vessels entering and leaving Oregon ports; the Board also establishes programs for pilot trainee and apprentice selection and training, incident investigations, license administration, and rulemaking. [Senate Bill 459](#) eliminates the requirement that the three licensee members of OBMP be residents of Oregon.

Oregon has a combined system of 23 public ports that serve as gateways through which Oregon products begin their journey to markets worldwide. Nine ports operate on the Columbia River System, while there are also 14 coastal ports, including the deepwater ports of Newport and the International Port of Coos Bay. The navigation channels and bars of most ports must be periodically dredged to maintain their depth, due to the natural buildup of silt deposits. Coastal jetties also require periodic maintenance for navigational safety. While the federal government provides periodic financial assistance to ports for dredging, the legislature has, over the years, provided funding assistance for small port dredging.

[Senate Bill 357](#) (*not enacted*) would have granted the Oregon Port Authority the authority to assess public bodies for a portion of the cost of removing sediment from port waters annually if



the public body owns or controls a culvert, creek, or other watercourse discharging into port waters. [Senate Bill 361 A](#) (*not enacted*) would have allocated General Fund to six different ports to cover costs for carrying out dredging projects. [House Bill 3050](#) (*not enacted*) would have directed the Oregon Business Development Department to establish a loan and grant program for container port projects.

The Willamette Falls Canal was constructed in the 1870s to allow river traffic to navigate around the 40-foot basalt ridge between Oregon City and West Linn on the Willamette River. The locks, purchased in 1915 by the U.S. Army Corps of Engineers, was declared non-operational in 2011. [Senate Bill 131](#) (2015) established a task force to study making the locks operational again, which was replaced by the Willamette Falls Locks Commission in [Senate Bill 256](#) (2017) and Willamette Falls Locks Authority in [House Bill 2564](#) (2021). [House Bill 2574 A](#) (*not enacted*) would have modified provisions related to the Willamette Falls Locks Authority, including procurement, contracting authority, member composition, and accounting requirements. It also would have authorized \$11 million in net lottery proceeds for restoration of the navigation channel and locks.

Rail: Freight & Passenger

Oregon's lawmakers considered many bills related to rail transportation this session, of which only two were enacted. [House Bill 2232](#) directs ODOT to coordinate with its counterparts in Washington State and the Canadian province of British Columbia in developing a regional approach to rail planning through the Cascades rail corridor, which is a federally-recognized corridor extending from Vancouver, B.C. to Eugene. The measure requires regular reports to both ODOT and the Joint Committee on Transportation. On the freight side, [House Bill 2384](#) extends a program instituted by [House Bill 3225](#) (2015) and expanded by [House Bill 2209](#) (2019), authorizing the Department of Environmental Quality (DEQ) to promulgate rules related to the transport of hazardous materials on routes near sensitive geographic areas. The current Oil and Hazardous Material Transportation Fund Program is set to sunset; [House Bill 2834](#) extends the sunset until July 1, 2029.

One measure not enacted relating to freight rail was [Senate Bill 723](#) (*not enacted*), which would have prohibited trains from operating with fewer than two crew, except in limited cases. [House Bill 3231](#) (*not enacted*) would have specified that the State Rail Plan include ways to fix and improve track infrastructure, provide information about improving track capacity, and provide information about federal grants. [House Bill 3453](#) (*not enacted*) would have established a Westside Express Service Authority and Fund, charged with developing a commuter rail extension from its current southern terminus in Wilsonville to Salem and Eugene. Finally, [Senate Bill 1202](#) (*not enacted*) would have established an Oregon Rail and Transit Department as a separate governmental entity from the Oregon Department of Transportation, where both transit and rail are currently housed.

For passenger rail, [Senate Bill 715](#) (*not enacted*) would have established the Cascadia High Speed Rail Task Force, to recommend legislation to approve the construction and development of higher-speed rail in the region.



Roads & Highways

One of Oregon’s largest ongoing mega-transportation projects is the Interstate 5 (I-5) Rose Quarter Widening Project, which has expanded considerably in scope since its inception. The project now includes not only widening the interstate, but also capping it and providing for buildings, a park, and educational development above. [Senate Bill 1182](#) specifies that the Oregon Department of Transportation (ODOT) may sell or lease any surplus property from the I-5 Rose Quarter Project to Albina Vision Trust, Inc.

[House Bill 3122](#) (*not enacted*) would have directed the Oregon Parks and Recreation Department to seek an agreement with federal partners to create an access fee for Owyhee Lake Road, which is the primary route to Owyhee Lake but needs safety improvements. This will be the subject of an interim workgroup.

Other measures relating to roads and highways considered included: [Senate Bill 94 A](#) (*not enacted*), which would have conducted a study on raising weight limits on certain roads to allow for greater weights on trucks carrying liquid milk products. [Senate Bill 458 A](#) (*not enacted*) and [Senate Bill 564 A](#) (*not enacted*) would have directed ODOT to conduct studies, respectively, on U.S. Highway 30 safety and U.S. Highway 20 capacity improvements. [Senate Bill 1024](#) (*not enacted*) would have allowed ODOT to enter into intergovernmental agreements with any city or county government for the removal of personal property left on ODOT owned-property.

Taxes & Fees

The session’s largest transportation bill, [House Bill 2025](#) (*not enacted*), was the culmination of nearly a year’s work, which began in summer 2024 with a statewide listening tour. The measure was intended to fill a budgetary gap within the Oregon Department of Transportation’s (ODOT) operations and maintenance programs. The measure included increases in the state fuel tax, vehicle registration and title fees, and a restructuring of the weight-mile tax tables. A new vehicle transfer tax was created, in addition to an increase in the vehicle privilege tax and employee payroll tax. The measure also included a suite of accountability mechanisms for ODOT, including enhanced audit and reporting functions, and also granted additional oversight authority to the Joint Committee on Transportation. A second measure, [House Bill 3402](#) (*not enacted*), was brought forward in the last hours of the session, but it was not enacted. At the time of this writing, lawmakers are considering a revised version of HB 2025 in special session.

Other measures would have instituted tax or fee increases. [House Bill 3209](#) (*not enacted*) would have instituted a surcharge of \$25/year on recreational vehicle registration to pay for the disposal of abandoned recreational vehicles. [House Bill 3362](#) (*not enacted*) would have imposed an excise tax on the retail sale of tires to fund wildlife passage infrastructure and passenger rail transportation.

Towers

Towing companies in Oregon are generally called to respond to crashes or to vehicles unable to proceed on their own, either to return to a home or to an automobile shop for



repairs. [ORS 98.853](#) (2023) outlines the circumstances under which a tower may legally remove a motor vehicle—such as when the vehicle in question is blocking entrance to premises, blocking emergency vehicle access, or is parked without permission at a parking facility operated by a business or used by residents of an apartment. Conversely, [ORS 98.854](#) (2023) outlines restrictions on the ability of towers to remove a vehicle, including the need to contact a property manager of the parking facility in question. [Senate Bill 1036](#) eliminates from law a number of causes that can allow a tower to legally remove a vehicle from premises without first having been contacted by management.

Traffic Enforcement

The Oregon Department of Transportation has operated a safety corridor program since establishing the first in 1989 on Route 62 in Medford. The program designates a highway corridor that has experienced an inordinate number of crashes and fatalities, and seeks to reduce both through public education, signage, road improvements, and enhanced enforcement. [House Bill 3213](#) (2019) established a pilot program for county safety corridors, under which two counties were selected to institute short-term pilot safety corridors. The two selected were a seven-mile stretch of McKay-Yelgren-Ehlen road in Marion County, and the segment between Cottage Grove Reservoir Road and Latham Road in Lane County. [House Bill 2154](#) makes permanent the County Road Safety Corridor program, granting each county governing body authority to designate and operate up to two safety corridors on roads under its jurisdiction at any given time.

Other traffic enforcement measures that were considered include: [Senate Bill 711](#) (*not enacted*), which would have revised and expanded the use of photo radar in highway work zones; [House Bill 2522 A](#) (*not enacted*), which would have required the use of headlights while a vehicle was operating while using windshield wipers; and [House Bill 3542](#) (*not enacted*), which would have permitted motorcycles and mopeds to conduct lane splitting and lane filtering.

Vehicle Dealers & Dismantlers

[Senate Bill 840](#), the omnibus bill introduced by the Oregon Department of Transportation (ODOT), included several provisions related to vehicle dealers and dismantlers. The measure:

- requires dealers designated as agents of the Department of Motor Vehicles (DMV) for vehicle document transactions to conduct a vehicle title search through the National Motor Vehicle Title Information System before finalizing a sales transaction;
- stipulates that dealers may perform all activities without first obtaining a supplemental certificate if conducted entirely online or electronically;
- clarifies the DMV's authority to suspend, revoke, or deny renewal to dismantlers, including applying for a new certificate under a different dealer business name; and
- requires a dismantler to immediately file with ODOT upon transfer of a wrecked or dismantled vehicle to another person holding a dismantler certificate.

Because Oregon does not have a sales tax, many vehicle purchasers, including those purchasing recreational vehicles (RVs), travel to Oregon from other states to make such a purchase. However, under current law, there is only a short period of time for the purchaser to



return to their home state and officially title and register the vehicle. [House Bill 2660](#) allows dealers to issue recreational vehicle trip permits that are valid for up to 30 consecutive days in cases where the vehicle is purchased by a person who is not a resident of Oregon and who does not intend to title the vehicle in Oregon.

[House Bill 2706](#) increases the period for which a vehicle dismantler certificate is valid from one year to two years and increases the fee for issuance or renewal from \$500 to \$1,000.

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