

Transportation & Infrastructure



This Legislative Summary Report highlights Transportation and Infrastructure policy measures that received a public hearing in a policy committee during the 2023 regular legislative session. The report is organized by sub-topics and includes the measure number; the measure status: enacted [✓] or not enacted [✗]; and a brief description of the measure.

Transportation & Infrastructure sub-topics

- All-Terrain Vehicles
- Aviation
- Bicycle and Pedestrian
- Bridges
- Drivers and Motor Vehicles
- Electric Vehicles
- Fuels and Fueling
- Jurisdictional Transfers
- Parking
- Ports and Marine
- Rail – Freight and Passenger
- Roads and Highways
- Transportation Taxes and Fees
- Transit
- Traffic Enforcement
- Vehicle Dealers and Dismantlers

All-Terrain Vehicles

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| SB 888 | ✗ | Would have required persons 15 years old or older to carry and present both an all-terrain vehicle operator permit and a driver's license to operate Class IV and some Class II all-terrain vehicles on public lands. |
| SB 889 | ✓ | Increases the maximum weight and decreases the maximum width of Class IV all-terrain vehicles; modifies definitions of "Class I all-terrain vehicle" and "Class IV all-terrain vehicle" to reference design intended for off-road use only. |
| HB 2796 | ✗ | Would have expanded use of all-terrain vehicle access routes, and review by the All-Terrain Vehicle Highway Access Routes Advisory Committee, to county roads, subject to final determinations made by the county governing bodies. |
| HB 3248 | ✗ | Would have permitted operation of Class I, Class III, and Class IV all-terrain vehicles on highways that are not interstate highways if the vehicles meet specified equipment standards and are designed for on-road use. |

Aviation

- HB 2269 A ✗ Would have replaced certain statutory aircraft, pilot, and airport fees with authorization for the Department of Aviation to establish the fees by rule and to adjust them for inflation on a biennial basis.
- HB 2834 ✓ Prohibits local governments from granting exclusive rights of one operator to develop or control vertiport operations within their jurisdictions.
- HB 3058 ✓ Directs the Department of Aviation to study and develop a plan for strategic investments for airport resilience and submit the report to the Legislative Assembly by January 1, 2024.
- HB 3257 ✗ Would have established a Task Force on Electric Aircraft to study issues related to the facilitation of the use and proliferation of electric aircraft in Oregon.
- HB 3551 ✗ Would have increased the maximum weight cutoff for eligibility of aircraft for a 60-percent valuation for property taxation as mobile property of air transportation companies.

Bicycle and Pedestrian

- SB 445 ✗ Would have established the Rural Traffic Safety Grant Fund to provide grants to cities under 15,000 population for installing and improving traffic control devices and crosswalks.
- HB 2099 ✓ Modifies provisions of the Safe Routes to Schools grant program to allow the Oregon Department of Transportation to reduce the cash match requirement by rule, expand prioritization of projects to within two miles of schools, and expand prioritization of projects to schools serving grades 1 to 12.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 3113 A ✗ Would have appropriated \$10 million from the General Fund for the 2023–2025 biennium for improving safety and increasing access to walking, biking, and transit on state highways that serve as community main streets.

Bridges

- SB 431 ✗ Would have appropriated \$125 million from the General Fund to the Port of Hood River to construct the Hood River-White Salmon Interstate Bridge Replacement Project.
- SB 815 ✗ Would have appropriated \$6 million from the General Fund to the Port of Cascade Locks for seismic strengthening of the Bridge of the Gods.



- HB 2098** ✗ Would have required the Oregon Department of Transportation to study the development of uniform standards for speed bump height and markings. Would have, with proposed amendments, set \$6.3 billion as the maximum cost of the Interstate 5 Bridge Replacement project and committed \$1 billion in bonding capacity over the next four biennia to fund Oregon’s share of the project.
Note: [HB 5005](#) (2023) included provisions for \$1 billion in General Obligation bonds to fund the Interstate 5 Bridge Replacement Project.
- HB 2137 A** ✗ Would have established the Willamette River Bridge Task Force to study options for financing and constructing an additional Willamette River Bridge connecting Polk and Marion counties.
- HB 2781** ✗ Would have authorized the formation of a bridge district, consisting of Benton, Marion, Polk, and Yamhill counties, for planning, construction, and management of bridges over the Willamette River in the area.
- HB 3301** ✗ Would have authorized Multnomah County to form a master plan and service district for bridges spanning the Willamette River in the Portland metropolitan area, and to collect an annual service charge from adult county residents.
- HB 3323** ✗ Would have appropriated \$300 million from the General Fund to Multnomah County for the Earthquake Ready Burnside Bridge Project.
- HB 3622 A** ✗ Would have committed to investing \$20 million in the Hood River-White Salmon Interstate Bridge Replacement Project, \$6 million in the Bridge of the Gods seismic strengthening project, and \$20 million in the Earthquake Ready Burnside Bridge Project.
Note: Funding for Hood River-White Salmon Interstate Bridge Replacement and Earthquake Ready Burnside Bridge Project was included in [HB 5030](#) (2023).

Drivers and Motor Vehicles

- SB 72** ✗ Would have established the DMV Modernization Task Force to study options for expanding the number of services offered through private providers.
- HB 2099** ✓ Revises statutes related to commercial driving privileges in concordance with federal law. Clarifies the Oregon Department of Transportation’s authority to issue temporary driver permits and licenses; modifies provisions for permanent suspension of commercial driving privileges; and clarifies definition of “qualified provider” for driving tests.
Note: This measure is an omnibus bill which also includes other provisions.
- HB 2100** ✓ Increases maximum fees for several services and documents related to driving privileges, vehicle ownership, and vehicle registration, provided by the Oregon



Department of Transportation, and increases the maximum fee that vehicle dealers may charge for document processing.

Note: This measure is an omnibus bill that also includes other provisions.

- HB 2951 ✗ Would have directed the Oregon Department of Transportation to establish a grant program for traffic safety education courses conducted in Spanish.
- HB 3080 ✓ Requires the Oregon Department of Transportation to adopt rules to allow vehicle dealers and financial institutions to submit vehicle titles related to vehicle sales electronically and permits dealers to maintain title records in an electronic format.
- HB 3556 ✗ Would have directed the Oregon Department of Transportation to conduct a study of issues related to abandoned recreational vehicles and to submit findings to legislative committees.

Electric Vehicles

- SB 582 ✓ Requires the Electrical and Elevator Board to approve the Electric Vehicle Infrastructure Training Program (EVITP) as meeting continuing education standards, and requires the Bureau of Labor and Industries to make grants available to reimburse individuals who complete the EVITP. Requires a state agency authorizing funds for the installation of an EV charging system to utilize at least one electrician that holds EVITP certification and, if the EV charging system supplies 25 kilowatts or more, for at least 25 percent of electricians to hold the EVITP certification. **(Bill is also included in Summary of Legislation Summary Report on Energy and Environment)**
- HB 2571 A ✗ Would have directed the Department of Environmental Quality to establish a program for providing rebates to individuals who purchase electric bicycles. **(Bill is also included in Summary of Legislation Summary Report on Energy and Environment)**
- HB 2613 ✗ Would have appropriated \$30 million from the General Fund to the Department of Environmental Quality for deposit in the Zero-Emission Incentive Fund to provide rebates for the purchase of electric vehicles.
- HB 2614 ✗ Would have required transportation network companies to meet or exceed specified targets for a percentage of their service miles provided by zero-emission vehicles. Would have established the Rideshare Electrification Fund and directed the Department of Environmental Quality to establish a program for financial incentives for purchase or lease of zero-emission vehicles. **(Bill is also included in Summary of Legislation Summary Report on Energy and Environment)**



- HB 2700 ✗ Would have made electric farm tractors eligible for rebates of up to \$2,500 through Oregon Clean Vehicle Rebate Program. **(Bill is also included in Summary of Legislation Summary Report on Energy and Environment)**
- HB 2714 A ✗ Would have directed the Department of Environmental Quality to establish a program to provide rebates for the purchase of qualifying medium- or heavy-duty zero-emission vehicles. **(Bill is also included in Summary of Legislation Summary Report on Energy and Environment)**
- HB 3257 ✗ Would have established a Task Force on Electric Aircraft to study issues related to the facilitation of electric aircraft in Oregon.
- HB 3550 ✓ Requires state agencies purchasing light-duty vehicles after January 1, 2025, to acquire only zero-emission vehicles, except in cases where such a vehicle is not feasible for the use intended for the vehicle.

Fuels and Fueling

- HB 2099 ✓ Adds liquefied petroleum gas to use-fuel statutes and revises volumes of compressed natural gas, liquefied petroleum gas, liquefied natural gas, and hydrogen for taxation of use fuels.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 2289 ✓ Updates references to applicable federal regulation in statutes that specify a required percentage of ethanol in gasoline sold or offered for sale in Oregon.
- HB 2426 ✓ Allows retail fueling stations to operate up to half of their pumps as self-service dispensing devices and authorizes the State Fire Marshal to impose civil penalties for violations.
- HB 3260 ✓ Allows, until January 2, 2029, the self-dispensing of gasoline at a single fueling station in the City of Detroit in Marion County that was directly impacted by the 2020 wildfires.
- HB 3550 ✓ Directs the Department of Administrative Services to use biofuels, or electricity derived from biofuels, instead of diesel for new facilities or machinery.

Jurisdictional Transfers

- HB 2756 A ✗ Would have directed the Oregon Department of Transportation (ODOT) to upgrade the portion of Hall Boulevard located within the City of Tigard and to transfer jurisdiction to the City of Tigard once upgrades were complete. Would have appropriated \$50 million to ODOT for costs related to upgrades.
- HB 2793 ✓ Directs the Oregon Department of Transportation (ODOT) to stand up the Jurisdictional Transfer Advisory Committee (JTAC). Directs JTAC to review



roads that could be switched from one owner to another and to give a proposed list to the Joint Committee on Transportation to create bills to make the proposed changes. Provides money from the State Highway Fund to ODOT for the program.

Parking

- SB 785** ✓ Provides that a person may park a vehicle in a space regulated by an out-of-service parking meter unless notice otherwise prohibiting parking is posted, and specifies that a person may not be cited if the vehicle is lawfully parked in the space when parking in the space becomes prohibited.
- HB 2777** ✗ Would have authorized a city or county to impose a public transit incentive surcharge on the amount of fines for violations of local government motor vehicle parking codes.
- HB 3202** ✗ Would have required outdoor lighting fixtures on public lands or constructed for projects receiving state funds, including parking lots, to use minimal amounts of lighting and shielded lighting fixtures.

Ports and Marine

- SB 814** ✓ Allows a public cargo or passenger port in Oregon to coordinate, reach agreement for, and implement any actions with the port's authority with another port, including members of the Northwest Marine Terminal Association.
- SB 949** ✗ Would have authorized a port to assess public bodies for a share of the cost of removing sediment from port waters where a public body owns or controls a culvert, creek, or other watercourse that discharged into port waters during the calendar year prior to the assessment year.
- HB 2099** ✓ Permits the Oregon Department of Transportation to provide grants under the Connect Oregon program when at least \$50 million is available in the Fund.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 3382** ✓ Allows local governments to adopt exceptions to land use planning goals related to estuarine resources for proposed port maintenance and improvement projects at the International Port of Coos Bay. (**Bill is also included in** Summary of Legislation Summary Report on Natural Resources)
- HCR 20** ✓ Commemorates the 150th anniversary of the opening of the Willamette Falls Locks.



Rail – Freight and Passenger

- SB 14 A** ✗ Would have directed the Oregon Department of Transportation (ODOT) to study options for expanding passenger rail service in Oregon and submit findings in a report to the Legislative Assembly. It would have authorized ODOT to enter into an agreement with other jurisdictions regarding ultra-high-speed ground transportation within the Cascades Rail Corridor, provided that such agreements include passenger service to Eugene.
- Note:** Provisions were introduced in [HB 2691](#) (2023) and [SB 14](#) (2023), which were not enacted.
- SB 16** ✓ Expands authorized use of the State Rail Rehabilitation Fund to include projects that increase capacity, improve safety, reduce greenhouse gas emissions, and provide state matching funds to leverage federal discretionary grant funding for rail projects, and requires submission of a biennial report to Joint Committee on Transportation regarding expenditures from the Fund.
- SB 846** ✗ Would have directed Metro to conduct a study of rail corridors within the district's boundaries, including an inventory of corridors and a determination of the feasibility of using them to carry passenger trains.
- HB 2096 A** ✗ Would have eliminated tiers based on track length or public ownership of railroads that establish distinctions between types of short-line railroads to determine the amount of tax credits allowed for rehabilitation projects.
- Note:** [HB 3406](#) (2023) includes modified versions of the provisions of this measure.
- HB 2099** ✓ Permits the Oregon Department of Transportation to provide grants under the Connect Oregon program when at least \$50 million is available in the Fund.
- Note:** This measure is an omnibus bill that also includes other provisions.
- HB 2662 A** ✗ Would have established the Willamette Valley Commuter Rail Task Force to study the possible expansion of the Westside Express Service commuter rail line to Salem, and directed the Task Force to submit a report to the Legislative Assembly by September 15, 2024.
- HB 2691** ✗ Would have authorized the Oregon Department of Transportation to enter into an agreement with other jurisdictions regarding ultra-high-speed ground transportation within the Cascades Rail Corridor, provided that such agreements include passenger service to Eugene.
- Note:** Provisions were introduced in [HB 2691](#) (2023) and [SB 14](#) (2023).
- HB 2692** ✗ Would have directed the Oregon Department of Transportation to work with the Washington State Department of Transportation and the British Columbia Ministry of Transportation and Infrastructure to develop plans to operate and fund rail transportation.



[HB 3477](#) ✗ Would have eliminated tiers based on track length or public ownership of railroads that establish distinctions between types of short line railroads to determine the amount of tax credit allowed for rehabilitation projects.

Note: Provisions introduced as part of [HB 2096](#) (2023).

Roads and Highways

[SB 445](#) ✗ Would have established the Rural Traffic Safety Grant Fund to provide grants to cities with populations under 15,000 people for installation and improvement of traffic control devices and crosswalks.

[HB 2096 A](#) ✗ Would have granted permission for road authorities to allow a person to operate a vehicle as part of a parade that is otherwise prohibited from operating on the road, provided it complies with federal and state weight and size limits.

Note: [HB 3406](#) (2023) includes modified versions of the provisions of this measure.

[HB 2099](#) ✓ Revises the Small City Account to specify that moneys may be used on roads for project elements required for compliance with federal or state law, and clarifies that all available moneys in the Account are to be expended.

Note: This measure is an omnibus bill that also includes other provisions.

[HB 2101](#) ✓ Directs Oregon Department of Transportation to allocate \$35 million per year to replace federal surface transportation funds received by local governments on a dollar-for-dollar basis to provide flexibility in using those funds.

[HB 3202](#) ✗ Would have required outdoor lighting fixtures on public lands or constructed for projects receiving state funds, including highways, to use minimal amounts of lighting and shielded lighting fixtures.

Transportation Taxes and Fees

[HB 2096 A](#) ✗ Would have revised the requirements of the Highway Cost Allocation Study to include an examination of the most recent study period to determine the accuracy of the published results. Would have directed the Department of Administrative Services to submit a report analyzing the last three iterations of the study to evaluate the proportionate share of revenues paid by users of each vehicle class.

Note: [HB 3406](#) (2023) includes modified versions of the provisions of this measure.



- HB 2099 ✓ Specifies that, for use-fuel purposes, a valid user's license is not required if the tax for all fuel used is paid at the time of sale, or if a person is subject to a weight-mile or flat fee rate.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 2100 ✓ Increases maximum fees for several services and documents related to driving privileges, vehicle ownership, and vehicle registration, provided by the Oregon Department of Transportation. Increases the maximum fee that may be charged by vehicle dealers for document processing.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 2269 A ✗ Would have replaced certain statutory aircraft, pilot, and airport fees with authorization for the Department of Aviation to establish the fees by rule and to adjust them for inflation on a biennial basis.
- HB 2777 ✗ Would have authorized a city or county to impose a public transit incentive surcharge on the amount of fines for violations of local government motor vehicle parking codes.
- HB 3297 ✗ Would have made participation in the per-mile road usage charge mandatory for passenger vehicles with model years 2028 or later with MPG ratings of 30 or greater, effective July 1, 2027. Would have made participation in per-mile road usage charge mandatory for vehicles with model years 2036 or later with MPG ratings of 20 or greater, effective July 1, 2035.
- HB 3551 ✗ Would have increased the maximum weight cutoff for eligibility of aircraft for a 60-percent valuation for property taxation as mobile property of air transportation companies.

Transit

- HB 3170 ✗ Would have directed the Oregon Department of Transportation to disclose personal information to mass transit districts for purposes of investigating and enforcing the ordinances of the mass transit district.
- HB 3224 A ✗ Would have directed the Salem Area Mass Transit District to collaborate with the Oregon Department of Transportation, the Department of Environmental Quality, and the City of Salem to study the feasibility of developing a rail streetcar system, and to report to the Legislative Assembly by January 1, 2025.

Traffic Enforcement

- SB 422 ✗ Would have allowed motorcycle operators to travel between lanes of traffic under certain conditions.



- HB 2095 ✓ Authorizes all cities to voluntarily operate photo radar if the city pays the operating costs of doing so; eliminates the number of hours per day that photo radar may be used at any one location; expands the authority of cities to set designated speeds for certain residential streets to a speed up to 10 miles per hour lower than the statutory speed.
- HB 2099 ✓ Permits weighmasters and motor carrier enforcement officers to present evidence in trials instead of the presence of a city or district attorney in trials where the weighmaster or officer issued the citation.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 3188 ✓ Expands the Oregon Department of Transportation’s authority to allow Marion County to designate speeds on certain highways within the county’s jurisdiction.
- HB 3374 ✗ Would have replaced statutory references to “vehicle accident” and “vehicle collision” with the term “vehicle crash.”
- HB 3438 ✗ Would have permitted motor vehicles to tow a second trailer under certain conditions.

Vehicle Dealers and Dismantlers

- HB 2099 ✓ Modifies fees for certain certificates for dealers, dismantlers, towing businesses, and vehicle transporters; limits to 10 the number of special vehicle transporter plates or devices for holders of vehicle transporter certificates; prohibits use of vehicle transporter plate outside of the State of Oregon.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 2100 ✓ Increases maximum fee charged by vehicle dealers for document processing from \$150 to \$250 for dealers using integrators (a person who enters into a contract with the Oregon Department of Transportation to process documents), or \$115 to \$200 for dealers not using integrators. Increases the amount paid by a dealer to an integrator from \$25 to \$35.
Note: This measure is an omnibus bill that also includes other provisions.
- HB 2787 ✗ Would have directed the Oregon Department of Transportation (ODOT) to notify vehicle dealers when ODOT discovers that documents or fees submitted by a dealer as part of the registration or titling process are missing or incomplete.
- HB 2790 ✗ Would have directed the Oregon Department of Transportation (ODOT) to provide two days’ notice to vehicle dealers or dismantlers prior to inspecting records, except in cases where ODOT was responding to a complaint.



- HB 3080 ✓ Requires the Oregon Department of Transportation to adopt rules to allow vehicle dealers and financial institutions to submit vehicle titles related to vehicle sales electronically and permits dealers to maintain title records in electronic format.
- HB 3556 ✗ Would have directed the Oregon Department of Transportation to study issues related to abandoned recreational vehicles and submit the report to the Legislative Assembly by September 15, 2024.
- HB 3583 ✓ Specifies that the State Board of Towing member representing law enforcement may be either the chief of police or county sheriff.

Staff

Patrick Brennan, Legislative Analyst

Legislative Policy and Research Office

Oregon State Capitol | (503) 986-1813 | www.oregonlegislature.gov/lpro

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