

Transportation & Infrastructure



This Legislative Summary Report highlights Transportation and Infrastructure policy measures that received a public hearing in a policy committee during the **2024** regular legislative session. The report is organized by subtopics and includes the measure number; the measure status: enacted [✓] or not enacted [✗]; and a brief description of the measure.

Transportation & Infrastructure Subtopics

- Aviation
- Bicycle and Pedestrian
- Bridges
- Electric Vehicles
- Fuels and Fueling
- Parking
- Rail – Freight and Passenger
- Roads and Highways
- Traffic Enforcement
- Transportation Taxes and Fees
- Utilities

Aviation

- HB 4109** ✓ The measure specifies that grant funds available to the Oregon Department of Aviation can be used as matching funds for any Federal Aviation Administration grant available, rather than just for Airport Improvement Program grants.
- Note:** This measure is an omnibus bill that also includes other provisions.

Bicycle and Pedestrian

- HB 4067 A** ✗ The measure would have created the Task Force on Electric Mobility and defined "electric micromobility devices" to include small, wheeled vehicles operating at speeds below 30 miles per hour; devices serving a wide range of user needs, including freight delivery; and devices such as electric-assisted bicycles, electric personal assistive mobility devices, electric wheelchairs or scooters, motor-assisted scooters, or mopeds.
- HB 4103** ✓ The measure establishes a three-tier definition of electric-assisted bicycles and modifies the definition of "bicycle" in the Motor Vehicle Code.

Bridges

- SB 1512** ✗ The measure would have appropriated \$6 million from the General Fund to the Department of Administrative Services for distribution to the Port of Cascade Locks for the Bridge of the Gods seismic analysis and strengthening project expenses.
Note: The measure is identical to [HB 4110](#) (see next entry).
- HB 4110** ✗ The measure would have appropriated \$6 million to the Department of Administrative Services for distribution to the Port of Cascade Locks for expenses relating to the Bridge of the Gods seismic analysis and strengthening project.
Note: The measure is identical to [SB 1512](#) (see previous entry).

Electric Vehicles

- HB 4067 A** ✗ The measure would have created the Task Force on Electric Mobility and defined "electric micromobility devices" to include small, wheeled vehicles operating at speeds below 30 miles per hour; devices serving a wide range of user needs, including freight delivery; and devices such as electric-assisted bicycles, electric personal assistive mobility devices, electric wheelchairs or scooters, motor-assisted scooters, or mopeds.
- HB 4103** ✓ The measure establishes a three-tier definition of electric-assisted bicycles and modifies the definition of "bicycle" in Motor Vehicle Code.
- HB 4109** ✓ The measure creates a separate Charge Ahead Zero-Emission Incentive Fund to provide rebates to qualifying low-income Oregonians for purchase of electric vehicles, modifies the maximum amount of grants allowed through Charge Ahead programs, and modifies size of grants that can be made to qualifying applicants through Charge Ahead program. The measure specifies that required allocation of privilege tax revenues are to be offset by moneys deposited into the Charge Ahead Zero-Emission Incentive Fund.
Note: This measure is an omnibus bill that includes other provisions.



Fuels and Fueling

- HB 4109** ✓ The measure extends the sunset on the authority of the Department of Administrative Services to dispense compressed natural gas to private entities from January 2025 to January 2026.
- Note:** This measure is an omnibus bill that includes other provisions.

Parking

- HB 4109** ✓ The measure directs the Oregon Department of Transportation (ODOT) to issue family placard disabled parking permits to multiple households that collectively provide care for at least one person with a disability.
- Note:** This measure is an omnibus bill that includes other provisions.

Rail – Freight and Passenger

- SB 1572 A** ✗ The measure would have created an advisory group to consider how to extend commuter rail service south from the Portland metro area to Salem. It would have directed the Oregon Department of Transportation to study the issue and report findings to legislative transportation committees by December 1, 2024.
- HB 4109** ✓ The measure directs ODOT to pursue cooperative efforts with the State of Idaho to apply for assistance from the Federal Rail Administration to study the potential of reestablishing service on the Amtrak Pioneer line. It requires ODOT to report on progress to the Joint Committee on Transportation by December 31, 2024. Sunsets provision on January 2, 2025.
- Note:** This measure is an omnibus bill that includes other provisions.

Roads and Highways

- SB 1556** ✗ The measure would have directed the Oregon Department of Transportation to study the portion of U.S. Highway 30 between mileposts 49 and 94 and required the Department to submit the report's findings to the Joint Committee on Transportation by September 15, 2025.



- SB 1563** ✗ The measure would have directed the Oregon Department of Transportation to study a portion of U.S. Highway 101 between Lincoln City and Coos Bay and report its findings to the Joint Committee on Transportation by September 15, 2024.

Traffic Enforcement

- HB 4109** ✓ The measure merges statutes for mobile photo radar and fixed photo radar programs and allows any city to issue citations based on photo radar through a police officer or duly authorized traffic enforcement agent who has reviewed the photographic evidence of the conduct. It specifies that only sworn police officers may certify and issue photo radar citations, except the City of Portland.
- Note:** This measure is an omnibus bill that includes other provisions.

Transportation Taxes and Fees

- SB 1519** ✗ The measure would have modified fee rates per mile traveled within weight-mile tax tables. It would have required the Oregon Department of Transportation (ODOT) to adopt rules specifying how to calculate, apply, and issue refunds to taxpayers who have been found to have overpaid weight-mile taxes. SB 1519 would have directed that \$41.4 million be transferred from weight-mile tax collections each quarter, beginning September 1, 2024, and ending June 30, 2025, to provide refunds for overpayment of weight-mile taxes.
- Note:** SB 1519 contains similar provisions to [SB 1543](#). See next measure.
- SB 1543** ✗ The measure would have modified fee rates per mile traveled within weight-mile tax tables. It would have required the Oregon Department of Transportation (ODOT) to adopt rules specifying how to calculate, apply, and issue refunds to taxpayers who have been found to have overpaid weight-mile taxes. SB 1543 would have directed that \$41.4 million be transferred from weight-mile tax collections each quarter, beginning September 1, 2024, and ending June 30, 2025, to provide refunds for overpayment of weight-mile taxes.
- Note:** SB 1543 contains similar provisions to [SB 1519](#). See previous measure.
- SB 1566** ✓ This measure authorizes a county governing board to require a permit to perform certain types of utility work within the right of way of a county road and assess a fee for the permit. It limits the fee to \$500 for each permit and specifies that the fee may not exceed the county's cost of issuing the permit;



the measure also provides for annual increases in the fee. The measure's provisions are scheduled to sunset in six years to provide an opportunity to analyze the program's efficacy.

HB 4165



The measure would have directed the Oregon Department of Transportation to prepare and submit a report on statutory changes necessary to provide cost responsibility between light and heavy vehicles.

Utilities

SB 1566



This measure authorizes a county governing board to require a permit to perform certain types of utility work within the right of way of a county road and assess a fee for the permit. The measure limits the fee to \$500 for each permit and specifies that the fee may not exceed the county's cost of issuing the permit; the measure also provides for annual increases in the fee. The measure's provisions are scheduled to sunset in six years to provide an opportunity to analyze the program's efficacy.

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