

# Transportation and Infrastructure



This Legislative Summary Report highlights Transportation and Infrastructure policy measures that received a public hearing in a policy committee during the **2025** 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 and Infrastructure Subtopics:

- All-Terrain Vehicles
- Autonomous Vehicles
- Aviation
- Bicycle/Pedestrian
- Bridges
- DMV
- Electrical Vehicles
- Fuels & Fueling
- Outdoor Advertising
- Ports/Marine
- Rail: Freight & Passenger
- Roads & Highways
- Taxes & Fees
- Towers
- Traffic Enforcement
- Vehicle Dealers & Dismantlers

## All-Terrain Vehicles

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| HB 2232 | ✓ | The measure replaces responsibility for adopting rules related to certain all-terrain vehicle (ATV) equipment and noise emission standards from the Oregon Department of Transportation and Oregon Department of Environmental Quality to the Oregon Department of Parks and Recreation. |
| HB 3155 | ✗ | The measure would have allowed some all-terrain vehicles to use state and local roads if they have the required features and are registered under a new optional registration process.                                                                                                   |

## Autonomous Vehicles

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| HB 2671 | ✗ | The measure would have permitted the testing of automated vehicles on highways in Oregon. |
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## Aviation

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- HB 2153** ✗ The measure would have increased the tax on aircraft fuel usable in aircraft operated by turbine engines from three cents per gallon to six cents per gallon, and it would have increased the tax rate for this fuel biennially according to any increase in the Consumer Price Index.
- HB 3479** ✗ The measure would have required commercial operators of unmanned aircraft systems to maintain liability insurance; imposed a tax on insurance premiums for unmanned aircraft systems; and directed the Oregon Department of Consumer and Business Services to deposit the revenues from the tax in the State Aviation Account for purposes of establishing and maintaining an advanced air mobility program.

## Bicycle/Pedestrian

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- HB 3626 A** ✗ The measure would have defined "powered micro mobility devices" and clarify helmet requirements for bicycles, e-bicycles, e-scooters, and similar devices.

## Bridges

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- HB 2184** ✗ The measure would have directed the State Treasurer to issue general obligation bonds sufficient to produce net funds sufficient for the Hood River-White Salmon Bridge replacement project.
- HB 2749** ✗ The measure would have appropriated \$5 million to the Department of Transportation to distribute to the City of Portland for the purpose of designing a bridge across Columbia Boulevard. It would have required the City to report to the Joint Committee on Transportation on the process of seeking federal funds to complete the project.
- HB 2931** ✓ The measure revises statutes related to the Interstate 5 Bridge Replacement Project.



**DMV**

SB 9	✓	The measure directs field office staff for the Driver and Motor Vehicle Services Division (DMV) of the Oregon Department of Transportation located in rural counties to prioritize, from among the applicants requesting a drive test for licensure, those applicants who are residents in the county where the field office is located, or who live within 50 miles of the field office, or who reside in a county that does not have a field office.
SB 159	✓	The measure allows veterans' recognition registration plates to be used on mopeds and motorcycles.
SB 416	✗	The measure would have directed the Oregon Department of Transportation to provide for optional mobile driver licenses, and driver permits, and identification cards. It would have authorized the Department to contract with private entities to provide the mobile credentials and to establish fees.
SB 839	✓	The measure modifies statutes relating to the regulation of commercial vehicles.
SB 1022	✗	The measure would have modified the special vehicle registration plate program by lowering the threshold amount to begin manufacturing and continue issuing special registration plates for the Oregon Institute of Technology, Western Oregon University, Southern Oregon University, and Eastern Oregon University.
HB 2642	✗	The measure would have directed the Department of Environmental Quality to contract out for the emissions testing of automobiles in the Portland metro region and Medford region, and it would have prohibited the Department from owning or operating pollution control testing stations or from issuing a license to an employee of a fleet owner to inspect pollution control systems of fleet vehicles.
HB 2739	✗	The measure would have specified that a registered owner of a vehicle may request that the registration card issued for the vehicle include information that the owner, or another person who is authorized to operate the vehicle, has limited English language proficiency.
HB 2990	✗	The measure would have directed the Oregon Department of Transportation to provide a report on its progress in revising the written test for Class C driver licenses and to submit the report to the Joint Committee on Transportation.



## Electric Vehicles

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- HB 2945** ✗ The measure would have established state policy on the purchase of new zero-emission school buses, directed the Department of Environmental Quality to adopt rules requiring the purchase of new zero-emission school buses in certain specified areas, and required purchase of zero-emission school buses if the price is equal to a comparable internal combustion engine school bus. It also would have established a Zero-Emission School Bus Assistance Fund.
- HB 2963** ✗ The measure would have directed the Environmental Quality Commission to establish, by rule, a program for providing rebate vouchers to qualifying individuals who purchase electric assisted bicycles.

## Fuels & Fueling

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- HB 3088 A** ✗ The measure would have established a Task Force on Sustainable Aviation Fuel to study ways to further the supply, distribution, and competitiveness of sustainable aviation fuel in Oregon.
- HB 3478** ✓ The measure modifies provisions related to non-retail cardlock fueling stations.

## Outdoor Advertising

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- SB 417** ✓ The measure modifies provisions regarding relocation of outdoor advertising signs and digital billboards. It specifies acceptable documentation to prove landowner consent when applying for a permit for an outdoor advertising sign.

## Ports/Marine

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- SB 2** ✗ The measure would have appropriated \$3 million from the General Fund to the Salvage Chief (LSM-380) Foundation for hull repairs; engine, fire pump, and emergency communications upgrades; US Coast Guard inspection and contingency; and returning to operation the vessel known as the Salvage Chief.
- SB 357** ✗ The measure would have authorized ports to charge public bodies for the cost of removing sediment from port waters.



- SB 361 A** ✗ The measure would have appropriated moneys from the General Fund to the Oregon Business Development Department for distribution to specific ports to carry out dredging projects and stipulated that recipients must either utilize a dredge owned by the recipient or first receive a quote for dredging services from Oregon's state-owned dredge.
- SB 459** ✓ The measure requires the three public members of the Oregon Board of Maritime Pilots be Oregon residents and requires one licensed member of the Board be an Oregon resident. Applies residency requirements to board members appointed or reappointed after the effective date.
- HB 2574 A** ✗ The measure would have specified that the Willamette Falls Locks Authority conduct all procurements according to the provisions of specified sections of ORS 279A. Procurement of equipment, materials, supplies and services made through the Oregon Department of Administrative Services (ODAS) would have been made by the Authority if the contract value exceeded \$250,000 and could not have been made in a single public contract for amounts less than that. It would have declared the Authority exempt from the requirement to retain a public accounting firm for any one year in which the Authority met the conditions for the exemption applicable to municipal corporations. It would have prohibited independent contractors for the Authority from serving as members of the Authority and would have permitted Authority members to elect other officers, in addition to the chairperson and vice-chairperson. It would have authorized the State Treasurer to issue lottery bonds sufficient to produce \$11.431 million in net proceeds to be transferred to the (ODAS) for deposit in the ODAS Economic Development Distribution Fund for distribution to the Authority for restoration of the navigation canal and locks.
- HB 3050** ✗ The measure would have directed the Oregon Business Development Department to establish, within the agency's Infrastructure Finance section, a loan and grant program for Oregon container port projects.

## Rail: Freight & Passenger

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- SB 715** ✗ This measure would have established the Cascadia High Speed Rail Task Force.



- SB 723** ✗ The measure would have required that trains operate with a minimum of two crew members, with exceptions in cases where the Federal Railroad Administration had provided special approval, or when operation with a one-person crew is otherwise permitted under a federal exception. It would have authorized civil penalties of not less than \$250 and not more than \$1,000 for each Class D violation, except for second violations within a three-year period, which could be penalized between \$1,000 and \$5,000, and third and subsequent offenses in same three-year period, which could incur a penalty between \$5,000 and \$10,000 per violation.
- SB 1202** ✗ The measure would have created the Oregon Rail and Transit Department and State Rail and Transit Board.
- HB 2384** ✓ The measure extends the sunset date for fees related to the High Hazard Train Route Oil Spill Preparedness Fund and the Oil and Hazardous Material Transportation by Rail Action Fund to July 1, 2029. It redefines the definitions of "oil" and "tank railroad car" with regard to high hazard train routes.
- Note:** This measure is cross-listed in the Summary of Legislation Summary Report on Emergency Preparedness.
- HB 3231** ✗ The measure would have specified that the state's passenger rail plan must include ways to fix and improve track and related infrastructure, information about boosting capacity, and information about federal grants sought and received.
- HB 3233** ✓ The measure directs 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 for a shared regional approach to Cascades freight and passenger rail planning, funding, and communications within the corridor. It also adds requirements to the state passenger rail plan related to boosting capacity, upgrading track and related infrastructure, and information regarding federal infrastructure grant applications submitted and their final disposition. The measure also requires the Department to submit a quarterly report on passenger rail performance to the Joint Committee on Transportation.
- HB 3453 A** ✗ The measure would have established the Westside Express Service Authority and the Westside Express Service Authority Fund.



## Roads & Highways

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SB 94 A	✗	The measure would have directed the Oregon Department of Transportation to conduct a study and prepare a subsequent report on increasing vehicle weight limits for milk trucks, including assessments on infrastructure impacts, economic impacts, length as a factor for legal weights and alignments, as well as parking and staging infrastructure in the state for oversize loads.
SB 458 A	✗	The measure would have directed the Oregon Department of Transportation to conduct a review of a specified portion of U.S. Highway 30 and report the results of its findings to the Joint Committee on Transportation.
SB 564 A	✗	The measure would have directed the Oregon Department of Transportation to conduct a study and report on recommendations for increasing capacity for motor vehicle travel on U.S. 20 between Corvallis and Philomath, including a cost estimate for recommended improvements.
SB 1024	✗	The measure would have allowed the Oregon Department of Transportation to enter into intergovernmental agreements with any city or county government for the removal of personal property that has been left on property owned by the Department.
SB 1182	✓	The measure allows the Oregon Department of Transportation to sell or lease surplus property from the Interstate 5 Rose Quarter Project to Albina Vision Trust, Inc.
HB 3122	✗	The measure 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.

## Taxes & Fees

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SB 596 A	✗	The measure would have required the Department of Transportation to waive veterans' recognition vehicle registration plate surcharges for veterans providing proof they have a disability rating of at least 50 percent that was the result of an injury or illness incurred or aggravated during active military service.
SB 792	✗	The measure would have allowed the Oregon Department of Aviation to establish certain fees by rule and adjust the fee to inflation based on the Consumer Price Index.



- HB 2025 B** ✗ The measure would have increased several transportation taxes and fees, created a new vehicle transfer tax, imposed audit requirements on the Oregon Department of Transportation, and expanded applicability of the OReGO road usage charge program.
- HB 3209** ✗ The measure would have imposed a surcharge on recreational vehicle registration fees of \$25 per year, as well as a vehicle disposal fee surcharge of \$40 on recreational vehicle trip permits. It would have transferred revenues from these fees to an Abandoned Recreational Vehicle Account. The measure would have authorized the Department of Transportation to provide reimbursement for the cost of towing and/or disposing of abandoned recreational vehicles.
- HB 3362** ✗ The measure would have imposed an excise tax on the retail sale of tires and directed proceeds from the tax to be transferred to specified funds for purposes related to rail transit, tire pollution prevention and mitigation, and wildlife passage infrastructure.
- HB 3402 A** ✗ The measure would have increased several transportation taxes and fees and imposed requirements for audits of the Oregon Department of Transportation.

## Towers

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- SB 1036** ✓ The measure limits the authority of towers to independently tow motor vehicles and clarifies where a towing vehicle may park while monitoring a parking facility.
- HB 3186 A** ✗ The measure would have established the State Board of Towing as an independent agency, separate from the Oregon Department of Transportation. It would have adjusted the qualifications of its insurance industry representative and law enforcement representative as well as directed the Board to enter into an interagency agreement under which the Oregon Department of Transportation could provide specified central business operating services.

## Traffic Enforcement

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- SB 711** ✗ The measure would have modified how photographic speed enforcement may be used in highway work zones.
- HB 2154** ✓ The measure allows any county board of commissioners to designate safety corridors on roads under the county's jurisdiction that the board believes demonstrate a safety concern. It limits the number of active safety corridors to no more than two in any one county.





- HB 2522 A** ✗ The measure would have required the use of headlights when the windshield wipers are in operation.
- Note:** This measure is cross-listed in the Summary of Legislation Summary Report on Criminal Justice.
- HB 3542** ✗ The measure would have outlined the circumstances in which a motorcycle may drive between lanes of traffic and increased the penalty for the offense of a motorcycle or moped passing in a lane with a vehicle to a Class A traffic violation with maximum penalty of \$2,000.

## Vehicle Dealers & Dismantlers

- SB 840** ✓ The measure modifies and adds to statutes related to regulation of vehicle drivers, vehicles, vehicle dealers, and vehicle dismantlers.
- HB 2660** ✓ The measure allows vehicle dealers to issue recreational vehicle trip permits that are valid for 30 consecutive days in cases where the vehicle is purchased by a person who does not reside in Oregon and who does not intend to title the vehicle in Oregon.
- HB 2706** ✓ The measure increases the period for which a vehicle dismantler certificate is valid from one year to two years, and likewise increases the fee for issuance or renewal of such a certificate from \$500 to \$1,000. The changes apply to any dismantler certificate issued or renewed on or after the measure's effective date.

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