
2017 SUMMARY OF LEGISLATION



TRANSPORTATION



TRANSPORTATION MEASURES

Drivers and Motor Vehicles

Enacted: SB 35, SB 36, SB 374, SB 645,
SB 930, HB 2721, HB 2777

Not Enacted: HB 2290-A, HB 2717-A

Multimodal Transportation

Enacted: SB 27, SB 256

Not Enacted: SB 1020-A, HB 2320

Roads and Highways

Enacted: SB 344, HB 2017, HB 2482,
HB 2750

Not Enacted: SB 532-A, SB 778-A,
HB 2749-A, HB 3246

Picture: Covered Wagon, Baker County - [Gary Halvorson](#), [Oregon State Archives](#)

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TASK FORCES AND REPORTING REQUIREMENTS

The following bills created task forces and reporting requirements. Additional information is provided in the bill summaries.

<p>HB 2017 Section 10</p>	<p>Oregon Transportation Commission must submit report to Joint Committee on Transportation regarding activities of Continuous Improvement Advisory Committee and Commission actions to implement those recommendations.</p>	<p>Every biennium on odd-numbered years (continuing).</p>
<p>HB 2017 Section 11</p>	<p>Oregon Transportation Commission must report to Joint Committee on Transportation regarding condition of state and local transportation infrastructure.</p>	<p>April 1 every odd-numbered year (continuing).</p>
<p>HB 2017 Section 18</p>	<p>Oregon Transportation Commission must report on audits of the Department of Transportation to both the Joint Committee on Transportation and the Joint Legislative Audit Committee.</p>	<p>Once each biennium (continuing).</p>
<p>HB 2017 Section 27a</p>	<p>Joint Committee on Transportation directed to study the adequacy of transportation funding in HB 2017 and report to Legislative Assembly.</p>	<p>Prior to adjournment of 2023 Session.</p>
<p>HB 2017 Section 27c</p>	<p>Oregon Transportation Commission must report on cost to complete the I-205 Abernethy Bridge project, the I-205 widening project, and I-5 Rose Quarter project, to the Joint Committee on Transportation and appropriate fiscal and policy committees.</p>	<p>February 1, 2018 (for Abernethy Bridge and I-205 widening). February 1, 2020 (for I-5 Rose Quarter).</p>
<p>HB 2017 Section 27e</p>	<p>Oregon Transportation Commission must report on cost to complete the upgrade to portions of Southeast Powell Boulevard and on transfer of upgraded portion to City of Portland, to Joint Committee on Transportation.</p>	<p>January 1, 2020.</p>

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<p>HB 2017 Section 45</p>	<p>Oregon Transportation Commission must report certifying that conditions have been met to impose additional two-cent-per-gallon motor fuel tax and use fuel tax increases.</p>	<p>December 1, 2019 (for increase scheduled for January 1, 2020). December 1, 2021 (for increase scheduled for January 1, 2022). December 1, 2023 (for increase scheduled for January 1, 2024).</p>
<p>HB 2017 Section 75</p>	<p>Oregon Transportation Commission must study and report to Joint Committee on Transportation on the proportionate share that users of passenger vehicles powered by different means should pay to maintain and improve Oregon highways and whether users are paying that share.</p>	<p>September 15, 2023.</p>
<p>HB 2017 Section 85</p>	<p>Oregon Transportation Commission must report on efforts to streamline ConnectOregon application process, to the Joint Transportation Committee.</p>	<p>September 15, 2017.</p>
<p>HB 2017 Section 111a</p>	<p>Oregon Department of Transportation must report on enforcement of provisions of ORS chapter 822 governing the certification of vehicle dealers.</p>	<p>September 15, 2019 (first report). September 15, 2021 (second report).</p>
<p>HB 2017 Section 119</p>	<p>Department of Administrative Services must study feasibility of performing highway cost allocation study within boundaries of a county, Metro and Tri-Met regarding applicability of Article IX, section 3a(3) of Oregon Constitution, and report to Joint Committee on Transportation.</p>	<p>September 15, 2018.</p>
<p>HB 2017 Section 120</p>	<p>Oregon Transportation Commission must report on application to Federal Highway Administration to impose value pricing on I-5 and I-205, to the Joint Committee on Transportation.</p>	<p>Prior to implementation of value pricing.</p>

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HB 2017 Section 121	Task Force on Mega Transportation Projects must report findings, including recommendations for legislation, to Joint Committee on Transportation.	September 15, 2018.
HB 2017 Section 122q	Oregon Transportation Commission must report regarding implementation and outcomes of public transportation programs to the Joint Committee on Transportation.	February 1, 2020.
HB 2017 Section 129	Travel Information Council must report on its transition plan regarding management of roadside rest areas to Joint Committee on Transportation.	September 15, 2018.
HB 2017 Section 137	Oregon Transportation Commission must report on development and implementation of winter maintenance strategy and policy to the Joint Committee on Transportation.	September 15, 2019.

[Senate Bill 27](#)

Effective Date: July 1, 2017

Department of Aviation Pilot Registration

At the request of: Governor Brown for Department of Aviation

Committees: Senate Business and Transportation, Joint Ways and Means

Background and Current Law: The Federal Aviation Administration (FAA) requires individuals in command of aircraft to obtain an FAA-issued pilot certificate. Certification is required for each of several categories of aircraft (i.e., airplane, rotorcraft, glider), and granted in one of several privilege levels ranging from student pilot to commercial airline transport pilot. Pilots operating aircraft within Oregon borders must also register with the Oregon Department of Aviation (ODA) within 60 days of obtaining an effective federal certificate, including nonresident pilots. Commercial airline pilots are exempt, provided they operate aircraft only as part of commercial service. Oregon is one of only three states that require pilots to register. Initial registration costs \$24 for one year, with each subsequent renewal costing \$48 per biennium. Revenues from pilot registrations are held in the Aviation Search and Rescue Account and used by the Office of Emergency Management for expenses related to search and rescue operations and pilot survival training.

Bill Summary: Senate Bill 27 eliminates the requirement that pilots register with the Oregon Department of Aviation and eliminates the Aviation Search and Rescue Account.

Oregon Laws 2017: Chapter 226

[Senate Bill 35](#)

Effective Date: January 1, 2018

Motor Vehicle Accident Reporting

At the request of: Governor Brown for Department of Transportation

Committees: Senate Business and Transportation, House Transportation Policy

Background and Current Law: The Oregon Department of Transportation (ODOT) collects data from drivers regarding motor vehicle accidents that involve death or injury to one or more individuals, or result in more than \$1,500 in property damage. ODOT uses the information to prioritize engineering safety projects and focus traffic enforcement resources. The existing \$1,500 threshold for property damage has not been updated in some time.

Bill Summary: Senate Bill 35 increases the threshold amount of property damage that requires submission of a motor vehicle accident report from \$1,500 to \$2,500.

Oregon Laws 2017: Chapter 189

[Senate Bill 36](#)

Effective Date: June 14, 2017

Prior Driver Licenses and Three-Wheeled Motorcycle Endorsements

At the request of: Governor Brown for Department of Transportation

Committees: Senate Business and Transportation, House Transportation Policy

Background and Current Law: The Driver and Motor Vehicle Services (DMV) division of the Oregon Department of Transportation (ODOT) is responsible for licensing people to operate motor vehicles on Oregon roads. Applicants are currently required to provide information about previous licenses and permits, even though the DMV obtains the same information from a national database. Two-wheeled motorcycle operation requires a motorcycle endorsement issued after completion of an ODOT-approved motorcycle training course administered by Team Oregon, and a passing score on both written and practical skills tests. Three-wheeled motorcycle operation requires a restricted motorcycle endorsement issued after passing a practical skills test administered by the DMV.

Bill Summary: Senate Bill 36 removes the requirement for applicants to provide information about previous permits and allows ODOT to waive, by rule, the requirement to pass a skills test to operate a three-wheeled motorcycle.

Oregon Laws 2017: Chapter 306

[Senate Bill 256](#)

Effective Date: August 15, 2017

Willamette Falls Locks Commission

Chief Sponsors: Sens. Devlin, Olsen; Reps. Parrish, Kennemer, Lininger, Meek

Committees: Senate Business and Transportation, Joint Ways and Means

Background and Current Law: The historic Willamette Falls Locks were constructed in the early 1870s to allow river traffic to navigate around a 40-foot, horseshoe-shaped basalt ridge between Oregon City and West Linn on the Willamette River. The locks opened in 1873 and ownership transferred several times before they were purchased by the U.S. Army Corps of Engineers in 1915. They were placed on the National Register of Historic Places in 1974, and declared nonoperational in December 2011. The U.S. Army Corps of Engineers is currently seeking a buyer for the locks, which could result in their being dismantled.

Bill Summary: Senate Bill 256 establishes the Willamette Falls Locks Commission through December 31, 2023, as an advisory body concerned with the repair, reopening, operation, maintenance, and future transfer of ownership of the Willamette River navigational channel and locks system.

Oregon Laws 2017: Chapter 734

Use of All-Terrain Vehicles

Chief Sponsors: Sen. Ferrioli; Rep. Barreto

Committees: Senate Business and Transportation, House Transportation Policy

Background and Current Law: All-terrain vehicles (ATV) come in several classes and sizes. They are required to be licensed with the Oregon Parks and Recreation Department (OPRD) to be operated on public lands, but are not typically authorized for use on roadways. This can inhibit some ATV travel, when roadways must be used to complete a particular route or crossing or to access a local business.

Bill Summary: Senate Bill 344 creates an All-Terrain Vehicle Highway Access Routes Advisory Committee to evaluate ATV access and use of roadways, including conducting reviews in the field, holding public hearings, and making recommendations to the Oregon Transportation Commission (OTC). The OTC is authorized to designate access routes for ATVs under certain circumstances, along portions of state highway rights of way, to be identified by signage. The measure requires ATV operators to wear helmets and possess a valid Oregon driver license or permit while on designated rights of way and waives equipment requirements applicable to other vehicles.

Oregon Laws 2017: Chapter 453

Real ID Act-Compliant Driver Licenses

Chief Sponsors: Sens. Hansell, Steiner-Hayward

Committees: Senate Business and Transportation, Joint Ways and Means

Background and Current Law: The Driver and Motor Vehicle Services (DMV) division of the Oregon Department of Transportation (ODOT) issues approximately 177,000 new driver licenses annually, in addition to issuing renewals for about 335,000 licenses each year. The federal Real ID Act of 2005, administered by the U.S. Department of Homeland Security, requires state-issued driver licenses and identification cards to meet certain standards to be valid for federal purposes, such as boarding planes and entering federal buildings, and it directs issuing entities to capture and maintain digital images of identity source documents in a transferable format. Senate Bill 1080 (2008) began the process of compliance with the Real ID Act. It required persons applying for driver licenses or identification cards to provide proof of citizenship or legal presence in the country; however, subsequently enacted legislation (Senate Bill 536 (2009)) prohibits the DMV from further implementation of the Real ID Act unless federal funds are provided to cover the cost. Oregon is one of several states currently operating under a federal extension.

Bill Summary: Senate Bill 374 authorizes ODOT to issue driver licenses, driver permits, and identification cards that meet the requirements of the federal Real ID Act of 2005 as a voluntary alternative to existing licenses and cards, at an additional cost. The measure specifies requirements for receiving a Real ID and prohibits ODOT from disclosing collected information except to entities that provided required source documents. The measure directs ODOT to conduct a public information campaign on the differences between the various forms of identification.

Oregon Laws 2017: Chapter 568

Restrictions on Left-Lane Highway Driving

Chief Sponsors: Sens. Burdick, Ferrioli; Reps. Helm, Bentz

Committees: Senate Business and Transportation, House Transportation Policy

Background and Current Law: Under current statute, certain motor vehicles are required to remain in the right-most lane while traveling along a multi-lane highway. Unlike many other states, Oregon does not designate the left-most lane of multi-lane highways as strictly a passing lane. In those states, a driver can be cited for failing to move back into the right-hand lane after passing a slower moving vehicle. In Oregon, campers, trailers, and vehicles with a registered weight of over 10,000 pounds must be driven in the right lane except to pass, turn left, avoid emergency conditions, allow vehicles to merge from an onramp, or follow traffic control devices as necessary. Noncompliance can result in a Class B traffic violation, punishable by a maximum fine of \$1,000.

Bill Summary: Senate Bill 532-A would have expanded the prohibition on driving in the left-most lane on multi-lane highways with posted speeds of at least 55 miles per hour with normal traffic flow to apply to all vehicles, classifying the offense as a Class D traffic violation, punishable by a maximum fine of \$250. The measure also clarified that campers, vehicles with trailers, and vehicles with a registration weight of 10,000 pounds or more must travel in the right-most lane of multi-lane highways, with exceptions for passing vehicles in the lane to the right of the left-most lane and for using the left-most lane to avoid obstructions or adverse conditions in other lanes of travel.

Humvee Designation as Vehicle of Special Interest

Chief Sponsors: Sen. Girod

Committees: Senate Business and Transportation, House Transportation Policy

Background and Current Law: The Driver and Motor Vehicle Services (DMV) division of the Oregon Department of Transportation (ODOT) regulates motor vehicles operating on public roads in Oregon. The base rate for vehicle registration, for the standard “tree plate,” is \$43 per year; new vehicles have an initial registration of four years (\$172), with each subsequent registration being \$86 for two years. Motorists have the option of several different plate designs, most of which come with an additional charge. Vehicles that are classified as “special interest” are eligible for one-time, permanent registration. Vehicles with permanent special-interest plates are limited to use in exhibitions, parades, or club activities, and cannot be used primarily for transportation of persons or property. The cost of a special-interest registration plate is a one-time fee of \$93. According to DMV, there are 38,759 vehicles registered as special interest in Oregon.

Bill Summary: Senate Bill 645 expands the definition of “vehicle of special interest” to include Humvees.

Oregon Laws 2017: Chapter 196

Just Compensation for Advertising Signs Affected by Road Construction**Chief Sponsors:** Senate Committee on Business and Transportation**Committees:** Senate Business and Transportation, Joint Ways and Means

Background and Current Law: Oregon's Outdoor Advertising Sign Program is housed within the Right-of-Way section of the Oregon Department of Transportation's (ODOT) Highway Division. Through the program, ODOT is responsible for regulation of signs on private property that are visible from state highways. Regulation of outdoor advertising signs, often referred to as billboards, dates to the federal Highway Beautification Act of 1965, which requires states to regulate billboards as a condition of federal highway funding. ODOT's program was revised in response to an Oregon Supreme Court ruling in 2007, and there are currently about 1,750 active permits for outdoor advertising signs.

Bill Summary: Senate Bill 778-A would have required ODOT to pay just compensation, as defined in the measure, for outdoor advertising signs that were damaged, destroyed, or lost as a result of highway construction, provided the sign was lawfully erected and otherwise in compliance with the Outdoor Advertising Sign Program. In the event that construction required relocation or removal of a sign, the measure required just compensation to be paid the owner.

Redaction of Personal Information on Vehicle Compliance Documents**Chief Sponsors:** Sen. Prozanski**Committees:** Senate Business and Transportation, House Transportation Policy

Background and Current Law: The Driver and Motor Vehicle Services (DMV) division of the Oregon Department of Transportation (ODOT) regulates the operation of motor vehicles on public roads, including vehicle title and registration. Vehicle registration documents provided by DMV are required to include the name of the registered owner; the make, model, and model year of the vehicle; the vehicle identification number (VIN); the vehicle's mileage; and any additional information required by ODOT. This "other information" includes the address of the registered owner.

Bill Summary: Senate Bill 930 allows the registered owner of a motor vehicle to black out or obscure the street address, mailing address, or other address shown on a vehicle registration card, a proof of insurance card, or other compliance document. DMV retains this information in its data system, which is accessible to law enforcement as needed.

Oregon Laws 2017: Chapter 471

State Grant Agreement with Lane Transit District

Chief Sponsors: Sen. Manning, Jr.

Committees: Senate Business and Transportation, Joint Ways and Means

Background and Current Law: Lane Transit District (LTD) was established in 1970 with 18 buses and two vans; today LTD operates a fleet of over 100 buses, serving the Eugene-Springfield metropolitan areas, including Coburg, Junction City, Creswell, Cottage Grove, Veneta, and Lowell. In addition to its regular fixed bus routes, LTD operates Emerald Express (EmX) bus rapid transit (BRT) lines from downtown Eugene to downtown Springfield, and from downtown Springfield to the Gateway Mall in north Springfield. LTD is also analyzing options for expanding the BRT service into west Eugene. BRT lines generally have dedicated lanes on roadways and priority at intersections. The vehicles themselves are designed for ease of boarding and deboarding and are made to operate similarly to light rail trains with greater flexibility and lower cost.

Bill Summary: Senate Bill 1020-A would have directed the Oregon Department of Transportation (ODOT) to enter into a grant agreement with LTD to fund BRT and high-capacity transit systems. It authorized the issuance of lottery bonds sufficient to generate \$30 million for continuous appropriation to ODOT for program implementation.

Transportation Funding and Policy Package

At the request of: Joint Committee on Transportation Preservation and Modernization

Committees: Joint Committee on Transportation Preservation and Modernization

Background and Current Law: Fuel taxes and vehicle fees are the state’s primary means of funding transportation projects. Inflation and increasing vehicle fuel efficiency have eroded revenue from these sources which, combined with undependable federal support, has resulted in a growing inability for cities, counties, and the state to fund road maintenance and address the backlog of needed seismic upgrades to bridges. The state’s increased population, particularly in the Portland metro region, has led to increasing traffic congestion. In addition, Oregon continues to lack reliable funding sources for statewide transit operations, off-road bicycle and pedestrian facilities, and multimodal transportation.

Bill Summary: House Bill 2017 increases gas taxes, fuel taxes, and corresponding weight-mile taxes in four steps, beginning with a four-cent increase in January 2018 and followed by two-cent increases in 2020, 2022, and 2024. The measure adds new vehicle registration fee and title fee surcharges of \$13, beginning January 2018; in January 2020, 2022, and 2024 additional increases are instituted in four tiers, based on the fuel efficiency of the vehicle. Moneys from fuel and weight mile taxes, as well as title and registration fees, are deposited into the State Highway Fund for distribution to the state, counties, and cities. House Bill 2017 also institutes a statewide employee payroll tax of \$.001 and deposits moneys raised into a Statewide Transportation Improvement Fund to provide moneys and grants to transit providers. The bill imposes a bicycle excise tax of \$15 for bicycles over \$200 value, to be used to fund off-road bike paths. Finally, the measure institutes a 0.5 percent privilege tax on the sale of new motor vehicles and a 0.5 percent use tax on vehicles purchased out-of-state and brought into Oregon, with moneys used to fund zero-emission vehicle incentives and multimodal transportation projects.

House Bill 2017 also makes a number of policy changes, including: modifying the Oregon Transportation Commission’s relationship with the Oregon Department of Transportation (ODOT); establishing a Joint Committee on Transportation to provide legislative oversight of ODOT; providing funds for maintenance dredging of ports and marinas; requiring several studies and reports; increasing funding for and modifying the Safe Routes to Schools program; transferring of responsibility of selected roadside rest areas; transferring jurisdiction over several road segments; developing a winter road maintenance strategy; creating a rebate program for the purchase of zero-emission vehicles; and modifying the state’s low carbon fuel standard.

Oregon Laws 2017: Chapter 750

DMV Fee Bill

At the request of: Governor Brown for Department of Transportation

Committees: House Transportation Policy, Joint Ways and Means

Background and Current Law: Most fees imposed by the Oregon Department of Transportation's Driver and Motor Vehicle Services (DMV) division were originally set to cover the cost of service, with vehicle title and registration fees set to produce additional revenue for the State Highway Fund. Nearly all DMV fees are set in statute; in cases where the cost of providing the service exceeds the fee collected, revenue that would otherwise be deposited into the State Highway Fund is then used to cover the difference between the fee and the actual cost of providing the service. In 2013, the DMV studied 72 different fees to determine whether the current fee covered the cost of providing the service and found that 30 fees needed to be increased. Most of the fees were related to licenses, permits, skills tests, suspensions, and reinstatements.

Bill Summary: House Bill 2290-A would have adjusted the costs of various DMV products and required further study to determine if the actual costs of providing products and services was covered by current fees.

Nonmotorized Boating Program Bill

At the request of: Governor Brown for State Marine Board

Committees: House Transportation Policy

Background and Current Law: In a 2015 budget note, the legislature directed the Oregon State Marine Board to develop a methodology to license nonmotorized boats and recommend legislation, resulting in House Bill 2320.

Bill Summary: House Bill 2320 would have established the Nonmotorized Boating Program within the Oregon State Marine Board, with funding provided by nonmotorized boating permits.

[House Bill 2482](#)

Effective Date: January 1, 2018

Self Service Gasoline in Low-Population Counties

Chief Sponsors: Rep. Bentz

Committees: House Transportation Policy, House Rules, Senate Business and Transportation

Background and Current Law: Oregon and New Jersey are the only two states that require a third party to dispense gasoline and other Class 1 liquids at retail locations. Only those gas stations that also sell goods and services are required to have an employee on duty to dispense Class 1 liquids between 6:00 pm and 6:00 am. In sparsely populated rural areas, where it is often infeasible to staff a gas station 24 hours per day, travelers may not have access to fuel.

Bill Summary: House Bill 2482 allows customers to pump their own gas at retail locations 24 hours per day in low-population counties with fewer than 40,000 certified residents. This includes Baker, Clatsop, Crook, Curry, Gilliam, Grant, Harney, Hood River, Jefferson, Lake, Malheur, Morrow, Sherman, Tillamook, Union, Wallowa, Wasco, and Wheeler counties.

Oregon Laws 2017: Chapter 207

[House Bill 2717-A](#)

Not Enacted

Crime of Assault Against Public Transit Employees Specification

Chief Sponsors: Reps. Gorsek, McLain; Sen. Dembrow

Committees: House Judiciary, Joint Ways and Means

Background and Current Law: There are four degrees of assault crimes in Oregon. Assault in the fourth degree is usually a misdemeanor, committed when a person intentionally, knowingly, or recklessly causes physical injury to another. Assault in the first, second, and third degrees are felonies. Third degree assault includes a variety of specified conduct, such as intentionally, knowingly, or recklessly causing physical injury, by means other than a motor vehicle, to a public transit vehicle operator while they are operating the vehicle.

Bill Summary: House Bill 2717-A would have broadened assault in the third degree to include causing injury to public transit employees acting within the scope of their employment.

[House Bill 2721](#)

Effective Date: August 8, 2017

Crime of Assault Against Highway Workers Specifications

Chief Sponsors: Reps. McLain, Gorsek, Sprenger; Sen. Thomsen

Committees: House Judiciary, Joint Ways and Means

Background and Current Law: There are four degrees of assault crimes in Oregon. Assault in the fourth degree is usually a misdemeanor, committed when a person intentionally, knowingly, or recklessly causes physical injury to another. Assault in the first, second, and third degrees are felonies. Third degree assault includes a variety of specified conduct, such as intentionally, knowingly, or recklessly causing physical injury, by means other than a motor vehicle, to the operator of a taxi while the operator is in control of the taxi.

Bill Summary: House Bill 2721 adds knowingly or recklessly causing physical injury to a flagger or highway worker performing their duties to the list of prohibited conduct that constitutes assault in the third degree.

Oregon Laws 2017: Chapter 658

[House Bill 2749-A](#)

Not Enacted

Hood River-White Salmon Bridge Study

Chief Sponsors: Rep. Johnson; Sen. Thomsen

Committees: House Transportation Policy, Joint Ways and Means

Background and Current Law: The Hood River-White Salmon Bridge crosses the Columbia River at Hood River and provides access to the communities of White Salmon and Bingen in Washington. The bridge was constructed in 1924 and rebuilt with a lift span in 1938 to account for increased water levels following construction of the Bonneville Dam. The Port of Hood River purchased the bridge in 1950, and currently charges a toll to cross it. The estimated replacement cost of the bridge is \$250 million.

Bill Summary: House Bill 2749-A would have authorized issuance of \$5 million in lottery bonds to finance a study by the Port of Hood River and the Oregon Department of Transportation on the feasibility of replacing the Hood River-White Salmon Bridge.

[House Bill 2750](#)

Effective Date: January 1, 2018

Clarifying the Rights of the Port of Hood River

Chief Sponsors: Rep. Johnson; Sen. Thomsen

Committees: House Transportation Policy, Senate Business and Transportation, Senate Rules

Background and Current Law: The Hood River-White Salmon Bridge crosses the Columbia River at Hood River and provides access to the communities of White Salmon and Bingen in Washington. The bridge was constructed in 1924 and rebuilt with a lift span in 1938 to account for increased water levels following construction of the Bonneville Dam. The Port of Hood River purchased the bridge in 1950, and currently charges a toll to cross it. The estimated replacement cost of the bridge is \$250 million.

Bill Summary: House Bill 2750 clarifies that the port is authorized to establish a toll on bridges that it operates and maintains. The measure allows the port to award contracts or enter into other agreements related to tollway projects under a competitive process or through private negotiation, or both. The measure allows the port to use any method necessary to comply with a grant or funding requirement, subjects projects to prevailing wage laws if public funds are involved, treats any such project as a port project with regard to land use laws, and limits the authority to sell or otherwise transfer ownership as part of a tollway project.

Oregon Laws 2017: Chapter 710

[House Bill 2777](#)

Effective Date: January 1, 2018

Transit Violations Administrative Resolutions

Chief Sponsors: Rep. Barker; Sen. Dembrow

Committees: House Judiciary, Senate Judiciary

Background and Current Law: Public transit riders who fail to pay the fare or who commit other transit-related violations may be issued citations to appear in court the same as with ordinary traffic violations, and may be subject to fines.

Bill Summary: House Bill 2777 authorizes mass transit districts to create an optional, alternative administrative process for resolving transit violations that allows them to reduce fines through an in-house hearing, or order community service as an alternative to fines, in order to permit riders to avoid court if they wish. If a violation is not resolved through the administrative process within 90 days, the individual will be required to appear in court.

Oregon Laws 2017: Chapter 427

State Regulation of Ridesharing Companies

Chief Sponsors: Reps. Clem, Hack, Lininger; Sens. Knopp, Steiner Hayward

Committees: House Business and Labor

Background and Current Law: Oregon's cities and counties have the authority to regulate taxicabs, limousines, and other vehicles for hire, and may restrict the number of licenses, set maximum rates and establish how rates are calculated, establish safety and insurance requirements, and establish route boundaries. In the last decade, the transportation network company (TNC) model, also referred to as "ridesharing," developed to provide prearranged transportation services for compensation through a website or smart phone app to connect riders with drivers using their personal vehicles. Some cities in Oregon, such as Portland and Salem, have allowed TNCs to operate, while others, such as Eugene, have not.

Bill Summary: House Bill 3246 would have shifted authority to regulate TNCs from cities and counties to the state. The measure required TNCs to be licensed with the Department of Consumer and Business Services and to pay an annual fee of \$5,000. The measure set minimum insurance coverage levels, required the TNC to perform background checks and review the driving history of prospective drivers, and classified drivers as independent contractors. The measure established offenses disqualifying prospective drivers from connecting to a TNC's digital network, prohibit drivers from discriminating based on a rider's protected class or pick-up location, and established other driver safety requirements.