

TRANSPORTATION & INFRASTRUCTURE



This Legislative Summary Report highlights Transportation policy measures that received a public hearing during the 2021 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 policy sub-topics:

- All-Terrain Vehicles
- Autonomous and Electric Vehicles
- Aviation
- Bicycle/Pedestrian
- DMV
- Fuels
- Parking
- Public Transportation
- Rail and Multimodal Transportation
- Roads and Highways
- Taxes and Fees
- Tolling and Congestion Pricing
- Traffic Enforcement
- Utilities

All-Terrain Vehicles

- SB 106 ✗ Would have created offense of failure to carry all-terrain vehicle operator permit or present said permit to police. Would have required persons age 16 and up operating Class IV all-terrain vehicle to complete safety education course and carry driver license and permit.
- SB 107 ✗ Would have modified definition of Class IV all-terrain vehicle by removing reference to engine size and eliminating windshield requirement.

Autonomous and Electric Vehicles

- SB 314 A ✗ Would have authorized Public Utility Commission to allow electric companies to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification. (Amended into [HB 3055](#))
- SB 542 A ✗ Would have established Task Force on Vehicle Charging Stations.

Autonomous and Electric Vehicles, cont'd

- HB 2165 ✓ Allows utility companies to recoup costs of transportation electrification from retail customers and requires larger electric companies to raise and spend moneys to support transportation electrification. Expands rebates and eligibility for electric vehicle rebate programs.
- HB 2180 ✓ Requires Director of Department of Consumer and Business Services to amend state building code to require that new construction of certain buildings include provisions for electrical service capacity for specified percentage of parking spaces.
- HB 2182 ✗ Would have directed Department of Environmental Quality to Conduct outreach efforts for electric vehicle rebate program.
- HB 2290 ✓ Directs state Parks Department to allow for installation of electric vehicle charging stations and at state park facilities. Establishes the Parks and Recreation Transportation Electrification Fund.
- HB 2529 ✗ Would have allowed hydrogen fuel cell vehicles with retail price of up to \$60,000 to qualify for electric vehicle rebates. (Amended into [HB 2165](#))
- HB 3055 ✓ Allows utility companies to recoup costs of transportation electrification from retail customers.

Aviation

- SB 34 ✗ Would have made aviation jet fuel storage facilities subject to inspection by Department of Agriculture.
- SB 38 ✓ Authorizes Department of Aviation to establish a fee to cover the cost of tall structure evaluations.
- HB 2034 ✗ Would have eliminated sunset on aviation and jet fuel tax increase enacted in 2015. (Amended into [HB 2434](#)).
- HB 2434 ✓ Eliminates sunset on aviation and jet fuel tax increases and modifies grant programs administered by Department of Aviation. Allows Department of Aviation to enter into commercial arrangements of up to 50 years.

Bicycle/Pedestrian

- SB 395 ✗ Would have increased the required expenditure on footpaths and bicycle paths from one percent to five percent of amounts received from State Highway

Bicycle/Pedestrian, cont'd

Fund. Would have modified duties of Bicycle and Pedestrian Advisory Committee.

HB 3055 ✓ Would have modified definition of “bicycle” for bicycle excise tax.

DMV

SB 300 ✓ Establishes a State Board of Towing within Oregon Department of Transportation and grants Board authority to issue, revoke, or suspend towing certificate. Establishes State Board of Towing Account.

SB 466 ✗ Would have created the Abandoned Recreational Vehicle Disposal Revolving Account. Would have increased fees to title and register recreational vehicles to pay for the cost of disposal for abandoned recreational vehicles.

HB 2137 ✓ Makes various changes related to document issued by, and tests administered by, the Driver and Motor Vehicle Services Division of the Oregon Department of Transportation.

HB 2498 ✓ Allows vehicle owner to request information be included on vehicle registration that owner is deaf or hard of hearing on vehicle registration and/or driver license or identification card.

HB 2506 ✗ Would have established the Organ Donor Registry and Public Awareness Fund. Would have directed Oregon Department of Transportation to accept donations to the Fund.

HB 3055 ✓ Modifies provisions related to commercial driving privileges and continuing education for commercial drivers. Creates exemptions for certain tests administered by Oregon Department of Transportation.

HB 3125 ✓ Directs Oregon Department of Transportation to create emergency contact form and make available to individuals to include emergency contact information on individual's motor vehicle record.

HB 3324 ✗ Would have established an Oregon Vehicle Industry Board. Would have repealed Oregon Dealer Advisory Committee.

Fuels

SB 34 ✗ Would have made aviation jet fuel storage facilities subject to inspection by Department of Agriculture.

Fuels, cont'd

- HB 3051 ✓ Allows sale of gasoline with more than 10 percent ethanol.
- HB 3055 ✓ Allows natural gas utilities to recoup costs for infrastructure for renewable natural gas or hydrogen fuel cell vehicles.

Parking

- SB 361 ✗ Would have authorized Legislative Administration Committee to assign authority over certain parking spaces near Oregon State Capitol.
- SB 607 ✗ Would have authorized Legislative Administration Committee to assign authority over certain parking spaces near Oregon State Capitol. Would have allowed Committee to provide parking permits to Capitol visitors.

Public Transportation

- SB 332 ✗ Would have imposed minimum service requirements on TriMet. Would have prohibited TriMet from imposing employer payroll tax on employers outside of certain proximity to transit routes.
- SB 429 ✗ Would have made distributions to TriMet from Statewide Transportation Improvement Fund contingent upon providing a state-authorized apprenticeship program.
- HB 3056 ✗ Would have directed Department of Environmental Quality to convert transportation energy tax credits to clean fuels credits for certain public transportation providers.

Rail and Multimodal Transportation

- SB 826 ✗ Would have appropriated \$1.9 million from General Fund To repair and upgrade the Salvage Chief (LSM 380).
- HB 2449 ✗ Would have extended property tax exemption for Port of Coos Bay for property used to provide common carrier freight rail service to shippers.
- HB 2564 ✓ Establishes the Willamette Locks Authority as a public corporation. Sunsets Willamette Falls Locks Commission.
- HB 3055 ✓ Deletes outdated statutes related to railroads.

Rail and Multimodal Transportation, cont'd

- HB 3339 ✗ Would have prohibited obstructing railroad highway grade crossings with civil penalty for violations.
- HB 3392 ✗ Would have created the Short Line Railroad Resiliency Program within the Oregon Business Development Department and approved \$5 million in lottery bonds for program.

Roads and Highways

- HB 2744 ✗ Would have directed Oregon Department of Transportation to conduct study of possible jurisdictional transfers of roads. Would have established Oregon Highway Jurisdictional Transfer Fund to pay cost of upgrading and transferring jurisdiction of highways.
- HB 3055 ✓ Modifies statutes related to financing of major highway transportation projects.
- HB 3304 ✓ Directs Department of Transportation to provide progress report on implementation recommendations in report titled "Blueprint for Urban Design."


Taxes and Fees


- SB 740 ✗ Would have increased the registration fee for sailboats 12 feet in length or more and for all motorboats.
- SB 840 ✗ Would have authorized counties to establish a county boating registration fee for purpose of disposing of derelict vessels.
- HB 2342 A ✗ Would have made participation in road usage charge program mandatory for all vehicles model year 2027 and newer beginning 2026. Would have allowed payment of annual fee in lieu of participation.


Tolling and Congestion Pricing


- HB 3055 ✓ Modernizes and revises statutes related to tolling and congestion pricing.
- HB 3065 ✗ Would have directed that toll projects should include investments to reduce congestion, improve safety, and reduce impacts of traffic diversion.


Traffic Enforcement


- SB 166 A  Would have required use of vehicle headlights or daytime running lights at all times when operating vehicle on highway.


- SB 574  Would have allowed operating a motorcycle between lanes of traffic when traffic is moving at 10 miles per hour or less. (Vetoed by Governor Kate Brown – See [letter](#)).


- HB 2019  Would have authorized photo radar speed enforcement for City of Unity.

- HB 2530  Repeals sunset on provisions allowing City of Portland to operate fixed-photo radar in high-crash corridors.


- HB 2538  Would have modified statutory prohibition on excessive vehicle noise amplification devices on motor vehicles.


- HB 3050 A  Would have replaced statutory terms “vehicle accident” and “vehicle collision” with “vehicle crash.”

- HB 3055  Allows Oregon Department of Transportation to delegate to cities and some counties the authority to set speed limits different from those provided by statute. Creates offense of failure to carry traction devices or chains.

- HB 3357  Would have authorized traffic enforcement agents to review and issue citations based on photo red light cameras.

Utilities

- HB 2411  Requires Oregon Department of Transportation notification to telecommunications providers of projects in Statewide Transportation Improvement Program that may allow installation of underground broadband infrastructure.

- HB 3049  Would have authorized counties to charge fee for permit to construct utility lines and fixtures in highway rights of way. Would have authorized counties to charge utilities for costs incurred for failure to relocate facilities in right of way.