

2019 SUMMARY OF LEGISLATION



TRANSPORTATION



TRANSPORTATION MEASURES

All-Terrain Vehicles	Enacted Not Enacted	HB 2592 HB 2082
Autonomous and Electric Vehicles	Enacted Not Enacted	SB 1044 HB 2592, HB 2770
Aviation	Enacted Not Enacted	SB 54, HB 2402 -none-
Bicycle and Pedestrian	Enacted Not Enacted	SB 998, HB 2682 HB 2671
Drivers and Motor Vehicles	Enacted Not Enacted	SB 57, HB 2015, HB 2082, HB 2576, HB 3152 SB 666, SB 1033, HB 2915
Motor Vehicle Fuels	Enacted Not Enacted	-none- HB 3194
Multimodal Transportation	Enacted Not Enacted	-none- SB 59-A, HB 2284, HB 2304, HB 2970
Parking	Enacted Not Enacted	SB 107, SB 438 -none-

Public Transit	Enacted Not Enacted	SB 1053, HB 2603 HB 2219, HB 2541
Ride Sharing	Enacted Not Enacted	-none- HB 3023, HB 3379
Roads and Highways	Enacted Not Enacted	SB 528, SB 558, HB 2314, HB 2592, HB 3213 SB 443, SB 559, SB 560, SB 1021, HB 2702, HB 2846, HB 3209
Taxes and Fees	Enacted Not Enacted	SB 450, HB 2209, HB 2592, HB 2881 -none-
Transportation Development	Enacted Not Enacted	-none- SB 10, HB 2846, HB 2974

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

TASK FORCES AND REPORTING REQUIREMENTS

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

Bill Number	Description	Deadline
HB 2603	Directs the Oregon Department of Transportation to report on Amtrak train delays.	September 15, 2020
HB 3213	Directs each county selected to participate shall prepare two reports on its safety corridor pilot program and include recommendations for legislation.	September 15, 2022; September 15, 2024

[Senate Bill 10](#)

Not Enacted

Encouraging Residential Development along Priority Transportation Routes

Chief Sponsors: Sen. Courtney

Committees: Senate Housing, Senate Rules

Background and Current Law: Local jurisdictions in Oregon are required to prepare comprehensive land use plans that are consistent with implementation of a set of statewide planning goals, overseen by the Land Conservation and Development Commission (LCDC). The goals establish state policies on urban and rural land uses, resource conservation, economic development, affordable housing, urban growth, coastal protection, natural hazards, and citizen involvement. Goal 12 concerns the provision of a safe, convenient transportation system, and during the 2017 regular legislative session, the legislature enacted a transportation funding bill to invest in improving statewide transit service. Such infrastructure investments stimulate corresponding development efforts along transportation routes.

Bill Summary: Senate Bill 10 would have defined “priority transportation corridors” for purposes of municipal limits on the density of residential development and prohibited the imposition of lower densities than stated in the measure, within urban growth boundaries, near such transportation. The measure also would have provided for corresponding height limits, parking requirements, and other reasonable restrictions that do not reduce density.

[Senate Bill 54](#)

Effective Date: January 1, 2020

Civil Penalties for Landing Violations

At the request of: Governor Kate Brown for Oregon Department of Aviation

Committees: Senate Business and General Government, Joint Transportation

Background and Current Law: The Oregon Department of Aviation (ODA) promotes, develops, and improves Oregon's aviation system. Current statute allows ODA and other public officials in charge of state-owned land to propose rules designating landing places for aircraft. Those rules must be approved by the State Aviation Board. Pedestrians and vehicles entering the runway are classified as a violation of ODA's landing rules; current statute does not establish a penalty for these violations. State airports with a control tower must report these violations to the Federal Aviation Administration. Repeat violations can jeopardize federal funding for that airport.

Bill Summary: Senate Bill 54 allows ODA to assess a civil penalty of up to \$2,500 for each violation of the landing rules and dedicates recovered penalty funds to the administration of the landing rules.

Oregon Laws 2019: Chapter 226

[Senate Bill 57](#)

Effective Date: June 11, 2019

Miscellaneous Driver License and Motor Vehicle Statute Changes

At the request of: Governor Kate Brown for Department of Transportation

Committees: Joint Transportation

Background and Current Law: The Driver and Motor Vehicle Services Division (DMV) of the Oregon Department of Transportation is responsible for licensing drivers and maintaining driver and vehicle records. There are more than three million licensed drivers in the state, and DMV processes about 180,000 new licenses and 350,000 renewed licenses annually.

Bill Summary: Senate Bill 57 makes adjustments and technical changes to DMV statutes related to providing notice by means other than mailed materials for compliance with motor vehicle insurance, card expiration, implied consent hearings, suspension of driving privileges, and cancellation notices; noting change of address on driver licenses and identification cards; titles for vehicles with a title in junk status; and authority to seek out-of-state records for applicants.

Oregon Laws 2019: Chapter 312

[Senate Bill 59-A](#)

Not Enacted

Funding for Connect Oregon Program

At the request of: Governor Kate Brown for Department of Transportation

Committees: Joint Transportation, Joint Ways and Means

Background and Current Law: The Connect Oregon program was created in 2005 and is funded by tax-exempt, lottery-backed bonds. The program provides grant funding for four categories: air, rail, marine, and bicycle and pedestrian projects. House Bill 2017 (2017) designated four specified projects to be funded through Connect Oregon for the 2017-19 biennium and provided \$30 million in lottery bond proceeds, as well as additional funding from the vehicle dealer privilege tax and bicycle excise tax, for those projects. Connect Oregon did not have a competitive grant process during the 2017-2019 biennium.

Bill Summary: Senate Bill 59-A would have authorized the State Treasurer to issue lottery bonds for the Connect Oregon Fund to generate \$50 million for competitive grants for transportation projects.

[Senate Bill 107](#)

Effective Date: January 1, 2020

Utility Vehicle Parking

At the request of: Senate Interim Committee on Business and Transportation

Committees: Senate Business and General Government, House Energy and Environment

Background and Current Law: Quick response to natural gas leaks, downed power lines, and other emergencies by natural gas and electric utility workers helps ensure public safety. If a parking space is not readily available, responding technicians may be forced to park utility vehicles in a roadway or other location to investigate, mitigate, or remedy the emergency. Parking, stopping, or leaving a vehicle in roadways and other specified locations is a Class D traffic violation.

Bill Summary: Senate Bill 107 creates an exemption to violations of parking, stopping, or leaving a vehicle in a roadway for vehicles owned or operated by a natural gas or electric utility when immediate response is necessary, and the vehicle displays a sign denoting emergency responder status.

Oregon Laws 2019: Chapter 232

[Senate Bill 438](#)

Effective Date: January 1, 2020

Disabled Parking in Residents Only Spaces

Chief Sponsors: Sens. Frederick, Hansell; Rep. Marsh

Committees: Senate Business and General Government, Joint Transportation

Background and Current Law: Current statute allows a person displaying a disabled parking permit to park in certain locations without incurring penalties for which the vehicle would otherwise be subject.

Bill Summary: Senate Bill 438 adds parking spaces marked or signed by a road authority as reserved for residents to the list of places where a vehicle with a disabled parking permit can park without incurring penalty.

Oregon Laws 2019: Chapter 332

[Senate Bill 443](#)

Not Enacted

Vehicle Headlight Use

Chief Sponsors: Sen. Boquist

At the request of: Lee Aswill

Committees: Senate Business and General Government, Senate Rules

Background and Current Law: Current statute requires drivers to use headlights bright enough to reveal persons and vehicles on the highway at a safe distance in advance of the vehicle when limited visibility conditions exist. Failure to use headlights when required is a Class B traffic violation.

Bill Summary: Senate Bill 443 would have required headlights to be used whenever a vehicle is driven on any public road.

[Senate Bill 450](#)

Effective Date: September 29, 2019

Gas Tax Step Increase Conditions

Chief Sponsors: Sen. Beyer

At the request of: League of Oregon Cities

Committees: Joint Transportation

Background and Current Law: House Bill 2017 (2017) established a series of step increases to Oregon motor fuel taxes. The first step increase of four cents, which took effect on January 1, 2018, raised the state gas tax from 30 cents per gallon to 34 cents per gallon. Three additional increases of two cents per gallon are scheduled to take effect in 2020, 2022, and 2024, if certain conditions are met. The conditions for 2022 and 2024 include a provision that neither increase may occur unless, "to the best knowledge of the [Oregon Transportation] Commission, all bodies scheduled to receive fuel tax revenue pursuant to this 2017 Act after the operative date of the increase are in compliance with ORS 279C.305 [...] or the Commission has requested from the Bureau [of Labor and Industries] confirmation of such compliance". A single entity out of compliance with this requirement, at the time of review, will prohibit the step increase in state fuel taxes from occurring.

Bill Summary: Senate Bill 450 revises the statutory language related to the fuel tax step increases scheduled for 2022 and 2024 to specify that if one or more contracting agencies scheduled to receive revenues from the increase are out of compliance with least-cost contracting requirements, the step increase will occur, but the out-of-compliance public body will not receive its portion of the increased revenues until it is deemed to be in compliance.

Oregon Laws 2019: Chapter 250

[Senate Bill 528](#)

Effective Date: January 1, 2020

Roadside Memorial Signs for Firefighters

Chief Sponsors: Sen. Johnson; Rep. Witt

Committees: Senate Veterans and Emergency Preparedness, House Veterans and Emergency Preparedness

Background and Current Law: In 2011, the Legislative Assembly passed House Bill 3039, establishing the Roadside Memorial Fund to receive and appropriate moneys to the Oregon Department of Transportation (ODOT) to erect roadside memorial signs commemorating law enforcement officers killed in the line of duty. Signs are erected when a concurrent resolution recognizing the police officer is adopted by the legislature and ODOT receives funds to cover the cost of installation and maintenance. In 2013, House Bill 2708 was enacted, modeled after House Bill 3039, to include members of the Armed Forces killed in action.

Bill Summary: Senate Bill 528 includes firefighters killed in the line of duty, among those who may be recognized by a roadside memorial sign.

Oregon Laws 2019: Chapter 298

[Senate Bill 558](#)

Effective Date: January 1, 2020

Highway Speeds in Residential Districts

At the request of: Joint Committee on Transportation

Committees: Joint Transportation

Background and Current Law: Speed limits for most types of roads are set in statute. In 2017, the Legislative Assembly enacted House Bill 2682, which granted the City of Portland the authority to reduce, by five miles per hour, the posted speed limit on streets in residential districts within its jurisdiction. All other cities are required to make a formal request to the Oregon Department of Transportation (ODOT) to modify existing speed limits.

Bill Summary: Senate Bill 558 allows all cities and counties the authority to establish, by ordinance, a designated speed for highways within residential districts under their jurisdiction. The measure specifies that the designated speed must be five miles per hour lower than the statutory speed, the highway be in a residence district and not an arterial highway, and the road authority provide appropriate signage of the designated speed.

Oregon Laws 2019: Chapter 515

[Senate Bill 559](#)

Not Enacted

Fixed Photo Radar

At the request of: Joint Committee on Transportation

Committees: Joint Committee on Transportation

Background and Current Law: House Bill 2621 (2015) authorized the City of Portland to operate fixed photo radar systems to detect speeding violations on highways where traffic crashes result in fatalities or serious injuries at a rate 25 percent higher than other highways with the same speed limit. The City of Portland currently operates fixed photo radar systems at eight locations and has reported a reduction in both speeding and top-end speeding following implementation of the program.

Bill Summary: Senate Bill 559 would have expanded authority to operate fixed photo radar to all cities and would have removed the sunset date on authority to do so.

[Senate Bill 560](#)

Not Enacted

Photo Radar Use by All Cities

At the request of: Joint Committee on Transportation

Committees: Joint Transportation

Background and Current Law: There are currently ten jurisdictions in Oregon authorized to operate photo radar to enforce speed limits on residential streets or in school zones under specified conditions. A 2015 report issued from the Oregon Department of Transportation shows that the cities using photo radar programs experienced an overall reduction in traffic crashes between 2005 to 2014. The City of Portland's 2017-18 report showed an overall decline in fatal crashes since the implementation of photo radar systems.

Bill Summary: Senate Bill 560 would have allowed all cities to operate photo radar systems.

[Senate Bill 666](#)

Not Enacted

Fees for Pacific Wonderland Registration Plates

Chief Sponsors: Sen. Hansell

Committees: Joint Transportation

Background and Current Law: The Driver and Motor Vehicle Services Division issues vehicle registration plates required to legally operate a motor vehicle on Oregon roads. There are several options for registration plates, including “specialty plates” that have an additional fee that is transferred to a nonprofit organization. The Pacific Wonderland plate was created as a limited edition to celebrate Oregon’s sesquicentennial in 2009. The revenue generated by the additional fee is split evenly between the Oregon Historical Society and the Oregon State Capitol Foundation.

Bill Summary: Senate Bill 666 would have increased the fee for the Pacific Wonderland registration plate from \$100 to \$125. The measure would have directed the additional \$25 fee to the Trust for Cultural Development Board for issuing grants to county historical societies.

[Senate Bill 747](#)

Not Enacted

[\(see Senate Bill 1053\)](#)

TriMet Crash Advisory Committee

Chief Sponsors: Sens. Thomsen, Hansell; Reps. Piluso, G Smith

Committees: Joint Transportation

Background and Current Law: TriMet is Oregon’s largest transit provider, serving Multnomah, Washington, and Clackamas counties. The agency has operated buses and light rail in the Portland area and commuter rail service to connect Beaverton, Tigard, Tualatin, and Wilsonville. According to the federal Bureau of Transportation Statistics (BTS), nationwide in 2016 there were 80 reported fatalities from motor buses and 14 reported fatalities from light rail. BTS also reported 7,235 injuries from motor buses and 252 injuries from light rail in 2016. TriMet currently has six advisory committees on issues such as accessible transportation, accountability, and special transportation funding.

Bill Summary: Senate Bill 747 would have created the TriMet Crash Advisory Committee to review TriMet accidents involving injury or fatality, to review accidents, provide recommendations, and present findings to the Oregon Department of Transportation’s Transportation Safety Committee. Certain aspects of this measure were enacted with Senate Bill 1053.

[Senate Bill 998](#)

Effective Date: January 1, 2020

Bicycle Entering Intersections without Stopping

At the request of: Senate Committee on Judiciary

Committees: Senate Judiciary, Senate Rules, House Rules

Background and Current Law: Under current Oregon law, individuals riding bicycles on public roads are treated like other vehicles and must stop at intersections controlled by stop signs or flashing red lights before proceeding through the intersection. Several other states, including Idaho, allow bicyclists to treat stop signs or flashing red lights as yield signs and proceed through the intersection if the bicyclist takes certain precautions.

Bill Summary: Senate Bill 998 allows a bicyclist approaching an intersection regulated by a stop sign or flashing red light at a safe speed to proceed through that intersection or make a turn without stopping. It also makes both improper entry into an intersection controlled by a stop sign and improper entry into an intersection controlled by a flashing red light a Class D traffic violation. A violation occurs when a bicyclist fails to yield to traffic within the intersection or to traffic that is approaching so close as to constitute an immediate hazard; disobeys a police officer or flagger; fails to exercise care to avoid an accident; or fails to yield the right of way to a pedestrian.

Oregon Laws 2019: Chapter 683

[Senate Bill 1021-A](#)

Not Enacted

Interstate 5 Boone Bridge

At the request of: Senate Committee on Veterans and Emergency Preparedness

Committees: Joint Transportation, Joint Ways and Means

Background and Current Law: In 2018, the Oregon Department of Transportation (ODOT) adopted the Interstate 5 (I-5) Wilsonville Facility Plan. This region of I-5 is a primary route for regional, interstate, and international freight movement and connects the rest of the state to the Portland metropolitan area. The plan identified the need for seismic upgrades to the Boone Bridge. Over 129,000 vehicles per day pass through Wilsonville on I-5 and 62,000 cross the Boone Bridge going south. Between 2011 and 2015 there were 148 automobile accidents on this segment of the highway. Interstate 5 is considered a critical route for Oregon emergency response and is classified as a Tier 1 Seismic Lifeline route. ODOT performed a Phase 1 retrofit to the Boone Bridge in 1998, but the bridge will require a Phase II seismic retrofit to meet current standards.

Bill Summary: Senate Bill 1021-A would have allocated \$3.5 million to ODOT to study the design, cost, and preliminary engineering for seismic upgrades and auxiliary lanes on the Interstate 5 Boone Bridge.

[Senate Bill 1033](#)

Not Enacted

Identification Cards for Hearing Impaired Drivers

Chief Sponsors: Sen. Thomsen; Rep. Williamson

Committees: Joint Transportation

Background and Current Law: In Oregon, vehicle owners are not required to disclose that they are deaf or hard of hearing. Several states, such as Michigan and Wisconsin, offer visor cards that can be placed on the sun visor to be used to assist with communication with law enforcement officers in the event of a traffic stop. The visor cards include information stating the driver is either deaf or hard of hearing, tips for communicating with the driver, and guidance on what to do if the driver is going to be arrested.

Bill Summary: Senate Bill 1033 would have created provisions for the Department of Transportation to include information that the vehicle owner is deaf or hard of hearing on the vehicle's registration card at the request of the registered owner. The measure prohibited the Department of Transportation from adding restrictions on obtaining a driver license or driver permit based on the applicant being deaf or hard of hearing.

[Senate Bill 1044](#)

Effective Date: January 1, 2020

State-owned Electric Vehicles

Chief Sponsors: Sen. Beyer; Rep. Reardon

At the request of: Oregon Environmental Council, Climate Solutions, Portland General Electric

Committees: Joint Transportation

Background and Current Law: Executive Order 17-21 established Oregon's goal of reaching 50,000 registered electric vehicles in the state by 2020. As of 2018, Oregon had approximately 22,280 registered electric vehicles and 1,272 public chargers. Under authority of House Bill 2017 (2017), the Department of Environmental Quality created the Oregon Clean Vehicle Rebate Program (OCVRP) to provide a cash rebate for the purchase or lease of battery electric vehicles and plug-in hybrid electric vehicles. The state has encouraged the proliferation of electric vehicles by partnering with California, Washington, and British Columbia to create the West Coast Electric Highway, which is a connected network of electric vehicle charging stations along Interstate 5. The corridor currently has 44 charging stations in Oregon. Oregon's electric vehicle strategy includes implementation of the OCVRP, expanding charging infrastructure, and increasing resources and information for the public.

Bill Summary: Senate Bill 1044 establishes goals to promote zero-emission vehicles, requires a biennial report from the Department of Energy assessing the progress of the state's zero-emission vehicle goals, and sets requirements for state agencies to purchase or lease zero-emission vehicles for its fleets.

Oregon Laws 2019: Chapter 565

[Senate Bill 1051](#)

Effective Date: September 29, 2019

Oregon Climate Action Program Fuel Credits

Chief Sponsors: Sens. Beyer, Dembrow; Rep. Power

Committees: Joint Carbon Reduction, Joint Ways and Means

Background and Current Law: The 2019 Legislative Assembly considered the enactment of House Bill 2020, which would have established a statewide cap-and-trade program designed to reduce greenhouse gas emissions.

Bill Summary: If House Bill 2020 had been enacted, Senate Bill 1051 would have required the creation of a credit for people meeting certain income requirements to mitigate a carbon price indirectly paid to purchase motor vehicle fuel and a refund to certain people to mitigate a carbon price indirectly paid to purchase fuel for certain farming and forestry activities.

Oregon Laws 2019: Chapter 687

[Senate Bill 1053](#)

Effective Date: January 1, 2020

TriMet Crash Advisory Committee

Chief Sponsors: Sens. Courtney, Thomsen

Committees: Senate Rules, House Rules

Background and Current Law: TriMet is Oregon's largest transit provider, serving Multnomah, Washington, and Clackamas counties. The agency has operated buses and light rail in the Portland area and commuter rail service to connect Beaverton, Tigard, Tualatin, and Wilsonville. According to the federal Bureau of Transportation Statistics (BTS), nationwide in 2016 there were 80 reported fatalities from motor buses and 14 reported fatalities from light rail. BTS also reported 7,235 injuries from motor buses and 252 injuries from light rail in 2016. TriMet currently has six advisory committees on issues such as accessible transportation, accountability, and special transportation funding.

Bill Summary: Senate Bill 1053 creates the TriMet Crash Advisory Committee to review TriMet accidents involving injury or fatality and present findings to the TriMet Board. The measure specifies that the TriMet Director may use an existing committee to fulfill this requirement.

Oregon Laws 2019: Chapter 632

[House Bill 2015](#)

Effective Date: August 9, 2019

Equal Access to Roads Act

Chief Sponsors: Reps. Hernandez, Alonso Leon. McLain; Sen. Manning Jr, Roblan

Committees: Joint Transportation, Joint Ways and Means

Background and Current Law: Senate Bill 1080 (2008) required applicants for driver licenses, driver permits, and identification cards issued by Oregon Department of Transportation (ODOT) to provide proof of U.S. citizenship or lawful presence. The requirement was imposed to comply with the federal Real ID Act of 2005, which stipulates that identification cards issued by states that do not verify citizenship or proof of legal presence may not be used to enter certain federal facilities or board aircraft secured by the Transportation Safety Administration. The Legislative Assembly enacted Senate Bill 833 (2013) to create a new category of driver license that would not require compliance with the Real ID Act; however, that measure was defeated by referendum by Ballot Measure 88 (2014). Senate Bill 374 (2017) created a new category of driver license that complies with the last remaining requirements of the Real ID Act, for an additional fee; ODOT will begin issuing these new licenses on July 1, 2020.

Bill Summary: House Bill 2015 authorizes ODOT to issue, renew, or replace a non-commercial driver license, permit, or identification card without proof of citizenship or legal presence, effective January 1, 2021.

Oregon Laws 2019: Chapter 701

[House Bill 2082](#)

Not Enacted

Driver License Requirement to Operate All-Terrain Vehicles

At the request of: Governor Kate Brown for State Parks and Recreation Department

Committees: Joint Transportation

Background and Current Law: To lawfully operate an ATV on public lands, individuals must successfully complete an online safety course and obtain an ATV Safety Education Card; youth riders must also complete a hands-on training or evaluation course to obtain the safety education card. While a driver license is not required to operate an ATV on public lands, individuals with suspended or revoked driver licenses may not operate any class of ATV.

Bill Summary: House Bill 2082 would have required operators age 16 and older of specified ATVs to carry and present both an ATV Safety Education Card and valid driver license.

High Hazard Oil Train Routes

At the request of: House Interim Committee on Veterans and Emergency Preparedness

Committees: House Veterans and Emergency Preparedness, Joint Ways and Means

Background and Current Law: In June 2016, a 96-car train carrying crude oil derailed in Mosier, Oregon, in the Columbia River Gorge. Sixteen of the cars derailed, resulting in a fire that burned for 14 hours and required the evacuation of approximately 100 nearby residents. Roughly 47,000 gallons of crude oil were released during the derailment; however, even though it occurred 600 feet from the Columbia River, only trace amounts of crude oil were discharged into the river. Most of the oil burned off, was absorbed into the soil, or was released into the town's wastewater treatment facility. The cause was determined by the railroad to be worn or damaged track infrastructure.

Bill Summary: House Bill 2209 requires railroads that own or operate high hazard train routes to: institute oil spill contingency plans and to have those plans reviewed and approved by the Department of Environmental Quality, and annually submit financial responsibility statements to the Department. The measure also outlines a triennial schedule for training for response to high hazard oil train spills. House Bill 2209 authorizes a gross revenue fee of up to 0.05 percent on railroads required to submit contingency plans, and a per-car fee of up to \$20 on oil tank rail cars entering into or originating in the state; both fees are scheduled to sunset January 2, 2027.

Oregon Laws 2019: Chapter 581

[House Bill 2219](#)

Not Enacted

Study of Commuter Rail Extension to Salem

Chief Sponsors: Rep. Greenlick

Committees: Joint Transportation, Joint Ways and Means

Background and Current Law: Beginning in 2009, TriMet inaugurated a commuter rail service between Beaverton and Wilsonville, known as the Westside Express Service (WES), which operates during morning and afternoon commute hours with stops in Tigard and Tualatin. The WES utilizes independent, diesel-powered vehicles and operates on tracks owned by the Portland and Western Railroad.

Bill Summary: House Bill 2219 creates a Task Force on Extending the WES Commuter Line to Salem to study the efficacy and feasibility of extending service south to the Salem area.

[House Bill 2284](#)

Not Enacted

Governance for Port of Newport

Chief Sponsors: Rep. G Smith

At the request of: International Longshore and Warehouse Union

Committees: Joint Transportation

Background and Current Law: The Port of Newport district was formed in 1910. From the 1950s until 1982, private companies operated the Port; at that point, the Port issued General Obligation bonds to purchase the terminal, eventually managing the terminal in 1995. The Port of Newport supports commercial fishing fleets, cargo ship operations, research, and tourism activities, and includes a marina, RV park, public boat ramp, and hosts annual civic events. The Port is overseen by a five-member board responsible for setting policies and strategic direction.

Bill Summary: House Bill 2284 would have renamed the Port of Newport as the Oregon International Port of Newport. The governing board for the reorganized port would have consisted of five commissioners, appointed by the Governor and representing one of five constituencies: the fishing industry; longshore workers; the agriculture industry; the local chamber of commerce or other small business interest; and local community interests.

[House Bill 2304-A](#)

Not Enacted

Willamette Falls Locks Acquisition and Restoration Funding

Chief Sponsors: Reps. Meek, Salinas, McLain; Sens. Wagner, Olsen

Committees: Joint Transportation, Joint Ways and Means

Background and Current Law: The Willamette Falls Canal was constructed in the 1870s to allow river traffic to navigate around the 40-foot, horseshoe-shaped basalt ridge between Oregon City and West Linn on the Willamette River. The locks were purchased by the U.S. Army Corps of Engineers in 1915 and were later placed on the National Register of Historic Places in 1974. After the locks were declared nonoperational in December 2011, the Legislative Assembly enacted Senate Bill 131 (2015), establishing the Willamette Falls Locks Task Force. The Task Force recommended Senate Bill 256 (2017), which created the Willamette Falls Locks Commission, the Willamette Falls Navigation Infrastructure Program, and the Willamette Falls Navigation Infrastructure Program Account.

Bill Summary: House Bill 2304 authorizes the State Treasurer to issue lottery bonds to produce net proceeds of \$14,222,200, to be transferred to the Department of Administrative Services to acquire and restore the operation of the Willamette Falls navigation canal and locks, either directly or by contract or agreement with public or private entities.

[House Bill 2314](#)

Not Enacted

Motorcycle lane splitting

Chief Sponsors: Reps. Wilson, Power, Post; Sens. Dembrow, Hansell

Committees: Joint Transportation

Background and Current Law: The term "lane splitting" refers to the practice of traveling by motorcycle or moped between adjacent lanes of traffic moving in the same direction to overtake and pass slower-moving vehicles in the two adjacent lanes. Oregon law prohibits driving between lanes of travel, designating it as a Class B violation. Currently, California is the only state that has legalized motorcycle lane splitting. Twelve other states have no traffic laws explicitly prohibiting the practice.

Bill Summary: House Bill 2314 would have allowed motorcycles and mopeds to travel between lanes of traffic under specified circumstances.

[House Bill 2402](#)

Effective Date: September 29, 2019

Department of Aviation Grant Programs

Chief Sponsors: House Interim Committee on Transportation Policy

Committees: Joint Transportation

Background and Current Law: In 2015, the Legislative Assembly enacted House Bill 2075, which increased aircraft fuel taxes by two cents from January 1, 2016 to January 1, 2022. The Oregon Department of Aviation (ODA) receives five percent of revenues for administrative expenses. The remaining revenue is allocated as follows: 50 percent for aviation grants and match for Federal Aviation Administration grants; 25 percent for creating and maintaining commercial air services in rural areas; and 25 percent for state airports to use on safety and infrastructure projects.

Bill Summary: House Bill 2402 authorizes ODA to adopt rules to set higher minimum contribution requirements and maximum grant amounts for these grant programs. It also adds criteria for ODA to consider when making grants, such as improved access to jobs and sources of labor, providing connections to the state's aviation system that measurably improve system efficiency and utilization, readiness for construction and implementation, a life expectancy that maximizes benefit to the state, and how much of the total cost can be borne by other sources.

Oregon Laws 2019: Chapter 485

[House Bill 2541](#)

Not Enacted

Small City Transit Grants

Chief Sponsors: Rep. Evans

Committees: House Economic Development

Background and Current Law: The Oregon Business Development Department, more commonly known as Business Oregon, is the state's economic development agency. Its mission is to invest in Oregon businesses, communities, and people to promote a globally competitive, diverse, and inclusive economy. Most funding opportunities to support the delivery of public transportation in Oregon are managed by the Oregon Department of Transportation.

Bill Summary: House Bill 2541 would have allowed the Oregon Business Development Department to make grants to certain cities for purpose of studying, developing, and capitalizing a public transit system. The measure would have made cities with a population of 35,000 or less, that have a community college or public university of at least 3,000 full-time students, eligible for these grants.

[House Bill 2576](#)

Effective Date: January 1, 2020

Transfer of Vehicle Registration Plates from Wrecked Vehicles

Chief Sponsors: Reps. McKeown, McLain

Committees: Joint Transportation

Background and Current Law: House Bill 4062 (2018) was enacted to address theft of motor vehicle registration plates. Previously, an individual attempting to transfer plates was not required to prove that they had legally acquired the plates (which was commonly done through private transactions), which resulted in cases of stolen plates being legally transferred to different vehicles. The 2018 legislation resulted in a significant decrease in complaints about plate theft; however, a consequence of the change was that a vehicle that had been declared totaled was required to have its registration plates retired, preventing the owner of the totaled vehicle from transferring the plates, and the remaining period of registration on those plates, to another vehicle.

Bill Summary: House Bill 2576 specifies that when a vehicle is totaled or substantially altered, the owner may keep or transfer the vehicle registration plates, as well as any remaining time on the current registration period, to another vehicle.

Oregon Laws 2019: Chapter 17

Omnibus Transportation Statutory Amendments Package

At the request of: Joint Interim Committee on Transportation

Committees: Joint Committee on Transportation

Background and Current Law: House Bill 2017 (2017) represented the largest transportation funding and policy package ever enacted by the Legislative Assembly. Because that measure instituted several new funding streams and policy programs, it was understood that adjustments, some technical and some substantive, would need to be made to those programs, both before and after they went into effect.

Bill Summary: House Bill 2592 is the vehicle for the Joint Committee on Transportation's omnibus package of adjustments related to House Bill 2017 (2017). The measure makes technical and policy changes to statutes related to: the bicycle excise tax; vehicle privilege tax; motor vehicle fuel taxes; vehicle registration fees; accountability provisions related to the Oregon Transportation Commission and Continuous Improvement Advisory Committee; multimodal projects; confidentiality in communications between Oregon Department of Transportation and Oregon Department of Revenue; use of moneys to repay bond debt service for major transportation projects; the Connect Oregon multimodal program; bicycle and pedestrian grants by the Oregon Parks and Recreation Department; and the electric vehicle rebate program. In addition to amending provisions of House Bill 2017, House Bill 2592 also includes provisions related to the following: maximum weight and width of Class IV all-terrain vehicles; authority of Metro to impose a vehicle registration fee separate from those imposed by state or other local governments; maximum weight of vehicles utilizing idle reduction systems; statutory alignment with federal law with regard to the International Fuel Tax Agreement; and motor carrier weight receipts.

Oregon Laws 2019: Chapter 491

[House Bill 2603](#)

Effective Date: January 1, 2020

ODOT Study of Amtrak Train Delays

Chief Sponsors: Reps. Nathanson, Gorsek

Committees: Joint Transportation

Background and Current Law: Passenger rail service in Oregon is served by Amtrak, which operates three routes in the state: the Empire Builder between Portland and Chicago; the Cascades between Vancouver, B.C. and Eugene; and the Coast Starlight between Seattle and Los Angeles. All three routes traverse tracks owned by the Union Pacific Railroad on the Oregon portions of the lines. The Oregon Department of Transportation (ODOT) contracts with Amtrak for this service; the contract requires service to be on-time at least 80 percent of the time, though actual on-time performance in 2018 was 73.3 percent on passenger trains between Portland and Eugene. The Oregon State Rail Plan states that on-time reliability is one of the challenges to increasing Amtrak ridership.

Bill Summary: House Bill 2603 directs ODOT to conduct a study of Amtrak train delays and to report findings to interim committees of the Legislative Assembly related to transportation by September 15, 2020.

Oregon Laws 2019: Chapter 47

[House Bill 2671](#)

Not Enacted

No Helmets Required for E-Scooters

Chief Sponsors: Rep. Schouten

Committees: Joint Transportation

Background and Current Law: Oregon requires protective headgear to be worn while riding a motor assisted scooter, commonly referred to as an "e-scooter", regardless of age. Failure to wear protective headgear is a specific traffic violation subject to a \$25 fine. First-time offenders may not be required to pay the fine if they provide proof that they possess the approved protective headgear.

Bill Summary: House Bill 2671 would have eliminated the requirement that e-scooter riders 16 years of age or older wear a helmet.

[House Bill 2682](#)

Effective Date: January 1, 2020

Bicycle Lanes in Road Intersections

Chief Sponsors: Reps. Nosse, Schouten

Committees: Joint Transportation

Background and Current Law: Bicycle lanes are parts of the highway designated by official signs and/or markings for bicyclists (ORS 801.155). In the United States, many urban and suburban areas offer bicycle infrastructure on roadways. The Federal Highway Administration offers guidelines on bicycle lane design, including location, width of lane, and signage. Oregon law stipulates that motor vehicle drivers are required to yield the right of way to cyclists in a marked bicycle lane. While it has been common practice for motorists to also yield to cyclists in intersections, recent court cases have created uncertainty as to a driver’s responsibility when a cyclist leaves the marked bicycle lane and proceeds through the intersection to a marked bicycle lane on the other side.

Bill Summary: House Bill 2682 clarifies that a bicycle lane is considered to exist within an intersection if the lane is marked on opposite sides of the intersection in the same lane of travel.

Oregon Laws 2019: Chapter 120

[House Bill 2702](#)

Not Enacted

Local Government Control of Speed Limits

Chief Sponsors: Rep. Nosse

Committees: Joint Transportation

Background and Current Law: House Bill 2682 (2017) authorized the City of Portland to reduce the designated speed for non-arterial residential highways under the city’s jurisdiction by five miles per hour below the statutory speed. Current law requires all other cities and county road authorities to make a formal request to the Oregon Department of Transportation to change speeds on highways. Formal requests are required to provide findings to justify the change in designated speed, which are then reviewed through a multi-level evaluation process.

Bill Summary: House Bill 2702 would have expanded ODOT’s authorization to delegate authority to a city or county to establish a designated speed on all highways under their jurisdiction.

[House Bill 2770-A](#)

Not Enacted

Framework for Testing Autonomous Vehicles in Oregon

Chief Sponsors: Reps. McLain, Meek; Sens. Manning Jr., Gelser

Committees: Joint Transportation

Background and Current Law: Advances in automotive technology have created motor vehicles that are increasingly capable of self-operation. Utilizing camera technology, radar, LIDAR, and GPS, combined with on-board computer systems, many vehicle manufacturers are developing vehicles with a spectrum of automated functions, from features such as safety braking and lane assist to full automation where the vehicle can perform all driving functions. Oregon is one of 14 states that have not enacted legislation or do not operate under executive orders governing autonomous vehicles. The National Highway and Transportation Safety Administration has released federal guidelines for automated driving systems to provide guidance on safe deployment and technical assistance. House Bill 4063 (2018) created a Task Force on Autonomous Vehicles to develop recommendations for legislation to regulate the testing and deployment of autonomous vehicles on Oregon highways. The measure also designated the Oregon Department of Transportation as the state’s regulatory agency for autonomous vehicles. The Task Force completed its review of testing standards in 2019 and has recently begun a review of deployment standards.

Bill Summary: House Bill 2770 comprises the Autonomous Vehicles Task Force recommendations regarding testing autonomous vehicles in Oregon. The measure outlines testing permit application requirements, requires umbrella liability insurance coverage, and outlines requirements for interaction with law enforcement and first responders.

[House Bill 2846](#)

Not Enacted

Jurisdictional Transfer of Highways

Chief Sponsors: Rep. Keny-Guyer; Sens. Dembrow, Fagan

Committees: Joint Transportation

Background and Current Law: The Oregon Transportation Commission (OTC) must approve the classification of new and existing highways and amend the Oregon Highway Plan. The Roadway Jurisdictional Transfer Process provides guidelines on transferring roads, including considering how the transfer impacts the entire statewide system and functionality. Jurisdictional transfers include transferring roadways from one authority, such as the Oregon Department of Transportation (ODOT), to another, such as a local government. House Bill 2017 (2017) outlined seven jurisdictional transfers in the Portland Metro and Lane County.

Bill Summary: House Bill 2846 would have directed the OTC to conduct an evaluation to identify highways suitable for jurisdictional transfer in each of five enumerated regions in the state.

[House Bill 2881](#)

Effective Date: September 29, 2019

Updates to Road Usage Charge Program

Chief Sponsors: Rep. Lively

Committees: Joint Transportation

Background and Current Law: The Legislative Assembly created the Road User Fee Task Force (RUFTF) in 2001 to develop a revenue collection system to replace the existing gasoline tax. Because motor fuel taxes have not kept pace with inflation, and because the mileage ratings of the vehicle fleet have steadily improved for two decades, revenues for maintaining and improving the state’s road system have not kept pace with need. The RUFTF developed a pay-by-the-mile concept that was used in two pilot programs in 2006-2007 and 2012-2013. The Legislative Assembly subsequently enacted Senate Bill 810, creating a permanent voluntary program, known as OReGO, which allows vehicles to pay 1.5 cents per mile in lieu of the gasoline tax. Drivers use on-board, connected technology to track miles traveled on Oregon public roads and are either billed for costs accrued that exceed the amount of gas tax paid at the pump, or are reimbursed for gas taxes paid that exceed the road usage charge.

Bill Summary: House Bill 2881 makes several adjustments to the OReGO program, based on recommendations by the Road User Fee Task Force. Several of these changes are related to which vehicles qualify to participate in the program, including: replacing weight rating with passenger vehicle designation; increasing the minimum miles-per-gallon (MPG) rating; and grandfathering in vehicles already in the program. The measure exempts vehicles in the program with an MPG rating of 40 or more from the registration surcharge fee imposed by House Bill 2017 (2017). The current 1.5 cents per gallon charge is replaced with a formula equal to five percent of the state’s gas tax, to reflect upcoming step increases in the gas tax. Vehicles that pay more than required by the OReGO program will no longer receive a refund for overpayment. Finally, the measure directs the Department of Transportation to consult with vehicle dealers to determine how to encourage participation in OReGO at the point of sale.

Oregon Laws 2019: Chapter 428

[House Bill 2915](#)

Not Enacted

Oregon Yellow Dot Program

Chief Sponsors: Rep. Piluso

Committees: Joint Transportation

Background and Current Law: The Yellow Dot Program allows emergency responders to access medical information for the driver in a motor vehicle accident or other emergency. Drivers and passengers who participate in the program can include emergency contact information, physicians' information, medical conditions, allergies, and medications. Participating vehicles place a Yellow Dot Program sticker on the lower left corner of the rear-view window and store information in a yellow folder in the glove box. Other states that participate in the Yellow Dot Program are Pennsylvania, Alabama, Georgia, New York, Illinois, Tennessee, Utah, and Maine.

Bill Summary: House Bill 2915 would have established the Oregon Yellow Dot Program and the Oregon Yellow Dot Program Account. The measure would have authorized emergency responders to access the yellow dot folder located in the glove compartment of a participating vehicle after a motor vehicle accident or other emergency incident and exempted identifying information from being disclosed in public records.

[House Bill 2970](#)

Not Enacted

Freight Train Crew Requirements

Chief Sponsors: Rep. McLain

Committees: Joint Transportation

Background and Current Law: According to the American Association of Railroads (AAR), a total of 64.8 million tons of Oregon freight was moved by rail in 2017, an increase of over 20 million tons from 2012. Most freight trains today utilize two on-board crew: a conductor who ensures that the train departs and arrives on time, and an engineer in charge of actual operation of the train. Both crew members occupy the locomotive cab.

Bill Summary: House Bill 2970 would have required that trains and light engines transporting freight on railroads in Oregon have two crew members, except in certain cases. The measure would have authorized civil penalties for violations and designated the offense a Class D violation.

[House Bill 2974](#)

Not Enacted

Capitol City Bridge District

Chief Sponsors: Rep. Evans

Committees: House Rules

Background and Current Law: Local government officials in the Mid-Willamette Valley have debated the construction of a new bridge over the Willamette River for many years. The Salem City Council voted down the latest bridge proposal in February of 2019. Districts are units of local government that provide specified services including water supply, cemetery maintenance, mass transit, and sanitation.

Bill Summary: House Bill 2974 would have authorized the formation of a bridge district in the capitol city region for planning, financing, constructing, operating, and maintaining bridges over the Willamette River in Linn, Marion, Polk, and Yamhill Counties.

[House Bill 3023-B](#)

Not Enacted

Transportation Network Companies

Chief Sponsors: Reps. McLain, Clem, Bynum

Committees: House Business and Labor, House Revenue, Joint Ways and Means,

Background and Current Law: Oregon's cities and counties have authority to regulate taxicabs, limousines, and other vehicles for hire including licensure, rates, and safety and insurance requirements. In response to the rise in transportation network companies (TNCs) such as Uber and Lyft, Oregon's larger cities have adopted licensing programs tailored to meet local needs.

Bill Summary: House Bill 3023-B would have established a statewide TNC licensing program administered by the Oregon Department of Transportation; local government would have been preempted from regulating the service. The measure would have adopted minimum license and operating standards for TNCs.

Access to Vehicle Dealer Data

Chief Sponsors: Rep. Evans

Committees: House Business and Labor, Joint Transportation

Background and Current Law: Vehicle dealers generate, gather, and store data regarding vehicles they buy and sell. Dealers also collect data on the purchasers of those vehicles. In Oregon, any entity, public or private, that holds Oregon consumer data is required to notify any consumer whose personal information was subject to a breach of security. If more than 250 consumers were affected by a data breach, the business or agency must also notify the Oregon Attorney General. In 2018, there were at least 72 data breaches that were reported to the Oregon Attorney General. Many vehicle dealers utilize an authorized integrator to perform certain functions related to titling and registration of newly purchased vehicles. These duties require the integrator to have access to dealer and consumer data. Most vehicle dealers also utilize third party companies, known as dealer management system (DMS) providers, to store, secure, and provide access to vehicle dealer data.

Bill Summary: House Bill 3152 specifies the authority and limits of DMS providers and authorized integrators. The measure authorizes DMS providers to condition a dealer's or integrator's access to protected dealer data based on compliance with certain security standards, may require express written authorization from a dealer for an integrator to gain access, and may deny access to a dealer for failure to pay the full amount due under a lease, contract, or other agreement. The measure also prohibits certain actions by DMS providers to limit access to data. Dealers, DMS providers, and integrators are all granted immunity from liability for the actions of the other two parties.

Oregon Laws 2019: Chapter 500

[House Bill 3194](#)

Not Enacted

Self-Dispensing of Gasoline

Chief Sponsors: Reps. Fahey, Bonham; Sen. Heard

At the request of: Jim Laden

Committees: Joint Transportation

Background and Current Law: Oregon law limits and prohibits self-service dispensing of gasoline to reduce fire hazards and injury risks associated with dispensing fuel and support the needs of senior citizens and persons with disabilities who may have more difficulty with self-service dispensing of fuels. Oregon and New Jersey are the only two states that restrict self-service gasoline dispensing. House Bill 3011(2015) permitted self-service gasoline dispensing in rural counties between 6:00 PM and 6:00 AM. House Bill 2482 (2017) authorized self-dispensing 24 hours per day in counties with fewer than 40,000 residents located in eastern Oregon, though an attendant is required to assist customers at dispensaries with a retail section.

Bill Summary: House Bill 3194 would have allowed fueling stations statewide to allow self-dispensing of gasoline at up to 25 percent of its fuel dispensing devices.

[House Bill 3209](#)

Not Enacted

Funding for Interstate 205 Highway Projects

Chief Sponsors: Reps. Prusak, Meek; Sen. Wagner

Committees: Joint Transportation

Background and Current Law: House Bill 2017 (2017) directed the Oregon Transportation Commission to conduct a study on funding to meet the state's transportation infrastructure needs, including on the I-205 Abernethy Bridge project and I-205 widening project. The Interstate 205 Stafford Road to State Highway project aims to increase safety and reduce traffic congestion. The proposed improvements include adding auxiliary lanes, providing seismic upgrades to bridges, and adding RealTime traffic information signs in the project area.

Bill Summary: House Bill 3209 would have allowed the Oregon Transportation Commission to request a general obligation bond for the Interstate 205 Stafford Road to State Highway 213 Project. The measure would have required the Department of Transportation to consult with local governments if project costs at least \$200 million.

[House Bill 3213](#)

Effective Date: January 1, 2020

Pilot Project for County Road Safety Corridors

Chief Sponsors: Reps. Boshart Davis, Sprenger, DB Smith, Post

Committees: Joint Transportation

Background and Current Law: Oregon's first safety corridor was established in 1989 on the Oregon Route 62 in Medford. The Oregon Department of Transportation (ODOT) manages the Safety Corridor Program, which identifies corridors with high rates of serious and fatal injury crashes and aims to reduce crashes. A safety corridor can be requested by concerned citizens, legislators, neighborhood groups, local traffic safety committees, school safety groups, and other stakeholders. Groups that request a safety corridor are advised to meet with local city or county staff and elected officials, as well as local law enforcement to obtain support and the necessary information to apply for the safety corridor. ODOT's Safety Corridor Program Manager then establishes a designation team to review safety corridor requests and designates state roadways as safety corridors. Safety corridors are established based on: the five-year average of the local fatal and serious injury crash rate; the agreement of the designation team that the corridor length is manageable from an enforcement and education standpoint; state and local law enforcement commits to patrolling this area; and a multi-disciplinary stakeholder group meets at least annually. Safety corridors are recommended to be between two to ten miles in length and recommended designation duration is two to four years. Traffic violations that occur in safety corridors are subject to fines being doubled.

Bill Summary: House Bill 3213 directs ODOT to establish a safety corridor pilot program by selecting up to five counties to designate roads under their authority as safety corridors to evaluate their effectiveness. The measure outlines requirements for county safety corridors and presumptive fines for offenses committed within county safety corridors. It also establishes the County Safety Corridor Advisory Group to establish criteria and requirements for county safety corridors.

Oregon Laws 2019: Chapter 501

[House Bill 3379-A](#)

Not Enacted

Requirements for Operating Vehicles for Hire

Chief Sponsors: Rep. Holvey; Sen. Prozanski

Committees: House Business and Labor, House Revenue

Background and Current Law: Oregon's cities and counties have authority to regulate taxicabs, limousines, and other vehicles for hire including licensure, rates, and safety and insurance requirements. In response to the rise in transportation network companies (TNCs) such as Uber and Lyft, Oregon's larger cities have adopted licensing programs tailored to meet local needs.

Bill Summary: House Bill 3379-A would have allowed local governments or the Oregon Department of Transportation to license vehicle-for-hire services. The measure would have adopted minimum license and operating standards for TNCs.