



Oregon
Department
of Transportation

Legislative Summary

2023





Oregon’s annual legislative session ended June 25, 2023. There were 2,976 bills, memorials and resolutions introduced during the 2023 session and of those, the Legislature passed 653.

Legislators advanced a number of bills, memorials, and resolutions that directly or indirectly impact the Oregon Department of Transportation (ODOT).

Agency Leadership

Kris Strickler	Director
Lindsay Baker	Assistant Director for Government and External Relations
Travis Brouwer	Assistant Director for Revenue, Finance, and Compliance
Leah Horner	Assistant Director for Operations
Erika McCalpine	Assistant Director for Equity and Civil Rights
Carolyn Sullivan	Chief Administrative Officer

Stefanie Coons*	Public Transportation Division
Brendan Finn	Urban Mobility Office
Amy Joyce	Driver and Motor Vehicle Services Division
Mac Lynde	Delivery and Operations Division
Amanda Pietz	Policy, Data, and Analysis Division
Amy Ramsdell	Commerce & Compliance Division

Government Relations Staff:

Tiffany Bennett	Legislative Liaison
Kayla Hootsmans	Legislative Coordinator
Amy Williams	Legislative Coordinator
Carolyn Holthoff	Tribal Liaison
Sarah Kelber	Internal Communications Coordinator
Trevor Sleeman	Federal Affairs Advisor

Copies of 2023 enrolled bills (the copy the Governor signs) may be found on the legislative website: <https://olis.oregonlegislature.gov/liz/2023R1/Measures/list>.

Measures signed into law are known as “session laws” and are available on the legislative website under [Oregon Laws](#). Permanent laws passed during the 2023 Legislative Session will not be codified until the 2023 edition of Oregon Revised Statutes is released. The 2023 ORS will be distributed and made available online late summer 2023. If you have questions about 2023 transportation-related legislation, please contact Government Relations staff.

Cover photos:
Cape Creek Bridge, U.S. 101
Spring at Oregon’s State Capitol

*Stefanie Coons is serving as the interim Public Transportation Division Administrator.





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House Measures

Omnibus Tax Expenditure Bill

House Bill 2071
Effective Date: September 24, 2023

House Bill 2071 makes changes to multiple existing tax credits and is the General Fund tax expenditure omnibus measure of 2023. The measure extended the sunset for nine income tax credits, including the short-line railroad tax credit from January 1, 2026, to January 1, 2030.

Photo Radar

House Bill 2095
Effective Date: January 1, 2024

House Bill 2095 authorizes all cities to operate photo radar if the city pays the operating costs of doing so. The measure eliminates the daily time limit for how long photo radar may be used at any single location and expands the authority of cities to set designated speeds for certain residential streets.

Omnibus Transportation Bill

House Bill 2099
Effective Date: September 24, 2023

House Bill 2099 is the 2023 legislative session's omnibus transportation measure. The measure includes technical corrections and programmatic changes, most notably:

Safe Routes to School

The measure modifies the Safe Routes to School program to ensure communities can put forward the most needed projects to improve bicycle and pedestrian access. The changes increase the eligibility radius from one mile to two miles from a school (consistent with federal law), ensure high schools are equally considered with elementary and middle schools, and allow greater flexibility in determining the grant match requirement for an individual project award.

DMV Regulation

The measure updates several sections of statute related to ODOT's DMV functions, including changes needed to ensure implementation of new provisions of the Federal Drug and Alcohol Clearinghouse. Other changes include updates to driver training and skills testing schools, special permits, vehicle dealer regulations, plate issuance, vehicle identification number inspections, vehicle transporters, and other operational changes.

Removal of Personal Property on Highway Right of Way

In 2018, the Legislature passed House Bill 4054, allowing ODOT to enter into an intergovernmental agreement (IGA) with the City of Portland for the removal of personal property on state highway right of way. The measure codifies the provisions established through HB 4054 (2018), allowing the IGA to continue; the measure also aligns the notice timelines for personal property removal across the city.

Local Fund Exchange Program

House Bill 2101

Effective Date: Upon Passage

House Bill 2101 requires ODOT to allocate \$35 million per year to be exchanged with local governments for federal surface transportation funding on a dollar-for-dollar basis. ODOT will allocate the funding to counties, cities with a population of 5,000 or more who are outside the boundaries of a metropolitan planning organization (MPO), MPOs, the League of Oregon Cities (LOC), or the Association of Oregon Counties (AOC). The money is required to be used for purposes that are consistent with Article IX, section 3a, of the Oregon Constitution. The distribution of moneys will be determined by an agreement between ODOT, LOC, and AOC.

Fallen Hero Roadside Memorial Recognition

House Bill 2144

Effective Date: January 1, 2024

House Bill 2144 removes the requirement that the remains of individuals serving in the armed forces who were killed in the line of duty, and were prisoners of war or missing in action, must be returned to Oregon to receive Fallen Hero roadside memorial recognition by the Legislature.

Oregon Gold Star Families Memorial Highway

House Bill 2146

Effective Date: January 1, 2024

House Bill 2146 designates the portion of U.S. Highway 30 between the intersection of U.S. Highway 101 and the Idaho border as the Oregon Gold Star Families Memorial Highway. The measure directs ODOT to place and maintain suitable markers along the Highway and prohibits ODOT from expending public funds to place or maintain the markers.

Public Contracting Preference

House Bill 2295

Effective Date: September 24, 2023

House Bill 2295 broadens the public contracting preference for businesses owned by service-disabled veterans to include all veteran-owned businesses.

Reemployment of Retired PERS Members

House Bill 2296

Effective Date: January 1, 2024

House Bill 2296 extends the provisions allowing retired members of the Public Employees Retirement System to be reemployed by participating public employers for an unlimited number of hours without a reduction in pension benefits until 2034.

Any Impairing Substance

House Bill 2316

Effective Date: January 1, 2024

House Bill 2316 expands the definition of “intoxicant” in the Oregon Vehicle Code to include any drug, as defined by ORS 475.005, when used alone or in combination with specified substances that adversely affects a person’s mental or physical abilities to a noticeable degree. The measure authorizes courts to impose certain fines for persons convicted of driving under the influence while riding a bicycle. The measure creates an affirmative defense while driving under the influence of specified intoxicants.

Renewable and Green Electrolytic Hydrogen Funding and Education

House Bill 2530

Effective Date: January 1, 2024

House Bill 2530 directs the Oregon Department of Energy (ODOE) to seek and apply for federal funds that may be used to support the development and deployment of renewable hydrogen and green electrolytic hydrogen in Oregon. The measure also directs the agency to provide education and increase awareness regarding renewable hydrogen and green electrolytic hydrogen among both public and private entities in the state.

Apprenticeship Utilization for Public Contracts

House Bill 2649

Effective Date: September 24, 2023

House Bill 2649 expands the apprenticeship utilization requirements for public improvement projects in Oregon that are administered by ODOT, the Higher Education Coordination Commission (HECC), public universities, and community college districts that use public funds for construction costs. The measure requires each subcontract with a contract value of \$750,000 or more to employ apprenticeships to perform 12% or more of the work hours. The measure requires contractors to establish and implement a plan for outreach, recruitment, and retention of

women, minority individuals, and veterans to perform the work. The measure specifies that non-compliant contractors may face penalties. BOLI is required to make materials available to contractors and subcontractors and report to the Legislature on a regular basis. The measure also increases the apprenticeship utilization requirement from 12% to 15% on all work hours on public improvement projects starting in January 2027.

Real Property Sale to Eligible Indian Tribes

House Bill 2737

Effective Date: January 1, 2024

House Bill 2737 authorizes state agencies to transfer, convey, donate, exchange, or lease state real property under agency's purview, or interest in that real property, to eligible Indian tribes, notwithstanding ordinary transfer procedures. The measure permits agencies to convey mineral and geothermal rights to Indian tribes for real property, interest in real property, or transfers.

Jurisdictional Transfer Advisory Committee

House Bill 2793

Effective Date: Upon Passage

House Bill 2793 establishes the 11-member Governor-appointed Jurisdictional Transfer Advisory Committee within ODOT to review proposed jurisdictional transfer applications, develop a list of three recommended transfers before each odd-numbered legislative session, and submit a report with a list of recommended projects for funding to the Joint Committee on Transportation.

Oregon Housing Needs Analysis Update

House Bill 2889

Effective Date: Upon Passage

House Bill 2889 amends the Oregon Housing Needs Analysis and land use requirements for local governments related to urbanization, including allowing the Land Conservation and Development Commission (LCDC) to postpone specified housing needs and production strategy provisions for certain cities until January 1, 2027, allowing the Department of Land Conservation and Development (DLCD) to refer a city to a housing acceleration program based on the city's progress, and directing LCDC to give equal weight to statewide housing, economic, and transportation land use planning goals when evaluating a city's amendment.

Conversion of a Building from Commercial to Residential Use

House Bill 2984
Effective Date: January 1, 2024

House Bill 2984 requires local governments to allow the conversion of a building from commercial to residential use without requiring a zone change or conditional use permit. The measure clarifies housing developed under the measure may occur only within an urban growth boundary for cities with populations of 10,000 or greater, and not on lands zoned for heavy industrial use.

Fee Waiver for Gold Star Families

House Bill 3001
Effective Date: Upon Passage

House Bill 3001 directs ODOT to waive the fee for Fallen Hero roadside memorial highway signs and veterans' recognition registration plates if the applicant is a Gold Star Family member and funds are appropriated by the Legislature or are otherwise made available. The measure provides \$25,000 in Other Funds expenditure limitation to ODOT to cover the cost of the signs and the surcharge for Gold Star veterans' recognition license plates with legislative direction to fund the costs from Transportation Operating Fee revenue.

Electronic Transmission of Documents to DMV

House Bill 3080
Effective Date: January 1, 2027

House Bill 3080 requires ODOT to adopt rules to allow vehicle dealers who sold more than 100 vehicles in the previous calendar year to electronically submit certain documents related to vehicle sales. The measure becomes operative on January 1, 2027, but allows ODOT to take any action prior to that date. Annual reports to the Joint Committee on Transportation are due by September 15 each year on the progress of adopting rules, implementation status, and if a delayed operative date will be needed.

Prohibiting Certain Technology on State Assets

House Bill 3127
Effective Date: September 24, 2023

House Bill 3127 prohibits the installation, download or use of software, hardware, or services from specific vendors onto state information technology assets, including programs such as TikTok. The measure includes an exception for state agencies that use the products of these

vendors for law enforcement activities and requires these agencies to adopt risk mitigation standards and procedures.

Task Force on Tribal Consultation

House Bill 3173

Effective Date: September 24, 2023

House Bill 3173 creates the 15-member Task Force on Tribal Consultation. The Task Force will identify and clarify the requirements of state agencies to engage in tribal consultation. The Task Force will report to the legislature on findings and recommendations for legislation by September 15, 2024.

Marion County Speed Delegation Authority

House Bill 3188

Effective Date: January 1, 2024

House Bill 3188 adds Marion County to the list of road authorities authorized to designate speeds on certain roads under their jurisdiction after receiving approval from ODOT.

Broadband Financial Assistance Programs

House Bill 3201

Effective Date: Upon Passage

House Bill 3201 directs Business Oregon to establish financial assistance programs that support broadband access, affordability, and adoption through grants or loans. The measure directs Business Oregon, in consultation with the Oregon Broadband Advisory Council to set broadband service speed goals consistent with federal requirements.

Buy America Requirements for State Funded Projects

House Bill 3332

Effective Date: September 24, 2023

House Bill 3332 requires that steel, iron, coatings for steel and iron, and manufactured products used in public improvement contracts administered by the Department of Administrative Services (DAS) or ODOT with a value over \$250,000 be produced in the United States. The measure establishes a waiver process that allows the Director of Transportation to waive the requirement if it is found that implementing the requirements will not be in the public interest, the needed product is not available, or will increase the cost of a project by more than 25%. The measure requires DAS to establish a technical assistance and grant program to enable businesses to become familiar with and meet the obligations of the measure.

Deep Draft Navigation Channel Improvements

House Bill 3382

Effective Date: Upon Passage

House Bill 3382 specifies that deep draft navigation channel improvements are a reason that local governments may adopt an exception to land use planning goals related to estuarine resources in order to redesignate or rezone natural and conservation estuary management units, under certain circumstances. The measure only applies to the Port of Coos Bay.

Housing Omnibus Bill

House Bill 3395

Effective Date: Upon Passage

House Bill 3395 is the housing omnibus bill. The measure allows residential uses on lands zoned for commercial uses within urban growth boundaries. HB 3395 also requires Oregon Housing and Community Services (OHCS) to provide grants for developing community housing to support agricultural employees, create a grant providing low-interest loans to purchasers of homes with limited equity, and to provide grants to nonprofits to develop a fund to guarantee affordable housing construction loans.

Transportation Omnibus Bill

House Bill 3406

Effective Date: September 24, 2023

House Bill 3406 is an omnibus transportation measure that includes three changes. First, the measure changes the short line railroad tax credit program. Second, the measure clarifies that road authorities can grant permission to allow vehicles to participate in parades that are otherwise prohibited from operating on the roadway, provided they still comply with conditions imposed by the road authority and comply with size and weight restrictions. And third, the measure modifies the analysis performed as part of the Highway Cost Allocation Study and requires DAS to perform a one-time review of at least the three most recent iterations of the Study to determine whether the projections matched the actual expenditures.

Climate Omnibus Bill

House Bill 3409

Effective Date: Upon Passage

House Bill 3409 amends and creates various climate laws that address energy use, environment, building performance, environmental justice, land use, fuels, and electric vehicles. These provisions include directing the Department of Environmental Quality (DEQ) to establish a rebate program for the purchase or lease of qualifying medium- or heavy-duty zero-emission vehicles and creating the Zero-Emission Medium and Heavy-Duty Vehicle Incentive Fund which

received \$3 million of General Fund. The measure also establishes a community green infrastructure grant program and directs the Department of Land Conservation and Development to consult with ODOT for technical advice concerning state transportation facilities and rights of way as they relate to the design and implementation of the community green infrastructure grant program.

Settlement Agreements

House Bill 3471

Effective Date: Upon Passage

House Bill 3471 prohibits employers from asking or requiring a worker to enter into a settlement agreement that bars the worker from seeking further employment with the employer unless specific provisions are met. The measure also permits a worker to file a complaint with BOLI and bring a civil action.

State Fleet Electric Vehicle Requirements

House Bill 3550

Effective Date: January 1, 2024

House Bill 3550 removes conflicting language from current statute to clarify the requirement that state agencies purchasing or leasing light-duty vehicles after January 1, 2025, must acquire only zero-emission vehicles. The measure provides exceptions in cases where zero-emission vehicles are not feasible for the specific use intended for the vehicle.

Contract Preference in Public Procurements

House Bill 3572

Effective Date: September 24, 2023

Operative Date: January 1, 2024

House Bill 3572 encourages public contracting agencies to grant preference to procuring public use goods and services by a benefit company that has a majority of their workforce operating in Oregon at the time of bidding. The measure allows the procurement preference only if the goods and services are not more than 5% higher than the goods and services available from a non-benefit company contractor.

State Board of Towing Membership

House Bill 3583

Effective Date: Upon Passage

House Bill 3583 expands the definition of the law enforcement representative on the State Board of Towing to be either a chief of police or a county sheriff.

Senate Measures

State Rail Rehabilitation Fund Modification

Senate Bill 16
Effective Date: Upon Passage

Senate Bill 16 modifies the use of the State Rail Rehabilitation Fund to include funding of rail projects, including capacity improvements, capital investments to improve safety, and capital improvements to reduce greenhouse gases; and providing state matching funds to leverage federal discretionary grant funding for rail projects. The measure directs ODOT to submit a biennial report to the Legislature regarding the expenditures of moneys in the Fund and the status of rail projects that have received funding from the Fund.

Public Meeting Executive Sessions

Senate Bill 207
Effective Date: January 1, 2024

Senate Bill 207 authorizes the Oregon Government Ethics Commission (OGEC) to review and investigate a public body, on its own motion as though it received a complaint, if OGEC has reason to believe the body conducted meetings in executive session that violated provisions of public meetings law.

Counterfeit Automobile Supplemental Restraint System

Senate Bill 256
Effective Date: January 1, 2024

Senate Bill 256 prohibits the manufacture, sale, import, transfer, or installation of a counterfeit automobile supplemental restraint system component and the sale or transfer of any vehicle with such component and provides a remedy under the Unlawful Trade Practices Act.

Driver License Suspension Effective Dates

Senate Bill 343
Effective Date: January 1, 2024

Senate Bill 343 clarifies that for purposes of certain driver license suspensions, incarceration means the confinement in a Department of Corrections institution for people who have had their driver license suspended or revoked as part of a criminal sentence, and that the defined suspension period includes their incarceration time if they are in a local jail facility.

Deputy Raymond Williams and Deputy Michael Cheney Memorial Highway

Senate Bill 478
Effective Date: January 1, 2024

Senate Bill 478 designates the portion of Oregon Highway 82 between mileposts 18 and 25 as the “Deputy Raymond Williams and Deputy Michael Cheney Memorial Highway.” The measure directs ODOT to install and maintain suitable markers along the portion of highway and specifies that ODOT cannot expend public funds for the markers.

Closed Captioning Television in Public Places

Senate Bill 569
Effective Date: September 24, 2024

Senate Bill 569 requires televisions in every place of public accommodation to display closed captioning and directs the Bureau of Labor and Industries (BOLI) to develop training guidance and adopt rules to administer closed captioning requirements.

Electric Vehicle Infrastructure Training Program

Senate Bill 582
Effective Date: January 1, 2024

Senate Bill 582 requires ODOT, or other state agencies that authorize or fund the installation of electric vehicle charging systems, to require the installing contractor to hold all legally required licenses and for one or more participating electricians to hold the Electric Vehicle Infrastructure Training Program certification, or an equivalent training program certification. The measure requires the Electrical and Elevator Board to approve the Electric Vehicle Infrastructure Training Program and review equivalent training programs. The installation requirements of the measure become operative after the Electrical and Elevator Board certifies that at least 500 individuals in the state have received an approved certification.

Prevailing Wage in Public Improvement Contracts

Senate Bill 594
Effective Date: September 24, 2023

Senate Bill 594 expands the definition of “public works,” for the purpose of the prevailing wage rate, to include the demolition or removal of hazardous waste on a public agency contract, when \$750,000 or more of public funds are used, or when the work is performed on public land.

Investigations of Workplace Discrimination at State Agencies

Senate Bill 692

Effective Date: September 24, 2023

Senate Bill 692 directs state agencies to use an information system maintained by DAS to track internal investigations conducted by the agency regarding allegations of workplace discrimination and harassment concerning the agency's employees.

All-Terrain Vehicle Definitions

Senate Bill 889

Effective Date: January 1, 2024

Senate Bill 889 modifies the definitions of Class IV all-terrain vehicles (ATVs) and Class I ATVs. The measure also clarifies the windshield wiper requirement for ATVs by specifying that windshield wipers are required if the top edge of a windshield is at least six inches from the steering wheel and the ATV is being operated on a highway, and that while the vehicle is operating off-road any windshield must be unobstructed.

Passing in a No-Passing Zone Modification

Senate Bill 895

Effective Date: January 1, 2024

Senate Bill 895 allows a person to pass in a no-passing zone if an obstruction exists, including a person riding a bicycle, and if the person drives at a speed that is at least five miles per hour under the posted speed limit.

Right to Refuse Work Assignments

Senate Bill 907

Effective Date: January 1, 2024

Senate Bill 907 prohibits an employer from retaliating or discriminating against an employee who refuses to be exposed to serious injury or death from a hazardous condition at their place of employment, so long as it is done in good faith and with no reasonable alternative.

OFLA and Paid Leave Oregon

Senate Bill 999

Effective Date: Upon Passage

Senate Bill 999 defines a “one-year period” for the purpose of determining the amount of family leave an eligible employee may take in a one-year period under OFLA (Oregon Family Leave Act). The measure requires an employer to consider whether there is a significant personal bond resembling a family relationship for the purpose of determining whether a person qualifies as a family member by reason of affinity under OFLA and Paid Leave Oregon. The measure requires an employer to offer an employee returning from OFLA or Paid Leave Oregon, and whose position no longer exists, an equivalent position at a job site located within 50 miles of the original job site. The measure specifies that leave taken under OFLA must be taken concurrently with federal FMLA and Oregon Paid Leave, if OFLA leave qualifies as protected under FMLA or as leave under Paid Leave Oregon.

Equity in Public Procurements

Senate Bill 1047

Effective Date: September 24, 2023

Operative Date: January 1, 2024

Senate Bill 1047 raises the contract price threshold under which contracting agencies can apply certain solicitation and procurement methods for public contracts. The measure requires state contracting agencies that award public contracts with a price of at least \$10,000 to document the actions taken to provide notice of procurement to the Governor’s Policy Advisor for Economic and Business Equity and to invite or consider for participation in procurement businesses or enterprises that COBID (Certification Office for Business Inclusion and Diversity) certifies. The measure also requires DAS to promote and apply a policy of diversity, equity, and inclusion in public contracting by attempting to increase public contracting opportunities for COBID-certified businesses and requires DAS to report to the Governor’s Policy Advisor for Economic and Business Equity on its implementation efforts every six months. The measure applies to procurements that contracting agencies enter on or after the operative date.

Small Business Development Program

Senate Bill 1048

Effective Date: September 24, 2023

Operative Date: January 1, 2024

Senate Bill 1048 directs ODOT to establish a Small Business Development Program to support qualified small businesses in successfully competing as prime contractors for ODOT public improvement contracts. The measure specifies that ODOT can enter public improvement contracts with qualified small businesses under the program that have an aggregated total value of not more than \$25 million annually. ODOT will establish and convene an advisory committee to determine factors of the program such as which public improvements are suitable, which



resources would best help small businesses be competitive, and what support and information is appropriate. ODOT can adopt rules to develop the program and is required to report back to the legislature annually on the program's performance measures.

Program Change Bill

Senate Bill 1049

Effective Date: Upon Passage

Senate Bill 1049 implements statutory changes necessary to support the 2023-25 legislatively adopted budget and to clarify the application of statutes. The measure includes components related to education, human services, public safety, natural resources, economic development, administration, and transportation. Specific to the transportation sector, the measure repeals provisions of Oregon Chapter Law 2013 related to the previous Interstate 5 bridge replacement program.

Memorial Signs

ORS 366.930 directs ODOT to install and maintain Fallen Officer roadside memorial signs to commemorate public safety officers (corrections officers, State Police, police chiefs and other police officers, sheriffs and deputies) killed in the line of duty.

ORS 366.931 outlines a parallel process for Fallen Hero roadside memorial signs to commemorate members of United States Armed Forces who were killed in action or died of wounds sustained in action.

ORS 366.940 outlines a parallel process for Fallen Firefighter roadside memorial signs to commemorate firefighters who were killed in the line of duty.

For most roadside memorial signs to be installed, the Legislative Assembly must pass a concurrent resolution recognizing the officer, member of the Armed Forces, or firefighter.

ORS 366.930 and 366.931 also specify that ODOT must receive payment of a fee not to exceed the direct and indirect costs to cover installation, maintenance, and removal of the sign. Public bodies may not expend funds to pay the fee. House Bill 3001 (2023) modifies existing statute by requiring ODOT to cover the cost for installing Fallen Hero signs for Gold Star families.

The 2023 Legislative Assembly adopted the following concurrent resolutions that recognize law enforcement officers killed in the line of duty, meeting the first condition for placement of Fallen Officer memorial signs:

- HCR 21 – Officer Gary Lavaughn Sumpter
- SCR 4 – Deputy Douglas Eugene Smith
- SCR 13 – Chief Woodrow Wilson “Woody” Whetstone

The 2023 Legislative Assembly adopted the following concurrent resolutions that recognize members of the United State Armed Forces who died in the line of duty, for placement of Fallen Hero memorial signs:

- HCR 13 – Specialist Four Michael Lee Wilkins
- SCR 11 – Lance Corporal Don Edward Darnall

The 2023 Legislative Assembly adopted the following concurrent resolution that recognizes firefighters who died in the line of duty, for placement of Fallen Firefighter memorial signs:

- HCR 27 – Volunteer Firefighter Robert A. Hales

Reports to the Legislative Assembly

Some legislation enacted by the 2023 Legislative Assembly requires agencies to report to the Assembly or its committees. This section focuses on new or revised reporting requirements that affect the Oregon Department of Transportation or transportation generally.

Jurisdictional Transfer Advisory Committee (HB 2793)

House Bill 2973 requires the Jurisdictional Transfer Advisory Committee to annually submit a report to the Joint Committee on Transportation by September 15. The report shall include a list of jurisdictional transfers recommended for funding. In developing the list for funding the committee shall actively take into consideration the feedback of the OTC and consider the following:

- The difference in the applicant's and ODOT's standards of maintenance;
- The amount of deferred maintenance;
- A description of how the highway is used;
- The climate impact of a transfer and subsequent upgrades;
- The potential positive impacts on historically underserved groups;
- The increase in multimodal transportation options;
- A description of the safety issues that exist; and
- A transfer readiness assessment.

Electronic Transmission of Documents to DMV (HB 3080)

House Bill 3080 requires ODOT to annually submit a report to the Joint Committee on Transportation by September 15. The report will detail the progress made in adopting the necessary rules to carry out the provisions of the measure. The reporting requirement is repealed on January 2, 2027.

Highway Cost Allocation Study (HB 3406)

House Bill 3406 requires DAS to submit a report to the Joint Committee on Transportation by September 15, 2024, that includes an analysis of at least the three most recent reported Highway Cost Allocation Studies. The report must evaluate the amount that users of each class of vehicle actually paid, and whether the amount paid was a proportionate share of those costs. The reporting requirement is repealed on January 2, 2025.

State Rail Rehabilitation Fund Modification (SB 16)

Senate Bill 16 requires ODOT to submit a report by December 31 of even-numbered years to the Joint Committee on Transportation. The report shall detail the expenditures of moneys in the State Rail Rehabilitation Fund and the status of rail projects that have received moneys from the fund.

Small Business Development Program (SB 1048)

Senate Bill 1048 requires ODOT to annually submit a report to the Legislative Assembly by December 31. The report shall include:

- The number of public improvements contracts ODOT identifies;
- The number of public improvement contracts ODOT awards to qualified small businesses;

- The number of qualified small businesses that ODOT provides assistance to under the program;
- The type and size of the qualified small businesses that participate in the program;
- The aggregated value of public improvement contracts ODOT awards in connection with the program; and
- Other information about the program deemed relevant.

Budget & Bonding

Bond Authorization

House Bill 5005
Effective Date: July 1, 2023

House Bill 5005 is the general bond authorization bill for state agencies and establishes limits for the authorization of general obligation bonds, revenue bonds, and certificates of participation. ODOT received authorization to issue up to \$251,825,000 in general obligation bonds, \$360,000,000 in Highway User Tax Revenue bonds, and \$300,000,000 in Grant Anticipation Revenue Vehicle (GARVEE) bonds. The bill also authorizes \$250,000,000 general obligation bonds in the 2025-27, 2027-29, and 2029-31 biennia to fulfill Oregon’s \$1 billion commitment to the Interstate Bridge Replacement Program.

Capital Construction

House Bill 5006
Effective Date: July 1, 2023

House Bill 5006 provides expenditure limitation for ODOT’s capital construction projects during the 2023-25 biennium. ODOT received \$38,000,000 in expenditure limitation for the South Coast Region Seismic Ready Facility.

Lottery Bond Authorization

House Bill 5030
Effective Date: July 1, 2023

House Bill 5030 is the lottery bond authorization bill for state agencies. ODOT received authorization for the issuance of:

- \$5 million in lottery bonds for distribution to the City of Bend for construction of a pedestrian and bicycle overcrossing of US-97 and BNSF railroad tracks along Hawthorne Avenue;
- \$20 million in lottery bonds for distribution to the Port of Hood River to support the Hood River-White Salmon Interstate Bridge replacement project; and
- \$20 million in lottery bonds for distribution to Multnomah County to support the Earthquake Ready Burnside Bridge project.

Oregon Department of Transportation Budget

House Bill 5040

Effective Date: July 1, 2023

House Bill 5040 is foundation of the 2023-25 Legislatively Adopted Budget for the Oregon Department of Transportation. The agency's 2023-25 Legislatively Adopted Budget totals \$5.77 billion in total funds and 4,911 positions (4,790.20 FTE). The 2023-25 budget represents a 4% decrease from the 2021-23 Legislatively Approved Budget. Budget highlights in HB 5040 include:

- \$18,230,608 in Other Funds expenditure limitation and 28 positions (24.47 FTE) to support increased project volume and the implementation of new programs authorized by the federal Infrastructure Investment and Jobs Act (IIJA);
- \$2,022,649 in Other Funds expenditure limitation and 7 positions (6.50 FTE) to further resource the bi-state Interstate Bridge Replacement Program;
- \$9,182,342 in Other Funds expenditure limitation and 37 positions (29.82 FTE) to support Urban Mobility Strategy efforts in the Portland Metro region, and provide additional staff for the Oregon Toll System implementation project;
- \$672,044 in Other Funds expenditure limitation and 3 positions (2.30 FTE) to stand up the Small Business Development Program established in SB 1048 (2023), and achieve related procurement equity goals directed by Executive Order 22-15;
- \$19,000,000 in Other Funds expenditure limitation, carried forward from the 2021-23 biennium, corresponding to American Rescue Plan Act (ARPA) funds ODOT received from the federal government to complete Phase 2A of the Newberg-Dundee Bypass project;
- \$650,000 in Lottery Funds expenditure limitation to continue the Rural Veterans Healthcare Transportation Grant Program in conjunction with the Oregon Department of Veterans' Affairs; and
- Updated Key Performance Measures.

Oregon Department of Transportation Fees

House Bill 5041

Effective Date: July 1, 2023

House Bill 5041 ratifies an ODOT fee change adopted by rule. The registration plate fee is increased to reflect the cost of manufacturing. The cost to manufacture plates has increased by \$0.50 for a single plate and \$1 per pair.



House Bill 2100 increases many common DMV fees to help cover the cost of delivering the services. The fee increases are detailed below and include items such as: original issuance and renewals of Class C and Commercial driver licenses, permits, and ID cards; motorcycle endorsements; Class C skills and knowledge tests; commercial driver license skills tests; license plate transfers; and rounding fees up to the nearest whole dollar. Additionally, the registration period for new motorcycles and mopeds is reduced to two years from four years.

Fee Type	Current Statutory Fee	New Statutory Fee	ORS
Driver Licensing			
Original Class C Driver License	\$54.00	\$58.00	807.370(1)(a)
Class C Driver License Renewal	\$34.00	\$48.00	807.370(5)(a)
Class C Driver License Replacement	\$26.00	\$30.00	807.370(6)
Original Class C Instr. Permit	\$23.00	\$30.00	807.370(1)(e)
Class C Instruction Permit Renewal	\$23.00	\$26.00	807.370(5)(e)
Class C Instruction Permit Replacement	\$26.00	\$30.00	807.370(6)
Class C Knowledge Test	\$5.00	\$7.00	807.370(7)(a)
Class C Skills Test	\$9.00	\$45.00	807.370(7)(d)
Motorcycle Knowledge Test	\$5.00	\$7.00	807.370(7)(b)
Motorcycle Endorsement	\$46.00 & \$49.00	\$60.00	807.370(3)(a)&(b)
Original CDL	\$75.00	\$160.00	807.370(1)(c)
CDL Renewal	\$55.00	\$98.00	807.370(5)(c)
CDL/CDP Replacement	\$26.00	\$30.00	807.370(6)
Orig. CDL Instr. Permit	\$23.00	\$40.00	807.370(1)(f)
CDL Skills Test	\$70.00	\$145.00	807.370(7)(e)
All Hardship/ Probationary Permits	\$50.00	\$75.00	807.370(1)(L)
All Reinstatements	\$75.00	\$85.00	807.370(10) + 807.410(d)
Original ID Card	\$44.50	\$47.00	807.410(1)(a)
ID Card Renewal	\$40.50	\$43.00	807.410(1)(b)
ID Card Replacement	\$39.50	\$40.00	807.410(1)(c)&(g)
Vehicles			
License Plate Transfer	\$6.00	\$30.00	803.575(3)



Replacement Plate/Sticker	\$10.00	\$12.00	803.575(2)&(5)& 805.250
VIN Inspection	\$7.00	\$9.00	803.215
Rounding to Whole Dollar			
Trailer or Campers over 10 ft extra per foot	\$6.75	\$7	803.420(7)(c)(B)
Motor homes over 14ft extra per foot	\$7.50	\$8	803.420(7)(c)(D)
Plate cost rounded to whole dollar			803.570(2)(a)
Moped and Motorcycle Registration Term			
Registration Period for moped and motorcycle 4 years to 2 years	Only changing term, not fee		803.415

Omnibus Budget Reconciliation Bill

Senate Bill 5506

Effective Date: Upon Passage

Senate Bill 5506 is the Emergency Board bill (also known as the “End of Session Bill,” “Christmas Tree Bill” or “Omnibus Budget Reconciliation Bill”), which provides various adjustments for state agencies associated with changes made to agency programs during session. Among other changes and appropriations, Senate Bill 5506:

- Appropriated \$1,000,000 in General Funds to ODOT for walking, biking, and transit improvements along state highways that serve as community main streets (also known as the Great Streets program);
- Appropriated \$3,000,000 in General Funds to ODOT for pedestrian access improvements along Southwest Hall Boulevard in Portland;
- Appropriated \$2,000,000 in General Funds to ODOT for distribution to the City of Independence for the Chestnut Street Bridge project;
- Appropriated \$2,000,000 in General Funds to ODOT for distribution to the City of Independence for Western Interlock off-site transportation improvements;
- Appropriated \$1,500,000 in General Funds to ODOT for distribution to the Klamath County Economic Development Association for the Klamath Northern Railroad project;
- Appropriated \$5,000,000 in General Funds to ODOT for distribution to the Malheur County Development Corporation for the Treasure Valley Intermodal Facility project;
- Decreased ODOT’s Other Funds, Federal Funds, and Lottery Funds Debt Service expenditure limitations by \$3,378,149 to reflect changes to price list, Attorney General costs, DAS charges; Lottery Debt services; and
- Increased ODOT’s Other Funds expenditure limitation by \$297,339,349 pursuant to the authorizing provisions of HB 5005 and HB 5030.

Legislation Considered (Not Passed)

Contractor Liability (HB 2057)

House Bill 2057 made a contractor jointly and severally liable in any civil or administrative action for unpaid wages owed to an unrepresented employee of the subcontractor. The measure provided a statute of limitations for civil action to recover unpaid wages and unpaid overtime wages and exempted work performed under prevailing wage rate projects.

The measure passed the House and moved out of the Senate Committee on Labor and Business. It was referred to the Senate Committee on Rules where it remained upon adjournment.

Tax Credit Extension (HB 2092)

House Bill 2092 would have adjusted the sunset for nine income tax credits, including extending the short-line railroad tax credit from January 1, 2026, to January 1, 2030.

The measure moved out of the House Committee on Revenue and was referred to the Joint Committee on Tax expenditures where it remained upon adjournment. Similar language was included in SB 155.

Transportation Omnibus (HB 2096)

House Bill 2096 was an omnibus transportation measure that included three changes. One, the measure made changes to short line railroad tax credit program. Two, the measure added clarification for road authorities to grant permission to allow vehicles to participate in parades that are otherwise prohibited from operating on the roadway, provided they still comply with conditions imposed by the road authority and complied with size and weight restrictions. And three, the measure revised requirements for the Highway Cost Allocation Study and required DAS to submit a report analyzing at least the three most recent iterations of the Study.

The measure moved out of the Joint Committee on Transportation and was referred to the House Committee on Revenue where it remained upon adjournment. Similar language was included in HB 3406.

Interstate Bridge Replacement Program Funding (HB 2098)

House Bill 2098 was introduced as a placeholder measure. The primary amendments under consideration were the -2, -3, and -4 amendments.

The -2 amendment established the legislature's intent of investing \$1 billion over the next four biennia in the Interstate 5 Bridge Replacement Project, placed a \$6.3 billion cost cap on the project, authorized toll revenues to be used either directly on the project or to repay project

borrowings, established legislative findings to protect open competition during the procurement process, modified the biennial Highway Cost Allocation Study, and reaffirmed the legislature's intent to fully fund the Interstate 5 Rose Quarter Project.

The -3 amendment established the legislature's intent of investing \$1 billion but stated that the bonds may not be issued unless the U.S. Department of Transportation submits a grant agreement for a total of \$2.5 billion. The amendment placed a \$6.3 billion cost cap on the project and prohibited construction on the interchanges until Oregon and Washington Treasurers confirmed that bridge and transit components are substantially complete and that the project would fall within the \$6.3 billion limit. The amendment directed ODOT to complete an Investment Grade Analysis on toll revenues.

The -4 amendment was identical to the -2 amendment but indexed the \$6.3 billion cost cap to inflation and did not include the legislative findings to protect open competition.

The measure received one informational meeting and two public hearings and remained in the Joint Committee on Transportation upon adjournment.

In lieu of passing HB 2098 or another policy bill, the Legislature committed Oregon's funding to the Interstate Bridge Replacement project through the End of Session bill package, including general obligation bond authority over the next four biennia.

Willamette River Bridge Task Force (HB 2137)

House Bill 2137 established the Willamette River Bridge Task Force to study strategies for the financing, construction, and maintenance of an additional bridge crossing the Willamette River connecting Marion and Polk counties outside of the Salem-Keizer urban growth boundary.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Prevailing Wage Contract Price (HB 2213)

House Bill 2213 changed the minimum contract price when prevailing wage rates apply from \$50,000 to an amount set in rule by the Commissioner of the Bureau of Labor and Industries. The contract price was to be set at \$100,000 for the year ending on December 31, 2024, and then be calculated annually after that based on the percentage change in the U.S. City Average Consumer Price Index from the previous calendar year.

The measure did not receive a public hearing and remained in the House Committee on Business and Labor upon adjournment.

Ends Automatic Motor Voter Registration (HB 2233)

House Bill 2233 ended automatic voter registration through Oregon Motor Voter. The measure

re-established an opt-in voter registration process through DMV and authorized rulemaking authority. The new voter registration method would have applied to registrations and updates that occurred after the effective date of the measure.

The measure did not receive a public hearing and remained in the House Committee on Rules upon adjournment.

Electric Vehicle Electricity Taxation (HB 2301)

House Bill 2301 imposed a tax on the use of electricity to charge electric vehicles at any location where charging took place, including commercial charging stations, commercial and private structures, and public charging stations. The measure specified reporting requirements for any taxpayer liable of the tax and that the amount due be reported to ODOT. Failure to pay and collections requirements were specified, and enforcement action was granted to ODOT. The funds collected through the tax were to become part of the State Highway Fund.

The measure did not receive a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Indirect Source Review Program (HB 2396)

House Bill 2396 directed the Environmental Quality Commission to adopt rules to establish and implement an indirect source review program to control emissions of air contaminants from or associated with indirect sources of air pollution. The measure required that if emissions associated with an indirect source created a significant air quality concern, then residents and businesses located near the impacted area must receive notice. The measure required that all medium- or heavy-duty vehicles have access to electric charging infrastructure, except at construction sites if they park at an indirect source that has exceeded ambient benchmark concentrations for diesel particulate.

The measure did not receive a work session and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Prohibition of Walking on an Interstate (HB 2518)

House Bill 2518 expanded a traffic offense to include persons walk along an interstate highway.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Electric Bicycle Rebate Program (HB 2571)

House Bill 2571 directed DEQ to establish a rebate program for the purchase of electric bicycles. The measure established the Electric Bicycle Incentive Fund and would have required that

program rebates be made from moneys credited to or deposited in the Fund. The measure appropriated \$6 million General Fund to the EQC for deposit into the Electric Bicycle Incentive Fund.

The measure moved out of the House Committee on Climate, Energy and Environment and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Voter Registration Signature Update (HB 2580)

House Bill 2580 required voters to update their signature in their voter registration file at least once every eight years. If a signature was not updated, the voter would be made inactive. The measure tasked the Secretary of State and ODOT with adopting rules to facilitate the updating of signatures.

The measure did not receive a public hearing and remained in the House Committee on Rules upon adjournment.

Ends Automatic Motor Voter Registration (HB 2585)

House Bill 2585 ended automatic voter registration through Oregon Motor Voter. The measure re-established an opt-in voter registration process through DMV and authorized rulemaking authority. The new voter registration method would have applied to registrations and updates that occurred after the effective date of the measure.

The measure received one public hearing and remained in the House Committee on Rules upon adjournment.

Offensive Littering (HB 2593)

House Bill 2593 made offensive littering a Class B violation unless the person intentionally and impermissibly discarded refuse of one cubic foot or more, in which case it was a Class C misdemeanor. Currently, all offensive littering is a Class C misdemeanor regardless of the volume of refuse discarded.

The measure passed the House and received a public hearing and work session in the Senate Committee on Judiciary where it remained upon adjournment.

Zero-Emission Incentive Fund Investment (HB 2613)

House Bill 2613 allocated \$30 million of General Fund to DEQ for deposit in the Zero-Emission Incentive Fund to fund electric vehicle rebates.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

TNC Emissions Targets (HB 2614)

House Bill 2614 would have required a transportation network company (TNC) to annually report to the Department of Environmental Quality the total number of service miles driven in Oregon by TNC vehicles and the total number of service miles driven in Oregon by zero-emission vehicles (ZEVs). The measure would have required TNCs to meet or exceed specific targets for percentage of service miles provided by ZEVs. If the TNC failed to meet these targets, the measure established a civil penalty of 50 cents for each mile that did not meet the ZEV target. Additionally, the bill directed the EQC to establish a program to provide financial incentives for the purchase or lease of ZEVs by TNC drivers and the development of electrical charging stations.

The measure moved out of the House Committee on Climate, Energy, and Environment and was referred to the Joint Committee on Transportation where it remained upon adjournment.

Oregon Transportation Commission Membership (HB 2619)

House Bill 2619 modified membership and terms of the Oregon Transportation Commission, expanding the Commission from five to nine members. Membership was to include: one member who was under the age of 25; one member whose primary mode of travel was not a motor vehicle; one member who is a person with a disability, has a family member with a disability or a member of an advocacy group for people with disabilities; and one member who represents the interests of Oregon Indian tribes. Additionally, membership was to be appointed so that each congressional district was represented and no more than three members represented the same district. The measure specified reappointment terms and the staggering of term expiration for new members. An executive director for the Commission was to be appointed by the Governor.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Transportation Modernization Grant Fund (HB 2658)

House Bill 2658 directed ODOT to determine the average carbon emissions for each motor vehicle and charge an additional carbon emissions fee when collecting registration fees. The funds were to be deposited into the Transportation Modernization Grant Fund. DEQ was to establish a competitive grant program to fund the construction, operation, and maintenance of infrastructure projects designed to reduce carbon or other greenhouse gas emissions from motor vehicles. The grant program was to be funded by the Transportation Modernization Grant Fund.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Update to Executive Order on Climate (HB 2659)

House Bill 2659 required LCDC to update rules in response to Executive Order 20-04 requiring agencies to take action to reduce and regulate greenhouse gas emissions, including rules related to parking mandates, reduced-vehicle areas, transportation planning, electric vehicle infrastructure, and housing density. The measure prohibited the climate rules from being enforced until the commission adopted new amendments or replacement rules to the climate rules.

The measure moved out of both the House Climate, Energy, and Environment Committee and the House Agriculture, Land Use, Natural Resources, and Water Committee and was referred to the House Committee on Rules where it remained upon adjournment.

Willamette Valley Commuter Rail Task Force (HB 2662)

House Bill 2662 established the Willamette Valley Commuter Rail Task Force to study extending the Westside Express Service (WES) commuter rail line to Salem, frequency, and hours of service, establishing a new entity to administer the rail service, and opportunities to apply for funding through federal Infrastructure Investment and Jobs Act.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Highway Maintenance Funding Plan (HB 2677)

House Bill 2677 required ODOT to provide a maintenance funding plan for any transportation project adopted into the STIP that adds lane miles to the state highway system.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Ultra High Speed Ground Transportation (HB 2691)

House Bill 2691 authorized ODOT to enter into agreements with other jurisdictions to plan for improved passenger rail services, including ultra-high-speed rail, within the Cascades Rail Corridor. The measure also required any agreement related to ultra-high-speed rail to include service to Eugene.

The measure did not receive a work session and remained in the Joint Committee on Transportation upon adjournment.

Cascades Passenger Rail (HB 2692)

House Bill 2692 directed ODOT to work with the Washington State Department of

Transportation and the British Columbia Ministry of Transportation and Infrastructure to develop a shared regional approach to Cascades passenger rail planning, funding, and communications. The measure directed ODOT to submit a biennial report on the status of the shared regional plan, the performance of passenger rail within the corridor, and the financial status of the corridor and passenger rail service within the corridor.

The measure did not receive a work session and remained in the Joint Committee on Transportation upon adjournment.

Increased PERS Benefits for Telecommunicators and Oregon State Hospital Employees (HB 2701)

House Bill 2701 increased pension benefits for telecommunicators and employees of the Oregon State Hospital from 1.5% to 1.8% of their final average salary multiplied by the number of years of retirement credit, due to the hazardous nature of the positions.

The measure moved out of the House Committee on Emergency Management, General Government, and Veterans and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Medium- or Heavy-Duty Zero-Emission Vehicle Rebate (HB 2714)

House Bill 2714 directed DEQ to establish a program to provide rebates for the purchase of qualifying medium- or heavy-duty zero-emission vehicles. The measure established the Zero-Emission Medium- and Heavy-Duty Vehicle Incentive Fund and appropriated \$15 million of General Fund to the fund.

The measure moved out of the House Committee on Climate, Energy, and Environment and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

EV and Hydrogen Fueling Projects Grant Program (HB 2720)

House Bill 2720 directed ODOT to establish a grant program for fuel cell electric vehicle and hydrogen fueling demonstration projects. The measure also required ODOT to conduct a study of existing state statutes, regulations, rules, and policies that could impede the wide-scale adoption and use of fuel cell electric vehicles and hydrogen fueling in Oregon, to present to the Legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Missing Endangered Person Alert System (HB 2764)

House Bill 2764 established the Missing Endangered Person Alert System to be overseen and implemented by the Oregon State Police.

The measure passed the House of Representatives, moved out of the Senate Committee on Labor and Business, and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Disposal of Electric Vehicle Batteries (HB 2769)

House Bill 2769 directed DEQ to study the disposal of electric vehicle batteries in Oregon. The measure required the study to include information about necessary regulatory authority, the volume of battery materials discarded annually, the locations of disposal sites, the potential for recycling battery materials, and an annual cost estimate. HB 2769 directed DEQ to present their findings to the Legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Transportation Infrastructure Resiliency Study (HB 2779)

House Bill 2779 directed ODOT to study issues related to improving ground transportation infrastructure resilience. The measure required ODOT to present the study to the Legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Bridge District (HB 2781)

House Bill 2781 authorized the formation of a bridge district in the Salem area, consisting of Benton, Marion, Polk, and Yamhill counties. The measure allowed the district to levy property taxes for the purpose of planning, financing, constructing, operating, and maintaining bridges over the Willamette River.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Transportation Infrastructure Resiliency Study (HB 2785)

House Bill 2785 directed ODOT to study issues related to improving transportation infrastructure resilience and to report the findings to the Legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Vehicle Dealer Notification (HB 2787)

House Bill 2787 required ODOT-DMV to notify vehicle dealers when DMV discovered that documents or fees submitted as part of the titling or registration process for a vehicle were missing or incomplete. DMV was to take certain actions, such as establishing a payment account, to allow dealers to rectify missing documentation, information, or fees. The measure also required a study to assess delays in processing documents and fees and report back to the Oregon Dealer Advisory Committee by September 15, 2025.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Inspection Notice to Vehicle Dealers and Dismantlers (HB 2790)

House Bill 2790 required ODOT-DMV to provide two days' notice to vehicle dealers and dismantlers prior to inspecting records, except in cases where DMV is conducting the inspection in response to a complaint.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Livestock Fencing (HB 2799)

House Bill 2799 directed ODOT to establish and administer a grant program for erecting and maintaining wildlife-friendly livestock safety fencing along state highways. The measure would have required ODOT to convene an advisory group to help identify high-risk portions of state highways, develop eligibility criteria for grant recipients and the applicant selection process. The measure would have appropriated \$500,000 General Fund to ODOT for grant awards and administration.

The measure moved out of the House Committee on Agriculture, Land Use, Natural Resources, and Water and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Acting as Vehicle Dealer Without Certificate (HB 2818)

House Bill 2818 expanded the definition of consumer contract to include a used motor vehicle used primarily for personal, family, or household purposes. The measure expanded the offense of acting as a vehicle dealer without certificate to include acting as an agent of DMV by accepting documents and fees necessary to title and register a vehicle without having authorization to act as a DMV agent. The measure added a cause of action for a person if the offense was committed.

The measure received two public hearings and remained in the House Committee on Business and Labor upon adjournment.

Temporary Registration and Trip Permits (HB 2819)

House Bill 2819 made two distinct changes to temporary registration and trip permits. First, the measure authorized vehicle dealers to issue temporary registration permits for motor vehicles that do not have proof of compliance with pollution control equipment requirements at the time of sale. The measure required the dealer to provide the purchaser with notice that ODOT will not provide registration until proof of compliance is provided. Second, the measure eliminated existing “light vehicle trip permits” and “recreational vehicle trip permits” and created a new 10-day trip permit that could not be issued more than three times per 12-month period.

The measure received a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Task Force on Renewable Diesel (HB 2826)

House Bill 2826 established the Task Force on Renewable Diesel to study the availability of renewable diesel in Oregon and possible incentives to increase its availability. The measure required the task force to develop estimates for current and future demand and analyze the cost difference between renewable diesel and other types of fuels.

The measure did not receive a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Telecommunications Tower Approval (HB 2828)

House Bill 2828 prohibited the development, replacement, alteration, modification, or reconstruction of a telecommunications tower except with approval from the county. The measure established application and review criteria.

The measure did not receive a public hearing and remained in the House Committee on Emergency Management, General Government, and Veterans upon adjournment.

Offense of Sleeping in a Highway Danger Zone (HB 2838)

House Bill 2838 created the offense of sleeping in a highway danger zone if a person sleeps on the ground within 10 feet of the outside edge or curb of a roadway any time from sunset to sunrise. The offense would have been categorized as a Class E traffic violation.

The measure did not receive a public hearing and remained in the House Committee on Judiciary upon adjournment.

Acceptable Identification for Veterans' Recognition Plates (HB 2840)

House Bill 2840 allowed for additional forms of identification, including a Veteran Identification Card issued by the United States Department of Veterans Affairs, to be used to demonstrate veteran status for purposes of applying for veterans' recognition vehicle registration plates.

The measure received a public hearing and remained in the House Committee on Emergency Management, General Government, and Veterans upon adjournment.

Bonds in Lieu of Retainage (HB 2870)

House Bill 2870 permitted contractors to submit surety bonds in lieu of retainage for construction projects and public improvement contracts.

The measure passed the House of Representatives, was amended in and passed the Senate but remained in a conference committee upon adjournment.

Spanish Language Traffic Safety Education Courses (HB 2951)

House Bill 2951 directed ODOT to establish a grant program for traffic safety education providers to provide Spanish language traffic safety education courses. The measure required ODOT to write rules and appropriated an undetermined amount of General Funds for the grant program.

The measure passed out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Wildlife-Vehicle Collision Program Modifications (HB 2999)

House Bill 2999 modified provisions of the ODOT wildlife-vehicle collision program to include feasibility studies for creating or modifying safer road infrastructure. The measure expanded the existing requirements for ODOT to report biennially to the Legislature on feasibility studies, project implementation timelines, and estimated project costs and funding sources of established or planned wildlife corridor infrastructure.

The measure moved out of the House Committee on Agriculture, Land Use, Natural Resources, and Water and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Gold Star Family Funding (HB 3000)

House Bill 3000 appropriated \$20,000 General Fund to ODOT to cover the costs of fees to erect and maintain Fallen Hero roadside memorial signs made at the request of Gold Star Family members. The measure also appropriated \$5,000 General Fund to ODOT to cover the surcharge for the issuance of Gold Star Family member veterans' recognition registration plates.

The measure moved out of the House Committee on Emergency Management, General Government, and Veterans and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Community Green Infrastructure Grant Program (HB 3016)

House Bill 3016 established a community green infrastructure grant program. The measure directed DLCD to enter into an intergovernmental agreement with ODOT for technical advice concerning state transportation facilities and rights of way as they relate to the design and implementation of the community green infrastructure grant program.

The measure moved out of the House Committee on Climate, Energy, and Environment and was referred to the Joint Committee on Ways and Means where it remained upon adjournment. Similar language was included within HB 3409.

Motor Vehicle Fuels or Emissions Standards Enforcement (HB 3022)

House Bill 3022 prohibited the EQC from adopting, and DEQ from enforcing, rules or standards related to motor vehicle fuels or emissions unless they were first authorized by the Legislature.

The measure received two public hearings and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Cedar Creek Trail Underpass (HB 3034)

House Bill 3034 appropriated an unspecified amount of General Fund to ODOT, for purposes of direct transfer to the City of Sherwood for the City's construction of an underpass beneath the Cedar Creek Trail.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Graduated Driver License Study (HB 3041)

House Bill 3041 required ODOT to study and make recommendations to laws related to the graduated driver license program. The report was due September 15, 2024.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Sign Size on Private Property (HB 3075)

House Bill 3075 increased the allowable size limit for temporary signs on private property from 12 square feet to 32 square feet.

The measure did not receive a public hearing and remained in the House Committee on Rules upon adjournment.

Community Main Streets Investment (HB 3113)

House Bill 3113 allocated \$10 million of General Fund to ODOT for improving safety and increasing access to walking, biking, and transit on state highways that serve as community main streets.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment. One million of funding was included in Senate Bill 5506.

Study of Electric Vehicle Tax (HB 3131)

House Bill 3131 directed ODOT to study how a tax could be imposed on the use of electricity to charge electric vehicles at a rate equal to the motor vehicle fuel tax. The report was due to the legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Any Impairing Substance (HB 3146)

House Bill 3146 expanded the definition of “intoxicant” in the Oregon Vehicle Code to include any substance that when taken into the body could impair the ability of a person to safely operate a vehicle.

The measure did not receive a public hearing and remained in the House Committee on Judiciary upon adjournment. HB 2316 which also addresses the definition of intoxicant takes effect on January 1, 2024.

Nonroad and Dyed Diesel Tax (HB 3158)

House Bill 3158 established the Clean Diesel Engine Fund, which was to consist of moneys from new taxes from clean diesel engine taxes; the heavy equipment rental tax imposed on rentals of nonroad diesel equipment; the privilege tax imposed on heavy-duty vehicles; and the license tax on dyed diesel. The measure increased the cap on grants or loans awarded from Clean Diesel Engine Fund for repower of non-road diesel engine to 50% of certified costs. The EQC was to establish preferences for grants and loans from the Fund for replacements, repowers, or retrofits necessary to satisfy certain title and registration requirements for heavy- or medium-duty trucks powered by diesel engines.

The measure received a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Information Disclosure to Mass Transit Districts (HB 3170)

House Bill 3170 explicitly added mass transit districts to the list of entities that can request and receive personal information from a motor vehicle record from ODOT-DMV.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Outdoor Lighting Requirements (HB 3202)

House Bill 3202 proposed new standards for outdoor lighting on all public lands or on projects that have utilized state funds. The measure authorized the Department of Consumer and Business Services to establish lighting standards for publicly funded lighting and required the standards to include using shielded lighting fixtures, emitting only as much lighting as necessary to achieve the intended purpose, and have a color temperature of 3,000 Kelvin or lower. Additionally, it directed ODOT to replace outdoor lighting fixtures on highways and agency properties in compliance with these new standards.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Salem Streetcar System (HB 3224)

House Bill 3224 directed the Salem Area Mass Transit District to collaborate with ODOT, DEQ, and community members to study the feasibility of developing a rail streetcar system.

The measure was voted out of the Joint Transportation Committee and referred to the Joint Ways and Means Committee where it remained upon adjournment. SB 5506 included funding for the study.

All-Terrain Vehicle Access (HB 3248)

House Bill 3248 allowed the operation of Class I, Class III, or Class IV all-terrain vehicles (ATVs) on highways that are not interstate highways if the ATV met specified equipment standards and were registered to operate on public highways. The measure directed ODOT to allow for the registration of Class I, Class III, or Class IV ATVs if the applicant provided proof that the ATV met equipment standards for highway use.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Tolling Cap for Residents Close to I-205 (HB 3293)

House Bill 3293 limited the toll rate for registered vehicle owners who live within a three-mile radius of a toll collection facility on Interstate 205 to not more than \$2 per day or \$10 per month. The limited toll rate would not have applied to toll collection facilities outside of the three-mile radius. The measure directed 5% of the toll revenues to be allocated on an annual basis to the counties within a three-mile radius of a toll collection facility to be used to mitigate the impacts of traffic diversion as a result of the tollway project.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Mandatory Road Usage Charging (HB 3297)

House Bill 3297 required model year 2028 or later vehicles, with a mileage rating of 30 miles per gallon or greater, to participate in ODOT's road usage charge program (OReGO), beginning July 1, 2027. The program expanded to registered owners and lessees of passenger vehicles of model year 2036 or later that have a 20 miles per gallon rating or better, beginning July 1, 2035. The voluntary per-mile road usage charge program was to be repealed on July 1, 2030. An annual fee in lieu of participation in per-mile road usage charge program was permitted. ODOT was to submit reports to the Road User Fee Task Force on program implementation. ODOT was also required to seek federal funding to study interaction of road usage charges and the impact of motor vehicle usage on the environment.

The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment.

Earthquake Ready Burnside Bridge Project (HB 3323)

House Bill 3323 appropriated \$300 million General Fund to the Department of Administrative Services for distribution to Multnomah County for the Earthquake Ready Burnside Bridge project.

The measure did not receive a work session and remained in the Joint Committee on Transportation upon adjournment. SB 5506 included funding for this project.

Lawful Status for Driver License (HB 3325)

House Bill 3325 required that a person provide proof of lawful status in the United States before ODOT could issue a noncommercial driver license, noncommercial driver permit, or identification card.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Geolocation Data (HB 3327)

House Bill 3327 prohibited proprietors of electronic communication networks from selling or otherwise providing individuals' geolocation data connected with proprietors' electronic communications network.

The measure did not receive a public hearing and remained in the House Committee on Business and Labor upon adjournment.

Motor Vehicle Ownership Transfer Study (HB 3351)

House Bill 3351 required ODOT to conduct a study of issues related to transferring ownership of a motor vehicle. The report was due to the Legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Permanent County Safety Corridor Program (HB 3372)

House Bill 3372 made permanent the county safety corridor program, which was originally established as a pilot through House Bill 3213 in the 2019 legislative session.

The measure did not receive a public hearing and remained in the House Committee on Emergency Management, General Government, and Veterans upon adjournment.

Vehicle "Crash" not Vehicle "Accident" (HB 3374)

House Bill 3374 replaced references to vehicle "accident" or "collision" with the word "crash" throughout the vehicle code and other statutes concerning vehicles.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

DUII *per se* Intoxication Reduced from 0.08 Blood Alcohol Content to 0.05 (HB 3376)

Under current law, a person arrested for DUII, and given a breath or blood test, is legally (*per se*) impaired if their Blood Alcohol Content (BAC) is 0.08 or more. House Bill 3376 reduced the *per se* intoxication level to 0.05 BAC.

The measure did not receive a public hearing and remained in the House Committee on Judiciary upon adjournment.

Urban Growth Boundary Adjustments (HB 3414)

HB 3414 required local governments to approve certain adjustments to land use regulations for housing development within urban growth boundaries and establish the Housing Accountability and Production Office within DLCD and DCBS. The measure appropriated \$10 million General Fund to DLCD for education materials, technical assistance, and grants to local governments. It also appropriated \$4.8 million General Fund to DLCD for the creation of the Housing Accountability and Production Office.

The measure passed the House of Representatives but failed on the Senate Floor.

Tolling Study (HB 3424)

House Bill 3424 directed ODOT to study laws related to tolling and submit a report to the Legislature by September 15, 2024.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Motor Vehicle Farm Trailer Combinations (HB 3438)

House Bill 3438 created an exception for three-vehicle combinations where a motor vehicle is pulling a trailer attached to the motor vehicle, and a second farm trailer is attached to the first trailer. The measure specified that the farm trailer must be attached by a hitch that does not swivel and may not be more than eight feet in length. The measure also specified that this combination would not violate the provisions of ORS 818.110 that prohibits operating a combination of more than two vehicles.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Tri-County Tolling Prohibition (HB 3441)

House Bill 3441 prohibited the assessment and increase of toll rates on state or interstate highways located in Multnomah, Washington, or Clackamas Counties unless ODOT submitted an equity plan that was approved by a majority vote of the county’s governing body.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Railroad Tax Credit (HB 3477)

House Bill 3477 eliminated the tiers based on track length or public ownership of railroads that established distinctions between types of short line railroads for the purpose of determining the amount of tax credit allowed for the rehabilitation of short line railroads. The measure applied to tax years beginning January 1, 2024, or later.

The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment.

State Rail Rehabilitation Fund (HB 3481)

House Bill 3481 expanded the use of the State Rail Rehabilitation Fund to include rail projects and provided state matching funds to leverage federal discretionary grant funding. The measure also modified project selection criteria for ODOT. HB 3481 required ODOT to submit a biennial report to the Joint Committee on Transportation regarding the expenditure of moneys in the fund and the status of rail projects that have received moneys.

The measure did not receive a work session and remained in the Joint Committee on Transportation upon adjournment.

Transportation Greenhouse Gas Reduction Targets (HB 3483)

House Bill 3483 required the EQC, in consultation with ODOT, DLCD, local governments, and metropolitan planning organizations, to establish targets for reducing transportation greenhouse gas emissions throughout the state. The measure directed the OTC to amend the long-range transportation plan, the statewide transportation strategy on greenhouse gas emissions, and the STIP to comply with the targets by January 1, 2026.

The measure did not receive a public hearing and remained in the House Committee on Climate, Energy, and Environment upon adjournment.

Tax Exemption for Electric Vehicles (HB 3495)

House Bill 3495 exempted electric vehicles from motor vehicle privilege and use taxes.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Oregon Right to Rest Act (HB 3501)

House Bill 3501 established the Oregon Right to Rest Act. The measure declared that persons experiencing homelessness in Oregon have certain rights and created an affirmative defense to a civil or criminal charge related to the use of public spaces when a person was exercising the rights established in the measure. The measure outlined the complaint process and provided damages could be awarded.

The measure did not receive a public hearing and remained in the House Committee on Housing and Homelessness upon adjournment.

Firearm Permitting (HB 3511)

House Bill 3511 placed firearm permitting within ODOT. The measure specified the qualifications for purchasing a firearm permit and established the process for issuance. ODOT and Department of State Police were to jointly develop a permit database and make the database available under certain conditions.

The measure did not receive a public hearing and remained in the House Committee on Judiciary upon adjournment.

Great Streets Funding (HB 3516)

House Bill 3516 appropriated \$200 million General Fund to ODOT for improving safety and increasing access to walking, biking, and transit on state highways that serve as community main streets.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment. One million in funding for this purpose was included in SB 5506.

Local Use of Toll Program Fund (HB 3519)

House Bill 3519 expanded the use of the Toll Program Fund and directed ODOT to calculate the total amount in the fund for each fiscal year and provide 40% of that amount to award grants to cities for specified transportation projects.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Student Driver Education Reimbursement (HB 3546)

House Bill 3546 added a new definition for pupil for the purpose of student driver education reimbursement. The reimbursement rate was raised from \$210 per pupil to \$300 and added provisions around how much of the course needed to be completed prior to reimbursement taking place. The measure expanded when a provider could offer and be reimbursed for reduced tuition and noted the tuition cap. The measure raised the Student Driver Training Fund eligibility fee and the Limited term Student Driver Training Fund eligibility fee by \$1 each.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Compensation for Accrued Leave (HB 3553)

House Bill 3553 required employers who provide sick leave, vacation leave, or personal business leave benefits to employees to compensate employees for all earned but unused accrued leave upon termination of employment.

The measure did not receive a public hearing and remained in the House Committee on Business and Labor upon adjournment.

Abandoned Recreational Vehicle Program and Fund (HB 3556)

House Bill 3629 created notice and towing requirements for abandoned recreational vehicles. The measure specified the post-towing requirements and established a hearing process. The measure specified liability, costs, storage requirements, and the reclamation process for abandoned recreational vehicles that had been towed. The measure established the Abandoned Recreational Vehicle Account within the General Fund and appropriated funds from the Account to ODOT. ODOT was tasked with reimbursing eligible towing, dismantling, and storage expenses from the account, as well as establishing and maintaining a notice website. The measure established an additional biennial registration fee of \$25 on campers, travel trailers, and motor homes. A process for towing abandoned recreational vehicles from private property was established. ODOT was to submit an annual report to the Joint Committee on Transportation.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Procurement of Clean Energy Technology (HB 3579)

House Bill 3579 required DAS to adopt rules to govern procurements of clean energy technology. The measure also created the Task Force on Establishing, Attracting, and Sustaining Manufacturing of Clean Energy Technology to identify, evaluate, and recommend methods to attract and sustain clean energy manufacturing firms and operations to Oregon.

The measure moved out of the House Committee on Climate, Energy, and Environment and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Newberg-Dundee Bypass Project Funding (HB 3613)

House Bill 3613 appropriated \$125 million General Fund to ODOT for further construction of the Newberg-Dundee Bypass Project.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Tolling Delay (HB 3614)

House Bill 3614 prohibited the OTC from assessing a toll on state highways, except for the Interstate Bridge, until January 2, 2026. The measure established the Task Force on Tolling to study impacts of diversion and to provide various recommendations, including mitigating costs to low-, middle-, and fixed-income drivers; allowable uses of tolling revenues, phasing implementation on I-205; and ODOT's public outreach efforts.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Driver Improvement Course (HB 3619)

House Bill 3619 required ODOT to establish a driver improvement course that could be enrolled in by persons under the age of 18 who receive a citation for a Class D traffic violation or a specific fine traffic violation. If the person who received the violation completed the course before a court summons, the court would be required to dismiss the citation. The measure required ODOT to develop a form used by all law enforcement notifying persons of the course option, required ODOT to develop rules and standards for the course, and maintain a list of course providers.

The measure did not receive a public hearing and remained in the House Committee on Judiciary upon adjournment.

Bridge Investments (HB 3622)

House Bill 3622 committed to investing \$20 million to supporting the Hood River-White Salmon Interstate Bridge replacement project, \$6 million to supporting the Bridge of the Gods seismic strengthening project, and \$20 million to supporting the Earthquake Ready Burnside Bridge project. The measure also included a requirement for the Multnomah County to report to the Joint Committee on Transportation on the progress of the Earthquake Ready Burnside Bridge project during the 2024 interim and 2025 legislative session.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment. Funding for two of the bridges, Earthquake Ready Burnside Bridge, and Hood River-White Salmon Bridge, was included in SB 5506.

Pacific Northwest Infrastructure Task Force (HB 3629)

House Bill 3629 established the Pacific Northwest Infrastructure Task Force to collaborate with the State of Washington to develop a comprehensive infrastructure plan to identify major regional transportation projects that would improve bridges, rail, and ports and identify opportunities to jointly pursue and leverage federal funding.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Expansion of Passenger Rail (SB 14)

Senate Bill 14 directed ODOT to study the options for expanding passenger rail service in Oregon and to submit a report with recommendations to the Legislature by September 15, 2024. The measure authorized ODOT to enter into agreements with other jurisdictions related to improving passenger rail, including ultra-high-speed ground transportation. The measure stipulated that any agreement related to ultra-high-speed ground transportation must include service to Eugene. Additionally, it prohibited ODOT from expending in any biennium more than 50% or \$1 million, whichever is less, of moneys available for passenger rail, on ultra-high-speed ground transportation.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

COVID-19 Vaccination Terminations (SB 25)

Senate Bill 25 required state agencies in the executive branch to offer reinstatement to employees who were terminated for refusing to be vaccinated against COVID-19.

The measure did not receive a public hearing and remained in the Senate Committee on Labor and Business upon adjournment.

DMV Modernization Task Force (SB 72)

Senate Bill 72 created an 11-member DMV Modernization Task Force, consisting of legislators, customers, and ODOT representatives. ODOT was tasked with providing staff support for the Task Force. The Task Force was to study options for expanding the number of driver and motor vehicle services available to the public through private providers and report findings to interim transportation committees by September 15, 2024.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

COVID-19 Vaccination Terminations (SB 78)

Senate Bill 78 required state agencies in the executive branch to offer reinstatement to employees who were terminated or who retired for refusing COVID-19 vaccination as part of the executive branch directive.

The measure did not receive a public hearing and remained in the Senate Committee on Rules upon adjournment.

Apprenticeship on Public Improvement Projects Study (SB 119)

Senate Bill 119 required ODOT, DAS, and any state contracting agency that used funds from the 2021 American Rescue Plan Act for public improvement contracts to study the use of apprentices in public improvement projects and public works projects. The study was to be submitted to the legislature by September 15, 2024.

The measure passed out of the Senate and was referred to the House Committee on Business and Labor where it remained upon adjournment.

Electric Vehicle and Hydrogen Fueling Project Grant Program (SB 125)

Senate Bill 125 directed ODOT to establish a grant program to award grants for projects that demonstrate the potential for wide-scale adoption and use of fuel cell electric vehicle and hydrogen fueling. The measure required ODOT to adopt rules to administer the program, which included: convening an advisory committee to evaluate applications and recommend grant awards; approve, deny, and set the amount of grant award after reviewing advisory committee recommendations; monitor recipients' compliance; and evaluate efficacy of completed project. The measure appropriated \$25 million General Fund to ODOT for the grant program and directed ODOT to study existing state statutes, regulations, rules, and policies that may impede or hinder wide-scale adoption and use of fuel cell electric vehicles and hydrogen fueling. The findings and recommendations were to be provided to the Legislature by September 15, 2024.

The measure moved out of the Senate Committee on Energy and Environment and was referred to Joint Committee on Ways and Means where it remained upon adjournment.

Tax Credit Extension (SB 155)

Senate Bill 155 adjusted the sunset for nine income tax credits, including extending the short-line railroad tax credit from January 1, 2026, to January 1, 2030.

The measure moved out of the Senate Finance and Revenue Committee and was referred to the Joint Committee on Tax Expenditures where it remained upon adjournment. Similar language was included in HB 2092.

Public Record Fees (SB 160)

Senate Bill 160 required public bodies to reduce public records fees by 40% if the request was made in the public interest, and by 50% to 100% if the request was also narrowly tailored.

The measure received a public hearing in the Senate Committee on Rules and remained in committee upon adjournment.

Motorcycle Lane Splitting/Filtering (SB 422)

Senate Bill 422 created a conditional exemption to the violation of unlawful passing in a lane by a motorcycle or moped when traffic is moving at 10 miles per hour or less and the cyclist travels at no more than 10 miles per hour faster than the speed of surrounding traffic. The measure increased the penalty from a Class B violation to a Class A violation. The exemption applied only to interstate highways and roads with a designated speed of at least 50 miles per hour with two or more lanes of travel in a single direction. The practice would have remained prohibited in school zones, work zones, or on the road shoulder.

The measure passed out of the Senate and was referred to the Joint Committee on Transportation where it received a public hearing and remained upon adjournment.

Hood River-White Salmon Interstate Bridge Funding (SB 431)

Senate Bill 431 appropriated \$125 million of General Fund to ODOT for the distribution to the Port of Hood River for the construction of the Hood River-White Salmon Interstate Bridge.

The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment. Funding for this project was included in SB 5006

Tree Planting Pilot Program (SB 440)

Senate Bill 440 directed ODOT to establish a tree and vegetation planting pilot program on a minimum of 500 miles of ODOT right of way. The measure required ODOT to submit a report to the Legislature by September 15, 2025.

The measure did not receive a public hearing and remained in the Senate Committee on Energy and Environment upon adjournment.

Preference in Public Procurement (SB 442)

Senate Bill 442 allowed a contracting agency to grant preference to procuring goods or services for public use that are fabricated, processed, or have services performed in Oregon when they are not more than 5% higher than goods or services not from Oregon, including if the agency could reasonably determine that the higher price offsets the environmental costs attributable to the transportation of out-of-state goods or services.

The measure passed the Senate and received two public hearings in the House Committee on Emergency Management, General Government, and Veterans where it remained upon adjournment.

Rural Traffic Safety Grant Fund (SB 445)

Senate Bill 445 established the Rural Traffic Safety Grant Fund and directed ODOT to implement a rural traffic safety improvement program. The measure directed ODOT to adopt rules specifying the grant application process for rural cities. Additionally, SB 445 appropriated \$20 million General Fund to the Rural Traffic Safety Grant Fund.

The measure did not receive a work session and remained in the Joint Committee on Transportation upon adjournment.

Oregon Global Warming Commission Modification (SB 522)

Senate Bill 522 modified the state aspiration of reducing greenhouse gas emissions goals and established the aspiration of achieving net zero emissions by 2050. The measure modified the membership of the Oregon Global Warming Commission.

The measure moved out of the Senate Committee on Energy and Environment and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

SE Powell Boulevard Jurisdictional Transfer (SB 598)

Senate Bill 598 directed ODOT to transfer SE Powell Boulevard beginning where it intersects with SE Ninth Avenue and ending where it intersects with Interstate 205 to the City of Portland.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Deschutes County Studded Tire Use Extension (SB 645)

Senate Bill 645 provided a one-month extension on the use of studded tires for vehicles traveling in Deschutes County. The measure also authorized ODOT to shorten or lengthen the allowed

time for studded tire use in Deschutes County, if the preservation of the highway surface or the safety of the public necessitated a change.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Gold Star Families Memorial Highway (SB 659)

Senate Bill 659 designated the portion of U.S. 30 from where it intersects with U.S. 101 in Astoria and ending at the Idaho state border as the Gold Star Families Memorial Highway. The measure directed ODOT to place and maintain markers along the highway.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment. Similar language was included in HB 2146.

Reinstatement of Driving Privileges after DUII (SB 670)

Senate Bill 670 allowed a person whose driving privileges were permanently revoked for DUII offenses to request a hearing to restore the privileges after three years, instead of the current 10 years.

The measure did not receive a public hearing and remained in the Senate Committee on Judiciary upon adjournment.

Walk-In Appointments for Class C Driver Licenses (SB 671)

Senate Bill 671 required ODOT to offer walk-in appointments written Class C driver license tests and offer drive test appointments at all DMV offices during all hours that the office is open, provided the office offers drive tests.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Voluntary Bicycle Registration Program (SB 693)

Senate Bill 693 directed ODOT to adopt rules to implement a voluntary bicycle registration program. The measure established bicycle registration fees and would have required the owner to file a transfer of ownership form with ODOT if the bicycle transferred ownership. The failure to file this form would have been a Class D traffic violation. The measure directed ODOT to maintain a database of information containing bicycle ownership information, made available to law enforcement agencies. SB 693 established the Bicycle Transportation Improvement Fund for ODOT to pay administrative expenses for the registration program.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Sealing of Records (SB 698)

Senate Bill 698 eliminated the requirement for a person to proactively file for a motion to set aside for certain convictions, arrests, citations, charges, and judgments of guilty except for insanity (GEI). The measure directed the Judicial Department (OJD) to develop an automated system for identifying eligible convictions, arrests, citations, charges, or judgments of GEI to be sealed, and specified the timelines for eligibility. Finally, OJD established a website allowing people to determine if their eligible record had been automatically sealed.

The measure was moved out of the Senate Committee on Judiciary and was referred to the Senate Committee on Rules where it remained upon adjournment.

Tolling Restrictions (SB 719)

Senate Bill 719 subjected tolling to restrictions Article IX Section 16 of the Oregon Constitution and removed the directive for the OTC to assess tolls on Interstate 205 and Interstate 5, beginning at the Washington border and ending where they intersect. The measure worked in conjunction with SJR 19, which created Article IX Section 16 of the Oregon Constitution.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Patrol Trooper Staffing Level (SB 727)

Senate Bill 727 required Oregon State Police to maintain a patrol trooper staffing level of at least 20 patrol troopers per 100,000 residents of Oregon, based on population figures from the most recent census.

The measure did not receive a public hearing and remained in the Senate Committee on Judiciary upon adjournment.

Wilsonville Resident Toll Exemption (SB 771)

Senate Bill 771 allowed a registered vehicle owner who lives within the City of Wilsonville to apply to ODOT for an exemption from paying the I-5 Boone Bridge toll.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Apprenticeship Utilization in ODOT Public Contracts (SB 801)

Senate Bill 801 removed the ODOT exemption from apprenticeship utilization standards for public improvement contracts.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

High Carbon Intensity Phase Out Study (SB 803)

Senate Bill 803 directed the Department of Environmental Quality (DEQ) to study the feasibility of phasing out high carbon intensity fossil fuels used as transportation fuels in Oregon. The study was to examine specific items such as the cost difference in renewable fuels and other transportation fuels, and relevant incentives. DEQ was to consult with the State Department of Agriculture, DAS, and ODOT on the study. The study was due to the legislature by September 15, 2024.

The measure moved out of the Senate Committee on Energy and Environment and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Bridge of the Gods Funding (SB 815)

Senate Bill 815 appropriated \$6 million of General Fund to the Department of Administrative Services for distribution to the Port of Cascade Locks to pay for expenses relating to the seismic strengthening of the Bridge of the Gods.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Professional Indemnification (SB 848)

Senate Bill 848 prohibited a public body from requiring a person or entity providing certain services, including engineering, transportation planning, or land surveying to pay for the public body's attorney fees or other costs of defending against a claim involving the consultant's services until after the consultant's liability is determined by adjudication, dispute resolution, or settlement agreement.

The measure moved out of the Senate Committee on Judiciary and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Project Labor Agreements for Public Projects (SB 850)

Senate Bill 850 required public bodies procuring construction services for qualified projects to enter into project labor agreements that provided prevailing wage, 15% apprenticeship

utilization, and established outreach, recruitment, and retention plans for women, minorities, and veterans. The definition of qualified project was expanded to include public improvements projects that had an estimated cost of at least \$1 million and used at least \$750,000 in public funds or used funds from the American Rescue Plan Act of 2021. The measure also removed the exception for qualified projects located primarily in a nonmetropolitan area.

The measure received a public hearing and remained in the Senate Committee on Business and Labor upon adjournment.

Waste, Graffiti, and Vandalism Abatement (SB 859)

Senate Bill 859 allowed for local governments, and for the Governor or state agencies during states of emergency related to homelessness, to undertake any action reasonably necessary to remove or remedy solid waste, vandalism, or graffiti on public or private property. The measure allowed for associated costs to be passed to solid waste collection ratepayers and required the Oregon Department of Emergency Management to report to the legislature on associated state expenses by September 15, 2024.

The measure did not receive a public hearing and remained in the Senate Committee on Housing and Development upon adjournment.

Funding for Graffiti and Vandalism (SB 863)

Senate Bill 863 appropriated \$10 million General Fund to DAS to provide a grant to each city, based on population but not less than \$25,000 per city, to be used for the removal of graffiti and vandalism in the city.

The measure did not receive a public hearing and remained in the Senate Committee on Housing and Development upon adjournment.

Expiration Date of Driver Licenses (SB 908)

Senate Bill 908 specified that the original issuance of a driver license would expire eight years after the date that ODOT issued the license, and not on the anniversary of the licensee's birthday in the eighth calendar year after the year of issuance.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Tolling Prohibition (SB 933)

Senate Bill 933 prohibited the Oregon Transportation Commission from assessing a toll on Interstate 205 or Interstate 5, except for on the Interstate 5 Bridge. The measure directed ODOT to analyze all reasonable funding alternatives for highway projects on the Abernethy Bridge,

Tualatin River Bridge, and Boone Bridge and submit a report to the Legislature by December 1, 2023.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Waiver of Class C License Requirements of Ukrainian Refugees (SB 935)

Senate Bill 935 waived the requirement that a person pass a driving test and pay certain fees before obtaining a Class C driver license if the person provided specific documentation showing Ukrainian refugee status. The measure directed ODOT to work with the Office of Immigrant and Refugee Advancement to provide informational material about the waivers. The measure appropriated \$50,000 in General Fund to ODOT for the purpose of carrying out the measure.

The measure moved out of the Senate Committee on Veterans, Emergency Management, Federal and World Affairs, and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Electric Vehicle Use Taxation (SB 945)

Senate Bill 945 imposed a mileage tax on electric vehicles for the use of highways in Oregon. The measure specified the methodology for computing the amount of the mileage tax and required ODOT to adopt rules on the mileage tax program. Taxes were to be remitted to the Department of Revenue and deposited in the State Highway Fund, with the funds split between ODOT, counties, and cities. Refunds and delinquency provisions were specified.

The measure did not receive a public hearing and remained in the Senate Committee on Finance and Revenue upon adjournment.

Port Sediment Assessment (SB 949)

Senate Bill 949 authorized a port to assess public bodies for a share of the cost of removing sediment from port waters where a public body owns or controls a culvert, creek, or other watercourse that discharged into port waters during the calendar year prior to the assessment year.

The measure did not receive a work session and remained in the Senate Committee on Natural Resources upon adjournment.

Firearm Convictions and Database (SB 993)

Senate Bill 993 created the crime of unlawfully pointing a firearm at another person and unlawfully carrying of a handgun. The measure increased certain firearm penalties. The measure

also tasked OSP with creating and maintaining a public database showing all names and addresses of persons convicted of a crime involving a firearm. When ODOT received notice that a person changed their address, ODOT was required to determine whether the person was listed in the OSP database, and then provide notification of the new address to OSP.

The measure did not receive a public hearing and remained in the Senate Committee on Judiciary upon adjournment.

U.S. Highway 30 Study (SB 996)

Senate Bill 996 directed ODOT to conduct a study on the condition of U.S. Highway 30 culminating in a report to the Legislature that includes recommendations for improving the conditions of the highway to a state of good repair and a cost estimate for the improvements. The report was due to the Legislature by January 2, 2025.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Speed Limits on Interstate 5 and State Highways (SB 1011)

Senate Bill 1011 increased the default speed limit on highways from 55 miles per hour to 60 miles per hour. The measure also increased the speed limit on Interstate 5 to 65 miles per hour for certain vehicles and 70 miles per hour for all other vehicles.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Portland Metro Area Toll Report (SB 1072)

Senate Bill 1072 directed ODOT to prepare and submit a report on tolling on I-5 and I-205. The report would have included information about community engagement efforts, how tolling would have reduced congestion and greenhouse gas emissions, multimodal improvements, and a financial plan. The measure required ODOT to submit the report to the Legislature by November 1, 2023.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Chief Privacy Officer (SB 1073)

Senate Bill 1073 directed the State Chief Information Officer to appoint a Chief Privacy Officer. In addition to other duties, the measure required the Chief Privacy Officer to conduct a biennial executive branch privacy assessment, and to develop and conduct privacy trainings for state agencies and employees.

The measure moved out of the Joint Legislative Committee on Information Management and Technology and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Real Property Acquisition (SB 1078)

Senate Bill 1078 required state agencies that acquire public property to comply with local ordinances either mandating notice to or consultation with local government, or mandating compliance with conditions of local government. The measure did not apply to highway right of way acquired by ODOT.

The measure moved out of the Senate Committee on Housing and Development and was referred to the Senate Committee on Rules where it remained upon adjournment.

Highway Cost Allocation Study (SB 1105)

Senate Bill 1105 made changes to the Highway Cost Allocation Study and required DAS to submit a report analyzing at least the three most recent iterations of the Study. The measure also established the Trucking Overpayment Refund Account in the State Highway Fund. The measure specified that beginning September 1, 2023, and ending June 30, 2025, each quarter \$41.4 million would be transferred to the Account from revenue generated from the payment of weight-mile taxes within the State Highway Fund for the purpose of providing refunds to taxpayers for the overpayment of weight-mile taxes.

The measure did not receive a public hearing and remained in the Senate Committee on Rules upon adjournment.

Constitutional Uses of Transportation Revenue (SJR 2)

Senate Joint Resolution 2 proposed an amendment to Article IX, Section 3a of the Oregon Constitution to expand the eligible uses of Highway Trust Fund revenues. Revenues were to be used for the construction, reconstruction, improvement, repair, maintenance, and use of public highways, roads, streets, and roadside rest areas, and for surface transportation infrastructure that reduces the traffic burden of, or pollution from motor vehicles on public highways, roadways, and streets.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Portland Metro Area Toll Report (SJR 19)

Senate Joint Resolution 19 proposed an amendment to the Oregon Constitution that would prohibit a public body from assessing a toll on an Oregon highway unless it was assessed before



January 1, 2018; is for the use of the Bridge of the Gods, the Hood River Bridge, or the Hood River-White Salmon Interstate Bridge; or the toll is referred for approval to the electors of each county that has a border within a 15-mile radius of the proposed tollway.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment.