



Oregon  
Department  
of Transportation

# Legislative Summary 2025



Oregon’s annual legislative session ended June 27, 2025. There were 3,466 bills, memorials and resolutions introduced during the 2025 session and of those, the legislature passed 640.

Legislators advanced a number of bills, memorials, and resolutions that directly or indirectly impact the Oregon Department of Transportation (ODOT). If you have questions about 2025 transportation-related legislation, please contact Government Relations staff.

Governor Kotek’s priorities for the 2025 legislative session included housing expansion, funding for behavioral health, education accountability, dedicated funding for combatting wildfires, and a transportation funding package.

Copies of 2025 enrolled bills (the copy the Governor signs) may be found on the legislative website: <https://olis.oregonlegislature.gov/liz/2025R1/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 2025 Legislative Session will not be codified until the 2026 edition of Oregon Revised Statutes is released. The 2026 ORS will be distributed and made available online in late 2026.



# Table of Contents

House Measures.....	03
Senate Measures .....	08
Memorial Signs .....	11
Reports to the Legislative Assembly .....	12
Transportation Funding Package.....	13
Budget and Bonding .....	15
Legislation Considered (Not Passed) .....	17

# House Measures

## Middle Housing Expansion

House Bill 2138  
Effective Date: Upon Passage  
Operative Dates: July 1, 2025; January 1, 2027

House Bill 2138, among other things, expands middle housing requirements to new areas, removes certain restrictions on middle housing, streamlines the expedited land division process, and allows more single room occupancies to be built where multiunit housing is allowed.

## County Safety Corridors Program

House Bill 2154  
Effective Date: January 1, 2026

House Bill 2154 makes permanent the County Road Safety Corridor pilot program (HB 3213 (2019)), allowing any county board of commissioners to designate safety corridors on roads under the county's jurisdiction that the board believes demonstrates a safety concern. The measure limits the number of active safety corridors to no more than two in any one county.

## Off-Road Vehicle Equipment Standards

House Bill 2232  
Effective Date: Upon Passage

House Bill 2232 shifts responsibility for adopting rules related to certain all-terrain vehicle (ATV) equipment and noise emission standards from the ODOT and Oregon Department of Environmental Quality to the Oregon Department of Parks and Recreation.

## Establishes the Home Start Lands Program

House Bill 2316  
Effective Date: September 26, 2025

House Bill 2316 directs the Department of Administrative Services to create a program to designate certain state properties within urban growth boundaries as Home Start Lands specifically for affordable housing and establishes the Home Start Fund. The measure allows the Department to facilitate the sale, transfer, or lease of properties designated as Home Start Lands to housing developers to build affordable housing. HB 2316 appropriates \$856,665 in General Funds to the agency for start-up costs to implement the program.

## **Audit Timing and Reporting**

House Bill 2336  
Effective Date: January 1, 2026

House Bill 2336 clarifies the timing of required internal audits performed by state agencies and issuance of the annual report of these activities by the Department of Administrative Services.

## **Small Business Procurement Program**

House Bill 2337  
Effective Date: September 26, 2025

House Bill 2337 directs the Oregon Department of Administrative Services (DAS) to establish a Small Business Procurement Program. The program is charged with granting preferences for state procurement of goods and services to small businesses. The measure further directs DAS to establish a new certification that includes all Oregon-based small businesses; develop guidelines; conduct studies; and submit an annual report to the Legislative Assembly. The provisions in the measure sunset on December 31, 2031.

## **Veterans' Benefits Programs Contact Information**

House Bill 2341  
Effective Date: January 1, 2026

House Bill 2341 adds e-mail addresses to the types of contact information the Department of Human Services, ODOT and the Oregon Health Authority provide to the Oregon Department of Veteran Affairs when uniformed service members or veterans apply for specified benefits or programs.

## **Probation Officer Access to Digital Driver License Photos**

House Bill 2465  
Effective Date: Upon Passage  
Operative Date: January 1, 2026

House Bill 2465 makes it a crime to escape from the custody of a probation officer and gives the latter access to ODOT's digital driver license photos.

## **Recreational Permits for Vehicle Dealers**

House Bill 2660

Effective Date: January 1, 2026

House Bill 2660 allows vehicle dealers to issue a 30-day recreational trip permit for RVs bought by purchasers who reside outside of Oregon and do not intend to title the vehicle in Oregon. The measure creates a new recreational trip permit option in addition to the existing one-to-ten-day recreational trip permit option.

## **Prevailing Wage Rate for Public Works**

House Bill 2688

Effective Date: September 26, 2025

Operative Date: July 1, 2026

House Bill 2688 expands the definition of public works for the purpose of prevailing wage rates to include certain off-site bespoke work fabricated, preconstructed, assembled, or constructed in accordance with specifications for public works projects. The measure directs the Bureau of Labor and Industries to adopt rules, prior to the operative date of July 1, 2026, to specify which items are excluded from the definition of public works and establish reporting requirements for off-site work.

## **Address Protection for Certain OPRD Employees**

House Bill 2922

Effective Date: January 1, 2026

House Bill 2922 adds employees of the State Parks and Recreation Department, whose job classification is a park manager or park ranger, to the list of eligible public employees who may request that any driver or vehicle record kept by ODOT contain their work address, instead of residential address.

## **Interstate Bridge Tolling Coordination with Washington State**

House Bill 2931

Effective Date: January 1, 2026

House Bill 2931 modifies Oregon laws to enable delivery and implementation of the Interstate Bridge Replacement Project, specifically related to the financing of this bi-state project in partnership with the State of Washington. The measure contemplates Oregon's bi-state partnership with Washington State and modifies statute to reflect the current program's plan for Washington State DOT to be the tolling administrator/collector. The measure cleans up existing statute (much of which was put in place in 2013 and modified in 2021), allowing Oregon to enter



into an agreement with Washington State, guarantees the certainty of toll-backed debt repayment, and creates the Interstate 5 Bridge Toll Account to deposit all toll moneys received by ODOT. The measure further includes language around toll-rate setting, collecting, financing, and enforcement.

## **Penalties for Collective Bargaining Violations**

House Bill 2944

Effective Date: January 1, 2026

House Bill 2944 requires the Employment Relations Board to impose a civil penalty against a public employer who violates certain requirements of the Public Employees Collective Bargaining Act. The measure further clarifies the timeline for the public employer due remittance and fine structure for employers failing to comply.

## **Modifications to Wildlife-Vehicle Collision Program**

House Bill 2978

Effective Date: January 1, 2026

Operative Date: January 1, 2035 (report)

House Bill 2978 directs ODOT, in partnership with the Oregon Department of Fish and Wildlife (ODFW), to expand its existing Wildlife Crossings Program to include small species and to develop a list of projects to reduce wildlife-vehicle collisions and promote public safety in priority areas identified in ODFW's Wildlife Corridor Action Plan. The measure directs ODOT and ODFW to enter into a memorandum of understanding and stand up an advisory committee with a sunset date of January 2, 2035, and expands ODOT's existing legislative reporting requirements with an operative date of January 2, 2035. The measure further directs the agencies to conduct feasibility studies, develop a training program, update wildlife guidance and standards materials, and requires ODOT to consider, where feasible, installing infrastructure to mitigate the impact to wildlife connectivity in transportation infrastructure. Lastly, the measure directs ODFW, subject to available funding, to carry out projects to support wildlife mobility and habitat connectivity within priority areas.

## **Cascades Rail Regional Planning Agreement**

House Bill 3233

Effective Date: September 26, 2025

House Bill 3233 directs 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 passenger rail and freight rail planning, funding, and communications for the Cascades Rail Corridor. The measure further adds requirements to the state Passenger Rail Plan, including boosting capacity, upgrading track and related infrastructure, and information regarding federal infrastructure grant applications. Lastly, the measure expands and combines the

Department's existing reporting requirements into one biennial report in addition to the quarterly Passenger Rail Report.

## **Replacing Offensive Geographic Names in Oregon**

House Bill 3532  
Effective Date: Upon Passage

House Bill 3532 directs the Oregon Geographic Names Board, in consultation with Tribes, state and local governments, landowners and interested parties, to compile a list of geographic features in Oregon with offensive names. The measure directs the Oregon Geographic Names Board to recommend non-offensive names to the U.S. Board on Geographic Names no later than three years following the effective date and to submit a report to the Oregon Legislature by February 1, 2026.

## **Legislative Participation on Rulemaking Advisory Committees**

House Bill 3569  
Effective Date: January 1, 2026

House Bill 3569 requires that agencies invite the chief sponsor of a legislative measure or a member of the sponsoring committee in the case of committee-sponsored legislation to participate on a Rulemaking Advisory Committee (RAC) if the agency is using one to establish rules related to said legislation. Legislators will be non-voting members of the RAC.

## **Preference for Employee-Owned Businesses**

House Bill 3646  
Effective Date: September 26, 2025  
Operative Date: January 1, 2026

House Bill 3646 allows public agencies to grant preference in procurement and public contracting to entities that are at least 50 percent owned by employees.



## Senate Measures

### Drive Tests Prioritized for Local Residents in Rural Counties

Senate Bill 9

Effective Date: January 1, 2026

Senate Bill 9 requires DMV field offices in 20 rural Oregon counties to prioritize requests for drive tests from residents living in the county, within 50 miles of one of those counties' field offices, or from other rural counties without a DMV field office.

### Veteran Recognition Plates for Motorcycles and Mopeds

Senate Bill 159

Effective Date: January 1, 2026

Senate Bill 159 allows ODOT to issue Veteran Recognition license plates for motorcycles and mopeds.

### Recreational Immunity

Senate Bill 179

Effective Date: Effective Upon Passage

Senate Bill 179 makes permanent the temporary changes made to the landowner immunity laws with the passage of SB 1576 (2024) including allowing local governments to opt in to ORS 105.668, limiting liability from ordinary negligence claims arising from the use of trails or structures on public easements or improved right of ways; adds immunity to ORS 105.668 for improved paths used to access land for recreational purposes; and adds certain activities to the definition of recreational purposes in ORS 105.672.

Amendments to ORS 105.668, 105.672, and 105.688 apply to actions of personal injury, death or property damaged filed on or after the effective date.

### Permitting of Outdoor Advertising Signs

Senate Bill 417

Effective Date: January 1, 2026

Senate Bill 417 amends provisions for relocating outdoor advertising signs and digital billboards. The measure further specifies acceptable documentation to prove a landowner's consent when seeking an outdoor advertising sign permit.

## **Nonstructural, Nature-based Shoreline Stabilization for Coastal Infrastructure**

Senate Bill 504

Effective Date: January 1, 2026

Operative Dates: January 1, 2028; January 1, 2029

Senate Bill 504 directs the Land Conservation and Development Commission, by January 1, 2028, to adopt rules that allow the use of nonstructural, nature-based solutions for shoreline stabilization in estuaries, coastal shorelands, and the ocean shore.

During rule development, the Commission must consult with ODOT, the Oregon Department of State Lands (DSL), and the Oregon Parks and Recreation Department (OPRD) and establish an advisory committee. The measure specifies that regulations may not substantively amend any process established by rule that allows ODOT to use structural methods in shoreline stabilization related work. The measure appropriates \$268,488 in General Funds to the DSL for the 2025-2027 biennium for rulemaking. SB 504 authorizes DSL and OPRD to adopt conforming rules by January 1, 2029.

## **ODOT Commerce and Compliance Omnibus**

Senate Bill 839

Effective Date: January 1, 2026

Senate Bill 839 is the department's Commerce and Compliance omnibus bill. It modifies commercial vehicle statutes to:

- Reduce the penalty for failure to comply with commercial vehicle enforcement requirements from a Class B misdemeanor to a Class A traffic violation;
- Clarify that people operating commercial vehicles under a charitable organization or in an eleemosynary capacity, or for-hire operators transporting such individuals, remain subject to federal motor carrier safety regulations;
- Revise provisions related to the offense of operating a motor vehicle without driving privileges in violation of ORS 807.010;
- Revise provisions related to the offense of transporting household goods for hire in intrastate commerce without a valid certificate issued ODOT; and
- Clarify the offense to comply with weigh station signage requirements and reduce the penalty from a Class B misdemeanor to a Class A traffic violation.

## **ODOT Driver & Motor Vehicle Services Omnibus**

Senate Bill 840

Effective Date: January 1, 2026

Senate Bill 840 is the department's DMV omnibus bill. The measure identifies issues and proposes solutions in eight areas:

- Regulation of drivers
- Commercial driver license (CDL) federal compliance

- VIN inspections for Park Model vehicles
- Low-dollar vehicle appraiser certification
- Vehicle dealer regulation
- Dismantler regulation
- Law enforcement coordination with other states
- Insurance verification

The bill also authorizes vehicle dealers to issue temporary registrations allowing vehicles to obtain proof of compliance with emissions regulations.

## **I-5 Rose Quarter Improvement Project Land Disposition**

Senate Bill 1182

Effective Date: January 1, 2026

Senate Bill 1182 authorizes ODOT to lease or sell surplus real property associated with the construction of the I-5 Rose Quarter Project directly to the Albina Vision Trust (AVT).

Among other things, the measure allows ODOT to convey this property and development rights directly to AVT without first offering it to other groups. It would also exempt any transfer of surplus real property acquired with non-State Highway Fund monies—but not leasing of development rights—to AVT from state fair market value sale requirements. Federal fair market value rules may still apply.

# 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 except in the case of a Gold Star Family member who requests to waive the fee.

The 2025 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:

- SCR 24 – Brian Edward Flowers

The 2025 Legislative Assembly adopted the following concurrent resolutions that recognize members of the United States Armed Forces who died in the line of duty for placement of Fallen Hero memorial signs:

- HCR 1 – Private First Class Shawnacee Loren Noble
- HCR 16 – Specialist Four Paul Jeffrey “Jeff” Cochran
- HCR 39 – Lieutenant Colonel Herb Doby, Second Lieutenant Dale Allen Perkins, First Lieutenant Patrick Leonard Woods, Staff Sergeant Donald Dean Brubaker, Lance Corporal Gary Kyle Kestler, Corporal Joel Lynn Gabriel, Private First Class Terry Allan Sundeen, Private First Class Charles Leroy Roberts, Private First Class Lewis Ray Dietz, Sergeant Dwight Hayes, Specialist Four Robert Dean Neasham, Staff Sergeant Warren Emery Newton, Private First Class Curtis Neil Evans, Lance Corporal Walter David Freeman, Airman Brian Lee Bushnell, Private First Class Robert Wayne Clarke, Warrant Officer Allen Dean Perkins, Lance Corporal Steven Adrian Smith and Private First Class Dale William Tolbert.
- SCR 8 – Private William Ezra Leon “Billy” Calkins

## Reports to the Legislative Assembly

Some legislation enacted by the 2025 Legislative Assembly requires agencies to report to the Assembly or its committees. This section focuses on new or revised reporting requirements that affect ODOT or transportation generally.

### Modifications to Wildlife-Vehicle Collision Program

House Bill 2978

Effective Date: January 1, 2026

House Bill 2978 directs ODOT, in partnership with the Oregon Department of Fish and Wildlife (ODFW), to expand its existing Wildlife Crossings Program to include small species and to develop a list of projects to reduce wildlife-vehicle collisions and promote public safety in priority areas identified in ODFW's Wildlife Corridor Action Plan. The measure directs ODOT and ODFW to enter into a memorandum of understanding and stand up an advisory committee with a sunset date of January 2, 2035, and expands ODOT's existing legislative reporting requirements with an operative date of January 2, 2035. The measure further directs the agencies to conduct feasibility studies, develop a training program, update wildlife guidance and standards materials, and requires ODOT to consider, where feasible, installing infrastructure to mitigate the impact to wildlife connectivity in transportation infrastructure. Lastly, the measure directs ODFW, subject to available funding, to carry out projects to support wildlife mobility and habitat connectivity within priority areas.

### Cascades Rail Regional Planning Agreement

House Bill 3233

Effective Date: September 26, 2025

House Bill 3233 directs 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 passenger rail and freight rail planning, funding, and communications for the Cascades Rail Corridor. The measure further adds requirements to the state Passenger Rail Plan, including boosting capacity, upgrading track and related infrastructure, and information regarding federal infrastructure grant applications. Lastly, the measure expands and combines the Department's existing reporting requirements into one biennial report in addition to the quarterly Passenger Rail Report.

# Transportation Funding Package

## Transportation Funding Package (HB 2025)

House Bill 2025 was the transportation funding package. The measure would have raised \$14.6 billion in its first 10 years via new and increased revenue mechanisms. Funding would have been directed to roadway maintenance, agency operations, “anchor” projects, transit, and rail.

This summary provides a non-exhaustive list of items included in the last-amended version of the bill. Among other things, the bill included:

- Accountability provisions to improve outcomes at ODOT;
- New revenue from increases to various fees and taxes to address the shortfall in the State Highway Fund;
- A simplified weight-mile tax system with revised rates;
- Direction to spend new revenue on the following:
  - ‘Anchor Projects’ (i.e., I-5 Rose Quarter, Abernethy Bridge, Interstate 205 widening, Newberg-Dundee Bypass, State Highway 22/Center Street Bridge)
  - Great Streets
  - Safe Routes to School
  - Wildlife-Vehicle Collision Reduction
  - Connect Oregon
  - Rail;
- Updates to the Great Streets Program to support jurisdictional transfers and safety projects;
- An abandoned RV Cleanup fund to address derelict RVs on Oregon roads;
- A mechanism to address highway cost allocation imbalances;
- A road usage charge program for electric, plug-in hybrid, and hybrid vehicles as well as electric delivery vehicles operating as part of a larger fleet; and
- Various studies:
  - STIF entities providing free youth passes to those 22 years old and younger
  - Capacity expansion project impact on travel demand
  - Transit gaps
  - Westside Express Service expansion
  - Vehicle electrification
  - Rail and Transit agency

After more than a year of preparation that included a 12-stop statewide legislative listening tour, weeks of legislative workgroups leading up to the 2025 session, deep dive’ presentations to the Joint Committee on Transportation on various relevant topics, and months spent finalizing key elements of the package, the measure was introduced on June 9, 2025. The bill received an informational hearing and several public hearings and work sessions in the Joint Committee on Transportation Reinvestment where it remained upon adjournment.

## **House Republican Proposal (HB 3982)**

House Bill 3982 would not have raised new revenue. Instead, it would have redirected roughly \$170 million in existing funds to the State Highway Fund and phased out the Statewide Transportation Improvement Fund/payroll tax that funds transit. Redirected funds would have covered overpayments made by truckers related to highway cost responsibility and paid for maintenance and agency operations.

The measure was referred to the Joint Committee on Transportation Reinvestment where it remained upon adjournment.

## **Safe Modern Affordable Reliable Transportation Framework (HB 2025-15)**

This proposal was introduced as the -15 amendment to HB 2025. While similar in many aspects to the bill it would have amended, this framework would have generated more revenue for transportation than HB 2025 via increased fuels tax, increased payroll tax, increased registration fees, and a new vehicle sales tax. Funds would have been directed to roadway maintenance, agency operations, “anchor” projects, transit, rail, EV transition, and bicycle and pedestrian infrastructure.

## **ODOT Stopgap Funding (HB 3402)**

House Bill 3402 was a stopgap funding solution for ODOT that was introduced after it became apparent HB 2025 did not have enough votes to pass. The measure included accountability measures from HB 2025 as well as increases to the gas tax and registration and title fees with all new revenue directed to ODOT to stave off more than 600 agency layoffs and severe service reductions across the state.

The measure received a public hearing and work session in the House Committee on Rules and was passed out of committee and referred to the House Chamber. HB 3402 was not scheduled for a vote on the House Floor and remained at the House Desk upon adjournment.



# Budget & Bonding

## ODOT Budget

Senate Bill 5541  
Effective Date: July 1, 2025

Senate Bill 5541 is ODOT's budget bill. It includes \$6.1 billion in total funding and 4,803 positions, representing a 12.4% decrease from the 2023-25 legislatively approved budget and a 4.1% increase over current service level. The bill results in a \$46 million Other Funds reduction for the agency and the elimination of 121 positions to save on costs. The measure also includes \$276 million in other non-state-highway funding and 55 positions for the following as described by the Legislative Fiscal Office:

- Increased expenditure limitation and position authority for preconstruction and construction activities related to the Interstate Bridge Replacement Project.
- Six positions and associated expenditure limitation to support oversight of federal and state funding program grants.
- Twenty-six limited-duration positions and associated expenditure limitation to support the increase volume for issuing REAL ID compliant credentials.
- Carryforward funding to complete phase 2 of the Newberg Dundee Bypass Project.
- Funding and position authority to support the Housing and Homelessness Initiative for assistance in obtaining DMV ID cards and major housing project permitting.

Senate Bill 5541 was developed and passed with the expectation of a transportation funding package (and revenue generated from that funding package). Since a transportation funding package did not pass, SB 5541 will need future rebalance.

## Biennial Bond Bill

Senate Bill 5505  
Effective Date: Upon Passage

Senate Bill 5505 authorizes the issuance of municipal bonds under various constitutional and statutory authorizations. ODOT received a total of \$1.45 billion in bonding authorization:

- Highway User Tax Revenue Credit – \$850 million in authorization for both the I-5 Rose Quarter Project (\$300 million), and the I-205 Abernethy Bridge Project (\$550 million).
- Grant Anticipation Revenue Vehicle – \$345 million in authorization to support construction of curb ramps throughout the state as part of the Department's 2016 legal settlement.
- General Obligation – \$251.8 million in authorization for Article XI, section 7 Transportation General Obligation bonds for Interstate 5 Bridge Replacement project in the 2025-27 biennium.

## Lottery Bond Authorization

Senate Bill 5531  
Effective Date: Upon Passage

Senate Bill 5531 authorizes a total of \$442.7 million in lottery revenue bonds for specific projects. It includes authorization for ODOT to pass through lottery fund proceeds of \$45 million in the 2025-27 biennium, \$30 million in the 2027-29 biennium, and \$30 million in the 2029-31 biennium to the Hood River-White Salmon Bridge Authority for the Hood River-White Salmon Bridge Replacement Project.

## End of Session (Christmas Tree) Bill

House Bill 5006  
Effective Date: Upon Passage

House Bill 5006 includes budgetary limitation adjustments for ODOT consistent with the amounts specified in the agency budget (SB 5541). It also includes:

- \$1 million General Fund appropriation for the City of Cascades Locks McCord Creek Bridge Powerline Relocation Project;
- \$1 million General Fund appropriation for the Boone Bridge Replacement Project;
- \$45.4 million Other Fund limitation increase for the Hood River-White Salmon Bridge Replacement Project; and
- \$1.8 million Other Funds limitation increase to support the costs of issuance for \$250 million of general obligation bond proceeds authorized in SB 5505 (2025) for the Interstate 5 Bridge Replacement Project.

## 2023-25 Biennium Budget Reconciliation

Senate Bill 5550  
Effective Date: Upon Passage

Senate Bill 5550 modifies certain appropriations from the General Fund to specified state agencies and the Emergency Board for the biennium ending June 30, 2025. It results in a net General Fund increase of \$425.6 million, total funds increase of \$2.5 billion, and the establishment of 35 positions. Among other things, the measure increased ODOT's Other Funds limitation by \$15 million for maintenance activities and appropriated \$50,000 to the Legislative Policy and Research Office for contracting to conduct a management review of ODOT.

## Legislation Considered

### **Study: Car Crashes at Major Events (HB 2102)**

House Bil 2102 would have required ODOT to study the rates of car crashes at major entertainment events and submit a report with the results of the study to the Joint Committee on Transportation by September 15, 2026.

The measure was referred to Joint Committee on Transportation where it remained upon adjournment.

### **Vehicle Registration Donation to State Parks and Free Day Use Access (HB 2137)**

House Bill 2137 would have established the Oregon Parks for All Subaccount within the Parks Donation Trust Fund and permitted individuals to donate money to the account which ODOT would send to the Oregon Parks and Recreation Department to be used to pay for the parks. The bill would have authorized drivers of vehicles with Oregon registration to access state parks for free without the need for a day pass.

The measure was referred to the House Committee on Agriculture, Land Use, Natural Resources, and Water where it remained upon adjournment.

### **Jurisdictional Transfers - City of Tigard and City of Hood River (HB 2161)**

House Bill 2161 would have directed ODOT to transfer jurisdiction of Hall Boulevard to the City of Tigard and a portion of the Hood River Highway to the City of Hood River. HB 2161 was a product of two recommendations for jurisdictional transfers by the Jurisdictional Transfer Advisory Committee. The Committee is charged with recommending up to three transfers to the Oregon Legislature to be considered for funding per biennium.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

### **Contractor Liability for Certain Unpaid Wages (HB 2254)**

House Bill 2254 would have made contractors jointly and severally liable for wages that went unpaid to employees of the contractor or one of its subcontractors if those employees were unrepresented. It also would have required subcontractors to provide certain information to owners and contractors upon request.

The measure was referred to the House Committee on Labor and Workplace Standards where it remained upon adjournment.

## **Transit Security Officers (HB 2383)**

House Bill 2383 would have defined “transit security officer” in statute and authorize the general manager of a mass transit agency to appoint transit security officers to assist in enforcing transit ordinances. The measure would have further provided that a transit security officer may wear a body video camera while on duty and expand the public record exemption for law enforcement officials of video recordings to include transit security officers.

The measure was referred to the House Committee on Judiciary where it remained upon adjournment.

## **No Changes to Capital Projects after Approval (HB 2407)**

House Bill 2407 would have prevented agencies from changing aspects of a capital project if the agency already approved a plan for those portions of the project.

The measure was referred to the House Committee on Emergency Management, General Government, and Veterans where it remained upon adjournment.

## **Ethical Procurement Task Force (HB 2425)**

House Bill 2425 would have established a Task Force on Ethical Procurement. The measure designated the task force to have 11 members appointed by the Presiding Officers and the Governor. The measure would have further defined the charge of the task force and require DAS to provide staff support. The Task Force would have sunset on December 31, 2026.

## **EV Registration Fees (HB 2430)**

House Bill 2430 would have increased the electric vehicle registration fee from \$115 to \$200 and direct revenue collection to the State Highway Fund.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Homeless Camp Removal (HB 2445)**

House Bill 2445 would have repealed the changes made by House Bill 3124 (2021) to the statutes governing the process for removing homeless individuals from camp sites, as well as the removal and storage of personal property. The measure declared an emergency.

The measure was referred to the House Committee on Housing and Homelessness where it remained upon adjournment.

## **Vehicle Headlight Requirements (HB 2522)**

House Bill 2522 would have required the use of headlights when operating a vehicle that has windshield wipers on. The measure directed ODOT to develop an education program to inform the general public of the requirement.

The bill was passed by the House Chamber and referred to the Senate Committee on Rules where it remained upon adjournment.

## **Trailer Towing Combination (HB 2643)**

House Bill 2643 would have allowed vehicles towing a trailer to tow a farm trailer behind the trailer subject to certain conditions.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Oregon Vehicle Industry Board (HB 2659)**

House Bill 2659 would have established the Oregon Vehicle Industry Board which would have assumed ODOT's duties, functions, and powers related to regulating vehicle dealers and dismantlers.

This measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Temporary Registration Permits for Emissions Testing (HB 2663)**

House Bill 2663 would have permitted a vehicle dealer to issue temporary registration permits for motor vehicles that do not have proof of compliance with pollution control equipment requirements.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment. The measure was amended into SB 840.

## **Highly Automated Vehicle Testing (HB 2671)**

House Bill 2671 would have allowed for the testing of highly automated vehicles on state highways under certain circumstances. It would have required ODOT to adopt rules for this

testing in addition to permitting the department to grant manufacturers testing such vehicles exemptions from certain state equipment standards, imposing a civil penalty for testing without a permit, and requiring manufacturers to report collisions and necessary disengagements.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Driver License/ID/Vehicle Registration Disability Identifier (HB 2683)**

House Bill 2683 would have allowed individuals to request to have a symbol added to their driver license, ID, or vehicle registration noting that they have a disability that interferes with their ability to communicate effectively with a police officer. It would have required a doctor to verify the disability prior to ODOT adding the symbol to an individual's credentials and/or vehicle registration.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Storage of Personal Property Removed from Public Camping Sites (HB 2696)**

House Bill 2696 would have clarified the laws governing the storage of personal property of a homeless individual applies to personal property removed from a public camping site. The measure declared an emergency.

The bill was referred to the House Committee on Housing and Homelessness where it remained upon adjournment.

## **Address Confidentiality Program Expansion (HB 2710)**

House Bill 2710 would have expanded the Department of Justice's Address Confidentiality Program to include victims of child abduction.

The measure was referred to the House Committee on Judiciary where it remained upon adjournment.

## **Leave for Vehicle Dealers to Correct Errors (HB 2716)**

House Bill 2716 would have directed ODOT to notify vehicle dealers when the dealer has submitted incorrect documentation or fees and required that the department provide them with recourse to correct such errors. The measure would have also required ODOT to study how long

it takes the department to process vehicle dealer documentation and fees and share the results of that study with the Oregon Dealer Advisory Committee.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Vehicle Dealer Transactions at DMV Field Offices (HB 2718)**

House Bill 2718 would have allowed vehicle dealers to submit ODOT-required documentation in-person at DMV field offices.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Funding for Columbia Boulevard Project (HB 2749)**

House Bill 2749 would have appropriated \$5 million in General Funds to ODOT for distribution to the City of Portland for the purpose of designing a bridge across Columbia Boulevard. The measure encourages the city to seek federal funding opportunities and directed the city to submit a report to the Oregon Legislature, no later than September 15, 2026, on the status of acquiring federal funds. The measure declared an emergency.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Sleeping in a Highway Danger Zone Violation (HB 2762)**

House Bill 2762 would have made it an offense to sleep in a highway danger zone if someone does so within 10 feet of the outside edge or curb of a roadway from sunset and sunrise. The measure would have designated the offense as a Class D traffic violation.

The bill was referred to the House Committee on Judiciary where it remained upon adjournment.

## **Qualified Entity Definition for STIF Distribution (HB 2795)**

House Bill 2795 would have modified the definition of “qualified entity” by allowing counties to opt in to be designated as a qualified entity for purposes of the Statewide Transportation Improvement Fund distributions for public transit. The measure would have directed the Oregon Transportation Commission to adopt or update rules by December 31, 2026 with a sunset date of January 2, 2027 for the same provision.



The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Class C Drive Test Translation (HB 2990)**

House Bill 2990 would have required ODOT to report on efforts to revise its class C driver license test, including translation efforts.

The bill was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **State Agency Emergency Response Coordination (HB 3084)**

House Bill 3084 would have directed specified state agencies to collaborate with local officials to develop a multiagency coordination center for emergency response operations in Deschutes County, titled the “CORE3 Center.” The measure would have required the Department of Administrative Services to provide grant funding to the Central Oregon Intergovernmental Council for the project and appropriated \$15,750,000 for the 2025-27 biennium.

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

## **Delayed Advanced Clean Truck Regulation Enforcement (HB 3119)**

House Bill 3119 would have prohibited the Department of Environmental Quality from implementing or enforcing the Advanced Clean Trucks regulations before January 1, 2027. The measure declares an emergency.

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

## **ATVs on Certain Roadways (HB 3155)**

House Bill 3155 would have permitted certain all-terrain vehicles on highways, except interstate highways, subject to certain conditions including vehicle registration.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Establishes State Board of Towing as Independent Board (HB 3186)**

House Bill 3186 would have brought the State Board of Towing (Tow Board) in line with the original legislative intent for the body—that it be independent of ODOT with the department providing only minimal administrative support. The bill would have made the following changes:

- Clarify that the State Tow Board is established as an independent board (not within ODOT);
- Refine qualifications of Tow Board member positions;
- Establish agreement authority allowing ODOT to provide central business services to the Tow Board and authorize ODOT to charge for services rendered; and
- Require ODOT to collect fees on behalf of the board and authorize it to deduct merchant fees and administrative fees prior to distribution.

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

## **Abandoned RV Fund (HB 3209)**

House Bill 3209 would have levied additional fees on some vehicle registrations like those for RVs and motor homes as well as RV trip permits that would be directed to a fund to help ODOT pay for the removal of abandoned RVs on state roadways.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Oregon Public Places Are Safe Places Investment Fund for Emergency Response (HB 3240)**

House Bill 3240 would have established the Oregon Public Places Are Safe Places Investment Fund. The measure would have continuously appropriated monies from the fund to the Oregon Department of Emergency Management for identifying and developing staging areas for emergency response. The measure would have created an advisory committee within the Department to provide recommendations for spending monies from the fund.

The measure was referred to the House Committee on Emergency Management, General Government, and Veterans where it remained upon adjournment.

## **Funding for Southeast Powell Boulevard Improvements (HB 3295)**

House Bill 3295 would have appropriated \$30 million in General Funds to ODOT for improvement projects on Southeast Powell Boulevard between Southeast 9<sup>th</sup> Avenue and I-205

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Capitol City Bridge District (HB 3299)**

House Bill 3299 would have allowed for the establishment of a special bridge district in the Salem area that would have been governed by a board and could have imposed taxes to pay for building bridges and covering administrative costs of the board. The measure also would have established certain requirements and processes for financial administration of taxes imposed by the district as well as district board finances.

The measure was referred to the House Committee on Emergency Management, General Government, and Veterans where it remained upon adjournment.

## **Transportation Infrastructure Resilience Study (HB 3296)**

House Bill 3296 would have directed ODOT to study issues related to improving transportation infrastructure resilience and submit a report to the Oregon Legislature. The measure included a report back date of September 15, 2026, and sunset date of January 2, 2027.

The bill was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Youth Diversion for Traffic Offenses (HB 3323)**

House Bill 3323 would have established a diversion program for youth charged with traffic offenses. ODOT would have been required to create a form for law enforcement to issue to offenders upon citation. The department would also have had to establish standards for a driver improvement course that participants would take in order to have their violations dismissed.

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

## **State Rulemaking Information System (HB 3382)**

House Bill 3382 would have required the Secretary of State to establish a centralized statewide rulemaking information system, consolidating access to state rulemaking information. It would have required state agencies to make certain rulemaking information available online.

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

## **Ballot Referral of 2025 Legislation (HB 3390)**

House Bill 3390 would have set certain requirements for referring legislation from the 2025 legislative session to voters. The bill would have established a joint committee for drafting ballot language that must be followed by voters and the Supreme Court in the event of a challenge to the ballot language.

The measure passed the House Chamber and was referred the Senate Committee on Rules where it remained upon adjournment.

## **Tire Tax (HB 3362)**

House Bill 3362 would have imposed a 4 percent tax on the retail sale of tires in Oregon. The measure would have established the Tire Pollution and Rail Transit Fund and the Wildlife-Vehicle Collision Reduction Fund. Of the overall tax revenue, 75 percent would have been directed to the Tire Pollution and Rail Transit Fund, of which two-thirds would have been allocated to rail and public transportation and one-third to a tire pollution prevention and mitigation program, which the measure directed ODOT to establish. The remaining 25 percent of tax revenue would have been directed to the Wildlife-Vehicle Collision Reduction Fund. The measure prescribed the collection process for the tax, included tax liability provisions and enforcement provisions, and provided an effective date of January 1, 2026 for the tax.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Westside Express Service Authority (HB 3453)**

House Bill 3453 would have created the Westside Express Service Authority and the Westside Express Service Fund to support the operation of the service. The measure would have established the Authority's duties, responsibilities, and powers, including to provide express commuter rail service from Beaverton to Wilsonville; to study and expand service to Salem and Eugene; obtain ownership of the WES line; and maintain the railroad infrastructure. The measure would have directed TriMet to transfer all of its rights, title, and ownership of WES to the Authority. HB 3453 would have appropriated an unspecified amount to the Department of Administrative Services to be distributed to the Authority for the 2025-27 biennium.

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.

## **Study: E-Micromobility Devices (HB 3472)**

House Bill 3472 would have directed ODOT to study electric assisted bicycles and motor assisted scooters and submit a report to the Oregon Legislature no later than September 15, 2026. The measure included a sunset date of January 2, 2027.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Motorcycle Lane Splitting/Sharing (HB 3542)**

House Bill 3542 would change Oregon law to allow motorcycles to drive between vehicles traveling the same direction in adjacent lanes on certain roads.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Funding to Support Transition to Electric Vehicles (HB 3598)**

House Bill 3598, in addition to appropriations to the Department of Environmental Quality, would have appropriated \$30 million to ODOT for purposes of funding community charging rebate program efforts.

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

## **E-Micromobility Definition, Regulations, and Public Education (HB 3626)**

House Bill 3626 would have established a definition for “powered micromobility devices” in statute and updated age requirements for powered micromobility devices (14 years old) and electric assisted devices (14 years of age to operate Class 1 and Class 2, and 16 years of age to operate Class 3).

The measure would have established helmet requirements (16 years old) for operating bicycles, motor assisted scooters, electric personal assistive mobility devices, powered micromobility devices, skateboards, nonmotorized scooters or in-line skates. Lastly, HB 3626 directed ODOT to develop a safety education program and inform the public about vehicles safety, with a sunset

date of January 2, 2028. The measure allocated \$250,000 in General Funds to carry out the driver education provisions.

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.

## **Local Grant Match Capped for Small Cities (HB 3654)**

House Bill 3654 would have capped matching fund requirements for grants to small cities for capital construction and municipal infrastructure projects.

The measure was passed by the House and referred to the Senate Committee on Rules where it remained upon adjournment.

## **Limits on Zero-emission and Electric Vehicle Rebate Programs (HB 3716)**

House Bill 3716 would have changed the zero-emission and electric vehicle rebate programs to limit rebates to one per household every four years and would have specified that only individuals—not other entities—are eligible for rebates.

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

## **Funding to Support Emergency Contact Information (HB 3717)**

House Bill 3717 would have appropriated General Fund monies to ODOT to support its work in offering people the option to add emergency contact information to their DMV record which can be used by first responders to notify loved ones of the individual's location and condition.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Safety Improvement Funding for Gladstone Intersection (HB 3732)**

House Bill 3732 would have appropriated General Fund monies to ODOT to construct safety improvements at a specific intersection in Gladstone.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Study: Rail Street Car Feasibility in Salem (HB 3841)**

House Bill 3841 would have required Cherriots to work with ODOT, the Department of Environmental Quality, and various groups of individuals in Salem to study the feasibility of establishing a rail streetcar in the city. The bill would have required Cherriots to submit a report on the study with recommendations to the Oregon Legislature.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Sunrise Corridor Improvements (HB 3925)**

House Bill 3925 would have appropriated \$30 million to the Department of Administrative Services to be distributed to Clackamas County to carry out transportation infrastructure improvements in the Sunrise Corridor.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Housing Production Agency Report (HB 3943)**

House Bill 3943 would have required all state agencies to prepare a report within 60 days of the effective date of the measure on the impacts of the agency's current rules on the construction of new housing and the agency's land that may be available for housing production.

The measure was referred to the House Committee on Housing and Homelessness where it remained upon adjournment.

## **Motor Voter Registration Changes (HB 3959)**

House Bill 3959 would have allowed ODOT to exclude from the electronic records that it sends to the Secretary of State for the Oregon Motor Voter Program the records of anyone enrolled in the Address Confidentiality Program. The measure would have further required that ODOT and Oregon Health Authority adopt procedures to ensure the electronic records that the data ODOT and Oregon Health Authority send to Secretary of State is accurate. The bill would have eliminated the 21-day period for someone to decline to be registered to vote automatically and required that Secretary of State cancel registration for someone who declines registration.

The measure was referred to the House Committee on Rules where it remained upon adjournment.



## **Transportation Tax Adjustments (HCR 42)**

House Concurrent Resolution 42 would have established the legislative intent for the Oregon Legislature to reduce or phase out new taxes or tax increases made by HB 2025—the transportation Funding Package—if it were passed, when new funding sources, including but not limited to a cap-and-invest program, are enacted or become operative in the future.

HCR 42 was passed by the House Chamber and referred to the Senate Committee on Rules where it remained upon adjournment.

## **Highway Cost Allocation Adjustments (SB 3)**

Senate Bill 3 would have directed the Oregon Department of Administrative Services to decrease either the weight-mile tax or vehicle fuel taxes if the outcome of the Highway Cost Allocation Study indicated a vehicle class is paying disproportionately. The measure would have gone into effect in the event the Oregon Legislature does not statutorily address the cost imbalance within 120 days of the study.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Study and Pilot Program: Increased Weight Limits for Milk Trucks (SB 94)**

Senate Bill 94 would have required ODOT to study increasing the weight limit for trucks hauling milk products and to conduct a pilot program for trucks to haul milk at increased weights.

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

## **Public Contract Tax Compliance (SB 105)**

Senate Bill 105 would have required a public contractor to demonstrate and maintain tax compliance as a condition of a public contract. The measure further required cities and counties to demonstrate proof of compliance with tax laws.

The bill was referred to the Senate Committee on Finance and Revenue where it remained upon adjournment.

## **Repeal of Payroll Tax (SB 160)**

Senate Bill 160 would have repealed the state payroll tax which funds public transportation investments and improvements.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Funding for Right of Way Health and Safety (SB 297)**

Senate Bill 297 would have appropriated General Fund monies to ODOT for right of way health and safety.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **I-5 and I-205 Corridor Traffic Reduction Plan (SB 299)**

Senate Bill 299 would have directed ODOT to establish a plan to reduce traffic on the I-5 and I-205 corridors without using tolls. It also called for the creation of a finance plan to pay for the traffic reduction measures without implementing tolling.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Port Cost Recovery for Sediment Removal (SB 357)**

Senate Bill 357 would have allowed ports to charge public bodies for the removal of sediment in port waters if the public body owns culverts, creeks, or other water courses that discharge into the port waters.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Transfer of Greenhouse Gas Reduction Program Revenue (SB 398)**

Senate Bill 398 would have required agencies that administer greenhouse gas reduction programs to deposit fees, assessments, or other charges imposed by the program in the State Highway Fund. The measure would have directed the Governor to include an estimate of monies transferred in the coming biennium and recommendations in the Governor's budget. The measure declared an emergency.

The measure was referred to the Senate Committee on Finance and Revenue where it remained upon adjournment.

## **Weight Mile Tax Repeal (SB 410)**

Senate Bill 410 would have repealed the weight-mile tax. The measure would have further established a diesel tax in the same manner as the gasoline tax and increased fees for specified vehicles.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Mobile Driver Licenses (SB 416)**

Senate Bill 416 would have required ODOT to provide, or contract with a private entity to provide driver licenses, learner permits, and identification cards in an electronic format, which could be available on a personal electronic device such as a cell phone.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Modifications to Transit District Boundaries (SB 418)**

Senate Bill 418 would have required TriMet to adopt an ordinance to modify district boundaries to exclude a specified territory and provided the ordinance may not be referred to or by electors. The measure would have required persons in the excluded territory to assess whether the district boundary change impacts tax liabilities.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Study: U.S. Highway 30 (SB 458)**

Senate Bill 458 would have directed ODOT to study a portion of U.S Highway 30, from milepost 39 to 95, and outlined reporting requirements. The measure included a report-back date of September 15, 2026.

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

## **Prohibition on E-Bike Use in Certain Areas (SB 471)**

Senate Bill 471 would have prohibited people from using certain e-bikes on sidewalks, in bike lanes, or on bike paths.

The measure was referred to the Senate Committee on Judiciary where it remained upon adjournment.

## **Prohibition on Enforcement of Clean Truck Rules (SB 509)**

Senate Bill 509 would have prevented the Department of Environmental Quality from enforcing California's clean truck rules, which require certain trucks to have zero emissions.

The measure was referred to the Senate Committee on Energy and Environment where it remained upon adjournment.

## **Medical Transportation Services for Veterans (SB 520)**

Senate Bill 520 would have appropriated \$1 million to the Department of Administrative Services to distribute \$500,000 each to Coos County and Curry County to provide veterans transportation services to the Roseburg Veterans Affairs Medical Center for the 2025-2027 biennium.

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

## **Study: U.S. Highway 20 (SB 564)**

Senate Bill 564 would have directed ODOT to study the highway between Corvallis and Philomath with a report back date of September 15, 2026. The reporting requirements included recommendations for increasing capacity for vehicle travel between Corvallis and Philomath; a cost estimate for the recommended improvements; and other relevant information.

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

## **Veteran Plate Surcharge Waiver for Disabled Veterans (SB 596)**

Senate Bill 596 would have allowed veterans with a disability rating of 50 percent or greater to receive a waiver of the surcharge for veteran recognition plates.

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

## **Agency Grant Awards and Procurement with Non-Profits (SB 602)**

Senate Bill 602 would have established a Nonprofit Advisory Council charged with delivering recommendations to the Oregon Legislature for grant and procurement processes involving non-profits. Additionally, the measure created certain authorizations and requirements for agency grant awards and procurements with nonprofit organizations.

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

## **Study of Road Usage Charge Program for Electric and Hybrid Vehicles (SB 636)**

Senate Bill 636 would have required ODOT to study creating a road usage charge program for electric and hybrid vehicles to ensure they contribute appropriately for their use of Oregon roads.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Transfer of Greenhouse Gas Fuel Combustion Program Revenue (SB 637)**

Senate Bill 398 would have required agencies that administer programs to reduce greenhouse gas emissions from the combustion of motor vehicle fuel to deposit fees, assessments, or other charges imposed by the program in the State Highway Fund. The measure would have directed the Governor to include an estimate of monies transferred in the coming biennium and recommendations in the Governor's budget.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Work Zone Photo Radar (SB 711)**

Senate Bill 711 would have required ODOT to establish a program to operate photo radar in work zones in collaboration with the Oregon State Police.

The bill received a public hearing and multiple work sessions in the Joint Committee on Transportation where it remained upon adjournment.

## **High Speed Rail Task Force (SB 715)**

Senate Bill 715 would have created the Cascadia High-speed Rail (HSR) Task Force. The measure specified the membership and directed the task force to explore investing in high-speed rail in the Portland Metro area; to study and research high speed rail in Oregon; identify funding opportunities; and to develop recommendations and submit progress reports to the Oregon Legislature on high-speed rail in Oregon; and designated Metro as staff for the task force.

The measure was referred to the Joint Committee on Transportation and remained in committee upon adjournment.

## **Two Crew Minimum on Trains (SB 723)**

Senate Bill 723 would have required a minimum of two crew members on trains in Oregon unless a federal exception permitted otherwise.

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

## **Driving Under the Influence of Intoxicants (DUII) (SB 848)**

Senate Bill 848 would have established a DUII Task Force, allowed money in the Intoxicated Driver Program Fund to pay for screenings and DUII education programs for indigent defendants, and provided that non-residents can complete a diversion program out-of-state.

The measure was referred to the Senate Committee on Judiciary where it remained upon adjournment.

## **Preference for Renewable Energy Infrastructure on Right of Way (SB 886)**

Senate Bill 886 would have repealed the prohibition on favoring renewable energy facilities on right of way and directed the department and counties to give preference to renewable energy infrastructure when considering applications for such infrastructure to be placed on state highways or county roads.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Oregon Coast Trail Development Funding (SB 929)**

Senate Bill 929 would have appropriated \$100,000 in General Funds to the State Parks and Recreation Department to continue developing the Oregon Coast Trail for the 2025-27 biennium.

The measure would have further appropriated up to \$1,000,000 of lottery revenues each biennium to develop, maintain, and work towards the completion of the Oregon Coast Trail.

The measure passed 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.

## **Specialty Plate Program Exemption for Technical and Regional Universities (SB 1022)**

Senate Bill 1022 would have created a statutory exception for Oregon's four Technical and Regional Universities, allowing them to qualify for specialty license plates under reduced thresholds for pre-manufacture voucher sales and ongoing annual sales. The bill would have reduced the sales thresholds for these institutions from 3,000 vouchers and 2,000 plates annually to 500 vouchers and 300 plates, respectively.

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

## **Removal of Property on ODOT Land (SB 1024)**

Senate Bill 1024 would have expanded ODOT's ability to enter into intergovernmental agreements with cities and counties to remove personal property left on land that is owned by the department. The bill would have amended current statute by removing the city population threshold of 500,000 and expanded the authority to include counties.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Driver License/ID Disability Identifier (SB 1164)**

Senate Bill 1164 would have allowed a person to request that ODOT include a symbol on the person's driver license, driver permit or identification card denoting that the person has a disability that interferes with their ability to effectively communicate with a police officer.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Study: Bridges West of I-5 (SB 1201)**

Senate Bill 1201 would have required ODOT to study the feasibility and usefulness of constructing bridges across the Columbia River via State Route 127. It would have required ODOT to submit a report of its findings to the Joint Committee on Transportation.



The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Oregon Rail and Transit Department (SB 1202)**

Senate Bill 1202 would have created the Oregon Rail and Transit Department (ORTD), to oversee and facilitate the state's rail and transit system, currently administered by ODOT. The measure would have relocated rail and transit personnel within ODOT to ORTD and allow the agency to subcontract with ODOT for managerial, administrative, human resource, and information technology support. SB 1202 would have established a new, Governor appointed, seven-member State Rail and Transit Board to oversee ORTD.

The measure was referred to the Joint Committee on Transportation where it remained upon adjournment.

## **Indexing Motor Vehicle Fuels Tax to Inflation (SJR 4)**

Senate Joint Resolution 4 would have amended the Oregon Constitution to direct the Oregon Legislature to index the rate of any motor vehicle fuels tax to inflation. The measure included a referral to voters at the next general election.

The measure was referred to the Senate Committee on Rules where it remained upon adjournment.

## **Constitutional Right to Clean, Safe, and Healthy Environment (SJR 28)**

Senate Joint Resolution 28 would have created a constitutional right to a clean, safe, and healthy environment in Oregon and created a private right of action by which plaintiffs could obtain equitable relief against the state for actions or inactions resulting in infringements on said right. The resolution would have submitted the constitutional amendment to the voters for approval.

The resolution was referred to the Senate Committee on Rules where it remained upon adjournment.

## **Tolling Prohibitions and Restrictions**

Several bills were introduced that would have prohibited or restricted tolling.

- House Bill 3466 would have prohibited the Oregon Transportation Commission (OTC) from establishing a toll on Interstate 205.
- House Bill 3579 would have required that any toll proposed by the OTC be referred to voters for approval.
- Senate Bill 925 would have prohibited tolls on Interstate 205.
- Senate Bill 1118 would have prohibited tolls on Interstate 205 and Interstate 5.

These measures were referred to the Joint Committee on Transportation where they remained upon adjournment.