

# House Bill 4059 -2 Amendment Matrix

Friday 2/23/18

<b>HB 4059 -2 Section</b>	<b>Proposed Amendment</b>
<b>Sections 1 and 2</b> ORS 184.620 and a new section	Clarifies that appointment of ODOT Director by the Oregon Transportation Commission is subject to Senate confirmation
<b>Sections 3 and 4</b> 805.045 and 805.205	Corrects reference to “Bicycle Transportation Alliance” by replacing with the correct reference (“The Street Trust”)
<b>Section 5</b> Sec. 71, c. 750, Oregon Laws 2017	Adds clarifying date for funding of projects specified in section; corrects spelling of “Terrebonne.” Changes project for Newberg Dundee bypass from “design only” to “shovel-ready preparations”
<b>Sections 6 and 7</b> ORS 366.772 and 366.155	Corrects numerator-denominator for calculation of small county allocation
<b>Sections 8 and 9</b> Sec 85, c. 750, Oregon Laws 2017	Corrects date for Oregon Transportation Commission to file report on Connect Oregon streamlining process with Joint Committee on Transportation
<b>Section 10</b> ORS 320.400	Modifies definition of “bicycle” to include electric assisted bicycles (current definition says “propelled exclusively by human power”)
<b>Section 10</b> ORS 320.400	Modifies definition of “retail sales price” to exclude ADA modifications and customizable industrial modification to truck chassis
<b>Section 10</b> ORS 320.400	Modifies definition of “taxable bicycle” by deleting reference to wheel size, so that definition now includes only “retail price of \$200 or more”
<b>Section 10</b> ORS 320.400	Modifies definition of “taxable motor vehicle” to provide for vehicles without odometers (by referencing MCO/MSO) and excluding bus trailers, electric-assist bicycle, motor assisted scooter, and truck trailer
<b>Section 10</b> ORS 320.400	Modifies definition of “vehicle dealer” to clarify it applies to persons who are “required to obtain” a vehicle dealer certificate
<b>Section 11</b> ORS 320.405	Clarifies privilege tax becomes due at sale at retail of taxable motor vehicle
<b>Section 12</b> ORS 320.415	Clarifies method for satisfying the purchaser’s liability for purposes of the bicycle excise tax and clarifies tax becomes due upon sale of bicycle
<b>Section 13</b> ORS 320.445	Clarifies what information the tax return must show related to retail sales made during the calendar quarter to which the return relates

<b>Section 14</b> ORS 320.455	Changes DOR filing due date requirement for privilege tax to 30 <sup>th</sup> day following date on which tax became due (sync with due date for titling and registration)
<b>Section 15</b> ORS 320.490	Clarifies language related to moratorium prohibiting imposition of local imposition privilege tax
<b>Section 16</b> ORS 320.550	Required technical fix to bring consistency with definition of “wages” regarding employee payroll tax
<b>Section 17</b> ORS 316.189	Required technical fix to clarify non-applicability of employee payroll tax to deferred compensation
<b>Section 18</b> New section	Adds sections 148-152 of House Bill 2017 to ORS Chapter 468 to clarify DEQ administration and enforcement authority of ZEV rebate program
<b>Sections 19 - 21</b> Sec. 149&150 c. 750, Oregon Laws 2017	Clarifies ZEV incentive program applies to lease of qualified vehicles. Clarifies language related to sale or lease termination. Allows DEQ to hire or contract with any third-party organization, rather than only third-party “nonprofit” organizations, to implement and serve as administrator of ZEV incentive programs. Eliminates statutory requirements that person seeking to qualify for Charge Ahead Oregon program must scrap high-emission vehicle and must live in area of state with elevated concentrations of motor vehicle emission air contaminants.
<b>Section 22</b> ORS 184.661	Eliminates requirement that reports from all cities under 5,000 population be included on ODOT project website
<b>Sections 23 to 25</b> ORS 801.041, 801.042 and 803.445	Clarifies that upper limit on county-imposed registration fee is the combined state registration fee plus HB 2017 registration fee surcharge
<b>Section 26</b> ORS 803.645	Adjusts trip permit fees
<b>Section 27</b> ORS 818.225	Replaces Road Use Assessment Fee of \$0.118 per equivalent single-axle load mile traveled with a fee of \$0.085 per equivalent single-axle load mile traveled
<b>Section 28</b> ORS 818.270	Reduces fees for variance permits (from \$10 to \$8; if issued by private contractor from \$7 to \$5), sifting or leaking load permits (from \$10 to \$8), and dragging permits (from \$10 to \$8) to adjust for higher weight-mile tax
<b>Section 29</b> ORS 825.450	Reduces fee for excess weight permit from \$10 to \$8
<b>Sections 30 and 31</b>	Deletes revised fees for sections 50, 53, 56 and 59 that were scheduled to take effect on or after 1/1/2024 (adjustment for higher weight-mile tax in HB 2017)
<b>Section 32</b> Sec 71L, c. 750, Oregon Laws 2017	Changes quarterly revenue reports for House Bill 2017 and HB 2001 (2009) to semi-annual reports
<b>Section 33</b> ORS 184.751	Clarifies STIF moneys may not be used for light rail <i>capital expenses</i>

<p><b>Section 34</b> ORS 184.758</p>	<p>Specifies that 1% for Technical Resource Center for STIF also be used for administrative costs and associated expenses; clarifies language related to distribution of moneys from qualified entities to public transportation service providers; if practicable, requires each qualified entity to spend at least 1% of STIF funds received to implement programs to provide student transit services for students grades 9-12</p>
<p><b>Section 35</b> ORS 366.483</p>	<p>Adds three bridges on State Highway 200 (Territorial Highway) to be retained by ODOT until bridges are replaced (mile markers 4.59, 7.07, 17.92)</p>
<p><b>Section 36</b> Sec. 2, c. 823, Oregon Laws 2009</p>	<p>Eliminates the statutory limit of 80,000 sets of Pacific Wonderland vehicle registration plates</p>
<p><b>Section 37</b> ORS 811.215</p>	<p>Extends seat belt exemption for transit agencies to operators of tribal government public transportation vehicles</p>
<p><b>Section 38</b> ORS 184.766</p>	<p>Modifies dates for required reports to ODOT from qualified entities receiving percentage distribution (extending report on actions taken to 60 days)</p>
<p><b>Section 39</b> Sec. 119, c. 750, Oregon Laws 2017</p>	<p>Repeals requirement for feasibility study of highway cost allocation study in metro area (which was holdover to earlier iteration of HB 2017)</p>
<p><b>Section 40</b> ORS 811.485</p>	<p>Modifies offense of following too closely to exempt persons operating vehicle that is part of a connected automated braking system</p>
<p><b>Section 41</b> Sec. 2, c. 646, Oregon Laws 2017</p>	<p>Repeals trigger for rulemaking for program allowing nonprofits to post information on human trafficking at highway rest areas (SB 375, 2017)</p>
<p><b>Section 42</b> ORS 184.761</p>	<p>Specifies that governing bodies of two or more qualified entities may appoint members to a joint advisory committee under conditions set by rule by OTC</p>
<p><b>Section 43</b> Sec. 45, c. 750, OL 2017</p>	<p>Add Newberg-Dundee Bypass project to list of projects exceeding \$20 million in report from OTC justifying step increases in transportation taxes and fees</p>
<p><b>Section 44</b> Sec 122r, c. 750, Oregon Laws 2017</p>	<p>Suggests moving up the date of implementation of the STIF application, review, and distribution process (sections 122m-122p) to July 1, 2018 (currently 1/1/19), to allow implementation of TriMet's low-income fare program</p>
<p><b>Sections 45 +</b></p>	<p>Compensation to outdoor advertising sign companies for signs damaged, destroyed or moved due to construction</p>