

## HB 3055 -15, -17, -18 STAFF MEASURE SUMMARY

### Joint Committee On Transportation

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**Prepared By:** Patrick Brennan, LPRO Analyst

**Sub-Referral To:** House Committee On Revenue

**Meeting Dates:** 2/9, 4/27, 5/18, 5/25

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#### WHAT THE MEASURE DOES:

Makes consistent statutory language related to issuing, renewing, and invalidating disabled parking permits and placards. Clarifies language related to salvage titles and substantial alteration of vehicles in cases where owner rebuilds or repairs the vehicle. Deletes outdated terms from statute related to railroads and modifies railroad fire extinguisher and radio requirements. Restores statutory language inadvertently repealed related to valid user's emblems for collection of tax on use fuels. Provides explicit statutory authority for Department of Transportation to continue collecting local fuels taxes on behalf of cities and counties. Adds county-owned airports to list of exemptions from preference provisions for vending facilities. Requires drivers to obey additional signage related to flashing yellow beacons. Adds passenger terminals of commercial service airports to list of facilities where open carry of weapons is prohibited. Requires classroom instruction as part of motor carrier mandatory training and increases maximum allowable fee from \$60 to \$200 for that training. Allows electric companies and natural gas utilities to recover costs from consumers for expenses of infrastructure to support adoption of alternative forms of transportation under certain circumstances. Changes date of Department report on condition of transportation infrastructure from April 1 to June 1. Aligns odometer check requirements with changes in federal law. Exempts park model recreational vehicles from VIN inspection during title transactions. Clarifies definition of 'bicycle' for purposes of bicycle excise tax. Repeals sunset on increase in aviation and jet fuel taxes and modifies grant programs funded by the taxes. Exempts applicants for motorcycle endorsement who hold out-of-state license or endorsement from motorcycle education course requirements. Modifies offense of failure to use vehicle traction tires or chains. Clarifies types of infrastructure that qualifies for short line railroad tax credits. Modifies Oregon Department of Transportation Emerging Small Business Program contracting limits and allows alternative delivery method other than low-bid under certain circumstances. Restructures statutes and modifies definitions related to tolling programs; changes name of "State Tollway Account" to "Toll Program Fund" and associates it with General Fund rather than State Highway Fund. Revises statutes governing the financing of tollway projects. Authorizes Oregon Department of Transportation to delegate to cities, Multnomah County, and Lane County, authority to set speed limits on roads under their jurisdiction. Takes effect on 91st day following adjournment sine die.

#### ISSUES DISCUSSED:

- Flexibility for speed-setting by local governments
- Airport terminal safety
- Tolling and congestion pricing
- Jet fuel and aviation fuel tax sunset
- Traffic enforcement
- Electric vehicle charging infrastructure

#### EFFECT OF AMENDMENT:

-15 Deletes section 17 (weapons at airport terminals). Clarifies temporary permits issued by Department may be for *up to* 120 days. Eliminates new language granting authority to waive, by rule, demonstration test for out-of-state license holders. Changes effective date of public contracting sections 46-51 to 91st day following sine die. Deletes section 47 (exempting contracts of \$250,000 or less to small business from competitive sealed bidding). Eliminates duplicative hearings for suspension for failure to maintain valid insurance. Increases fee for

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reinstatement of registration following suspension for driving with suspended license or second or subsequent charge for DUII. Creates offense of failure to carry vehicle traction tires or chains. Revises language related to audits of weight-mile reports. Revises provisions related to short-term borrowing for major transportation project delivery, including extending term from three years to five years and increasing the cap from \$100 million to \$600 million. Replaces term "compressed natural gas" with "renewable natural gas" in section 23 (cost recovery for natural gas utilities). Clarifies that revised tolling provisions do not prohibit establishing tolls on bridges operated by Port of Hood River and Port of Cascade Locks. Removes Lane County and adds Clackamas County to provisions allowing local speed setting (section 81). Modifies definition of "autocycle" by removing reference to method of steering. Provides that person may replace registration plate with duplicate registration plates without being charged fee for customized plate. Authorizes Department of Transportation to replace single plate rather than replace both plates when owner wishes to replace single plate on vehicle assigned pair of plates. that Department of Aviation may enter into contracts, leases, or other arrangements for up to 50 years in cases of commercial arrangements. Allows flexibility in spending dedicated \$30 million/year for I-5 Rose Quarter, I-205 Stafford to OR-213, I-5 Boone Bridge, and toll program implementation. Requires study of equitable toll strategies and report to Joint Transportation Committee and Oregon Transportation Commission.

### **FISCAL:**

#### ***REVENUE: "Hall Pass" may have revenue impact statement issued for measure with -15 amendment***

-17 Stipulates that toll projects on interstate highways shall include investments to make improvements or fund efforts to reduce congestion, improve safety, and reduce impacts of congestion, all as a result of the toll project. Specifies that such investments may include, but are not limited to, multimodal investments on adjacent, connected, or parallel highways, regardless of ownership. Adds that when making decisions regarding project design, ODOT shall consider how implementing tolling may reduce vehicle miles traveled and the future capacity needs of the highway.

-18 Revises section related to cost recovery by natural gas utilities to include renewable natural gas and renewable hydrogen. Sunsets provisions on January 2, 2025.

### **BACKGROUND:**

House Bill 3055 is the omnibus transportation bill for the 2020 Session. The measure includes a number of technical statutory adjustments on topics ranging from railroad water sanitation, documents issued by the Oregon Department of Transportation (ODOT), odometer inspections, definition of "bicycle" for purposes of applicability of the bicycle excise tax, clarification of driver responsibilities when approaching a flashing yellow beacon, and collection of use fuels.

In addition, the measure makes several, more substantive, statutory changes. The measure extends the prohibition on open carry of weapons that already applies in public areas of most commercial service airports to all commercial service airports, including the terminal at Portland International Airport. It also reinstates the classroom instruction requirement for motor carrier training and allows ODOT to appoint agents to carry out that instruction, either in person or online. House Bill 3055 provides for electric and natural gas utilities to recoup costs associated with infrastructure for alternative fuel vehicle charging and fueling from retail customers. The measure also eliminates the sunset on temporary aviation fuel and jet fuel taxes imposed by House Bill 2075 (2015), and the grant programs funded by revenues from these taxes are restructured under the measure. Finally, House Bill 3055 restructures statutes related to tolling and financing of tollway projects.