

Requested by Representative MCLAIN

**PROPOSED AMENDMENTS TO
HOUSE BILL 2342**

1 On page 1 of the printed bill, delete lines 22 through 24 and insert:

2 “(A) Will be classified as a passenger vehicle by the Department of
3 Transportation; and

4 “(B) Is of a model year of 2027 or later; or”.

5 On page 2, delete lines 5 through 26 and insert:

6 **“SECTION 3.** ORS 319.883, as amended by section 1 of this 2021 Act, is
7 amended to read:

8 “319.883. As used in ORS 319.883 to 319.946:

9 “(1) ‘Fuel taxes’ means motor vehicle fuel taxes imposed under ORS
10 319.010 to 319.430 and taxes imposed on the use of fuel in a motor vehicle
11 under ORS 319.510 to 319.880.

12 “(2) ‘Highway’ has the meaning given that term in ORS 801.305.

13 “(3) ‘Lessee’ means a person that leases a motor vehicle that is required
14 to be registered in Oregon.

15 “(4)(a) ‘Motor vehicle’ has the meaning given that term in ORS 801.360.

16 “(b) ‘Motor vehicle’ does not mean a motor vehicle designed to travel with
17 fewer than four wheels in contact with the ground.

18 “(5) ‘Registered owner’ means a person, other than a vehicle dealer that
19 holds a certificate issued under ORS 822.020, that is required to register a
20 motor vehicle in Oregon.

21 “(6) ‘Subject vehicle’ means[:]

1 “[(a)] a motor vehicle that:

2 “[(A)] (a) Will be classified as a passenger vehicle by the Department of
3 Transportation; and

4 “[(B)] (b) Is of a model year of 2027 or later[; or].

5 “[(b) A motor vehicle that:]

6 “[(A) Is not described in paragraph (a) of this subsection; and]

7 “[(B) Is the subject of an application approved pursuant to ORS 319.890.]

8 “(7) ‘Vehicle dealer’ means a person engaged in business in this state that
9 is required to obtain a vehicle dealer certificate under ORS 822.005.”.

10 On page 5, line 33, delete “and with a rating of at least 30 miles per
11 gallon”.

12 On page 7, after line 29, insert:

13 “**SECTION 29a. (1) It is the intent of the Legislative Assembly that,**
14 **in addition to the per-mile road usage charge imposed under ORS**
15 **319.885, the registered owner of a subject vehicle shall pay an addi-**
16 **tional fee designed to reflect the impact on health and the environ-**
17 **ment of the criteria pollutants and greenhouse gases emitted by the**
18 **subject vehicle. The additional fee shall be of a kind, and imposed at**
19 **a rate, that, together with other national, state and local measures,**
20 **can reasonably be expected to achieve Oregon’s transition to a fully**
21 **zero-emission fleet, as measured by the benchmarks enacted in chap-**
22 **ter 565, Oregon Laws 2019.**

23 “(2)(a) The Department of Transportation shall conduct a study of
24 the best method of imposing and collecting the additional fee.

25 “(b) In conducting the study, the department shall consult with
26 other state agencies and stakeholders whose contributions the de-
27 partment considers helpful to the study. State agencies shall comply
28 with reasonable requests from the department for consultation.

29 “(3) The study shall include consideration of possible rate structures
30 of the additional fee, methods of collecting the fee and any related

1 technical, policy or program design matters that the department con-
2 siders important for the study.

3 “(4) Not later than September 15, 2022, the department shall submit
4 a report, in the manner provided under ORS 192.245, to the interim
5 committees of the Legislative Assembly relating to air pollution, that
6 summarizes the findings of the study. The report may include recom-
7 mendations for legislation that will provide for the imposition and
8 collection of the additional fee and for any other related matter the
9 department considers important to include in the recommendations.

10 **“SECTION 29b.** (1) It is the intent of the Legislative Assembly that
11 the transition from a fuel tax system to a per-mile road usage charge
12 system shall be designed in such a way as to mitigate any negative
13 impact on historically underserved communities and low-income
14 Oregonians. At a minimum, the per-mile road usage charge system,
15 including the additional fee described in section 29a of this 2021 Act,
16 must ensure that historically underserved communities and low-
17 income Oregonians do not, on balance, face any greater disparate im-
18 pact from the per-mile road usage charge system than they face under
19 the current fuel tax system and that the per-mile road usage charge
20 system does not create additional barriers for them in the areas of
21 employment or economic opportunity.

22 “(2) The Department of Transportation shall conduct a study of the
23 best method of making the transition from a fuel tax system to a
24 per-mile road usage charge system in a manner that complies with the
25 intent of the Legislative Assembly set forth in subsection (1) of this
26 section.

27 “(3) In addition to the matters set forth in subsection (1) of this
28 section, the department shall study:

29 “(a) The likely impact of the transition on:

30 “(A) Individuals and communities, categorized by income, race and

1 **socioeconomic status; and**

2 **“(B) Urban, rural and suburban communities; and**

3 **“(b) Any related technical, policy or program matters that the de-**
4 **partment considers important for the study.**

5 **“(4) Not later than September 15, 2022, the department shall submit**
6 **a report, in the manner provided under ORS 192.245, to the interim**
7 **committees of the Legislative Assembly relating to air pollution, that**
8 **summarizes the findings of the study. The report may include recom-**
9 **mendations for legislation that will provide for a transition to a per-**
10 **mile road usage charge system in a manner that complies with the**
11 **intent of the Legislative Assembly as set forth in subsection (1) of this**
12 **section and for any other related matter the department considers**
13 **important to include in the recommendations.”.**

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