

# House Bill 3551

Sponsored by JOINT COMMITTEE ON TRANSPORTATION (at the request of Alaska Airlines)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Increases maximum weight cutoff for eligibility of aircraft for 60 percent valuation for purposes of property taxation of mobile property of air transportation companies.

Takes effect on 91st day following adjournment sine die.

## A BILL FOR AN ACT

1  
2 Relating to the assessment of the property of air transportation companies; creating new provisions;  
3 amending ORS 308.565; and prescribing an effective date.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 308.565 is amended to read:

6 308.565. (1) For the purpose of determining the amount of the assessment of any centrally as-  
7 sessed company that is to be apportioned to those counties in this state in which the rail lines of  
8 the company are located, the Department of Revenue shall multiply the values per mile, as ascer-  
9 tained pursuant to ORS 308.570, of main and branch lines by the number of miles of main and branch  
10 lines in each county, including miles of main tracks, spurs, yard tracks and sidetracks, as reported  
11 by the company or as otherwise determined by the department.

12 (2) The department shall apportion values distributed over wire, pipe or pole lines or operational  
13 routes to those counties in which the lines or routes are located by multiplying the rate per mile  
14 in each case, determined pursuant to ORS 308.575, by the number of miles of the wire, pipe or pole  
15 lines or operational routes in each county.

16 (3) If the property of any company assessable under ORS 308.505 to 308.674 is of such a char-  
17 acter that its value cannot reasonably be apportioned on the basis of rail, wire, pipe, pole line or  
18 operational route mileage, the department may adopt any other method or basis of apportionment  
19 to each county in which the property is located that the department determines to be feasible and  
20 proper.

21 (4) As determined by the department, values of electric power plants and water powers, con-  
22 nected with or used in the operation and business of any company, assessable under ORS 308.505  
23 to 308.674, may be apportioned to each county in which power plants and water powers are located  
24 in a manner the department deems reasonable and fair.

25 (5) Assessments of the mobile property of air transportation companies shall be allocated and  
26 apportioned only to those counties in which the air transportation companies make service landings.  
27 For aircraft **of** less than [75,000] **90,000** pounds gross taxi weight, the department shall allocate and  
28 apportion to the counties 60 percent of the value which would otherwise be allocated and appor-  
29 tioned.

30 (6)(a) Assessments of water transportation companies shall be allocated and apportioned to those  
31 counties in which such companies use or maintain ports or termini, including off-shore anchorages.

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.  
New sections are in **boldfaced** type.

1 (b) For purposes of ORS 308.505 to 308.674, the taxing districts to which assessments are ap-  
2 portioned by the county assessor shall be deemed to extend to the center of any river channel or  
3 to the ocean bar.

4 **SECTION 2. The amendments to ORS 308.565 by section 1 of this 2023 Act apply to**  
5 **property tax years beginning on or after July 1, 2023.**

6 **SECTION 3. This 2023 Act takes effect on the 91st day after the date on which the 2023**  
7 **regular session of the Eighty-second Legislative Assembly adjourns sine die.**

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