

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

Action:	Do Pass as Amended and Be Printed Engrossed
Vote:	10 - 0 - 0
Yeas:	Bentz, Berger, Boone, Doherty, Edwards, Gilman, Kahl, Schaufler, Smith G., Beyer
Nays:	0
Exc.:	0
Prepared By:	Patrick Brennan, Administrator
Meeting Dates:	2/3, 2/5

WHAT THE MEASURE DOES: Eliminates the required contribution for a statewide multimodal study after December 31, 2009. Revises formula for distribution of heavy vehicle registration fees. Deletes requirement that standards for medium-speed electric vehicles be consistent with federal standards for such vehicles. Eliminates requirement that funds derived from the Pacific Wonderland vehicle registration plate be used to establish and maintain an Oregon History Center at the State Capitol. Authorizes Department of Administrative Services to make available, sell, distribute and dispense alternative fuel to private entities. Authorizes the Travel Information Council to borrow money. Clarifies requirement that vehicles change lanes or slow down to designated speed when passing emergency vehicles, ambulances and tow trucks. Clarifies that all-terrain vehicle seat belt requirements apply only on public lands and private lands open to the general public for all-terrain vehicle recreation. Clarifies allowances under variance permits. Requires Department of Transportation to make quarterly reports to Legislative Revenue Office and legislative committees on revenue regarding estimates of revenue raised by House Bill 2001 (2009). Declares an emergency and takes effect upon passage.

ISSUES DISCUSSED:

- Daimler testing of vehicles that utilize compressed natural gas
- Fuel distribution by Department of Administrative Services
- Impact of oversize load variance permits on bicycle safety
- “Move Over” law
- Activities of Travel Information Council

EFFECT OF COMMITTEE AMENDMENT: Limits scope of section 10 to dispensation of compressed natural gas and clarifies that the sale may be only for use in motor vehicles.

BACKGROUND: House Bill 3676-A makes a number of technical changes related to House Bill 2001 (2009), commonly referred to as the Jobs and Transportation Act. That measure increased vehicle registration and title fees and fuel and flat-fee taxes and required the new revenues be distributed 50 percent to the State of Oregon, 30 percent to counties and 20 percent to cities. However, the registration fee increase for heavy vehicles was not included in the new formula. Another provision of House Bill 2001 inadvertently carried forward was a requirement from *ConnectOregon II* to pay for a multimodal study. Finally, House Bill 2001 created a statutory definition of medium-speed electric vehicles and directed the Oregon Department of Transportation to adopt safety standards for such vehicles that are consistent with federal standards; however, no such federal standards exist specifically for medium-speed electric vehicles.

Senate Bill 961 (2009) authorized the re-issuance of the Pacific Wonderland vehicle registration plate and allocated half of the revenue raised from the plate to the Oregon State Capitol Foundation and half to the Oregon Historical Society.

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This summary has not been adopted or officially endorsed by action of the committee.

However, while the intent of the measure was for the Oregon State Capitol Foundation's share to be used for the creation of an Oregon History Center in the Oregon State Capitol, both the Foundation's share and the Oregon Historical Society's share were required by the measure to be used for that purpose.

With the increase in vehicles that operate on fuels other than gasoline and diesel, some vehicles that operate on fuels such as compressed natural gas (CNG) do not have many options for where to purchase fuel. House Bill 3676-A authorizes the Department of Administrative Services (DAS) to sell, dispense and distribute alternative fuels to private entities.

The Travel Information Council (TIC), created by the Legislative Assembly in 1972, is a semi-independent state agency that connects motorists with businesses through highway signs, rest area information kiosks, business listings on www.tripcheck.com and on the Statewide Interactive Heritage Map. TIC currently lacks the statutory authority to borrow money; House Bill 3676-A provides that authorization to allow the Council to make improvements to rest areas.

House Bill 2040 (2009) expanded Oregon's "Move Over" law, which was created by the passage of House Bill 2176 (2003), to also apply the law to tow trucks and roadside assistance vehicles. House Bill 2040 also clarified that a vehicle must either move to a different lane or slow to at least five miles per hour below the posted speed limit in order to comply; however, there are roads in Oregon where there is no posted speed limit. House Bill 3676-A clarifies that compliance requires vehicles to slow down at least five miles per hour below the speed limit established in ORS 810.111 or a designated speed posted under ORS 810.180.

Senate Bill 579 (2009) required that all children under age 16 be secured with a seat belt or harness when riding in or operating a Class I or Class II all-terrain vehicle (ATV) when on "premises open to the public." Because this language is broader than intended, House Bill 3676-A revises the requirement to apply only when on public lands or private lands open to the general public for ATV recreation.

Finally, House Bill 3676-A also provides specific statutory authority for persons holding variance permits to operate over-dimension vehicles to use exclusive-use lanes such as bike lanes, center refuge lanes and dedicated turn lanes. This change makes statute consistent with current practice.