

HB 4060 -1, -3, -6, -8, -9, -12 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Prepared By: Patrick Brennan, LPRO Analyst

Meeting Dates: 2/7, 2/12, 2/14, 2/19

WHAT THE MEASURE DOES:

Removes reference to "indirect" and "fiduciary" from conflict-of-interest language related to members of the Oregon Transportation Commission. Modifies requirement for Oregon Transportation Commission to prepare long-range plans for all transportation modes. Exempts small cities from data reporting requirements for purposes of project website. Deletes requirement that Statewide Transportation Improvement Plan include criteria for proximity to aggregate mining sites.

Clarifies upper limit for county-imposed vehicle registration fees. Resets fees related to heavy trucks. Revises formula for distribution of state portion of new State Highway Fund revenues. Modifies name of designated Newberg-Dundee Bypass project. Replaces requirement that Department of Transportation report quarterly on State Highway Fund revenues with semi-annual reporting requirement.

Specifies subaccount for \$4 million annual allocation from Parks Subaccount. Sunsets Parks Subaccount allocation on January 2, 2023.

Renames "Statewide Transportation Improvement Fund" (STIF) to "Public Transportation Services Improvement Fund." Allows Department of Transportation to utilize portion of its one-percent allocation from the STIF for administration of the Fund. Clarifies that nonprofit organizations that provide public transportation services are considered public transportation service providers.

Clarifies relationship between Travel Information Council and United States Forest Service regarding Government Camp rest area. Adds three bridges to list of facilities on State Highway 200 to be retained by Department of Transportation until replaced, at which time they will be transferred to Lane County.

Clarifies Department of Environmental Quality's enforcement authority for electric vehicle rebate programs. Clarifies terms of electric vehicle rebate programs regarding vehicle leases and in cases of early sale or lease termination. Deletes requirement that purchaser junk a high-emission passenger vehicle to qualify for Charge Ahead rebate.

Eliminates statutory limit on number of Pacific Wonderland registration plates that may be issued. Extends seat belt exemption to operators of tribal government public transportation vehicles. Provides for compensation to owners of outdoor advertising signs damaged, destroyed or moved due to highway construction.

Takes effect on 91st day following adjournment sine die.

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

-1 Realigns dates for reports from qualified entities to Department of Transportation regarding distributions from Statewide Transportation Improvement Fund.

-3 Repeals section 119, House Bill 2017 (2017) (section requires feasibility study for a Highway Cost Allocation Study in Portland metropolitan region).

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- 6 Modifies offense of following too closely to exempt vehicles operating as part of a connected automated braking system utilizing vehicle-to-vehicle communication.
- 8 Repeals section of Senate Bill 375 (2017), which contains conditions that must be met prior to rulemaking by Department of Transportation and Parks and Recreation Department regarding posting of informational materials about sex trafficking at highway rest areas.
- 9 Replaces reference to "Mid-Willamette Valley Intermodal Facility" in section 71F of House Bill 2017 (2017) with "Intermodal Facility located in the City of Millersburg at the former International Paper Co. mill site".
- 12 Amends section 122o of House Bill 2017 (2017) to specify that the governing bodies of two qualified entities may appoint members to a joint advisory committee under conditions determined by the Oregon Transportation Commission by rule.

BACKGROUND:

House Bill 2017 (2017) enacted a suite of recommendations from the Joint Committee on Transportation Preservation and Modernization, which conducted a statewide circuit of hearings and tours to review transportation needs across all modes throughout Oregon. The Committee held 13 meetings in 10 communities, touring transportation facilities, meeting with elected officials and stakeholders, and conducting public hearings. The final product included significant increases in transportation taxes in fees for highway maintenance, preservation, enhancement, and seismic rehabilitation; investments in multimodal transload facilities; increased funding for on-road and off-road bicycle and pedestrian facilities, including a new revenue source (bicycle excise tax); a new revenue source for public transportation (statewide employee payroll tax) and a distribution for that new revenue; two new rebate incentive programs for zero-emission vehicles and a revenue source (vehicle dealer privilege tax) to pay for them; and numerous modifications of transportation policy, including the creation of a statutory Joint Committee on Transportation.