

HB 4059 -11 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Prepared By: Patrick Brennan, LPRO Analyst

Meeting Dates: 2/7, 2/26, 2/28

WHAT THE MEASURE DOES:

Specifies that the executive appointment of the Director of the Oregon Department of Transportation is subject to senate review and confirmation. Makes clarifications and technical corrections to House Bill 2017 (Chapter 750, 2017 Oregon Laws). Takes effect on 91st day following adjournment sine die.

ISSUES DISCUSSED:

- Provisions of the measure
- Proposed amendments to the measure

EFFECT OF AMENDMENT:

-11 Corrects name of "The Street Trust" to "The Street Trust Community Fund." Changes reference to "Newberg-Dundee Bypass Phase II" by replacing "design only" with "shovel ready preparations." Removes electric assist bicycles from list of vehicles subject to privilege tax and makes them subject to bicycle excise tax. Modifies definition of "retail sales price," "taxable motor vehicle," and "vehicle dealer" with regard to vehicle privilege tax. Makes all bicycles with retail price of \$200 or more subject to bicycle excise tax. Makes technical amendments related to employee payroll tax. Clarifies applicability of zero-emission vehicle (ZEV) incentive programs to vehicle leases. Modifies requirements for third party organization hired as administrator of ZEV rebate programs. Eliminates requirement for scrapping vehicle and living in high-emission exposure areas for qualifying for Charge Ahead Oregon ZEV rebate. Eliminates requirement that Department of Transportation (ODOT) project website include information reported by cities with 5,000 or fewer residents. Clarifies upper limit of county-imposed registration fees is combined total of state registration fee plus registration fee surcharge from House Bill 2017 (2017). Adjusts several truck-related fees. Replaces ODOT quarterly revenue report requirement to semi-annual report requirement. Allows ODOT to use one percent allocation from Statewide Transportation Improvement Fund (STIF) for program administration, in addition to technical resource center. Clarifies restriction on use of STIF moneys for light rail capital expenses. Requires qualified entities to use one percent of STIF funds for student transit services, where practicable. Adds three bridges on State Highway 200 to be transferred to Lane County upon replacement. Eliminates limit of 80,000 sets for Pacific Wonderland registration plates. Extends transit agency seat belt exemption to tribal government public transportation vehicles. Modifies dates for required reports to ODOT from qualified entities receiving STIF distributions. Repeals requirement for feasibility study of highway cost allocation study in Portland metro region. Exempts vehicles that are part of connected automated braking system from traffic offense of following too closely. Repeals statutory trigger for rulemaking for program allowing nonprofits to post information on human trafficking in highway rest areas. Allows two or more qualified entities to appoint members to a joint advisory committee for STIF distribution. Adds Newberg-Dundee bypass project to list of projects to include in report justifying step increases in transportation taxes and fees. Moves date of implementation of STIF processes from January 1, 2019 to July 1, 2018. Provides for compensation to outdoor advertising sign companies for signs damaged, destroyed or relocated due to construction.

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Fiscal statement issued (indeterminate) for measure with the -11 amendment

Revenue statement issued for measure with the -11 amendment

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.