

**HB 2592 A STAFF MEASURE SUMMARY****Carrier:** Rep. McKeown**Joint Committee On Transportation****Action Date:** 05/22/19**Action:** Do pass with amendments. (Printed A-Eng.)**House Vote****Yeas:** 7 - Evans, Findley, Lewis, McKeown, McLain, Noble, Witt**Senate Vote****Yeas:** 4 - Bentz, Beyer, Frederick, Gelser**Exc:** 1 - Boquist**Fiscal:** Has minimal fiscal impact**Revenue:** Revenue impact issued**Prepared By:** Patrick Brennan, LPRO Analyst**Meeting Dates:** 5/8, 5/22**WHAT THE MEASURE DOES:**

Amends various statutes related to House Bill 2017 (2017). Modifies definition of "bicycle" and "taxable bicycle" for purposes of bicycle excise tax. Specifies requirement and exemption for repayment of electric vehicle rebate. Increases maximum statutory weight and width for Class IV all-terrain vehicles. Authorizes Metro to impose vehicle registration fee, if approved by voters by December 31, 2022, separate from other local government registration fees. Clarifies duties of Continuous Improvement Advisory Committee relative to Oregon Transportation Commission. Modifies conflict-of-interest provisions related to appointment of members of Oregon Transportation Commission. Authorizes compensation for members of Continuous Improvement Advisory Committee. Modifies statutory reference to Brooks rail siding project. Eliminates requirement for semiannual revenue reports related to House Bill 2001 (2009). Clarifies vehicle sales to car rental companies using electronic integrator are not subject to privilege tax. Increases maximum weight for vehicle idle reduction system from 400 pounds over variance permit to 550 pounds above variance permit. Clarifies confidentiality between Department of Revenue and Department of Transportation. Specifies use of moneys to repay bond debt service on Highway User Tax Bonds. Sets permanent registration rate for state-owned and undercover vehicles at \$10. Clarifies that tax expenditures related to transportation taxes remain in effect until explicitly repealed by Legislative Assembly. Revises provisions related to Connect Oregon program. Establishes the Multimodal Active Transportation Fund and directs Department of Transportation to make grants from Fund as directed by Oregon Transportation Commission. Directs State Parks and Recreation Department to make grants for bicycle and pedestrian projects related to recreation and transportation purposes, with provision set to sunset January 2, 2025. Aligns Oregon statute with International Fuel Tax Agreement. Clarifies that low-speed electric vehicles and zero-emission motorcycles are eligible for electric vehicle rebate program. Specifies repayment responsibility for recipients of electric vehicle rebates who end ownership or lease before required time has elapsed, and allows administrator to waive repayment. Makes plug-in hybrid vehicles eligible for Charge Ahead rebate program. Provides method by which persons who purchased electric vehicle between January 1, 2018, and August 2, 2018, may apply retroactively for zero-emission vehicle and/or Charge Ahead rebates. Replaces requirement for motor carrier weight receipts with weight identifiers. Exempts bucket trucks from definition of "fixed load vehicle." Takes effect on 91st day following adjournment sine die.

**ISSUES DISCUSSED:**

- Clarification of definition of "bicycle" and "taxable bicycle"
- Electrification of small delivery vehicles
- Applicability of electric vehicle rebates to different classes of vehicles
- Size and weight of Class IV all-terrain vehicles

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- Metro funding initiatives for transportation projects
- Technical amendments to House Bill 2017 (2017)

### **EFFECT OF AMENDMENT:**

Replaces original measure.

### **BACKGROUND:**

House Bill 2592-A is the vehicle for the Joint Committee on Transportation's omnibus package of fixes and policy options related to House Bill 2017 (2017). The measure makes technical and policy changes to statutes related to the bicycle excise tax; vehicle privilege tax; motor vehicle fuel taxes; vehicle registration fees; accountability provisions related to the Oregon Transportation Commission and Continuous Improvement Advisory Committee; statutory references to enumerated multimodal projects; confidentiality in communications between Oregon Department of Transportation and Oregon Department of Revenue; use of moneys to repay bond debt service for major transportation projects; the Connect Oregon multimodal program; bicycle and pedestrian grants by the Oregon Parks and Recreation Department; and the electric vehicle rebate program.

In addition to amending provisions of House Bill 2017, House Bill 2592-A also includes provisions related to the following: maximum weight and width of Class IV all-terrain vehicles; authority of Metro to impose a vehicle registration fee separate from those imposed by state or other local governments; maximum weight of vehicles utilizing idle reduction systems; statutory alignment with federal law with regard to the International Fuel Tax Agreement; and motor carrier weight receipts.