

HB 3055 A -A23 STAFF MEASURE SUMMARY

Joint Committee On Ways and Means

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Meeting Dates: 6/17, 6/21

WHAT THE MEASURE DOES:

Makes consistent statutory language related to issuing, renewing, and invalidating disabled parking permits and placards. Clarifies language related to salvage titles and substantial alteration of vehicles in cases where owner rebuilds or repairs the vehicle. Deletes outdated terms from statute related to railroads and modifies railroad fire extinguisher and radio requirements. Restores statutory language inadvertently repealed related to valid user's emblems for collection of tax on use fuels. Provides explicit statutory authority for Oregon Department of Transportation (ODOT) to continue collecting local fuels taxes on behalf of cities and counties. Requires classroom instruction as part of motor carrier mandatory training and increases maximum allowable fee from \$60 to \$200 for that training. Allows electric companies and natural gas utilities to recover costs from consumers for expenses of infrastructure to support adoption of alternative forms of transportation under certain circumstances. Changes date of Oregon Transportation Commission report on condition of transportation infrastructure from April 1 to June 1. Aligns odometer check requirements with changes in federal law. Exempts park model recreational vehicles from VIN inspection during title transactions. Clarifies definition of "bicycle" for purposes of bicycle excise tax. Repeals sunset on increase in aviation and jet fuel taxes and modifies grant programs funded by the taxes. Exempts applicants for motorcycle endorsement who hold out-of-state license or endorsement from motorcycle education course requirements. Modifies offense of failure to use vehicle traction tires or chains. Clarifies types of infrastructure that qualifies for short line railroad tax credits. Modifies Oregon Department of Transportation Emerging Small Business Program contracting limits and allows alternative delivery method other than low-bid under certain circumstances. Restructures statutes and modifies definitions related to tolling programs; changes name of "State Tollway Account" to "Toll Program Fund" and associates it with General Fund rather than State Highway Fund. Revises statutes governing the financing of tollway projects. Authorizes Oregon Department of Transportation to delegate to cities, Multnomah County, and Clackamas County, authority to set speed limits on roads under their jurisdiction. Modifies statutes related to public contracting. Modifies statutes related to driver license suspension hearings. Revises provisions related to short-term borrowing for transportation project delivery. Modifies definition of "autocycle." Authorizes Oregon Department of Aviation to enter into commercial arrangements for terms up to 50 years. Allows flexibility in spending dedicated \$30 million/year for I-5 Rose Quarter, I-205 Stafford to OR-213, I-5 Boone Bridge, and toll program implementation. Requires study of equitable toll strategies and report to Joint Transportation Committee and Oregon Transportation Commission. Takes effect on 91st day following adjournment sine die.

ISSUES DISCUSSED:

- Fiscal impact of the measure

EFFECT OF AMENDMENT:

-A23 Allows federally recognized Indian Tribes to purchase fuel from Oregon fuel dealers if: the fuel is purchased directly from the dealer, and delivered directly to the Tribe; the fuel is delivered directly a service station that is owned by an Indian Tribe; and the Indian Tribe: has an equivalent tax on the fuel that is used for government services; and certifies annually to ODOT that they are in compliance with the above. The amendment also corrects a Section numbering error. The amendment also limits the expenditures of the equivalent tax a tribe must impose, specifying that the revenue must be used in a manner consistent with Article IX, section 3(a) of the

Oregon Constitution.

BACKGROUND:

House Bill 3055 is the omnibus transportation bill for the 2020 session. The measure includes a number of technical statutory adjustments on topics including railroad water sanitation, documents issued by the Oregon Department of Transportation (ODOT), odometer inspections, the bicycle excise tax, driver responsibilities when approaching a flashing yellow beacon, collection of use fuels, the definition of "autocycle," and providing for replacement vehicle registration plates.

In addition, the measure makes several, more substantive, statutory changes. It reinstates the classroom instruction requirement for motor carrier training and allows ODOT to appoint agents to carry out that instruction, either in person or online. House Bill 3055 also provides for electric and natural gas utilities to recoup costs associated with infrastructure for alternative fuel vehicle charging and fueling from retail customers. The measure also eliminates the sunset on temporary aviation fuel and jet fuel taxes imposed by House Bill 2075 (2015), and the grant programs funded by revenues from these taxes are restructured under the measure. Finally, House Bill 3055 restructures statutes related to tolling and financing of tollway projects, and provides for flexibility in funding the major projects outlined in House Bill 2017 (2017), as well as adding the Interstate 5 Boone Bridge and toll program implementation to that list of projects.