

**HB 3055 A STAFF MEASURE SUMMARY****Joint Committee On Transportation****Action Date:** 05/27/21**Action:** Do pass with amendments, rescind subsequent referral to Revenue, and be referred to Ways and Means. (Printed A-Eng.)**House Vote****Yeas:** 4 - Evans, McLain, Nathanson, Power**Nays:** 3 - Boshart Davis, Lewis, Noble**Senate Vote****Yeas:** 5 - Beyer, Boquist, Findley, Gorsek, President Courtney**Exc:** 1 - Frederick**Fiscal:** Fiscal impact issued**Revenue:** Revenue impact issued**Prepared By:** Patrick Brennan, LPRO Analyst**Meeting Dates:** 2/9, 4/27, 5/18, 5/27**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 Deletes outdated terms from statute related to railroads and modifies railroad fire extinguisher and radio requirements. Restores statutory language inadvertently repealed related to valid user's emblems for collection of tax on use fuels.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.

## HB 3055 A STAFF MEASURE SUMMARY

### ISSUES DISCUSSED:

- Flexibility for speed-setting by local governments
- Airport terminal safety
- Tolling and congestion pricing
- Jet fuel and aviation fuel tax sunset
- Traffic enforcement
- Electric vehicle charging infrastructure
- Delivery of highway projects from House Bill 2017 (2017)

### EFFECT OF AMENDMENT:

Deletes provisions related to weapons at airport terminals (Section 17). Clarifies temporary permits issued by Oregon Department of Transportation (ODOT) may be for *up to* 120 days. Eliminates new language granting authority to waive, by rule, demonstration test for out-of-state license holders. Changes effective date of public contracting sections 46-51 to 91st day following adjournment sine die. Deletes exemption for contracts of \$250,000 or less to small businesses from competitive sealed bidding (Section 47). Eliminates duplicative hearings for suspension for failure to maintain valid insurance. Increases fee for reinstatement of registration following suspension for driving with suspended license or second or subsequent charge for DUII. Creates offense of failure to carry vehicle traction tires or chains. Revises language related to audits of weight-mile reports. Revises provisions related to short-term borrowing for major transportation project delivery, including extending term from three years to five years and increasing the cap from \$100 million to \$600 million. Replaces term "compressed natural gas" with "renewable natural gas" in provisions related to cost recovery for natural gas utilities (Section 23). Clarifies that revised tolling provisions do not prohibit establishing tolls on bridges operated by Port of Hood River and Port of Cascade Locks. Removes Lane County and adds Clackamas County to provisions allowing local speed setting (Section 81). Modifies definition of "autocycle" by removing reference to method of steering. Provides that person may replace registration plate with duplicate registration plates without being charged fee for customized plate. Authorizes ODOT to replace single plate rather than replace both plates when owner wishes to replace single plate on vehicle assigned pair of plates. Provides that Oregon Department of Aviation may enter into contracts, leases, or other arrangements for up to 50 years in cases of commercial arrangements. 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.

### BACKGROUND:

House Bill 3055 A 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 A 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 A 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.