

HB 4109 -1, -3, -4, -11, -13 STAFF MEASURE SUMMARY

Joint Committee On Transportation

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Meeting Dates: 2/8

WHAT THE MEASURE DOES:

This measure is the transportation omnibus bill for the 2024 Session.

Detailed Summary: Specifies that grant funds available to the Oregon Department of Aviation can be used as matching funds for any Federal Aviation Administration grant available, rather than just for Airport Improvement Program grants. Merges statutes for mobile photo radar and fixed photo radar and allows any city to issue citations on the basis of photo radar through a police officer or duly authorized traffic enforcement agent who has reviewed the photographic evidence of the conduct.

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

- 1 Makes permissive the court's authority to suspend driver licenses for failure to appear in response to traffic violations. Applies to persons who fail to appear on a citation on or after the measure's effective date.
- 3 Extends sunset on authority for the Department of Administrative Services to distribute compressed natural gas for fueling at the agency's fleet center by one year, to January 2, 2026.
- 4 Directs the Department of Transportation to pursue cooperative efforts with the State of Idaho to obtain assistance from the Federal Rail Administration to restore service on the Amtrak Pioneer Line. Requires Department to report to the Joint Committee on Transportation on progress by December 1, 2024. Sunsets January 2, 2025.
- 11 Directs the Department of Transportation to issue family placard disabled person parking permits to multiple households that are caring for at least one person with a disability.
- 13 Creates the Charge Ahead Zero-Emission Incentive Fund within the State Treasury and specifies that grants made for the Charge Ahead zero-emission vehicle rebate program will be made from the new Fund, rather than the existing Zero-Emission Incentive Fund. Modifies maximum amount of grants through the Charge Ahead grant program. Specifies that required allocation to Charge Ahead program from privilege tax revenues is offset by moneys deposited into the Charge Ahead Zero-Emission Incentive Fund from any other source.

BACKGROUND:

House Bill 4109 is the omnibus transportation measure for the 2024 Legislative Session.

Under existing law, the Oregon Department of Aviation may only utilize revenues from taxes on fuel used by turbine aircraft engines for specific enumerated purposes. Five percent of revenues are appropriated for administrative costs of the Department and the State Board of Aviation; 25 percent is distributed to state-owned airports for safety improvements and infrastructure projects; and the remaining 70 percent is distributed for a variety of services, including use as matching grants for the Federal Aviation Administration's (FAA) Airport Improvement Program. House Bill 4109 expands the allowed use of these moneys as matching funds for any applicable FAA grant.

Oregon first began enacted legislation to allow photo enforcement of speed laws in 1995. Over the years, a number of jurisdictions were given statutory authority to use photo radar, including Albany, Beaverton, Bend,

This summary has not been adopted or officially endorsed by action of the committee.

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Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland, and Tigard. The use of photo radar was limited to four hours per day at any given location and required the presence of uniformed law enforcement in marked vehicles. The City of Portland subsequently was granted statutory authority to use a different type of photo radar enforcement, known as "fixed photo radar," in 2015, allowing the city to enforce at a limited number of locations at all hours of the day. Legislation enacted later allowed citations to be issued by either police officers or duly authorized traffic enforcement agents. House Bill 4105 merges these two photo radar programs.