



Legislative Fiscal Office
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Bill Title: Relating to transportation; prescribing an effective date.

Government Unit(s) Affected: Cities, Counties, Criminal Justice Commission, Department of Aviation, Department of Corrections, Department of Environmental Quality, Department of Justice, Department of State Police, Department of Transportation, District Attorneys, Judicial Department, Office of the Governor, Oregon Lottery Commission, Oregon Youth Authority, Public Defense Commission, School Districts, Special Districts Association of Oregon, TriMet, Department of Administrative Services

Summary of Fiscal Impact

- Costs related to the measure are anticipated to be minimal for the impacted agencies - see explanatory analysis below.

Measure Description

The measure defines “police officer” and modifies ORS 810.444 to specify that a police officer or a duly authorized traffic enforcement agent may review, sign, and issue a citation in cities that operate photo radar. The measure extends the sunset date for the Private Party Compressed Natural Gas Fueling program within the Department of Administrative Services from January 2, 2025, to January 2, 2026. The measure modifies who is eligible to receive a family placard under ORS 811.609 to include a family that has at least two persons with disabilities or multiple households that are caring for at least one person with a disability. These provisions apply to family placards issues on or after the effective date of the measure.

The measure expands the funding source for charge ahead rebates under the Charge Ahead Oregon Program to include the Charge Ahead Zero-Emission Incentive Fund. The measure modifies the Charge Ahead Oregon Program to increase the maximum reimbursement for qualifying households and low-income service providers to up to \$7,500, but not less than \$2,500, for the purchase or lease of a new light-duty zero-emission vehicle or plug-in hybrid electric vehicle, or up to \$5,000, but not less than \$2,500, for the purchase or lease of a used light-duty zero-emission vehicle or plug-in hybrid electric vehicle. The U.S. Environmental Protection Agency (EPA) has indicated establishment of the Charge Ahead Zero-Emission Incentive Fund will improve the competitiveness of Oregon’s Climate Pollution Reduction grant application of up to \$200 million, by demonstrating that incentives can be prioritized to benefit low or moderate-income households. If awarded, the EPA intends for a portion of the grant funding to be deposited into the newly established Charge Ahead Zero-Emission Incentive Fund.

The measure establishes the Charge Ahead Zero-Emission Incentive Fund and requires monies to be continuously appropriated to the Department of Environmental Quality (DEQ) for charge ahead rebates and 10% of specified administrative costs. The measure requires the amount allocated under the Charge Ahead Oregon Program to be less than 20% of all monies deposited into the fund, but not less than zero.

The measure requires the Oregon Department of Transportation (ODOT), in collaboration with the State of Idaho, apply for assistance from the Federal Railroad Administration to study the potential for reestablishing service on the Amtrack Pioneer Line. The measure requires ODOT to submit a report to the Legislature by December 31, 2024, on the progress of the study and is repealed on January 2, 2025.

Fiscal Analysis

The fiscal impact on DEQ is minimal. The agency reports that the modifications to the Charge Ahead Oregon Program can be absorbed within current resources.

Other entities

There is a minimal or no fiscal impact on all other impacted agencies and entities.

Relevant Dates

The measure takes effect on the 91st day after sine die.