

SB 1544 -2, -3, -4, -5 STAFF MEASURE SUMMARY

Senate Committee On Transportation

Prepared By: Kevin Rancik, LPRO Analyst

Meeting Dates: 2/16

WHAT THE MEASURE DOES:

The measure requires the Oregon Department of Transportation to study speed bumps and submit a report to transportation related legislative committees by September 15, 2027.

Fiscal impact: May have fiscal impact, but no statement yet issued

Revenue impact: May have revenue impact, but no statement yet issued

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

-2 The amendment requires the Oregon Department of Transportation (ODOT) to establish a department of transportation university, create an equivalent to Washington state's Gray Notebook, and report to the legislature on these, along with results from its performance audit and implementation of design practices. It focuses regional offices' efforts on highway operation and maintenance, and it repeals the Joint Committee on Transportation.

Detailed Summary

The amendment:

- Requires ODOT to report to transportation-related legislative committees by December 31, 2027, with results from its performance audit required by House Bill 3991 (2025), progress in implementing transportation design practices, and establishment of a department of transportation university
- Directs ODOT to create an Oregon equivalent to Washington state's Gray Notebook and report quarterly to the legislature
- Directs ODOT to review its best practices by December 27, 2027
- Directs the Director of Transportation to focus region offices' efforts and duties to highway operation and maintenance
- Directs ODOT to establish a department of transportation university
- Repeals the Joint Committee on Transportation and updates statute with this change

Fiscal impact: Indeterminate fiscal impact

Revenue impact: No revenue impact

-3 The amendment allows intergovernmental entities to designate a public transportation service provider as the designated qualified entity for the distribution of funds from the Statewide Transportation Improvement Fund.

Fiscal impact: Indeterminate fiscal impact

Revenue impact: No revenue impact

-4 The amendment directs cities or counties to approve supplemental dismantler certificates under the same circumstances as for standard dismantler certificates and removes renewals from these requirements. It removes the requirement that dismantler and supplemental certificate holders receive local government approval in order to renew their certificate.

Fiscal impact: Has minimal fiscal impact

Revenue impact: No revenue impact

-5 The amendment allows intergovernmental entities who provide public transportation services on behalf of counties or tribes to designate a public transportation service provider as the designated qualified entity for the distribution of funds from the Statewide Transportation Improvement Fund.

Fiscal impact: Indeterminate fiscal impact

Revenue impact: No revenue impact

BACKGROUND:

The Oregon Department of Transportation (ODOT) was founded in 1913 with the creation of the Oregon Highway Commission. ODOT develops programs related to the state's road and rail networks, public transportation, transportation safety, driver and vehicle licensing, and motor carrier regulation.