

# **Highlights**

## **2007 Oregon Legislature**

### **Oregon Trucking Associations, Inc.**

OTA actively tracked 210 bills during the session. Of these, 80 were enacted into law. All bills are effective on January 1, 2008 unless otherwise noted.

#### **Bills of Interest to OTA Members that Passed**

HB 2172 – Known as the Clean Diesel Bill. Provides for \$3 million in grants and \$6 million in tax credits for particulate trap retrofits for both on-highway and off-highway diesel engines. Extends new diesel engine tax credit through 2011. Effective September 27, 2007.

HB 2210 – Establishes standards for biofuels. Requires 2% biodiesel blend when production from Northwest feedstocks reaches 5 million gallons per year. Requires 5% biodiesel blend when production reaches 15 million gallons per year. Requires testing procedures and protocols to ensure quality of biodiesel. Effective September 27, 2007.

HB 2235 – Reconnects Oregon's income tax with federal income tax in effect on December 31, 2006. Effective September 27, 2007.

HB 2258 – Requires payment of wages owed and not paid, on a regular payday, within 3 days, excluding weekends and holidays, if underpayment is 5% or greater.

HB 2268 – Conforms Oregon CDL provisions to current federal requirements.

HB 2278 – Connect Oregon II. Provides \$100 million in lottery funds for transportation projects other than highways. Effective July 1, 2007.

HB 2466 – Expands use of cities allowed to use photo radar. Allows ODOT to use photo radar in construction work zones not located on interstate highways under certain conditions.

HB 2508 – Expands photo red light to include all cities. Removes limit on number of intersections where photo red light may be used.

HB 2707 – Eliminates corporate kicker for 2007. Effective May 1, 2007.

HB 2872 – Prohibits cell phone use while driving if person is under 18 years old. (There were several bills that would have prohibited the use of a mobile communications device while driving. All failed except this one.)

HB 2902 – Reduces maximum penalty for failure to obtain an annual size and weight permit to a Class A traffic infraction.

HB 2936 – Increase penalty for violation of annual permit requirements to a Class A traffic infraction. Also, requires drivers involved in fender bender accidents to move their vehicles to a safe location off of the highway.

HB 3314 – Increases penalties for contributing to the serious injury or death of a vulnerable user of a public way. Vulnerable user defined as a pedestrian, a highway worker, a person riding an animal or a person operating the following: a farm tractor, a skateboard, roller skates, in-line skates, a scooter or a bicycle. The penalties shall be suspended if the person takes a traffic safety course and performs between 100 and 200 hours of community service.

HB 5047 – ODOT's budget. Authorizes the Department to spend up to \$3.14 billion during the biennium beginning July 1, 2007.

SB 104 – Increases underground storage tank fees from \$85 per year to \$135 per year.

SB 108 – Requires drivers passing a bicycle to provide enough room in case the bicyclist falls in the lane of travel unless there is a bike lane or the motor vehicle is traveling at 35 miles per hour or less. Allows motor vehicle driver to cross centerline. Requires cross view mirrors or requires a driver of a vehicle with a gross vehicle weight rating of more than 10,000 pounds to visually inspect the intended path of the motor vehicle. Provides exemptions.

SB 151 – Extends Enterprise Zone program through 2013.

SB 222 – Authorizes ODOT to participate in UCR program. (UCR will replace the Single State program, repealed by SAFTEA-LU, as soon as it is operational.) Effective June 28, 2007.

SB 223 – Allows up to 400 pounds in additional weight for commercial motor vehicles equipped with an APU. Effective June 28, 2007.

SB 566 – Requires ODOT to conduct a study to identify projects required to reduce traffic congestion, improve freight mobility and enhance safety. Also requires ODOT to reevaluate Projects of Statewide Significance.

SB 567 – Allows a city to tow vehicles with gross vehicle weight rating of less than 26,000 at any time if parked along a freeway.

SB 571 – Prohibits smoking in vehicles operated in the course of employers business that are not exclusively operated by one employee. (Also prohibits smoking in bars, taverns and bowling alleys.) Effective January 1, 2009.

SB 5508 – Oregon Department of Community and Economic Development budget. Provides \$200,000 for tuition to train truck drivers through Clackamas Community College.

### **Bills that Failed**

HB 2021 – Would have required payment of prevailing wage to drivers making deliveries to public works projects.

HB 2217 – Would have increased the corporate minimum tax. (There were several bills proposing to increase the corporate minimum - all failed.)

HB 2270 – Would have implemented federal Real ID Act.

HB 2332 – Would have increased non-economic damages awarded in lawsuits.

HB 2496 – Would have increased first title fee by \$100 with a corresponding increase in truck taxes.

HB 2497 – Along with the identical HB 3561, would have provided rate regulation for log trucks.

HB 2653 – Would have increased the gas tax by 5 cents every five years with a corresponding increase in the weight-mile tax.

HB 2691 – Along with the identical HB 3082, would have allowed counties to increase vehicle registration fees without a vote of the people.

HB 3018 – Would have increased automobile and truck registration fees.

HB 3031 – Would have required splash and spray suppressant devices on all trucks.

HB 3060 – Would have allowed employer safety committees to conduct worksite ergonomic assessments.

HB 3273 – Would have allowed ODOT weighmasters to chase and stop trucks.

SB 358 – Would have required sender to provide thumbprint before wiring money.

SB 573 – Would have required motor vehicle drivers to stop for pedestrians that raise their hands before crossing street.

SB 640 – Would have required DMV to take fingerprints before issuing a driver's license.

SB 978 – Would have prohibited glycol based engine coolants.