



Oregon
Department
of Transportation

Legislative Summary

2024



Oregon’s annual legislative session ended March 7, 2024. There were 291 bills, memorials and resolutions introduced during the 2024 session, and of those, the legislature passed 135.

Legislators advanced a number of bills, memorials, and resolutions that directly or indirectly impact the Oregon Department of Transportation (ODOT). If you have questions about 2024 transportation-related legislation, please contact Government Relations staff.

Governor Kotek’s priorities for the 2024 legislative session included housing and homelessness, behavioral health, and education and early learning. Senate Bill 1537, the 2024 housing production proposal, was the only measure introduced by the Governor for the 2024 session. The measure passed with overwhelming bipartisan support and is expected to be signed by the Governor.

Agency Leadership

Kris Strickler	Director
Lindsay Baker	Assistant Director for Government and External Relations
Travis Brouwer	Assistant Director for Revenue, Finance, and Compliance
Leah Horner	Assistant Director for Operations
<i>Vacant</i>	Assistant Director for Equity and Civil Rights
Carolyn Sullivan	Chief Administrative Officer
Suzanne Carlson	Public Transportation Division
Brendan Finn	Urban Mobility Office
Amy Joyce	Driver and Motor Vehicle Services Division
Mac Lynde	Delivery and Operations Division
Amanda Pietz	Policy, Data, and Analysis Division
Amy Ramsdell	Commerce & Compliance Division

Government Relations Staff:

Kayla Hootsmans	Legislative Director
Justin Hauschild	Legislative Coordinator
Kali Sullivan	Legislative Coordinator
Trevor Sleeman	Federal Affairs Advisor
Carolyn Holthoff	Tribal Liaison

Copies of 2024 enrolled bills (the copy the Governor signs) may be found on the legislative website: <https://olis.oregonlegislature.gov/liz/2024R1/Measures/list>.

Measures signed into law are known as “session laws” and are available on the legislative website under [Oregon Laws](#). Permanent laws passed during the 2024 Legislative Session will not be codified until the 2025 edition of Oregon Revised Statutes is released. The 2025 ORS will be distributed and made available online late 2025.



Table of Contents

House Measures.....	1
Senate Measures	2
Memorial Signs.....	4
Reports to the Legislative Assembly	5
Budget & Bonding.....	6
Legislation Considered (Not Passed)	8

House Measures

Bonds in Lieu of Retainage

House Bill 4006
Effective Date: Upon Passage

House Bill 4006 requires contracting agencies to accept surety bonds in lieu of retainage for large commercial or public improvement contracts. It also requires a contractor to accept a surety bond from a subcontractor or supplier from whom the contractor has withheld retainage when a contracting agency has accepted a surety bond in lieu of retainage from a contractor. The measure does allow the contracting agency to reject the surety bond if the agency finds good cause in writing for rejecting the bond or if the bond is not commercially available. The measure repeals the 2019 requirement that a public or private contracting party is required to place retainage in an interest-bearing escrow account when the contract price exceeds \$500,000.

Electric Bicycle Definitions

House Bill 4103
Effective Date: January 1, 2025

House Bill 4103 updates the definition of electric assisted bicycle to be a three-tiered definition, specifying the requirements of a Class 1, Class 2, and Class 3 electric assisted bicycle. The measure also revises the definition of “bicycle” to include being equipped with pedals. The measure clarifies that persons under the age of 16 may not legally operate a Class 1, Class 2, or Class 3 electric assisted bicycle.

Transportation Omnibus Measure

House Bill 4109
Effective Date: June 6, 2024

House Bill 4109 is the 2024 transportation omnibus bill. The measure includes several provisions, three of which are applicable to ODOT. First, the measure merges statutes for the mobile photo radar and fixed photo radar programs and specifies the conditions in which a citation can be issued and who can issue the citation. Second, the measure grants ODOT the authority to issue family placard disabled person parking permits if multiple households are caring for at least one person with a disability. Third, the measure directs ODOT to pursue cooperative efforts with the State of Idaho to apply for assistance from the Federal Rail Administration to study the potential of re-establishing the Amtrak Pioneer line. ODOT is required to report on the effort to the Joint Committee on Transportation by December 31, 2024.

Senate Measures

Drug Use on Public Transit

Senate Bill 1553

Effective Date: January 1, 2025

Senate Bill 1553 expands the crime of interfering with public transportation to include when a person, while in or on a public transit vehicle, knowingly ingests, inhales, injects, or otherwise consumes a controlled substance that is not lawfully possessed. The measure establishes a conviction for interfering with public transportation, which will be classified as a designated drug-related misdemeanor.

County Permitting Fee

Senate Bill 1566

Effective Date: Upon Passage

Senate Bill 1566 authorizes a county governing board to require a permit and assess a permitting fee to build, maintain, move, or change a water, gas, electric or communication line, fixture, or facility within the right of way of a county public road. The measure establishes a permitting fee limit of \$500 and allows for annual fee increases, and further specifies the fee may not exceed the county's cost of issuing the permit. The measure sunsets January 2, 2031.

Omnibus Public Safety Measure

Senate Bill 1574

Effective Date: Upon Passage

Operative Date: January 1, 2025

Senate Bill 1574 is an omnibus public safety bill that includes several topics, three of which pertain to ODOT. First, the measure clarifies that humane special agents are law enforcement officials for the purpose of receiving driver license and identification card photos from ODOT and adds humane special agents to those who may request disclosure of personal information from ODOT. Second, the measure expands the location of the crime for *failure to perform the duties of a driver for property* and *failure to perform the duties of a driver to an injured person* and replaces the word “accident” with “collision” in several sections of statute. Finally, the measure allows data prepared by ODOT that details a driver's record to be admitted into evidence for prosecutions of driving while suspended or revoked.

Duty to Defend

Senate Bill 1575

Effective Date: January 1, 2025

Senate Bill 1575 limits a public body from including a duty to defend provision in a construction agreement with persons providing architectural, engineering, photogrammetric mapping, transportation planning, or land surveying services or related services, except to the extent that the professional's liability or fault is determined by adjudication, alternative dispute resolution, or settlement agreement. The measure does not apply to design-build contracts. The measure renders any such contract provision unenforceable upon contract renewal or for contracts entered into on or after January 1, 2025. The measure sunsets on January 1, 2035.

Recreational Immunity

Senate Bill 1576

Effective Date: Upon Passage

Senate Bill 1576 is an omnibus bill relating to civil matters. One component of the bill addresses recreational immunity. The measure allows all local governments to opt in to ORS 105.668, limiting liability from ordinary negligence claims arising from the use of trails or structures on public easements or improved right of ways. The measure also adds immunity to ORS 105.668 for improved paths used to access land for recreational purposes and adds to the definition of recreational purposes in ORS 105.672. The measure applies to actions on or after the effective date and before January 2, 2026, and sunsets on January 2, 2026.

Memorial Signs

ORS 366.930 directs the Department of Transportation to install and maintain Fallen Officer roadside memorial signs to commemorate public safety officers (corrections officers, State Police, police chiefs and other police officers, sheriffs, and deputies) killed in the line of duty.

ORS 366.931 outlines a parallel process for Fallen Hero roadside memorial signs to commemorate members of United States Armed Forces who were killed in action or died of wounds sustained in action.

ORS 366.940 outlines a parallel process for Fallen Firefighter roadside memorial signs to commemorate firefighters who were killed in the line of duty.

For most roadside memorial signs to be installed, the Legislative Assembly must pass a concurrent resolution recognizing the officer, member of the Armed Forces, or firefighter.

ORS 366.930 and 366.931 also specify that ODOT must receive payment of a fee not to exceed the direct and indirect costs to cover installation, maintenance, and removal of the sign. Public bodies may not expend funds to pay the fee except in the case of a Gold Star Family member who requests to waive the fee.

The 2024 Legislative Assembly adopted the following concurrent resolutions that recognize law enforcement officers killed in the line of duty, meeting the first condition for placement of Fallen Officer memorial signs:

- HCR 204 – Deputy Allen Burdic

The 2024 Legislative Assembly adopted the following concurrent resolutions that recognize members of the United States Armed Forces who died in the line of duty for placement of Fallen Hero memorial signs:

- SCR 207 – Corpsman William Lyle Sperb
- SCR 213 – Specialist Ken “Kenny” Leisten



Reports to the Legislative Assembly

Some legislation enacted by the 2024 Legislative Assembly requires agencies to report to the Assembly or its committees. This section focuses on new or revised reporting requirements that affect the Oregon Department of Transportation or transportation generally.

Transportation Omnibus Measure (HB 4109)

House Bill 4109 is the 2024 transportation omnibus bill. The measure includes several provisions, one of which requires a report back to the Legislature. The measure directs ODOT to pursue cooperative efforts with the State of Idaho to apply for assistance from the Federal Rail Administration to study the potential of reestablishing the Amtrak Pioneer line. ODOT is required to report on the effort to the Joint Committee on Transportation by December 31, 2024.

Budget & Bonding

Miscellaneous Appropriations

Senate Bill 1530

Effective Date: Upon Passage

Senate Bill 1530 makes housing-related appropriations to various state agencies, including a \$4,000,000 General Fund appropriation to ODOT for distribution to the City of Pendleton for construction of an arterial road needed to open land for housing development.

Capital Construction

House Bill 5202

Effective Date: Upon Passage

House Bill 5202 modifies the limits on payment of expenses from specified funds by certain state agencies for capital construction. The measure increases ODOT's Other Funds expenditure limitation by \$2,250,000 from \$3,800,000 to \$6,050,000 to cover inflation-related expenditure increases for ODOT's Regions 3-5 Headquarters HVAC Upgrades project.

Lottery Bond Authorization

House Bill 5201

Effective Date: Upon Passage

House Bill 5201 is the lottery bond authorization bill for state agencies. The measure changed the name of the recipient of the 2023 bond authorization from the Port of Hood River to the Hood River-White Salmon Bridge Authority for funds being transferred from ODOT.

Budget Reconciliation

Senate Bill 5701

Effective Date: Upon Passage

Senate Bill 5701 is the budget reconciliation bill (also known as the End of Session Bill or Christmas Tree Bill), which provides various adjustments for state agencies associated with changes made to agency programs during session. Senate Bill 5701:

- Increased ODOT's General Fund appropriation:
 - o \$20,000,000 for the maintenance program, for right of way health and safety.
 - o \$19,000,000 for the maintenance program, for essential highway maintenance and operations.

- \$6,000,000 for distribution to the Port of Cascade Locks to fund engineering analysis, site investigations, project cost estimating, external outreach, and impact analysis for a seismic retrofit and other preservation actions for the Bridge of the Gods.
- \$500,000 for distribution to the metropolitan service district to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to existing transportation modes.
- Increased ODOT's Other Funds limitation:
 - \$60,000,000 for disbursements from the Statewide Transportation Improvement Fund.
 - \$4,244,441 for Real ID transactions.
- Transferred \$4,600,000 of ODOT's Other Funds from the Local Government program to the Policy, Data and Analysis Division.
- Changed the recipient for ODOT's 2023 Other Funds expenditure increase of \$20,000,000 for the Hood River-White Salmon Interstate Bridge project from the Port of Hood River to the Hood River-White Salmon Bridge Authority.
- Increased ODOT's Federal Funds expenditure limitation by \$2,000,000 for Motor Carrier Safety Assistance Program grant funds.
- Made various technical adjustments to ODOT's expenditure limitations in bill sections 363, 364, and 525.

Legislation Considered (Not Passed)

Task Force on Electric Micromobility (HB 4067)

House Bill 4067 established a 19-member Task Force on Electric Micromobility to be staffed by ODOT. The measure specified the committee membership and directed the Task Force to examine a variety of issues relating to electric micromobility including existing laws, safety and education requirements, commercial use, equity, safety, and climate goals. The Task Force was required to submit a report to the Joint Committee on Transportation by December 1, 2024.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means, where it remained upon adjournment.

DAS Payment to City of Salem (HB 4072)

House Bill 4072 directed the Oregon Department of Administrative Services (DAS) to pay an annual fee to the City of Salem for fire, policy, and emergency medical services based on the share of state-owned land in the city. The measure allowed DAS to recoup payments and administrative costs from state agencies and allowed other cities to opt-in to the fee program. The measure included reporting requirements and included a one-time General Fund allocation of \$10,000,000 to DAS.

The measure received a public hearing in the House Committee on Revenue, where it remained upon adjournment.

Energy Facility Permitting on Federal Land (HB 4090)

House Bill 4090 prohibited the Energy Facility Siting Council from exercising jurisdiction over, or requiring site certificates for, certain renewable energy facilities and certain high voltage transmission lines that are sited entirely on federal land and subject to review under NEPA. The measure further required a person seeking federal approval to construct or operate an energy facility to consult with the applicable local government on potential impacts from the construction or operation of the facility.

The measure passed the House of Representatives and was referred to the Senate Committee on Energy and Environment, where it remained upon adjournment.

Bridge of the Gods Project Funding (HB 4110)

House Bill 4110 appropriated \$6 million of General Funds to the Oregon Department of Administrative Services to be distributed to the Port of Cascade Locks for expenses related to the Bridge of the Gods seismic analysis and strengthening project.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means, where it remained upon adjournment. The budget reconciliation bill, SB 5701, included the full appropriation.

Wildlife Passage Reporting (HB 4148)

House Bill 4148 proposed new language around wildlife disease programs, the Invasive Species Council, wildlife coexistence, wildlife corridor reporting, and appropriations. The measure specifically modified the language that ODOT is required to include as part of the program and report on to the legislature as part of the wildlife corridor passage program.

The measure moved out of the House Committee on Agriculture, Land Use, Natural Resources, and Water and was referred to the Joint Committee on Ways and Means, where it remained upon adjournment.

Highway Cost Allocation Report (HB 4165)

House Bill 4165 directed ODOT to prepare and submit a report on statutory changes necessary to provide cost responsibility between light and heavy vehicles. The measure required that the report be submitted to the Joint Committee on Transportation by September 15, 2024.

The measure received a public hearing in the Joint Committee on Transportation, where it remained upon adjournment.

Bridge of the Gods Project Funding (SB 1512)

Senate Bill 1512 appropriated \$6 million of General Funds to the Oregon Department of Administrative Services to be distributed to the Port of Cascade Locks for expenses related to the Bridge of the Gods seismic analysis and strengthening project.

The measure received a public hearing in the Joint Committee on Transportation, where it remained upon adjournment. The budget reconciliation bill, SB 5701, included the full appropriation.

Weight-Mile Tax Reduction and Refund (SB 1519)

Senate Bill 1519 modified fee rates per mile traveled within weight-mile tax tables. It required ODOT to adopt rules specifying the manner of calculating, applying, and issuing refunds to taxpayers who were found to have overpaid weight-mile taxes. The bill directed that \$41.4 million be transferred from weight-mile tax collections each quarter, beginning September 1, 2024, and ending June 30, 2025, for the purpose of providing refunds for overpayment of weight-mile taxes. It also directed ODOT to limit percentage of expenditures for specified programs.

The measure received a public hearing in the Joint Committee on Transportation, where it remained upon adjournment.

Weight-Mile Tax Reduction and Refund Rules (SB 1543)

Senate Bill 1543 modified fee rates per mile traveled within weight-mile tax tables. It required ODOT to adopt rules specifying the manner of calculating, applying, and issuing refunds to taxpayers who have been found to have overpaid weight-mile taxes. It directed ODOT to limit the percentage of expenditures for specified programs.

The measure received a public hearing in the Joint Committee on Transportation, where it remained upon adjournment.

U.S. Highway 30 Study (Senate Bill 1556)

Senate Bill 1556 directed ODOT to conduct a study of U.S. Highway 30 beginning at milepost 49 and ending at milepost 94. The measure specified that the report include information on the conditions of the roadway, recommendations, and a cost estimate for the recommended improvements. ODOT was required to submit a report to the Joint Committee on Transportation by September 15, 2025.

The measure moved out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means, where it remained upon adjournment.

Greenhouse Gas Emissions Reduction Goals (SB 1559)

Senate Bill 1559 modified Oregon’s greenhouse gas emissions goals and established it is the aspiration of this state to achieve net zero emissions as soon as practicable, but no later than 2050. The measure replaced the term “global warming” with “climate change” in statute. It also directed the Oregon Climate Action Commission to track progress toward net zero emissions goals and net negative emissions goals and report recommendations to the Legislature for updating those goals based on the best available science.

The measure received a public hearing in the Joint Committee on Energy and Environment, where it remained upon adjournment.

U.S. Highway 101 Study (SB 1563)

Senate Bill 1563 directed ODOT to study U.S. Highway 101 beginning in Lincoln City and ending in Coos Bay. The measure specified the elements to be included in the study and required ODOT to report findings back to the Joint Committee on Transportation by September 15, 2024.

The measure received a public hearing in the Joint Committee on Transportation, where it remained upon adjournment.

Westside Express Service Commuter Line Study (SB 1572)

Senate Bill 1572 directed ODOT to convene the Westside Express Advisory Committee and to study issues related to extending the Westside Express Service commuter rail line from Wilsonville to Salem. The measure required ODOT to establish an intergovernmental agreement with the Mid-Willamette Valley Council of Governments to provide staff support and administer the advisory committee. ODOT was to consult with the advisory committee on the study. Specifically, the study would have included a gap analysis of the 2010 Oregon Rail Study and governance, operational, and financing considerations for an extended Westside Express Service line. The study was to be submitted to the legislature by December 1, 2024. The measure also appropriated \$250,000 in General Funds to ODOT to fund the study.

The measure passed out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means, where it remained upon adjournment.

Voter Registration for College Applicants Study (SB 1577)

Senate Bill 1577 required the Director of the Legislative Policy and Research Office to study the viability, benefits, and challenges of public institutions of higher education providing the Secretary of State with electronic records containing data from applicants seeking admission to the institutions for the purpose of aiding the Secretary in determining the applicants' voter eligibility, and in registering those applicants who are eligible as voters. The measure required the Director to study the viability, benefits, and challenges of ODOT providing missing registration information for these same applicants to assist the Secretary in determining their voter eligibility and in registering those who are eligible as voters. The measure required that the Director study the Secretary's use of the information provided by ODOT and public institutions of higher education to facilitate greater voter registration and participation in elections in Oregon. Finally, the measure required a report on the study and findings to be provided to the interim committees of the Legislative Assembly related to rules by October 1, 2026.

The measure moved out of the Senate Committee on Veterans, Emergency Management, Federal and World Affairs and was referred to the Joint Committee on Ways and Means, where it remained upon adjournment.