



Oregon

Kate Brown, Governor

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DATE: April 5, 2017
TO: House Committee on Transportation Policy
FROM: Amy Joyce, Legislative Liaison
SUBJECT: HB 3125-1 or -2, autocycles

INTRODUCTION

House Bill 3125 with the -1 or -2 amendment adds a definition of 'autocycle' to the Oregon Vehicle Code and clarifies which provisions of law the vehicles are subject to. HB 3125 requires the Oregon Department of Transportation to report to the legislature on any federal law changes related to autocycles by September 15, 2021. The -2 amendment has an emergency clause and makes the bill effective upon passage.

DISCUSSION

House Bill 3125 with the -1 or -2 amendments creates a definition of 'autocycle' in Oregon law. Under current law a motor vehicle with less than four wheels is, by definition, a motorcycle. The bill defines an autocycle as a motorcycle that is manufactured to travel on three wheels, has a steering wheel and a nonstraddle seat, and is equipped with a three-point safety belt or harness.

Under the bill, a person who operates an autocycle must have a Class C driver license, but does not need a motorcycle endorsement. An operator must also use seatbelts if they are installed in the vehicle, and wear a helmet if the roof of the vehicle is not enclosed. Because this vehicle remains defined as a motorcycle, under existing law autocycles must meet the Federal Motor Vehicle Safety Standards for motorcycles, not passenger vehicles.

Finally, the -2 amendment makes the bill effective on passage. If adopted, the department and law enforcement will need to quickly adapt to these changes, educating employees and customers on the new rules for these types of vehicles.

SUMMARY

HB 3125 with the -1 or -2 amendments makes updates to the Oregon Vehicle Code to define autocycles, allows them to be operated with a Class C license, and clarifies the safety provisions for autocycles and their operators. The bill with the amendments requires ODOT to report to the legislature on any federal law changes that affect autocycles.