Legislative Fiscal Office
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Bill Title: Relating to transportation.

Government Unit(s) Affected: Counties, District Attorneys, Parks and Recreation Department, Department of Administrative Services, Department of Justice, Cities, Judicial Department, Department of Transportation

Summary of Fiscal Impact:
This fiscal impact statement is for the purpose of transmitting the measure from the House Committee on Transportation to the Joint Committee on Ways and Means.

The measure defines “powered micromobility device” and outlines regulation of these devices, including exemption from title and registration requirements; limits the age for operation of different classes of electric assisted bicycles, motor assisted scooters, and powered micromobility devices; decreases the maximum allowable speed for motor assisted scooters; modifies requirements related to use of protected headgear; and establishes penalties for sale of certain batteries that propel vehicles, and selling of impostor vehicles.

The measure also directs the Oregon Department of Transportation (ODOT) to establish a five-year pilot program to test the allowance of commercial motor vehicles that weigh up to 129,000 pounds and transport fluid milk products, on certain routes on state highways as specified by rule. ODOT may issue permits for increased motor vehicle weights on these routes. ODOT is to periodically report to the Oregon Transportation Commission on the results of its monitoring and evaluation of impacts to safety, bridges, and pavement on all routes in the pilot program. This pilot program is anticipated to have a fiscal impact for ODOT.

A more complete fiscal analysis on the measure will be prepared as the measure is considered in the next committee.

Further Analysis Required