



Legislative Fiscal Office  
 83<sup>rd</sup> Oregon Legislative Assembly  
 2026 Regular Session

Prepared by: Haylee Morse-Miller  
 Reviewed by: Kim To, Ben Ruef, Steve Robbins, John Borden, Amanda Beitel, April McDonald  
 Date: February 24, 2026

**Bill Title:** Relating to transportation; prescribing an effective date.

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

**Summary of Fiscal Impact:**

2025-27 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Oregon Department of Transportation	\$ -	\$ -	\$ 32,000	\$ -	\$ 32,000	-	-
Department of Administrative Services	\$ (250,000)	\$ -	\$ -	\$ -	\$ (250,000)	-	-
<b>Total Fiscal Impact</b>	<b>\$ (250,000)</b>	<b>\$ -</b>	<b>\$ 32,000</b>	<b>\$ -</b>	<b>\$ (218,000)</b>	<b>-</b>	<b>-</b>

2027-29 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Oregon Department of Transportation	\$ -	\$ -	\$ 358,926	\$ -	\$ 358,926	1	1.00
Department of Administrative Services	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	-	-
<b>Total Fiscal Impact</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 358,926</b>	<b>\$ -</b>	<b>\$ 608,926</b>	<b>1</b>	<b>1.00</b>

**Measure Description**

The measure defines “powered micromobility device” and outlines regulation of these devices, including exemption from title and registration requirements; specifies 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.

The measure moves the deadline for the Department of Administrative Services (DAS) to report on their review of the Highway Cost Allocation Study (HCAS) from June 30, 2026, to March 15, 2028.

**Fiscal Analysis**

The fiscal impact is estimated to be \$250,000 General Fund savings and \$32,000 Other Funds in the 2025-27 biennium and \$250,000 General Fund, \$358,926 Other Funds and one position (1.00 FTE) in the 2027-29 biennium.

**Oregon Department of Transportation**

The fiscal impact for ODOT is estimated to be \$32,000 in the 2025-27 biennium and \$358,926 in the 2027-29 biennium. This fiscal impact statement assumes that ODOT has sufficient existing Other Funds limitation and resources to implement the measure in the 2025-27 biennium. However, ODOT will need additional limitation and position authority for estimated 2027-29 costs, which will be supported through permit fees, assessment fees, and State Highway Fund revenues.

Costs include \$32,000 in the 2025-27 biennium and \$158,000 in the 2027-29 biennium to expand an existing research contract to include the pilot project, and a new contract related to a study of corridor level truck parking. ODOT is currently conducting a research study with Portland State University on the feasibility and impacts of running trucks at higher weights on Oregon roads, but the study is not corridor-specific and does not include non-divisible loads. ODOT would expand the scope of the current contract to include these elements.

Costs also include \$186,043 in the 2027-29 biennium to hire one Transportation Service Representative 2, who will process trip permits for milk trucks participating in the pilot project. This staffing level is based on the assumption that the pilot project would take place in the Boardman and Hermiston area, with potentially more than 2.8 million pounds of milk being moved each day, which is equivalent to 20 to 30 single trip permits for trucks of up to 129,000 pounds being processed each day. The pilot project would require a new permit type specific to the heavier trucks participating in the project, and ODOT would also need to work with local jurisdictions to manually approve permits for trips on city or county roads. The amount of staff support needed for permit issuance could change based on the number of trip permits that need to be issued as part of the pilot project.

For all trucks participating in the pilot project, ODOT would collect \$8 over-dimension permit fees, as well as Road Use Assessment Fees. The revenue from the over-dimension permit fees is not anticipated to generate sufficient revenue to cover the costs of the study as the fee is not sufficient to cover ODOT's existing administrative costs. ODOT may generate some revenue from Road Use Assessment Fees charged under the pilot project, but the amount of revenue generated is indeterminate at this time as ODOT will need to determine the rate for milk trucks over 129,000 pounds that are participating in the pilot project, as well as further scope the number of vehicles and miles driven by these trucks. Road Use Assessment Fee revenues would first be available to the agency in August 2027.

**Department of Administrative Services**

The fiscal impact for DAS is \$250,000 General Fund savings in the 2025-27 biennium and \$250,000 General Fund in the 2027-29 biennium. By extending the deadline for the review of the HCAS methodology, a portion of DAS costs to contract for the HCAS report will likely be shifted from the 2025-27 biennium to the 2027-29 biennium.

**Other entities**

There is minimal fiscal impact for the Department of Justice, Oregon Judicial Department, cities, and counties. There is no fiscal impact for District Attorneys, Oregon State Police, and Oregon Parks and Recreation Department.

**Relevant Dates**

The measure takes effect on the 91st day after sine die.

All sections of the measure except for those related to the HCAS methodology are operative on January 1, 2027.

By September 15, 2032, ODOT is to report to the Joint Committee on Transportation and OTC on the milk truck pilot program results. The report must include an assessment of increasing maximum weight limits under the Oregon Vehicle Code, an infrastructure assessment, an economic impact assessment, and other elements and recommendations as outlined in the measure.