



Legislative Fiscal Office
83rd Oregon Legislative Assembly
2025 Regular Session

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Bill Title: Relating to vehicles.

Government Unit(s) Affected: Cities, Department of Transportation, Counties, Judicial Department

Summary of Fiscal Impact

2025-27 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Department of Transportation	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	-	-
Total Fiscal Impact	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	-	-
2027-29 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Department of Transportation	\$ -	\$ -	\$ -	\$ -	\$ -	-	-
Total Fiscal Impact	\$ -	\$ -	\$ -	\$ -	\$ -	-	-

Measure Description

The measure defines “powered micromobility device” for the vehicle code and related laws, referring to a range of small, lightweight, low-speed electric device used to transport one or two people. The measure ratifies laws for children under 16, clarifying the requirement to wear helmets when operating or using bicycles, powered micromobility devices including electric bicycles (e-bikes), electric scooters (e-scooters), electric skateboards, among other vehicles. The Oregon Department of Transportation (ODOT) is required to adopt and enforce rules establishing protective headgear requirements for using or riding these vehicles. The measure sets the minimum age allowed to operate Class 1 e-bikes at 14 years old, and Class 2 e-bikes at 16 years old. People 16 and older are permitted to operate a powered micromobility device without any grant of driving privileges.

The measure requires ODOT to develop a safety education program to inform children and adults about vehicle safety. The program shall address increasing knowledge and understanding about protective headgear, age requirements, laws, and rules of the road when operating or using the following types of vehicles: bicycles, motor assisted scooters, electric personal assistive mobility devices, powered micromobility devices, or skateboards, nonmotorized scooters, or in-line skates. The measure includes a one-time \$250,000 General Fund appropriation for the 2025-27 biennium to fund the education program.

Fiscal Analysis

The total fiscal impact of the measure is \$250,000 General Fund in the 2025-27 biennium.

Oregon Department of Transportation

The measure directs ODOT to develop and establish safety standards and rules for powered micromobility devices, create a process for approving accredited battery and charger testing laboratories, and implement a

safety education program. To support this work, the measure includes a one-time General Fund appropriation of \$250,000 to fund the vehicle safety education campaign. Although ODOT has not allocated specific amounts to individual program components, anticipated costs include the development and production of digital and printed educational materials, press releases, newsletters, social media content, and updates to Oregon's driver manuals and driver education courses. ODOT anticipates the need for 0.25 FTE of a Program Analyst 2 position to develop and manage the program, at an estimated cost of \$59,225 General Fund. The remaining \$190,775 of the appropriation is expected to support implementation of the education program. The specific cost of publishing online content and updating printed materials will depend on the final scope of the program and vendor pricing. ODOT anticipates that the \$250,000 General Fund appropriation will be sufficient to implement the driver safety education program. Costs associated with developing safety standards and rules for powered micromobility devices are expected to be minimal and absorbed within the Department's existing operations.

Other entities

There is a minimal fiscal impact to the Oregon Judicial Department. There is no fiscal impact to local governments.

Relevant Dates

The measure takes effect on January 1, 2026.