

HB 3626 A STAFF MEASURE SUMMARY

Joint Committee On Transportation

Action Date: 05/20/25

Action: Do pass with amendments and be referred to Ways and Means. (Printed A-Eng.)

House Vote

Yeas: 6 - Evans, Gamba, Helfrich, Mannix, McLain, Nathanson

Nays: 1 - Boshart Davis

Senate Vote

Yeas: 4 - Gorsek, Meek, Pham, Starr

Nays: 1 - Weber

Fiscal: Fiscal impact issued

Revenue: Revenue impact issued

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Meeting Dates: 3/17, 5/20

WHAT THE MEASURE DOES:

The measure defines "powered micromobility devices" and clarifies helmet requirements for bicycles, e-bicycles, e-scooters, and similar devices.

Detailed Measure Summary

Defines the term "powered micromobility device" as distinct from electric assisted bicycles, electric personal assistive mobility devices, motor assisted scooters, and motorized wheelchairs. Specifies that persons operating powered micromobility devices have same rights and duties as bicycle riders except where otherwise specifically provided by statute. Clarifies that local governments and state agencies may regulate or prohibit use of such devices by ordinance or rule for facilities under their jurisdiction. Clarifies that powered micromobility devices are not subject to vehicle titling, insurance, or registration requirements.

Permits persons age 14 and older to operate Class 1 electric assisted bicycles and persons age 16 and older to operate Class 2 or Class 3 electric assisted bicycles. Specifies that persons age 16 and older may operate powered micromobility devices without any grant of driving privileges. Allows use of powered micromobility devices on bicycle lanes and paths.

Consolidates helmet requirements for persons under 16 years of age operating or riding on bicycles, motor assisted scooters, electric personal assistive mobility devices, powered micromobility devices, skateboards, nonmotorized scooters or in-line skates, and eliminates the religious exemption from wearing a helmet while operating a bicycle or other listed device.

Requires the Oregon Department of Transportation to develop a safety education program and conduct a public information campaign regarding powered micromobility devices and other similar devices. Allocates \$250,000 from the General Fund for purposes of the education campaign.

ISSUES DISCUSSED:

- Inconsistencies and gaps in regulation of many such devices
- Need for clarity and consistency in minimum age requirements
- Involvement of local law enforcement and school boards
- Religious exemptions from helmet requirements
- Environmental and health benefits of use of micromobility devices

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- Potential for registration or licensing fees
- E-bicycles and the "Idaho Stop" law
- Program cost impact on Oregon Department of Transportation
- Maximum speeds of each of the three e-bicycle classifications
- E-bicycles are not allowed to operate on sidewalks

EFFECT OF AMENDMENT:

The amendment increases the minimum age (compared to the base bill) for operating a Class 1 electric assisted bicycle from 12 years to 14 years, and for operating a Class 2 electric assisted bicycle from 12 years to 16 years. It replaces the term "without a driver license or driver permit" with the term "without any grant of driving privileges." It also increases (compared to the base bill) the minimum age for blanket authorization to ride a powered micromobility device without grant of driving privileges from 12 years old to 16 years old.

The amendment eliminates the original bill's religious exemption from wearing protective headgear for operating e-micromobility devices for persons under 16 years old for both operators and passengers.

The amendment directs ODOT to create a safety education program as part of its safety education campaign.

BACKGROUND:

The term "micromobility" refers to a range of small personal vehicles that typically convey one or two individuals. They generally operate at speeds below 30 miles per hour, weigh less than 500 pounds, and operate with human power or electric power. Some common examples of micromobility devices include bicycles, scooters, or other similar devices. The devices can be privately owned and operated or can be part of a shared fleet; the Federal Highway Administration has estimated that there are over 260 different shared mobility systems in existence as of August 2020, including docked and dockless bikeshare and e-scooter systems.

Micromobility devices are often considered as a solution to the "last mile" problem, in that they offer a supplemental resource to public transportation and automobiles in commuter traffic and urban areas. A rider who takes a commuter rail or light rail line to the station or stop closest to their final destination, for example, could utilize a micromobility device to reach their destination, through rental of a dockless e-scooter, for example. Micromobility also offers an alternative to walking in urban environments for residents who do not own a car or who prefer to make some trips without using a car.

House Bill 3626 A establishes minimum age requirements for operating Class 1, Class 2, and Class 3 e-bicycles, as well as other powered mobility devices. It eliminates the statutory exemption from wearing a bicycle helmet and directs ODOT to develop a safety education program and public information campaign on the safe use of electric micromobility devices.