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Clackamas County
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CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: June 23, 2026

Approx. Start Time: 2:30 pm

Approx. Length: 30 minutes

Presentation Title: Electric Bicycles (E-Bikes)

Department: County Counsel

Presenters: Billy Williams – County Counsel

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

N/A – Informational Only

BACKGROUND

At the May 12 Issues & Updates session, Commissioner Helm raised the community concern about the unsafe use of electronic bicycles and electronic motorcycles in our communities.

Legislation and State Park Rules

The State of Oregon recently passed legislation governing the use of electric bicycles (e-bikes). HB 4007, which took effect on June 5, 2026, defines e-bikes according to a three-class system:

- CLASS 1: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the electric bicycle reaches 20 mph.
- CLASS 2: Bicycle equipped with a throttle-actuated motor, that ceases to provide assistance when the electric bicycle reaches 20 mph.
- CLASS 3: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the electric bicycle reaches 28 mph.

E-bikes that fall under one of the above classes are considered bicycles rather than motor vehicles, mopeds or motorcycles. This means riders do not need a driver's license; vehicle registration or motor vehicle insurance. State law further regulates e-bikes by allowing motors up to 1,000 watts. Age requirements are as follows: Class 1- riders must be 14 years or older; Class 2 and Class 3 - riders must be 16 years or older.

The City of Happy Valley recently passed their own ordinance regulating e-bikes within the city limits. It reiterates what is already encompassed in the State statute. It also includes a subsection on the enforcement and penalties if found to be in violation of the ordinance.

In 2024-25 Oregon State Parks conducted an analysis and public process to update e-bike rules within state parks and ocean shores. New rules went into effect on July 1, 2025. In most parks, the rules are simple: if bikes are allowed; e-bikes are too. Allowed riding areas generally include paved or unpaved multi-use trails; campgrounds and park roads; some beaches; and within areas that aren't closed for safety or environmental protection such as snowy plover management areas during nesting season.

A State of Washington law differentiating e-bikes from e-motos went into effect June 11, 2026. Similar to Oregon, Washington law defines three classes of e-bikes and establishes power limitations. Washington, however, acknowledges the rapid growth of e-motos and directs the Washington Department of Licensing to convene a work group to study the e-moto segment. The group will study how e-motos should be defined or classified and whether they should be subject to annual registration and license fees, among other topics.

Travel Options Action Plan and E-Bike Educational Opportunities

The Board of County Commissioners (BCC) approved the *Clackamas County Travel Options Action Plan (TO Action Plan)* by resolution on April 23, 2026. The *TO Action Plan* was the result of a two-year planning process to identify strategies to increase the use of travel modes besides single occupancy vehicles. Priority strategies include, but are not limited to, Clackamas shuttle marketing; incentive programs such as reduced transit passes; and e-bike educational efforts.

To implement portions of the *TO Action Plan*, the Department of Transportation and Development (DTD) has obtained funding from Metro's Regional Travel Options (RTO) program. The \$225,000 grant award will provide funding for three years of travel options programming work, from July 1, 2026 to June 30, 2029. The draft scope of work for the project includes the following e-bike related activities:

- 1. Develop e-bike educational materials to be used in e-bike skills education program. Materials may include, but not limited to, e-bike "rules of road"; statutes and laws surrounding e-bikes; types of e-bikes.*
- 2. E-Bike Skills Education Training: Hold two e-bike 101 seminars - "how to ride" and rules of the road would be covered. Potential to collaborate with Happy Valley on activity development and conducting seminars.*
- 3. Host comprehensive "Bicycle Commuting 101" (including e-bikes) workshops each year of the grant. Workshops expected to cover tips and techniques for new bicycle commuters; winter riding tips and rules of the road. Collaborate with local Oregon City bicycle shop Classic Cycles (<http://cycleoc.com/>).*

E-Bikes vs E-Motos

Staff acknowledges there is a growing public concern surrounding the safety of some mobility devices. It appears many of these concerns involve so-called "e-motos", a mobility category that includes illegally modified e-bikes to increase power output and speeds; electric mopeds; small motorcycles with wide tires; and electric dirt bikes. Many of these devices are sold under the "banner of e-bikes". However, they are much more powerful and faster than e-bikes regulated under Oregon law. "E-motos" may have motors with thousands of watts of power; far exceeding the e-bike limit of 1,000 watts allowed under Oregon law. E-motos are typically equipped with throttles, and some can achieve highway speeds of 65 miles per hour. Source: People for Bikes. Because some regulations, public perception, and media coverage may lump various mobility devices together under the "banner of e-bikes" staff believes it is important to understand the differences between e-bikes, e-motos and other mobility devices.

Staff has observed "e-motos" on county bike paths and roads in the Happy Valley area. E-moto riders are often young people turning to mobility devices that exceed the State of Oregon e-bike legal limits. Excessive "e-moto" power, along with youthful enthusiasm, may on occasion lead to unsafe behavior such as speeding; riding on sidewalks; ignoring traffic lights; and "stunt riding" on public roads. The Clackamas County Pedestrian and Bikeway Advisory Committee (PBAC) is an official Advisory Board, Commissions (ABC) of Clackamas County that provides community feedback on bicycle and pedestrian transportation matters and serves as a forum for local and regional issues. PBAC meets monthly and currently consists of 14 members, two of which live in the Happy Valley area. Recently, e-bike related topics have been discussed; including, but not limited to, State Park e-bike rules; Happy Valley e-bike ordinance and state legislation. During these discussions, Staff has not heard concerns surrounding regulated class 1, 2 or 3 e bikes at any other these meetings.

OPTIONS

1. Continue education efforts already in place by DTD on the safe use of e-bikes only
2. Continue education efforts by DTD and instruct staff to prepare a County Ordinance on the use of e-bikes

RECOMMENDATION

Option 1: Continue education efforts already in place by DTD on the safe use of e-bikes only

ATTACHMENTS:

- A. City of Happy Valley E-Bike Ordinance
- B. Oregon Revised Statute (ORS) on E-Bikes
- C. Draft E-Bike Informational Brochure developed by DTD

SUBMITTED BY:

Department Director/Head Approval: Billy Williams

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Billy Williams @ 503-742-5391

**CITY OF HAPPY VALLEY
ORDINANCE 601**

**AN ORDINANCE OF THE CITY OF HAPPY VALLEY, OREGON, AMENDING TITLE
10 OF THE HAPPY VALLEY MUNICIPAL CODE TO ADD CHAPTER 10.45
REGULATING THE OPERATION OF ELECTRIC ASSISTED BICYCLES, ELECTRIC
MICROMOBILITY DEVICES, AND VEHICLES MANUFACTURED FOR OFF-ROAD
USE**

WHEREAS, the City Council of the City of Happy Valley seeks to promote public safety and ensure the safe use of public streets, sidewalks, bicycle lanes, pathways, parks, and other public property; and

WHEREAS, increased use of electric assisted bicycles and electric micromobility devices has resulted in higher speeds, unsafe operation, and conflicts within shared public spaces; and

WHEREAS, the City desires to align local regulations with the Oregon Vehicle Code while establishing reasonable local regulations and enforcement discretion.

NOW, THEREFORE, THE CITY OF HAPPY VALLEY ORDAINS AS FOLLOWS:

Section 1. Title 10 of the Happy Valley Municipal Code is amended to add Chapter 10.45 Regulating the operation of electric assisted bicycles and electric micromobility devices.

Section 2. An emergency is declared to exist and as provided by Section 17 of the Happy Valley City Charter this Ordinance takes effect immediately upon adoption.

Ordinance 601 is enacted by the City Council of the City of Happy Valley, this 19th day of May, 2026.

Tom Ellis
Mayor

ATTEST:

Kara Kerpan
City Recorder

Exhibit A

Chapter 10.45 – Electric Assisted Bicycles and Electric Micromobility Devices

10.45.010 Purpose

- A. The purpose of this Chapter is to regulate the operation of electric assisted bicycles and certain electric micromobility devices to promote public safety, reduce conflicts in shared public spaces, and protect pedestrians, bicyclists, and other users of the public right-of-way.
- B. This Chapter is intended to supplement and be consistent with the Oregon Vehicle Code.

10.45.020 Definitions

- A. “Electric assisted bicycle”
 - a. “Electric assisted bicycle” means a bicycle that is equipped with an electric motor and that is a Class 1 electric assisted bicycle, a Class 2 electric assisted bicycle or a Class 3 electric assisted bicycle.
 - b. “Class 1 electric assisted bicycle” means an electric assisted bicycle that:
 - i. Provides assistance only when the rider is pedaling; and
 - ii. Ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.
 - c. “Class 2 electric assisted bicycle” means an electric assisted bicycle that:
 - i. May be propelled by its motor without a rider pedaling; and
 - ii. Ceases to provide assistance once the bicycle reaches a speed of 20 miles per hour.
 - d. “Class 3 electric assisted bicycle” means an electric assisted bicycle that:
 - i. Provides assistance only when the rider is pedaling;
 - ii. Ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour; and
 - iii. Is equipped with a speedometer.
 - e. An electric assisted bicycle shall be considered a bicycle, rather than a motor vehicle, for purposes of this code, except when otherwise specifically provided in the code.
- B. “Electric personal assistive mobility device” means a device that:
 - a. Is self-balancing on two nontandem wheels;
 - b. Is designed to transport one person in a standing position;

- c. Has an electric propulsion system; and
 - d. Has a maximum speed of 15 miles per hour.
- C. “Motor assisted scooter” means a vehicle that:
- a. Is designed to be operated on the ground with not more than four wheels;
 - b. Has a foot support or seat for the operator’s use;
 - c. Can be propelled by motor or human propulsion; and
 - d. Is equipped with a power source that is incapable of propelling the vehicle at a speed of greater than 20 miles per hour on level ground and:
 - i. If the power source is a combustion engine, has a piston or rotor displacement of 35 cubic centimeters or less regardless of the number of chambers in the power source; or
 - ii. If the power source is electric, has a power output of not more than 1,000 watts.
- D. “Electric micromobility device” means:
- a. electric assisted bicycles, motor assisted scooters, and electric personal assistive devices as defined in this Chapter; and
 - b. other similar devices that:
 - i. have a maximum speed of 28 miles per hour; and
 - ii. are powered either fully or partially by an electric motor.
- E. “Vehicle Manufactured for Off-Road Use” means a vehicle that:
- a. Does not meet federal safety standards; and
 - b. Is capable of traveling faster than 24 mph on level ground and:
 - i. If the power source is a combustion engine, has a piston or rotor displacement of more than 35 cubic centimeters regardless of the number of chambers in the power source; or
 - ii. If the power source is electric, has a power output of more than 1,000 watts.
 - c. Vehicles manufactured for off-road use include but are not limited to: mini-motorcycles, mini-choppers, pocket bikes, go-karts, and all-terrain vehicles.

10.45.030 General Operating Regulations

- A. It is unlawful for any person to operate an electric micromobility device:
- a. while carrying more persons on the device than the number for which it is designed or safely equipped; or
 - b. on a sidewalk, park boardwalk, or other public property designated primarily for pedestrian use.
- B. It is unlawful for any person:
- a. under 14 years of age to operate a Class 1 electric assisted bicycle; or
 - b. under 16 years of age to operate an electric micromobility device except a Class I electric assisted bicycle as described in this section.

- C. It is unlawful for any person under 16 years of age to operate or ride on an electric micromobility device on a highway or on premises open to the public and not wear protective headgear of a type approved under state law.
 - a. This subsection does not apply when wearing protective headgear would violate a religious belief or practice of the person.

- D. Except as provided in subsection (a) of this section, it is unlawful for any person to operate an electric micromobility device on any portion of a roadway that is not a bicycle lane or bicycle path when a bicycle lane or bicycle path is adjacent to or near the roadway.
 - a. A person is not in violation of the offense under this section if the person is able to safely move out of the bicycle lane or path for the purpose of:
 - i. Overtaking and passing another bicycle, a vehicle or a pedestrian that is in the bicycle lane or path and passage cannot safely be made in the lane or path.
 - ii. Preparing to execute a left turn at an intersection or into a private road or driveway.
 - iii. Avoiding debris or other hazardous conditions.
 - iv. Preparing to execute a right turn where a right turn is authorized.
 - v. Continuing straight at an intersection where the bicycle lane or path is to the right of a lane from which a motor vehicle must turn right.

- E. It is unlawful for any person operating an electric micromobility device to overtake or pass another person:
 - a. without providing an audible warning; or
 - b. on the right unless overtaking or passing the other person on the left would be unsafe due to debris, road conditions, or some other similar obstacle.

10.45.040 Reckless or Careless Operation

- A. It is unlawful for any person operating an electric micromobility device or vehicle manufactured for off-road use to ride carelessly or recklessly. Careless or reckless riding includes but is not limited to:
 - a. stunt riding such as wheelies, riding on handlebars, jumping, trick riding, or other similar conduct;
 - b. moving between the bicycle lane, bicycle path, roadway, and/or sidewalk quickly, unpredictably, or without providing a visual or audible signal;
 - c. using a mobile device or wearing devices that hinder the ability to hear road noises such as earbuds, earphones, headphones, or headsets in both ears;
 - d. attempting to elude law enforcement or community services officers;
 - e. riding under the influence of intoxicants; or
 - f. other similar conduct that endangers or would be likely to endanger any person or property.

- B. It is unlawful for any person to operate a vehicle manufactured for off-road use on any public street, sidewalk, bicycle lane, pathway, trail, boardwalk, park, or other public property within the City.

10.45.050 Enforcement and Penalties

- A. A violation of this chapter constitutes a civil infraction.
- B. Every person determined to have violated any of the provisions of HVMC Section 10.45.030 shall be fined not more than \$250. For a second or subsequent violation within one year thereafter, such person shall be fined not more than \$500.
- C. Every person determined to have violated any of the provisions of HVMC Section 10.45.040 shall be fined not more than \$500. For a second or subsequent violation within one year thereafter, such person shall be fined not more than \$1,000.
- D. Nothing in this chapter shall be construed as limiting any judicial or other remedies the city may have at law or in equity, for enforcement of this chapter.

**Enrolled
House Bill 4007**

Introduced and printed pursuant to House Rule 12.00. Pre-session filed (at the request of House Interim Committee on Transportation)

CHAPTER

AN ACT

Relating to transportation; creating new provisions; amending ORS 153.633, 153.645, 153.650, 153.660, 646.608, 801.348, 803.030, 803.305, 806.020, 807.020, 811.050, 811.440, 814.484, 814.486, 814.489, 814.512, 815.052 and 815.281 and sections 14 and 15, chapter 1, Oregon Laws 2025 (special session); repealing ORS 814.485, 814.487, 814.488, 814.534 and 814.600; and prescribing an effective date.

Be It Enacted by the People of the State of Oregon:

POWERED MICROMOBILITY DEVICES AND MOTOR ASSISTED SCOOTERS

SECTION 1. Sections 2, 3 and 4 of this 2026 Act are added to and made a part of the Oregon Vehicle Code.

SECTION 2. Definition of “powered micromobility device.” (1) “Powered micromobility device” means a vehicle that:

- (a) Is designed to transport a person;
 - (b) Has a propulsion system;
 - (c) Has a maximum speed of 28 miles per hour; and
 - (d) Has an unloaded weight of less than 100 pounds.
- (2) “Powered micromobility device” does not include:
- (a) Devices exclusively powered by human power; or
 - (b) The following devices or vehicles:
 - (A) Electric assisted bicycles;
 - (B) Electric personal assistive mobility devices;
 - (C) Motor assisted scooters;
 - (D) Motorized wheelchairs;
 - (E) Motorcycles;
 - (F) Mopeds; or
 - (G) All-terrain vehicles.

SECTION 3. Application of vehicle laws to powered micromobility devices. (1) A powered micromobility device is not a motor vehicle for purposes of the Oregon Vehicle Code, except when specifically provided by statute.

(2) A person operating a powered micromobility device is subject to any provisions applicable to and has the same rights and duties as the driver of a bicycle, except when otherwise specifically provided by statute.

(3) Subject to the provisions of subsections (1) and (2) of this section, for purposes of the vehicle code:

(a) A powered micromobility device is a vehicle; and

(b) When the term “vehicle” is used the term shall be deemed to be applicable to powered micromobility devices, except those provisions that by their very nature can have no application to the devices.

(4) The provisions of the vehicle code relating to the operation of a powered micromobility device do not relieve an operator or motorist from the duty to exercise due care.

SECTION 4. Local government and state agency regulation of the operation of powered micromobility devices. Local governments, as defined in ORS 174.116, and state agencies having jurisdiction over bicycle lanes, bicycle paths, sidewalks and trails of public passage may:

(1) Prohibit the operation of powered micromobility devices on bicycle lanes, bicycle paths, sidewalks and trails; or

(2) Regulate, by ordinance or rule and by traffic control device, the operation of powered micromobility devices on bicycle lanes, bicycle paths, sidewalks and trails and the time, place and manner of the operation of powered micromobility devices on bicycle lanes, bicycle paths, sidewalks and trails.

SECTION 5. ORS 803.030 is amended to read:

803.030. This section establishes exemptions from the requirements under ORS 803.025 to obtain title issued by this state. The exemptions are subject to ORS 803.040. The exemptions are in addition to any exemptions under ORS 801.026. Vehicles exempted by this section from the requirements to be titled by this state are not prohibited from being titled by this state if titling is permitted under ORS 803.035. The exemptions are partial or complete as provided in the following:

(1) Title from this state is not required for a vehicle unless the vehicle is operated on a highway in this state.

(2) Title from this state is not required unless a vehicle is operated under a registration number of this state.

(3) Snowmobiles and Class I, Class III and Class IV all-terrain vehicles are not subject to the requirements under ORS 803.025. The requirements and procedures for titling snowmobiles are as provided under ORS 821.060 and 821.070.

(4) Road rollers, farm tractors and traction engines are exempt from the requirements for title.

(5) Trolleys are exempt from the requirements for title.

(6) Bicycles are exempt from the requirements for title.

(7) United States Government owned and operated motor vehicles and trailers are exempt from the requirements for title.

(8) Implements of husbandry, well drilling machinery, emergency fire apparatus providing public fire protection and wheelchairs are exempt from the requirements for title.

(9) Except as provided in subsection (23) of this section, fixed load vehicles are exempt from the requirements for title while operated within the immediate construction project, as described in the governmental agency contract, in the construction or reconstruction of state or county roads, highways or city streets.

(10) Motor vehicles designed to operate at a loaded weight over 8,000 pounds, trailers and equipment are exempt from requirements for title while:

(a) Owned, leased, contracted or requisitioned by the State Forester, State Board of Forestry, their contractors under ORS chapter 477, or the federal government; and

(b) Being used for the purposes of forest protection and fire suppression under ORS chapter 477 or a similar federal statute, including movement of the vehicles to and from the work area.

(11) Farm trailers are exempt from requirements for title when the operation or movement of the vehicle upon the highways is incidental to its use in an agricultural operation.

(12) Golf carts operated under an ordinance adopted under ORS 810.070 are exempt from requirements for title.

(13) Golf carts or similar vehicles are exempt from requirements for title when:

- (a) They have not less than three wheels in contact with the ground;
- (b) They have an unloaded weight of less than 1,300 pounds;
- (c) They are designed to be and are operated at not more than 15 miles per hour; and
- (d) They are operated by persons with disabilities.

(14) The nonresident owners of vehicles currently registered and titled in any other country, state or territory may operate such vehicles over the highways of this state without complying with the titling requirements under ORS 803.025. All of the following apply to this subsection:

(a) This subsection only provides an exemption so long as the owner satisfactorily shows that the owner is not a resident of this state or has been a resident of this state for less than 30 days. For the purpose of this paragraph, a person is a resident of this state if the person meets the residency requirements described in ORS 803.200.

(b) The exemption under this subsection applies to vehicles granted exemptions under ORS 802.500, 802.520 or 826.005, unless otherwise provided under paragraph (c) of this subsection.

(c) Except as otherwise provided in this paragraph, a vehicle operated over the highways of this state for compensation or profit must comply with the titling requirements under ORS 803.025 in the same manner as required of nontitled vehicles. The following vehicles are not subject to this paragraph:

(A) Vehicles operated under reciprocal registration exemptions established under ORS 802.500 or 826.005.

(B) Vehicles operated under an exemption established under ORS 802.520.

(C) Vehicles that are proportionally registered under an agreement established under ORS 826.007, and according to the procedures established under ORS 826.009 or 826.011.

(D) Any vehicle if duly registered and titled under the laws of the state or country of which the owner is a bona fide resident to the extent that in the foreign country, state, territory or federal district where the owner resides like exemptions and privileges are granted vehicles duly registered and titled under the laws of this state and owned by residents of this state.

(d) If no exemptions from titling requirements are in effect under ORS 802.500, 802.520, 826.005 or 826.007 with respect to another jurisdiction, any vehicle properly registered and titled in such other jurisdiction and for which evidence of compliance is supplied shall receive, when operated in this state, the same exemptions, benefits and privileges granted by such other jurisdictions to vehicles properly registered and titled in this state. Reciprocity extended under this paragraph shall apply to commercial vehicles only when engaged exclusively in interstate commerce.

(e) Any vehicle operated under dealer registration plates issued by another state, country, province, territory or the District of Columbia is subject to this subsection.

(15) Vehicle dealers issued certificates under ORS 822.020 may use and operate untitled vehicles as provided under ORS 822.040.

(16) Towing businesses issued certificates under ORS 822.205 may tow untitled vehicles as provided under ORS 822.210.

(17) Vehicle transporters issued certificates under ORS 822.310 may transport untitled vehicles as provided in ORS 822.310.

(18) Untitled vehicles may be operated under trip permits described under ORS 803.600 or under permits described under ORS 803.610 to 803.625.

(19) Vehicles that are registered by the United States Department of State and that are owned or operated by foreign nationals with diplomatic immunity are exempt from the requirements for title.

(20)(a) Vehicles that are registered under the proportional registration provisions of ORS chapter 826 and are titled in a jurisdiction other than Oregon are exempt from the requirements for title.

(b) A trailer that is registered under the proportional registration provisions of ORS chapter 826 and titled in a jurisdiction other than Oregon shall remain exempt from the requirements for title in Oregon if the trailer is registered when the other jurisdiction removes its exception to proportional registration requirements for the trailer.

- (21) Converter dollies and tow dollies are exempt from the requirements for title.
- (22) Electric personal assistive mobility devices are exempt from the requirements for title.
- (23) Road machinery that is operated at the direction of a road authority is exempt from the requirements for title. The exemption under this subsection also applies when the operation of road machinery upon a highway or an alley is incidental to its use in a highway maintenance operation.
- (24) Special mobile equipment is exempt from the requirements for title.
- (25) Powered micromobility devices are exempt from the requirements for title.**

SECTION 6. ORS 803.305 is amended to read:

803.305. This section establishes exemptions from the requirements under ORS 803.300. The exemptions under this section are in addition to any exemptions under ORS 801.026. Vehicles exempted by this section from the requirements to be registered by this state are not prohibited from being registered by this state if registration is permitted under ORS 803.310. The following are exempt, either partially or completely as described, from the registration requirements under ORS 803.300:

- (1) Road rollers, farm tractors, trolleys and traction engines are exempt from registration.
- (2) Bicycles are exempt from registration.
- (3) A vehicle is exempt from registration if it has registration issued for the vehicle by the Armed Forces of the United States where the registration is issued in a foreign country to a vehicle owned by a member of the Armed Forces. The exemption granted by this subsection applies only for a period of 45 days from the time the vehicle is returned to the United States.
- (4) A vehicle is exempt from registration if it is not operated on the highways of this state.
- (5) A trailer is exempt from registration if it is equipped with pneumatic tires made of elastic material and is not operated in this state with a loaded weight of more than 1,800 pounds. A trailer for hire, travel trailer or camper is not exempt by this subsection.
- (6) Vehicles owned and operated by the United States Government are exempt from registration.
- (7) Snowmobiles are subject to the requirements for registration provided under ORS 821.080 to 821.110.
- (8) Implements of husbandry, well drilling machinery, emergency fire apparatus providing public fire protection and wheelchairs are exempt from registration.
- (9) Road graders, farm tractors and farm trailers on highways are exempt from registration when the operation of the vehicle upon the highway is incidental to its use in an agricultural operation.
- (10) Except as provided in subsection (26) of this section, fixed load vehicles are exempt from registration while the vehicles are operated:
 - (a) In the construction or reconstruction of state or county roads, highways or city streets; and
 - (b) Within the immediate construction projects, as described in the governmental agency contract under which the work is being performed.
- (11) Motor vehicles designed to operate at a loaded weight over 8,000 pounds, trailers and equipment are exempt from registration while being used for the purposes of forest protection and fire suppression under ORS chapter 477 or a similar federal statute. The exemption under this subsection applies to the vehicles or equipment described while being moved to or from the work area. The exemption under this subsection only applies to vehicles or equipment owned, leased, contracted for or requisitioned by the State Forester or State Board of Forestry, a contractor of the State Forester or State Board of Forestry under ORS chapter 477 or the United States Government.
- (12) Vehicles being used for the purposes of forest protection and fire suppression are exempt if the vehicles are necessary in order to comply with ORS 477.615 or 477.650 or a similar federal statute. The exemption under this subsection also applies to the vehicles described being moved to or from the work area.
- (13) Golf cart exemptions from registration are as provided in ORS 820.210.
- (14) Vehicles currently registered and titled in any other country, state or territory are not required to be registered by this state. All of the following apply to this subsection:
 - (a) This subsection only provides an exemption as long as the owner of the vehicle satisfactorily shows that the owner is not a resident of this state or has been a resident of this state for less than

30 days. For the purpose of this paragraph, a person is a resident of this state if the person meets the residency requirements described in ORS 803.200.

(b) The exemption under this subsection applies to vehicles granted exemptions under ORS 802.500, 802.520 or 826.005 unless otherwise provided for under paragraph (c) of this subsection.

(c) Except as otherwise provided in this paragraph, a vehicle operated over the highways of this state for compensation or profit must comply with the registration requirements under ORS 803.300 in the same manner as vehicles owned by persons in this state. The following vehicles are not subject to this paragraph:

(A) Vehicles operated under reciprocal registration exemptions established under ORS 802.500 or 826.005.

(B) Vehicles operated under an exemption established under ORS 802.520.

(C) Vehicles that are proportionally registered under an agreement established under ORS 826.007 and according to the procedures established under ORS 826.009 and 826.011.

(D) Any vehicle if duly registered and titled under the laws of the state or country of which the owner is a bona fide resident to the extent that in the foreign country, state, territory or federal district where the owner resides like exemptions and privileges are granted vehicles duly registered and titled under the laws of this state and owned by residents of this state.

(d) If no exemption from registration requirements is in effect under ORS 802.500, 802.520, 826.005 or 826.007 with respect to another jurisdiction, any vehicle properly registered and titled in such other jurisdiction and for which evidence of compliance is supplied shall receive, when operated in this state, the same exemptions, benefits and privileges granted by such other jurisdictions to vehicles properly registered and titled in this state. Reciprocity extended under this paragraph shall apply to commercial vehicles only when engaged exclusively in interstate commerce.

(e) Any vehicle operated under dealer registration plates issued by another state, country, province, territory or the District of Columbia is subject to this subsection.

(15) Vehicles operated or used by vehicle dealers may be operated or used without registration as provided under ORS 822.040.

(16) Vehicles towed by towing businesses may be towed without registration as provided under ORS 822.210.

(17) Vehicles without registration may be transported by vehicle transporters as provided under ORS 822.310.

(18) Vehicles that are not registered may be operated under trip permits described under ORS 803.600 or under permits described under ORS 803.610 to 803.625.

(19) If trailers that are part of a fleet of trailers for hire are properly registered in this state under an agreement entered into pursuant to ORS 802.500, all trailers that are identified as being a part of the same fleet and that are currently registered in any state, territory, province, country or the District of Columbia shall be permitted to operate in this state in both interstate and intrastate commerce without being registered by this state.

(20) Vehicles that are registered by the United States Department of State and that are owned or operated by foreign nationals with diplomatic immunity are exempt from registration.

(21) Tow dollies and converter dollies are exempt from registration.

(22) Class I, Class III and Class IV all-terrain vehicles are exempt from registration.

(23) Motor assisted scooters are exempt from registration.

(24) Electric personal assistive mobility devices are exempt from registration.

(25) A racing activity vehicle that is being operated for the purposes of a test drive within a 30-mile radius of the location where the vehicle is manufactured is exempt from registration.

(26) Road machinery that is operated at the direction of a road authority is exempt from registration. The exemption under this subsection also applies when the operation of road machinery upon a highway or an alley is incidental to its use in a highway maintenance operation.

(27) Powered micromobility devices are exempt from registration.

SECTION 7. ORS 806.020 is amended to read:

806.020. This section provides exemptions from the necessity for compliance with or proof of compliance with financial responsibility requirements in accident reports under ORS 811.725, when applying for vehicle registration under ORS 803.370 or 803.460 and for operating a vehicle under ORS 806.010. The owner or operator of a vehicle is exempt, as provided by this section, from financial responsibility requirements if the vehicle involved in the accident, sought to be registered or operated is any of the following:

- (1) An antique vehicle issued permanent registration under ORS 805.010.
- (2) A farm trailer.
- (3) A farm tractor.
- (4) An implement of husbandry.

(5) A vehicle of special interest that is maintained as a collector's item and used for exhibitions, parades, club activities and similar uses, but not used primarily for the transportation of persons or property.

(6) A snowmobile or a Class I, Class III or Class IV all-terrain vehicle, unless the vehicle is operating on an all-terrain vehicle highway access route that is designated by the Oregon Transportation Commission as open to all-terrain vehicles.

(7) Any motor vehicle not operated on any highway or premises open to the public in this state.

(8) A motor assisted scooter.

(9) An electric personal assistive mobility device.

(10) A powered micromobility device.

SECTION 8. ORS 807.020 is amended to read:

807.020. A person who is granted a driving privilege by this section may exercise the driving privilege described without violation of the requirements under ORS 807.010. A grant of driving privileges to operate a motor vehicle under this section is subject to suspension and revocation the same as other driving privileges granted under the vehicle code. This section is in addition to any exemptions from the vehicle code under ORS 801.026. The following persons are granted the described driving privileges:

(1) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person holds a current out-of-state license issued to the person. For the purpose of this subsection, a person is a resident of this state if the person meets the residency requirements described in ORS 807.062. To qualify under this subsection, the person must have the out-of-state license or driver permit in the person's possession. A person is not granted driving privileges under this subsection:

(a) If the person is under the minimum age required to be eligible for driving privileges under ORS 807.060;

(b) During a period of suspension or revocation by this state or any other jurisdiction of driving privileges or of the right to apply for a license or driver permit issued by this state or any other jurisdiction; or

(c) That exceed the driving privileges granted to the person by the out-of-state license or driver permit.

(2) A person who is a member of the Armed Forces of the United States or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle without an Oregon license or driver permit if the person is operating a motor vehicle in the course of the person's duties in the Armed Forces or the National Oceanic and Atmospheric Administration.

(3) A person without a license or driver permit may operate a road roller or road machinery that is not required to be registered under the laws of this state.

(4) A person without a license or driver permit may temporarily operate, draw, move or propel a farm tractor or implement of husbandry.

(5) A person without a license or driver permit may operate a motor vehicle to demonstrate driving ability during the course of an examination administered under ORS 807.070 for the purpose

of qualifying for a license or driver permit. This subsection only applies when an authorized examiner is in a seat beside the driver of the motor vehicle.

(6) Driving privileges for snowmobiles are exclusively as provided in ORS 821.150.

(7) Driving privileges for Class I all-terrain vehicles are exclusively as provided in ORS 821.170, unless a person is operating a Class I all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the Oregon Transportation Commission as open to all-terrain vehicles.

(8) Driving privileges for Class III all-terrain vehicles are exclusively as provided in ORS 821.172, unless a person is operating a Class III all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(9) Driving privileges for Class IV all-terrain vehicles are exclusively as provided in ORS 821.176, unless a person is operating a Class IV all-terrain vehicle on an all-terrain vehicle highway access route that is designated by the commission as open to all-terrain vehicles.

(10) A person without a license or driver permit may operate a golf cart in accordance with an ordinance adopted under ORS 810.070.

(11) The spouse of a member of the Armed Forces of the United States on active duty or the spouse of a member of the commissioned corps of the National Oceanic and Atmospheric Administration who is accompanying the member on assignment in this state may operate a motor vehicle if the spouse has a current out-of-state license or driver permit issued to the spouse by another state in the spouse's possession.

(12) A person who is a member of the Armed Forces of the United States on active duty or a member of the commissioned corps of the National Oceanic and Atmospheric Administration may operate a motor vehicle if the person has a current out-of-state license or driver permit in the person's possession that is issued to the person by the person's state of domicile or by the Armed Forces of the United States in a foreign country. Driving privileges described under this subsection that are granted by the Armed Forces apply only for a period of 45 days from the time the person returns to the United States.

(13) A person who does not hold a motorcycle endorsement may operate a motorcycle if the person is:

(a) Within an enclosed cab;

(b) Operating a vehicle designed to travel with three wheels in contact with the ground at speeds of less than 15 miles per hour; or

(c) Operating an auticycle.

(14) Except as provided in subsection (15) of this section, a person may operate a bicycle without any grant of driving privileges.

[(15) A person may operate the following without any grant of driving privileges if the person is 16 years of age or older:]

[(a) A Class 1 electric assisted bicycle;]

[(b) A Class 2 electric assisted bicycle; or]

[(c) A Class 3 electric assisted bicycle.]

(15) A person may operate a Class 1 electric assisted bicycle or a Class 2 electric assisted bicycle without any grant of driving privileges if the person is participating in a bicycle safety program as described in ORS 802.325. Otherwise, a person may operate the following without any grant of driving privilege if the person is operating:

(a) A Class 1 electric assisted bicycle and is 14 years of age or older;

(b) A Class 2 electric assisted bicycle and is 16 years of age or older; or

(c) A Class 3 electric assisted bicycle and is 16 years of age or older.

(16) A person may operate a motor assisted scooter without *[a driver license or driver permit]* **any grant of driving privileges** if the person is *[16]* 14 years of age or older.

(17) A person who is not a resident of this state or who has been a resident of this state for less than 30 days may operate a motor vehicle without an Oregon license or driver permit if the person is at least 15 years of age and has in the person's possession a current out-of-state equivalent of a Class C instruction driver permit issued to the person. For the purpose of this subsection, a person

is a resident of this state if the person meets the residency requirements described in ORS 807.062. A person operating a motor vehicle under authority of this subsection has the same privileges and is subject to the same restrictions as a person operating under the authority of a Class C instruction driver permit issued as provided in ORS 807.280.

(18) A person may operate an electric personal assistive mobility device without any grant of driving privileges if the person is [16] 14 years of age or older.

(19) A person may operate a powered micromobility device without any grant of driving privileges if the person is 16 years of age or older.

(20) A person may operate a motorized wheelchair without any grant of driving privileges.

SECTION 9. ORS 811.050 is amended to read:

811.050. (1) A person commits the offense of failure of a motor vehicle operator to yield to a rider on a bicycle lane if the person is operating a motor vehicle and the person does not yield the right of way to a person operating a bicycle, electric assisted bicycle, electric personal assistive mobility device, moped, motor assisted scooter, **powered micromobility device** or motorized wheelchair upon a bicycle lane.

(2) This section does not require a person operating a moped to yield the right of way to a bicycle or a motor assisted scooter if the moped is operated on a bicycle lane in the manner permitted under ORS 811.440.

(3) The offense described in this section, failure of a motor vehicle operator to yield to a rider on a bicycle lane, is a Class B traffic violation.

SECTION 10. ORS 811.440 is amended to read:

811.440. This section provides exemptions from the prohibitions under ORS 811.435 and 814.210 against operating motor vehicles on bicycle lanes and paths. The following vehicles are not subject to ORS 811.435 and 814.210 under the circumstances described:

(1) A person may operate a moped on a bicycle lane that is immediately adjacent to the roadway only while the moped is being exclusively powered by human power.

(2) A person may operate a motor vehicle upon a bicycle lane when:

- (a) Making a turn;
- (b) Entering or leaving an alley, private road or driveway; or
- (c) Required in the course of official duty.

(3) An implement of husbandry may momentarily cross into a bicycle lane to permit other vehicles to overtake and pass the implement of husbandry.

(4) A person may operate a motorized wheelchair on a bicycle lane or path.

(5) A person may operate a motor assisted scooter on a bicycle lane or path.

(6) A person may operate an electric personal assistive mobility device on a bicycle lane or path.

(7) A person may operate a powered micromobility device on a bicycle lane or path.

SECTION 11. ORS 801.348 is amended to read:

801.348. "Motor assisted scooter" means a vehicle that:

(1) Is designed to be operated on the ground with not more than four wheels;

(2) Has a foot support or seat for the operator's use;

(3) Can be propelled by motor or human propulsion; and

(4) Is equipped with a power source that is incapable of propelling the vehicle at a speed of greater than [24] **20** miles per hour on level ground and:

(a) If the power source is a combustion engine, has a piston or rotor displacement of 35 cubic centimeters or less regardless of the number of chambers in the power source; or

(b) If the power source is electric, has a power output of not more than 1,000 watts.

SECTION 12. ORS 814.512 is amended to read:

814.512. (1) A person operating a motor assisted scooter commits the offense of unlawful operation of a motor assisted scooter if:

(a) The person is under [16] **14** years of age; or

- (b) The person operates a motor assisted scooter at a rate of speed exceeding [15] **20** miles per hour.
- (2) The offense described in this section, unlawful operation of a motor assisted scooter, is a Class D traffic violation.

PROTECTIVE HEADGEAR REQUIREMENTS

SECTION 13. ORS 814.486 is amended to read:

814.486. (1) A person commits the offense of endangering a [bicycle] **vehicle** operator or passenger if:

(a) The person is operating **or using** a [bicycle] **vehicle** on a highway or on premises open to the public and the person carries another person on the [bicycle] **vehicle** who is under 16 years of age and is not wearing protective headgear of a type approved under ORS 815.052; or

(b) The person is the parent, legal guardian or person with legal responsibility for the safety and welfare of a child under 16 years of age and the child operates, **uses** or rides on a [bicycle] **vehicle** on a highway or on premises open to the public without wearing protective headgear of a type approved under ORS 815.052.

[2] *Exemptions from this section are as provided in ORS 814.487.*

(2) This section applies to the following vehicles:

(a) Bicycles;

(b) Motor assisted scooters;

(c) Electric personal assistive mobility devices;

(d) Powered micromobility devices; or

(e) Skateboards, nonmotorized scooters or in-line skates.

(3) The requirement to wear protective headgear under this section does not apply if wearing the headgear would violate a religious belief or practice of the person.

[3] (4) The offense described in this section, endangering a [bicycle] **vehicle** operator or passenger, is a specific fine traffic violation. The presumptive fine for endangering a [bicycle] **vehicle** operator or passenger is \$25.

(5) The first time a person is convicted of an offense described in this section the person is not required to pay a fine if the person proves to the satisfaction of the court that the person has protective headgear of a type approved under ORS 815.052.

SECTION 14. ORS 814.489 is amended to read:

814.489. (1) Evidence of violation of ORS [814.485 or] 814.486 and evidence of lack of protective headgear [shall] **is** not [be] admissible, applicable or effective to reduce the amount of damages or to constitute a defense to an action for damages brought by or on behalf of an injured [bicyclist or bicycle passenger] **operator, user or passenger of a vehicle** or the survivors of a deceased [bicyclist or passenger] **operator, user or passenger of a vehicle** if the [bicyclist or passenger] **operator, user or passenger of a vehicle** was injured or killed as a result in whole or in part of the fault of another.

(2) For purposes of this section, "vehicle" means the vehicles specified in ORS 814.486 (2).

SECTION 15. ORS 815.052 is amended to read:

815.052. (1) The Department of Transportation shall adopt and enforce rules establishing minimum standards and specifications for safe protective headgear to be worn by people operating, **using, being carried on or riding** [bicycles, by passengers on bicycles and by people riding on skateboards or scooters or using in-line skates] **vehicles**.

(2) This section applies to the following vehicles:

(a) Bicycles;

(b) Motor assisted scooters;

(c) Electric personal assistive mobility devices;

(d) Powered micromobility devices; or

(e) Skateboards, nonmotorized scooters or in-line skates.

(3) The rules shall conform, insofar as practicable, to national safety standards and specifications for such headgear.

SECTION 16. ORS 815.281 is amended to read:

815.281. (1) A person commits the offense of selling noncomplying [*bicycle*] **protective** equipment if the person sells or offers for sale any [*bicycle*] **protective** headgear that does not meet the standards established by the Department of Transportation under ORS 815.052.

(2) A person commits the offense of unlawfully renting or leasing a [*bicycle*] **vehicle** to another if the person:

(a) Is in the business of renting or leasing [*bicycles*] **vehicles**; and

(b) Does not have [*bicycle*] **protective** headgear approved under ORS 815.052 available for rental for use by persons under 16 years of age.

(3) The offenses described in this section are Class D traffic violations.

SECTION 17. ORS 814.485, 814.487, 814.488, 814.534 and 814.600 are repealed.

PENALTIES

SECTION 18. Sections 19 and 20 of this 2026 Act are added to and made a part of the Oregon Vehicle Code.

SECTION 19. (1) As used in this section, “storage battery” means:

(a) A rechargeable battery that supplies electrical power to the motor that propels a vehicle and includes a replacement original equipment traction battery;

(b) A battery sold as part of a kit intended to convert a bicycle into an electric assisted bicycle or a nonmotorized vehicle into a motor assisted scooter, electric personal assistive mobility device or powered micromobility device; or

(c) A battery advertised as suitable for use with an electric assisted bicycle, motor assisted scooter, electric personal assistive mobility device or powered micromobility device.

(2) A person commits the offense of improper sale or lease of a vehicle if the person:

(a) Sells, leases or offers for sale or lease a storage battery or charging system either as part of or intended for use in a vehicle and the storage battery or charging system has not been certified by an accredited testing laboratory as recognized by the United States Occupational Safety and Health Administration, the United States Consumer Product Safety Commission or an independent laboratory that has been certified by an accrediting body for compliance with nationally recognized battery standards or other standards deemed sufficient by the Department of Transportation; or

(b) Sells, leases or offers for sale or lease a vehicle or a storage battery or charging system for a vehicle, unless a clear, legible indicia of the accredited testing laboratory described in paragraph (a) of this subsection is permanently affixed on the vehicle or the storage battery or charging system for the vehicle.

(3) The offense described in this section does not apply if the vehicle or storage battery or charging system is being sold as used.

(4) The offense described in this section, improper sale or lease of a vehicle, applies to the following vehicles only:

(a) Electric assisted bicycles;

(b) Motor assisted scooters;

(c) Electric personal assistive mobility devices; or

(d) Powered micromobility devices.

(5) The offense described in this section, improper sale or lease of a vehicle, is a Class D traffic violation.

SECTION 20. (1) A person commits the offense of selling an impostor vehicle if:

(a) The person advertises, sells or offers for sale a vehicle:

(A) As an electric assisted bicycle and the vehicle does not fit the definition of an electric assisted bicycle as defined in ORS 801.258;

(B) As a motor assisted scooter and the vehicle does not fit the definition of a motor assisted scooter as defined in ORS 801.348; or

(C) As a powered micromobility device and the vehicle does not fit the definition of a powered micromobility device as defined in section 2 of this 2026 Act; or

(b) The vehicle is designed, manufactured or intended by the manufacturer or seller to be configured or modified to not meet the requirements or operate within:

(A) The requirements for the type of vehicle it is being sold, leased or offered for sale as; or

(B) If an electric assisted bicycle, the class of electric assisted bicycle it is being sold, leased, or offered for sale as.

(2) The offense of selling an impostor vehicle is a Class D traffic violation.

(3) In addition to any other penalty, a person that violates this section commits in an unlawful practice under ORS 646.608.

(4) For purposes of this section, “configured or modified” includes any of the following changes:

(a) A mechanical switch or button;

(b) A modification or change to the electric motor or the electric drive system;

(c) The use of an application to increase or override the electric drive system; or

(d) Any other means represented or intended by the manufacturer or seller to modify the electric assisted bicycle, motor assisted scooter or powered micromobility device to no longer meet the requirements or classification of the vehicle.

SECTION 21. ORS 646.608 is amended to read:

646.608. (1) A person engages in an unlawful practice if in the course of the person’s business, vocation or occupation the person does any of the following:

(a) Passes off real estate, goods or services as the real estate, goods or services of another.

(b) Causes likelihood of confusion or of misunderstanding as to the source, sponsorship, approval, or certification of real estate, goods or services.

(c) Causes likelihood of confusion or of misunderstanding as to affiliation, connection, or association with, or certification by, another.

(d) Uses deceptive representations or designations of geographic origin in connection with real estate, goods or services.

(e) Represents that real estate, goods or services have sponsorship, approval, characteristics, ingredients, uses, benefits, quantities or qualities that the real estate, goods or services do not have or that a person has a sponsorship, approval, status, qualification, affiliation, or connection that the person does not have.

(f) Represents that real estate or goods are original or new if the real estate or goods are deteriorated, altered, reconditioned, reclaimed, used or secondhand.

(g) Represents that real estate, goods or services are of a particular standard, quality, or grade, or that real estate or goods are of a particular style or model, if the real estate, goods or services are of another.

(h) Disparages the real estate, goods, services, property or business of a customer or another by false or misleading representations of fact.

(i) Advertises real estate, goods or services with intent not to provide the real estate, goods or services as advertised, or with intent not to supply reasonably expectable public demand, unless the advertisement discloses a limitation of quantity.

(j) Makes false or misleading representations of fact concerning the reasons for, existence of, or amounts of price reductions.

(k) Makes false or misleading representations concerning credit availability or the nature of the transaction or obligation incurred.

(L) Makes false or misleading representations relating to commissions or other compensation to be paid in exchange for permitting real estate, goods or services to be used for model or demonstration purposes or in exchange for submitting names of potential customers.

(m) Performs service on or dismantles any goods or real estate if the owner or apparent owner of the goods or real estate does not authorize the service or dismantling.

(n) Solicits potential customers by telephone or door to door as a seller unless the person provides the information required under ORS 646.611.

(o) In a sale, rental or other disposition of real estate, goods or services, gives or offers to give a rebate or discount or otherwise pays or offers to pay value to the customer in consideration of the customer giving to the person the names of prospective purchasers, lessees, or borrowers, or otherwise aiding the person in making a sale, lease, or loan to another person, if earning the rebate, discount or other value is contingent upon an event occurring after the time the customer enters into the transaction.

(p) Makes any false or misleading statement about a prize, contest or promotion used to publicize a product, business or service.

(q) Promises to deliver real estate, goods or services within a certain period of time with intent not to deliver the real estate, goods or services as promised.

(r) Organizes or induces or attempts to induce membership in a pyramid club.

(s) Makes false or misleading representations of fact concerning the offering price of, or the person's cost for real estate, goods or services.

(t) Concurrent with tender or delivery of any real estate, goods or services, fails to disclose any known material defect or material nonconformity.

(u) Engages in any other unfair or deceptive conduct in trade or commerce.

(v) Violates any of the provisions relating to auction sales, consignment sales, auctioneers, consignees or auction marts under ORS 698.640, whether in a commercial or noncommercial situation.

(w) Manufactures mercury fever thermometers.

(x) Sells or supplies mercury fever thermometers unless the thermometer is required by federal law, or is:

(A) Prescribed by a person licensed under ORS chapter 677; and

(B) Supplied with instructions on the careful handling of the thermometer to avoid breakage and on the proper cleanup of mercury should breakage occur.

(y) Sells a thermostat that contains mercury, unless the thermostat is labeled in a manner to inform the purchaser that mercury is present in the thermostat and that the thermostat may not be disposed of until the mercury is removed, reused, recycled or otherwise managed to ensure that the mercury does not become part of the solid waste stream or wastewater. For purposes of this paragraph, "thermostat" means a device commonly used to sense and, through electrical communication with heating, cooling or ventilation equipment, control room temperature.

(z) Sells or offers for sale a motor vehicle manufactured after January 1, 2006, that contains mercury light switches.

(aa) Violates the provisions of ORS 803.375, 803.385 or 815.410 to 815.430.

(bb) Violates ORS 646A.070 (1).

(cc) Violates any requirement of ORS 646A.030 to 646A.040.

(dd) Violates the provisions of ORS 128.801 to 128.898.

(ee) Violates ORS 646.883 or 646.885.

(ff) Violates ORS 646.569 or 646A.374.

(gg) Violates the provisions of ORS 646A.142.

(hh) Violates ORS 646A.360.

(ii) Violates ORS 646.553 or 646.557 or any rule adopted pursuant thereto.

(jj) Violates ORS 646.563.

(kk) Violates ORS 759.680 or any rule adopted pursuant thereto.

(LL) Violates the provisions of ORS 759.705, 759.710 and 759.720 or any rule adopted pursuant thereto.

(mm) Violates ORS 646A.210 or 646A.214.

(nn) Violates any provision of ORS 646A.124 to 646A.134.

- (oo) Violates ORS 646A.095.
- (pp) Violates ORS 822.046.
- (qq) Violates ORS 128.001.
- (rr) Violates ORS 646A.800 (2) to (4).
- (ss) Violates ORS 646A.090.
- (tt) Violates ORS 87.686.
- (uu) Violates ORS 646A.803.
- (vv) Violates ORS 646A.362.
- (ww) Violates ORS 646A.052 or any rule adopted under ORS 646A.052 or 646A.054.
- (xx) Violates ORS 180.440 (1) or 180.486 (1).
- (yy) Commits the offense of acting as a vehicle dealer without a certificate under ORS 822.005.
- (zz) Violates ORS 87.007 (2) or (3).
- (aaa) Violates ORS 92.405 (1), (2) or (3).
- (bbb) Engages in an unlawful practice under ORS 646.648.
- (ccc) Violates ORS 646A.365.
- (ddd) Violates ORS 98.853, 98.854, 98.856 or 98.858.
- (eee) Sells a gift card in violation of ORS 646A.276.
- (fff) Violates ORS 646A.102, 646A.106 or 646A.108.
- (ggg) Violates ORS 646A.430 to 646A.450.
- (hhh) Violates a provision of ORS 744.318 to 744.384.
- (iii) Violates a provision of ORS 646A.702 to 646A.720.
- (jjj) Violates ORS 646A.530 30 or more days after a recall notice, warning or declaration described in ORS 646A.530 is issued for the children's product, as defined in ORS 646A.525, that is the subject of the violation.
- (kkk) Violates a provision of ORS 697.612, 697.642, 697.652, 697.662, 697.682, 697.692 or 697.707.
- (LLL) Violates the consumer protection provisions of the Servicemembers Civil Relief Act, 50 U.S.C. 3901 et seq., as in effect on January 1, 2010.
- (mmm) Violates a provision of ORS 646A.480 to 646A.495.
- (nnn) Violates ORS 646A.082.
- (ooo) Violates ORS 646.647.
- (ppp) Violates ORS 646A.115.
- (qqq) Violates a provision of ORS 646A.405.
- (rrr) Violates ORS 646A.092.
- (sss) Violates a provision of ORS 646.644.
- (ttt) Violates a provision of ORS 646A.295.
- (uuu) Engages in the business of, or acts in the capacity of, an immigration consultant, as defined in ORS 9.280, in this state and for compensation, unless federal law authorizes the person to do so or unless the person is an active licensee of the Oregon State Bar.
- (vvv) Violates ORS 702.012, 702.029 or 702.054.
- (www) Violates ORS 646A.806.
- (xxx) Violates ORS 646A.810 (2).
- (yyy) Violates ORS 443.376.
- (zzz) Violates a provision of ORS 646A.770 to 646A.787.
- (aaaa) Violates ORS 815.077.
- (bbbb) Violates a provision of ORS 83.710 to 83.750.
- (cccc) Violates ORS 646A.087.
- (dddd) Violates ORS 646A.815.
- (eeee) Violates ORS 646A.677 (11)(a) or (12).
- (ffff) Violates section 20 of this 2026 Act.**

(2) A representation under subsection (1) of this section or ORS 646.607 may be any manifestation of any assertion by words or conduct, including, but not limited to, a failure to disclose a fact.

(3) In order to prevail in an action or suit under ORS 336.184 and 646.605 to 646.652, a prosecuting attorney need not prove competition between the parties or actual confusion or misunderstanding.

(4) An action or suit may not be brought under subsection (1)(u) of this section unless the Attorney General has first established a rule in accordance with the provisions of ORS chapter 183 declaring the conduct to be unfair or deceptive in trade or commerce.

(5) Notwithstanding any other provision of ORS 336.184 and 646.605 to 646.652, if an action or suit is brought under subsection (1)(xx) of this section by a person other than a prosecuting attorney, relief is limited to an injunction, and the prevailing party may be awarded reasonable attorney fees.

CONFORMING AMENDMENTS

SECTION 22. ORS 153.633 is amended to read:

153.633. (1) In any criminal action in a circuit court in which a fine is imposed, the lesser of the following amounts is payable to the state before any other distribution of the fine is made:

(a) \$65; or

(b) The amount of the fine if the fine is less than \$65.

(2) In any criminal action in a justice or municipal court in which a fine is imposed, the lesser of the following amounts is payable to the state before any other distribution of the fine is made:

(a) \$50; or

(b) The amount of the fine if the fine is less than \$50.

(3) A justice or municipal court shall forward the amount prescribed under subsection (2) of this section to the Department of Revenue for deposit in the Criminal Fine Account.

(4)(a) The provisions of this section do not apply to fines imposed under ORS 339.990.

(b) The provisions of subsection (2) of this section do not apply to fines imposed in justice and municipal courts under ORS 811.590, [814.485,] 814.486, [814.534,] 814.536[, 814.600] or 830.990 (1).

SECTION 23. ORS 153.645 is amended to read:

153.645. (1) If a justice court enters a judgment of conviction for a traffic offense and the conviction resulted from a prosecution arising out of an arrest or complaint made by an officer of the Oregon State Police or by any other enforcement officer employed by state government, as defined in ORS 174.111:

(a) The amount prescribed by ORS 153.633 (2) is payable to the state and must be forwarded to the Department of Revenue for deposit in the Criminal Fine Account;

(b) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the county in which the justice court is located; and

(c) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the state.

(2) If a justice court enters a judgment of conviction for a traffic offense and the conviction resulted from a prosecution arising out of an arrest or complaint made by a sheriff, deputy sheriff or any other enforcement officer employed by the county:

(a) The amount prescribed by ORS 153.633 (2) is payable to the state and must be forwarded to the Department of Revenue for deposit in the Criminal Fine Account; and

(b) Subject to subsection (4) of this section, the remaining amount of the fine is payable to the county in which the court is located.

(3) If a justice court enters a judgment of conviction for a traffic offense and the conviction resulted from a prosecution arising out of an arrest or complaint made by an enforcement officer employed by any other local government, as defined in ORS 174.116:

(a) The amount prescribed by ORS 153.633 (2) is payable to the state and must be forwarded to the Department of Revenue for deposit in the Criminal Fine Account;

(b) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the local government that employs the enforcement officer; and

(c) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the county in which the court is located.

(4) If the full amount of the fine imposed by a justice court is collected, the last \$16 of the amount collected shall be paid to the county treasurer for the county in which the court is located and may be used only for the purposes specified in ORS 153.660. If the full amount of the fine imposed is not collected, the \$16 payment required by this subsection shall be reduced by one dollar for every dollar of the fine that is not collected. The provisions of this subsection do not apply to fines imposed for violations of ORS 811.590, [814.485,] 814.486, [814.534,] 814.536[, 814.600] or 830.990 (1).

SECTION 24. ORS 153.650 is amended to read:

153.650. (1) If a municipal court enters a judgment of conviction for a traffic offense and the conviction resulted from a prosecution arising out of an arrest or complaint made by an officer of the Oregon State Police or by any other enforcement officer employed by state government, as defined in ORS 174.111:

(a) The amount prescribed by ORS 153.633 (2) is payable to the state and must be forwarded to the Department of Revenue for deposit in the Criminal Fine Account;

(b) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the city in which the municipal court is located; and

(c) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the state.

(2) If a municipal court enters a judgment of conviction for a traffic offense and the conviction resulted from a prosecution arising out of an arrest or complaint made by a city police officer or any other enforcement officer employed by the city:

(a) The amount prescribed by ORS 153.633 (2) is payable to the state and must be forwarded to the Department of Revenue for deposit in the Criminal Fine Account; and

(b) Subject to subsection (4) of this section, the remaining amount of the fine is payable to the city in which the court is located.

(3) If a municipal court enters a judgment of conviction for a traffic offense and the conviction resulted from a prosecution arising out of an arrest or complaint made by an enforcement officer employed by any other local government, as defined in ORS 174.116:

(a) The amount prescribed by ORS 153.633 (2) is payable to the state and must be forwarded to the Department of Revenue for deposit in the Criminal Fine Account;

(b) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the local government that employs the enforcement officer; and

(c) Subject to subsection (4) of this section, one-half of the amount remaining after any payment required by paragraph (a) of this subsection is payable to the city in which the court is located.

(4) If the full amount of the fine imposed by a municipal court is collected, the last \$16 of the amount collected shall be paid to the county treasurer for the county in which the court is located and may be used only for the purposes specified in ORS 153.660. If the full amount of the fine imposed is not collected, the \$16 payment required by this subsection shall be reduced by one dollar for every dollar of the fine that is not collected. The provisions of this subsection do not apply to fines imposed for violations of ORS 811.590, [814.485,] 814.486, [814.534,] 814.536[, 814.600] or 830.990 (1).

SECTION 25. ORS 153.660 is amended to read:

153.660. (1) If a justice or municipal court imposes a fine for any offense other than a traffic offense and the full amount of the fine imposed is collected, the last \$16 of the amount collected shall be paid to the county treasurer for the county in which the court is located and may be used

only for the purposes specified in this section. If the full amount of the fine imposed is not collected, the \$16 payment required by this subsection shall be reduced by one dollar for every dollar of the fine that is not collected. The provisions of this subsection do not apply to fines imposed for violations of ORS 811.590, [814.485,] 814.486, [814.534,] 814.536[, 814.600] or 830.990 (1).

(2) Sixty percent of the amounts paid to the county treasurer under this section and under ORS 153.645 (4) and 153.650 (4) shall be deposited by the treasurer in the county treasury and may be used only for drug and alcohol programs and for the costs of planning, operating and maintaining county juvenile and adult corrections programs and facilities.

(3) Forty percent of the amounts paid to the county treasurer under this section and under ORS 153.645 (4) and 153.650 (4) shall be deposited by the treasurer in the court facilities security account established under ORS 1.179 for the county in which the court is located.

SECTION 26. ORS 814.484 is amended to read:

814.484. (1) For purposes of ORS [814.485,] 814.486, 815.052 and 815.281, “bicycle” has the meaning given in ORS 801.150 except that:

(a) It also includes vehicles that meet the criteria specified in ORS 801.150 (1) to (4) but that have wheels that are 14 inches or less in diameter.

(b) It does not include tricycles designed to be ridden by children.

(2) For purposes of the offenses defined in ORS [814.485,] 814.486 and 815.281 (2), a person [shall not be] **is not** considered to be operating or riding on a bicycle on a highway or on premises open to the public if the person is operating or riding on a three-wheeled nonmotorized vehicle on a beach while it is closed to motor vehicle traffic.

MILK TRUCKS

SECTION 27. Section 28 of this 2026 Act is added to and made a part of the Oregon Vehicle Code.

SECTION 28. (1) The Department of Transportation shall establish a five-year pilot program designed to test the allowance of commercial motor vehicles weighing not more than 129,000 pounds that transport fluid milk products on a limited number of highways in this state. The department shall adopt rules specifying pilot program routes on highways in this state where the department may issue permits for increased motor vehicle weights. In selecting the routes, the department shall prioritize routes that utilize Interstate Highway 84 and:

(a) Connect to bordering states; and

(b) Connect to farms, milk plants, receiving stations or transfer stations for fluid milk products.

(2) Notwithstanding ORS 818.010 and 818.020 and in addition to the exemptions allowed under ORS 801.026 and 818.030, under the pilot program the department shall issue permits that allow commercial motor vehicles hauling fluid milk products with a loaded weight of not more than 129,000 pounds to operate on routes approved by the department.

(3) The department shall specify the conditions and terms of a permit issued under this section.

(4) Applications for a permit under this section shall be made in a form and manner prescribed by the department.

(5) The department, upon receiving satisfactory evidence of any violation of the limitations of a permit issued under this section, may suspend or revoke the permit.

(6) The department shall periodically report back to the Oregon Transportation Commission on the results of its monitoring and evaluation of impacts to safety, bridges and pavement on all the designated routes within the pilot program.

(7) No later than September 15, 2032, the department shall prepare and submit a report to the Joint Committee on Transportation and the commission on pilot program results. The report must include:

(a) A comprehensive assessment on increasing maximum weight limitations under the Oregon Vehicle Code;

(b) An infrastructure impact assessment detailing the effects of heavier vehicle weight loads on bridges, pavement and highway safety, with a focus on high-frequency freight routes in this state;

(c) An economic impact assessment quantifying the contributions of oversized freight to Oregon's economy, balancing potential economic gains from increased freight capacity with the costs of infrastructure maintenance and safety considerations;

(d) An assessment of length as a factor for legal axle weights and alignment with lengths allowed by the long combination vehicle freeze in federal law;

(e) An assessment of parking and staging infrastructure in this state for oversized loads; and

(f) Recommendations supporting informed evaluation of increasing maximum vehicle weight limits for divisible and nondivisible loads.

(8) The report described in subsection (7) of this section may include recommendations for:

(a) Adjusting permit fees to account for highway maintenance needs;

(b) Identifying designated heavy-load corridors to minimize infrastructure impacts and improve highway safety;

(c) Designating corridor connections to neighboring states that currently allow increased vehicle weight limits for commercial motor vehicles as authorized under federal law;

(d) Updating the state transportation asset management plan;

(e) Changing weigh stations and weigh-in-motion systems;

(f) Adjusting bridge inspection plans and load-rating processes;

(g) Updating weight-mile tax rates and tables; and

(h) Collaborating with local road authorities.

(9) The department may adopt rules to carry out the provisions of this section.

SECTION 29. Section 28 of this 2026 Act is repealed on January 2, 2033.

HIGHWAY COST ALLOCATION STUDY METHODOLOGY REVIEW

SECTION 30. Section 14, chapter 1, Oregon Laws 2025 (special session), is amended to read:

Sec. 14. (1) In consultation with the study review team described in ORS 366.506, the Oregon Department of Administrative Services shall undertake a review of the methodology for the highway cost allocation study required under ORS 366.506.

(2) The department shall examine all aspects of the methodology for the highway cost allocation study, including but not limited to the following:

(a) The revenues and expenditures included in the highway cost allocation study;

(b) How costs are allocated across different classes of vehicles;

(c) What constitutes a class of vehicle;

(d) The data used in the highway cost allocation study;

(e) The level of granularity to which cost responsibility is calculated for potential rate changes;

and

(f) Whether equity should be analyzed based on an estimate of the future biennium's revenue and expenditures or a retrospective analysis of past actual revenue and expenditures.

(3) The department may provide recommendations for updating the methodology for the study, including any changes in statute needed to improve the outcome of the study and ensure fairness and proportionate revenue and costs for each class of vehicle.

(4) The department shall submit a report in the manner provided by ORS 192.245, and may include recommendations for legislation, to the Joint Committee on Transportation no later than [June 30, 2026] **March 15, 2028**.

SECTION 31. Section 15, chapter 1, Oregon Laws 2025 (special session), is amended to read:

Sec. 15. Section 14, chapter 1, Oregon Laws 2025 (special session), as amended by section 30 of this 2026 Act, [of this 2025 special session Act] is repealed on January 2, [2027] 2029.

CAPTIONS

SECTION 32. The unit and section captions used in this 2026 Act are provided only for the convenience of the reader and do not become part of the statutory law of this state or express any legislative intent in the enactment of this 2026 Act.

OPERATIVE AND EFFECTIVE DATES

SECTION 33. Sections 1 to 4, 18 to 20, 27 and 28 of this 2026 Act, the amendments to ORS 153.633, 153.645, 153.650, 153.660, 646.608, 801.348, 803.030, 803.305, 806.020, 807.020, 811.050, 811.440, 814.484, 814.486, 814.489, 814.512, 815.052 and 815.281 by sections 5 to 16 and 21 to 26 of this 2026 Act and the repeal of ORS 814.485, 814.487, 814.488, 814.534 and 814.600 by section 17 of this 2026 Act become operative on January 1, 2027.

SECTION 34. This 2026 Act takes effect on the 91st day after the date on which the 2026 regular session of the Eighty-third Legislative Assembly adjourns sine die.

Passed by House March 3, 2026

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Julie Fahey, Speaker of House

Passed by Senate March 5, 2026

.....
Rob Wagner, President of Senate

Received by Governor:

.....M.,....., 2026

Approved:

.....M.,....., 2026

.....
Tina Kotek, Governor

Filed in Office of Secretary of State:

.....M.,....., 2026

.....
Tobias Read, Secretary of State

E-Bike Classifications

What counts as an e-bike?

In Oregon, e-bikes are treated like regular bicycles if they meet these requirements:

- **Have working pedals**
- **Motor is 1,000 watts or less**
- **Motor assistance alone is limited to 20 mph, with pedal assistance up to 28 mph**

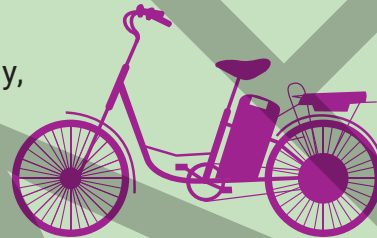
Key e-bike terms:

- **Throttle:** The motor helps only when you are pedaling, making it easier to ride longer distances or climb hills.
- **Pedal-assist:** The motor can power the bike without pedaling, similar to a scooter, using a hand control.
- **E-moto:** Electric mopeds, motorcycles, or dirt bikes that exceed the speed or power limits of a legal e-bike.

State law (ORS 807.020) defines 3 e-bike classes:

Class 1

Pedal assist only, up to 20 mph



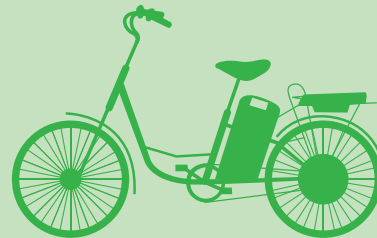
Class 2

Throttle and pedal assist, up to 20 mph



Class 3

Pedal assist, up to 28 mph



These laws do not apply to e-motos.

Ride Safely and Follow the Rules

Who can ride?

- Class 1: Riders must be **14+**
- Class 2 & 3: Riders must be **16+**

No license, registration, or insurance is required for standard e-bikes.

Helmet use:

- Required for riders **under 16**
- Strongly recommended for all riders



Safe Riding Basics:

- **Obey all regulatory signs and traffic lights**
- **Ride in the direction of traffic**
- **Avoid weaving between traffic lanes**
- **Ride predictably and use hand signals when turning**
- **Yield to pedestrians and slower users**

Where You Can Ride



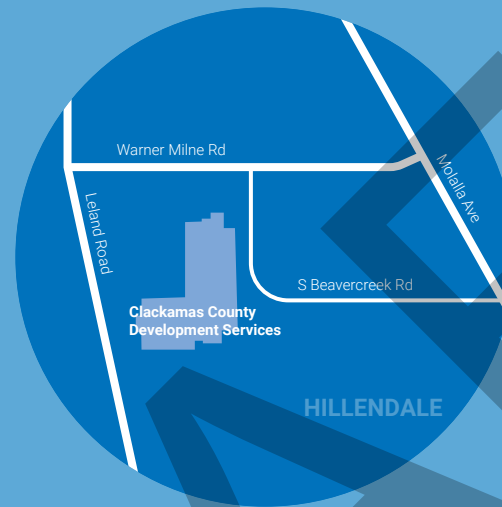
Generally allowed:

- Bike lanes
- Roads
- Multi-use paths and paved trails



Use caution and check local rules:

- **Natural surface trails:** May restrict e-bikes
- **State Parks:** Allowed where bicycles are permitted; check park-specific guidance
- **Sidewalks:**
 - Rules vary by city
 - Often restricted in business districts
 - Allowed by law if no parallel bicycle facility exists
 - Where allowed, you must ride slowly



The printed Bicycle Map is available for free at the

Clackamas County Development Services Building
150 Beavercreek Road, Oregon City
3rd Floor Engineering Division

For more information visit
<https://www.clackamas.us/engineering/biking>



E-Bikes in Clackamas County:

What You Need to Know

E-bikes offer an easy way to travel farther and tackle hilly terrain with less effort. Please exercise awareness and safety. By riding responsibly and following local rules, you can help keep Clackamas County safe and welcoming for everyone.

