



Oregon
Department
of Transportation

Legislative Summary

2026





regon’s annual legislative session ended on March 6, 2026. There were 304 bills, memorials and resolutions introduced during the 2026 session and of those, 142 bills were passed by the legislature and signed into law by the Governor.

Legislators advanced a number of bills and resolutions that directly or indirectly impact the Oregon Department of Transportation (ODOT). If you have questions about 2026 transportation-related legislation, please contact Government Relations staff.

Governor Kotek’s priorities for the 2026 legislative session included housing and homelessness, economic development, behavioral health, and the state transportation budget.

Agency Leadership

Lisa Sumption	Interim Director
Travis Brouwer	Assistant Director for Revenue, Finance, and Compliance
Meliah Masiba	Assistant Director for Government and External Relations
Serena Stoudamire-Wesley	Assistant Director for Engagement and Civil Rights
Thomas Amato	Interim Chief Administrative Officer
Tova Peltz	Delivery and Operations Division
Amanda Pietz	Policy, Data, and Analysis Division
Suzanne Carlson	Climate Office
Amy Joyce	Driver and Motor Vehicle Services Division
Daniel Porter	Finance and Budget Division
Carla Phelps	Commerce and Compliance Division

Government Relations Staff

Justin Hauschild	Legislative Liaison
Reyna Aguiar	Legislative Liaison
Sylvia Hollander	Legislative Coordinator
Bob Estabrook	Federal Affairs Advisor
Kirsten Anderson	Tribal Liaison

Copies of 2026 enrolled bills (the copy the Governor signs) may be found on the legislative website: <https://olis.oregonlegislature.gov/liz/2026R1/Measures/GovernorSignedBills>

Measures signed into law are known as “session laws” and are available on the legislative website under [Oregon Laws](#). Permanent laws passed during the 2026 Legislative Session will not be codified until the 2027 edition of Oregon Revised Statutes is released. The 2027 ORS will be distributed and made available online in late 2027.

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House Measures

Contractor Tax Compliance

House Bill 4016

Effective Date: June 5, 2026

Operative Date: January 1, 2027

House Bill 4016 requires certain businesses to certify that they follow Oregon tax laws before contracting with state agencies, including ODOT. Agencies are prohibited from contracting with businesses that are not compliant and may terminate contracts if issues arise. The measure applies to contracts above a specified amount and directs further study of tax compliance systems.

Administrative Rule Effective Dates

House Bill 4021

Effective Date: June 5, 2026

House Bill 4021 establishes a standard effective date for certain permanent rulemaking actions by some state agencies, including ODOT. The measure also establishes new rulemaking notice requirements for these agencies and requires them to make contact information for rulemaking available on their agency website.

Housing Development

House Bill 4037

Effective Date: June 5, 2026

House Bill 4037 makes changes to increase housing production. The measure changes certain land use and development requirements to streamline approvals and reduce barriers for new housing construction.

Emergency Medical Services

House Bill 4053

Effective Date: June 5, 2026

Operative Date: January 1, 2027

House Bill 4053 establishes a dedicated Emergency Medical Services (EMS) Program Fund to support workforce development, training, and system improvements. The measure directs the

Oregon Health Authority to develop education and training programs, sets minimum education requirements for EMS providers, and updates how EMS advisory committees are structured.

Land for Senior and Manufactured Housing

House Bill 4082

Effective Date: June 5, 2026

House Bill 4082 allows for cities and Metro to expand urban growth boundaries to accommodate housing for older adults, manufactured homes, and prefabricated housing. The measure creates a more flexible pathway for adding land for these housing types and reduces certain requirements to help projects advance. The measure also includes affordability and accessibility requirements for new developments.

Permitting Approvals and Timeliness

House Bill 4084

Effective Date: June 5, 2026

House Bill 4084 creates a Joint Permitting Council within the Governor's office to streamline the permitting process for high priority or complex projects. It also requires agencies, including ODOT, to create catalogs of certain permits to assess and address permitting timeliness issues.

Contractor Crimes

House Bill 4089

Effective Date: January 1, 2027

House Bill 4089 makes it a crime to intentionally not pay or only make partial payments to construction contractors. It also makes it a crime for contractors to knowingly use an unlicensed construction contractor.

Vehicle Title Transfer of Interest (DMV)

House Bill 4137

Effective Date: January 1, 2026

House Bill 4137 applies to people who receive a ticket for a vehicle that they sold or transferred but that was still titled and registered in their name. It allows them to avoid a first appearance in court and liability for the ticket when they swear or attest to certain things, including having submitted the proper notice to ODOT for selling or transferring the vehicle.

Law Enforcement Policies

House Bill 4138

Effective Date: March 31, 2026

Operative Date: September 27, 2026

House Bill 4138 creates requirements for law enforcement about how and when they need to identify themselves. The measure also prohibits law enforcement from wearing facial coverings, subject to certain conditions, and from assisting the federal government and other states with certain investigations and other operations.

Senate Measures

Vehicle Dismantler and State Transit Funding

Senate Bill 1544

Effective Date: June 5, 2026

Senate Bill 1544 makes changes to vehicle dismantler laws allowing dismantlers to continue doing business at existing locations without local government approval. The measure also allows certain intergovernmental entities to receive Statewide Transportation Improvement funds directly from ODOT.

Snowmobile Registration Fees

Senate Bill 1565

Effective Date: June 5, 2026

Senate Bill 1565 increases the two-year snowmobile registration fee from \$10 to \$30. The additional revenue is intended to better cover administrative costs and support snowmobile related programs in Oregon.

Match Requirements for Small City Grants

Senate Bill 1585

Effective Date: June 5, 2026

Senate Bill 1585 limits how much small cities must contribute to receive certain state grants for infrastructure and capital projects. Among others, the measure applies to ODOT's Connect Oregon, Multimodal Active Transportation, and Safe Routes to School grants.

Personal Information and Data Brokers

Senate Bill 1587

Effective Date: June 5, 2026

Senate Bill 1587 prevents the government from giving personally identifiable information to data brokers if it will be used to enforce federal immigration laws.

HB 3991 Referendum

Senate Bill 1599

Effective Date: March 2, 2026

Senate Bill 1599 moves the referendum on HB 3991 (2025 Special Session) from the November general election to the May 2026 primary election. The measure also establishes procedures for conducting the special election.

Reports to the Legislative Assembly

Some legislation enacted by the 2026 Legislative Assembly requires agencies to report to the Assembly or its committees. This section focuses on new or revised reporting requirements that affect ODOT or transportation generally.

Micromobility and Milk Trucks

House Bill 4007

Effective Date: June 5, 2026

HB 4007 directs ODOT to establish a five-year pilot program allowing certain milk trucks to operate at increased weight limits and requires ODOT to monitor and report on the program's impacts. The measure also includes provisions related to micromobility, addressing the operation and regulation of small, lower-speed transportation devices.

Budget & Bonding

The legislature passed two budget bills that addressed ODOT's \$296 million budgetary shortfall for the 2025-27 biennium.

Omnibus Budget Reconciliation Bill – ODOT Budget Adjustments

House Bill 5204

Effective Date: April 7, 2026

House Bill 5204 decreases ODOT's legislatively approved budget by \$78 million, reducing agency operational capacity. The measure implements budget adjustments consistent with the programmatic spending changes made in SB 1601, prioritizing agency maintenance and operations. This includes reducing or delaying planned investments in capital programs and limiting discretionary or uncommitted funding.

ODOT Program Funding Reallocations

Senate Bill 1601

Effective Date: April 7, 2026

Senate Bill 1601 reallocates unobligated and unprogrammed funds across the following project and programmatic areas within ODOT's budget to fund agency maintenance and operations for the 2025-27 biennium:

- HB2017 bridge, seismic, preservation, and named projects – \$126 million
- Connect Oregon - \$42 million
- Transportation Operating Fund - \$20 million
- Safe Routes to School - \$17 million
- Community Paths - \$8 million
- Student Driver Training Fund - \$5 million

Legislation Considered (Not Passed)

Transit Funding Taskforce (HB 4008)

HB 4008 would have directed ODOT to convene a task force to evaluate long-term funding options for public transit across Oregon and recommend strategies to improve system sustainability and coordination.

The measure received a public hearing and work session in the House Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Electric Vehicles (EV) Omnibus (HB 4009)

HB 4009 would have enrolled medium duty e-commerce vehicles into the pay-per-mile Road Usage Charge program. It also would have restricted electric vehicle rebates to low-income households and limited the number of rebates available. The measure would have also required ODOT to submit a report to the Legislature recommending a per-mile rate for the Road Usage Charge program that would provide enough revenue to sustainably fund Oregon's transportation system.

The measure received a public hearing in the House Committee on Transportation where it remained upon adjournment.

Mass Transit District Authority (HB 4023)

HB 4023 would have reestablished restrictions on certain mass transit districts' ability to raise new revenue to fund transit services without voter approval.

The measure was referred to the House Committee on Transportation where it remained upon adjournment.

Kei Trucks (HB 4063)

HB 4063 would have allowed Kei trucks to be titled, registered, and legally operated on certain roads in Oregon.

The measure was referred to the House Committee on Transportation where it remained upon adjournment.

Photo Radar in Highway Work Zones (HB 4081)

HB 4081 would have expanded the use of photo radar in highway work zones, authorizing ODOT to deploy automated speed enforcement tools to improve safety for workers and travelers.

The measure received a public hearing and two work sessions in the House Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Autonomous Vehicles (HB 4085)

HB 4085 would have directed ODOT to establish the first regulatory framework for autonomous vehicles in Oregon.

The measure received a public hearing in the House Committee on Transportation where it remained upon adjournment.

County Vehicle Registration Fees (HB 4090)

HB 4090 would have allowed counties with large populations to eliminate or reduce local vehicle registration fees in certain areas based on income. It would have required counties to establish plans for those areas that identify locally beneficial projects and allocate money to those projects.

The measure was heard in the House Committee on Transportation where it remained upon adjournment.

Road Usage Charge (RUC) Biennial Reporting (HB 4126)

HB 4126 would have required ODOT to submit a biennial report to the Legislature recommending a per-mile rate for the Road Usage Charge program that would provide enough revenue to sustainably fund Oregon's transportation system.

The measure received a public hearing and work session in the House Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

Public Meetings (HB 4177)

House Bill 4177 would have changed Oregon's public meetings laws, including those that apply to public bodies like the Oregon Transportation Commission. Specifically, the measure modified requirements for meeting notices, participation, and the use of virtual or hybrid formats.

The measure passed both the House and Senate but was ultimately vetoed by the Governor.

ODOT Capital Investment Plan (SB 1542)

SB 1542 would have required ODOT to establish a Capital Investment Plan governing project selection, prioritization, and progress toward construction and completion.

The measure received an informational meeting, public hearing, and work session in the Senate Committee on Transportation where it remained upon adjournment.

OTC and ODOT Debt Management Plan Changes (SB 1543)

SB 1543 would have modified the membership structure or appointment requirement for the Oregon Transportation Commission and required ODOT to establish a different debt management plan.

The measure received an informational meeting, public hearing, and work session in the Senate Committee on Transportation where it remained upon adjournment.