

Transportation and Infrastructure



This Legislative Summary Report highlights transportation and infrastructure measures that received a public hearing in a policy committee during the 2026 Regular Session. The report is organized by subtopics and includes the measure number, the measure status (enacted [✓] or not enacted [✗]), and a brief description of the measure.

Transportation and Infrastructure Subtopics

- [Accountability and Oversight](#)
- [Planning](#)
- [Public Transit](#)
- [Traffic Enforcement](#)
- [Taxes and Fees](#)
- [Vehicle Dealers and Dismantlers](#)
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Accountability and Oversight

- [SB 1543](#) ✗ The measure would have modified the makeup and duties of the Oregon Transportation Commission (OTC). It would have increased the size of the OTC to include two nonvoting state legislators, required geographic and travel mode representation among voting members, and added term limits. It would have directed the OTC to develop a debt financing management policy with specified criteria, given the OTC review authority for debt finance requests from the Oregon Department of Transportation, and increased reporting and public notice requirements for transportation projects.

Planning

- [SB 1542](#) ✗ The measure would have directed the Oregon Transportation Commission (OTC) to develop and maintain a 10-year capital investment plan that included a scoring methodology to rank projects in the Statewide Transportation Improvement Program by priority and region of the state. It would have specified certain criteria and target goals that should have been used, required cost-benefit analyses for projects, and directed the OTC to post this work on its website.

Public Transit

- [HB 4008 A](#) ✗ The measure would have established the Transit Funding Task Force, directed the task force to study issues related to funding transit in Oregon, and required a report to the legislature's transportation committees no later than December 15, 2026.

Traffic Enforcement

- [HB 4081 A](#) ✗ The measure would have modified how photographic speed enforcement could have been used in highway work zones.

Taxes and Fees

- [SB 1599](#) ✓ The measure reschedules the date for the portions of Chapter 1 of Oregon Laws 2025 (House Bill 3991) that are referred by Referendum Petition 2026-302 to the primary election held on May 19, 2026. It requires the use of the latest ballot title certified by the Attorney General on the ballot and voters' pamphlet if the Supreme Court review process has not been completed by March 12, 2026. It also establishes alternative processes and timelines for the referendum, including having a joint legislative committee prepare the explanatory statement and financial estimate for printing in the voters' pamphlet.
- [HB 4126 A](#) ✗ The measure would have directed the Oregon Department of Transportation to submit a biennial report to the legislature recommending a rate for the per-mile road usage charge that would sustainably raise the revenue necessary to maintain public highways in Oregon.



Vehicle Dealers and Dismantlers

- [SB 1544](#) ✓ The measure directs cities or counties to approve supplemental dismantler certificates under the same circumstances as for standard dismantler certificates and removes renewals from these requirements. It removes the requirement that dismantler and supplemental certificate holders receive local government approval to renew their certificates. It allows intergovernmental entities that provide public transportation services on behalf of counties or Tribes to designate a public transportation service provider as the designated qualified entity for distributing funds from the Statewide Transportation Improvement Fund.

Vehicles

- [SB 1565](#) ✓ The measure increases two-year snowmobile registration fees from \$10 to \$30.
- [HB 4007](#) ✓ The measure defines “powered micromobility devices,” sets age requirements and other requirements for them, establishes new violations and penalties, and allows local governments to regulate their use on their facilities. The measure also directs the Oregon Department of Transportation to establish a new five-year pilot program for overweight milk trucks, and it delays a report on the Highway Cost Allocation Study.
- [HB 4009](#) ✗ The measure would have required electric vehicles to pay per mile driven, rather than pay fuel taxes, or opt for a flat fee instead. It would have directed the Oregon Department of Transportation to calculate the rate needed each year to upkeep the state’s road system if every car paid the per-mile-driven tax. It would have also focused the electric vehicle rebate on lower-income households and limited the rebate to one per household until demand for the rebate meets supply of money for the rebate.
- [HB 4085](#) ✗ The measure would have allowed the use of a self-driving vehicle without a license or permit and allowed the use of a self-driving vehicle to move people or property for hire.



Staff

Kevin Rancik, Legislative Analyst

Patrick Brennan, Legislative Analyst

Legislative Policy and Research Office

Oregon State Capitol | (503) 986-1813 | www.oregonlegislature.gov/lpro

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