



## Open Government Impact Statement

83rd Oregon Legislative Assembly  
2026 Regular Session

## Measure: HB 4007 - A

Only impacts on Original or Engrossed  
Versions are Considered Official

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### SUMMARY

Digest: The Act defines what a "powered micromobility device" is. It also combines the laws for kids under 16, making it clear that they must wear helmets when riding bikes, e-bikes, e-scooters and some other vehicles. Changes age a kid must be to use different classes of e-bikes and other types of vehicles. Says a store may not sell a vehicle that looks like an e-bike if it is not an e-bike by state law. The Act tells ODOT to make a new pilot program and let trucks haul more milk on certain routes. The Act tells ODOT to report on the results of the pilot program. Gives DAS more time to finish review of HCAS. (Flesch Readability Score: 73.1).

Defines "powered micromobility device" for the vehicle code.

Consolidates and makes uniform standards for wearing protective headgear for children under 16 years of age when riding or using a bicycle, electric assisted bicycle, motor assisted scooter, powered micromobility device and certain nonmotorized vehicles.

Lowers the age requirement to operate a Class 1 electric assisted bicycle. Provides that there is no minimum age requirement to operate a Class 1 or Class 2 electric assisted bicycle if the person is participating in a bicycle safety program.

Lowers age requirement to operate motor assisted scooter.

Creates offense of improper sale or lease of a vehicle. Punishes by maximum fine of \$250.

Creates offense of selling an impostor vehicle. Punishes by maximum fine of \$250.

Directs the Department of Transportation to establish a five-year pilot program that allows vehicles to haul fluid milk products with a loaded weight of not more than 129,000 pounds on routes approved by the department. Directs the department to conduct a study and prepare a report on the results of the pilot program.

Extends the time the Oregon Department of Administrative Services has to undertake its review of the methodology for the highway cost allocation study. Makes the report due March 15, 2028.

Takes effect on the 91st day following adjournment sine die.

## **NOTICE OF NO OPEN GOVERNMENT IMPACT**