

**City of Tualatin**

2026 Oregon Legislative Session

**2026 Session Overview**

The Oregon Legislature adjourned the 2026 session on March 6, finishing a five-week sprint dominated by budget rebalancing, economic development proposals, and continued partisan disagreement over transportation funding. The session began on February 2 and unfolded against the backdrop of federal tax policy changes enacted in H.R. 1 (“The Big Beautiful Bill”), which significantly altered Oregon’s fiscal outlook for the 2025-2027 biennium and at least the two biennia that follow.

***Budget and Revenue***

From the opening days of the session, legislative leaders made clear that the primary objective would be stabilizing the state’s budget in response to those federal changes. Initial projections suggested that conformity with federal tax provisions would create a substantial reduction in expected state revenue, forcing lawmakers to consider both program reductions and tax policy adjustments to balance the budget. As the session progressed, a favorable revenue forecast helped ease some of those pressures, but legislators still faced the task of closing a sizeable gap between projected expenditures and available revenue.

Ultimately, the Legislature addressed the challenge through a combination of targeted spending reductions and tax policy changes. Lawmakers adopted approximately \$128 million in budget cuts while advancing SB 1507, a controversial measure that selectively disconnects Oregon from portions of the federal tax code to avoid mirroring certain federal tax reductions enacted under H.R. 1. The bill is expected to generate roughly \$311.6 million in state revenue that otherwise would not have been collected. Together, these actions allowed legislators to rebalance the state’s budget while largely avoiding major reductions to education, human services, and public safety programs.

***Economic Development***

While budget writers focused on fiscal stabilization, another major thread running through the session was whether Oregon would strengthen its long-term economic competitiveness. Legislative leaders and the Governor repeatedly emphasized the need to expand the state’s tax base by supporting economic development and attracting new investment.

Two measures emerged as the centerpiece economic development proposals of the session. Governor Tina Kotek advanced HB 4084 as her administration’s primary economic development initiative. The measure proposed a series of changes intended to improve

Oregon's regulatory climate, expand existing incentives and support industrial site readiness across the state. During the closing days of session, the bill advanced after lawmakers amended it to include a two-year moratorium on data center eligibility for property tax incentives under certain expanded enterprise zone programs.

A second proposal, SB 1586 from Senator Janeen Sollman (D-Hillsboro), sought to expand the urban growth boundary near Hillsboro's technology corridor and establish a new advanced manufacturing research and development tax credit. The measure was intended to support continued growth of Oregon's semiconductor and advanced manufacturing sector. However, the urban growth boundary proposal encountered strong opposition from environmental advocates and ultimately did not advance out of committee before the session's deadlines.

### ***Transportation Finance***

Transportation funding served as another defining issue throughout the session. Prior to the start of the 2026 session, Rep. Ed Diehl (R-Scio) and Sen. Bruce Starr (R-Dundee) successfully referred a portion of the 2025 special session transportation investment package to the November 2026 ballot through a voter-initiated referendum. In response, Democratic legislative leaders introduced and ultimately passed SB 1599, legislation moving the election on the referral from the November 2026 ballot to the May 2026 primary. Following passage of SB 1599, Rep. Diehl and Sen. Starr joined litigation seeking to block the change and return the referral to the November ballot; a Marion County Judge swiftly ruled in favor of the date change.

Despite these disputes, the 2026 short session was largely conducted under regular order and adhered closely to the Legislature's compressed timeline. Several prominent bills were ultimately settled late in the session. Among them was HB 4145, which delays implementation of Ballot Measure 114, Oregon's voter-approved firearm regulation law. Lawmakers also approved SB 1517 addressing recreational liability waivers, HB 4018 modifying implementation of Oregon's 2024 campaign finance reform law, HB 4134 increasing the state's transient lodging tax, and SB 1501 authorizing public financing for renovation of the Moda Center arena in Portland.

### ***Preparing for the Interim***

March 10 marked Oregon's filing deadline for candidates seeking state office, and with adjournment complete, legislator attention will now shift toward the May 2026 primary elections and the November general election. Many of the policy debates that dominated the short session including transportation funding, economic development strategy, and campaign finance reform are likely to remain central issues in Oregon's political landscape over the coming months. Even amidst campaign season, legislators and stakeholders will soon begin preparing for the next legislative cycle. The deadline for submitting legislative

concepts for the 2027 regular session arrives on September 11, meaning policy development for the next session has already begun in earnest.

### **Economic Development**

**HB 4084** – Relating to economic development; prescribing an effective date: Passed  
*Establishes the Joint Permitting Council.*

Introduced by Governor Kotek, HB 4084 served as the marquee economic development bill for the session. The bill did several things:

- Permitting assistance: The Joint Permitting Council comprises Governor-appointed representatives of state agencies and economic development experts and administers the Fast Track Permitting Program. That program will serve 15 eligible projects at a time and will help with permit coordination and timelines. The complex eligibility criteria and limit on number of programs served were points of criticism from the business community.
- Permitting accountability: Requires agencies to publish a comprehensive catalog of available permits relating to economic development and identify opportunities for improvement of timelines, fees and causes of delays.
- E-Zone reform: Business Oregon’s criteria for E-Zones and eligible businesses is expanded beyond economic hardship measures to allow for prospective economic development opportunities in targeted industries. Allows for longer extensions and flexible employment requirements. The legislature also added a two-year moratorium on data centers in standard E-Zones.
- As amended in Ways and Means, the bill also limits the newly created jobs tax credit included in [SB 1507](#) to targeted industries as defined by Business Oregon. SB 1507 allocated \$12.5 million for \$1,000 tax credits for new jobs; the forecast was that it would be oversubscribed and the pro-rated amount would be much smaller. A limitation on eligibility allows for a more meaningful credit for a smaller amount of businesses.
- Industrial Site Loan Fund: In the introduced version, the Governor had proposed \$40 million for the Industrial Site Loan Fund. The final version of HB 4084 did not contain any funding, but an allocation of \$15 million for the ISLF was included in [HB 5204](#), a budget bill; \$5 million was funded with General Fund for immediate deployment, and \$10 million was funded with Lottery-backed bonds and will be available upon sale of the bonds, likely in spring 2027. The 2025 allocation of \$10 million in bonds should become available sometime this year, for a total of \$25 million to deploy this biennium.

The bill had a long journey. The bill received a public hearing in the House Committee on Economic Development, Small Business and Trade, where it received support from the Oregon Economic Development Association, Oregon Business and Industry, Technology Association of Oregon, Oregon Business Council, League of

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Oregon Cities, and Metro. The [City of Tualatin](#) provided its logo on a coalition letter in support of the Industrial Site Loan Fund. Special Districts Association of Oregon opposed the enterprise zone exemptions for their impact on special district services and Tax Fairness Oregon opposed due to inclusion of data center eligibility. The bill passed out of committee 10-1 (no: Rep. Yunker) with the [-4 amendment \(SMS\)](#) adopted. The bill passed out of the House Committee on Revenue 5-1 (no: Rep, Reschke) with the [-A14 amendment \(SMS\)](#) adopted; and finally, the Joint Committee on Ways and Means 21-1 (no: Sen. Sollman) with the [-B26 amendment \(SMS\)](#) adopted.

HB 4084 passed the House Floor 50-5 (no: Reps. Bunch, Cate, Reschke, Smith, Yunker) and the Senate Floor 21-8 (no: Sens. Campos, Gelser Blouin, Linthicum, Pham, Prozanski, Robinson, Sollman). The bill awaits signature by the Governor. Republicans noted opposition due to a desire for the bill to do more and consider other aspects of Oregon's business climate (tax moratorium, federal disconnect legislation and climate policy) and Democrats' opposition was due to the data center component.

### Transportation

#### **[SB 1599](#) - Relating to a special election date for Referendum Petition 2026-302; and declaring an emergency: Passed**

*Moves the election date for the parts of chapter 1, Oregon Laws 2025 (special session), referred to the people by Referendum Petition 2026-302, to the primary election held on May 19, 2026.*

The bill moved the date of the election on the referred transportation package from November 2026 to May 2026. It was one of the most controversial bills of the session, generating a "pause" in the House and Senate Chambers by Republicans who boycotted a floor session in advance of a vote on the bill. Testimony on the bill was overwhelmingly oppositional from Oregonians arguing against tax increases. The three entities that testified in support at the bill's hearings were SEIU, Verde, Deschutes County Commissioner, and Oregon Transportation Commission member Phil Chang.

Introduced in the Joint Special Committee on Referendum Petition 2026-302, the bill was chief sponsored by Sen. Wagner (D-Lake Oswego) and Rep. Fahey (D-West Eugene & Junction City). The bill received two public hearings in the Joint Committee on February 9 and 11. The bill received testimony in opposition from Reps. Skarlatos (R-Canyonville), Yunker (R-Grants Pass), Reschke (R-Klamath Falls), Diehl (R-Stayton), Harbick (R-Cottage Grove), and Boshart Davis (R-Albany). On February 12, the [-2 amendment \(SMS\)](#) was adopted, which ensures a ballot title is finalized by a deadline and streamlines the measure. The bill as amended passed out

of committee with a 5-3 vote (no: Reps. Boshart Davis, Elmer, Starr). On the Senate Floor, Republicans proposed three motions to divert the bill: a motion to remove from the calendar; a motion to move the bill to the Senate Committee on Rules; and a motion to move the bill to the Joint Committee on Legislative Counsel. All three failed on a party-line vote. On February 23, the bill passed the Senate 17-13, where Sen. Meek (D-Oregon City) joined Republicans in opposition.

The bill had a third reading in the House on March 2, where an initial motion to move the bill to the House Committee on Rules failed on a party-line vote. The bill eventually passed the House 31-20, with Reps. Emerson Levy (D-Redmond), Muñoz (D-Woodburn), Rieke Smith (D-Wilsonville), Ruiz (D-Gresham), and Wise (D-SE Portland) joining Republicans in opposition. The bill was signed into law by Governor Kotek on March 2.

**HB 4007 – Relating to transportation; prescribing an effective date: Passed**  
*Transportation Omnibus.*

HB 4007 served as a transportation omnibus measure. The [final version](#) of the bill modified a number of laws around e-bikes, directed ODOT to allow trucks to haul more milk on certain routes, and pushed back delivery of a Highway Cost Allocation Study (HCAS) until 2028. Though the final version of the bill was uncontroversial, there were several contentious amendments proposed. Notably, local governments led by Association of Oregon Counties and League of Oregon Cities rallied to thwart the [-17](#) and [-23](#) amendments, introduced by Rep. Evans (D-Monmouth), from advancing. Those amendments threatened continued revenue sharing with local governments from the Highway Trust Fund and shifted the onus of Safe Routes to Schools onto local governments.

Introduced in the House Committee on Transportation, the bill was written at the request of the committee. The bill received a public hearing on February 4, where the Oregon Microbility Network, Street Trust, Environmental Center, Tillamook County Creamery, Safe Routes to School, and PSU TRAC testified in support. On February 16, the [-2](#), [-13](#), and [-14](#) amendments were adopted and the bill passed out of committee unanimously. The bill was referred to the Joint Committee on Ways and Means and assigned to the Subcommittee on Transportation and Economic Development, where it passed out of committee on February 26. The bill passed out of the full Joint Committee on Ways and Means unanimously on February 27. The bill passed the House Floor and Senate Floor unanimously.

**HB 4126 – Relating to road usage charges; declaring an emergency: Failed**  
*Requires the Department of Transportation to submit a biennial report to the Legislative Assembly recommending a rate for the per-mile road usage charge that would sustainably raise the revenue necessary to maintain the public highways in this state.*

Introduced in the House Committee on Transportation and was chief sponsored by Rep. Gamba (D-Milwaukie) and Rep. Rieke Smith (D-Wilsonville). The bill received a public hearing on February 11, where Hood River County, ODOT, Climate Solutions, Forth, and GeoToll testified in support, emphasizing the importance of understanding maintenance costs and equitable contributions from road users. Rep. Gamba explained that the intent of the bill is to aggregate accurate cost information for roads and budgets to inform future RUC decisions. On February 16, the [-2 amendment](#) was adopted, which addressed vehicle weights, and the bill passed out of committee with a 5-2 vote (no: Reps. Boshart Davis, Helfrich). The bill was moved to the Joint Committee on Ways and Means where it remained upon sine die.

While the bill did not pass this session, RUC efforts are expected to continue, with related legislation likely to be introduced in the next session.

### **Housing**

#### **HB 4036 – Relating to affordable housing; declaring an emergency: Passed**

*Establishes the Housing Opportunity, Longevity and Durability Fund (HOLD) to deposit Article XI-Q bonds to be used by the Housing and Community Services Department to preserve affordable housing at risk of loss.*

Introduced in the House Committee on Housing and Homelessness, the bill was written at the request of the House Interim Committee on Housing and Homelessness for Rep. Marsh (D-Southern Jackson County). The bill creates a new fund to preserve existing affordable housing, backed by state bonds. It directs OHCS to use the funds for acquiring and maintaining at-risk affordable housing and requires a report to the legislature by December 2026 on ways to improve efficiency and reduce regulatory burdens.

The bill received a public hearing on February 3, and those in support included the Oregon Housing Alliance, Salem Housing Authority, CASA of Oregon, Multifamily Northwest, and the League of Oregon Cities. On February 2, the [-2 amendment \(SMS\)](#) was adopted, which established the fund, allocates monies to the fund and increases authorized bonding, and broadens reporting requirements for OHCS. The bill passed out of committee unanimously and was assigned to the Subcommittee on Capital Construction, where it was reported out of committee with the [-A4 amendment](#), including one-time General Funds for legal review and \$145,175 in Other Funds for one permanent program manager position. The Joint Ways and Means Committee adopted the amendment and passed the bill out of committee unanimously. The bill passed the House Floor 44-12 (no: Reps. Boshart Davis, Cate, Elmer, Harbick, Helfrich, Lewis, Osborne, Reschke, Scharf, Skarlatos, Wallan,

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Yunker) and the Senate Floor 22-7 (no: Sens. Drazan, Girod, Linthicum, Robinson, Starr, Thatcher, Weber).

### **HB 4037 – Relating to housing; prescribing an effective date: Passed**

*Adjusts certain terms of the revolving loan program for cities and counties to fund affordable housing projects.*

HB 4037 was a housing omnibus measure developed in partnership with Governor Kotek’s office. A full detailed summary of the final version of the bill can be found [here](#).

Introduced in the House Committee on Housing and Homelessness, the bill was written at the request of the committee. The bill received a public hearing February 5 and February 10. The League of Oregon Cities testified in opposition to the base bill but were supportive of the [-10 amendment’s](#) removal of sections 14, 18, and 19 dealing with Housing Accountability and Production Office enforcement and a proposed 90-day timeline for housing development review. On February 12, the bill passed out of committee unanimously with the -10 amendment adopted. The bill passed the House Floor unanimously.

In the Senate Committee on Housing and Development, the bill received a public hearing and work session on February 26. The League of Oregon Cities testified as neutral, noting support for Middle Income Revolving Loan Fund changes and changes to Section 17 around public notice for housing developments. The [written record](#) reflects the split opinion of individual cities on the merits of the bill. It passed out of committee unanimously with the [-A17 amendment](#) adopted. The bill passed the Senate Floor 28-2 (no: Sens. Neron Misslin, Robinson) and the House Floor concurred the Senate amendments and repassed the bill 52-1 (no: Rep. Rieke Smith).

### **SB 1566 – Relating to the prevailing rate of wage; prescribing an effective date:**

**Failed**

*Exempts certain projects for public works, primarily related to affordable housing, from the requirement to pay a prevailing rate of wage*

Introduced in the Senate committee on Labor and Business, the bill was chief sponsored by Sen. Anderson (R-Lincoln City) and Rep. Breese-Iverson (R-Prineville). The bill, along with the [-4 amendment \(SMS\)](#), would expand the number and types of projects that can qualify for prevailing wage exemptions. The bill received a [public hearing](#) on February 9, and the City of Redmond, Eugene Area Chamber of Commerce, Community Alliance of Tenants, Farmworker Housing Development Corporation, Association of Oregon Counties, CASA of Oregon, City of Ashland, City of Redmond, and City of Central Point submitted testimony in support.

SEIU, AFL-CIO, and IBEW Local submitted testimony in opposition. The bill did not move forward.

## Revenue

### **HB 4148 – Relating to local taxation; prescribing an effective date: Passed**

*Allows net local transient lodging tax revenue to be used for resiliency grants for small businesses in the restaurant and lodging industry.*

Introduced in the House Committee on Revenue, the bill was chief sponsored by Rep. Walters (D-West Linn), Rep. Javadi (D-North Coast), Sen. Neron Misslin (D-Wilsonville), and Sen. Weber (R-Tillamook). The bill adjusts the percent of net local transient lodging tax revenue that must be used for tourism or tourism-related facilities to at least 50%, allowing cities and counties to use the remaining 50% for general fund purposes. The measure also creates a new grant program within the tourism share, authorizing cities and counties to directly award resiliency grants to small businesses in the restaurant and lodging industries. To ensure accountability in how TLT revenues are allocated and spent, the measure establishes a reporting and study framework. Local governments that impose a transient lodging tax are required to file a report with the Legislative Revenue Office no later than September 1 of odd-numbered years, beginning in 2027, with the League of Oregon Cities or the Association of Oregon Counties authorized to file on a local government's behalf upon request.

The bill underwent significant negotiations with lawmakers and stakeholders before reaching its final form. It received a public hearing on February 9, where Rep. Javadi (D-North Coast), Sen. Weber (R-Tillamook), and Sen. Neron Misslin (D-Wilsonville) expressed support and highlighted that tourism strains local services without increasing budgets. Those in support included the League of Oregon Cities, Association of Oregon Counties, Mayor of Bend, Mayor of Seaside, Benton County, Clatsop County, Curry County, City of Central Point, and several county commissioners. In opposition were ORLA, Oregon Destination Association, Eastern Oregon Visitors Association, Visit Central Oregon, Travel Lane County, Oregon State Chamber of Commerce, Travel Ashland, and multiple tourism-industry stakeholders. The initial proposal would have allowed local governments to designate up to 60% of post-2003 TLT distributions as general fund dollars, while maintaining a dedicated 40% for tourism promotion and facilities. That proposal was scaled back to a 50-50 split, via the adopted [-7 amendment \(SMS\)](#), before advancing out of the House Revenue Committee, a concession that helped move the bill forward and led ORLA to ultimately take a neutral position. The bill passed the House Floor 40-12 (no: Reps. Andersen, Bunch, Diehl, Harbick, Helfrich, Lewis, Owens, Reschke, Skarlatos, Wallan, Yunker).

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On March 2, the bill received a public hearing and work session, where Sen. Anderson (R-Lincoln City) strongly pushed for the removal of the resiliency grant provision and issued notice of a [Minority Report](#) as the bill advanced out of committee on a party-line vote. He later withdrew the Minority Report on the Senate Floor, emphasizing the legislature's duty to monitor grant use, and voted in support of the bill. The bill passed the Senate Floor 23-6 (no: Sens. Gelser Blouin, Girod, Hayden, Linthicum, McLane, Robinson). The measure takes effect June 5, 2026, with the new revenue split taking effect on January 1, 2027.

### **Budget Bills**

Thorn Run Partners consistently checked in with Rep. Walters and her office to ensure funding for seismic valves was protected and maintained. Our review of the [budget rebalance materials](#) shows no reduction to Tualatin's seismic valving project.

**[HB 5204](#) - Relating to state financial administration; declaring an emergency: Passed**  
*Establishes and modifies certain biennial appropriations made from the General Fund to specified state agencies and the Emergency Board.*

HB 5204 is the omnibus budget reconciliation bill for the 2026 legislative session. The measure modifies [state agencies' 2025-27](#) legislatively approved budget and adjusts General Fund appropriations to the Emergency Board. The Joint Ways and Means committee adopted the -2 amendment and the bill passed out of committee 20-4 (no: Sen. McLane, Rep. Owens, Rep. Reschke, Rep. Smith). It passed the House Floor 38-17 (no: Reps. Boice, Boshart Davis, Breese-Iverson, Cate, Diehl, Elmer, Harbick, Helfrich, Lewis, Osborne, Reschke, Scharf, Skarlatos, Smith G, Wallan, Wright, Yunker) and the Senate Floor on 24-4 (no: Sens. Drazan, Linthicum, McLane, Robinson).

**[SB 1601](#) - Relating to state financial administration; declaring an emergency: Passed**  
*Program change bill. Transfers certain moneys and redirects certain revenues for ODOT operations and maintenance.*

SB 1601 is the program change bill, and it includes provisions to balance ODOT's budget. The bill redirects \$200 million in funds to operations and maintenance at ODOT, including \$42 million from Connect Oregon, \$17 million from Safe Routes to School, and \$8 million from the bike/ped projects. In a public hearing in the Subcommittee on Capital Construction, environmental advocacy groups expressed frustration that funds were being swept from alternative transportation programs to fund highways. The committee passed the bill with the [-3 amendment \(SMS\)](#) adopted. The Senate approved SB 1601 with a vote of 26-2 (no: Sens. Linthicum, Robinson) and the House approved the bill unanimously.

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### Public Safety

#### **SB 1563 – Relating to civil rights; prescribing an effective date: **Failed****

*Allows a person who has been deprived of rights, privileges or immunities secured by the Oregon Constitution or the laws of this state by a person acting under color of law to bring a civil action for economic and noneconomic damages and for injunctive or other equitable relief.*

Introduced in the Senate Committee on Judiciary and was initially chief sponsored by Sen. Hayden (R-Fall Creek), Sen. Starr (R-Rural and Polk Counties), and Rep. Diehl (R-Stayton). The bill would allow individuals to sue for violations of their U.S. Constitutional rights by someone acting under government authority when a federal claim under 42 U.S.C § 1983 is not available. It would impose a two-year filing deadline, limit legal immunities, and permit recovery of damages, court-ordered relief, and attorney fees for prevailing plaintiffs, while allowing courts to award fees to defendants if claims were found frivolous.

The bill received a public hearing on February 4 where Sen. Starr, Rep. Diehl, and Sen. Hayden testified in support and emphasized that the intent of the bill is to enforce Oregon's constitutional rights. The League of Oregon Cities, Oregon State Sheriffs' Association, and the Association of Oregon counties testified in opposition and raised concerns about significant litigation costs for cities and counties. On February 12, there was a motion on the Senate Floor to withdraw the bill from committee which failed on a party-line vote.

On February 16, the bill received a second public hearing, with the [-2 amendment \(SMS\)](#) replacing the measure. This was proposed by Democrats and would create a civil cause of action if their U.S. constitutional rights are violated by someone acting under government authority, provided that the claim is filed within two years. The amendment was adopted with Sens. McLane (R-Baker County) and Thatcher (R-Keizer) voting no. [Republicans withdrew their sponsorship](#), and Sen. Gelser Blouin (D-Corvallis), Sen. Manning Jr (D-Eugene), Sen. Pham (NE/SE Portland), and Sen. Prozanski (D-Springfield & Eugene) chief sponsored the bill. The bill did not move forward.

#### **SB 1516 - Relating to public safety; declaring an emergency: **Passed****

*Public safety omnibus bill that restricts law enforcement agencies' use of automated license plate readers and capture of license plate data to no more than 30 days with exceptions.*

The Senate Judiciary Committee adopted the [-14 amendment \(SMS\)](#), which added definitions and limitation on Automated License Plate Readers (ALPR) following negotiations between law enforcement and the ACLU. The ALPR concept received a public hearing on February 11, where law enforcement supported the use of ALPR

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to provide evidence and recover stolen vehicles. ACLU and data privacy advocates expressed concern about the level of encryption between the public entity and the vendor that operates the devices. Immigrant rights groups expressed concern that the federal government is requesting ALPR data to track immigrants. The bill passed out of committee unanimously after vigorous debate about including a definition and requirements for “end-to-end encryption,” which was favored by ACLU and recommended against by law enforcement. The bill passed the Senate Floor unanimously and was referred to House Rules, where the committee once again considered the encryption issue. Ultimately, the bill passed unamended out of the committee unanimously. The bill passed the House Floor 54-3 (no: Reps. Chaichi, Muñoz, Sanchez).

### **Other Tracked Bills**

**HB 4009 – Relating to transportation; prescribing an effective date: **Failed****

*Phases in a mandatory per-mile road usage charge for registered owners and lessees of electric and hybrid passenger vehicles and delivery vehicles engaged in e-commerce.*

**HB 4020 – Relating to permits; prescribing an effective date: **Passed****

*Requires certain agencies to specify the authority justifying the denial of a permit application and provide the applicant a guide on how to contest the denial.*

**HB 4017 – Relating to use of campaign contributions; and declaring an emergency: **Passed****

*Provides that amounts received as contributions by a candidate, principal campaign committee of a candidate and principal campaign committee of a holder of public office may be used for specified security-related expenses.*

**HB 4035 – Relating to land use; declaring an emergency: **Passed****

*Expands eligibility for cities and Metro to amend their urban growth boundaries under a temporary program.*

**HB 4061 – Relating to a unified trade strategy for Oregon; declaring an emergency: **Passed****

*Directs the Oregon Business Development Department to set up a program for micro-enterprise tariff adjustment grants to small businesses for costs increased by federal tariffs.*

**HB 4085 – Relating to autonomous vehicles: **Failed****

*Allows a person to operate an autonomous vehicle with the automated driving system engaged without a grant of driving privileges if certain conditions are met.*

**HB 4086 – Relating to economic development; prescribing an effective date: **Passed****

*Directs the Oregon Business Development Department to develop a roadmap for the purpose of promoting industrial symbiosis activities in Oregon.*

**HB 4113 - Relating to housing development opportunities conditioned upon land conservation: **Failed****

*Requires the Department of Land Conservation and Development to study housing development opportunities conditioned upon land conservation.*

**HB 4159 - Relating to the Oregon Government Ethics Commission: **Passed****

*Provides that at least one member who is appointed to the Oregon Government Ethics Commission must have local government experience.*

**HB 4161 - Relating to use of official position or office; declaring an emergency: **Passed****

*Provides exceptions to the prohibited use by a public official of official position or office to obtain financial gain or avoid financial detriment that permit a public body to give public officials food, beverages and merchandise.*

**SB 1530 - Relating to crime; declaring an emergency: **Failed****

*Expands the crime of aggravated harassment to include threats concerning public officials in specified circumstances.*

**SB 1544 - Relating to transportation; and prescribing an effective date: **Passed****

*Makes changes to laws regulating dismantlers.*

**SB 1567 - Relating to mixed income housing; and prescribing an effective date: **Passed****

*Authorizes the Housing and Community Services Department to fund mixed income housing.*

**HB 4126 - Relating to road usage charges; declaring an emergency: **Failed****

*Requires the Department of Transportation to submit a biennial report to the Legislative Assembly recommending a rate for the per-mile road usage charge that would sustainably raise the revenue necessary to maintain the public highways in this state.*

**SB 1543 - Relating to transportation; declaring an emergency: **Failed****

*Modifies membership of the Oregon Transportation Commission.*

**SB 1542 - Relating to transportation: **Failed****

*Directs the Oregon Transportation Commission to create a 10-year capital investment plan.*

## **Interim Recommendations and Next Steps**

### **Interim Deadlines**

In advance of the 2027 session, there are several deadlines the City of Tualatin will need to consider and monitor:

- April 2026:
  - Executive branch agencies begin their request budget drafting process, working with the Governor’s Office and the Chief Financial Officer.
  - Agency Legislative Concepts (LCs) are due to the Department of Administrative Services (DAS) between April 1-10.
  - Agency Policy Option Packages (POPs) are due to DAS by April 17.
- May 2026:
  - Q2 Revenue Forecast is released on May 20.
  - Approved executive branch agency LCs are due to Legislative Council for drafting on May 29.
  - Deadline for POPs to be approved for Agency Request Budgets is May 29.
- June 2026:
  - Interim Legislative Days take place June 15-17.
- August 2026:
  - Q3 Revenue Forecast is released on August 26.
- September 2026:
  - Interim Legislative Days take place September 8-10.
  - The deadline for requesting pre-session legislative concepts is September 11.
- November 2026:
  - Q4 Revenue Forecast is released November 18.
- December 2026:
  - Interim Legislative Days take place December 1-3.
  - Draft bills are returned by December 1 and must be filed with the clerk by December 11 to be introduced at the start of session.
- January 2027:
  - The 2027 legislative session begins on January 19 and runs through June 2027.

### **Bill Implementation**

We anticipate interim efforts around housing policy development and implementation. Given the prevalence of housing-related measures in recent session, Thorn Run expects robust rulemaking efforts by OHCS this summer. Please let Thorn Run know which topics in those processes are of greatest interest.

Thorn Run also anticipates continued focus on ALPR and drones as law enforcement agencies react to evolving technologies and community concerns about surveillance.

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### Relationship Building and Legislator Outreach

As move into the interim and begin preparing for the 2027 legislative session, the city should work to clearly define its top priorities. Doing so will help guide next steps for Thorn Run, including legislator and stakeholder engagement.

It will be important to maintain regular communication with the Tualatin delegation by inviting them to local events or other opportunities that highlight community needs and interests. Both offices should also be kept updated on the progress of the seismic valving project.