2025 Legislative Session Report – Oregon

TABLE OF CONTENTS

The 83rd Legislative Assembly was comprised of super majorities in both chambers. Speaker Julie Fahey (D-Eugene), who served as House Speaker for her first full long session, along with Majority Leader Ben Bowman (D-Tigard) had a 36-24 edge over the Republicans, led by Republican Leader Christine Drazan (R-Canby). President Rob Wagner (D-Lake Oswego) served in his second term as President along with first-time Majority Leader Kayse Jama (D-Portland) and had a 18-12 majority over their Republican colleagues who were led by Senate Republican Leader Daniel Bonham (R-The Dalles). As a result of their super-majorities, Democrats were in position to pass new taxes, which require a 3/5th majority vote, without a single Republican vote.

The House of Representatives during the 2025 session was comprised of 19 new legislators: 11 Representatives and 8 Senators including three former legislators and two family members of disqualified legislators and was split 50/50 men and women Oregon's Legislature has the greatest Vietnamese representation in the nation and BIPOC membership, roughly 25%, is at an all-time high for the state. In addition, the legislature welcomed the first Japanese American to be appointed to the House of Representatives. Other occupations represented within in membership include attorneys at 13%; 8% have worked in the health care field, and 12% are veterans.

Prior to the session beginning, Governor Tina Kotek proposed a $39.3 billion general fund and lottery fund budget for the 2025-2027 biennium, an increase from the $33.5 billion general fund and lottery funds budget lawmakers approved in 2023. Her total budget included $137.7 billion federal funding that the state doesn't have much control over. The state spends nearly 90% of its general and lottery fund budget in three areas: education, human services, and public safety. Highlights of her budget included $11.4 billion to public schools as part of a budget focused on maintaining existing programs an increase from $10.2 billion during the previous biennium. The Oregon Department of Transportation (ODOT) received $7.3 billion total funds, an increase of 15.3% from the previous biennium that included new revenue of $1.75 billion, which would have largely covered the ODOT's funding needs. In comparison, the 2017 transportation package received an infusion of $5.3 billion of new revenue over a seven-year period, $2 billion on homelessness and housing and $130 million toward funding the state's wildfire readiness and mitigation efforts. The Legislature was also expected to evaluate funding options and changes in wildfire policy to establish a more reliable and stable funding program.

At the beginning of the session Governor Kotek announced her legislative priorities in her state of the state address to both chambers of the assembly. Her priorities focused on staying the course on addressing homelessness and housing supply, mental health and addiction care, and

improving outcomes for Oregon K-12 students. Additional priorities included: stable funding for wildfire mitigation and suppression, a transportation package that fully funded the operations and maintenance of Oregon's transportation system, and climate resilience. House and Senate Democrats announced their priorities early in the session. With transportation funding signaled as a priority for both chambers, House Democrats stated that they would focus on homelessness, increasing housing supply and holding agencies accountable. Furthermore, House Democrats stated that education remained a key pillar of their agenda with the hope of improving outcomes and test scores. Meanwhile Senate Democrats listed a host of priorities including keeping money in Oregonian's pockets, prioritizing affordable housing and homelessness, promoting community safety and improving the justice system, improving access to health care, and protecting the environment, among others.

House and Senate Republicans issued their priorities focusing on tax cuts and painting a grim picture of the state's progress on housing production, homelessness and addiction. They blamed high taxes and excessive regulations for increasing costs, making it harder to work, live and manage a business in the state, thereby driving people and businesses out of the state. More than 2,200 bills were pre-session filed, a new 25-year record, which created a concern that the sheer number of bills would slow down the system and limit the attention given to worthwhile proposals. As the legislature entered the second month of the 160-day session, the record setting pace of bill introductions continued with approximately 2,765 bills introduced. The deadline for bill introductions was February 25th, however, after that deadline members still had up to 5 priority bills that they could introduce. Furthermore, leadership was allowed to introduce additional measures as they saw fit.

In early March, with a bipartisan vote, the House passed an extension of the hospital provider tax, an assessment on health insurers and hospitals that the state uses to bolster federal funding for the Oregon Health Plan. This was one of the key pieces put in place to ultimately balance the state's budget. Meanwhile, at the federal level, the new administration announced a federal funding freeze on grants to states. This freeze put several projects and programs in jeopardy and raised serious concerns that many basic programs from health care and nutrition assistance to infrastructure projects could be jeopardized thereby creating a larger financial burden on the state. This unpredictability at the federal level continued throughout the session and made balancing the state's budget, the only constitution requirement of the Legislative Assembly, more challenging. The assembly passed the budget rebalance bill, distributing over $425 million in general fund resources as part of the normal process of balancing and closing the books on 2023-2025 biennium. A significant amount of those funds went towards the

Oregon Health Authority and the Department of Human Services to address additional caseloads.

In mid-March, the Co-Chairs of the Joint Ways and Means Committee released their budget framework for the 2025-2027 biennium. Co-Chairs Rep. Tawna Sanchez (D-Portland) and Sen. Kate Leiber (D-Beaverton) stated that their framework stressed fiscal responsibility, protected core services and maintained flexibility during an uncertain economic time. Their references related to the federal government and the new administration's several tariff threats to some of Oregon's biggest trading partners, Oregon's reliance on federal spending in the state, and the possibility of the national economy entering a recessionary period. At the time of releasing their framework budget, the net fiscal position of the state was $987 million, before any one-time investments. However, budget writers offered a glimpse at how the state spending could be impacted with 10%, 20% and 30% reductions in federal funding for education and human services. Those reductions would have resulted in funding gaps between $2.6 and $9.7 billion – holes that would have required massive adjustments to the state's spending. The Joint Ways and Means Committee also announced that the committee would conduct six public hearings across the state to hear from Oregonians in their own communities on their spending priorities.

The first important deadline that begin to whittle down the number of bills was March 21st when bills had to be posted for a work session in the first chamber to remain alive and then on April 9th, if those posted bills had not proceeded through the first policy committee, they died. There were exceptions. For example, the deadlines did not apply to the Committees on Rules, Joint Ways & Means, Revenue and Finance, and Joint Transportation. These deadlines resulted in hundreds of bills dying and began to clear the playing field. The second chamber deadlines for bills to be posted was May 9th and for the bills to be moved out of the policy Committee by May 23rd.

One of the big topics for the assembly was wildfire funding. During the previous year the state suffered its worst wildfire season with over 2 million acres burned. Considering total costs accrued by both the Oregon Department of Forestry (ODF) and Department of the State Fire Marshall, the gross emergency fire cost to the state for 2024 totaled $352 million, or roughly $212 million higher than the previous record set in 2020. That fire season alone necessitated a special session in late 2024 to pay for the wildfire related costs that the state had incurred. Legislators were committed to being in a better position to address these costs in the future and created a 35-member wildfire funding group. This group met prior to session, and their task was to come up with $280 million each biennium in new resources dedicated to wildfire suppression, prevention and mitigation.

Several proposals were put on the table including sequestering a part of the kicker and using the interest to pay for costs, increasing bottle return deposits, and creating a new tax on synthetic nicotine products to name a few. The previously enacted and controversial wildfire maps became a lightning rod to the wildfire debate with Republicans demanding that those maps be repealed. In the end, the assembly enacted new funding sources for wildfire suppression and prevention and ultimately rescinded the wildfire maps.

There were several other hotly debated topics. One of the most controversial was a measure that would have enabled striking workers, whether in the private or public sector, to receive unemployment benefits. Originally, the measure would have provided up to 26 weeks of unemployment for striking workers. However, some Democratic members were under intense pressure, particularly from their school districts and local governments to oppose the measure. After intense negotiations within the majority party, they were able to come to an agreement enabling passage by drastically reducing the benefit period from 26 weeks to 10 weeks.

One of the major issues that faced the Assembly was consideration of a transportation funding package. Inflation sent road costs soaring in recent years, gas taxes have declined due to higher fuel efficiency and the increasing number of hybrid and electrical vehicles. In addition, several instances of mismanagement and poor estimating in the department were uncovered and cast doubt in lawmakers' trust with the department.

Over the interim, the Oregon Department of Transportation (ODOT) stated it would not be able to afford to fix state-owned paving projects, except for the federal interstate highway, without new revenue. And without a radical funding fix, ODOT promised "longer road closures, more trash and graffiti, worse winter driving conditions, more potholes, and slower DMV customer service." Funding in the department had become so dire that the department needed an infusion of general funds just to plow mountain passes this year and said without intervention it would have to lay off nearly 1,000 employees. Furthermore, two major projects that were approved in the 2017 Transportation package could be delayed even further, the Rose Garden bottleneck and Abernathy bridge on 205. To further complicate things, under the state's current transportation funding formula, cities and counties are entitled to roughly half of the state highway fund. That meant if lawmakers wanted to plug the state's budget hole, they would need to raise even more to ensure the cities and counties would get an adequate share to address their own local transportation funding challenges.

During the session, ODOT indicated that the state funding gap was $1.8 billion a year, and to fund the two remaining projects passed in 2017 – they would need a couple billion more. The current state tax is 40 cents per gallon of gas. The gas tax is not indexed to inflation nor are

fees (DMV, title, registration, license). As a result, the state's buying power had declined dramatically compared to skyrocketing costs since 2017. The Co-Chairs of the Joint Transportation Committee unveiled an ambitious transportation funding framework plan in early April. That framework set the stage for the debate to begin. It included significant increases in the gas tax and several entirely new taxes. The framework included a 20-cent increase to the gas tax, a 1% sales tax on all cars, whether new or used, a new road usage charge for electric and highly efficient vehicles, a new tax on delivery vehicles, and increases to registration and titling fees. Initially it was estimated that the bill would raise about $1.9 billion a biennium. However, that figure was an estimate and had not been confirmed by the Office of Legislative Revenue (LRO). Progressive Democrats introduced their own proposal that would have more than doubled the state's gas tax. Furthermore, many of the Republicans stated that they would not support the package because it raised taxes too much and they preferred to divert existing revenue sources, like funding for transit and active transportation, to routine operations and maintenance at the department.

An actual bill was finally unveiled publicly about 3 weeks prior to the Constitutional Sine Die. It was ultimately determined that the measure would raise $14.6 billion over the next decade. Some Democrats balked at the amount. Although debate on a transportation funding package continued throughout the entire session, tensions between the two parties and within the democratic party hit a highpoint near the end of the session and it was publicly displayed during some committee discussions. President Rob Wagner (D-Lake Oswego) replaced Senator Mark Meek (D-Gladstone) on the committee with himself. The tension ultimately reached its boiling point when Co-Chair Gorsek (D-Troutdale) interrupted and admonished a Republican on the committee, which prompted a boycott by House Republicans. Three days later Sen. Gorsek resigned from the committee and Sen. Khanh Pham (D-Portland) was appointed Co-Chair. When it became obvious that the votes did not exist to pass, an attempt was made to pare the bill back. That effort failed to garner the necessary votes to pass. In the final hours, Governor Kotek threw a hail Mary pass with a proposal that would have only bailed out the state and left local government without new and additional funding. That effort also failed with local government opposing her proposal outright. In the end, the majority party with its super-majority could not convince a few of their own members to support the measure and the session's biggest disappointment, failure of a comprehensive transportation package, was carved into capitol's marble.

On May 14th at a joint hearing of the House Revenue and Senate Finance and Revenue Committees, the Office of Economic Analysis (OEA) presented its eighth and final economic and revenue forecast for the 2023-2025 biennium. This forecast was used to build the 2025-2027 biennial budget and signaled that the legislature's attention would largely turn to budgetary

matters for the remainder of the session to balance the state's budget. This forecast is also used to set the amount for personal and corporate kickers. Due to on-going unpredictability at the federal level, the state economist predicted a "sluggish" growth period for the state, meaning the labor market would destabilize a little bit but the extent would not be known or realized until later this summer and fall. Furthermore, the state's economist stated that in the last year Oregon's economic growth had lost momentum. Oregon's unemployment rate increased while U.S. remained steady. In the end, it was estimated that the state would have about $500 million dollars less for the upcoming biennium than predicted just three months earlier. The forecast also predicted a $1.64 billion personal income tax kicker. This forecast doomed many bills due to their potential fiscal impact. However, this year's "Christmas Tree" bill, the end of session omnibus spending bill, appropriated nearly $1 billion for various projects and programs.

This session saw a record number of bills introduced during the session. In fact, there were 5 times more bills introduced this session than were passed during the 2023 session (653). Many of the bills introduced this session, over 600, were also introduced as place-holders – thereby leaving most people in the dark about the real intent and actual language that would be revealed later. This led to frustration for legislators, lobbyists, and the public alike. The number of placeholder bills raised concerns about the lack of public transparency. Testimony was often limited to two minutes and in some cases even sixty seconds. Some consideration was given to limiting the number of bills an individual legislator could introduce. However, that idea was ultimately rejected by members of both parties. Over the entire course of the session 3,466 bills, resolutions, and memorials were introduced, breaking the record for the number of bills introduced dating back to 2001. Over 1,900 amendments were proposed, the various committees conducted 2,377 public hearings and 2,295 work sessions took place. At one point in the session, Oregon's Legislative Information System (OLIS) essentially melted down due to the volume of public testimony that was being submitted regarding a bill that would have potentially ended vote-by-mail in Oregon. This collapse resulted in the delay of some legislative business. In the end, 640 bills were sent to the Governor for her signature or veto.

Despite some threats, and unlike the previous two long legislative sessions, this session was notable in that it was the first long session since 2019 where the Republicans did not deny a quorum by walking out. Republican participation enabled the assembly to pass the remaining policy bills and budgets, often with little debate.

With a reduction in available resources due to the May forecast, the Legislature could not fund some of their priorities such as eviction prevention assistance. The final legislatively adopted 2025-27 budget comprised of planned expenditures totaling $37.3 billion General Fund, $1.8 billion Lottery Funds, $56.1 billion Other Funds, and $43.7 billion Federal Funds. The adopted

state budget for the 2025-27 biennium of $138.9 billion represents a 6.3% increase from the 2023-25 legislatively approved budget. The combined General Fund and Lottery Funds adopted budget for the 2025-27 biennium ($39.1 billion) is up 11.7% from the 2023-25 legislatively approved level and is a 0.5% increase over the 2025-27 current service level.

During the session we also lost one sitting member and paid tribute to a past member. The legislature held a memorial for Peter Courtney, the longest serving lawmaker in the state's history. Shortly afterwards, Senator Aaron Woods (D-Wilsonville) lost his battle with cancer. He was replaced by Rep. Courtney Neron Misslin (D-Wilsonville). Neron Misslin's seat was filled by Dr. Sue Rieke Smith (D-King City). Rep. Hoa Nguyen (D-Portland), who missed much of the session while undergoing cancer treatment, returned near the end of the session
The session lasted 158 days and adjourned at 11:15 pm on June 27th, two days short of the Constitutional deadline. While lawmakers passed a balanced budget as required, few expect that to the be the end of story. Major cuts to federal funding enacted by Congress could force lawmakers back into a special session to figure out how to deal with any shortfalls.

NOTABLE ACTIONS TAKEN THIS SESSION

- Adopted state budget for the 2025-27 biennium of $138.9 billion, a 6.3% increase from the 2023-25 legislatively approved budget.
- Passage of the largest K-12 budget in the state's history at $11.4 billion – combined with local revenues (primarily property taxes). Oregon's K-12 schools will receive $16.7 billion or a 10.5% increase over the previous biennium.
- Made temporary changes to the Recreational Immunity statute passed in the 2024 short session permanent.
- Establishment of permanent funding for wildfire prevention and mitigation.
- Repealed the State-wide Wildfire Hazard Map
- Approved a higher education budget of $3.9 billion.
- Stopped large energy users, like data centers, from shifting electrical costs to consumers.
- Required utilities to slow down their rate increases.
- Permitted local governments to regulate concealed weapon permittees from carrying firearms in certain public buildings.
- Removed medical debt from consumer credit reports.
- Prohibited surprise fees for online shopping prices.
- Significant investment in the State's Public Defense program.
- Invested in affordable summer learning programs.

- Extended a tax benefit to help Oregonians save for a home down payment.
- Capped rent increases in mobile home parks at 6 percent a year.
- Provided 10 weeks of unemployment insurance for striking workers, whether publicly or privately employed.
- Prohibited corporate investors from making medical decisions for patients.
- Outlawed devices that turn legal firearms into machine guns.
- Increased funding to resolve the public defense unrepresented crisis.
- Addressed several areas on housing affordability and development.
- Expanded childcare facility siting in the state.

LOOKING AHEAD

Despite the disappointment of a failed transportation package, Democrats claimed that they had passed critical legislation on a host of topics and that they largely delivered for the citizens and State of Oregon. On the other hand, Republicans claimed that they had protected Oregonians from an extreme agenda being pursued by the majority party.

Ballot Measure 113, which was proposed by public unions and passed overwhelmingly in 2022 to prevent lawmakers with 10 or more unexcused absences from running for reelection to the Legislature for a term, prohibited 6 Senate Republicans from running for re-election in 2024 (although two chose not to run again) and four more will be prohibited from running in 2026 (Daniel Bonham (The Dalles), Cedric Hayden (Fall City), Kim Thatcher (Keizer), Suzanne Weber (Tillamook)). As a result, 1/3 of the current Republican Senators seats will be open.

Shortly after the session concluded, the Oregon Department of Transportation (ODOT) announced that it would have to lay off roughly 480 current employees and shutter approximately 12 highway maintenance facilities across the state. ODOT added that another round of layoffs would need to occur in January for them to address their budget shortfall. Shortly after, Governor Kotek instructed ODOT to suspend the layoffs and called a Special Session for August 29th, 2025, to take up a pared down transportation package.

That proposal includes:

- 6-cent increase to the current 40-cent/gallon gas tax.
- $42 increase for the registration of several types of vehicles,
- $139 increase for titling
- 0.1% increase to the state-wide payroll tax which will be dedicated to transit funding.

Importantly, the Governor has committed to maintaining the 50/30/20 split for the increase in gas taxes – meaning that the state will receive 50% of the new revenue, counties will receive 30%, and cities will receive the remaining 20%. Additionally, the bill will eliminate some tolling language that was enacted in 2017 to mollify some reluctant Democrats and create some accountability requirements for ODOT.

Due to ongoing construction at the Capitol, only the Senate Chamber will be available to conduct business during the short session. Because all revenue measures must begin in the House, the House will convene on Friday, August 29th and if the measure passes, the Senate will convene on Monday, September 1st to consider it.

Interestingly, the 83rd Assembly did not pass any referrals to the voters for their consideration in 2026. However, there are more than 40 active proposed ballot measures with more to come. To qualify constitutional measures for the ballot, gatherers will need to collect approximately 156,231 signatures; statutory measures will need 117,173 signatures to qualify. The deadline to turn in those signatures is July 3, 2026. At this time, it is hard to predict what petitions will have the financial backing to have a chance to appear before the voters.
The only state-wide seats that will be up in November of 2026 are the Governor and U.S. Senator Jeff Merkley's seat. Senator Merkley has already announced that he will seek an additional term. Governor Kotek has not indicated whether she will seek re-election, but all signs point towards a second run.

DYNAMICS OF THE 83rd LEGISLATIVE ASSEMBLY

Session Length: 158
Date Convened: January 21, 2025
Date Adjourned: June 27, 2025

Bills Introduced: 3466
Bills Passed: 640
Bills Vetoed: 7

OREGON SENATE
Democrats: 18
Republicans: 12

Senate Caucus Leadership:
Rob Wagner, Senate President (D-Lake Oswego)
Kayse Jama, Senate Majority Leader (D-Portland)
Wlnsvey Campos, Deputy Majority Leader (D-Aloha)
Sara Gelser Blouin, Majority Whip (D-Corvallis)

Lew Frederick, Majority Whip (D-Portland)
Janeen Sollman, Assistant Majority Leader, (D-Hillsboro)
Khan Pham, Assistant Majority Leader (D-Portland)

Daniel Bonham, Senate Republican Leader (R-The Dalles)
David Brock Smith, Deputy Leader (R-Port Orford)
Cedric Hayden, Deputy Leader (R-Fall Creek)
Dick Anderson, Deputy Leader (R-Lincoln City)
Suzanne Weber, Republican Whip (R-Tillamook)

OREGON HOUSE OF REPRESENTATIVES

Democrats: 36
Republicans: 24

House Caucus Leadership:

Julie Fahey, Speaker (D-Eugene)
David Gomberg, Speaker Pro Tempore (D-Otis)
Ben Bowman, Majority Leader (D-Tigard)
Andrea Valderrama, Majority Whip (D-Portland)
Jason Kropf, Deputy Majority Whip (D-Bend)
Annessa Hartman, Assistant Majority Leader (D-Gladstone)
Pam Marsh, Assistant Majority Leader (D-Ashland)
Hai Pham, Assistant Majority Leader (D-Hillsboro)

Christine Drazan, Republican Leader (R-Canby)
Lucetta Elmer, Deputy Republican Leader (R-McMinnville)
Virgle Osborne, Republican Whip (R-Roseburg)
Shelly Boshart Davis, Assistant Republican Leader (R-Albany)
Emily McIntire, Assistant Republican Leader (R-Eagle Point)
Mark Owens, Assistant Republican Leader (R-Crane)
Werner Reschke, Assistant Republican Leader (R-Malin)
Greg Smith, Ex Officio (R-Heppner)

I am grateful to the Columbia River Steamship Operators Association, and Kate Mickelson for their support and guidance through the session and am looking forward to the opportunities and challenges going forward. I am proud to represent CRSOA.

ECONOMIC DEVELOPMENT – Bills that Passed

HB 2411 – Industrial Lands

Chapter Law: 566 Effective Date: January 1, 2025

HB 2441 authorizes the Oregon Business Development Department (OBDD) to provide financial assistance from the Industrial Site Loan Fund (ISLF) to project sponsors (including public bodies) for the development and planning of projects related to industrial land development. The bill requires that eligible land is planned, zoned, and suitable for new or expanded industrial use. It requires that eligible land provides significant additional employment in the state, has characteristics that provide competitive advantages, and has access to transportation and freight infrastructure. It defines industrial use as one that generates income from production, handling, or distribution of goods or services, including manufacturing, assembly, fabrication, processing, storage, logistics, and others. Project sponsors can be public entities (cities, counties, ports, tribal councils, and airports in Oregon) or private owners of industrial land. OBDD may provide a loan or purchase bonds for development projects. OBDD may make forgivable loans for planning projects and allows OBDD to determine financial assistance amounts to projects on a case-by-case basis.

Under the bill, allowable costs for development projects include property acquisition and assembly costs, transportation improvements, infrastructure for providing services, remediation and mitigation activities, project management and construction costs, and other costs determined to be useful for the project. Allowable costs for planning projects include planning, engineering, legal, and other professional services; permits and administrative costs, and other costs determined to be useful for the project. The measure requires that project sponsors apply for assistance from the ISLF and sets minimum requirements for OBDD's application process. It should be noted that $10 million was appropriated for the ISLF under SB 5531, the Lottery Bonding Bill.

HB 2725 – Port Sponsorship of Strategic Investment Program (SIP) Developments

Chapter Law: 489 Effective Date: September 26, 2025

In 2023, the legislative assembly passed HB 2009 which made several changes to various economic development programs. One of those changes was to the Strategic Investment Program (SIP). Prior to enactment of this bill cities and counties could offer a 15-year property

tax exemption on a portion of large capital investments by "traded sector" businesses anywhere in the Oregon. The change under HB 2009 made ports an additional sponsor of SIP if the development occurred within the port's boundary. This change created a problem for the City of Hillsboro because the Port of Portland's boundary includes the entirety of Washington, Multnomah, and Clackamas Counties. As a result, the city of Hillsboro introduced HB 2725 that would restrict port sponsorship of a SIP to the Port of Morrow. Oregon Public Ports Association (OPPA) opposed that but negotiated a compromise. Under the amended bill, ports west of Bonneville Dam will be a sponsor if the development takes place on port owned property. Ports located east of Bonneville Dam will continue to be sponsors if the development takes place within their boundaries.

SB 99 – Extension of the Brownfield Tax Credit

Chapter Law: 531 Effective Date: September 26, 2025

Current law allows cities, counties, or ports to adopt an ordinance or resolution to provide a property tax incentive for the development of certain brownfield property. Available property tax incentives are a land special assessment and a full or partial exemption of improvements and personal property on the brownfield land. Cities, counties, or ports can adopt the special assessment, full/partial exemption, or both. The term of the tax incentives is up to 10 years, with an option for an additional five years, for a total of up to 15 years. The incentive applies to the property taxes of all taxing districts if the districts representing at least 75 percent of the total combined tax rate in the area support the program. This bill extends the property tax incentives for brownfield development by moving the sunset date six years, from January 1, 2027, to January 1, 2033.

ECONOMIC DEVELOPMENT – Bills that Failed

HB 2076 & SB 100 – Cargo Container Property Tax Exemption

All cargo containers principally used for the transportation of cargo by vessels in trade and ocean commerce are exempt from property tax. Cargo containers must be designed for carriage of goods by vessels, strong enough for repeated use and fitted with handling devices. This bill would have extended the property tax exemption for cargo containers by moving the sunset date six years, from June 30, 2026, to June 30, 2032.

ENVIRONMENT – Bills that Passed

HB 2170 – Aquatic Invasive Species Prevention
Chapter Law: 37 Effective Date: January 1, 2026

The measure authorizes the Department of Fish and Wildlife, the State Marine Board, or the Department of Agriculture to form agreements with tribal governments, local governments, or local service districts to allow those partners to assist in operating aquatic invasive species check stations, inspection of recreational or commercial watercraft, and decontamination of any watercraft found with aquatic invasive species. It requires agreements formed to specify functions and activities of the partner and include provisions for monitoring and performance review. The measure requires that check stations operated under these agreements must comply with current check station laws.

HB 2982 – Small Watercraft Fees and Aquatic Invasive Species
Chapter Law: 381 Effective Date: January 1, 2026

This bill increases certain fees administered by the Oregon State Marine Board (OSMB) related to boat registration, aquatic invasive species (AIS) prevention, and nonmotorized waterway access. It raises the AIS prevention permit fee for non-resident boats, increases the biennial registration fee for motorized boats, and adjusts the registration fee for boat liveries with five or more rental boats. It also increases the share of revenue from waterway access permits directed to the AIS Prevention Fund and modifies the fee structure to apply to more nonmotorized boats by removing the 10-foot minimum length requirement, while exempting boats under 10 feet used for whitewater recreation.

SB 91 – PFAS in Firefighting Foam Prohibition
Chapter Law: 86 Effective Date: January 1, 2026

Perfluoroalkyl and polyfluoroalkyl (PFAS) substances are a group of more than 4,000 chemicals that have been used in a variety of industrial processes and consumer products since the 1940s. PFAS substances are also referred to as "forever chemicals," as some of their components break down very slowly over time. According to the Environmental Protection Agency (EPA), scientific studies have shown that exposure to some PFAS substances in the environment may be linked to harmful health effects in humans and animals. This bill defines “PFAS firefighting foam” as a foam substance that contains intentionally added perfluoroalkyl or polyfluoroalkyl substances that is used to control or extinguish fire. The measure prohibits a fire department and

employee or volunteer of the fire department from using PFAS firefighting foam, except as required by the Federal Aviation Administration or other federal law.

ENVIRONMENT – Bills that Failed

HB 2981 – Aquatic Invasive Species Funding

This bill appropriated money out of the General Fund for the biennium beginning July 1, 2025, to the following entities, for specified amounts and specific uses:

- $175,000 – Oregon Department of Environmental Quality (DEQ) for the purpose of inspecting vessels and verifying compliance with Oregon Revised Statute to minimize the risk of introducing invasive mussels and other aquatic invasive species into Oregon's waters.
- $800,000 – Higher Education Coordinating Commission (HECC), for distribution to the Center for Lakes and Reservoirs at Portland State University to monitor for invasive mussels and other aquatic invasive species in Oregon's highest-risk waterbodies.
- $200,000 – Oregon Department of Fish and Wildlife (ODFW), for the purpose of contracting to update Oregon's waterbody vulnerability assessment for invasive mussels and other aquatic invasive species.
- Oregon Department of Agriculture, the amounts of:
    - $150,000 to facilitate interagency rapid response exercises to increase state preparedness to respond to detections of invasive mussels and other aquatic invasive species, and
    - $20,000 to lead an interagency group in the collaborative development of a framework for emergency declarations, and clarification of roles and responsibilities across agencies, related to the detection of invasive mussels and other aquatic invasive species.

The bill never moved out of the Joint Ways & Means Committee.

GENERAL GOVERNMENT – Bills that Passed

SB 74 – Navigability Determinations
Chapter Law: 164 Effective Date: January 1, 2026

Oregon was granted ownership of the waterways used for navigation, commerce, and fishing at

statehood. These waterways include the territorial sea, coastal bays and estuaries, and coastal rivers to the head of tide. The public trust doctrine provides a framework for navigability, defining state-owned waterways as “navigable,” including submerged and submersible lands. The public has a right to use an Oregon waterway that has been determined to be navigable for recreation, including navigation, fishing, and commerce. State ownership of rivers is typically restricted to the riverbed and riverbank to the line of ordinary high water; however, riverbanks and beds identified at statehood have shifted due to gradual or sudden natural geological processes. To declare a waterway navigable for title and Oregon ownership, the state is required to precisely map all gradual and sudden changes since the declaration of statehood. This bill modifies the process used by the Department of State Lands (DSL) to determine a waterway's navigability.

Specifically, the bill authorizes DSL to:

- Find, notwithstanding common law principles of accretion and avulsion, in draft report on a navigability determination, that the state's interest in waterway should extend to current submerged and submersible lands within the waterway.
- Negotiate property exchanges with affected landowners at any time after the study begins and before the State Land Board adopts the draft report.
- Declare that the waterway’s boundary will adjust with future changes due to accretion if the draft report finds that the state's interest includes submerged and submersible lands.
- Transfer mineral and geothermal resource rights for properties exchanged.

Directs DSL to:

- Determine the state's interest using common law principles of accretion and avulsion if DSL cannot reach an agreement with an affected property owner.
- Prioritize state ownership of the waterway without requiring an equal exchange of property values.

SB 179 – Recreational Immunity

Chapter Law: 220 Effective Date: January 1, 2026

ORS 105.672 to 105.696 is collectively referred to as the recreational immunity law. It provides immunity to landowners from claims of personal injury or property damage when the landowner has made the land available to the public for recreational purposes without a fee, and the claim arises from a person’s use of the land for the principal purpose of recreation. ORS 105.668 limits liability from ordinary negligence claims arising from the use of trails or structures on public easements or unimproved rights of way by foot, horse, bicycle or other

nonmotorized means, for cities or counties who opt into the law. Immunity under this law is not conditioned upon the reason a person is using the trail or structure.

In late 2023, some cities, counties, and other landowners closed their recreational trails and access trails after a decision on recreational immunity was issued in Fields v. City of Newport. In that case, the court held that it was for the fact finder to determine whether the principal purpose of walking was recreational when the plaintiff walked on an improved trail providing access to the beach. It found that recreational immunity does not apply to improved trails used to access other lands that the person intends to use for recreational purposes.

SB 1576 (2024) made temporary changes to the recreation immunity law, but with a sunset date of January 2, 2026. SB 179 made those temporary changes permanent. Specifically, the bill allows local governments, including special districts, to opt into ORS 105.668, limiting liability from ordinary negligence claims arising from the use of trails or structures on public easements or unimproved rights of way by foot, equine, bicycle or other nonmotorized means. It adds immunity to ORS 105.688 for improved paths, trails, roads and other rights of way that are used to access land for recreational purposes and limits immunity for an improvement, design, or maintenance that was completed in a manner constituting gross negligence or reckless, wanton or intentional misconduct, or for which the actor is strictly liable. The bill also adds running, walking, and bicycling to the non-exclusive list of outdoor activities in the definition of recreational purposes in ORS 105.672.

SB 793 – Easements on State Lands

Chapter Law: 620 Effective Date: July 31, 2025

The Department of State Lands (DSL) works on behalf of the State Land Board to manage land and mineral and energy rights statewide. Revenue from leases, easements, and other authorizations to use school lands goes to Oregon's Common School Fund. Oregon's territorial sea, a 3-mile strip of ocean under state jurisdiction, is managed by both state and federal agencies for public benefit. Oregon's Territorial Sea Plan (TSP) maintains that to avoid conflicts with other ocean uses and minimize environmental impacts, easements and infrastructure installations in the territorial sea require careful planning. Easements on State Land within the territorial sea must adhere to specific policies for routing and installing infrastructure in this area, which also aid federal agencies regulating infrastructure in adjacent federal waters.

This bill modifies and increases the existing authority for the Department of State Lands (DSL) to conduct rulemaking to establish one-time application fees, renewal fees, and compensation rates for easements to construct, maintain, and decommission water, gas, electric,

communication, or telecommunication service lines, fixtures, or other facilities on state lands located within the territorial sea. It also clarifies that application and renewal fees must be reasonably calculated to offset DSL's costs for granting and renewing such easements. SB 793 directs the Director of DSL to adopt rules establishing the fee structure no later than January 1, 2027. Finally, the bill requires DSL to continue to impose the $5,000 one-time application fee for easements within the territorial sea until new rules take effect.

LABOR – Bills that Passed

HB 2248 – Employer Assistance Division in BOLI
Chapter Law: 22 Effective Date: September 26, 2025

This bill establishes an Employer Assistance Division (EAD) within Bureau of Labor and Industries (BOLI). EAD provides education, training, and interpretive guidance, including advisory opinions, to employers to assist employers in complying with laws that are enforced by BOLI. Under the bill, discussion communications made in course of or in connection with discussion between employer and EAD are confidential. Discussion communications may be disclosed and admitted as evidence in subsequent adjudicatory proceeding conducted by BOLI when offered by employer who participated in discussion to show that employer acted in good faith and in reliance on communications. BOLI may not impose civil penalty on employer for any good faith action taken in reliance on discussion communications in which employer has participated.

The measure specifies an employer must provide evidence that proves discussion communications applied same law that was in effect at time that employer took good faith actions; and discussion communications involved same or substantially similar facts such that it was reasonable for employer to have relied on discussion communications in taking good faith actions. The EAD can issue and publish advisory opinions. Advisory opinions may be issued and published on BOLI's website at the request of any person or at EAD's own discretion.

HB 2248 permits BOLI to enter settlement with respect to any violation of provision of law over which BOLI has jurisdiction. The Commissioner may take steps to settle a matter through conference, mediation, conciliation, persuasion, or other alternative dispute resolution processes, to otherwise carry out duties of commissioner. Finally, the bill makes communications and settlement discussions held through BOLI's alternative dispute resolution processes confidential.

HB 2957 – New Unlawful Employment Practice – Employer Shortening Statute of Limitations
Chapter Law: 379 Effective Date: June 24, 2025

This bill prohibits an employer from entering into an agreement with a former, current, or prospective employee that has the effect of shortening a statute of limitations regarding a violation over which BOLI has enforcement authority. Violation of the prohibition under the bill is an unlawful employment practice. It requires BOLI to issue a notice to complainants that they may file a civil action when the BOLI Commissioner dismisses a complaint that alleges an unlawful practice if the complaint is dismissed within one year after the filing and the dismissal is for any reason other than the fact that a civil action has been filed by the complainant, or it is the one-year anniversary of the filing of the complaint.

When such a notice of rights to file a civil action is issued by BOLI, the complainant must file a civil action within the following deadlines:

- If the Commissioner of BOLI has conducted an investigation and made a finding of substantial evidence of a violation, or has not conducted an investigation within 90 days after the date of issuance of the notice of rights, if 90 days or less remain on the applicable statute of limitations, or before the limitations period expires, if more than 90 days remain on the applicable statute of limitations at the time of issuance; or
- If the Commissioner has conducted an investigation and made a finding of no substantial evidence of a violation: within one year after the date of issuance of the notice of rights, if more than one year remains on the applicable statute of limitations; before the limitation period expires, if at least 90 days, but not more than one year remain on the applicable statute of limitations; or within 90 days after the date of issuance, if less than 90 days remain on the applicable statute of limitations.

HB 3187 – Age Discrimination
Chapter Law: 125 Effective Date: September 26, 2025

The federal Age Discrimination in Employment Act of 1967 (ADEA) protects individuals who are 40 years of age or older from age-based discrimination in workplaces with 20 or more employees. Oregon law prohibits age discrimination in employment under the Oregon Employment Discrimination Law (ORS chapter 659A). It protects individuals who are 18 years of age or older from age-based discrimination in workplaces with at least one employee.

There are some exceptions to age discrimination laws, particularly for businesses that can demonstrate a valid reason for age-based decisions. For example, certain jobs may require age-

based restrictions due to safety or other specific requirements. This bill makes it an unlawful employment practice for an employer, a prospective employer, or an employment agency, prior to completing initial interview or making conditional offer of employment, to request or require disclosure of applicant's age or date of birth or when applicant attended or graduated from any educational institution. The measure permits the information to be requested if it is necessary to affirm that applicants meet bona fide occupational qualifications or to comply with any provision of federal, state or local law, rule or regulation.

SB 69 – Modifications to Family Medical Leave Act

Chapter Law: 85 Effective Date: September 26, 2025

The measure makes administrative and technical modifications within Paid Leave Oregon (PLO) and the Oregon Family Leave Act (OFLA). It specifies that the Bureau of Labor and Industries (BOLI) is responsible for administrative and regulatory oversight of specified job protection, retaliation, and discrimination provisions within PLO and may adopt any necessary rules. It tells the applicable statute of limitation period for filing a complaint with BOLI or filing a civil action alleging a violation of specified job protection, retaliation, and discrimination provisions within PLO if the claimant files an appeal within PLO for the period of time the appeal is pending. It defines "child" for purposes of protected leave taken from work to care for a child of the employee who is suffering from an illness, injury, or condition that requires home care or requires home care due to closure of the child's school or childcare provider because of a public health emergency within the OFLA.

The bill permits the Oregon Employment Department (OED) to disclose PLO benefit amount information of employees to the extent necessary for the employer to calculate full wage replacement during a period of leave taken under Paid Leave Oregon. It allows employers to require that employee receive certification from the employee's health care provider that the employee can resume work before restoring the employee to work after a period of medical leave within PLO if the certification is pursuant to a uniformly applied practice or policy of the employer. Finally, it permits use of statutory sick time for any qualifying purpose within PLO among other changes.

SB 906 – Paystub Information Disclosure

Chapter Law: 235 Effective Date: January 1, 2026

This bill requires an employer to provide all employees, at the time of hire, with a written explanation of earnings and deductions shown on the required itemized statements provided to employees on regular paydays and at other times there are payment of wages, salary, or

commission. The bill specifies what the written explanation must include and how an employer may provide this information to employees. This measure requires employers to review and update this information by January 1st of each year. It directs the Bureau of Labor and Industries (BOLI) to develop and make available to employers a model written guidance document that employers may use and customize to satisfy this requirement. SB 906 permits the BOLI Commissioner to assess a civil penalty not to exceed $500 against any person who violates this written explanation requirement.

SB 916 – Unemployment for Striking Workers

Chapter Law: 432 Effective Date: January 1, 2026

This was one of the most controversial bills of the session. It provides that an individual who is otherwise eligible for unemployment insurance (UI) benefits from the Oregon Employment Department (OED) is not disqualified for UI benefits or "waiting week" credit for any week that the individual is unemployed because of a lockout. It specifies that an individual is disqualified for UI benefits for the first week that OED finds that unemployment of the individual is due to a strike. The measure establishes a process to allow an otherwise eligible individual to not be disqualified for UI benefits or "waiting week" credit for any week following the first week that OED finds the individual is unemployed because of a strike. Under the bill a striking worker would be eligible for up to 10 weeks of unemployment insurance during a strike.

LAND USE – Bills that Passed

HB 2925 – Ocean Shore Permitting

Chapter Law: 494 Effective Date: January 1, 2026

In 1967, the Legislative Assembly passed House Bill 1601 which established public ownership of the land along the Oregon Coast from the water up to sixteen vertical feet above the low tide mark. The ocean shore is administered as a state recreation area by the Oregon Parks and Recreation Department (OPRD). As such, ocean shore alterations such as the construction, repair, or replacement of shoreline protective structures, beach access ways, dune grading and sand alterations, pipelines and cables beneath the ocean shore require a permit administered by OPRD. This bill revises the permitting process for ocean shore improvements regulated by the department. It establishes specific timelines for application review, notification, and hearings, and expands notice requirements to include nearby landowners, public bodies, and interested parties. The bill authorizes OPRD to issue emergency permits for erosion or natural hazard response and creates a framework for general authorization permits for low-impact, restorative, or conservation-focused projects with predictable effects. It also requires OPRD to

adopt rules to set permit fees, including fees for standard, emergency, and general authorization permits, based on administrative costs, project impact, and other factors. Fee revenue is deposited into a dedicated subaccount of the State Parks and Recreation Department Fund. Finally, the bill updates enforcement tools, appeal procedures, and penalties for violations.

SB 165 – Historically Filled Lands

Chapter Law: 219 Effective Date: May 28, 2025

Throughout much of Oregon's early history, fill was placed in publicly owned waterways to artificially create land. In 1963, the state enacted laws to ensure clear ownership of lands created with fill in the future. However, ownership of historically filled lands created in and along Oregon-owned waterways prior to 1963 remains unresolved. Unclear ownership causes a "cloud on title" that can result in frustration and delays when private landowners want to sell or refinance their properties. Senate Bill 912 (2013) established a streamlined process for resolving ownership of historically filled lands and set requirements for the state to claim ownership. The law established a deadline of December 31, 2025, for the state to make all ownership claims for historically filled lands. However, the state has yet to make all such ownership claims, in part because the claim process itself can cost more than the associated land value. This measure clarifies ownership for and in favor of most private landowners while retaining the state's process to assert public ownership over certain, higher-value lands for three additional years. One of the provisions of this measure includes an exception to ORS 274.950 to allow Department of State Lands and the State Land Board to assert title, or associated mineral and geothermal resource rights, to commercial, industrial, or marine industrial lands within city limits if the process is initiated on or before December 31, 2028.

LAND USE – Bills that Failed

HB 3062 – Restrictions on Industrial Development Within Industrially Zoned Areas

HB 3062 would have required local governments to map sensitive uses in their comprehensive plans for the permitting of industrial developments. The bill defined sensitive uses and required local governments to identify and map sensitive uses within the urban growth boundary. It required local governments to require an applicant to submit a public health impact analysis before an industrial site could be located within 1,000 feet of a sensitive area. It required local governments document conditions of approval and additional public hearing on the efficacy of the conditions of approval and public health impact analysis. Furthermore, it

would have required local governments to amend comprehensive plans and adopt land use regulations by January 1, 2027.

PORTS – Bills that Passed

SB 459 – Oregon Board of Maritime Pilots Residency

Chapter Law: 312 Effective Date: January 1, 2026

Oregon Board of Maritime Pilots (OBMP) mission is to promote public safety by ensuring qualified persons pilot vessels entering and leaving Oregon's ports, and the Board establishes programs for pilot trainee and apprentice selection and training, incident investigations, license administration, and ratemaking. ORS 776.105 establishes that the OBMP consists of nine members and that there must be a Columbia River Bar licensee, a Columbia River licensee, and a Coos Bay or Yaquina Bay licensee. Current statute requires that each of these specific OBMP members be an Oregon resident. This bill removes the residency requirement for pilots who serve on the OBMP.

SB 795 – Abandoned and Derelict Vessels

Chapter Law: 90 Effective Date: September 26, 2025

Senate Bill 795 makes several modifications to existing laws regarding the cleanup of abandoned or derelict vessels. Specifically, the bill modifies definition of terms related to abandoned and derelict vessels (ADVs). The bill revises the definition of "marine debris" to include unusable boats and allows an authorized agency to immediately remove and dispose of marine debris without notice. It also revises notice requirements for ADVs and specifies that an ADV owner can reclaim the vessel by proving ownership and paying the costs.

SB 795 authorizes vessel owners to request a hearing within the timeframe specified on their notice, which must be at least 10 business days after the notice was given; authorizes specified agencies (including ports) to seize an ADV and dispose of any personal property if the vessel's owner is absent and noncompliant; and authorizes Department of State Lands (DSL) to hold a person other than the owner liable if the agency has probable cause to believe that the non-owner knowingly, intentionally, or with criminal negligence abandoned or neglected a vessel.

The bill creates the offense of abandoning a vessel, punishable by a maximum fine of $2,000. Finally, it authorizes the DSL Director to oversee procurement of goods, services, and personnel services related to the removal of abandoned derelict vessels.

SB 5531 – Lottery Bonding Bill

Chapter Law: 633 Effective Date: August 7, 2025

This bill authorizes the issuance of lottery revenue bonds for specified projects. A total of $442.7 million of net lottery bond proceeds are authorized to be spent on 45 projects included in SB 5531. Projects of interest to ports include the following: the Hood River-White Salmon Bridge Authority – Bridge Replacement Project $45,000,000, Brownfields Redevelopment Fund $10,000,000, Port of Portland's Container Port Improvement Fund $20,000,000, Lower Columbia River Channel Improvements $15,000,000, Special Public Works Fund $20,000,000, Special Public Works Fund - Levees $10,000,000, Industrial Site Loan Fund $10,000,000.

PORTS – Bills that Failed

HB 2184 – Funding for the Hood River White Salmon Bridge

This bill would have directed the State Treasurer to issue general obligation bonds sufficient to produce net funds sufficient for the Hood River-White Salmon Bridge replacement project, for the biennia beginning July 1, 2025 ($75 million) and July 1, 2027 ($30 million). Although this bill did not pass, funding for this project was approved. Specifically, The Oregon Legislature authorized $45 million in project funding during the 2025-2027 biennium, $30 million in 2027-2029, and another $30 million in 2029-2031. In total, the state's investment stands at $125 million.

HB 3050 – Loan and Grant Program for Ports with Container Services

This bill was requested by Governor Kotek to improve the Port of Portland's Terminal 6 container services. Specifically, it would have created a new loan and grant fund at the Oregon Business Development Department (OBDD) for the purpose of capital improvements or dredging projects for Oregon Ports that have existing containers serve at the time the port applies for financial assistance. The bill was passed out of the policy committee and sent to the Joint Ways and Means Committee. The governor's requested funding for the Port of Portland was contained in SB 5531, the Lottery Bonding bill.

HB 3100 – State Unified Trade Strategy

Oregon Business Development Department (OBDD), the Port of Portland, the Oregon Tourism Commission, and the Oregon Department of Agriculture (ODA) all currently work on trade strategy for the state. As the state's economic development agency, OBDD works with businesses on export market development strategies, helping them sell goods overseas. They also work with international recruiters and in-country representatives to attract Foreign Direct Investment to the state. This bill would have appropriated $3.2 million to Oregon Business

Development Department (OBDD) to develop unified trade strategy in collaboration with other agencies and stakeholders.

HB 3580 – Eelgrass Taskforce

The measure would have established the 19-member Task Force on Eelgrass Resources (including one port representative), appointed by the Director of the Department of Land Conservation and Development. The task force is directed to assess the current and historical extent of eelgrass in Oregon's estuaries, develop statewide targets for eelgrass protection and restoration by 2040, and recommend policy, regulatory, and funding strategies to achieve those goals. Responsibilities include evaluating regulatory frameworks, coordinating agency actions, identifying restoration barriers, improving monitoring, and mapping, and engaging with communities, tribal governments, and other stakeholders. The bill stalled in the Joint Ways and Means Committee.

SB 2 – Funding for Salvage Chief

SB 2 would have appropriated $3 million from the General Fund to the Salvage Chief (LSM-380) Foundation for hull repairs; engine, fire pump, and emergency communications upgrades; US Coast Guard inspection and contingency; and returning to operation the vessel known as the Salvage Chief.

SB 361 – Funding For Local Dredging Projects

This bill, introduced at the request of the Oregon Public Ports Association would have provided funding to six coastal ports to assist them in their upcoming dredging projects. Specifically, the bill would have provided 50% of the anticipated funding needed to complete those dredging projects in the upcoming year. The six ports that would have received funding were: Brookings Harbor, Bandon, Coos Bay, Newport, Garibaldi and Astoria. The bill was moved to the Ways and Means Committee where it failed to proceed.

TRANSPORTATION – Bills that Failed

HB 2025 – Transportation Funding Package

This bill would have raised an estimated $14.6 billion over the next 10 years and dedicated it to state and local roads, bridges, mass transit, major projects left over from 2017 package, Great Streets Fund, Safe Routes to School Fund, wildlife collision fund, and passenger rail.
The revenue came from:

- A gas tax increase - currently $.40, going to $.50 in 2026 and then $.55 in 2028
- Automatic indexing of the gas tax based on CPI
- Increases in vehicle registration fees and title fees
- Tripling of the payroll tax paid by workers in OR to fund mass transit (from .1% to .3%)
- A "vehicle transfer tax" on car sales (2% on used cars over $10,000 and 1% on new cars)
- An increase in the existing "vehicle privilege tax" from 0.5% to 1.0% at the time of sale
- Enactment of a road user charge (RUC) program for electric and other high-mileage (such as hybrid) vehicles, including a separate RUC program for commercial vehicles
- Increases to other vehicle permits and fees
- Changes to the weight-mile rates paid for by freight and heavy-duty trucks
- Estimated revenue for the proposal would have generated $14.6 billion in next 10 years

HB 3402 – ODOT Only Funding Package

This measure was a last-minute attempt to avoid cuts at the Oregon Department of Transportation (ODOT) after it was clear that HB 2025 did not have the votes to pass. It would have increased fuel taxes and vehicle title and registration fees to help ODOT maintain its workforce and continue its core missions. The measure also included several accountability provisions, including more frequent performance audits and reinstating appointment of the ODOT Director with the Governor (with Senate approval).