



WASHINGTON COUNTY OREGON

August 25, 2025

Joint Committee on Transportation
Oregon State Legislature
900 Court Street NE
Salem, Oregon 97301

Dear Co-Chairs and Members of the Committee,

On behalf of the Washington County Land Use & Transportation Department, I am writing to express support for the transportation bill, Legislative Counsel Draft 2. We appreciate the Governor calling the Special Session to address this unprecedented transportation funding crisis. This legislation is critically needed to help keep our roads safe over the next biennium. We appreciate the commitment in LC 2 to continue to allocate funds from the State Highway Trust Fund the “Oregon Way”—50% to the state, 30% to counties, and 25% to cities. These resources are desperately needed in cities and counties across Oregon.

However, the need to invest in a comprehensive, safe and well-connected multimodal transportation network will remain unfinished after the passage of this bill. This stopgap package does not address the fundamentals needed to fully fund the whole system, address safety needs, and create a sustainable shift in how we fund transportation.

Washington County alone is responsible for maintaining a complex and aging 1,300-mile network of urban streets and rural roads, including 185 bridges, over 3,100 culverts, 278 traffic signals, nearly 6,300 streetlights, and other critical infrastructure. Stable, robust funding is critical to our county for routine transportation network maintenance and repairs, as well as for unexpected and expensive emergencies.

As an example, a recent Timber Road landslide in rural Washington County closed this critical road for more than two years and cost \$4 million to repair. Routine maintenance costs are also increasing. This includes ADA curb ramp replacements, which now require about half of our annual pavement maintenance budget as part of meeting an estimated \$400 million curb ramp need. Furthermore, cost for contracted pavement overlays (asphalt paving) have more than doubled in the last five years.

The funding that Washington County would receive from LC 2, an increase of approximately \$12.5 million per year, will be used for our ongoing operations and maintenance needs, including culvert replacements, ADA ramp replacements, paving projects and more. Our need is significant and growing. To maintain current infrastructure standards and prevent decline, Washington County’s estimated additional annual funding needs total more than \$30 million, including:

- \$10 million for additional ADA curb ramps and paving
- \$2-4 million for two additional culvert replacements
- Up to \$20 million for additional seismic upgrades and bridge replacements

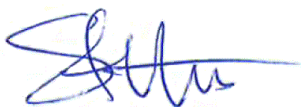
We support the bill implementing dates for the Road User Charge (RUC), which is a more sustainable approach to funding transportation in a landscape where electric and high-efficiency vehicles are becoming more common. A modernized, mileage-based fee system will help stabilize revenues while ensuring that all road users contribute fairly.

Finally, we are pleased that Statewide Transportation Improvement Fund (STIF) will be increased to support transit services, although more funding is needed to ensure that this lifeline service can be maintained for some of our most vulnerable community members—particularly for those who cannot drive, do not own a car, or live in areas without frequent transit service. These services provide essential access to jobs, medical appointments, grocery stores, community centers, and family—particularly for seniors, people with disabilities, and low-income riders. These are not just rides; they are vital links to independence, dignity, and well-being and more must be done to ensure that these vital links are maintained.

We look forward to the passage of LC 2 and further action from the legislature to develop a comprehensive transportation bill reflecting actual statewide needs. Now is the time to begin the work anew to address the growing needs of the communities we serve and to learn from the lessons of the failure of HB 2025.

Our statewide transportation system cannot afford to rest on half measures or partisan delays. We urge you to pass LC 2 to address the state's pressing transportation funding emergency, and then to continue developing a comprehensive transportation funding bill that ensures that no Oregonians are left behind.

Sincerely,



Stephen Roberts, AICP
Director, Land Use & Transportation