

August 25, 2025

Senate President Rob Wagner, Co-Chair
Speaker of the House Julie Fahey, Co-Chair
Joint Interim Committee On Transportation Funding
Oregon State Legislature

RE: Legislative Concept 2

Dear Co-Chairs Wagner and Fahey, Co-Vice Chairs Bonham and Drazan, and Members of the Committee,

On behalf of the City of Springfield, I am writing to express our support for the transportation package put forward in Legislative Concept 2. Springfield appreciates your leadership and urgency in advancing a near-term solution to prevent severe service reductions and layoffs at the Oregon Department of Transportation (ODOT), while also ensuring that critical resources continue to flow to local governments through the 50/30/20 distribution formula.

ODOT provides essential services that our residents rely on every day—maintaining safe highways, responding to emergencies, and keeping roads open during severe weather and wildfire season. Without a funding solution, ODOT faces hundreds of layoffs and the closure of maintenance facilities across the state. These closures would create slower response times and leave local governments like Springfield with gaps we simply cannot fill. Ensuring ODOT can sustain these core functions is critical for the safety and well-being of all Oregonians.

Just as important, this proposal maintains Oregon's longstanding 50/30/20 revenue-sharing formula, ensuring that counties and cities receive their share of State Highway Fund revenues. For Springfield, this means the ability to continue maintaining nearly 500 lane miles of streets, almost 100 traffic signals, and more than 5,000 streetlights that serve our 63,000 residents. Without this local funding, we cannot address deferred maintenance needs, improve safety, or meet the basic expectations of our community. Maintaining and even increasing resources to local governments through 50/30/20 is essential to our ability to serve residents.

We also appreciate that the accountability provisions from HB 2025 have been carried forward into this proposal, including stronger oversight of major projects, performance audits, and increased transparency in ODOT operations. These steps are critical for restoring public trust and ensuring every dollar is used effectively, and we would encourage even more robust accountability going forward.

While this proposal is necessarily a short-term solution, Springfield strongly believes that there needs to be a transparent and inclusive process to develop a long-term, comprehensive transportation package in 2027. Oregon's transportation system is part of the backbone of our economy, housing, and public safety—and it requires sustained investment and modernization.

Finally, it is important to note that we all share responsibility—the State, the agency, local governments, and stakeholders—to execute this near-term solution with discipline and transparency, and to work together on the broader package that must follow. We ask for your support of LC 2 in order to provide immediate stability to ODOT and local governments, protect essential services, and reaffirm the state's commitment to the 50/30/20 formula that is vital to communities like ours.

Thank you for your leadership and your partnership in addressing Oregon's urgent transportation needs.

Sincerely,



Sean VanGordon
Mayor, City of Springfield