

MMC

Metropolitan Mayors' Consortium

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Mayor Jairo Rios-Campos
City of Wood Village

August 25, 2025

RE: Transportation Special Session

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

The Metropolitan Mayors' Consortium (MMC) represents the mayors of twenty-four cities in the Portland Metro Area, collectively home to over 1.7 million Oregonians. The MMC writes to express support for the [special session proposal](#), announced by Governor Kotek on August 7th, to address Oregon's transportation funding needs. The MMC's support is based specifically on inclusion of the long-standing 50/30/20 State Highway Fund distribution formula, which remains essential to the viability of local infrastructure and services across our region. This formula reflects a decades-old partnership between the state, counties, and cities. Preserving it ensures that local governments have the resources they need to maintain the roads, bridges, and traffic systems that residents use every day.

While we support this near-term funding solution, it's critical that we do not lose sight of the need for a more robust future investment package. The special session proposal does not include funding for Safe Routes to School or Great Streets, nor make any additional contributions to the anchor projects identified in HB 2017. Our shared constituents rely on safe, well-maintained roads to reach work, school, health care, and other essential services. Additionally, Metro-area infrastructure supports freight movement, trade corridors, and powers our entire state's economy. Commercial electric vehicles are also notably absent from this package, and their role in Oregon's transportation system should be addressed alongside these other priorities in the Legislature's upcoming work.

Our collective cities are home to the lion's share of the state's population, workforce, and businesses. Our local governments are already being forced to scale back core services. Without reliable funding and a continued commitment to the 50/30/20 formula, we risk letting the backbone of our transportation system fall further behind. Sidewalks, signals, signage, and street maintenance may seem routine, but they are what make the system work for the people who use it every day. Ensuring that cities can address local needs as the state transitions toward a road user charge model is also crucial – not only clarifying that the 50/30/20 split applies to road user fees, but also that cities and counties have the legal authority to adopt their own road user charges if they find that warranted.

We understand the difficulty of securing new revenue and the tradeoffs involved in crafting a package. Without action, cities across the Metro area and

beyond will face continued service reductions and growing infrastructure backlogs. The MMC urges the Legislature to support the special session proposal and stands ready to partner on longer-term solutions that keep our shared system moving and our communities strong.

Sincerely,

The Metropolitan Mayors' Consortium