



August 31, 2025

Joint Special Session Committee on Transportation Funding

Dear Co-Chairs Senator Wagner and Representative Fahey,

I am writing to express opposition to HB 3992, as currently written, and to respectfully ask that you work to make this legislation a bipartisan effort.

It is disappointing that, after a year of statewide public meetings and thoughtful workgroup sessions last winter, of which I was a member of the HB 2017 workgroup, the failure to pass a bi-partisan bill during the regular 2025 session, you are now attempting to ram through a partisan transportation funding package that does not seriously address ODOT accountability measures or include any funding to finish projects that were identified in HB 2017. And you are doing so on this Labor Day weekend where this is limited opportunity for public engagement in this legislative process.

Transportation bills have traditionally had strong bipartisan support, and I believe this one should too. On behalf of my constituents, I urge you to work with all members of the Joint Interim Committee on Transportation Funding to find common ground and delay action on a transportation funding bill until the 2026 session. Roads aren't Democratic or Republican—they serve all Oregonians. This bill should reflect that shared interest.

The first listed issue priority in the Democratic *2025 Oregon Forward Agenda* states "Keeping more money in Oregonians' pockets and growing opportunity". Your proposed bill violates this issue priority by raising taxes rather than first focusing on streamlining and making ODOT more efficient.

Regarding the projects identified by name in HB 2017, I ask that you prioritize the Newberg-Dundee Bypass. It's the only major HB 2017 project without controversy, and it has nearly \$40 million in local matching funds from nearby rural cities and the Grand Ronde Tribe. It is a critical rural transportation project that must be finished.

I also suggest you explore alternative funding strategies, such as replacing DEQ's Climate Protection Program (CPP) with a Cap and Invest Program.

My hope is that this bill can be revised into a bipartisan package—one that includes full funding for the Newberg-Dundee Bypass and adds strong accountability measures for the Oregon Department of Transportation.

Sincerely,

A handwritten signature in black ink that reads "David A. Ford". The signature is fluid and cursive, with the first name "David" being the most prominent.

David Ford
Mayor
City of Dundee