



To: Joint Committee on Transportation Funding

From: BOMA Board of Directors

Date: August 29, 2025

Re: LC 2

Co-Chairs Wagner and Fahey, Co-Vice Chairs Bonham and Drazen and members of the committee,

The Building Owners and Managers Association (BOMA) of Oregon is a commercial real estate organization representing over 40 million square feet of commercial real estate in the state of Oregon. As fiduciaries and managers of commercial real estate, we are tasked with maintaining balanced budgets, often requiring us to prioritize maintenance over wish list items and adapt to fluctuating revenues.

While BOMA supports smart investment in transportation infrastructure and recognizes its importance to the economy, we have concerns about accountability measures. The 2025 Legislative Session started with a \$1 billion ODOT budgeting mistake, raising serious questions about accountability in the legislature and among Oregonians. Although LC 2 aims to improve accountability, it does not guarantee that Oregonians will see better results or completion of projects. ODOT still lacks a comprehensive plan to finish the projects promised in the 2017 Transportation Package, despite the revenue raised. This bill relies heavily on reports rather than measurable outcomes or real-time accountability.

Furthermore, now is not the time to double the payroll tax for transit. Studies show that ridership is declining. Oregonians are struggling with years of inflation, job losses, and poor economic forecasts. Doubling the payroll tax simply increases costs for Oregonians with little or no justification.

While Oregon undoubtedly needs statewide infrastructure improvements, BOMA strongly opposes LC 2, as it would impose additional financial burdens on our tenants (big and small) and property operations, further straining budgets already challenged by rising costs and a shrinking demand for commercial office space in Oregon.

BOMA asks you to consider amending LC 2 to loosen statutory restrictions on existing revenue so that it can be spent on maintenance instead of capital projects. While we can't afford to let our roads crumble – for both safety and commerce – we can delay special projects until we see some of that promised accountability at work.

Please also consider prioritizing paying down highway bonds. Debt service was \$358M in 2024 and is expected to grow to \$732M for 2025-2027. This is a problem that needs leadership solutions now, not a can kicked down the road, because we authorized a tax increase that Oregonians cannot afford without resolving one of the main causes of budget insolvency.

Thank you for the opportunity to provide testimony. BOMA again urges you to consider a more comprehensive and accountable approach.

Sincerely,

Jody Allen, Doug Bean & Associates

Matt Beilstein, Township Building Services

Tysen Bodewig, Kennedy Restoration

Melanie Cole-Smith, KGIP

Keren Eichen, Unico Properties

Sumandhi Fox, World Trade Center

Katrina Gaynor, CCG Property Management & BOMA Immediate Past President

Janet Graaff, The Standard

Marissa Hayes, Urban Renaissance Group

Tim Hering, Dunn Carney

Ross Kelley, Menashe Properties and BOMA Board of Directors, Vice President

Emily Mandic, American Assets Trust and BOMA Board of Directors, Secretary

Kara McClaskey, Cushman & Wakefield

Meerta Meyer, Jones Lang LaSalle Americas, Inc. and Board of Directors, BOMA Board of Directors, President

Michele Micciche, Schnitzer Properties

Nicole Onder, Melvin Mark Companies

Lauren Peng, CBRE

Michelle Schulz, GBD Architects

Bill Sparks, Millennium Building Services

Teri Wallace, Colliers International and Board of Directors, Treasurer