



Date: August 31, 2025

To: Joint Interim Committee on Transportation Funding

From: Adrienne Anderson, Government Relations Counsel, OSBA

Subject: Testimony on HB 3991

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Co-Chairs Wagner and Fahey, Members of the committee,

The Oregon School Boards Association represents all 197 school districts in the state, 19 Education Service Districts, and community colleges. Thank you for allowing me to submit testimony. OSBA is neutral on HB 3991A.

Transportation greatly impacts attendance at our public schools and our students' ability to get to and from schools safely. Many of our school districts are located in rural and mountainous areas, requiring year-round road maintenance and increased maintenance when there are weather events. It is vital that ODOT has staffing levels that are adequate to maintain roads so that our buses can transport students to and from school or their events safely and timely.

For over 20 years, Oregon has poured resources and support into Safe Routes to Schools, which includes education, construction, planning and equity work to promote livable, vibrant communities and ensure our students get to school safely regardless of their mode of transportation. Many of our public schools are on busy streets or on streets with no access to a sidewalk, making it dangerous for students to walk or bike to school. We would like to see the Safe Routes to Schools funding maintained so that ODOT and other agency partners can continue the important work started 20 years ago.

Additionally, it's important to highlight the benefit student transit services create for our students in grades 9-12. All transit districts are required by statute under ORS 184.758 to develop and implement a program for student transit services and, if practicable, spend at least one percent of the amount received on that program. This program helps to support student access to school and it is important that this program continues.

Lastly, we do not yet know how any change in funding or increase in taxes will affect our school district budgets. For example, districts report their fuel costs to the state for reimbursement, but they do not report the number of gallons purchased. We cannot

accurately predict how much the additional pre-gallon tax will cost districts. We hope to ensure that any increased costs on our school districts will be taken into account and funded in future budgets set by this legislature.