



June 12, 2025

Joint Committee on Transportation Reinvestment
900 Court Street, NE
Salem, OR 97301

Co-Chairs Gorsek and McClain and Members of the Committee:

Safe, reliable roads, bridges, sidewalks, signals, and transit are the connective tissue of our communities—linking families to schools, workers to jobs, customers to local businesses, and emergency responders to people in need. Despite the essential role this infrastructure plays in our daily lives, it has consistently been underfunded for decades, leaving most communities with mounting backlogs and growing safety concerns.

In Portland alone, we face more than \$6 billion in deferred transportation maintenance. At the same time, the Portland Bureau of Transportation (PBOT) has endured year-over-year budget cuts as the cost of goods and services have gone up but revenue from traditional sources like the gas tax and parking fees have declined. Even with a locally enacted gas tax, Portland cannot keep pace with the growing need. Without action, our local backlog will grow and our transportation system will continue to deteriorate—leading to more potholes, inaccessible sidewalks, unsafe crossings, restricted bridges, and increased costs imposed on future generations.

Without adoption of HB 2025, PBOT faces dozens of layoffs and the cancellation of many repairs and safety projects. And as our infrastructure decays, our safety risks will grow and our ability to meet local and statewide economic, equity, and climate goals will diminish.

For these reasons and more, we are grateful to see a clear focus on investing in operations and maintenance within the TRIP, including the preservation of the 50/30/20 percent split between the state, counties, and cities and indexing the gas tax to inflation to allow this important funding source to adapt to economic conditions over time. The TRIP also targets investments in important programming that will make it safer for kids to get to school, help build safe corridors, and bolster local transit. We also support the full implementation of road user charges based on vehicle miles traveled to provide the assurance that all drivers will help pay for their use of our shared transportation infrastructure.

HB 2025 is the right step forward to provide a reliable, statewide framework for funding core transportation needs while preparing for the future.

Thank you again for your thoughtful leadership on this proposal. We urge swift passage of HB 2025. Our communities—and our shared future—depend on it.

Sincerely,



Keith Wilson
Mayor



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Council President,
Councilor District 2



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