

# Testimony in Opposition to HB 2025

## City of Wilsonville Councilor Adam Cunningham

### Joint Committee on Transportation Reinvestment

June 27, 2025

Co-Chairs Pham and McLain, Co-Vice Chairs Bruce Starr and Shelly Boshart-Davis, and members of the Joint Committee on Transportation Reinvestment:

As a Wilsonville City Councilor, I submit this testimony in opposition to HB 2025, the Transportation Reinvestment Act of 2025. While I recognize the importance of maintaining our transportation infrastructure, I strongly oppose this bill due to its reliance on significant tax increases at a time when Oregonians are facing economic hardship and businesses are leaving the state.

### Concerns with HB 2025

#### 1. **Massive Tax Increases and Economic Burden**

HB 2025 proposes a range of new and increased revenue mechanisms, including fuel taxes, title fees, vehicle registration fees, commercial vehicle delivery fees, and indexing fuel taxes to inflation. These measures place an unacceptable financial burden on Oregonians, many of whom are already struggling with rising costs for housing, groceries, and utilities. Additional taxes on essentials like fuel and vehicle ownership disproportionately harm working families and small businesses, further straining household budgets.

#### 2. **Opposition to Payroll Tax Increases for Mass Transit**

The bill's potential to increase payroll taxes to fund the Statewide Transit Investment Fund (STIF) is particularly troubling. Oregon is seeing businesses seek states with lower taxes and fewer regulations. Increasing payroll taxes risks accelerating this trend, driving more businesses away and reducing job opportunities. While transit services like Wilsonville's South Metro Area Regional Transit (SMART) are valuable, the current STIF funding model is flawed. The misalignment of TriMet's service boundary, which taxes Wilsonville businesses without providing service, remains unresolved. Until these inequities are addressed, additional payroll taxes are unjustifiable.

#### 3. **Lack of Prioritization for Critical Infrastructure**

HB 2025 fails to address critical infrastructure needs, such as the seismic rebuild of the I-5 Boone Bridge. This bridge is a vital link in Oregon's transportation network, and its vulnerability to seismic events threatens connectivity between the Portland Metro area

and the rest of the state. The absence of funding or prioritization for this project in HB 2025 is a significant oversight that jeopardizes public safety.

#### 4. **Insufficient Accountability for Existing Tax Revenue**

The state already collects significant tax revenue, yet HB 2025 proposes additional taxes without addressing ODOT's history of mismanagement and lack of accountability, particularly for "mega projects" with shifting scopes and rising budgets. Rather than burdening Oregonians with new taxes, ODOT must improve its fiscal responsibility, streamline project management, and ensure existing funds are used efficiently.

## **Recommendations**

To address these concerns, I urge the committee to:

- **Reevaluate Revenue Mechanisms:** Replace broad tax increases with alternative funding sources, such as federal grants, and better allocation of existing tax dollars to reduce the burden on Oregonians.
- **Resolve STIF and TriMet Boundary Issues:** Incorporate provisions from HB 2795 to reform STIF fund allocation and address the TriMet boundary dispute, ensuring Wilsonville residents are not taxed for services they do not receive.
- **Prioritize Critical Infrastructure:** Designate the I-5 Boone Bridge as a priority project and allocate funding for its seismic redesign to ensure public safety and regional connectivity.
- **Avoid Over-Reliance on Mass Transit Funding:** Focus on maintaining existing infrastructure rather than expanding transit programs that require unsustainable tax increases.

## **Conclusion**

HB 2025 imposes an undue financial burden on Oregonians through its proposed tax increases, particularly at a time when businesses are leaving the state. The potential for higher payroll taxes to fund mass transit, without addressing inequities like the TriMet boundary issue, is unacceptable. As a Wilsonville City Councilor, I urge the Joint Committee on Transportation Reinvestment to reject HB 2025 in its current form, prioritize critical infrastructure like the I-5 Boone Bridge, and pursue funding solutions that do not exacerbate Oregon's economic challenges. Oregonians deserve a transportation system that is practical, equitable, and financially sustainable.

Thank you for your consideration.

Adam Cunningham  
City Councilor, City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, OR 97070  
971-917-4340  
[www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)