



American Planning Association  
**Oregon Chapter**

*Creating Great Communities for All*

To: Sen. Chris Gorsek, Co-Chair, Joint Committee On Transportation  
Rep. Susan McLain, Co-Chair, Joint Committee On Transportation  
Sen. Bruce Starr, Co-Vice Chair, Joint Committee On Transportation  
Rep. Shelly Boshart Davis, Co-Vice Chair, Joint Committee On Transportation  
Sen. Mark Meek, Joint Committee On Transportation  
Sen. Khanh Pham, Joint Committee On Transportation  
Sen. Suzanne Weber, Joint Committee On Transportation  
Rep. Paul Evans, Joint Committee On Transportation  
Rep. Mark Gamba, Joint Committee On Transportation  
Rep. Jeffrey Helfrich, Joint Committee On Transportation  
Rep. Kevin Mannix, Joint Committee On Transportation  
Rep. Nancy Nathanson, Joint Committee On Transportation

Date: June 11, 2025

**Re: House Bill (HB) 2025**

Dear Co-Chairs Gorsek and McLain, and members of the Joint Committee on Transportation Reinvestment:

I am writing in support of HB 2025, on behalf of the Oregon Chapter of the American Planning Association. OAPA support for HB 2025 stems from its policy priorities to “**Promote Safe and Equitable** Transportation Systems” and to “Confront Climate Change and its Impacts.”

**Who We Are**

The Oregon Chapter of the American Planning Association (OAPA) is a nonprofit professional membership organization of over 800 planners and those who work with planning in formulating and implementing development and conservation policies at the state and local level. OAPA works to create sustainable and vibrant Oregon communities through professional development, advocacy for sound

planning, providing resources to meet the challenges of growth and change, and embracing and promoting diversity, inclusion and equity.

## **Bill Priorities**

While there are many strong aspects in HB 2025, OAPA believes that there is still progress to be made in prioritizing investment in climate-forward modes and putting the safety of all Oregonians front and center, as well as pushing for even stronger measures for transportation funding this Legislative Session.

OAPA appreciates that HB 2025 includes a diverse set of funding mechanisms with a focus on preserving and maintaining our existing transportation systems, identifies investments in programs such as Great Streets and Safe Routes to School, and provides critical funding for public transportation, as well as bicycling and walking infrastructure.

However, funding for safety improvements in HB 2025 that **prioritize the safety of all**, while being mindful of vulnerable road users, must be prioritized. The number of Oregonians killed in transportation crashes increased 95% between 2013 and 2022. Additionally, thousands of residents are seriously injured every year. These impacts are unacceptable and more funding is needed to allow cities, counties and ODOT to implement proven safety projects and programs.

While supporting HB 2025's updated payroll tax rate increase, which ensures that increased revenue is available to meet new transit and public transportation needs, OAPA believes that additional funding is needed to meet the transit needs of Oregonians. For example, the population over 65 is forecast to increase by almost 60% over the next 25 years. Enhanced transit services will be needed to meet the transportation needs of this population. Additional investment in efforts such as electrification and off-street trails can also help us better integrate our housing investments with our climate goals.

## **Alignment with Climate and Land Use Goals**

The state's metropolitan areas are working to implement the Climate-Friendly and Equitable Communities rules. Cities throughout the state are also working to increase housing production and implement new housing rules and statutes. These efforts will result in increased housing density and a greater mix of land uses. If done correctly, these efforts will allow Oregonians to meet more of their transportation needs by walking, rolling and using transit. However, under current

conditions, many of our planners are working in communities with a history of substantial past disinvestment, a need for greater transit service, and a lack of complete streets. Although, HB 2025's updated payroll tax rate increase ensures that increased revenue is available to meet new transit and public transportation needs, accommodating the changes called for under CFEC will require more significant investments for accessible, reliable, and affordable public transit services and infrastructure that keeps people walking and biking safe from fast-moving motor vehicles.

When choosing projects to invest in, the Legislature should also direct ODOT and communities to prioritize projects that explicitly promote greenhouse gas emission reduction through integrated planning of housing, land use, and transportation planning, resource and habitat preservation, protection and enhancement, providing compact, mixed-use that supported by accessible infrastructure support walking, rolling and transit options particularly in underserved regions of the state.

HB 2025 can still do more to direct funding toward resilient, clean, and low-carbon modes, as well as climate-adaptive infrastructure, including green street design, culvert upgrades, and electrified transit. The bill contains concerning earmarks for major projects and special concessions like specifying lane widths: outcomes that may have merit on their own, but don't allow for a more comprehensive and values-led approach that can better provide for climate accountability and progress toward the state's broader housing and climate goals.

### **Support for Broad Revenue Sources with an Equity Lens**

There is a strong possibility that federal transportation funding could stagnate or even decline in the coming years. With these risks, it is even more critical that the Legislature establish independent and diversified sources to support our community-serving infrastructure. While you will hear from many people understandably concerned about the sticker-shock of the gas tax increase, without bold action now, Oregonians could face increasing transportation costs related to crumbling infrastructure and lack of diverse transportation options, as well as cascading financial impacts of unmet housing needs and the ability of people to get to jobs. These costs will disproportionately impact rural communities, people with disabilities, low-income residents, and communities of color.

We support efforts to ensure that funding streams are thoroughly evaluated, involving the underserved populations most affected by transportation decisions. Our focus is on transparent, community-led engagement and equitable

participation methods, adjusted as necessary to account for equity impacts and protect low-income travelers, while discouraging single-occupancy vehicular trips. This includes an equity impact analysis of all proposed revenue streams (including RUC) with clear mitigation strategies for low-income and rural travelers. It also includes action on the spending side: prioritizing projects that serve communities most impacted by climate change, including BIPOC, rural, and underserved populations.

Sincerely,

A handwritten signature in black ink that reads "Jonathan Harker". The signature is written in a cursive, flowing style.

**Jonathan Harker, AICP**

Chair, Legislative and Policy Affairs Committee

Oregon Chapter of the American Planning Association

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