



June 12, 2025

Joint Committee on Transportation Reinvestment
Oregon State Legislature
900 Court Street NE
Salem, Oregon 97301

Dear Co-Chairs and Members of the Committee,

The Washington County Board of Commissioners is writing today to express our strong support for House Bill 2025, the Oregon Transportation Reinvestment Package (TRIP). This legislation is a vital step toward meeting the modern infrastructure needs of our region and our state and ensuring a safe, reliable, and equitable transportation system for all Oregonians.

Washington County is home to more than 600,000 residents and nearly 300,000 jobs. Our community members rely on a safe and connected multimodal transportation network to get to jobs, schools, commercial centers and other daily needs.

Our economic vitality not only depends on commuter mobility but also on the efficient movement of freight throughout the region and state. Washington County is a major hub for advanced manufacturing, agriculture, and high-tech industries, all of which rely on dependable roads and highway access to move goods efficiently and safely. Dedicated investments in transportation infrastructure, such as proposed in HB 2025, are critical to supporting the Washington County job base and keeping Oregon competitive in a global market.

We appreciate that HB 2025 provides significant investments in transportation operations and maintenance, which are desperately needed in counties across Oregon. Washington County is responsible for maintaining a complex and aging 1,300-mile network of urban streets and rural roads, including 185 bridges and over 3,100 culverts. Stable, robust funding is critical to our county for routine transportation network maintenance and repairs, as well as for unexpected and expensive emergencies. As an example, the recent Timber Road landslide in rural Washington County closed the critical road for more than two years and cost \$4 million to repair. Routine maintenance costs are also increasing. This includes ADA curb ramp replacements, which now require about half of our annual pavement maintenance budget as part of meeting an estimated \$400 million curb ramp need. Furthermore, cost for contracted pavement overlays (asphalt paving) have more than doubled in the last five years.

Board of County Commissioners

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To prevent infrastructure decline, Washington County's estimated annual funding needs include:

- \$5-10 million per year for ADA curb ramps and paving
- \$2-4 million for two additional culvert replacements
- Up to \$20 million for seismic upgrades and bridge replacements

We support the bill's provisions for Great Streets, Safe Routes to Schools, and finishing previously committed projects, all of which will be beneficial to our region and state. We support the bill's approach of including a variety of revenue sources, including the Road User Charge (RUC), which is a more sustainable approach to funding transportation in a landscape where electric and high-efficiency vehicles are becoming more common. A modernized, mileage-based fee system will help stabilize revenues while ensuring that all road users contribute fairly. Washington County is prepared to work with the state in implementing this critical policy shift.

Finally, we applaud the proposed increase to the Statewide Transportation Improvement Fund (STIF). STIF-funded transit is a lifeline in Washington County—particularly for those who cannot drive, do not own a car, or live in areas without frequent transit service. Programs funded through the STIF provide essential mobility for our most vulnerable community members. These services provide essential access to jobs, medical appointments, grocery stores, community centers, and family—particularly for seniors, people with disabilities, and low-income riders. These are not just rides; they are vital links to independence, dignity, and well-being. Increased STIF funding means that we can maintain, and potentially expand these programs to reach more people, close service gaps, and truly invest in a transportation system that leaves no one behind.

House Bill 2025 is a bold and necessary investment in Oregon's transportation future. It recognizes the real and growing needs of local governments and the communities we serve and offers thoughtful solutions to meet them. We urge your strong support for the bill and thank you for your leadership.

Sincerely,

Kathryn Harrington,
Chair, on behalf of the Washington County Board of Commissioners

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