

June 12, 2025

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

Co-Chairs McLain and Gorsek, and members of the Joint Committee,

We, the undersigned members of the Milwaukie City Council, strongly support Oregon House Bill (HB) 2025 as introduced and appreciate the comprehensive effort to fund and reform our transportation system in a way that reflects the needs of communities across Oregon — especially those that are working to reduce car dependence, increase transit access, and promote safer streets for all users.

We are particularly grateful for the \$50 million dedicated to Safe Routes to School (SRTS), which will help ensure that students in our community can get to school safely by walking, biking, or taking transit. For many families in Milwaukie, especially those without access to a car, this investment is not just welcome — it is necessary.

In Milwaukie, we are committed to creating a transportation system that is climate-friendly, equitable, and safe. With statewide policies like middle housing legalization and the elimination of parking minimums, cities are being told we must transition to a climate friendly urban fabric. While aligned with our climate goals, these shifts aren't without their challenges. If we are to ask people to drive less, we must ensure reliable, accessible alternatives to car travel — especially public transit. This is why we must stress the importance of protecting the .3% employee payroll tax for transit. As TriMet has warned, without stable funding, they may be forced to cut upwards of 50 bus lines in our region. That would be devastating for working families, seniors, and students who rely on transit every day. Preserving and expanding transit access is essential not only for climate goals but for social and economic equity.

At the same time, we recognize that funding must come with accountability. Cities like Milwaukie hold our public works projects to high standards—we deliver on time and on budget, and we expect the same from our state partners. We are deeply concerned by the delays and cost overruns associated with the Oregon Department of Transportation's (ODOT's) major capital projects, including the Interstate-205 (I-205) and Rose Quarter projects. Those outcomes erode public trust and make it harder to build support for shared investment. We appreciate the

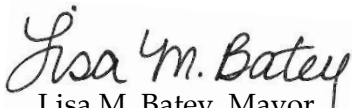


accountability measures included in HB 2025, including regular audits, stronger oversight by the Legislature, and changes to how ODOT's leadership is appointed and reviewed. These are important first steps toward ensuring that taxpayer dollars are spent efficiently and transparently.

Finally, we support the continued use of the 50/30/20 funding split between the state, counties, and cities. Local jurisdictions are responsible for a significant share of the transportation network, and this formula ensures that state investments reach the places where Oregonians live, work, and travel every day.

HB 2025 offers a responsible, forward-looking approach to Oregon's transportation future. It strengthens the system while beginning the work of reform. The undersigned members of the Milwaukie City Council urge you to support this legislation.

If we can provide any further information, please do not hesitate to contact us.


Lisa M. Batey, Mayor


Will Anderson, Council President


Adam Khosroabadi, Councilor


Robert Massey, Councilor