



Hood River County Board of Commissioners

Allison Williams, County Administrator

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June 12, 2025

Joint Committee on Transportation

Oregon State Legislature
900 Court St NE
Salem, OR 97301

RE: House Bill (HB) 2025

Dear Co-Chairs Gorsek and McLain, Co-Vice-Chairs Starr and Boshart-Davis and Members of the Joint Committee on Transportation:

I am writing to ask for your support for the 2025 Transportation Reinvestment Package (TRIP) and maintain the 50-30-20 split. I ask that if the bill gets amended that local governments are top-of-mind and any cuts to the proposal consider the impact on Counties. Any amendments that reduce the State Highway fund will negatively impact Hood River County.

Hood River County Public Works owns and maintains 210 road miles, 27 bridges, and over 3,500 culverts. This network consists of access to homes, businesses, local agriculture, farm-to-market, heavy tourism, federal lands, emergency access, and a mostly rural network. In Hood River County, other than passenger vehicle commutes, we have significant trucking to support our local community driving our economy. Those trucks share the road with a robust bike population using our roadways with few bike lanes and a robust Safe Routes to School program with minimal infrastructure. Our County roads are vital to our local economy, public safety, and quality of life.

Current funding levels for Hood River County are inadequate. Many of the items listed in the two-pager “if we don’t act” section, have already been cut in Hood River County due to inadequate funding. Persistent underfunding has led to:

- Ceasing paving throughout our system and relying on chip seal efforts to maintain roadways
- No funding opportunities for replacement or repair when roads fall into the “poor” rating
- Snowplowing and emergency operations that are only available for 12-hour shifts, often stopping before 4 p.m.
- Longer response times to manage incidents, emergencies, and regular maintenance such as potholes and vegetation management
- Inability to adequately manage our assets including regulatory signage, guardrails, and culverts

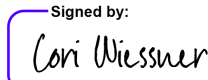
Declining fuel consumption and increasing costs require Hood River County to use over 20% of our reserve funding in the next fiscal year just to maintain less-than-basic services and roadway conditions. Hood River County has already been delivering less than the State’s “Back to Basics” model

of roadway delivery for years. This is unsustainable.

The increased funds proposed within HB 2025 will enable Hood River County to maintain its roadways, facilitate the adequate identification of assets to prepare an asset management program, and update outdated codes and standards. This will help Hood River County identify where guardrails and regulatory signs are not to current standards for replacement. In our current Safe Routes to School Planning project, Hood River County is not supportive of placing rumble strips or including any treatments above minimum standards that lead to long-term maintenance items.

I urge the Joint Committee on Transportation and Legislature to propose and pass a comprehensive transportation package this session that preserves the 30% share of the State Highway funds for counties, modernizes revenue sources, and stabilizes long-term funding. These investments will help ensure that every Oregonian – including those residing and recreating in Hood River County – has access to safe roads, reliable bridges and culverts, adequate signage, and well-maintained infrastructure for years to come.

Sincerely,

Signed by:

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Cori Wiessner

Hood River County, Public Works Director