



June 12, 2025

Co-Chair Susan McLain  
Co-Chair Chris Gorsek  
Joint Committee on Transportation Reinvestment  
Oregon State Legislature

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

My name is Sean VanGordon, and I serve as Mayor of Springfield, Oregon. The City of Springfield sincerely appreciates the Legislature's efforts to develop a comprehensive transportation funding package during the 2025 session. Investments proposed in HB 2025 are essential to modernizing and stabilizing Oregon's transportation system—and to ensuring cities like Springfield can meet the growing infrastructure needs of our community. However, we recognize that there is more work to be done on HB 2025 in a short amount of time and hope that this package can be bold, comprehensive, bipartisan and passed this session.

In Springfield, we maintain nearly 500 lane miles of streets, almost 100 traffic signals, and more than 5,000 streetlights for a population of just over 63,000 residents. Despite careful fiscal management, investment in preventive maintenance, and aggressive pursuit of grants, we are falling behind. Economic challenges, inflationary pressures and property tax limitations compound the issue. Our most recent street condition report identified over 15 miles of collector and arterial roads in poor condition, with another 19 miles rated only fair. Combined, these needs represent more than \$100 million in deferred investment—a figure that does not include critical neighborhood street resurfacing, stormwater upgrades, or traffic safety improvements.

These challenges are not abstract. They are real barriers to economic development, neighborhood access, and community safety. Without sustained structural investment, we cannot meet basic expectations for mobility and growth. Without investments like those proposed in HB 2025, we risk worsening the already precarious condition of Oregon's local roads. Statewide, an estimated 40% of city roads are rated as poor to very poor. Declining infrastructure conditions will only continue without meaningful reinvestment this session.

Oregon needs a modern, user-based transportation funding model. Components included in HB 2025—including fuel tax indexing and road usage charges for EVs and commercial delivery vehicles—are a step in that direction and align well with how Oregonians travel today.

Most importantly, the legislation ensures critical resources for maintenance and preservation, particularly for cities like Springfield. The 50-30-20 revenue-sharing formula is foundational to ensuring that local communities benefit from the transportation revenue created by this package. We are grateful

this formula remains central to the 2025 package and believe it must continue to guide future investments.

As we invest more public dollars into our transportation network, robust accountability must accompany that investment. We support HB 2025's provisions for regular performance audits and stronger legislative oversight of capital projects. These mechanisms are essential to ensure that cities like Springfield receive predictable, transparent service and support from the Oregon Department of Transportation. Strengthening oversight is not about assigning blame—it's about improving delivery and restoring public trust. HB 2025 includes several new ODOT reporting requirements and formal legislative oversight of agency operations—both measures cities like Springfield fully support.

While HB 2025 includes important investments through competitive programs like Great Streets and Safe Routes to School, we urge the Legislature to recognize the inherent disadvantages faced by midsize cities in securing these funds. Springfield, like many cities our size, does not have large grant-writing departments or internal policy shops. Competing with larger cities for grant funding puts us at a disadvantage, even when our needs are just as urgent. A balanced approach that includes more formula funding, simplified applications, and technical support would make these programs more equitable and effective.

Oregon urgently needs a bold, forward-looking solution to our growing transportation crisis. We need to create long-term infrastructure stability, ensure all users pay a fair share, and empower cities to deliver results. We appreciate that HB 2025 makes progress toward those goals. With enhanced ODOT accountability, equitable revenue sharing, and more inclusive grant structures, this could do even more to help meet the needs of all Oregonians.

The City of Springfield appreciates your leadership and your work to address the transportation crisis impacting communities across Oregon.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean VanGordon", with a stylized flourish at the end.

Sean VanGordon  
Mayor, City of Springfield