



1000 Friends of Oregon
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Dear Co-Chairs McLain and Gorsek, Vice Chairs Boshart-Davis and Starr, and members of the Joint Committee on Transportation Reinvestment,

Thank you for the opportunity to comment on the 2025 transportation package, and all of the work you have done to get us to this point. 1000 Friends of Oregon is thrilled to support many elements of this bill, as well as express support for forthcoming amendments.

The investments in Safe Routes to School and Great Streets will be historic for our state and start to take seriously the need for safer streets to reduce traffic violence. These investments will begin to modernize our transportation system and recognize that what were once rural highways are now main streets for many of our cities and towns, which have grown up around them and become disproportionately fatal for users compared to other streets. By investing in safety programs, we will increase the choices Oregonians have for how they move around and make progress on our climate and equity goals.

HB 2025 would also be a historic investment in public transportation to ensure that transit service cuts are avoided and people in every corner of the state who rely on transit continue to receive that service. Transit is a lifeline for the approximately 30 percent of Oregonians who can't or don't drive in urban, suburban and rural areas.

1000 Friends is also excited to see ongoing state funding for passenger rail operations included in this bill. Intercity transportation options are essential for connecting people to services and opportunities that may otherwise not be available where they live. We're also glad to see funding for wildlife crossings as a key part of investing in the safety and environmental consciousness of our transportation system.

We would also like to thank you for the thoughtful work that went into adjusting the finance mechanisms in this package between the April framework release and the introduction of HB 2025. Most transportation funding in our state is regressive, but this bill takes a step in the right direction to change that. By relying more on the new transfer tax (how most states generate significant transportation revenue), we don't have to rely as much on increases to the gas tax and registration fees, which hurt working families most. The carveouts for vehicles under \$10,000 and reduced tax rate for used vehicles are exactly the kinds of progressive financing steps we should be taking. Additionally, we applaud you for making the leap to introducing the long

overdue Road Usage Charge program rollout for electric and hybrid vehicles to support the transition off the gas tax.

Amendments

1000 Friends of Oregon supports the following amendments to HB 2025:

- A luxury vehicle tax to fund transportation electrification ($\frac{2}{3}$) and the Oregon Community Paths program ($\frac{1}{3}$) (Senator Gorsek).
- Removal of the freight route 12' lane width requirement.
- An accountability policy or study focused on analyzing vehicle miles traveled projections for new projects and mitigating increases.
- A study and report back to the legislature on how Oregon can fund free transit for young people 22 and under statewide.
- Making Kei trucks street legal in Oregon (Senator Broadman).
- Guardrails around ODOT's 50% allocation of State Highway Fund dollars to ensure they are prioritized for operations, maintenance, and preservation.

Thank you again for your work on HB 2025. 1000 Friends of Oregon looks forward to supporting this bill across the finish line this session.

Sincerely,



Cassie Wilson
Transportation Policy Manager
1000 Friends of Oregon