



June 13, 2025

HB 2025: Support for Amendments to invest in Oregon Community Paths and increase Snowmobile Registration Fee

Dear Chair Gorsek, Chair McLain, Vice-Chair Starr, and Vice-Chair Boshart Davis, and members of the committee,

We applaud your work on this transportation package and its critical investments in safe streets, wildlife crossings, rail, and transit. These are important, forward-looking investments that will benefit Oregon communities.

However, these worthy investments in the bill do not address one of the most critical gaps in our transportation system—safe, off-street connections for people walking and biking. That's why we are asking the legislature to dedicate new revenue in this package to Oregon Community Paths through the Multimodal Active Transportation Fund.

More than 80% of Oregonians report using local trails, and the demand for safe, off-street routes has been clear. In its first two cycles, ODOT's Oregon Community Paths program was oversubscribed by more than four to one. The need is urgent and statewide:

- Coastal communities cannot use Safe Routes to School dollars to build trails parallel to Highway 101 to help kids get safely to school—but they could with Oregon Community Paths.
- In Eastern Oregon, the communities of Elgin, Wallowa, Lostine, and Enterprise can't build a safer alternative to Hwy 82 with Great Streets dollars—but they could with Oregon Community Paths.
- And the Newberg-Dundee Bypass Trail to keep walkers and bikers off Hwy 18 in Yamhill County can't be funded with highway dollars—but it can with Oregon Community Paths.
- Southern Oregon communities can't use highway maintenance funds for restoring Bear Creek Greenway infrastructure post-fire, but they could with Oregon Community Paths.

Despite all of the new revenue identified in this transportation package, currently, zero new dollars are dedicated to filling these dangerous gaps in our communities' off-street networks.

Yes, we love trails because they connect us with nature, recreation, and fun—but at their foundation, they complete the transportation system by providing safe connections to the places we need to go, without forcing people walking or biking to compete with fast-moving cars and trucks.

That's why we're urging your support for a forthcoming amendment submitted to Legislative Counsel to dedicate funding from a luxury vehicle tax to vehicle electrification and Oregon Community Paths.



We also support the Oregon State Snowmobile Association's request for a snowmobile registration fee increase to \$30.

The Oregon State Snowmobile Association grooms snow trails for snowmobilers, cross country skiers, snow shoers, dog sledders and many other winter recreationalists.

Without raising the registration fees, OSSA will lose funding and will be forced to reduce trail grooming.

OSSA grooming is provided by 100% volunteer efforts. Any loss of funding would be extremely devastating to winter recreationalists. Snowmobilers are valued members of our statewide coalition of walkers, bikers, runners, paddlers, equestrians, adaptive equipment users, skiers, snowmobilers, and motorized trail enthusiasts

Thank you for your leadership,

Stephanie Noll,
Director, Oregon Trails Coalition