



June 14, 2025

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

To: Co-Chairs Rep. Susan McLain and Sen. Chris Gorsek, Vice-Co-Chairs Boshart-Davis and Starr, and Members of the Joint Transportation Committee

Cc: Senate President Rob Wagner, House Speaker Julie Fahey

Re: **Please SUPPORT HB 2025 - Statewide Transportation Funding Package**

Dear Co-Chairs McLain and Gorsek and Members of the Joint Committee on Transportation Reinvestment:

Thank you for the opportunity to submit written testimony on HB 2025. The Street Trust is a membership advocacy organization representing street users regardless of mode. We work to break political gridlock and win policy and investments that save lives, reduce barriers, and expand mobility and opportunities to the people and neighborhoods our current system neglects, especially those who can't or don't drive and who walk, bike, roll, and ride transit to meet their daily needs.

We respectfully submit this letter for the record as part of Oregon's historic transportation package deliberations and urge your support for HB 2025.

Before we explain why we support HB 2025, we must take a moment to appreciate the **time, energy, and care that lawmakers, agency staff, organizations, and community members have brought to the process of shaping this legislation over the past two years**. The Street Trust has been honored to participate throughout this journey, offering our time, expertise, and unique perspective on how to ensure the package reflects broadly shared goals around safety, equity, accessibility, and climate action.

The current moment is the culmination of a multi-year statewide conversation. In April 2023, as part of the Oregon Active Transportation Summit, The Street Trust hosted a [roundtable discussion on the future of transportation funding](#), including

congestion pricing, various fees, and road user charge (VMT tax) implementation. Later that summer, multiple informal conversations began to take shape among a variety of stakeholders and partners committed to advancing a transportation system that better serves low-income and non-driving Oregonians, reduces greenhouse gas emissions, and prevents traffic deaths and injuries on our systems. Policy and finance experts convened to explore possible funding mechanisms and allocation prioritization. This research and feasibility phase lasted through the end of that year, producing concepts ranging from indexed gas taxes and congestion pricing to delivery fees and vehicle fees dedicated to safety programs.

At the [2024 Oregon Active Transportation Summit, Move Oregon Forward](#), The Street Trust was proud to welcome Minnesota State Representative Larry Kraft, an architect of Minnesota's groundbreaking 2023 transportation package, for a keynote conversation with Oregon State Representative Susan McLain. Their dialogue focused on practical, politically viable strategies to fund walking, biking, and transit at the state level. Their exchange inspired hope and urgency among summit participants and helped galvanize the active transportation community's energy behind robust safety and multimodal investments in HB 2025.

In the months following, The Street Trust remained deeply engaged in organizing and collaborating across diverse stakeholders to improve the future of Oregon's transportation system. Throughout the summer and fall of 2024, we worked alongside lawmakers and our community partners in the [Move Oregon Forward](#) campaign to ensure that the voices of low-income Oregonians, non-drivers, and transit riders were heard during the **Joint Transportation Committee's Statewide Listening Tour**, and we participated in **Leadership Roundtables** in Portland and Hillsboro. From October 2024 through the start of the 2025 session, The Street Trust staffed participation in three **Legislative Workgroups —Maintenance & Operations, Public & Active Transportation, and Finishing Priority Commitments—** alongside dozens of experts and advocates contributing time, policy analysis, public testimony, and community-grounded insights.

For two years, through deep collaboration with transit providers, local governments, business leaders, advocacy groups, and the Joint Transportation Committee, alongside Oregonians from all walks of life, we engaged in thoughtful research, inclusive conversation, and careful deliberation that led to something remarkable. **By the time the 2025 session opened, a rare and powerful consensus had emerged: the time had come to put safety first and invest in a multimodal transportation system that works for everyone. Truck drivers and transit riders, people who walk and people who bike or roll, rural and urban communities, agency management and transportation workers, cities and counties, youth and elders, Democrats and Republicans, all came together with a shared sense of purpose.** Across differences and despite challenges,

we all rolled up our sleeves and contributed thousands of hours to ensure a viable transportation package in 2025.

Regardless of the table or setting, **The Street Trust has consistently called for a systematic gas tax transition plan aimed at moving Oregon off the pump, combined with a statewide investment strategy to transform the deadliest, most derelict roadways running through our communities into safe, vibrant Main Streets.** Along the way, we have also supported indexing the gas tax to inflation, transitioning vehicle classes onto a road usage charge, establishing dedicated vehicle fees for safety programs, preserving the 50/30/20 funding split with counties and cities, and securing statutory fixes to enable multimodal investments outside the State Highway Trust Fund.

We are proud to say that HB 2025 reflects many of our recommendations and aspirations. **HB 2025 is more than a funding bill. It is a statement of values. And it will save lives.**

The Street Trust works hard to surface the experiences and needs of people historically underserved by Oregon's transportation investments, people who can't or don't drive and depend on safe streets and great transit to meet their daily needs. For this reason, **we are especially grateful for HB 2025's focus on upgrading dangerous streets and ensuring that families can get their children to school safely without needing to drive.**

Specifically, we commend the lawmakers for including dedicated, protected funding to these safety programs:

- **\$50 million per biennium for Safe Routes to School**
- **\$250 million per biennium for Great Streets, and**
- **Establishing a Great Streets Fund and Oversight Committee** to ensure these dollars remain targeted toward safety, equity, and climate outcomes.

These investments send a strong signal that Oregon values the health, prosperity, and liberty of Oregonians present and future.

Additionally, core to The Street Trust's mission is the principle that **walking, biking, rolling, and transit access must be seamless and comfortable in a well-functioning transportation system. For this reason, we strongly support HB 2025's increase to the STIF payroll tax to 0.3% by 2030.** While we hope future budget forecasts allow for additional growth of transit funding, this initial increase will help stabilize core transit functions and prevent harmful service cuts. We also believe it lays the groundwork for future investments in **statewide Youth Pass programs and transportation wallets** for low-income and working families.

At the same time, **we regret that funding for trails, e-bike access programs, and micromobility education did not make it into HB 2025.** We believe these are critical components of a safe, accessible system and urge the legislature to consider future solutions, including identifying a revenue stream to fund **\$50 million biennial investment in Oregon Community Paths**, and also **dedicated funding for e-bike access for low-income Oregonians, alongside micromobility safety education for users of all modes**, which we can implement in the near future.

Finally, we want to acknowledge and appreciate the progress made on **ODOT oversight and accountability in HB 2025.** The reforms included mark a meaningful step forward. We believe additional safeguards are necessary to fully rebuild public trust and ensure Oregon's transportation investments deliver results. We have submitted in partnership with the Move Oregon Forward campaign a supplemental memo titled **"Delivering on HB 2025: A Shared Accountability Framework for Oregon's Transportation Future,"** outlining our proposed enhancements to performance measurement, project scoring, and shared governance to ensure public trust and good stewardship of tax-dollars generated by HB 2025 (*p. 5, below*).

Looking ahead, we remain committed to supporting HB 2025 implementation. Our vision is a transportation system where no one dies or is seriously injured trying to get where they need to go, where every Oregonian has affordable, low-carbon options, and where public dollars are spent with transparency and measurable return.

The work ahead will require continued collaboration and public stewardship. Thank you for all you have done to advance HB 2025, and for including critical investments that will make our streets safer, our communities stronger, and our climate goals more achievable.

With respect and gratitude,

A handwritten signature in black ink, appearing to read "Sarah", with a long horizontal flourish extending to the right.

Sarah Iannarone
Executive Director, The Street Trust



Delivering on HB 2025: A Shared Accountability Framework for Oregon's Transportation Future

Background

In 2024, a [Strategic Review of ODOT](#) was conducted to assess the agency's alignment and effectiveness across key functions. The review aimed to identify actions that would help ODOT become a high-performing transportation agency with credible stewardship of public funds and infrastructure.

Yet despite this effort, serious accountability issues remain. Miscalculations, misalignments, and mismanagement at ODOT continue to erode public trust and raise concerns about the agency's ability to responsibly oversee the additional \$1.9 billion in revenue from increased taxes and fees Oregonians are being asked to pay. The Move Oregon Forward campaign urges that the following tools be written into statute to help restore trust, uphold Oregon's fiduciary duty to manage public resources responsibly, and ensure Oregon delivers on its promise of a safe, low-carbon, multimodal transportation system for all.

Our proposed framework aligns with the recommendations in the strategic management review, which include:

- Refined and expanded tools, structures, and systems to improve outcomes;
- Greater strategic alignment, collaboration, and shared ownership of transportation decisions and outcomes; and
- Strengthening ODOT's culture of performance management and accountability.

Proposed Framework

To improve trust, transparency, and fiscal responsibility, Oregon must adopt an enhanced performance-based, outcomes-oriented framework for how transportation projects are selected, evaluated, and delivered. We propose codifying an enhanced

framework into the transportation package to align spending with results and ensure public oversight.

1. Prioritization & Planning

- Projects must undergo rigorous pre-STIP (Statewide Transportation Improvement Program) evaluation.
- ODOT should apply transparent and objective screening criteria to ensure projects support statewide and regional goals, including eliminating traffic deaths and serious injuries, reducing climate pollution, and increasing equity, *before* they are added to the STIP. This mirrors best practices from states like [Virginia \(Smart Scale\)](#), [Kentucky \(SHIFT\)](#), [Colorado \(GHG Pollution Reductions Planning Standard, SB 21-260, 2021\)](#), and [Minnesota \(GHG Planning Requirements, HF 2887, 2023\)](#), where projects are competitively scored based on clearly delineated priorities, clearly defined metrics, and public goals. Project scoring and prioritization should be transparent and standardized. Scores should be vetted before inclusion in any funding plan.
- Compliance with relevant state and regional rules and plans should be assessed in this phase, such as Oregon Transportation Plan (OTP), Climate Friendly & Equitable Communities (CFEC), Regional Transportation Plans.

2. Performance Management & Public Reporting

- All projects in the STIP must demonstrate expected outcomes across standardized measures, such as lives saved, emissions reduced, congestion relieved, or cost efficiency (Note: ODOT's MOSAIC corridor planning tool enables such evaluations.) Projects that fail to perform should not advance.
- ODOT must conduct mandatory quarterly public reporting of transportation performance metrics via a public dashboard modeled on, for example, [Missouri's "Tangible Results,"](#) [Virginia "Smart Scale" Dashboard](#) or Minnesota's [annual performance reports](#). These reports must include outcome-based metrics tied to state goals and may require audits, evaluations, or investigations through an independent body or Inspector General model (e.g., California's SB1 OIG office via [SB1, 2017](#)). This streamlines reporting for ODOT staff by eliminating duplicative for ODOT staff completing separate reports for OTC, lawmakers, and the public, while ensuring consistent, timely public access to project delivery and outcomes evaluated independently from in-department sponsors and project teams.

3. Partnerships/Shared Governance

- We need to reform the state-regional dynamic, such as exemplified in [Utah's Unified Transportation Plan](#) model (which coordinates long-term transportation

investments among the state's Metropolitan Planning Organizations (MPOs), transit agencies, and UDOT). Following a similar model, Oregon's long-range state planning should align with and build upon the MPOs and regional plans, not override them. ODOT should be required to convene with MPOs and transit authorities to co-develop timeframes, modeling assumptions, shared goals, and investment strategies.

- The composition of key governing bodies - like the Oregon Transportation Commission and proposed Continuous Improvement Advisory Committee - should be revised to reflect the diversity of stakeholders engaged in the above processes, and Oregon Transportation Commission funding and FTE updated to reflect the enhanced scope of their financial/administrative responsibilities.

Prepared, June 2025 by:

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