



June 14, 2025

Joint Committee on Transportation Reinvestment

RE: Support for HB 2025 – Oregon Transportation Reinvestment Package

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

Thank you for your leadership, time, and the extensive work that went into creating a comprehensive transportation funding package. Lake Oswego, along with many Clackamas County cities, advocated for pausing tolling to enable a more in-depth analysis and foster greater coordination. This was essential for effectively addressing the critical transportation infrastructure demands of our rapidly growing community, region, and state. We recognize the broad spectrum of stakeholders involved—from legislators and local jurisdictions to residents, business owners, freight representatives, and transit providers—each with unique priorities directly impacted by these decisions. We truly appreciate your efforts in navigating this complex endeavor.

Overall, we support the concepts and proposals in HB 2025, as well as have a few points of feedback:

- **Support 50/30/20:** We support the continued use for shared revenues. Our city funding goes to continue to maintain our streets and traffic signals and invest in critical underfunded transportation needs such as ADA ramps, sidewalk and pathway connections, pavement preservation, and projects that are crucial for the completed transportation system.
- **Support ODOT Oversight & Accountability:** We support and appreciate the accountability measures included in HB 2025, including regular audits, stronger oversight by the Legislature, and changes to how ODOT's leadership is appointed and reviewed. These are important first steps toward rebuilding public and partnership trust.
- **Modify Electric Vehicles Incentives:** We are concerned that the funding package lacks support for transportation electrification, and specifically that the increased costs for electric vehicles will undermine progress on Oregon's climate goals. We agree that electric vehicles should pay their fair share, but applying the Road Usage Fee only to EVs and the most efficient vehicles reduces the cost advantages for Oregonians to drive climate-friendly vehicles. A more sustainable solution would make the Road Usage Fee mandatory for all vehicles, which together with the gas tax would incentivize the use of lighter-weight and less polluting vehicles. With federal incentives for electric vehicles and EV charging infrastructure going away, Oregon should also continue to invest in incentive programs that make EVs affordable for all and keep the overall cost of owning and operating an electric vehicle less expensive than a gas vehicle.

The City appreciates your work to balance priorities and values of all the stakeholders. We strongly support the efforts of a transportation package to meet the needs Oregon today and in the future. Thank you for the opportunity to provide feedback and your consideration.

Respect. Excellence. Trust. Service.