



June 13, 2025

HB 2025 – Joint Committee on Transportation Reinvestment

Dear Co-Chairs Senator Gorsek and Representative McLain,

I am writing to express my opposition to HB 2025 as currently written and to respectfully ask that you work to make this legislation a bipartisan effort.

It is disappointing that, after a year of statewide public meetings and thoughtful workgroup sessions last winter, of which I was a member of the HB 2017 workgroup, the resulting proposal is a partisan transportation package. Transportation bills have traditionally had strong bipartisan support, and I believe this one should too.

On behalf of my constituents, I urge you to work with all members of the Joint Committee on Transportation Reinvestment to find common ground. Roads aren't Democratic or Republican—they serve all Oregonians. This bill should reflect that shared interest.

Regarding the projects identified by name in HB 2017, I ask that all of them be fully funded—not just the I-5 and I-205 projects in Portland. In particular, I strongly encourage you to prioritize the Newberg-Dundee Bypass. It's the only major HB 2017 project without controversy, and it has nearly \$40 million in local matching funds from nearby rural cities and the Grand Ronde Tribe. It is a critical rural transportation project that must be finished.

I also suggest you explore alternative funding strategies, such as replacing DEQ's Climate Protection Program (CPP) with a Cap and Invest Program.

My hope is that this bill can be revised into a bipartisan package—one that includes full funding for the Newberg-Dundee Bypass and adds strong accountability measures for the Oregon Department of Transportation.

Sincerely,

A handwritten signature in black ink that reads "David A. Ford". The signature is fluid and cursive, with the first name "David" and last name "Ford" clearly legible.

David Ford
Mayor
City of Dundee