

June 26, 2025

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

RE: Continued recognition of the need to invest in Oregon transportation system and pass House Bill (HB) 2025

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

I encourage you to move the latest -28 amendment forward to the legislature for adoption. The bill is not perfect. In fact, the last two weeks of your session have struck me as very similar to what I watched, as a relatively new city councilor, in 2017, when a robust transportation package was whittled down. Everyone at the time knew it was a stopgap measure, and yet here we are, eight years later, doing the same thing.

But this bill will help address our aging transportation infrastructure, both at the state level and through the 50/30/20 split with counties and cities. I applaud you for also ensuring some measures to improve oversight and accountability at the Oregon Department of Transportation (ODOT). I encourage you to pass HB 2025.

Here in Milwaukie, the additional revenue from the State Highway Fund is crucial:

- Our five-year capital improvement plan includes more than \$14 million of needed investments in our transportation system that we will need state funding to deliver. This includes street paving and repair projects, general maintenance, critical signal and intersection improvements, and long overdue safety projects, and several nearby schools or in growing neighborhoods.
- We're also in the middle of our Transportation System Plan (TSP) update, which will identify even more system improvements that are needed to ensure people can walk, bike, and drive safely and effectively across our city.
- As we build out needed housing, maintaining state funding for cities is imperative so we don't let our aging road infrastructure further degrade.
- The funding would also enhance our ability to respond to residents' desires for pedestrian safety projects and enhanced speed reduction efforts to create safer neighborhoods.

We have several challenging intersections that need attention over the next few years, and which have price tags beyond what our small city will ever be able to afford. But having increased state funding can be an important matching piece for federal or other funding sources. One example is the intersection of Harrison Street and SE 32nd Avenue. Harrison is a major arterial connecting



CITY OF MILWAUKIE

to Highway 224, just a few blocks—and one railroad crossing – away from this intersection. This is already a failing intersection, but a critical one that lies between our Public Safety Building (police and fire) and Providence Milwaukie Hospital. The demands on the intersection have risen in the past decade with more infill housing, and Clackamas County's largest affordable housing campus, Hillside, will be adding 500 new housing units which will further strain the intersection. The funding made available under HB 2025 will better position Milwaukie to be able to capitalize on funding opportunities in future years.

The voices of opposition are loud, but the picture for transportation safety of Oregon communities is dire without the investment made in HB 2025. Please report it out of committee with a "do pass" recommendation.

Please do not hesitate to contact me at bateyl@milwaukieoregon.gov if I can provide any further information.

Sincerely,


Lisa M. Batey
Mayor

Enclosed: Letter in Support of Transportation Package (June 12, 2025)

June 12, 2025

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

Co-Chairs McLain and Gorsek, and members of the Joint Committee,

We, the undersigned members of the Milwaukie City Council, strongly support Oregon House Bill (HB) 2025 as introduced and appreciate the comprehensive effort to fund and reform our transportation system in a way that reflects the needs of communities across Oregon — especially those that are working to reduce car dependence, increase transit access, and promote safer streets for all users.

We are particularly grateful for the \$50 million dedicated to Safe Routes to School (SRTS), which will help ensure that students in our community can get to school safely by walking, biking, or taking transit. For many families in Milwaukie, especially those without access to a car, this investment is not just welcome — it is necessary.

In Milwaukie, we are committed to creating a transportation system that is climate-friendly, equitable, and safe. With statewide policies like middle housing legalization and the elimination of parking minimums, cities are being told we must transition to a climate friendly urban fabric. While aligned with our climate goals, these shifts aren't without their challenges. If we are to ask people to drive less, we must ensure reliable, accessible alternatives to car travel — especially public transit. This is why we must stress the importance of protecting the .3% employee payroll tax for transit. As TriMet has warned, without stable funding, they may be forced to cut upwards of 50 bus lines in our region. That would be devastating for working families, seniors, and students who rely on transit every day. Preserving and expanding transit access is essential not only for climate goals but for social and economic equity.

At the same time, we recognize that funding must come with accountability. Cities like Milwaukie hold our public works projects to high standards—we deliver on time and on budget, and we expect the same from our state partners. We are deeply concerned by the delays and cost overruns associated with the Oregon Department of Transportation's (ODOT's) major capital projects, including the Interstate-205 (I-205) and Rose Quarter projects. Those outcomes erode public trust and make it harder to build support for shared investment. We appreciate the

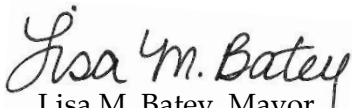


accountability measures included in HB 2025, including regular audits, stronger oversight by the Legislature, and changes to how ODOT's leadership is appointed and reviewed. These are important first steps toward ensuring that taxpayer dollars are spent efficiently and transparently.

Finally, we support the continued use of the 50/30/20 funding split between the state, counties, and cities. Local jurisdictions are responsible for a significant share of the transportation network, and this formula ensures that state investments reach the places where Oregonians live, work, and travel every day.

HB 2025 offers a responsible, forward-looking approach to Oregon's transportation future. It strengthens the system while beginning the work of reform. The undersigned members of the Milwaukie City Council urge you to support this legislation.

If we can provide any further information, please do not hesitate to contact us.


Lisa M. Batey, Mayor


Will Anderson, Council President


Adam Khosroabadi, Councilor


Robert Massey, Councilor