



**Opposition to HB 3402 (-3 Amendment) and Support for HB 2025 (-28 Amendment)**  
June 27, 2025

**To:** Chair and Members of the House Rules Committee

**Cc:** Legislative Leadership, House and Senate Transportation Committees

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Dear Chair and Committee Members,

On behalf of PLACE Initiative, we write in strong opposition to HB 3402 as amended (-3), and urge you to instead support the passage of HB 2025 with the -28 amendment.

Let us be unequivocal: HB 3402 is a betrayal of Oregon's communities, our environment, and the very future of our transportation system. It is a desperate bailout for a single agency, ODOT, at the expense of the functional, human-centered transportation network that Oregonians have consistently demanded and deserve. It is also a dangerous reversion to car-centric policymaking in the face of a climate emergency, a statewide mobility crisis, and decades of environmental justice organizing.

HB 3402 is a road to nowhere. It provides zero dollars for transit, zero dollars for safety, zero dollars for cities and counties, zero dollars for climate mitigation, and zero investment in the future. Meanwhile, public transit agencies teeter on the edge of collapse. Rural roads crumble. Working families lose access to affordable, safe ways to get around. This is not a transportation strategy; it's a cynical austerity plan, dressed up as pragmatism.

The process surrounding HB 3402 reeks of backroom deal-making and institutional panic. After years of public engagement, coalition building, and multilingual grassroots outreach through efforts like the Transportation Justice Leadership Institute, the Legislature is now considering a "gut-and-stuff" amendment that guts the soul out of the transportation package altogether. HB 3402 isn't just incomplete; it's an insult.

HB 2025 -28A represents a compromise. It is not perfect, but it reflects real, transparent negotiations, and the hard work of communities across Oregon. It funds a broader, more equitable system that includes transit, local street maintenance, safety improvements, and essential jobs, beyond the agency that should be more accurately referred to as the "Oregon Highway Department." It keeps the lights on without turning them off for everyone else.

Let's be clear: the obsession with plugging ODOT's structural funding gaps, without systemic reform, or shared responsibility, is how we got here in the first place. At the direction of the Legislature, ODOT continues to balloon its highway spending on cost-overrun megaprojects, prioritizing pavement over people and interchanges over interdependence. Stop telling ODOT to widen freeways that further threaten the livability of our local communities! Start telling the, to center human-focused transportation systems and a human-centric public realm! It is unacceptable to continuing funding ODOT and the status quo, while meanwhile, our children

can't safely cross the street. Our seniors wait at bus stops for routes that no longer exist. And our frontline workers are told to buy a car, if they want to keep their job.

This is a moral failure.

This is also a failure of leadership.

Every dollar we spend now is a choice: and HB 3402 chooses fossil fuel dependency, state bureaucracy, and climate inaction. It chooses an outdated mode of transportation governance, over the lived realities of our most vulnerable neighbors. It chooses to trap Oregon in a past we can't afford to repeat.

We call on you to reject HB 3402, and pass HB 2025 -28A.

Reject the false choice between bailing out ODOT, and investing in real, people-centered mobility. Reject the politics of scarcity that pit communities against each other. Reject the narrative that there is no alternative; because there is, and it's right in front of you.

The future of Oregon's transportation system must be multimodal, equitable, sustainable, and rooted in the needs of human beings, not just the demands of highways and asphalt. HB 3402 fails that test. HB 2025 -28A (just barely) clears it.

With urgency,



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