

# MMC

## Metropolitan Mayors' Consortium

**Mayor Lacey Beaty**  
City of Beaverton

**Mayor Brian Hodson**  
City of Canby

**Mayor Jeffrey Dalin**  
City of Cornelius

**Mayor Joshua Drake**  
City of Durham

**Mayor Keith Kudrna**  
City of Fairview

**Mayor Malynda Wenzl**  
City of Forest Grove

**Mayor Michael Milch**  
City of Gladstone

**Mayor Travis Stovall**  
City of Gresham

**Mayor Tom Ellis**  
City of Happy Valley

**Mayor Beach Pace**  
City of Hillsboro

**Mayor Marc Manelis**  
City of King City

**Mayor Joe Buck**  
City of Lake Oswego

**Mayor Michelle Montross**  
City of Maywood Park

**Mayor Lisa Batey**  
City of Milwaukie

**Mayor Ariel Goodwin**  
City of North Plains

**Mayor Denyse McGriff**  
City of Oregon City

**Mayor Keith Wilson**  
City of Portland

**Mayor Tim Rosener**  
City of Sherwood

**Mayor Heidi Lueb**  
City of Tigard

**Mayor David Ripma**  
City of Troutdale

**Mayor Frank Bubenik**  
City of Tualatin

**Mayor Rory Bialostosky**  
City of West Linn

**Mayor Shawn O'Neil**  
City of Wilsonville

**Mayor John Miner**  
City of Wood Village

June 27<sup>th</sup>, 2025

Re: HB 3402 -3

Chair Bowman, Vice-Chairs Drazan and Pham, Members of the Committee,

For the record, my name is Lacey Beaty, Mayor of Beaverton. I am here today as Chair of the Metropolitan Mayors' Consortium, which represents the mayors of twenty-four cities across the Portland Metro area which is home to more than 1.7 million Oregonians.

Those 1.7 million Oregonians we represent depend every day on city streets as part of a unified, functional, statewide transportation system. The -3 amendment before you today fails to address the local transportation needs of people travelling to work, to school, and critical medical appointments. It fails Oregonians because the potholes won't get filled, the street lights won't turn on, and vital improvements in neighborhood roadways won't be made. It fails your partners in local government who strive every day to serve our shared constituents.

We oppose this amendment because it reneges on a decades-long partnership exemplified through the 50/30/20 revenue split of the State Highway Trust Fund.

Just last week, the MMC proudly supported HB 2025. The Transportation Reinvestment Package would provide essential funding for core services like maintenance, operations, and safety—while protecting the existing 50/30/20 revenue split that ensures state, county, and city governments can each make needed investments to keep our interconnected transportation system functioning.

The mayors in our region stand ready to work with the Legislature and ODOT to ensure a future package delivers meaningful results across Oregon, including on city streets. We ask you to oppose this bill and take the time we need to get a transportation package right.

Sincerely,

Chair Lacey Batey, on behalf of the Metropolitan Mayor's Consortium