



June 27, 2025

Chair Ben Bowman
Vice-Chair Christine Drazan
House Committee on Rules
Oregon State Legislature

Dear Chair Bowman, Vice-Chair Drazan, and Members of the Committee,

As the Mayor of Springfield, I am writing to express the City’s strong opposition to the proposals under consideration via HB 3402 that exclude the essential 50/30/20 revenue-sharing formula for State Highway Fund distribution—a foundational policy that has ensured equity and local investment across Oregon’s transportation system for decades.

The removal or exclusion of this formula from any major transportation legislation is deeply concerning. Cities, counties, and the state each play indispensable roles in maintaining the infrastructure that keeps Oregon moving. The longstanding revenue-sharing model acknowledges these roles and ensures that communities like Springfield receive the funding necessary to preserve and improve their local systems.

Springfield maintains nearly 500 lane miles of roadway, nearly 100 traffic signals, over 5,000 streetlights, and a stormwater and wastewater system spanning more than 400 miles. Despite careful financial management and aggressive pursuit of grants, we are facing more than \$100 million in deferred street infrastructure needs, including more than 19 miles of arterial roads in fair condition and another 15 miles in poor condition. Without a predictable and equitable share of the State Highway Fund, Springfield and other cities across the state will fall further behind—jeopardizing safety, mobility, and economic development.

As we noted in our June 12 letter in support of HB 2025, any modern transportation package must reflect a forward-looking, inclusive funding model that ensures local governments are not left behind. What you are considering today undermines this principle and threatens the local-state partnership that is essential to maintaining Oregon’s transportation network.

It is imperative that any final transportation legislation—whether HB 2025, HB 3402, or any other vehicle—include the 50/30/20 revenue-sharing formula as a non-negotiable component. The cities and counties of Oregon are on the front lines of delivering critical infrastructure, and removing this formula would be a step backward for transportation equity, fiscal responsibility, and community health and safety.

On behalf of the City of Springfield, I urge you to reject HB 3402 and recommit to a package that maintains the 50/30/20 formula and supports robust, sustained investment in local transportation systems.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean VanGordon", is written over a white background.

Sean VanGordon
Mayor, City of Springfield