

County Commissioners
Danielle Bethell, Chair
Colm Willis
Kevin Cameron



Chief Administrative
Officer
Jan Fritz

MARION COUNTY BOARD OF COMMISSIONERS

June 27, 2025

Chair Representative Ben Bowman
Vice-Chair Representative Christine Drazan
Vice-Chair Representative Hai Pham
Members of the House Committee on Rules

RE: Maintain the 50/30/20 Split

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

The Marion County Board of Commissioners writes to thank you for your continued work to address Oregon's long-term transportation needs. We appreciate the complex task before you and the Legislature in crafting a reinvestment package that can meet the growing demands on our state's infrastructure while balancing economic and geographic equity.

As you consider amendments to House Bill 3402, we want to highlight the critical importance of maintaining the longstanding revenue-sharing structure that allocates transportation revenue between the state, counties, and cities. Specifically, we are concerned that the -3 amendment to HB 3402 removes the traditional 50/30/20 split, sending all new revenue exclusively to the Oregon Department of Transportation (ODOT).




This structure has long ensured that local jurisdictions receive a fair share of funding to maintain and improve the roads and bridges that most Oregonians rely on every day. Counties are responsible for over 26,000 miles of roadway across the state, including vital freight, commuter, and emergency routes. In Marion County alone, we maintain more than 1,100 miles of roadway and 141 bridges, more than ODOT maintains within our borders.

By exempting the new gas tax, title fee, and vehicle registration revenue from the 50/30/20 split, the amendment would significantly reduce the ability of counties and cities to keep up with deteriorating infrastructure and rising construction costs. This change would shift more burden to local governments, limiting their flexibility to meet regional needs, and create new disparities between state-led and locally maintained projects.

We appreciate the accountability measures included in the amendment and support efforts to improve transparency and performance within ODOT. However, we respectfully urge the Committee to preserve the equity and partnership that the 50/30/20 framework represents. Any new revenue raised from Oregonians should benefit all levels of government tasked with maintaining the state's transportation system, not just ODOT.

Thank you for considering our perspective. We look forward to working with you to develop a package that is balanced, accountable, and inclusive of Oregon's diverse communities.

Sincerely,

		
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Danielle Bethell	Colm Willis	Kevin Cameron
Chair	Commissioner	Commissioner