

Submitter: Heather Kent
On Behalf Of: NA
Committee: House Committee On Rules
Measure, Appointment or Topic: HB3402

We expect better! This last-minute move to circumvent the thoughtful discussion and public engagement is exactly why the public feels detached from our government leaders. It's misleading at best and shows a lack of respect.

I completely oppose HB 3402. It's not even a half-baked bailout for ODOT - it wholly neglects the needs of the rest of the system, including city and county streets and essential transit services - this does NOT deserve your vote.

A diverse and thoughtful coalition has been hard at work engaging on Oregon's transportation package for two years, it's disgraceful that you are bypassing that entire effort.

HB 2025 with the -28 amendment is a practical compromise that deserves your vote; HB 3402 will cost this legislature trust and support while failing to solve any of our transportation challenges.

This legislature has a crystal clear mandate: in the listening tour, in public hearings, Oregonians have consistently demanded a fair package that sustains transit, safe streets, and core services for state and local governments alike. HB 3402 fails to deliver in every way.

Keeping essential ODOT workers in their jobs is important, but we can't leave their counterparts at cities, counties, and transit agencies out in the cold. If our goal is to keep the lights on, HB 3402 does not come close to achieving it.

HB 3402 would result in ZERO investments in local cities and counties, transit, safety, rail, wildlife crossings, local maintenance and transit jobs, and so on. We must reject this too little, too late false solution. 3402 is like filling a pothole while the rest of the transportation system is falling into the ocean.

Public transit is a lifeline for frontline communities, including low-income, Black, Indigenous, and disabled Oregonians who depend on it for work, school, or the doctor. Failing to fund it in this package means cuts to transit jobs and positions, and our communities being cut off from affordable ways to get around.

It lacks any funding for critical safety improvements that protect people walking, biking, and driving on Oregon's roads. Safety investments are urgently needed to reduce crashes and save lives, especially in communities that have been historically underserved.

Funding could have been secured by adopting the luxury vehicle tax, which was not done. Fair funding is critical, especially now as families face rising costs for groceries, housing, and healthcare. Without it, the burden falls unfairly on everyday Oregonians, not on those who can afford to pay more.

This bill follows months of work by OJTA and Verde's Transportation Justice Leadership Institute, which trained multilingual community leaders on transportation justice. These advocates spoke clearly to legislators about their communities' needs,

sacrificing time with work and family only to be ignored.

After all this work, this bill falls far short of what Oregon's communities need and said they wanted.

Please, reject this version in favor of a package that truly invests in safe, reliable, and fair transportation.