



Study Session

SS

Milwaukie City Council

COUNCIL STUDY SESSION

City Hall Community Room, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

AGENDA

JUNE 10, 2025

Council will hold this meeting in-person and by video conference. The public may come to City Hall or join the Zoom webinar. This meeting will not be aired live, it will be recorded and broadcast later.

For Zoom login visit <https://www.milwaukieoregon.gov/citycouncil/city-council-study-session-4>.

Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov.

Note: agenda item times are estimates and are subject to change.

1. Affordable Housing Developer Round Table – Discussion (5:15 p.m.)

Presenter: Adam Khosroabadi, City Councilor, and
Joseph Briglio, Assistant City Manager

2. Council Reports – Discussion (6:45 p.m.)

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3. Adjourn (7:00 p.m.)

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at ocr@milwaukieoregon.gov or phone at 503-786-7502. To request Spanish language translation services email espanol@milwaukieoregon.gov at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the [city's YouTube channel](#) and Comcast Channel 30 in city limits.

Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el [canal de YouTube de la ciudad](#) y el Canal 30 de Comcast dentro de los límites de la ciudad.

Executive Sessions

The City Council may meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(2); all discussions are confidential; news media representatives may attend but may not disclose any information discussed. Final decisions and actions may not be taken in executive sessions.

**10271 SE 40TH AVE
JAMIE STANGLE COTTAGE CLUSTER
GOOGLE STREET VIEW**

**SS 1. 6/10/2025
Exhibit**





SS Agenda Item

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Council Reports

REVENUES				
Version 5-28-25				
	Existing Policy / Status Quo	JCT Framework April 2025	Transit/Safety/Climate Signatory Letters	SMART Framework
Gas Tax	40¢/gallon <i>Not indexed to Inflation</i> <i>WA is 49.4¢ (+6¢ July 1, 2025, 2% thereafter ~1-2¢ annually)</i>	20¢ step increase to 60¢ (8¢/4¢/biennium) <i>Index to Inflation</i>		40¢ step increase to 80¢ (10¢/biennium) <i>Index to Inflation</i>
New Revenue from Sale of New Vehicles		1% System User Fee dedicated to Highway Trust Fund		2% Sales Tax <i>- funds not limited to HTF</i>
New Revenue from Sale of Used Vehicles		1% System User Fee dedicated to Highway Trust Fund		1% Sales Tax <i>on used vehicles of more than \$10k - funds not limited to HTF</i>
Weight/Mile		16.9% increase		16.9% increase
Vehicle Privilege Fee	0.5%	+0.3% <i>Flat increase</i>		+0.3% <i>Flat increase</i>
Vehicle Registration	\$126-316 <i>Depends on the car</i>	+\$66 <i>Flat increase</i>		(+\$63-\$158) <i>50% increase</i>
Title	\$101-\$192 <i>Depends on the car</i>	+\$90 <i>Flat increase</i>		+\$90 <i>Flat increase</i>
State Transportation Improvement Fund for public transit	0.1% STIF for Transit - major service cuts and end of smaller agencies	Raise STIF to 0.18% - <i>(significant cuts to transit service)</i>	No Cuts to Transit: gradual increase to 0.5% STIF by 2032 <i>Endorsed by 15 legislators</i>	No Cuts to Transit: gradual increase to 0.5% STIF by 2032
Climate and Cost Accountability	Not included	<i>Not included</i>	Included <i>Endorsed by 14 legislators</i>	Included (minimal fiscal)

INVESTMENTS (per biennium)				
	Existing Policy / Status Quo	JCT <u>Framework</u> April 2025	Transit/Safety/Climate Signatory Letters	<u>SMART Framework</u>
Great Streets Program <i>safety and traffic improvements to legacy ODOT highways</i>	\$0	+\$20M <i>estimated, referenced in TRIP, well short of documented need</i>	\$200M <i>Endorsed by 20 legislators</i>	\$300M
Jurisdictional Transfer <i>facilitates cities ownership, redesign of legacy highways</i>	\$0	\$0	\$50M <i>Endorsed by 20 legislators</i>	\$60M
Safe Routes to School	\$30M <i>Established in HB 2017 - program is 5x oversubscribed</i>	+\$30M <i>estimated, referenced in TRIP, well short of documented need</i>	\$150M <i>Endorsed by 20 legislators</i>	\$150M
Oregon Rail		\$17M		\$30M
e-bike Subsidy		\$0		\$6M
Community Paths Program (Offroad bike/ped)		\$1M		\$40M
Wildlife Crossings		\$12.5M		\$15M
Electric School Bus		\$0		\$23M
MHD Truck Rebate		\$0		\$60M
Community Charging Rebate		\$0		\$30M
Zero Emission Fueling Grant		\$0		\$20M
EV Rebate		\$0		\$12M

KHANH PHAM
STATE SENATOR
DISTRICT 23



MARK GAMBA
STATE REPRESENTATIVE
DISTRICT 41

FOR IMMEDIATE RELEASE

June 4, 2025

Press Contact:

Amy Dudley, amy.dudley@oregonlegislature.gov, 503-928-4618

Oregon Legislators Unveil SMART Framework for Safety, Transit, Accountability in Transportation Package

SALEM, Ore. - Legislators from both chambers gathered on the Capitol Steps today, Wednesday, June 4th, to introduce the SMART Framework—a vision for a transportation system that meets the needs of all Oregonians. The SMART (Safe, Modern, Affordable & Accountable, Reliable Transportation) Framework builds on the April TRIP framework that incorporates critical feedback from legislators and stakeholders.

Transportation revenues have not kept up with inflation, resulting in crumbling roads and unsafe intersections. The SMART Framework represents a generational opportunity to make Oregon's transportation system safer, more equitable, and more sustainable. By investing in these priorities, we can prevent cuts to transit service, reduce deadly crashes, and build a system that works for everyone.

Senator Khanh Pham (D - Portland)

"We need guardrails to ensure this investment provides clear, direct results for Oregonians that tangibly make our commutes easier, our air cleaner, and our streets safe. The SMART Framework is accountable to the Oregonians who have spoken up by preventing cuts to transit service, fully funding our Safe Routes program to get kids to school safely, and by providing the resources necessary for cities and counties across the state to fix their local streets."

Representative Mark Gamba (D - Milwaukie) "It's important for Oregonians to understand that we have underfunded our transportation system for decades now, and that continuing to do that will result in bridge closures and highway deaths. By comparison we currently fund our transportation system at a level far lower than the surrounding states. Kicking the can further down the road will make it even that much more painful to recover. We have an opportunity to do the responsible thing and make our streets safer in the process."

Representative Sarah Finger McDonald (D - Corvallis) "Infrastructure doesn't wait; it just crumbles and fails. We can't fail. This is what my constituents consistently say they want: a

well-maintained system that is safe for everyone, no matter what mode of transportation they use, a transportation system that helps us address climate impacts. We can't leave this building until we deliver."

RJ Navarro, Veteran and CHERRIOTS Board Member said, "For so many, veterans, low-income families, seniors and people with disabilities, public transportation is more than a convenience. It's a lifeline. When Oregon is ranking last in our country for mental health services, we must do more to remove barriers to care, to jobs, to connection, and recovery. So today, I'm calling on the legislature to protect and expand access to public transportation. Because for me and for many others, it hasn't just been life changing. It's lifesaving."

Andrea Meyer with the Oregon AARP said, "Older Oregonians overwhelmingly want to age in place and get to places independently...Isolation has real health risks and can affect life expectancy. This can be more exacerbated in rural and frontier communities, where distances are vast and transportation options and frequency are limited. As we move forward, we must create transportation systems that work for all Oregonians."

Karina Guzmán Ortiz, Parent and Salem-Keizer School Board Member said, "As a policymaker focused on educational outcomes, how can we promise students a good education if we can't even guarantee that students have a safe and reliable way to get to class? These are critical investments in our community that must be included in the transportation package this session."

Bill Bradley with Amalgamated Transit Union Local 757 said, "Transit is a lifeline for the 1 in 3 Oregonians who can't or don't drive, in communities big and small across the state. Protecting public transportation and preventing cuts to service not only provides greater transportation, it provides critical family-wage jobs across the state of Oregon. ATU is proud to support legislators and community leaders who demand we fully fund transit and avoid cuts to service in this session's transportation package."

#

For more information on the Framework as well as photos from today's event, see the 2025 [SMART Framework Media Packet](#). Video Recording of the Press Conference and Press Conference Photos will be available [here via Google Drive](#).

The SMART Framework

For Oregon's 2025 Transportation Package

Safe. Modern. Affordable. Reliable. Transportation for a Thriving Oregon.

Endorsed by Senators Khanh Pham, Courtney Neron Misslin, Jeff Golden, and Kathleen Taylor, and Representatives Mark Gamba, Rob Nosse, Thuy Tran, Willy Chotzen, Travis Nelson, Farrah Chaichi, Tom Andersen, and Lisa Fragala

Legislators in both chambers have introduced the **SMART Framework**, which builds on the TRIP framework and incorporates critical feedback from legislators and stakeholders. State investment has not kept up with inflation, resulting in crumbling roads and unsafe intersections. As Oregon grows and faces challenges, from rising traffic deaths to climate impacts, we need a transportation package that meets the needs of every Oregonian.

Transportation Investments

Revenue Mechanism

Invest in Safer, Healthier Streets	Revenues to Maintain Roads and Bridges an
<ul style="list-style-type: none">● Fully fund Safe Routes to School (\$150 million/biennium)● Launch a Great Streets program (\$300 million/biennium)● Launch the Jurisdictional Transfer program (\$60 million/biennium) <p>Preserve Existing Transportation System</p> <ul style="list-style-type: none">● Prioritize overwhelming amount of revenue raised in SMART package towards maintenance of Oregon's existing roads and bridges, ongoing operations needs, preventing layoffs of ODOT staff● Continue to direct 50% of Highway Trust Fund revenue to ODOT, 30% to counties, 20% to cities	<ul style="list-style-type: none">● Gradually raise the gas tax by \$0.10 per biennium through 2032, indexed to inflation● Increase vehicle registration fees by 50%● Increase title fees● Increase to weight/mile tax in line with HCAS requirements● Phased in establishment of Road User Charge (RUC) for light vehicles, mandatory RUC for medium-duty vehicles

Transportation Investments

Revenue

<p>No Cuts to Transit Agencies Statewide</p> <ul style="list-style-type: none"> STIF investment ensures transit agencies statewide retain existing levels of service Direct all transit agencies to plan for statewide Youth Pass expansion, providing free transit for Oregonians 22 and younger 	<p>Investing in Transit</p> <ul style="list-style-type: none"> Incrementally raise the employee payroll to 0.5% by 2032, dedicated to transit through the State Transportation Improvement Fund (STIF)
<p>SMART Investments for Oregon's Future</p> <ul style="list-style-type: none"> Electrification initiatives, including zero-emission vehicle investments, medium/heavy-duty vehicles and charging infrastructure - <i>\$122 million/biennium</i> Expand Oregon Community Paths Program for trails and active transportation - <i>\$40 million/biennium</i> Passenger Rail capital and operations - <i>\$30 million/biennium</i> Wildlife Crossings - <i>\$15 million/biennium</i> E-bike subsidy program - <i>\$10 million/biennium</i> 	<p>Flexible SMART Funding</p> <ul style="list-style-type: none"> Establish a new SMART Fund via a progressive 2% sales tax on new vehicles and 1% on used vehicles over \$10,000 Bicycle Privilege Tax of 0.8% to support the Community Paths Program Vehicle Privilege Fee increases 0.3%
<p>Accountability and Climate Responsibility</p> <ul style="list-style-type: none"> Create a Fix-it-First program, ensuring long-term maintenance needs are met Establish transparent cost and climate accountability mechanisms modeled on best practices from other states Commission a governance study to strengthen oversight and accountability within ODOT 	

A Future for All Oregonians

The SMART Framework represents a generational opportunity to make Oregon's transportation system safer, more equitable, and more sustainable. By investing in these priorities, we can protect transit service, reduce deadly crashes, and build a system that works for everyone.

For more information, see the explainer on how SMART compares to the status quo: [SMART Framework Explainer](#).

From: [Lisa Batey](#)
To: [City Council](#); [Ryan Burdick](#)
Subject: letter from Mayor Buck and Hacienda executive to ClackCo re inadequate management of permanent supportive housing units
Date: Thursday, June 5, 2025 11:46:52 AM

OCR: Please include in the packet for next Tuesday.

Lake Oswego mayor, Hacienda executive: People with significant behavioral health issues not a good fit for affordable housing projects Published

5:00 am Thursday, June 5, 2025

By Corey Buchanan

Lake Oswego City Hall is pictured here. (Staff file photo)

While believing in the goal of serving those in need, a key developer in the Portland metro region and Lake Oswego Mayor Joe Buck say people with behavioral health issues are causing issues at affordable housing complexes and asked Clackamas County to narrow who can be admitted so they can operate successfully.

Buck and Hacienda CDC Chief Executive Officer Ernesto Fonseca penned a letter to Clackamas County Monday, June 2 asking the government and board of commissioners to alter the way it admits people into affordable housing facilities so that those facing acute behavioral health issues don't tarnish the experience of low-income families who are ready to start a new chapter of their lives.

Hacienda CDC is building a 55-unit project on Southwest Boones Ferry Road called El Nido and 10 of the units are for permanent supportive housing, meaning "households earning at or below 60% County Area Median Income (AMI) and are chronically homeless." The county is tasked with assigning people to these units.

The project is expected to be completed in 2026 and the Lake Oswego City Council voted to provide the development with a property tax exemption during a meeting Tuesday, June 3.

Fonseca said that Hacienda has learned "profound" lessons from the opening of similar projects in the Portland metro area, like Las Adelitas in Portland and Las Flores in Oregon City, including that many individuals require more than housing; they need treatments and other supports first.

"We've encountered heartbreaking realities—residents passing out in hallways,

strangers entering apartments uninvited, and significant environmental and behavioral management challenges. We came to understand that many of these issues stemmed from referrals of individuals with acute behavioral health needs—residents requiring clinical care that far exceeds what affordable housing developers like Hacienda can provide. These individuals are patients in need of treatment, not just housing. Our behavioral health providers do their best to mitigate these issues, but it’s not enough,” Fonseca wrote. “When we welcome residents we are unequipped to serve, we inadvertently cause harm—to them, to their neighbors, and to the integrity of the community as a whole. Both PSH residents and low-income families deserve better. Many PSH residents need robust, wraparound services that include medical care, behavioral health support, and consistent 24/7 case management. Without these services, stability and belonging remain out of reach.”

Further, Fonseca wrote that residents living near individuals with behavioral health needs have reported feeling unsafe and sometimes informally support neighbors who don’t have access to professional care. The letter quoted an individual at Las Adelitas who said people would knock on their door in the middle of the night and that fights would often break out.

“I understand that Las Adelitas is a pilot program helping formerly unhoused and mentally ill people find stable housing. I don’t think it’s working. Based on the vacancy rate and the reputation the building has now, people who are merely low-income are afraid to live there,” the former resident wrote.

In turn, Buck and Fonseca asked Clackamas County to tighten its requirements for permanent supportive housing units and to prioritize “seniors, individuals with physical disabilities, and families who can thrive in a supportive and balanced community.”

“The promise of affordable housing in Lake Oswego is the exceptional educational and community opportunities afforded to children who may otherwise be unable to live in the City. It’s a chance to disrupt generational poverty. Yet that promise evaporates when the living environment within the housing development is unsuitable for families, children and residents simply trying to get by,” Buck wrote in the letter. “My experience with other Metro bond funded housing in Lake Oswego aligns with Dr. Fonseca’s observations, and our residents share stories identical to that of his former Las Adelitas tenant. Some PSH residents have needs well beyond what any housing provider can reasonably be expected to provide, and the consequences are jeopardizing both the safety and welfare of other residents and the City’s ability to equitably provide services to all residents.”

Clackamas County Commissioner Ben West agreed wholeheartedly with Buck and Fonseca and said he would bring this issue to his fellow commissioners' and county staff's attention. He felt that this issue is emblematic of the Portland metro region and the state prioritizing housing above behavioral health and said the county has worked for the last few years — through projects like Clackamas Village, its recovery center and destabilization center — to prioritize behavioral health needs so that people are ready for a self-sustained life. The county has received considerable funding from Metro's Supportive Housing Services bond measure and has reported significant declines in homelessness over the last few years.

"As a county, I hope the board joins me in taking this issue head on to solve the problem," West added.

During the June 3 Lake Oswego City Council meeting, councilors said that providing affordable housing incorrectly now could dissuade residents and future elected leaders from wanting to build more in the future. And Buck said in the letter that he would have reservations about investing more city resources in a model that "will create a tremendous strain on City services and create a damaging environment for future residents."

"I feel horribly for members who get the housing, who are struggling on their own financially and stressed out and trying to make the payments for housing they're going to be in, and have the stress of their neighbors putting them into an unsafe position. That to me is not good thinking. It's not good government and it's not creating the conditions for success," Councilor John Wendland said.

Read more at: <https://lakeoswegoreview.com/2025/06/05/lake-oswego-mayor-hacienda-executive-people-with-significant-behavioral-health-issues-not-a-good-fit-for-affordable-housing-projects/>

Lisa M. Batey, Mayor (she/her)
City of Milwaukie
E-mail: bateyl@milwaukieoregon.gov
Message line: 503-786-7512

From: [Lisa Batey](#)
To: [City Council](#); [Peter Passarelli](#)
Subject: latest MMC legislative report -- focus on transportation
Date: Monday, June 9, 2025 1:12:48 PM
Attachments: [MMC Week 20 Report.pdf](#)

OCR – please add this email and the attachment to the packet for tomorrow’s meeting.

All: the latest MMC report, attached, has links about the three transportation proposals and the schedule for hearings starting today. It does seem that Rep. Gamba and colleagues’ alternate proposal might have prodded some changes in what was ultimately proposed. Note there are hearings the next three days.

It also has some interesting other tidbits.

- SB 974, the housing shot-clock and other unfunded mandates, unfortunately, has passed both chambers, but Rep Gamba and a few others voted no.
- HB 2321, requiring the Legislative Revenue Officer to submit a report by end of 2026 on the impact of our property tax system, has been recommended for passage.
- HB 3546, the POWER Act, for which we submitted a letter in support, has passed both chambers.

If I’m reading OLIS correctly, HB 3746, the condo liability bill, is getting a second reading on the floor tomorrow.

Lisa M. Batey, Mayor (she/her)
City of Milwaukie
E-mail: bateyl@milwaukieoregon.gov
Message line: 503-786-7512

THORN RUN PARTNERS

GOVERNMENT RELATIONS

Metropolitan Mayors' Consortium Oregon 2025 Legislative Session: Week Twenty

Issues Requiring Attention This Week

TRIP: The transportation package is expected to have three public hearings this week starting on Tuesday. Here is the anticipated order:

- Tues, 6/10: ODOT accountability & major projects,
- Weds, 6/11: transit, rail, bike/ped
- Thurs, 6/12: operations & maintenance

We anticipate the schedule filling quickly, TRP will register Chair Beaty on behalf of the MMC for testimony on 6/12. The hearing is tentatively scheduled for 4pm, per Co-Chair McLain.

Thorn Run Partners Action

TRP will draft testimony on the transportation package hearing for consideration by the MMC Executive Committee.

TRP will continue to monitor legislative conversations around OGEC advice and provide information where appropriate. At this time, TRP believes that the House Majority and Minority Leaders are working on a joint letter urging OGEC to reconsider its opinion on food and beverage as compensation.

Last Week in Review

With three weeks remaining in the legislative session, the Legislature is focused on completing the budget, addressing wildfire related issues and, with some luck, passing a transportation package. The Joint Ways and Means Committee dealt with the reality of a more fiscally restrained budget as it approved the first big slate of agency budgets that were void of several important programs or leveled deep cuts in popular programs. At the end of the week, Democrat Sue Rieke Smith was appointed to fill the vacancy in House District 26. Rieke Smith retired last year as the superintendent of Tigard-Tualatin Public Schools, and she will replace Courtney Neron Misslin, who moved to the Senate following the passing of Sen. Aaron Woods of Sherwood.

On Thursday, the Co-Chairs of the Transportation Reinvestment Committee released their [newest version of a transportation finance package](#) with [Republicans responding](#) in kind with their own version. Earlier in the week two legislators, Rep. Mark Gamba (D-Milwaukie) and Sen. Khanh Pham (D-Portland) [released another version](#) of a transportation package widely viewed as a more “progressive” version of a transportation package.

The pace of deliberation on the floors slowed last week as the chambers wrestled with and passed controversial legislation. On Wednesday, the House debated and passed a bill that would allow

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workers who strike to receive unemployment benefits ([SB 916 B](#)), and on Thursday, House Republicans used a procedural move to highlight and debate the participation of transgender youth in athletics.

The House and Senate floors will continue long floor sessions this week to address a significant backlog of legislation awaiting consideration. The Joint Transportation Reinvestment Committee has scheduled an informational hearing and three public hearings on the transportation investment package (TRIP). The Joint Ways and Means Subcommittees are largely expected to finish their work on Tuesday or shortly thereafter. The exception will be the Joint Ways and Means Subcommittee on Capital Construction which will remain active until the end of session and will consider any remaining legislation referred to the Joint Ways and Means Committee.

Week Twenty Highlights

Monday, June 2

Bill Number	Bill Summary	Last Action	Priority	Position
SB 473	Prohibits the possession of a firearm by a person convicted of menacing a public official.	Motion to refer to Rules carried. Referred.	3	Not Reviewed

- On the House Floor, the bill was unanimously moved to the House Committee on Rules.

Bill Number	Bill Summary	Last Action	Priority	Position
HB 5032	Appropriates moneys from the General Fund to the Department of Public Safety Standards and Training for specified biennial expenditures.	Third Reading	1	Not Reviewed

- On the House Floor the bill unanimously passed with a 53-0 vote.
- Rep. Evans (D-Monmouth) explained the bill is the budget for the Department of Public Safety Standards and Training, extending services to meet needs of the future, and urged an "aye" vote.

Tuesday, June 3

Bill Number	Bill Summary	Last Action	Priority	Position
HB 2084 (-5)	Requires public contractors to demonstrate and maintain tax compliance as a condition of the execution of a public contract.	Public Hearing and Work Session held.	2	Not Reviewed

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- In the House Committee on Revenue, the bill was considered for a public hearing and work session. The work session was carried over due to incomplete paperwork.
- The -5 amendment replaces the bill. Changes requirement of tax compliance for state agency contractors from self-certification to a certification by the Department of Revenue (DOR) for contracts valued over \$25,000. Maintains self-certification of contractors for contracts valued between \$1,000 and \$25,000. Requires DOR to issue tax compliance certificates to provider and each owner within 30 days after requested if they are not in violation of specified tax laws. Applies agency contractor tax compliance provisions starting January 1, 2026. Requires Secretary of State to study methods to ensure the Corporation Division business registry is reliable and sufficient and collected and maintained in a manner most effective to ensure tax compliance. Requires submission of preliminary report by December 31, 2025 and a final report during the 2026 legislative session. Takes effect on the 91st day after sine die.
- Support testimony included representatives from Tax Fairness Oregon, who called it a commendable and fair bill with responsive work.
- Opposition testimony included representatives from the Oregon Society of CPAs, who supported the compliance policy but expressed concerns about unintended consequences, broad implications of the term "owner," potential contract timing impacts, and lack of funding for the Department of Revenue.
- Rep. Nathanson (D-Eugene) raised questions about fiscal impact and staffing. Rep. Smith (R-Umatilla County) questioned the need for 12 positions and requested a cost-benefit analysis. Rep. Marsh (D-Southern Jackson County) asked about contract amount ranges. Rep. Hudson (D-Troutdale) inquired about calculating return on investment. Deanna Mack from the Department of Revenue explained that while compliant contractors take one day to process, the 20-25% not in compliance require significant support, with 6,000 contracts processed annually by DAS.

Bill Number	Bill Summary	Last Action	Priority	Position
SB 99	Extends the sunset for the property tax incentive benefit programs for brownfields and property on brownfields.	Third reading.	2	Not Reviewed

- On the Senate Floor, the bill passed unanimously with a 29-0 vote.

Bill Number	Bill Summary	Last Action	Priority	Position
SB 974	Requires local governments or special districts to complete final review of final engineering plans for residential development within 120 days of submission.	Third reading.	2	Not Reviewed

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- The bill passed in the House with a 49-4 vote with Reps. Chaichi (D- Beaverton), Evans (D- Monmouth), Gamba (D-Milwaukie), and Lively (D-Springfield) voting in opposition.
- Legislators speaking included Rep. Breese Iverson (R-Prineville) who argued Oregon needs land, infrastructure and fewer regulations to build housing, emphasizing the bill introduces predictability and streamlines approvals; Rep. Gamba (D-Milwaukie) who opposed the bill's building code provisions, arguing design guidelines aren't purely aesthetic and include tree canopies and stormwater management; Rep. Marsh (D-Ashland) who supported looking at innovative ways to address permitting timelines while acknowledging pressure on local governments; Rep. Javadi (R-Tillamook) who criticized treating permits like fine wine and supported enforceable shot clocks; Rep. Dobson (D-Happy Valley) who advocated getting out of our own way and reducing red tape on design review; Rep. Osborne (R-Roseburg) who referenced Gov. Kotek's housing emergency and 36,000 house goal, criticizing environmental concerns overriding housing needs; Rep. Mannix (R-Salem) who noted AOC and LOC support; Rep. Yunker (R-Grants Pass) who expressed strong support from his city council experience; and Rep. Smith (R-Umatilla County) who questioned the value of building \$900,000 houses while infrastructure needs go unmet.

Bill Number	Bill Summary	Last Action	Priority	Position
HB 2321 (-1) (-2)	Establishes the Task Force on Impacts of Ballot Measures 5 and 50.	Public Hearing and Work Session held.	1	Not Reviewed

- A public hearing and work session was held on HB 2321 in the House Committee on Revenue. The -2 amendment replaces the bill. Identical to the -1 except for Section 1(1)(d), where the input would be based on information compiled by organizations representing Cities and Counties instead of legislators.
- Support testimony included Marcia Kelley, League of Oregon Cities, and Common Ground Oregon/Washington. They emphasized that the current tax system is unfair and that studies have found failures in the system, with housing being discouraged and the median assessed value (MAV) system being problematic.
- Neutral testimony included the Association of Oregon Counties, noting that 60% of counties face budget cuts this fiscal year and requesting representation in any workgroup due to direct budget impacts.
- Rep. Nathanson (D-Eugene) explained the amendments create a broader stakeholder workgroup including various cities, counties, school districts, and property owners to begin a legislative process. Rep. Smith (R-Umatilla County) expressed strong support, noting Eastern Oregonians didn't vote for certain measures and suggesting including senior citizens' perspectives. Rep. Reschke (R-Klamath Falls) supported including those who pay property taxes in conversations. Rep. Marsh (D-Southern Jackson County) noted taxpayers don't understand the built-in inequities and that public support would be needed for changes. Rep. Walters (D-West Linn) agreed this discussion is needed.

Wednesday, June 4

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Bill Number	Bill Summary	Last Action	Priority	Position
SB 1077 (-1)	Requires the Public Records Advisory Council to study public records.	Public Hearing held.	3	Not Reviewed

- A Public Hearing was held on SB 1077 in the Senate Committee on Rules. The bill amends public records statutes with the -1 amendment creating new definitions, fees, and processes for commercial and public interest requesters.
- -1 The amendment replaces the measure. It amends public records statutes. It adds a definition for the term "commercial requester." It amends the current fees, creates an allowable fee for commercial requesters, and establishes how the fees collected from commercial requesters will be distributed. It establishes a process for a requester to receive an explanation of the fees charged, and allows non-commercial requesters to request a waiver, or a substantial reduction, of fees, if it is in the public interest. It establishes a process for submitting the request, determining the public interest, denying the request, and requesting a review of the denial. It establishes that a public body may not charge fees until a written procedure explaining this process made available by the public body. It establishes that an elected official is subject to the same requirements as a public body. It creates the Public Record Fund for the purpose of funding the adjudication of public records appeals. And, it establishes that the provisions apply to public records request made on or after January 1, 2026.
- Support testimony included Sen. Thatcher (R-Keizer), representatives from Crook County DA, Coalition for Sensible Public Records Access, Oregon Society of Professional Journalists, and the Office of the Public Records Advocate. They emphasized that the bill results from years of stakeholder engagement, creates fee waivers for public interest requests, moves appeals to the Attorney General, and allows higher fees for commercial requesters to subsidize public interest access.
- Opposition testimony included the Association of Oregon Counties, Oregon School Boards Association, League of Oregon Cities, and Coalition of Oregon School Administrators. Their concerns focused on the 500% fee increase for commercial requesters, complex accounting requirements, unclear definitions of "commercial requester" and "public interest," transfer of appeals from district attorneys to the Attorney General, and administrative burdens on small jurisdictions without professional staff.
- Sen. Golden (D-Ashland) questioned the 500% fee calculation and whether moving appeals to the AG would provide more objectivity than local DAs. Sen. Manning (D-Eugene) sought clarification on the 501(c) organization definition, noting different subcategories have different purposes. Sen. Jama (D-East Portland) asked about the volume of public records requests school districts receive annually.

Bill Number	Bill Summary	Last Action	Priority	Position
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THORN RUN PARTNERS

GOVERNMENT RELATIONS

SB 916	Provides that an individual otherwise eligible for unemployment insurance benefits is not disqualified for any week that the individual's unemployment is due to a labor dispute in active progress at the individual's place of employment.	Third reading.	3	Not Reviewed
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- In the House Floor, SB 916 B-Eng was considered. The minority report substitution motion failed. The bill passed in the House with a 33-23 vote with Reps. Boice (R-Port Orford), Boshart Davis (R-Albany), Breese Iverson (R-Prineville), Cate (R-Lebanon), Diehl (R-Stayton), Drazan (R-Canby), Edwards (R-Columbia County), Elmer (R-McMinnville), Harbick (R-Cottage Grove), Helfrich (R-Hood River), Javadi (R-North Coast), Lewis (R-Silverton), Lively (D-Springfield), Mannix (R-Keizer), McIntire (R-Klamath Falls), Osborne (R-Roseburg), Owens (R-Crane), Reschke (R-Klamath Falls), Scharf (R-Amity), Skarlatos (R-Canyonville), Smith G (R-Umatilla County), Wright (R-Coos Bay), and Yunker (R-Grants Pass) voting in opposition.
- Rep. Grayber (D-SW Portland) introduced the committee report, explaining strikes are rare and the bill helps balance power dynamics by allowing unemployment benefits after a 14-day waiting period. Rep. Elmer (R-McMinnville) presented the minority report seeking to align with Washington state, add reporting requirements, and sunset the legislation in 2035. Other legislators speaking included Rep. Nosse (D-SE Portland) who opposed the minority report, noting strikes are risky for workers who often lose health insurance; Rep. Evans (D-Monmouth) who supported the bill as necessary to move the pendulum back toward workers; Rep. Chaichi (D-Beaverton) who noted most municipal workers are strike-prohibited; and numerous other representatives expressing concerns about impacts on schools, small businesses, and taxpayers, while supporters emphasized worker protection and faster strike resolution. Rep. Diehl (R-Stayton) opposed the bill citing opposition from school districts and chambers. Rep. Mannix (R-Keizer) criticized combining public and private employee treatment.

Bill Number	Bill Summary	Last Action	Priority	Position
HB 2356	Adds lands to a metropolitan service district when those lands are within Metro's urban growth boundary and annexed by a city in Metro.	Third reading.	3	Not Reviewed

- On the Senate Floor, the bill passed with a vote of 22-7-1. Voting in opposition were Sens. Bonham, Hayden, Linthicum. McLane, Robinson, Thatcher, and Starr.

Bill Number	Bill Summary	Last Action	Priority	Position
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THORN RUN PARTNERS

GOVERNMENT RELATIONS

SB 1094 (-1)	Provides for a property tax credit against the ad valorem taxes imposed on the homestead of a resident serving on active military duty.	Public Hearing and Work Session held.	3	Not Reviewed
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- A Public Hearing was held on SB 1094 (-1) in a committee (committee name not specified). The bill provides for a property tax credit against ad valorem taxes imposed on the homestead of a resident serving on active military duty.
- -1 Clarifies "credit-eligible taxes" definition. Specifies property tax credit amounts for qualifying homestead of a resident on active-duty military service (\$2,050) or a veteran or surviving spouse of a veteran with disabilities (\$475) or service-connected disabilities (\$575). Replaces annual growth of credit amounts based on Consumer Price Index with three percent growth per year. Clarifies "homestead" definition. Clarifies policy referenced in section 8 (5)(a).
- Support testimony included Sen. Meek (D-Oregon City), representatives from Deschutes County, Oregon State Association of Tax Collecting and Assessing Counties, Morrow County, Clatsop County, Yamhill County, Association of Oregon Counties, and the American Legion Department of Oregon. They emphasized that the bill would provide statutory clarity to an existing program, create revenue neutrality, reduce administrative complexity, and allow assessors to provide clear upfront benefit information rather than waiting until a week before tax assessments.
- Neutral testimony included the League of Oregon Cities, noting they believe the amendment would have no revenue impact and while usually hesitant on tax exemptions, they remained neutral on this bill.
- Sen. Meek explained they were waiting on fiscal information before moving the bill forward, noting that many returning active-duty military aren't taking benefits they deserve and the current system creates unpredictability.

Thursday, June 5

Bill Number	Bill Summary	Last Action	Priority	Position
HB 3546	Directs the Public Utility Commission to provide for a classification of service for large energy use facilities.	House concurred in Senate amendments and repassed bill. 06/03/25 - Third reading.	2	Not Reviewed

- The bill was heard for a concurrence vote in the Senate. The vote passed with 18-12. Voting in opposition were Sens. Anderson, Bonham, Girod, Hayden, Linthicum, McLane, Nash, Robinson, Brock Smith, Starr, Thatcher, and Weber.
- Sen. Sollman (D-Hillsboro) who explained the bill addresses critical issues with large energy facilities, noting data centers' growth equivalent to adding whole cities and that PGE rates have increased with data centers paying less per kilowatt hour than residents; Sen. Girod (R-Stayton) who argued the solution is controlling the monopoly rather than shifting prices

THORN RUN PARTNERS

GOVERNMENT RELATIONS

around; Sen. Golden (D-Ashland) who highlighted the growing utility affordability crisis and utility shutoffs, noting hugely consumptive facilities will create pressure on consumers; Sen. Robinson (R-Cave Junction) who opposed targeting specific consumers, arguing it's easier to deliver power at larger scales and no data suggests improper charging; Sen. Patterson (D-Salem) who supported creating special categories to protect residential consumers; and Sen. Brock Smith (R-Port Orford) who called it bad policy to single out industries, suggesting better policies would allow industries to contract directly with facilities for investment.

Bill Number	Bill Summary	Last Action	Priority	Position
SB 983	Permits local public officials to participate in discussion and debate and to vote on the adoption of a local budget that includes compensation for the public official or a relative of the public official after announcing an actual conflict of interest.	Public Hearing held.	3	Not Reviewed

- A public hearing was held on SB 983 A in the House Committee on Rules. The bill permits local public officials to participate in discussion and debate and to vote on the adoption of a local budget that includes compensation for the public official or a relative after announcing an actual conflict of interest.
- Support testimony included the League of Oregon Cities and the Oregon Government Ethics Commission. They emphasized that the bill corrects a potential conflict for public officials voting on budgets that include their compensation, including items like sandwiches or food provided to officials, with an emergency clause added because it is budget season.
- Rep. Drazen (R-Canby) expressed confusion about sandwiches and hot dogs creating ethics issues and questioned why legislators are exempted while school boards must declare conflicts. Rep. Bowman (D-Tigard) asked whether the bill applies to all entities and if school districts might not be able to pass budgets without it, to which Susan Meyers from OGEC responded that districts have been passing budgets without this provision but the bill would clear up the conflict, and that legislators are exempted for official legislative duties.

Bill Number	Bill Summary	Last Action	Priority	Position
SB 1153 (-6) (-10)	Directs the Water Resources Department to consider whether certain water right transfers will result in a loss of in-stream habitat for sensitive, threatened or endangered aquatic species in stream reaches not protected by an existing water right or contribute to water	Work Session held.	3	Not Reviewed

THORN RUN PARTNERS

GOVERNMENT RELATIONS

	quality impairment in water quality limited streams.			
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- An informational hearing and a public hearing were held on SB 1153 in the Senate Committee on Rules.
- Support testimony included representatives from the Governor's Office, Confederated Tribes of Warm Springs, Wild Salmon Center, WaterWatch of Oregon, Trout Unlimited, Sustainable Northwest, Oregon Environmental Council, Oregon Conservation Network, Oregon League of Conservation Voters, and The Nature Conservancy. They emphasized that the bill addresses gaps in public and tribal interests for water transfers, protects fish habitats, includes tribal consultation requirements, and provides a mechanism to prevent unintended environmental harm.
- Opposition testimony included representatives from Oregon Association of Nurseries, Oregon Water Resources Congress, Oregon Farm Bureau, Klamath Water Users Association, Oregon Ground Water Association, Oregon Cattlemen's Association, and Northeast Oregon Water Association. Their concerns focused on vague and unmeasurable language, potential litigation risks, lack of defined problems, inequitable treatment between municipalities and other public water suppliers, and the closed-door development process.
- Neutral testimony included the League of Oregon Cities and Special Districts Association of Oregon, supporting tribal consultation but expressing concerns about municipal exemptions and potential cost impacts.
- Sen. Bonham (R-The Dalles) criticized the process timeline and questioned stakeholder engagement. Sen. Nash (R-Wallowa County) opposed the bill as developed "behind closed doors." Rep. Helm (D-Beaverton & Cedar Hills) explained the need for environmental considerations. Sen. Taylor (D-SE/NE Portland) defended the process. Sen. Golden (D-Ashland) asked about language concerns and expressed frustration about late amendments hurting process trust.
- In the Senate Committee on Rules, the bill was not moved due to late submission of the -10 amendment. Sen. Jama (D-East Portland) closed the work session without moving the bill.

Friday, June 6

Bill Number	Bill Summary	Last Action	Priority	Position
HB 3069 (-A7)	Reorganizes most of the individual grant programs administered by the Oregon Criminal Justice Commission into the Oregon Public Safety Coordination Grant Program and the Oregon Law Enforcement Grant Program.	Work Session held.	3	Not Reviewed

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- In the Joint Committee on Ways and Means, recommendation passed with Rep. Cate (R-Lebanon), Sen. Bonham (R-The Dalles), Sen. Brock Smith (R-Port Orford), Sen. Girod (R-Stayton), Rep. G Smith (R-Umatilla County), Rep. Breese-Iverson (R-Prineville), Sen. McLane (R-Crook County), Rep. Drazan (R-Canby), and Rep. Owens (R-Crane) voting in opposition.
- Sen. Broadman (D-Bend) presented the Public Safety Subcommittee recommendation to amend the bill with the -A7 amendment and report it out do pass as amended. Rep. G Smith (R-Umatilla County) questioned whether further revenue impact analysis had been completed, with LFO Staff responding it probably had not been completed but would be before the bill is dropped.
- In the Joint Subcommittee on Public Safety, The -A7 amendment passed with a 4-3 vote with Rep. Helfrich (R-Hood River), Rep. Lewis (R-Silverton), and Sen. Brock Smith (R-Port Orford) voting in opposition. The bill as amended passed with a 4-3 vote with Rep. Helfrich (R-Hood River), Rep. Lewis (R-Silverton), and Sen. Brock Smith (R-Port Orford) voting in opposition. The bill has been moved to the Full Joint Committee on Ways and Means and will be carried by Sen. Broadman (D-Bend) in Ways and Means and on the Senate floor, and Rep. Evans (D-Monmouth) on the House floor.
- Rep. Evans (D-Monmouth), Rep. Grayber (D-SW Portland), Rep. Lewis (R-Silverton), Rep. Helfrich (R-Hood River), Sen. Brock Smith (R-Port Orford), and Sen. Broadman (D-Bend) all shared concerns about removing first responder wellness programs from the bill due to lack of funding. They worried this creates barriers to mental health services for public safety personnel and sends a message that the state doesn't prioritize first responder wellness, with several threatening to vote against the bill unless the wellness program structure is restored.

Bill Number	Bill Summary	Last Action	Priority	Position
HB 5024	Appropriates moneys from the General Fund to the Oregon Business Development Department for certain biennial expenses.	Work Session held.	1	Not Reviewed

- A public hearing and work session were held on HB 5024 in a committee (committee name not specified). The bill addresses the Oregon Business Development Department budget.
- Support testimony included Rep. Gomberg (D-Central Coast) recommending the -3 amendment and Rep. Evans (D-Monmouth), who expressed concerns about the department's structure, arguing it should be split into separate infrastructure and business departments due to lack of coherent strategy.
- Opposition testimony included Sen. Bonham (R-The Dalles), who argued the state shouldn't need to spend \$1.8 billion to make Oregon attractive and cited underperformance in certain areas despite overperformance in others.
- Legislators speaking: Sen. Frederick (D-N/NE Portland) raised concerns about the University Innovation Research Fund, Technical Assistance Program for underserved businesses, and film industry funding, requesting further discussion. Rep. G Smith (R-Umatilla County) declared a conflict of interest due to his LLC and asked about Terminal 6

THORN RUN PARTNERS

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funding placement. Sen. Lieber (D-SW Portland/Beaverton) clarified that other infrastructure funds would be determined by the Capital Construction committee. LFO Staff explained that the university fund includes carry-forward dollars with no cuts to current service levels, technical assistance was one-time funding from the previous biennium, and lottery funds go through film offices.

- Motion to have HB 5024 be amended by the –3 amendment and be reported out do pass, as amended passed with Sen. Girod (R-Stayton), Sen. Bonham (R-The Dalles), and Rep. Cate (R-Lebanon) voting in opposition.

Relevant Bills with Hearings, Work Sessions, and Floor Consideration Next Week

Monday, June 9

Bill Number	Bill Summary	Next Action	Priority	Position
SB 983	Permits local public officials to participate in discussion and debate and to vote on the adoption of a local budget that includes compensation for the public official or a relative of the public official after announcing an actual conflict of interest.	8:30AM House Committee Rules Work Session	3	Not Reviewed
SB 1094	Provides for a property tax credit against the ad valorem taxes imposed on the homestead of a resident serving on active military duty.	8:30AM Senate Committee Finance and Revenue Work Session	3	Not Reviewed
HB 3336	Declares a state policy regarding the electric transmission system.	10:45AM Third Reading Senate Floor	3	Not Reviewed
HB 3746	Reduces the statute of limitations for construction defect actions by a planned community or condominium.	10:45AM Third Reading Senate Floor	1	Not Reviewed
HB 5032	Appropriates moneys from the General Fund to the Department of Public Safety Standards and Training for specified biennial expenditures.	10:45AM Third Reading Senate Floor	1	Not Reviewed
SB 1153	Directs the Water Resources Department to consider whether certain water right transfers will result in a loss of in-stream habitat for sensitive, threatened or	1:00PM Senate Committee Rules Work Session	3	Not Reviewed

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	endangered aquatic species in stream reaches not protected by an existing water right or contribute to water quality impairment in water quality limited streams.			
SB 5528	Appropriates moneys from the General Fund to the Department of Land Conservation and Development for certain biennial expenses.	3:00PM Joint Subcommittee Natural Resources Work Session	1	Not Reviewed

Tuesday, June 10

Bill Number	Bill Summary	Next Action	Priority	Position
SB 916	Provides that an individual otherwise eligible for unemployment insurance benefits is not disqualified for any week that the individual's unemployment is due to a labor dispute in active progress at the individual's place of employment.	10:45AM Third Reading Senate Floor	3	Not Reviewed
HB 2321	Directs the Legislative Fiscal Officer to analyze and prepare a report on the current state property tax system and options to modernize the state property tax system.	11:00AM Third Reading House Floor	1	Not Reviewed
HB 2138	Expands allowable middle housing and expands middle housing requirements to include urban unincorporated lands.	3:00PM Joint Subcommittee Transportation and Economic Development Work Session	1	Not Reviewed
HB 2258	Authorizes the Land Conservation and Development Commission to adopt rules requiring local governments to approve certain land use applications for residential developments using building plans preapproved by the Department of Consumer and Business Services.	3:00PM Joint Subcommittee Transportation and Economic Development Work Session	2	Not Reviewed

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HB 3644	Requires the Housing and Community Services Department to establish a statewide shelter program through which regional coordinators are selected to administer funding to shelter providers.	3:00PM Joint Subcommittee Transportation and Economic Development Work Session	3	Not Reviewed
HB 5011	Appropriates moneys from the General Fund to the Housing and Community Services Department for biennial expenses.	3:00PM Joint Subcommittee Transportation and Economic Development Work Session	1	Not Reviewed

New Bills

There are no new bills of potential interest for review this week.

From: [Lisa Batey](#)
To: [City Council](#); [Peter Passarelli](#)
Subject: FW: Transportation ReInvestment Package (TRIP)
Date: Monday, June 9, 2025 2:09:56 PM
Attachments: [image001.png](#)
[image002.png](#)
[TRIP One Pager.pdf](#)

OCR – please put this email and the attachment into our packet for tomorrow.

All – some more background on the TRIP here. See attached two-pager for a summary of specifics.

Lisa M. Batey, Mayor (she/her)
City of Milwaukie
E-mail: bateyl@milwaukieoregon.gov
Message line: 503-786-7512

From: Devon Norden <dnorden@thornrun.com>
Sent: Monday, June 9, 2025 2:02 PM
Subject: Transportation ReInvestment Package (TRIP)

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Hi Mayors,

I've received a few requests for additional information on transportation package which was introduced today. You can find the full bill to HB 2025, the [Transportation ReInvestment Package \(TRIP\) here](#).

Rep. McLain also shared the upcoming transportation hearings schedule in her newsletter:

Tuesday, June 10, 5 p.m.

Public Hearing: Anchor projects and ODOT accountability.

Wednesday, June 11, 4 p.m.

Public Hearing: Rail, transit, and pedestrian safety.

Thursday, June 12, 4 p.m.

Public Hearing: Safety, operations, and maintenance.

Additionally, I've also attached the TRIP one pager for you to review. Please let me know if you have any questions!

Best,

Devon

Devon Norden

Vice President

Thorn Run Partners



dnorden@thornrun.com



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PACKAGE CRITERION:

- Establish **sustainable and innovative funding mechanisms** built on the principle that **all users pay their fair share**

INVESTMENTS IN:

- **SAFETY, maintenance, and preservation** of our multimodal system
- **Urgent and necessary** anchor project commitments
- Transit, rail, & pedestrian safety that ensures an **equitable, safe, and green** multimodal system

IF WE DON'T ACT?:

- **\$205M** annual funding shortfall in maintenance and operations
- **\$227M** annual funding shortfall in paving
- The crisis will worsen and **risk the safety of our roads**
 - The pavement replacement cycle will be **every 50 years instead of 20 years**
 - Roads in fair condition will turn to poor, and **we'll pay more in repairs or replacement later**
 - More potholes, higher vehicle repair costs, & decreased speeds on damaged pavement
 - Non-interstate paving will **cease after 2027**
 - County roads will **deteriorate** due to a lack of state funding

Why does Oregon need to invest this session?

Our economy and quality of life depend on our ability to keep our roadways operating daily. Without funding reform, Oregon will continue to see a decline in the safety, reliability, and quality of its transportation system. That's why the Legislature is advancing a new **transportation framework**- a responsible, forward-looking plan to modernize how Oregon pays for and maintains our infrastructure.

What are we investing in? SAFETY!



ROADS: The vast majority of revenue for the **State Highway Fund** will be dedicated to **operations, maintenance and preservation efforts** at the **state, county, and city** levels to increase safety:

- Pave priority routes
- Clear roads
- Repair road signals
- Fix unstable slopes
- Replace culverts
- Restore bridges
- Fix pedestrian infrastructure
- Build rumble strips
- Restripe roads
- Restore maintenance workers
- Restore and add DMV customer service
- Respond to incidents



HONORING PROJECT COMMITMENTS: The package will include funding for previous legislative promises: **I-5 Rose Quarter** and **Abernethy Bridge**, as well as moving along **I-205 widening**, **Center Street Bridge**, and **Newberg-Dundee** bypass.



TRANSIT: As Oregon's population continues to age and grow, it becomes increasingly important to provide sustainable ways for all Oregonians to access their needs and their community. Investing in a multimodal transportation system means lower emissions, safety for pedestrians, access for all citizens and businesses, and a healthy, thriving Oregon.



RAIL: Freight and passenger rail are instrumental to efficiently move freight to and from port and passengers up and down the I-5 area. Rail offers a great alternative to congested highways, is the most environmentally responsible way to ship freight by land and provides a much safer transportation alternative.



PEDESTRIAN SAFETY: Many Oregonians walk, bike, scoot or skate to jobs or school. Investing in pedestrian infrastructure—**Safe Routes to School** and **Great Streets**—ensures Oregonians of all ages, regardless of mode of transport, get where they safely need to go.

Modern Funding for the 21st Century



INDEXING: Index fuels tax to tie it to inflation to ensure future solvency of the revenue stream.



RUC for PASSENGER VEHICLES: Ensure that all vehicles pay their fair share, including electric and highly fuel-efficient vehicles. Vehicles can enroll with the RUC program or pay a flat RUC annual fee. Once enrolled, EVs would no longer pay higher registration rates.



RUC for COMMERCIAL DELIVERY: Ensure that fulfillment center fleets pay their fair share for use of Oregon roads. A business that operates a fleet vehicle (8,000-26,000 pounds) to deliver packages to homes or businesses in Oregon from a fulfillment center would be required to enroll and pay by the mile.

IF WE DON'T ACT? (Continued):

- **\$360M** annual funding gap in Bridge Program
 - Bridge replacement will be at **900 years instead of 100 years**
 - **Bridges will be weight-restricted for safety**, & trucks will face detours
- **Other consequences of funding shortfall include:**
 - **Longer response times** to incidents & weather
 - **Longer wait times at DMV + closures**
 - **Decreased frequency of transit**
 - **Delayed trains clogging local intersections**
 - **Increased mortality rates** for bike/ped on unsafe roadways

Revenue

Revenue Mechanism	Rate in HB2025	Purpose
Fuels Tax	15 cent increase 1/1/26: +10¢/gallon 1/1/28: +5¢/gallon	Goes into the State Highway Fund : for the 50/30/20 split for the maintenance, operations, and preservation of Oregonian roads.
Title Fees	+\$70 to base	
Registration	+\$50 to base	
Weight-Mile	(waiting math)	
RUC Passenger Vehicles	Per mile charge (5% of gas tax)	
RUC Commercial Delivery Vehicles	Per mile charge (10% of gas tax)	
Fuels Tax Indexing	(adjusts with inflation)	
Payroll Tax	+0.2% increase on payroll	Transit maintenance and enhancement
Transfer Tax	2% on new vehicles 1% on used vehicles Floored at \$10,000	- Great Streets (\$250 million/bi) - Safe Routes (\$50 million/bi) - Anchor Projects (\$250 million/bi) Off the top of State Highway Fund
Privilege Tax	+.05% increase on new vehicle sales (in state)	Railroad Fund
Vehicle Use Tax	+.05% increase on new vehicle sales (out of state)	Wildlife Crossing Fund (\$10 million/bi)

Stewardship and Accountability



ACCOUNTABILITY: Require frequent performance audits and put more oversight of capital projects with the legislature to ensure **public dollars are spent wisely and transparently**, particularly with accounting, budget, and project delivery processes and practices.



EFFICIENCY: Simplify **weight-mile rates** from 85 tax rates down to 10 tax rates, in order to alleviate serious administrative burdens on trucking companies and the state, as well as significantly reduce chances for tax evasion.



STEWARDSHIP: Oregon is the only state to tax diesel at the pump instead of higher in the distribution chain. This results in significant administrative burdens on several small-company fuel sellers and fuel users. **Raising the point of taxation for diesel** to where gasoline is taxed and officially recognizing dyed diesel in law will reduce complexity and provide stronger enforcement for fuels tax evasion.



FAIRNESS: Restore **Highway Cost Allocation balance** (the amount that both heavy vehicles and light vehicles pay into our system) is necessary per the Oregon Constitution. The package will restore that balance.