

Rebuilding Our Transportation Vision Workgroup

Meeting 3 Summary

The meeting was held in-person on Tuesday, July 7, 2026, from 9 a.m. to 12 p.m. in Salem, as well as being streamed. The meeting recording and materials are available at [Rebuilding Our Transportation Vision Workgroup](#).

The Workgroup discussed what legislative partners need from the Workgroup and final report; the ODOT capital investment process which will support clearer project priorities, delivery decisions, and accountability; as well as updates from the subgroup meetings.

Attendees

Members

Grace Crunican – Co-Chair

Ted Aadland

Gale Castillo

Dan Dorran

Tyler Frisbee (virtual)

Jeff Gritz

Chris Hagerbaumer

Patrick Nofield

Jim Trett

Chris Warner (*non-voting*)

Absent

Bruce Hanna – Co-Chair

Julie Brown

Legislators

Senator Broadman (D-Bend)

Senator Gorsek (D-Gresham)

Senator Pham (D-Portland)

Senator Starr (R-Dundee)

Representative Gamba (D-Portland)

Representative Gomberg (D-Otis)

Representative McLain (D-Forest Grove)

Subgroup Chairs

Lee Beyer, Oregon Transportation Commission

Jana Jarvis, Oregon Trucking Association

Staff

Kelly Brooks, Office of the Governor

Susan Peithman, Amanda Pietz, Tova Peltz, Travis Brouwer, and Meliah Masiba, ODOT

Brandy Steffen, JLA Public Involvement

Public

Roughly 80 people watched live on YouTube.

Media

<https://www.opb.org/article/2026/07/08/oregon-lawmakers-to-prioritize-bipartisanship-transportation-workgroup/>

<https://oregoncapitalchronicle.com/2026/07/07/oregon-lawmakers-say-theyll-prioritize-bipartisanship-in-2027-transportation-funding-plan/>

<https://elkhornmediagroup.com/or-legislators-will-attend-transportation-vision-meeting/>

<https://katu.com/news/politics/lawmakers-outline-priorities-and-new-ideas-for-oregon-transportation-funding-workgroup-oregon-opol-politics-governor->

[tina-kotek-pacific-northwest-pnw-transit-trimet-max-forest-grove-odot-bus-plow-maintenance](https://katu.com/news/politics/lawmakers-outline-priorities-and-new-ideas-for-oregon-transportation-funding-workgroup-oregon-opol-politics-governor-tina-kotek-pacific-northwest-pnw-transit-trimet-max-forest-grove-odot-bus-plow-maintenance)

Summary

Opening Remarks

Co-Chair Grace Crunican welcomed members, subgroup chairs, staff, legislators, and online participants. She framed the meeting around three purposes: hearing from legislators, learning about ODOT's capital investment process and hearing how the subgroup meetings are proceeding.

Roundtable with Legislators

Meliah Masiba introduced herself and thanked the legislators for attending. She encouraged the group to participate in the conversation and explained that she would help facilitate the conversation.

Below are the themes heard during the meeting:

- **Needs and priorities for a funding package:**
 - Safety was the number one priority for people around the state.
 - Stable, sufficient budget that can pass with bipartisan support. Holistic and sustainable funding to maintain the system.
 - Represent a range of modes including trucks, transit, bikes and pedestrians, in addition to personal vehicles. Consider the transit dependent community members and opportunities to get people out of cars to reduce congestion.
 - Prioritize fairness. Explore options that share the cost burden between residents and visitors.
 - Ensure that Oregonians have confidence in what they are funding/buying. The transportation system is the largest state asset.
 - Retool ODOT for the 21st Century. Include guardrails and accountability; don't necessarily cut back on services, just make it clear. Focus/talk about ODOT's core mission. Reflect on the past successful funding packages and bipartisan support.
 - Unlock the economic power of the state.
 - Create a safe lifeline for emergency responders.
- **Challenges to consider for the funding package:**
 - Consider geographic differences and challenges.
 - Explore technology solutions, including traffic control and other expensive upgrades, as well as autonomous vehicles.
 - Recent ballot measure on transportation funding increases failed.
 - There are also forces outside of our control (federal funds, global economy) impacting budgets.
 - Solutions are not obvious. This is complicated; you can't solve everything with one step. Lack of permanent leadership at ODOT and internal staff and resources to deliver projects (which would reduce costs).

- **2025 package elements to reconsider**

- Accountability: There is more work to be done to show how ODOT is using the resources it has today.
- Indexing
- RUC administration should be streamlined and expedited.
- Privilege tax on vehicles.
- Greater local funding flexibility.

- **2027 legislative considerations**

- Education: Help the state know about the funding situation.
- The work needs to be bipartisan and reflect of leadership priorities. Involve the legislature to reach consensus. Use the work from 2025 (there was a lot of research and discussion) but not the politics
- Local stories: these will be important to highlight, particularly safety, maintenance, preservation, Safe Routes to School, workforce, economy.
- Work together: We all need to do something, at the local, county, state levels.
- Budget: Understand what we are getting and tie it back to the mission of ODOT.
- Audit: Accountability can be increased through the legislative ODOT audit; this is an investment that we are making.
- Build confidence: in ODOT and ODOT leadership.

Questions/Discussion

- Does the 30% transit-dependent figure discussed include all non-drivers?
- Necessary to have a bipartisan package, which means broader community involvement and people engaged at the table. Compromise is also necessary.
- The transportation system is very complex. We need to understand what the legislature sees as core services.
- We should bifurcate the system to first look at what is needed to maintain and there isn't enough money now. Then also define what projects you want to build and have those paid for separately.
- Nearly all HB 2017 projects have been completed or are underway, with only a few exceptions and one canceled project. Oregonians need an understanding of the funding challenges and cost of the system. Capital Investment Plan (CIP) overview

Amanda Pietz, Policy Data and Analysis Division Administrator and Tova Peltz, Delivery and Operations Division Administrator, presented the CIP process and how it will connect the future funding choices to project priorities, delivery and accountability. The first CIP will be finalized in December 2026, as well as updating the project delivery process related to the cost/risk issues.

Comments and questions from the group:

- Can you be responsive?
 - Yes, the CIP allows for quick response and programmatic investments. ODOT will still go after federal funds to advance projects more quickly; the state will be involved in that process.
- Concern that the CIP is a wish list because there is no money for everything on the list.

- The projects that were proposed but can't be funded in the 10-year cycle through the CIP, will be included in the report. The candidate projects will be reduced to a smaller number.
- What about existing projects?
 - Those will be grandfathered into the CIP so that we understand how to manage the existing portfolio.
- Is inflation being incorporated into the CIP?
 - Yes, that will be included in the cost/risk analysis.

Subgroup Liaison Update

Grace thanked the subgroup chairs for attending and sharing an update with the Workgroup.

Subgroup chair Lee Beyer and Vision Workgroup Liaison Tyler Frisbee shared what the Major Project subgroup discussed in its first two meetings:

- Need to figure out how to fund projects that are beyond the basic maintenance/operations.
- Some delays, and costs, may be coming from legal review.
- How can we support local workforce to get the most bang for our buck?
- Need to identify projects that deliver the most to state and ensure that there is clarity on the cost. We've seen named projects advance without clarity on cost, which means that they are moved forward without adequate funding. That also results in a piecemeal approach to the system. The CIP should help with this.
- The funding stacks in Oregon looks very different from the rest of the country. We need to make a decision around tolling.

Subgroup chair Jana Jarvis shared what the Freight subgroup discussed in its first meeting:

- Most people don't think about transportation and have no idea of the cost of maintenance or operation. It's hard to sell a program if they don't know anything about costs. People know even less about freight.
- How to solve the situation is different for ports/rail compared to trucks.
- Connect Oregon was discussed.

ODOT Liaison Amanda Peitz shared what the Transit subgroup discussed in its first two meetings:

- The current situation for providers is very different around the state. The majority expect to make cuts in the next 5 years, some up to 30% due to rising labor, insurance, and fuel costs. While some providers had funding reserves, they have tapped into that now.
- Priorities are having funds that keep pace with inflation, providing service for veterans, providing rural transit (which has more miles and fewer people), and providing service for transit dependent people.

Vision Workgroup Liaison Chris Hagerbaumer shared what the Community Livability and Safety subgroup discussed in its first two meetings:

- Concerned about the safe routes to school and bike/ped funds that were removed during the last session.
- The group focused on high impact improvements.
- Also discussed policy or legislative changes to increase safety, such as drivers education, drug/alcohol limits, and enforcement that are outside the scope of this process.

- Funding needs to be indexed to keep pace with inflation.
- Also considered EV charging and while important, should not be a focus of the Community Livability and Safety subgroup work.

Vision Workgroup Liaison Jim Trett shared what the Maintenance subgroup discussed in its first two meetings:

- Rural Oregon is noticing more weight restricted bridges which severely limits fire/emergency service providers ability to respond.
- There was a question about reducing the seismic repairs or requirements to instead focus on basic repairs.
- Most small cities don't have anything without state funds, including striping roads.
- The group talked about transparency and the messaging and media throughout the state and target the local issues.
- Scenario 1 isn't acceptable but will include wildfire issues and keep caring for the current system.
- Ways to pool resources to reduce costs.

Vision Workgroup Liaison Dan Dorran shared what the Finance subgroup discussed in its first two meetings:

- Most local jurisdictions can't use general funds for their system.
- It is a holistic view to look at roads/finance.
- Want to hear from the other subgroups to hear how to put things together.
- Will get more detailed info around bonding and other options.

Kelly Brooks thanked the subgroup members for their time and effort. She reinforced that this process is designed to have difficult conversations and to help prioritize the most important elements of the transportation system. The work of the subgroups will fuel the community conversations about tradeoffs and implications.

Upcoming Meetings and Next Steps

Grace reminded the members that the next meeting will be held virtually on August 7 to hear from the subgroups, as well as other states.

- Meeting 5: (September 9) Subgroup report out and synthesize.
- Meeting 6: (October 9) Revenue & Implementation, including Subgroup funding and implementation input.
- Meeting 7: (November 10) Subgroup report out and components of a 2027 Transportation Package.
- Additional meeting if needed on Agreement and Concurrence.
- December: Final report published.

The Workgroup welcomes feedback from the public as it builds recommendations to rebuild Oregon's transportation system.

Feedback to the Workgroup can be sent to RebuildingTransportation@odot.oregon.gov.