

# Legislative Updates

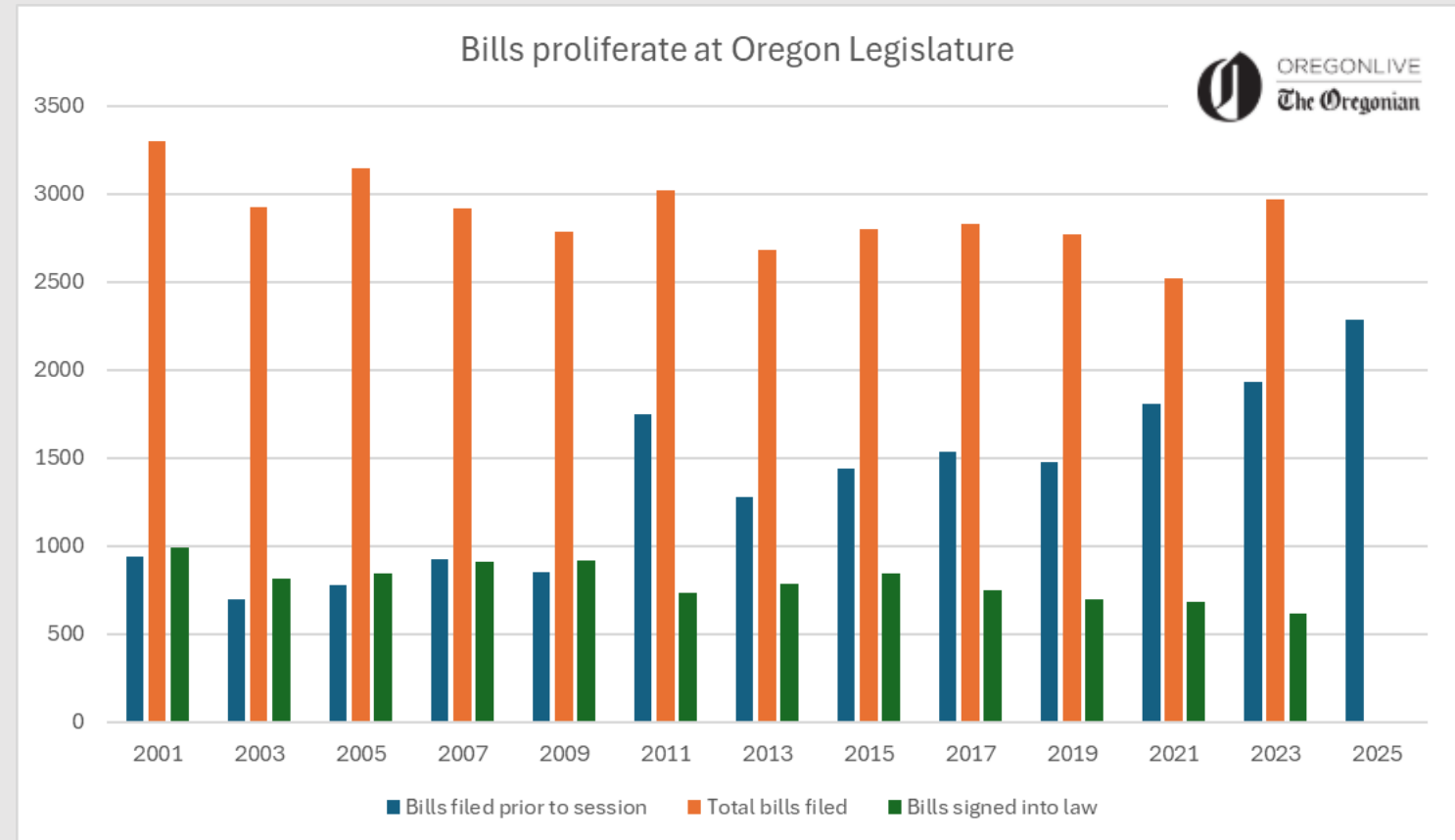
Kirsten Adams, AGC  
Lindsay Baker, ODOT

AGC-ODOT Annual Conference  
February 7, 2025



# 2025 Session By the Numbers

- 2,700 bills
- 13 Senate committees
- 15 House committees
- 10 Joint committees



# 2025 Session Dynamics

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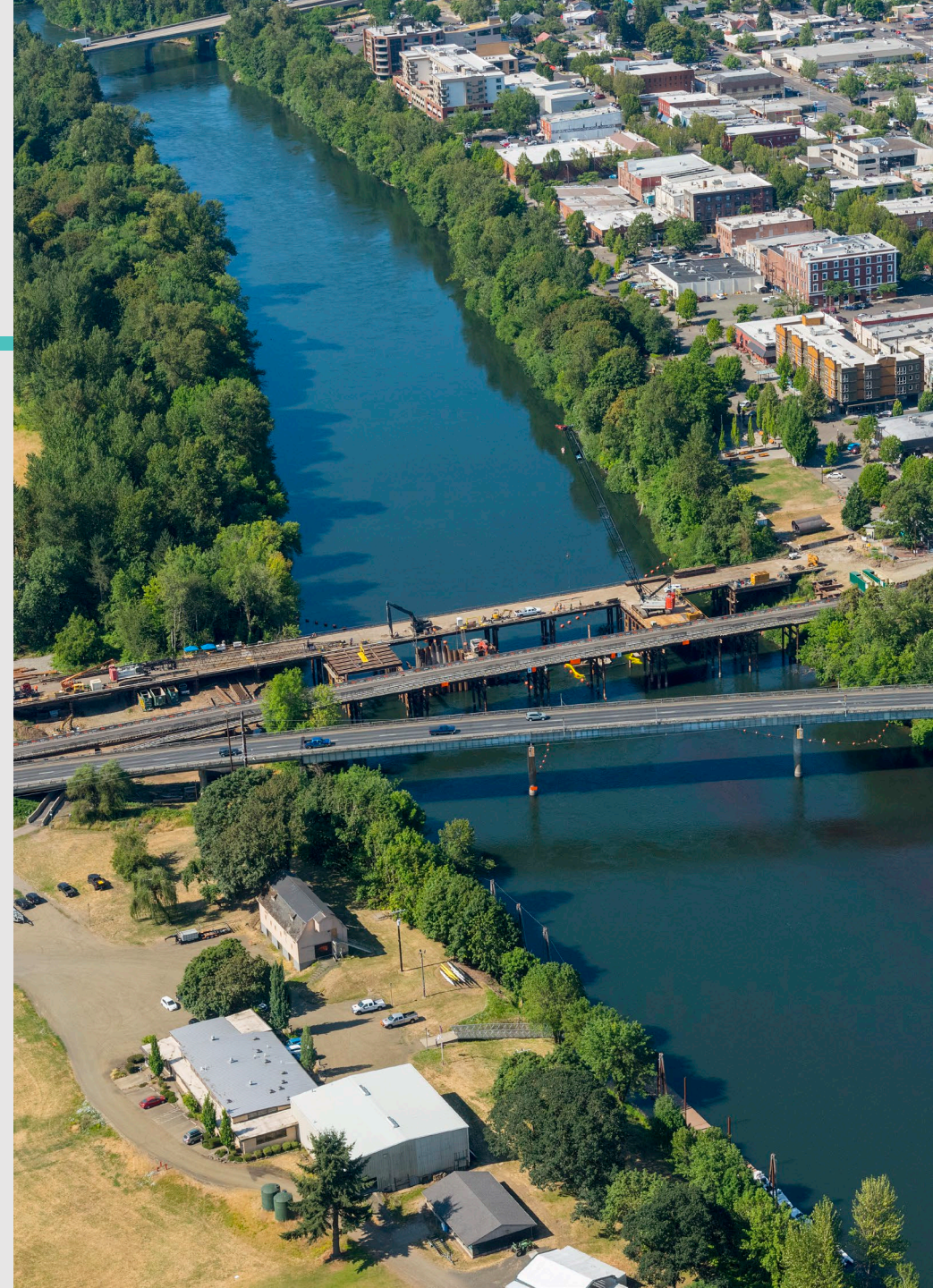
- New Joint Transportation Committee Members
- Supermajorities in House and Senate
- Recent executive action on Project Labor Agreements
- Changes in federal administration



# 2025 Legislative Priorities

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- Sufficient and Sustainable Funding for Oregon's Transportation System
- Work Zone Safety
- Roadway Safety

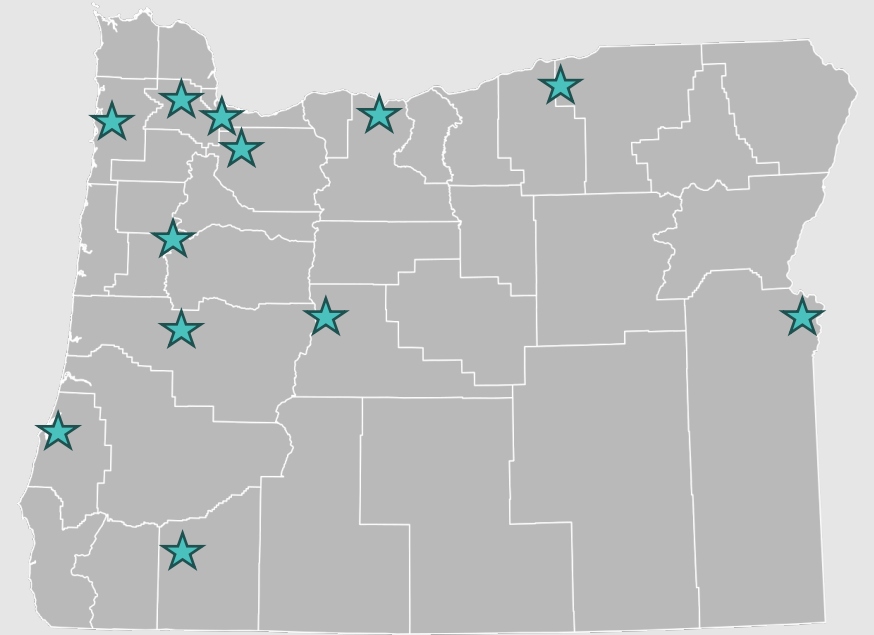


# JCT Legislative Statewide Tour

This summer, the Joint Committee on Transportation held a **12 - stop Transportation Safety and Sustainability Outreach Tour** for legislators to hear from Oregonians and discuss the need for **sufficient and reliable transportation funding**

## Outcomes:

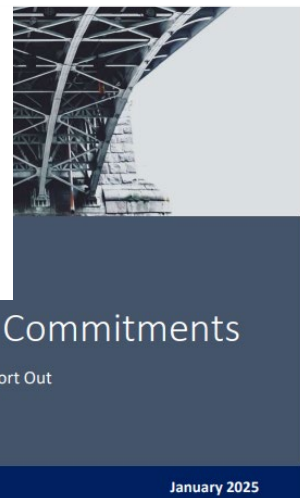
- Deeper understanding of ODOT's role as system steward
- Broad public support for maintenance program + crews
- High priority on safety, maintenance, and agency operations
- Increasing awareness of structural revenue challenges
- Commitment to partnership, collaboration, and durable solutions



# JCT Workgroup Meetings

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- **Sessions:** October 2024 through January 2025
- **Members:** 45 - 50 diverse transportation partners
- **Topics:** State and local transportation needs; short, medium, and long-term funding options
- **Tasks:** Understand totality of needs, identify and evaluate potential solutions within the following categories:
  1. Back to Basics (Maintenance and Preservation)
  2. Public & Active Transit
  3. Finishing 2017 Priority Commitments



# State Highway Fund Structural Funding Challenges



## Future Fuels Tax Revenue Decline

- The average driver consumes almost **25% less fuel per year** than 10 years ago. At today's rate, that's over **\$40 less per year** in gas tax paid per vehicle



## Reliance on Few Sources of Revenue

- Oregon **does not utilize inflation-resistant** funding mechanisms to support transportation system needs



## Rigid Statutory Structure

- About **80% of DMV fees** go to local governments and state highway construction projects and can't be spent on delivering DMV services
- **Less than 3%** of additional taxes and fees raised by HB 2017 went to state highway maintenance and operations



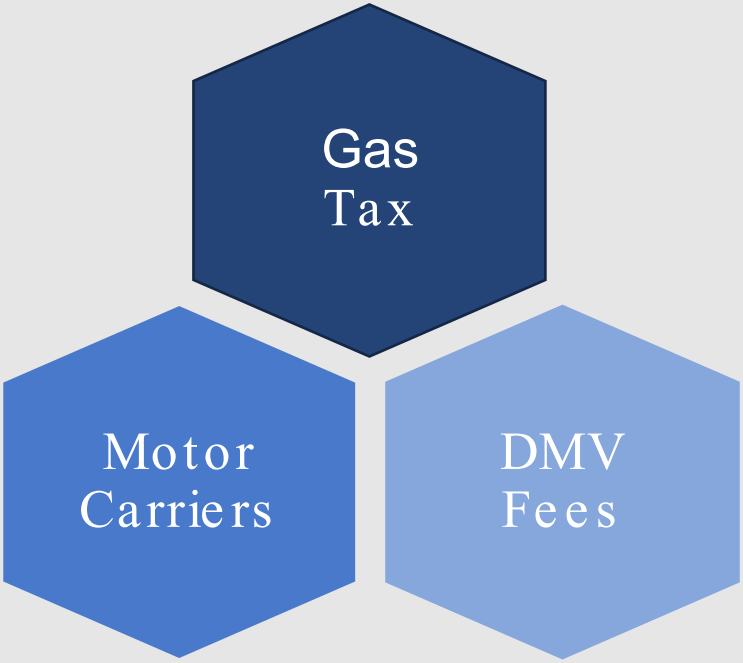
## Rise of Record Inflation

- Since 2017, the National Highway Construction Cost Index has **increased by over 80%**
- Equipment costs have **increased about 25%** in the past four years
- Paint costs **have increased over 30%** in the last four years

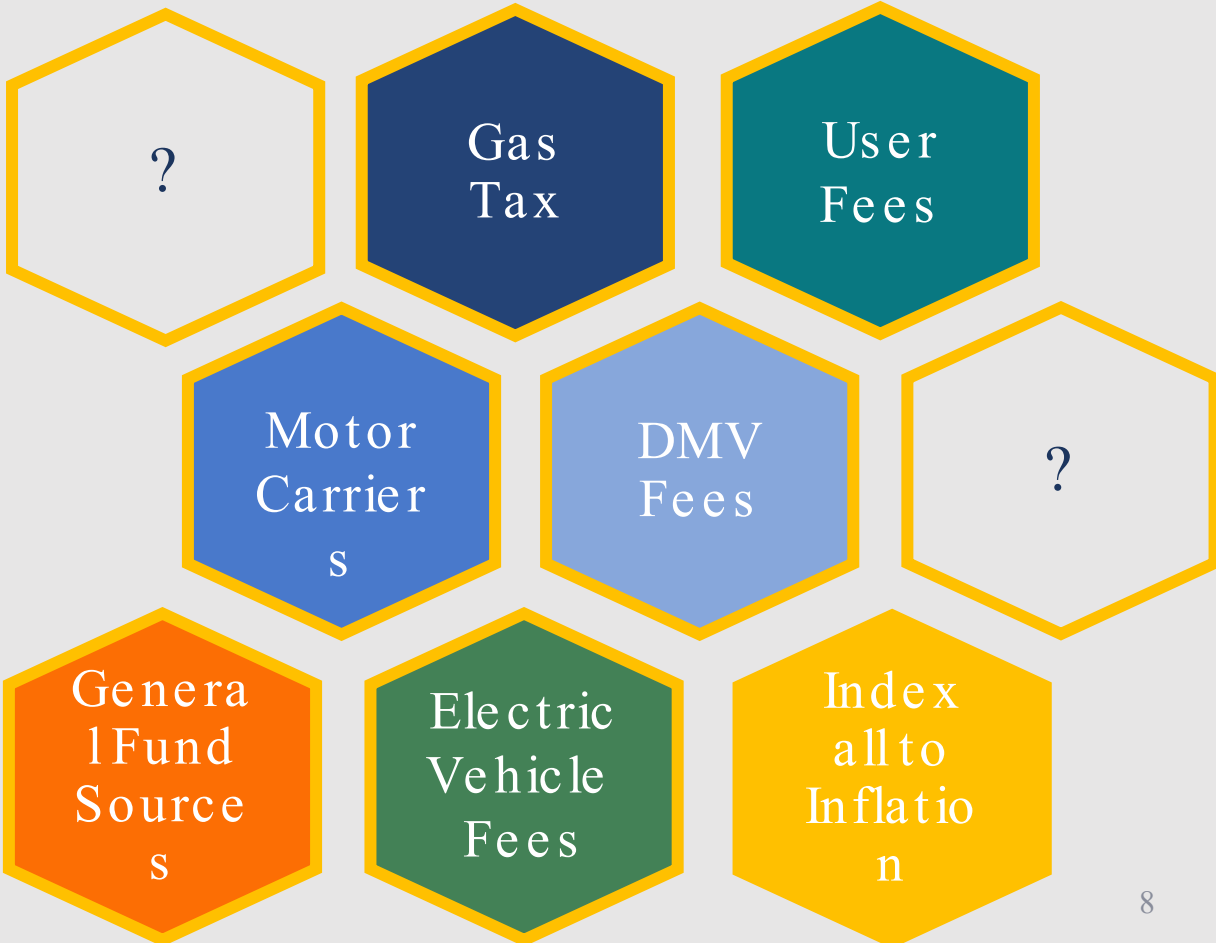
# A More Diversified Revenue Portfolio

Sufficient and sustainable funding is key to maintaining and modernizing our transportation system

## State Highway Fund Revenue Today



## Some Options for the Future





# Not Just a Funding Package

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- Work Zone Safety (SB 711, HB 3337)
- Roadway Safety (HB 2154, SB 471)
- Tolling (HB 2931, SB 925, HB 3466)
- Tire Tax (HB 3362)
- Advanced Clean Trucks (HB 3119)



# Next Steps

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- More bills filed every day
- **Feb 14:** JCT leadership draft package framework released
- **Feb – May:** Ongoing package development
- **June 29:** Constitutional sine die



Questions?

