

In Portland, we have something called the “green transportation hierarchy.” It looks like this:



This simple diagram allows us to assess transportation projects according to the following values (from “pedestrians” at the top to “single occupancy vehicles” at the bottom):

- **Cost to construct infrastructure**
- **Cost/benefit to society**
- **Likelihood of injury or death to road users** (as a result of this mode)
- **Promoting public health** (including physical activity, clean air, mental health, etc)
- **Environmental impact** (such as greenhouse gases, air/water/noise/light pollution, disruption to wildlife, etc)
- **Affordability to Oregonians** (how much of a financial burden does each mode put on a family’s budget)
- **Jobs provided by the project** (directly during construction, and indirectly for maintenance, as a result of improved economic activity, etc)
- **Mode efficiency** (how much road space is required to move the same number of people)

How does HB2017 fare under this lens?

- **Cost to construct infrastructure:** HB2017 emphasizes building high-cost-per-mile and high-cost-per-user highway projects over lower-cost walking and cycling projects. [1]
- **Cost/benefit to society:** emphasizes projects that would benefit motor vehicles (which have a high direct and indirect economic cost to society) over active transportation (which provides a direct and indirect economic net benefit to society). [2]
- **Likelihood of injury or death:** emphasizes projects that will lead to higher utilization of modes of transportation more likely to cause injury or death. [3]
- **Promoting public health:** emphasizes projects that will decrease public health (by contributing to a sedentary lifestyle over promoting a physically active one, by increasing air pollution and thus asthma and other respiratory diseases, by adding rather than relieving noise pollution from motor vehicles, which has a profound effect on the mental health of people who live nearby). [4]
- **Environmental impact:** emphasizes projects that will contribute to greater utilization of motor vehicles that create greenhouse gasses, air/noise/light/water pollution, and

substantial disruption to the habitats and migratory patterns of vulnerable wildlife populations. [5]

- **Affordability to Oregonians:** emphasizes projects that will further entrench the average family's need to own and frequently drive motor vehicles (and the car payments, insurance, registration, gas, and maintenance costs that come with them) instead of projects that would support Oregonians' ability to utilize cheaper forms of transportation. [6]
- **Jobs provided by the project:** emphasizes projects that are shown to be less effective by the dollar in creating and maintaining jobs and a vibrant local economy. [7]
- **Mode efficiency:** emphasizes projects that benefit inefficient modes that transport fewer people per foot of road space over those that are more efficient and create less congestion, particularly in cramped urban regions. [8]

In conclusion, if you prioritize any of the variables listed above, you will agree that HB2017 as it is currently proposed will harm our state much more than it will benefit it. Please revise the funding prioritizations and specific projects in this bill, else you should reconsider supporting it.

Sincerely,

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Resident of Portland, OR

[1] Fact-check of the cost to build freeways vs active transportation improvements:
<http://www.politifact.com/oregon/statements/2011/mar/19/sam-adams/portland-mayor-sam-adams-says-portlands-spent-its-/>

[2] Cost/benefit to society analysis for walking, cycling, transit, and driving:
http://discoursemedia.org/discourse/wp-content/uploads/2016/11/infographic_2_subsidy_v03.jpg

[3] Oregon crash data broken up by mode:
http://www.oregon.gov/ODOT/TD/TDATA/car/docs/2015_CrashSummaryBook_FI.pdf

[4] Health benefits of active transportation:
<http://www.peopleforbikes.org/statistics/category/health-statistics#health-benefits-of-bicycling>

[5] Environmental benefits of active transportation over motorized vehicle transit:
<http://www.sharetheroad.ca/what-are-the-environmental-traffic-congestion-benefits-of-cycling--s16223>

[6] Mode share cost calculator:
<http://bicycleuniverse.info>

[7] Economic impacts from and jobs created by transportation construction projects:
http://www.peri.umass.edu/fileadmin/pdf/published_study/PERI_ABikes_June2011.pdf

[8] How much road space is required to move the same number of people (based on transportation mode):
<http://www.baharash.com/wp-content/uploads/2015/05/amount-of-space-car-bus.jpg>

