

I am writing in regards to the transportation funding bill, HB 2017. I have several concerns about this bill: heavy funding of highways in Portland; the bicycle tax; and funding for Safe Routes to School.

As a Portland resident who lives near the Rose Quarter, I know our city can be healthier, safer, and more affordable by increasing funding for public transportation and walking and bicycling infrastructure, but not through highway widening. We can't build our way out of congestion -- but we can create the infrastructure to make it easier for people to choose alternate ways of moving around our city. We don't need more money for highway widening in the center of Portland. This will add more pollution to my neighborhood and more congestion to the city as a whole.

I'm also concerned about the bicycle tax. As someone who commutes to work by bicycle and cycles recreationally, I already pay taxes in several ways, including through property tax and the tax on my car. This new tax will be burdensome to small business owners and will decrease their revenues--and all without raising much revenue. When people buy a new bicycle, they are very price sensitive. Oregon has encouraged and supported a strong cycling industry, and Portland's bike shops are thriving. This tax will likely send some potential bike buyers to look online and buy from out-of-state rather than supporting our local small businesses. It also sends the wrong message about our state's support of cycling for transportation and recreation. Please remove the bicycle tax from the transportation package. Rather than tax bicycles, we should tax studded tires, which cause considerable damage to our streets and highways and are used well beyond when they are needed.

Finally, I'm concerned about the funding scenario for Safe Routes to School and would encourage you to include the provisions in HB 3230. Specifically, please change the following:

- Do not sunset Safe Routes funding after ten years
- Do add \$6 million for classroom safety education
- Prioritize Title I schools
- Expand to include street projects within 1-mile, rather than 1/4-mile, of schools
- Do not require onerous 40% match, especially for Title I schools

My children attend our neighborhood K-8, a Title 1 school where most kids walk or bike. Having safe routes is essential for our children as there is no bus service for most kids, who live within a mile of the school. The classroom safety education has been essential for these kids, many of whom never learned to ride a bike otherwise. The current funding package will hurt the vulnerable children who attend our state's poorest schools.

Oregon's future is brighter when we invest in people on bikes, on foot, and on public transportation, not when we invest in polluting cars.

Thank you,
Joan Petit
Portland, Oregon