

Dear Co-Chairs Sen. Beyer & Rep. McKeown, and Members of the Committee,

Thank you for the opportunity to comment on HB 2017-3. We are appreciative of all the efforts that have gone into working towards a transportation package that meets the diverse needs of the great state of Oregon; yet the current level of funding for transit, biking, and walking is a bare minimum, and we urge you to improve some elements of the bill which would substantively impact our communities.

Invest in Safe Routes to School

The Safe Routes to School Bill, HB 3230, meaningfully improves safety for schoolchildren to walk and bike in their neighborhoods. We urge that the provisions expressed in that bill be represented in HB 2017-3, including the following:

- Remove the ten-year sunset on the program
- Expand street safety funding to \$15M per year
- Fund in-classroom education with \$6M per year
- Include Title 1 prioritization for street safety projects
- Create flexibility in local funding match requirement for Title 1 schools
- Expand the radius for eligible projects around schools to one mile

Additionally, we urge the passage and inclusion of HB 2693 as a complementary bill to this package for youth transportation.

Create Funding Pathways for Jurisdictional Transfer

Oregon has a goal of zero transportation-related fatalities or serious injuries by 2035. Powell Blvd., 82nd Ave., Tualatin Valley Hwy, and Lombard Ave. are a few examples of corridors that are currently state-owned facilities and also high crash corridors for all transportation modes.

In the next decade, ODOT projects the pavement condition on regional and district highways will fall from 83% to 55%. ODOT understandably prioritizes investing limited resources on major state routes, but that leaves state highways of more regional than statewide significance in an unfortunate and, increasingly, dangerous position of disinvestment and disrepair.

We urge you to clearly define how we will ensure that new programs stewarding long-needed jurisdictional transfer are funded.

Towards Climate Mitigation

Oregon has robust climate mitigation targets to achieve by 2020. According to a recent finding by Oregon's Greenhouse Gas Commission:

Oregon's emissions had been declining or holding relatively steady through 2014 but recorded a non-trivial increase between 2014 and 2015. The majority of this increase (60%) was due to increased emissions from the transportation sector, specifically the use of gasoline and diesel. The reversal of the recent trend in emissions declines, both in the transportation sector and statewide, likely means that Oregon will not meet its 2020 emission reduction goal. More action is needed, particularly in the transportation sector, if the state is to meet our longer-term GHG reduction goals.

Bold investments in transit, biking, and walking infrastructure are key to developing transportation choices that help us achieve our carbon reduction targets. We understand the seduction of short-term congestion relief through auxiliary lanes and road widening, but these

are band-aids that on a longer timeline only achieve induced demand commensurate with the added capacity. The current percentage of 10-11% for transit, biking, and walking is simply insufficient. We urge you to ensure that funding levels for transit, biking, and walking are robust enough to support our state's goals.

Thank you for the opportunity to comment on HB 2017-3.

Sincerely,

Steph Routh
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