

Representative Sara Gelser,
Education, Chair

March 11, 2013

RE: **HB 2500, expands types of costs that qualify as approved transportation costs for purposes of the State school fund distributions.**

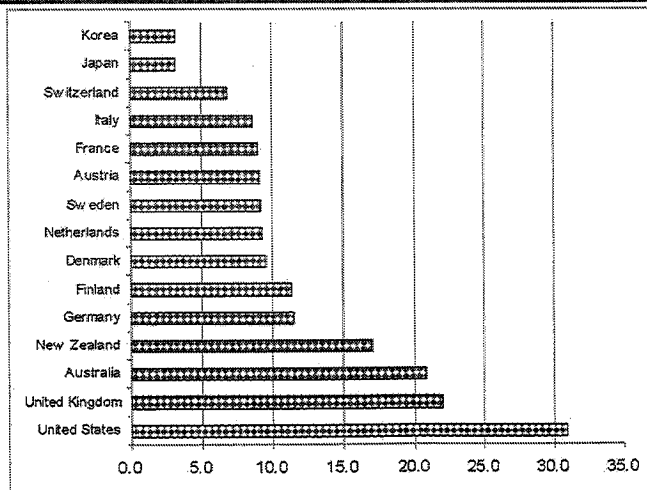
I support of the above for these reasons:

1. **Revenue Neutral**
2. **No Decrease** in school bus drivers payroll
3. **IS a 'can do' bill**, provides **flexibility for school districts**; no forced compliance
- 4, **Innovation Development**: Allows communities to express solutions for pupil transportation
5. **Encourages flexible support** to dovetail with ODOT's Safe Routes in a complementary manner.
6. **Increase local control & collaboration** directed by individual school districts.

The hallmarks of this bill allow school districts across the entire state to listen to their parents/students and consider pilot projects to encourage and support safe passages to school. In addition to the excellent safe method of the 'yellow school bus' for students, creating pilot projects will collaborate with decreasing obesity by increasing active transportation. This still retains the radii of inclusion for pupils, 1 mile for elementary and 1.5 miles for middle school.

We are in the middle of an obese epidemic with some 30+ percent of children labeled obese and overweight. There are many factors.

Obesity Rate by Country (Body Mass Index ≥ 30)



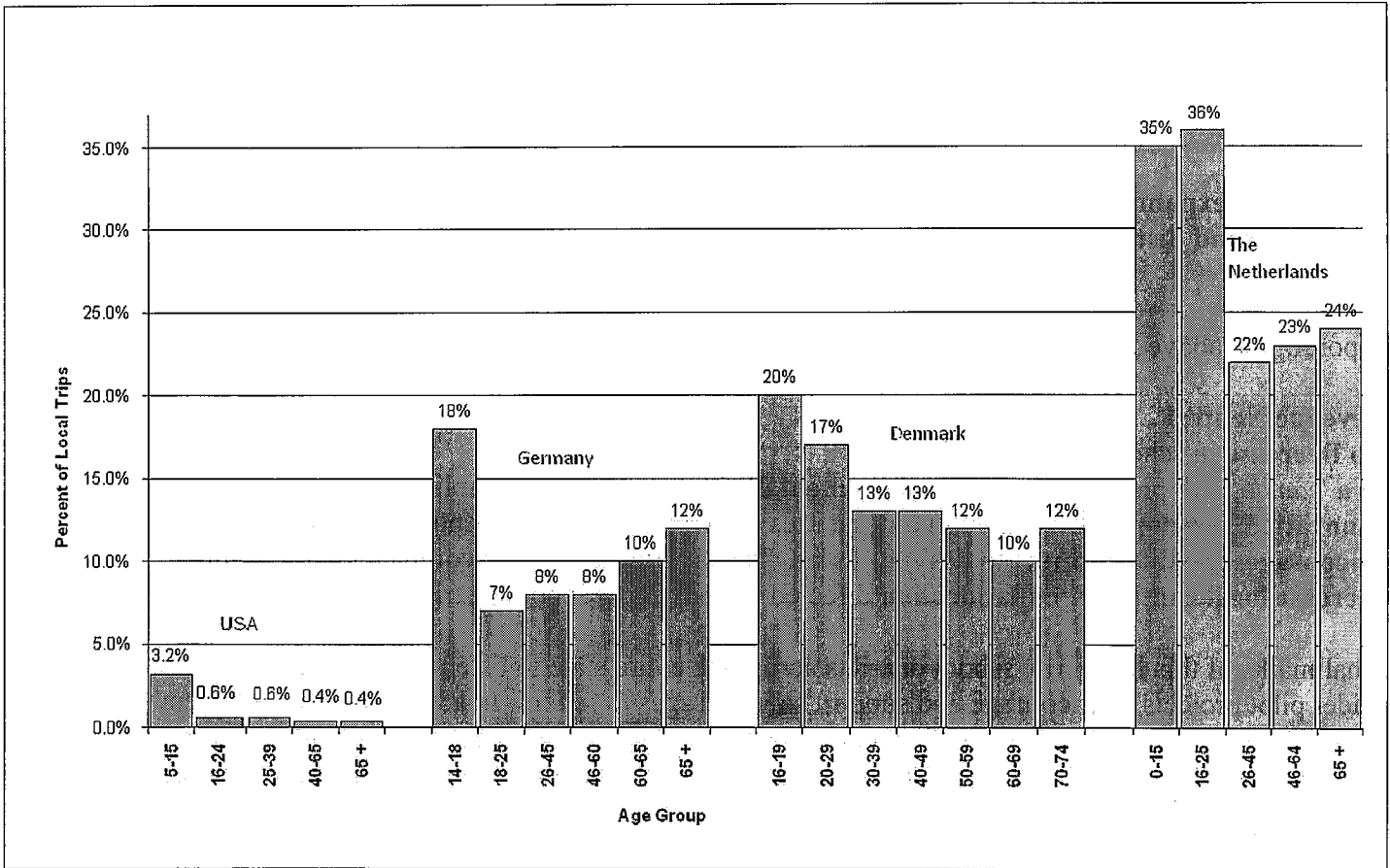
Sources: Centers for Disease Control and Prevention, U.S. Department of Health and Human Services; World Health Organization, International Obesity Task Force; Organization for Economic Cooperation and Development, Public Health Statistics.

Pucher: *Cycling for Everyone*

One factor is activity:
Transportation by Bicycle



A. J. Zelada



This bill will allow school districts to target a self directed percent for programs that can create safety corridors, consider innovations and creations that are comfortable with the community they serve.

For example, *a child living 2 miles from school could bike to school in the morning. If a district outfitted each school bus with a bike rack then that child could simple take the bus with their bike homeward in the dark of winter or in avoidance of rain.* This is a simple solution.

There are many other possibilities that can contribute to Pupil Transportation. This bill gives the school district flexible language and permission to use their allocated monies within the confines of previous budgets.

Thank you,

A. J. Zelada, OD
 Chair, OR Bicycle & Pedestrian Advisory Committee for ODOT



A. J. Zelada

CDC Recommendations for Improving Health through Transportation Policy



The U.S. transportation system has been shaped by multiple policy inputs and concrete actions which have arisen from transportation and community planners, funding agencies and others at Federal, state and local levels. Today, the system is designed to move people and goods efficiently; however, there is a growing awareness across communities of the impact that transportation systems have on quality of life and health. Government and non-government agencies are seeking innovative policies and programs that promote health while allowing for the efficient transportation of goods and people.

The Opportunity

Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.

Recommendations

The document **CDC Recommendations for Improving Health through Transportation Policy** (<http://www.cdc.gov/transportation>) gives specific recommendations for including the consideration of public health within transportation issues. Key high-level areas include:

- Reduce injuries associated with motor vehicle crashes. Examples of interventions include:
 - » Restraint laws; alcohol-impaired driving laws;
 - » Comprehensive graduated driver licensing systems;
 - » Community designs that promote reduced traffic speeds in neighborhoods; and
 - » Addressing roadway safety issues through community design, and policies which improve driver behavior.
- Promote active transportation. Examples of interventions include:
 - » Well-lit sidewalks, shared-use paths, and safe roadway crossings;
 - » Bicycle-supporting infrastructure such as shared-use paths, protected bikeways, cycletracks and programs that reduce motor vehicle traffic and vehicle speed on neighborhood streets (e.g. bicycle boulevards);
 - » Creating safe pedestrian and bicycling connections to schools, public transportation and public park and recreation areas;
 - » Reducing vehicle miles traveled per capita;
 - » Using comprehensive street design measures, such as “complete streets”;
 - » Safe Routes to Schools programs; and
 - » Federal guidelines for the inclusion of active transportation infrastructure in building and development efforts.

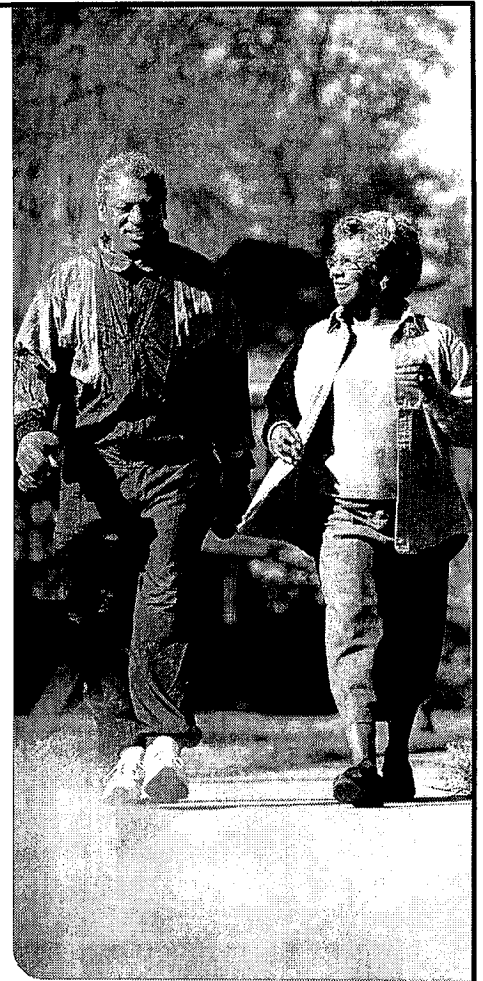


www.pedbikeimage.org/ Carl Sundstrom



U.S. Department of Health and Human Services
Centers for Disease Control and Prevention

- Improve air quality. Examples of interventions include:
 - » Retrofit technologies for diesel engines;
 - » Traffic congestion mitigation and air quality programs;
 - » Stricter emission standards at ports, and for railroads;
 - » Promotion of transportation choices that reduce emissions;
 - » Promotion of active transportation and public transportation modes while maintaining safety measures; and
 - » Reducing vehicle miles traveled per capita.
- Expand public transportation by:
 - » Increasing transit funding;
 - » Providing more transportation funding flexibility;
 - » Implementing model transportation planning policies that encourage transit-oriented developments;
 - » Improving bicycle and pedestrian connectivity to stops and stations; and
 - » Accommodating bicycles and pedestrians in public transit systems.
- Encourage healthy community design by:
 - » Modeling land use and transportation policies like “complete streets” that encourage dense networks of connected streets which serve the needs of all transportation modes;
 - » Implementing measures to protect residents from air pollution and noise from high-volume roadways, ports, and airports;
 - » Designing street networks that facilitate active transportation and public transportation by increasing connectivity and limiting block size;
 - » Locating destinations for children within neighborhoods so that children can reach destinations without having to cross busy streets;
 - » Ensuring that all people have access to safe, healthy, convenient, and affordable transportation options.



Rationale

The current U.S. transportation infrastructure focuses on motor vehicle travel and provides limited support for other transportation options for most Americans.

- Physical activity and active transportation have declined compared to previous generations. The lack of physical activity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke and other chronic health conditions.
- Motor vehicle crashes continue to be the leading cause of injury-related death for many age groups. Pedestrians and bicyclists are at an even greater risk of death from crashes than are motor vehicle occupants.
- Many Americans view walking and bicycling within their communities as unsafe because of traffic and the lack of sidewalks, crosswalks, and bicycle facilities.
- A lack of efficient alternatives to automobile travel disproportionately affects vulnerable populations such as the poor, the elderly, people who have disabilities and children by limiting access to jobs, health care, social interaction, and healthy foods.
- Although motor vehicle emissions have decreased significantly over the past three decades, air pollution from motor vehicles continues to contribute to the degradation of our environment and adverse respiratory and cardiovascular health effects.

To view and download the full document “CDC Recommendations for Improving Health through Transportation Policy” please visit: www.cdc.gov/transportation

For more information, please contact:
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