

Dear Members of the Joint Transportation Committee,

The Oregon Department of Transportation is not interested in building infrastructure for people on foot or using bikes beyond what is legally required. This is evidenced by the many projects they have designed, engineered, and constructed over several decades since the "Bike Bill" was first passed. SB 395 is the most effective way to counter the current disinterest in non-highway projects.

It is imperative that SB395 be passed with a 5% requirement for walking and biking as this is effectively the ceiling and floor for funding that will be provided for people not using cars to get from point A to point B.

- This is a move that is good for the environment through lower carbon emissions as people will be more likely to shift away from driving for every trip.
- This is a move that is good for businesses as people not spending 10-20% of their income on transportation have more disposable income to support local businesses that they are more likely to see because they won't be on an insulated, climate controlled throne powered by composted dinosaurs.
- This is a move that is good for Oregon by reestablishing a strong policy foundation to support modes of transportation that add to our state's culture and resilience in a cost efficient manner.
- This is a move that increases the efficiency of our tax dollars and reduces congestion as walking and bicycling infrastructure is more cost effective than projects that promote driving and there is no example provided in the last 50 years of a road expansion project that has alleviated congestion for more than a few years.

SB 395 will provide:

- Increased share of state highway funds invested in walking and biking from 1% to 5%
- Expanding the requirement for investments in walking and biking to include road resurfacing projects
- Exempt small projects where costs of walking and biking improvements would exceed 20% of the total project
- Ensure transparency through an annual report on the use of funds

These are reasonable updates to current policies that will more effectively leverage our limited tax dollars without creating an undue burden.

Safe Routes for All will have clear benefits:

- Increased safety for those walking and rolling
- Equitable access to safe ways to walk and roll, including for BIPOC Communities, older adults, and students
- Economic boost to our state and local economies
- Reduced traffic congestion and carbon emissions
- Greater connectivity to Oregon's beautiful natural spaces

Please vote YES on SB 395, and let's build Safe Routes for all Oregonians.

Sincerely,

David Stein  
Resident, SW Portland