

Senate Bill 395

Good morning Co-chairs McLain and Byer, members of the committee, for the record, I am Mark Gamba the Mayor of the City of Milwaukie.

And barring one small quibble, City of Milwaukie is in full support of SB 395.

Pre-pandemic I endeavored to travel to the majority of my meetings all over the metro region by bike, and so I am fairly familiar with the lack of infrastructure in the region.

During the pandemic, I'm just sitting on zoom and getting fat.

The State, the metro region and many cities have set goals aimed at combatting climate change. A big part of most of those goals involves the transportation system, with efforts to increase the mode share of bicycling, walking and transit, thereby reducing the greenhouse gas impact of a significant number of trips.

Studies have shown, that many more people will ride a bike for their commute and their errands if they feel that it is safe to do so.

That requires much better bike and pedestrian infrastructure throughout the system. Historically we have not invested in that system on parity with the road system.

I'll give you a concrete example: The metro region periodically creates an RTP (Regional Transportation Plan) that is sort of an amalgamation of all the Transportation System Plans of all 25 cities in Metro and adding in bigger system wide needs.

This plan is broken into 4 major parts: Freight, Transit, Auto and active transportation. There was a look at when we would have the entire system built out at current investment levels:

The currently planned transit system, at a cost of roughly \$5.1 billion dollars, at our current investment level, should be built out in 35 years.

The currently planned motor vehicle system, at \$20.9 Billion dollars, at current investment levels, should be built out in 51 years.

And the cheapest system, the Bike and Pedestrian system, at a total cost of \$1.8 billion dollars – at our current investment levels will be built out in roughly 231 years.

We set climate goals and mode share goals but we don't invest like we mean them.

It's time that as a State we either invest in our goals like we mean them, or stop fooling ourselves and just admit that we don't, that we have no intention of shifting the transportation mode share.

Because we will get what we invest in.

I think you will hear from a lot of people that they already don't have enough money to build and maintain what they have to build and maintain, and they are right. We've watched the gas tax funds shrinking as the need for investment is growing. It's way past time to change how we fund our transportation system.

But cities all over the state, as well as ODOT are required, by federal law, to have an ADA system and a plan for funding that. The biggest expense in that system is sidewalks. Sidewalks are something that this bill will help fund.

So, I urge you to consider that we need to diversify our transportation systems to meet the needs of the 21st century. And we need to invest in them like we mean it.

Thank you! I'm happy to take questions.

In answer to the inevitable question of: what's your quibble?

I would pull the word resurfaced in line 9.