

3-4-2021 – 8am- Senate Bill 395 Joint Committee on Transportation

I oppose SB 395. Gross highway fuel consumption according to ODOT projected revenue has been reduced due to Covid-19. These funds are used for 7,500 miles of highway in this state, which does not include federal highway in which federal funds are generally allotted to states on a cost share basis for certain repair and replacement. ODOT has estimated the 2021 revenue as \$1,600,000,000.

SB 395 would raise the percentage for bike lanes and walk trails from 1 percent to 5 percent total of funds increasing from \$16,000,000 to \$800,000,000, respectively.

Legislative Assembly failed to inform citizens that due to a Federal DOT match program with states for bike lanes and walk trails.

Additionally, there is no Sunset to delete these changes when Federal matching funds program ends.

Roads in the ODOT highway system are in horrible condition, there should not be potholes that a driver must avoid or risk damage to their vehicle due to diverting and additional 4 percent of highway funds for bike lanes and walk trails.

Oregon claims to be concerned about health of Oregonians, this Bill would be a negative impact on Oregon citizens due to the fact that matching funds in conjunction with Federal DOT only apply to road under their jurisdiction. There Legislative Assembly and the Governor would expose its citizens to exhaust pollution, rubber debris, and other chemical that are churned up on a major transportation road system. It is unhealthy to exercise/recreation along a major highway system under Federal DOT authority. What is most egregious is how many schools are built or inequitably affected by highway alignment practices. One cause of pollution caused in Oregon is for every Oregonian on average travel 27 minutes a day for commuting, Census 2020 (2018 levels).