

Dear Joint Transport Committee,

RE: Bike Bill

From: Roberta Robles

It is with great disappointment that I withdraw my support for the Bike Bill. I have heard concerns from local counties, and I share their concerns about diversion of maintenance funds. I listen to opposing concerns and have updated my position accordingly. I wish to clarify, my 'advocate' voice in the past has been directed at ODOT state funding, not county roads funding.

It has never been my voice to speak on or about County Roads maintenance programs. I have worked for an Oregon County Public Roads department. I understand the basics of how these programs are funded.

I believe it is an overreach of state authority to mandate this level of funding authority on county admins. I do not believe backers of this bill fully appreciate county funding for transport. Some counties like Multnomah, can if they wish, increase their funding for maintenance if they choose to, likewise other rural Counties may wish to use their funds elsewhere and have established democratic processes for making these decisions locally. I believe county transport funding should be treated in a separate bill to state transport funding for mandating increases in bicycle infrastructure investment.

Likewise, I regret to inform you that the backers of this Bill, BikeLoudPDX and The Street Trust, have engaged in racial bias, ghosting, censorship, nepotism and exclusionary practices.

I suggest the Street Trust come back to Oregon State Legislature after they have completed their own strategic work plan going forward and how they plan to incorporate the needs of people of color, such as myself.

As you know I have been testifying to this committee since 2018. One of the reasons I turned to this tactic is because of the exclusionary actions I was experiencing in Portland transport advocacy circles.

They never shared power.

I thank the Joint Transport Committee for sharing their power, time and money for transport justice.

Roberta Robles

Klamath County