

Office of Government Relations

Co-Chairs Beyer and McLain, Members of the Joint Transportation Committee:

Multnomah County supports Section 81 in HB 3055 which expands speed setting authority to cities, as well as Multnomah and Lane counties.

Multnomah County has a relatively small role in managing transportation infrastructure, with only about 300 miles of rural roads, a few urban arterials, and some of the Willamette River bridges. This compares to more than 5,000 miles of roadway under management by the City of Portland. However, as the local public health authority, the County is charged with reducing the burden of illness and premature death, much of which is influenced by our transportation system.

We are supportive of this bill because our residents will benefit from safety improvements in communities that implement local speedsetting. We have an interest in making sure that we improve safety on our roads, and we feel that local jurisdictions can be highly responsive to the needs of these local communities.

- Transportation has large effects on leading causes of illness and premature death in Multnomah County. An estimated 20% of premature deaths may be preventable by changing urban transportation.
- Transportation influences health through physical activity, air pollution exposure, and crash injuries.
- Inequities exist in transportation-related health outcomes in Multnomah County, with Black and African American residents and people living in poverty bearing a higher burden from several causes of illness and premature death.

We encourage your support for section 81 of HB 3055. Thank you.

Taylor Steenblock
Multnomah County Government Relations

Testimony: