

Hello,

I am writing in strong support of HB 2558 but I do urge that scope be expanded to be 1/3 or 1/4 of a mile. I would also suggest that there be a size bonus for developments that include affordable units.

Building housing near transit will reduce auto dependency which in effect will decrease pollution and congestion.

But perhaps more importantly, there are many Oregonians that do not have access to an automobile (40 percent of tenant households own zero or one vehicle), so having reasonable access to transit is imperative to completing necessary trips or fairly participating in the economy.

I work at a subsidized building for seniors and people with disabilities, and can see each day how beneficial it is to have easy access to public transit. The vast majority of our residents do not have vehicles but because we have so many transit options near us, they are able to make it to their doctor appointments, job sites, or the grocery store with minimal stress.

Unfortunately, many Oregonians (especially those without cars, or unreliable cars) do have to feel stress when they plan trips or go to their morning commute. Let us take action to reduce this stress and give more Oregonians access and opportunity to reliable transit.