



May 4, 2023

To: Joint Committee on Transportation

Re: Support HB 2793, -2

Dear Lawmakers,

The Street Trust is a membership advocacy organization representing street users from across Greater Portland and beyond regardless of mode or zip code. We work to win policy and investments that save lives, reduce barriers, and expand mobility and opportunities to the people and neighborhoods our current system neglects.

Oregonians are paying with their lives for government failure to address the public health epidemic of serious injuries and deaths on our roads. Traffic fatalities are on the rise nationwide and in the latter half of 2022, Oregon had the 10th highest traffic fatality rate in the country – with 1.45 roadway deaths for every 100 million miles traveled, according to data for the first half of 2022 from the National Highway Traffic Safety Administration. Pedestrian fatalities in Oregon were up 61% percent over the previous year in that time period, according to data from the Oregon Department of Transportation (ODOT).

ODOT's orphan highways are among our deadliest roadways.

As Metro points out via [submitted testimony](#), their 2020 regional measure would have funded much needed improvements to these dangerous roadways. Just today, you're hearing a request from Rep. Bowman to transfer Hall Blvd from ODOT to the City of Tigard, along with a \$50M request from Ways & Means. I serve on the Inner Powell working group where we just this month received an estimate of \$115-185M to bring that facility up to a state of repair in which it could be transferred to the city of Portland. We just spent \$120M to update Outer Powell and now the City of Portland is working securing hundreds of millions for 82nd Avenue. Barbur. McLoughlin. TV Highway. Farmington Road... the list goes on and on.

We're grateful to JCT Co-Chair McLain for forwarding HB 3113 in an attempt to secure \$100M for ODOT's Great Streets program, but the need is so much greater than can be addressed through one-offs such as the IJJA/BIL and or ad hoc dips into the general fund. Pitting local jurisdictions and lawmakers against each other for scarce

resources and ad hoc improvements on our most dangerous urban arterials is not only inefficient and unstrategic, it's a recipe for disaster.

We need unified action and dedicated funding to ensure all streets are great streets for moving people and goods safely and efficiently. That's why The Street Trust applauds Rep. Bowman's attempt to develop a systematic stakeholder driven approach to addressing these issues at the statewide level. We support it the idea preliminarily, but only as a first step toward a long overdue development of a statewide '[Orphan Highways' Improvement Strategy & Investment Plan](#) which aligns and leverages various funding streams to achieve transportation goals and in which investments in Great Streets and other complete streets and multimodal infrastructure as part of a forward looking urban development strategy.

We're excited to see progress on development of a systematic, strategic way to address these needs. Paired with needed significant investment in the Great Streets Program and other multimodal infrastructure investments, HB 2793 -2 is a step in the right direction for the state to steadily fix this critical safety and maintenance transportation concern in our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Sarah". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Sarah Iannarone
Executive Director, The Street Trust