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On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I support a safe, fair, and accountable transportation package this session. We need to focus transportation investment on public transit, biking, and walking. ODOT needs to stop being the department of freeways, and start being an actual transportation department. I use public transit quite a bit but should be able to use it much more. We are in a climate emergency, and if our children and grandchildren are going to have a chance at a livable future we need to act like it! Our house is on fire and it sometimes seems like elected officials get lost in doing things the same old way with minor tweaks here and there, while the world burns. The young kids I work with are pretty angry about this, and frustrated, and often despair about their future. It's not fair they say, and they are right. We should not do things like widening freeways to shorten commute times a little bit in the very near term, (this doesn't last long, due to induced demand the traffic congestion always gets just as bad in a relatively short time) but increase carbon emissions from the start. This makes no sense, and it is truly unfair.

Where I live in Happy Valley the transit services have gone down over the years, it is nearly non-existent. Where I work in outer SE Portland transit is much better, but still not adequate. And public transportation in urban areas should go all night. Somehow public transit was in many ways better decades ago, we had all night bus service, and fareless square in downtown Portland (which helped small business in the downtown area).

I walk a lot. I work at my small business in outer SE Portland and a lot of the streets around here are still dead. And there the lack of shade has gotten worse in part due to ODOT's short sighted need to cut down trees so people can drive faster (this is what I was told by an ODOT representative regarding the Powell Blvd tree removal project east of I205).

Safe: Whether we are driving, walking, biking, or taking transit, Oregonians like me deserve the right to safely get around their neighborhoods and across the state. Yet decades of disinvestment in the basic maintenance and safety of our roads have left us with perilously unsafe streets, with devastating consequences. Traffic fatalities in Oregon are up an astonishing 70% since 2010.

? Ensure \$200 million per year (\$400 million per biennium) is included in the transportation package for the Great Streets, Jurisdictional Transfer, and Safe Routes to School programs.

Fair: Oregon is facing a transit crisis. Across the state—from rural districts to urban centers—public transit agencies are sounding the alarm: without additional funding,

essential transit service will be slashed, workers will be laid off, and thousands of Oregonians will be left stranded without reliable and affordable access to jobs, health care or education.

? Prioritize a phased increase to the Statewide Transportation Improvement Fund (STIF) payroll tax, to reach ½ of 1% by 2033 to ensure there are no cuts to local transit service.

Accountable: The 2025 transportation package is an opportunity to bring climate and cost accountability to Oregon's transportation system. As we invest in preserving our roads and bridges, we must also ensure the Oregon Department of Transportation (ODOT) is held to clear standards that curb carbon emissions and rein in skyrocketing megaproject costs.

? Require ODOT to evaluate the projected greenhouse gas emissions and vehicle miles traveled for all future highway projects as part of its project selection criteria.

One in three Oregonians cannot or do not drive. We need a transportation system that is safe and fair for all Oregonians. I urge you to pass a 2025 transportation package that preserves our transit operations and basic road maintenance