

Submitter: Patrick Kennedy

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Dear Co-Chairs McLain and Gorsek and Members of the Committee,

I write today in support of the increased transit funding and the STIF program in HB 2025. The increased funding for the STIF program in this package will help prevent significant cuts to public transit service across Oregon.

I'm fortunate enough to not have to rely on public transit. I work from home so my millage is significantly reduced, and I've got both a car and an e-bike (which has replaced 75%+ of my car trips). However, tens or hundreds of thousands of Portlanders alone rely on transit to get around or use it to reduce how often they use their cars.

If cuts are made to public transit that's not a simple "0.2% savings for businesses" it means more cars on the road, which means longer commutes, which means more money spent on gas (which according to AAA today averages \$4/gallon, almost a dollar higher than the national average). That 0.2% saves every day people time, money, and stress, all of which are critically important as we face increasingly uncertain times.

The role of the State is to provide the best for its people, the best safety, the best care, the best opportunity. It's supposed to make tough decisions with wisdom and compassion. I would argue this isn't even a tough decision, if anything it could do more. I'm a huge advocate for free transit for all, which even further reduces the burden on the most vulnerable among us while further reducing car use, reducing air pollution, reducing traffic fatalities, and even reducing overhead (no need to pay for payment processing systems if there's no payment to process!).

Please carefully consider these facts as you make your decisions,
Patrick