



people**for**bikes

P.O. BOX 2359 BOULDER, CO 80306

PeopleForBikes.org | 303.449.4893

June 12, 2025

Joint Committee On Transportation Reinvestment
Oregon State Capitol
900 Court Street NE
Salem, Oregon 97301

Dear Co-Chairs McLain and Gorsek, Vice Chairs Boshart-Davis and Starr, and members of the committee:

I write to you on behalf of the PeopleForBikes Coalition to express our strong support for the submitted amendment to HB 2025 to increase investment in Oregon Community Paths via the Multimodal Active Transportation Fund through a luxury vehicle tax.

The PeopleForBikes Coalition is a national advocacy group that works for better policies and infrastructure for bike riding. We are the sole national trade association representing over 320 manufacturers, suppliers, and distributors of bicycle products and representing over 1.4 million riders in the U.S. We work to make bike riding a safer and more inclusive activity for everyone.

More than 80% of Oregonians report using local trails or off-street paths, and there is broad public support for investing in trails. Oregon Community Paths funds grants for project development, construction, reconstruction, major resurfacing, or other improvements of multi-use paths that improve access and safety for people walking and bicycling. This program is used to fund the off-street portions of Safe Routes to School projects as well as access to parks, transit centers, and alternatives to high-speed roadways. It is especially critical in rural communities, where off-street paths are frequently the only alternative to walking, running, or biking on the state highway system. The program was oversubscribed by more than 4:1 in its first two funding cycles.

PeopleForBikes, in alignment with the Oregon Trails Coalition, is asking that a small portion of the new funding identified in the transportation package be allocated to this program through the Multimodal Active Transportation Fund, which exclusively funds the Oregon Community Paths program. Additionally, the Oregon Community Paths program provides one of the only sources of matching funds for the state and for local governments to leverage federal funding for

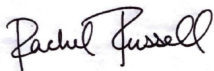
trail projects in Oregon. We celebrate the proposed investments already identified in the package for on-street safety through Safe Routes to School and Great Streets.

This would continue Oregon's nation-leading investment in active transportation and recreation infrastructure to increase access to active transportation and outdoor recreation opportunities.¹ In turn, this additional access would provide recreation and health benefits to families and children throughout the region, as it would provide more options for families to participate in the outdoors and promote healthy habits.

Our support for the submitted amendment to HB 2025, to increase investment in Oregon Community Paths via the Multimodal Active Transportation Fund, stems from the recognition that investing in dedicated bicycle and pedestrian infrastructure has been shown to encourage more people and families to ride and walk more often. Systematic reviews have found that the overwhelming majority (84 percent) of people report that safer infrastructure would enable them to walk or ride a bike more.² Additionally, according to the U.S. Bureau of Economic Analysis, outdoor recreation generated \$8.4 billion (2.6 percent of GDP) and 72,925 jobs for Oregon in 2023.³ Oregon's residents are fortunate to have incredible access to outdoor recreation opportunities, and dedicated infrastructure is a key piece of this access. Investing in this infrastructure incurs numerous benefits, including: substantial public health savings through reduced traffic injuries and fatalities, increased physical activity for families and individuals, and increased well-being through connection with nature; reduced vehicle miles traveled that reduces congestion; and higher spending and investment in local economies that promote thriving communities.⁴

We encourage you to champion this crucial amendment as it represents continued investment in Oregon's storied network of bicycle and pedestrian trails that help more Oregonians access opportunities to get outside.

Sincerely,



Rachel Fussell
Senior Manager of Recreation Policy
PeopleForBikes Coalition

¹ PeopleForBikes. [2024's Best Places to Bike](#). 2024.

² Pearson et al. [Adults' self-reported barriers and enablers to riding a bike for transport: a systematic review](#). 2022.

³ U.S. Department of Commerce Bureau of Economic Analysis. [Oregon](#). 2023.

⁴ PeopleForBikes. [Supplemental Guide for Funding Bike Infrastructure](#). 2024.