

Submitter: Alana Brown

On Behalf Of:

Committee: Joint Committee On Ways and Means Subcommittee On
Capital Construction

Measure, Appointment or Topic: SB1601

Dear Chair Girod, Chair Nosse, and members of the committee,

I am writing to express my extreme disapproval of the proposals to reallocate money from multi-use paths to highway maintenance. It's cynical to take money that makes communities safer, healthier, more resilient, and more environmental sustainable, and transfer it to projects that do the exact opposite. This plan will literally make us less safe, less healthy, and less resilient to economic and climate changes.

I sincerely ask you not to redirect funding from the Oregon Community Paths and Safe Routes to School programs to highway maintenance and operations as currently laid out in the -3 amendment to SB 1601.

Funding operations and maintenance of automotive infrastructure cannot come at the expense of the safety of our communities, our most vulnerable community members, our schoolchildren, and others who cannot drive. I would recommend major highway project funding be redirected to meet the current highway operations and maintenance needs instead. Instead of expanding existing highway capacity, creating increased and unfunded maintenance burdens on our children and grandchildren, that money could be used to maintain what we already have.

More than 80% of Oregonians report using local trails, that is a higher percentage of Oregonians than those that drive. Despite owning a car, my family similarly uses our local Trolley & Springwater Trails for our daily commutes and most of our daily needs. Our roads are deadly for non-car users, and our off-street paths provide the absolute safest places in our community for people of all ages and abilities to walk and bike. The Oregon Community Paths and Safe Routes to School program are already tragically underfunded, and people continue to die on our streets as a result. If you asked me, I'd be moving \$6,000,000 from automotive infrastructure to fund transformational multi-modal infrastructure instead. That would be visionary and would make future generations better off rather than impoverished and bent low under the weight of highway maintenance.

Please preserve the following funds from any budget cuts:

Multimodal Active Transportation Fund: funded in part by the bike tax and currently directed entirely to Oregon Community Paths program to fund safe, off-street alternatives.

Transportation Operating Funds: non-street funding that funds passenger rail, paths,
and para-transit)

Safe Routes to School Funds

Thank you.