

Submitter: Stephanie Routh

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 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. The \$15 flat Bicycle Excise Tax was passed in 2017 under condition that it fund bicycle and pedestrian transportation projects. The idea that this funding be raided — and within a decade of its passage — in a -3 amendment whose stated summary is "judicial compensation" is ludicrous, even by short session standards.

I support redirecting funds to operations and maintenance of the current transportation system, but that should come from major highway project funding, not the pittance that funds the most cost- and energy-efficient modal transportation projects.

More than 80% of Oregonians report using local trails, that is a higher percentage of Oregonians than those that drive. 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.

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.  
Steph Routh