

Submitter: Matthew Hall

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 write to plead that you not 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 1601-3.

I support redirecting funds to operations and maintenance of the current transportation system, but not at the expense of the safety of our most vulnerable community members, our schoolchildren and others who cannot or do not want to drive

If Oregon truthfully wants to portray itself as a leader in the effort to address climate change, it must literally walk the walk – expanding options for walking, biking and transit are a key component to reducing our greenhouse gas emissions. We cannot sacrifice these options to build and maintain expensive, destructive highway projects, especially when the benefits of these sustainable, affordable multimodal investments far outweigh their costs, especially in comparison to highway 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 the 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 for your consideration,
Matthew Hall