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February 19, 2013

To: Senate Committee on Business and Transportation  
State Capitol, 900 Court Street NE  
Salem, OR 97301

Re: SB 247 - Support

Dear Chair Beyer and Committee Members:

Thank you for this opportunity to present testimony on HB 247. 1000 Friends of Oregon is a nonprofit, membership organization that works with Oregonians to support livable urban and rural communities, protect family farms and forests, and provide transportation and housing choice. 1000 Friends supports SB 247, with amendments expected to be ready perhaps by this hearing.

Oregon's communities, elected leaders, and transportation agencies have recognized for some time that our state's transportation needs are interconnected, yet the physical and funding links between them are weak. This is a primary reason why diverse transportation interests have come together in the Oregon Transportation Forum – including the Oregon Trucking Association, AAA Oregon/Idaho, 1000 Friends of Oregon, Oregon Environmental Council, League of Cities, Oregon Public Ports Association, Bicycle Transportation Alliance, Tri-Met, and others – to further a comprehensive transportation system.

The Governor convened the Non-Roadway Transportation Users Working Group, on which 1000 Friends of Oregon served, to evaluate and recommend stable and sufficient funding for non-roadway transportation modes. A priority Working Group recommendation was to expand lottery revenue for non-roadway transportation. *ConnectOregon* currently funds freight, aviation, and some transit. We ask that the Legislature expand *ConnectOregon* funding to include pedestrian and bicycling facilities and additional transit – “*ConnectOregon Plus*.” Investing in the full range of transportation options makes the whole transportation system operate more efficiently and serve Oregonians better.

For example, approximately 50% of all trips in the US are three miles or less. Those can be accomplished by bicycling for 20 minutes or less. And 25% of all trips are 1 mile or less – these can be completed by walking 20 minutes or less.<sup>1</sup> Nationally, almost 30% of work commute trips are less than 5 miles.<sup>2</sup> Making it easier to walk or bicycle frees up road space for freight and for those who want or need to drive - thereby increasing road capacity without the high cost of building more or wider roads.

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<sup>1</sup> National Household Travel Survey, 2001; Rails to Trails Conservancy. 2008. Active Transportation for America: The Case for Increased Federal Investment for Bicycling and Walking. Supported by Bikes Belong Coalition. [http://www.railstotrails.org/resources/documents/whatwedo/atfa/atfa\\_20081020.pdf](http://www.railstotrails.org/resources/documents/whatwedo/atfa/atfa_20081020.pdf)

<sup>2</sup> Bureau of Transportation Statistics, *From Home to Work, the Average Commute is 26.4 Minutes*, Omnistats 2003.

Building, maintaining, and operating a more diverse transportation network also provides more jobs than emphasizing roads only. For example, an evaluation of 58 transportation projects in 11 cities found the following:<sup>3</sup>

- Bicycling infrastructure created the most jobs for a given level of spending: For every \$1 million, the cycling projects in this study created 11.4 jobs within the state where the project was located.
- Pedestrian-only projects created an average of 10 jobs per \$1 million.
- Multi-use trails created 9.6 jobs per \$1 million.
- Road-only projects created the least, with a total of 7.8 jobs per \$1 million.

Finally, we need to provide for a changing society. Currently, almost ¼ of the US population does not drive because they are too young, too old, or are physically unable to do so. As the baby-boomers age, this percentage will increase. And the children of baby-boomers are obtaining drivers licenses and buying cars at a much lesser rate than previous generations did. Oregon needs to start now to accommodate these changes, with adequate funding for the full range of transportation needs. SB 247, as amended, is the first step.

Thank you for consideration of our testimony.

Sincerely,



Mary Kyle McCurdy  
Policy Director

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<sup>3</sup> University of Massachusetts, Amherst, Political Economy Research Institute, June 2011  
<http://www.peri.umass.edu/236/hash/64a34bab6a183a2fc06fdc212875a3ad/publication/467/>