



American Planning Association
Oregon Chapter

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Making Great Communities Happen

June 6, 2017

Co-Chair Senator Lee Beyer and Representative Caddy McKeown
Joint Committee on Transportation Preservation and Modernization
Oregon State Legislature
900 Court Street
Salem, OR 97301

RE: Oregon Chapter of the American Planning Association testimony to the Joint Committee on Transportation Preservation and Modernization regarding HB 2017.

Dear Co-Chairs Senator Beyer and Representative McKeown and Committee members,

The Oregon Chapter of the American Planning Association (OAPA) is an independent, statewide, not-for-profit educational organization with 850 members that provides leadership in the development of vital communities by advocating excellence in community planning, promoting education and citizen empowerment, and providing the tools and support necessary to meet the challenges of growth and change.

Our organization strongly supports the passage of a comprehensive transportation package that addresses transportation needs and demonstrably moves the state toward meeting our greenhouse reduction goals and strategies, as articulated in Oregon's *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. HB 2017 is a significant and important step in the right direction. **OAPA respectfully ask that the Committee address the issues we raise in our testimony to amend the bill.**

Identify Revenue Raised by Source and Match Funding Source to Expenditures

The current bill is not formatted in a way that makes it easy to understand exactly how much revenue would be generated from each source, and which source of funding pays for the proposed expenditures. We respectfully ask the Joint Committee and staff to supply this information to the public. This current lack of information makes it difficult to determine just how much of the transportation package is dedicated to congestion relief, maintenance and preservation, seismic upgrades, bicycle and pedestrian improvements, and transit.

Refocus the Bill on Maintenance and Preservation Outside of the Portland Metro Region

One of the most significant issues in the state as well as the nation is in the maintenance and preservation of the existing system. Oregon has a multi-billion dollar backlog of maintenance and 75% of our bridges are seismically deficient. Yet the emphasis of the bill seems to be on congestion reduction. While an important issue for the Portland Metropolitan region, congestion may not be the top issue of many non-Metro Areas. Maintenance and preservation

may be much more important and should be made available to non-Metro areas, along with improving transit service.

Funded Transportation Projects

Cities, counties, and Metro all adopt Transportation System Plans (TSPs); metropolitan planning organizations adopt metropolitan transportation plans (MTPs). The creation of TSPs and MTPs includes significant analysis of existing conditions, forecast of demand for transportation, and a collaborative process to determine which projects should be included in the local transportation plan. If local transportation plans funded by this bill, they should be adopted and included in local TSPs and MTPs. Projects not included in adopted in plans should have demonstrated political support from the impacted jurisdictions.

Congestion Relief Districts (MPOs) is Unclear.

The bill's language regarding congestion relief districts needs clarification. OAPA understands that through HB 2017, each MPO in Oregon would be established as a congestion relief district. Does this designation require certain actions of the MPO after? Sections 119a to 119m of the bill grant certain powers to congestion relief districts – does this include the ability to raise gas taxes for the purpose of funding new transportation improvements?

OAPA supports the ability for more transportation planning and development to occur at the local and regional level. Accordingly, OAPA requests that if MPOs are to be granted new authorities and powers under this act to form congestion relief districts, these powers be more clearly articulated.

Safe Routes to School Funding

Almost 17% of Oregon children are overweight and almost 10% are obese, primarily because of an unhealthy diet and lack of exercise. One way to increase exercise is to make it easy and safe for kids to walk or bike to school. OAPA supports increasing funding for Safe Routes to School to \$15 million per year with an additional \$6 million per year to go to in classroom education. In addition, we encourage the Committee to expand projects to a one-mile radius around schools and drop the 40% local funding match requirement.

Bicycle and Pedestrian Infrastructure

OAPA supports increased funding for bicycle and pedestrian infrastructure. We believe the current version of HB 2017 does not allocate sufficient funds for bicycle and pedestrian facilities. According to the Centers for Disease Control, bicycle and pedestrian infrastructure saves \$1.20 to \$3.80 for every dollar invested (see attached). According to a recent report by OPB¹, Oregonians spend a staggering **\$8 billion per year treating chronic diseases**, diseases that can be treated in part by increasing exercise. We should ensure that the transportation system is making the healthy choice the easy choice by making it easier to walk, bike, and take public transit to school, work, shopping, and recreation.

¹ Haas, Ryan. *Oregon's \$8 Billion-A-Year Health Problem: Chronic Disease*, OPB. Aired May 17, 2017.

Not only is Safe Routes to School funding an important investment, improving access to transit is important as well, especially for lower income populations, disabled Oregonians that can't drive, and teenagers and young adults that may not have a license or a car. We should prioritize alternative transportation routes within ½ mile to 1 mile of transit stops as well as schools. Given the overwhelming support for bicycle and pedestrian infrastructure during the public meetings held by the Joint Committee on Transportation Preservation and Modernization over the summer of 2016, this transportation package should significantly increase the amount of funding for alternative transportation to at least \$40 million per year.

Transit funding

Dedicated funding for transit is critical to ensure the sustainability of Oregon communities, for all users. The city of Corvallis has been contemplating the establishment of a gas tax district to finance its maintenance projects and expand its public transportation network. It is not clear from the bill language if such an authority is given to the Congestion Relief Districts (MPOs).

GHG Emissions

Given the retraction of the federal government to address climate change and greenhouse gas emissions, it is clear that states and cities will need to lead. OAPA supports policy that strengthens the policies and programs and increases resources to reduce greenhouse gas emissions.

Technical Comments on HB 2017-3

Oregon Transportation Commission

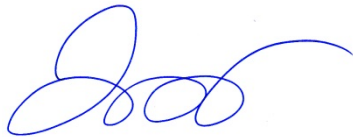
1. Section 6, pages 4-5 – clarify that the state transportation policies will be maintained in the 20-year long range referred to under (c), page 5, lines 2-5. Is this the same as the state's transportation system plan? Intended to replace it or modify it?
2. Section 6, page 5 – insert metropolitan planning organizations on line 14
3. Section 6, page 6, lines 19-21. This refers to the adoption of a strategy on greenhouse gas emissions. OAPA supports this language in the bill.
4. Section 12, page 11, lines 10-23. Add that the website should provide some update on project progress expressed as percentage. For example, project X is 50% complete as of y date.
5. Section 12, page 12, lines 5-6. Add metropolitan planning organizations to (e).
6. Section 12, page 12, lines 29-30. Modify (h) to that environmental impacts include, **but are not limited to**, vehicle emissions and noise; and
7. Section 15, pages 14-15, - proposes that the OTC designated an internal auditor for ODOT. The Secretary of State already manages an Audits Division to audit state agencies and their performance. Are they required to coordinate their work, or would the internal auditor be more autonomous?

Department of Transportation

1. Section 19, page 16, lines 22-30. Add metropolitan planning organization to lines 27 and 28.
2. Section 19, page 17, lines 5-6. Delete "To the extent practicable" on line 5. Infrastructure needs to be resilient in the event of a natural disaster.
3. Section 25, page 19, lines 15-17 – add metropolitan planning organizations to line 16.

OAPA looks forward to reviewing and commenting on proposed amendments on this bill. Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeannine Rustad". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Jeannine Rustad, JD, President
Oregon Chapter of the American Planning Association

CDC's Built Environment & Health Initiative Saves Lives & Money

The way we design & build our communities affects our health. CDC works with local & state partners to create healthy communities that provide safe & convenient opportunities for people to walk, bike, & use public transit.

Poorly designed communities are dangerous & costly.

Healthy community design decisions save lives & money.

Physical inactivity causes **~267,000 early deaths** per year in the United States.

Walkable communities can increase physical activity through active transportation by **~150%**.

Physical inactivity cost the U.S. **~\$120 billion** in 2012.

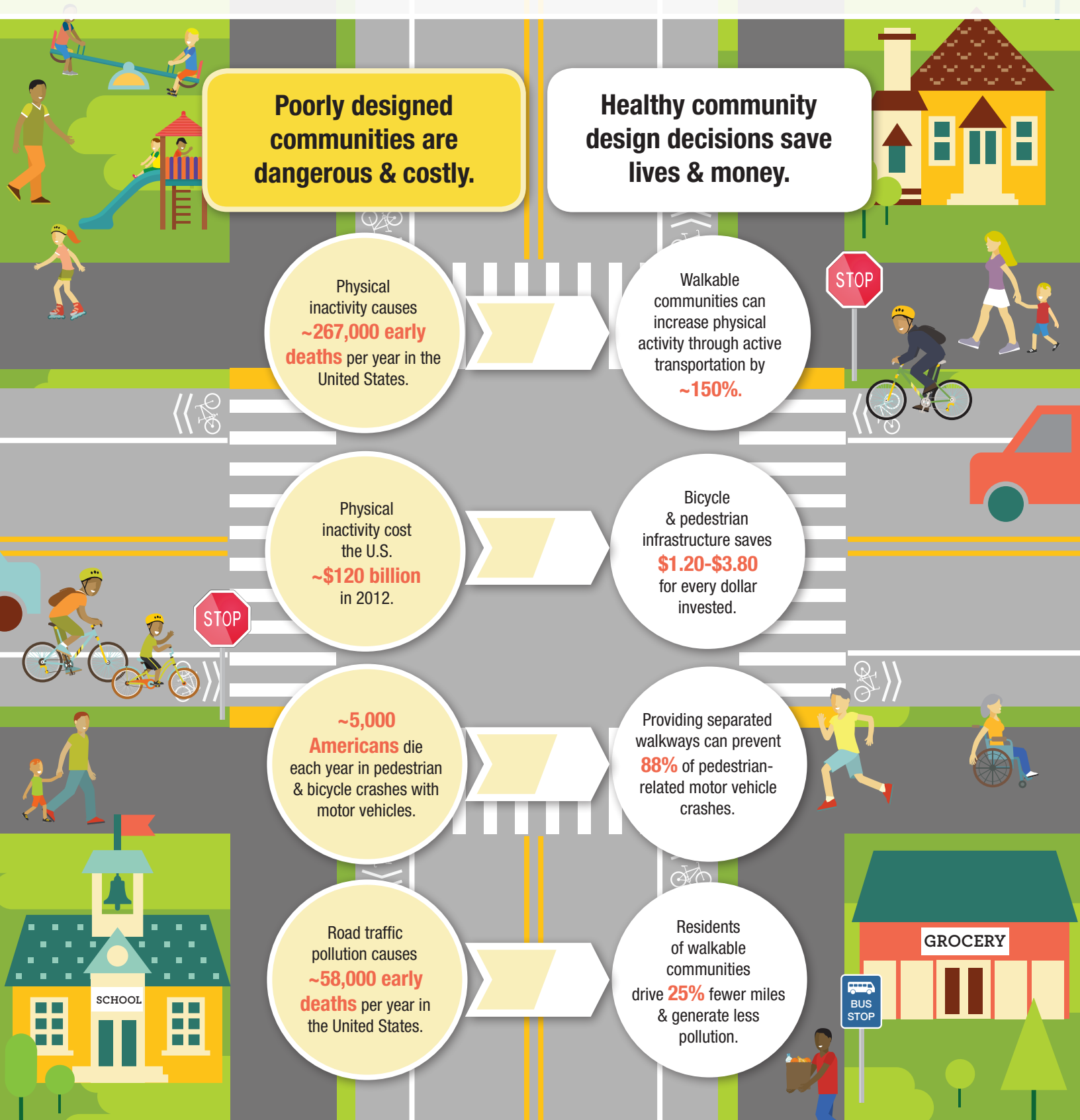
Bicycle & pedestrian infrastructure saves **\$1.20-\$3.80** for every dollar invested.

~5,000 Americans die each year in pedestrian & bicycle crashes with motor vehicles.

Providing separated walkways can prevent **88%** of pedestrian-related motor vehicle crashes.

Road traffic pollution causes **~58,000 early deaths** per year in the United States.

Residents of walkable communities drive **25%** fewer miles & generate less pollution.



Science-based tools & data for integrating health into community design decisions



Health Impact Assessments (HIAs)

In the last 3 years alone, CDC's funding of more than 50 HIAs has **improved the health & safety of over 4.4 million people.**

A CDC-funded HIA in Nebraska helped reduce lanes on a busy street, and is expected to prevent 50 motor vehicle crashes per year.

Health & Economic Tools

CDC helped Nashville estimate the health & economic impacts of increasing walking & bicycling by an average of 10 minutes/week.

The model predicted the region could **save 70 lives & over \$30 million** per year.

Metro officials are using this information to guide **\$6 billion** of transportation investments, including walking & bicycling infrastructure.



National Report on Bicycling & Walking

CDC funds a biennial benchmarking report on bicycling & walking behavior, infrastructure, & policies in all 50 states & >50 cities.

Data from the report helped create **more than 40 pedestrian & bicyclist policies** that impact **over 25 million people.**

To learn more about our work, visit www.cdc.gov/healthyplaces



Centers for Disease
Control and Prevention
National Center for
Environmental Health

