



April 10, 2019

Co-Chairs Beyer and McKeown and Members of the Joint Transportation Committee:

As public entities charged with managing transportation in the greater Portland metropolitan region, we are writing to urge you not to move Senate Bill 413 forward.

We represent diverse communities and different political perspectives. We do not always agree on transportation matters. Over time, however, we have found that working together has proven to be the best way to achieve transportation outcomes that best serve the residents of our region and its constituent communities. And we all value the accountability that comes from sitting around the same table and listening to each other. So we have serious concerns about SB 413 and the unaccountable process that it would establish.

It is important to note that our region has repeatedly declined to pursue projects like those that would be enabled by SB 413. Instead, we have focused our energy on more realistic and collaborative solutions to our region's transportation challenges.

- Working together, we have invested in a balanced transportation system of roads, transit, and bicycle and pedestrian facilities integrated with our region's long-range land use plan, thereby enabling our residents to take care of their daily needs while reducing per capita vehicle miles traveled.
- Working together, when we have focused on highways, we have prioritized projects to address major bottlenecks on our current system.
- Working together, we have invested in projects and programs that protect the region's air quality, thereby protecting public health and retaining airshed capacity for job-creating industry.

- Working together, our region unanimously adopted a new 20-year Regional Transportation Plan just last December that includes more than \$15 billion in capital projects and does not include projects like those contemplated by SB 413.
- Working together, we have adopted a state-approved strategy for reducing greenhouse gas emissions from cars and light trucks to meet state climate targets, and integrated that strategy into the Regional Transportation Plan.
- And working together with a broad range of stakeholders from the public, private and community sectors, we are assembling a transportation proposal to present to the region's voters in 2020 that would represent the largest voter-approved funding measure in the history of Oregon – a measure that will respond to the multimodal needs identified in the Regional Transportation Plan and will not include highways through rural reserves like those envisioned in SB 413.

The cities and counties of our region, in collaboration with districts including Metro, the Port of Portland and TriMet, have done all of this work with a process that is open, inclusive, and accountable to the people of our region. The fact that SB 413 explicitly exempts the district it would create from various levels of public review and accountability demonstrates the incompatibility of this approach with the values of our region and our state. We urge you to reject SB 413.