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June 4, 2019

Chair Burdick and Committee Members
Senate Committee on rules
State Capitol
Salem, OR 97301

Re: SB 10, with -3 amendment: Housing and Transit

Dear Chair Burdick and Committee Members:

Thank you for the opportunity to provide testimony in **support of HB SB 10, with the -3 amendments**. 1000 Friends of Oregon is a nonprofit, membership organization that has worked with Oregonians for more than 40 years to support livable urban and rural communities; protect family farms, forests and natural areas; and provide transportation and housing choice. Our work includes ensuring that the promise of Oregon's Goal 10, Housing, is implemented inside our cities and towns with policies that both encourage and require needed, diverse, and affordable housing choices for all.

SB 10 applies to cities over 60,000 with existing frequent transit service lines. It excludes the Portland metro region, because Metro has already adopted its Climate Smart Strategy which, among other things, integrates higher density housing and transit.

SB 10 ensures that public investments in transit – frequent bus service, bus rapid transit, and light rail – are leveraged to benefit many more people than is currently happening. By *allowing* higher residential densities within walking distance of key transit stops and facilities, SB 10 will:

- Provide more people the opportunity to use transit for commuting, errands, and other needs. Having more riders is good for transit
- Save Oregonians money. After rent/mortgage, the cost of transportation is the second highest household cost for most families. AAA estimates the average annual cost of owning and operating a car is about \$10,000. If a family does not need to own a car or a second car, or can drive less often or shorter distances, that is a huge savings, which can be spent on housing, education, health care, and more.
- Reduce road congestion, by providing an accessible alternative to driving for more people. Fewer cars on the road commuting to work means more capacity for those who need to be in a car or truck – like freight.

In 2017, the Oregon legislature passed HB 2017, and for the first time provided meaningful state level funding for transit statewide. It is estimated that \$222 million will be available through 2021. Much of those funds are – and should be – going to smaller and rural communities to provide even basic levels of transit service, and those communities are not impacted by SB 10. However, the major urban areas of the

state are also getting a substantial increase in transit funding, and SB 10 ensures that more Oregonians will be served by these investments, and that the transit service will be efficient in its delivery.

Transit works best when more people can walk to their stop from home or work, and SB 10 means many more people will be able to do just that.

Thank you for consideration of our comments.

Sincerely,

A handwritten signature in black ink that reads "Mary Kyle McCurdy". The signature is written in a cursive, flowing style.

Mary Kyle McCurdy
Policy Director and Staff Attorney