

Dear Members of the Joint Committee on Transportation,

Thank you for allowing me to register my opposition to SB395. I'm curious to know - is this five-fold proposed increase in spending on footpaths and bike trails a result of actual demand from residents state-wide, or is it a response to climate alarmists and bicycle activists in the metro areas of this state? It's understandable that pedestrian infrastructure could be improved - however, what justifies a five-fold increase in spending? It's interesting to note that most of the supporting testimony comes from residents of the Portland area - if these issues are concentrated in Portland (and other metro areas), why aren't they dealt with through a local bond measure? How does this bill help communities in rural Southern Oregon?