simultaneous challenges. From funding shortfalls and high construction costs, to growing carbon emissions and congestion and rising costs of car ownership for individuals to name a few, change in public investment is needed. As a lifelong Oregon resident, I believe it is the fiscally responsible, environmentally conscious and most equitable decision to allow public transportation to finally have the same public investment that road and automobile transportation had in the last 8 decades to make it a viable alternative to driving and shift our modal patterns to meet our climate, congestion and land use goals. Our current intercity transit is slow and infrequent, our rail rapid transit is too slow and unreliable in Portland's core and local bus service is too infrequent and we are behind on our peer cities on bus rapid transit routes. In order to solve these issues which fail to make transit a viable option to driving and therefore less effective for agencies and municipalities, I implore this committee to dedicate state funding to 1) Improved frequencies and speeds of Amtrak Cascades and/or regional rail in the Willamette Valley from Portland to Eugene to once an hour or better and have travel times be faster than driving. 2), Investing in the Downtown Portland MAX tunnel to solve its speed, reliability, resiliency and safety issues, making cross town trips by transit more attractive. 3) Investing in Regional Rail routes (WES-like service with all day and days of week service) in the Portland Metro Area, 4) Working with local transit agencies to fund bus service levels which they believe can bring more ridership and serve more Oregonians, such as TriMet's Forward Together 2.0 plan, 5) Working with local transit agencies on dedicated BRT funding for corridors. In order to do this, we must switch highway and road funding from an expansionary mindset to a maintenance mindset, keeping our extensive network in good repair, without stretching our limited funds even more.

Thank you for your consideration, Jake Dutt.