

Thank co-chairs Gorsek, McLain, and members of the committee for the opportunity to comment on Oregon's transportation funding.

My name is Kevin Kincaid. I spoke at the meeting, and wanted to further detail my viewpoints.

As a young Oregonian, I am very concerned about the future of our climate. It is critical that we take steps to reduce emissions from our transportation sector. Yet, Oregon continues to build car centric infrastructure that will further increase emissions from our transportation sector. It has been shown that highway expansions, like the Rose Quarter expansion project, have shown to increase congestions and emissions over the long term. It does not matter on the size of the expansion. For instance, the Katy freeway in Texas was increased to as much as 26 lanes in 2011, and three years after the expansion, average commute times were higher than before construction. Driving follows a behavior of induced demand, meaning that building more roads only encourages driving. Furthermore, highway expansions are extremely costly, increase pollution, and have historically divided neighborhoods.

In this meeting, ODOT spoke about their need to increase the maintenance budget, and discussed the dangers if it is not properly funded. At the same time, they are asking that their two main expansion projects - I-205 and the Rose Quarter improvement project - receive an additional 2 - 2.3 billion dollars in funding. Since these projects will likely increase traffic over the long term (based on historical record) it is extremely financially irresponsible to further fund these projects.

In order to build a more equitable future, Oregon needs to focus on maintaining existing infrastructure and investing in transit. In particular, intercity connections need additional investment, as getting between places that are not along I-5 can be very frustrating

- The Eugene Airport has no public transit options, and the only shuttle to the airport from Corvallis costs \$33 + fees (\$19 from airport to Eugene)

- If I wanted to go to Western Oregon University from Corvallis, I would need to take a bus to Salem and then back to Monmouth

In addition, investing to help promote frequency and ease of service for local transportation networks helps encourage ridership. Running buses often, adding bus lanes to bypass traffic, building covered bus stops and other investments all make transit systems more appealing and will assist people who might be accustomed to relying on cars with transitioning to using transit more often.

In order to meet the oncoming climate crisis, Oregon needs to focus its investment on transit and walkability.

Thank you for your time,

Sincerely,

Kevin Kincaid