

Good evening Co-Chairs McLain and Gorsek and committee members,

I'm Matthew Hall and I'm the board treasurer for Oregon Walks, and a long-time resident of Hillsboro. I'm passionate about making our transportation system equitable and safe for all users, whether they walk, bike, roll, ride transit or drive. This passion for safety stems from the fact that as a pedestrian, I've been hit by cars twice, resulting in months of rehabilitation and the fear that my body may never fully recover. I have also lost count of the "near misses" I've experienced. These were all the result of walking on streets that sacrifice pedestrian safety to assure throughput speeds for drivers.

I'm here to ask you to be bold in planning for Oregon's transportation needs now, and into the future.

Not far from here, Arrington Road acts as a critical connector between neighborhoods, schools and community resources. It is sadly common to see children, elderly people and people using mobility devices hugging the sides of this busy road with no sidewalks because it's their most direct route each day. And this is by no means the only critical road without a sidewalk in Hillsboro.

I ask you to redress this in the 2025 transportation package with an investment in complete street networks across Oregon through greater commitment to the Safe Routes to Schools program. Increasing this funding will improve safety and accessibility for everyone by giving communities the resources they need to update pedestrian networks, helping not only students but everyone get where they need to go.

I further ask you to increase funds for the Great Streets program and for jurisdictional transfers of orphan highways like TV Highway just around the corner to local communities. By transferring this control and helping to fix these corridors, the most dangerous in the Metro region, we can make real our commitments to safety and equity by meaningfully ensuring safety for everyone.

I ask you to vastly expand funding for public transit and paratransit options across the state. An estimated one-third of the population cannot drive. We have a moral duty to build a transportation system that works for these Oregonians. Robust, frequent transit networks can improve access to employment and quality of life for many people without the means to drive while helping Oregon to meet its climate goals.

Lastly, I ask you to develop a revenue strategy that accounts for falling gas tax revenues by moving to a Vehicle Miles Traveled fee. This fee can both reduce car trips and stabilize ODOT's current funding woes. I further ask the legislature to implement a Fix-It First policy. ODOT must prioritize the maintenance and safety of existing infrastructure before investing in roadway expansions that only add to their own maintenance costs.

Thank you for your consideration.