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Good afternoon Co-Chairs Gorsek and McLain, Members of the Jt. Committee on Transportation, and staff

For the record, my name is Cathy Clark, Mayor of the City of Keizer. I am Chair of the Salem Keizer Metropolitan Planning Organization, SKATS, vice-chair of the Mid Willamette Valley Area Commission on Transportation, MWACT, and a member of the LOC Transportation Policy Committee.

Being close by to the Capitol and state offices often leads to an assumption that the transportation issues in our area are already known and being addressed. Thank you for recognizing that assumption often leaves the mid-Willamette Valley out of discussions in which we need to be speaking for ourselves about what we experience here in our cities and counties day in and day out.

Salem-Keizer is the second largest metro area in Oregon and a significant economic force in our state. The transportation needs to keep our region's economy strong and vibrant, as well as protect the lives and well being of our residents and visitors have been well documented. One by one, projects such as the Aurora Donald Interchange are being constructed. Our region is like the rest of the state in that we are dealing with antiquated roads and bridges built for lighter vehicles and smaller populations, designed in a time when no one knew of a Cascadia subduction zone.

Where we differ is in the level of complexity of rural and urban settings, agriculture and manufacturing business bases, and diverse traded sector production amidst hubs of government, education and financial campuses, all of which were built or developed over many decades and not necessarily designed to function well together.

Cities maintain the vast majority of heavily used roadways as well as work to retrofit our roads that were built for farm use long ago. The City of Keizer does not much care what label we put on the needed projects; every study comes up with the same results: complete, well maintained roads, sidewalks, bike/rolling facilities, and transit services. We just need to get them built. Keizer is adding small projects as we can to make incremental progress as well as larger projects such as Verda Lane urban upgrade. Both get us closer to a better, well maintained system to serve our residents and businesses.

The City of Keizer joins the LOC in supporting the 2025 TRANSPORTATION PACKAGE RECOMMENDATION:

The LOC supports a robust, long-term, multimodal transportation package focused on:

- stabilizing funding for operations and maintenance for local governments and ODOT;

- continued investment in transit and bike/ped programs, safety, congestion management, and completion of projects from HB 2017.
- ***As part of a 2025 package, the funding level must maintain the current State Highway Fund (SHF) distribution formula***
- increase investments in local programs such as Great Streets, Safe Routes to Schools, and the Small City Allotment Program. As will be mentioned by Scott Dadson, the Salem Keizer School District, second largest in Oregon, has a Safe Routes to School staff of two.....
- In addition, the package should find a long-term solution for the weight-mile tax that stabilizes the program with fees that match heavier vehicles' impact on the transportation system. The funding sources for this package should be diverse and innovative.
- Additionally, the package should maintain existing choices and reduce barriers for local governments to use available funding tools for transportation investments

At MWACT, our Marion-Polk-Yamhill region has a long history of collaborating on and supporting significant projects throughout our area. Together, we have a work plan that reflects our values of safety, meeting urban and rural needs, equity, economic vitality, climate and emissions, maintenance and operations and supporting our transit districts which are experiencing significant increases in ridership that are critical for workforce availability. These values should sound familiar, as they strongly parallel the LOC recommendation.

• **Priority Projects list** : you will continue to hear about these projects because in nearly all cases, people are being killed or injured in these spaces, or unable to reach vital services because of congestion or inadequate access.

- o OR 22W/OR 51 Interchange
- o OR 22 Safety Corridor, from Rickreall to the west
- o Newberg/Dundee Bypass – thankfully phase 2A is going to construction!
- o OR 18 Valley Junction to Fort Hill
- o I-5 Brooklake Interchange
- o OR 22 Detroit Area (safety and shoulders)
- o OR 99E and OR 219 Safety Improvements
- Center Street Bridge Seismic Retrofit Solution
- New Salem Willamette River Bridge

At the Albany roundtable, we were challenged to consider what we can control and what we cannot. What I can control is full participation in every discussion around how we get to the business of building the facilities we need and stop being so afraid we might not be ideologically perfect that we do nothing at all.