

Submitter: Margaux Mennesson
On Behalf Of: The Street Trust Board of Directors
Committee: Joint Interim Committee On Transportation
Funding
Measure, Appointment or Topic: LC 2

Co-Chairs Wagner and Fahey, and Members of the Committee,

My name is Margaux Mennesson and I live in Portland. I'm writing in with a neutral position on LC 2.

I appreciate your work to stabilize ODOT's operations this biennium. Keeping the lights on and ensuring we have the basic capacity to respond to crashes and maintain our roads is critical.

That said, I want to acknowledge the positive step you've taken in increasing the Statewide Transportation Improvement Fund. Preserving transit service—especially right now, in the middle of an affordability crisis and sky-high car ownership costs—is a public good. So is the 50/30/20 split, which helps ensure that communities of all sizes, and every level of government, have the tools to maintain safe, functioning systems.

But here's the issue: I can't get behind a package that includes zero new funding for Great Streets, Safe Routes to School, or Oregon Community Paths. These aren't luxury projects. They are common-sense, high-impact investments with serious ROI—on crash reduction, public health, and cost control. Every dollar we don't spend on crosswalks, sidewalks, and bikeable connections today is a dollar we'll spend down the line on ER visits and bloated road projects.

We are living in a crisis of traffic violence. These aren't abstract numbers—they are people. Families. Communities. The state must take action to protect people who walk, bike, and roll. Especially those who can't afford a car or are too young to drive one.

Oregonians like me are asking you to stop plugging budget holes with short-term patches that pass the costs down the line. We need a serious, values-aligned strategy for transportation safety—one rooted in performance, accountability, and actual human outcomes.

Thanks for your time and attention.