

Submitter: Anders Hart

On Behalf Of:

Committee: Joint Interim Committee On Transportation
Funding

Measure, Appointment or
Topic: LC 2

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

I thank you for your work on this legislation that will help maintain Oregon's roads and ability to respond to crashes by keeping the lights on at ODOT this biennium. I am writing in to testify as neutral on LC 2.

I applaud the increase in the Statewide Transportation Improvement Fund to avoid job cuts and make sure transit services continue to be available to Oregonians, particularly as we face an affordability crisis and ballooning costs of private car ownership.

The inclusion of the 50/30/20 split will help ensure residents in all communities and all levels of government involved in transportation have the resources to maintain safety and stability for their respective systems.

However, I cannot support a package that has no new funding for Great Streets, Safe Routes to School, electrification, or Oregon Community Paths. These are smart, high-return investments. Every dollar we spend today on sidewalks, multimodal connections, stoplights, electrification, and crosswalks saves money by reducing crashes and emissions, and easing inflationary pressure on road construction budgets.

The epidemic of traffic fatalities and injuries on Oregon's streets is a crisis that cannot wait. Behind every statistic is an inestimable loss, trauma, and a person who was loved by a family, friends, and a wider community. We must work to ensure every neighborhood has safe streets for everyone, including those who can't or don't drive.

We cannot continue to choose short-term budget band-aids that shift the burden of long-term costs to Oregon's working families and local governments. We cannot wait to align spending with values, to treat safety as non-negotiable, and to rebuild public trust through clear accountability and real performance metrics. Oregonians like me are demanding a safety investment strategy for their streets. This strategy must also include pricing our roads and using that revenue to pay for active transportation and transit investments that will reduce congestion and emissions. The Legislature must also reevaluate the megaprojects it has planned, including the Rose Quarter Improvement Project, to ensure they do not add motor vehicle capacity, as doing so will only induce more traffic and harmful emissions.

Thank you for your time and attention to these urgent needs.