

Submitter: Dan McFarling  
On Behalf Of: self  
Committee: Joint Committee On Transportation Reinvestment  
Measure, Appointment or Topic: HB2025  
PASS HB 2025

While this bill does not "please" anyone, it provides needed change.

At each of the JTC public hearings throughout the state, ODOT said focus needed to be "Fix it First," maintain what we have BEFORE spreading more pavement we CANNOT afford to maintain. The majority of public testimony raised the need for improved public transportation. Maintaining existing roads, ESPECIALLY in rural areas, is important. In urban areas, public transportation can provide frequent, interconnected service, reducing need for proliferating pavement.

A significant percentage (about 30%) of our population lacks the freedom of mobility provided by single occupant vehicles (SOVs). Most who drive recognize that many who HAVE access to an SOV should NOT. They, we all, need an alternative. Oregon's population is aging. The trend among the younger generation is to be LESS dependent on driving, or to NOT drive. Aging populations in rural areas need access to intercity public transportation to connect with family/friends and access needed services, especially medical.

Public transportation, especially rail, is Safe, Economical, Environmental and Equitable. Increased reliance on freight rail, rather than heavy, long-haul trucks, will increase safety, improve environment and economy, reduce road maintenance costs and improve mobility for those who must drive.

While many depend on SOVs, SOVs are demonstrably NOT "Safe, Economical, Environmental or Equitable." We need to maintain our investments, but we also need to shift focus away from primary dependency on SOVs. Failure to do so results in immobility and a more serious budgetary crisis.