

Date: March 22, 2022

From: Assembled Elected Officials (Listed Below)

To: Oregon Transportation Commission
Governor Kate Brown

Subject: Support for IIJA Scenario 2B “Oregon’s Values”

We thank the Oregon Transportation Commission for their willingness to listen to public feedback on proposals to allocate the funding from the [Infrastructure Investment and Jobs Act](#) (IIJA). This is a historic, once-in-a-generational opportunity to make meaningful investments in Oregon’s transportation system that will best meet the diverse and urgent needs facing communities across the state. We can direct federal investments towards projects that create thousands of jobs, reduce our state’s significant transportation-related carbon emissions, and provide Oregonians across the state meaningful transportation options.

We support the 2B funding scenario that offers the greatest amount of flexibility for the allocation of Oregon’s IIJA funding for the following reasons:

- There are few sources of funding for local jurisdictions to build and repair local streets, sidewalks, bike lanes, bus stops and crosswalks. Our jurisdictions all have a long list of backlogged maintenance and safety projects.
- Separate from stand-alone funding for local jurisdictions, Scenario 2B provides significant funding for road maintenance. Research conducted by *Transportation for America* shows that road repair produces 16 percent more jobs per dollar than new road construction.
- Directing infrastructure funding into maintenance directs a significantly larger percentage of federal funding to rural communities. In addition to small towns gaining safer roads and modern facilities for commerce and travel, investments in road maintenance places a higher percentage of the benefits of job creation and economic stimulus in communities eager for investment.

Our constituents are also eager to see substantial investments in both inter- and intra-city transit options. It is unfortunately very difficult to find funding for transit. It’s therefore imperative that we think strategically about investing in transit with the revenue available, and Scenario 2B ensures Oregon makes a substantial investment in transit service within and between our communities.

Thank you for your ongoing service to the state of Oregon as we work to build a more equitable transportation system for our state.

Signed,

Oregon State Legislators

Maxine Dexter, M.D., State Representative, HD 33, Portland and East Washington County

Jeff Golden, State Senator, District 3, Medford, Phoenix, Talent, Ashland, Jacksonville, Ruch and the Applegate Valley

Ken Helm, State Representative, HD 34, Beaverton, West Haven, Cedar Hills and Rock Creek

Zach Hudson, State Representative, HD 49, Troutdale, Fairview, Wood Village, Gresham, Portland

Kayse Jama, Oregon State Senator, Senate District 24, East Portland and North Clackamas

Akasha Lawrence Spence, State Senator, HD 18, Portland

Khanh Pham, State Representative, HD 46, NE and SE Portland

Lisa Reynolds, State Representative, HD 36, West Portland

County and Regional Officials

Susheela Jayapal, Multnomah County Commissioner

Casey Kulla, Yamhill County Commissioner

Ariel Méndez, Board Chair, Bend Metro Park and Recreation District

Laurie Trieger, Lane County Commissioner

Caitlin Vargas, President Board of Directors, Lane Transit District

Jessica Vega Pederson, Multnomah County Commissioner

Michelle Webber, Lane Transit District Board of Directors

Municipal Officials

Anthony Broadman, Bend City Councilor

Charlyn Ellis, Corvallis City Councilor, Ward Five

Mark Gamba, Mayor of Milwaukie

Randy Groves, Eugene City Councilor and (Lane County) Metropolitan Planning Committee Chair

Matt Keating, Eugene City Councilor

Melanie Kebler, Bend City Councilor

Keith Weiss, Mayor of Veneta, Oregon