



HB 2120: Building a Balanced Transportation System for a Strong Economy & Healthy Communities

Oregon Has a Transportation Problem

Oregon's roadways are clogged. Oregonians are stuck in traffic, and freight movement is slowed. Maintenance, critical safety improvements and modernization of our roads, bridges, rails, sidewalks and bikeways haven't kept pace with population growth. And despite continued increase in ridership, revenue shortfalls are causing transit agencies to cut back on service.

Oregon Has an Environmental Problem

Transportation accounts for more than one-third of the greenhouse gas emissions that are driving global warming. Many Oregonians are looking for alternatives to jumping into the car every time they need to go somewhere. We must provide more and better transportation choices to improve our environment and our quality of life.

Oregon Has a Solution: Common Sense Transportation Policy

A balanced policy that puts Oregonians back to work fixing our roads and bridges, gives Oregonians better transportation options, and helps fight global warming is the solution Oregon needs.

The Jobs and Transportation Act: a Balanced Package at the Right Time

The Governor's proposal — HB 2120 — strikes a balance between strengthening Oregon's existing transportation infrastructure while also making critical investments in a host of new transportation options. In addition, the package ensures that Oregon will be able to reduce global warming pollution while accommodating future growth.



Jobs

The Jobs & Transportation Act would invest \$499 million in the first year, sustaining 6,700 jobs, with an additional investment of \$150 million through ConnectOregon, creating another 2,100 jobs.

Because the package includes investments in public transportation projects, it creates even more jobs than it might otherwise since transit projects create 30% more jobs than an equivalent investment in road and bridge projects, according to a 2009 study by the Political Economy Research Institute.



Lower Transportation Costs

The package provides new transportation options by allowing transit districts to increase the payroll tax by one-tenth of one percent, dedicating lottery funds to non-highway transportation projects, and shifting all federal funds that can be flexed – an estimated \$44 million – to non-highway transportation projects.

In a time of economic insecurity, we need to lower Oregonians' bills. Providing Oregonians with better transportation options means lower household transportation costs.



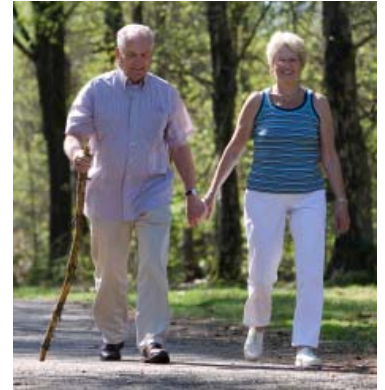
Families with access to increased transportation choices can save up to 50% in trans-

portation costs compared to those with no access to transportation options according to the Bureau of Labor Statistics Consumer Expenditure Survey 2006.

When Oregonians have more transportation options, the economy and local businesses benefit because freight can move more efficiently.

Stronger, Healthier Communities

Oregon's six major metropolitan areas need new planning tools for transportation and land use decision-making to meet the state's global warming goals.



The 2007 Legislature adopted important greenhouse gas reduction goals for Oregon's future. We will not be able to meet these goals without reducing Oregonians' reliance on the automobile.

A 21st century transportation system with improved transit, bicycling and pedestrian facilities will decrease global warming pollution, create more livable communities and improve the health of Oregonians.

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