

Barbara Smith Warner Candidate for House District 45

1. **General Approach.** The City of Portland is often named the best bicycling city in the country. At the same time, car vehicle miles traveled are increasing while traffic congestion grows. Why do you think more Portlanders don't walk, bicycle, or take transit for transportation, and what will you do to help Portland (especially your legislative district) become an even better city to bike in, as well as a great city to walk and take transit?

In order to get more Portlanders to walk, bike and take transit, it will take additional investments in all modes of transportation. Tri-Met will need additional dollars to restore transit service that was cut during the recession. Safer biking facilities, including separated lanes and expansion of neighborhood greenways, will help to encourage more people to ride. It is also important to continue to advocate for facilities such as the Sullivan's Gulch Trail and the NP Greenway.

2. **Choices and Public Perception.** Critics of bicycle, pedestrian, and transit projects often contend cyclists, pedestrians, and transit users don't pay their fair share in road taxes and other user fees. How would you make the case for allocating funds for bicycle, pedestrian, and transit projects?

Though much of the Portland Bureau of Transportation and Oregon Department of Transportation funds come through dedicated gas tax revenue, investing in other modes of transportation will not only create a more diverse transportation system, it will free up capacity on the congested roadways. And one of the best reasons for allocating more transportation dollars to bicycle, pedestrian and transit facilities is the health benefit that it brings. One of the greatest drivers of government and personal spending is health care costs. Americans don't get enough exercise and an active lifestyle can have a real impact on health care costs.

3. **State Funding for Active Transportation.** HB 1700 from 1971 (ORS 366.514) requires the state set aside at least 1% of the highway fund to build bicycle and pedestrian facilities. Meanwhile, one-quarter of Oregonians (roughly a million people) are too poor, young, old or infirm to drive. Do you feel that the 1% is an adequate allotment to fulfill the safety and transportation needs of the ever-increasing bicycling and pedestrian community? If not, what would you do to change it?

I don't feel that the current 1% is adequate, particularly as it relates to safety improvements that need to be made within the right of way. Last year 16 Portlanders were murdered, while over 30 died in traffic related events. I am interested in working with BWV and other groups to work on how we can increase the amount dedicated to bicycle and pedestrian facilities.

4. **Traffic Safety.** Traffic-related crashes are the top cause of death and injury for Oregonians aged 1 to 34. Pedestrian injuries and deaths are a serious problem in Oregon, with one serious injury a day and one death a week, encompassing 14% of traffic deaths in Oregon and 30% of deaths in Portland. Not surprisingly, most walkers and cyclists are injured or killed on busy streets. How will you improve traffic safety for walkers and bicyclists, especially for youth?

- Traffic speed is the leading factor in crashes (even above alcohol), and one of the largest contributors

to whether a crash is fatal. Is safety the highest priority of the transportation system? If so (or if not) what policy and implications does that have, especially when it comes to slowing cars and protecting vulnerable roadway users? Will you commit to a Vision Zero strategy calling for zero tolerance for road fatalities and commit to developing standards and policies to reach those goals?

I support the Vision Zero concept and hope that it can be implemented in Portland. I will work with Transportation Commissioner Novick and Bureau Director Treat on bringing Vision Zero to Portland.

5. Sensible Traffic Laws. For over 30 years, Idaho has had a law allowing cyclists to treat stop signs as yield signs, and come to a rolling stop instead of a complete stop (out of understanding of the laws of physics and the excessive use of stop signs on neighborhood streets). Over those last 30 years, Idaho police departments have seen no increase in safety problems, and have provided testimony in favor of the law. The Oregon legislature has considered passing a similar law in Oregon, but has failed to. What are your views on such a proposal?

As a regular bike commuter in my neighborhood, I would enthusiastically support that legislation.

6. CRC Highway Mega-project. There has been a lot of pressure to build the most expensive public works project in the region's history, the five-mile long highway project known as the Columbia River Crossing. Despite being a multi-billion dollar project, bicycle and pedestrian facilities involved are substandard, including an under-highway mile-long path, a five-block corkscrew detour into Vancouver, and a mostly minimum-width-allowed 16-foot path width, all for a facility designed to serve the next 100 years. The project is diverting billions of dollars from other regional priorities to build an expansion that won't solve congestion. What are your views on the mega-project and what would you do about its funding as a legislator?

I am concerned about the Oregon-led version of an I-5 bridge, because it is an interstate project, but I do believe that replacing the current bridge is critical to the functioning of Oregon and the west coast's transportation of good and services. I also believe that any solution must have a strong transit component.

7. Cleaner Transportation, Better Choices through Land Use. Smart land use planning has a huge effect on how many people use transportation choices. In 2010, legislators passed Senate Bill 1059, which requires Metro to make its land use planning decisions lead to specific reductions in global warming pollution. It also requires Eugene-Springfield to plan on how it would accomplish such reductions. Would you support an effort to provide \$300,000 for a grant to do scenario planning for one of Oregon's other four Metro areas, which would be designed as a competitive pilot effort to model how Salem/Keizer, Corvallis, the Rogue Valley, or Bend could reduce their transportation pollution? If so, how would you go about finding that funding?

Implementation of Senate Bill 1059 needs to be a priority for the Oregon Department of Transportation and I would insist that this funding be part of their budget. The work of the Climate Smart Communities is too important not to be funded.

8. Transit funding. Transit systems throughout the state continue to struggle to make ends meet, especially in their quest for operating funds. In response, often service is cut while fares are increased. While the payroll tax cap was increased in 2009, it only increased for some cities. If you think public transit funding is inadequate, what sources of funds would you work increase or create as a legislator?

I support the use of lottery funds, such as the Connect Oregon program, to be used for transit projects. I also believe that it will be necessary to continue to reach out to the Congressional delegation to ensure that the federal highway and transit trust funds are solvent, and as a former Congressional staffer, I believe that I am uniquely positioned to do that work. One mechanism that many other jurisdictions around the country use for transit is increasing the local sales tax. If Oregon were to ever implement a sales tax, that could be one revenue source.

9. Transportation Equity. Recent census data show nearly 10,000 people of color, mostly African Americans, have moved from Portland's city core to the city's eastern edges over the past ten years. East Portland has much sparser sidewalks and bikeways, grocery stores and parks, and less access to transit. How would you ensure these increasingly diverse and historically under-invested neighborhoods are revitalized for their current residents? How would you improve transportation choices for low income communities and communities of color?

I support the work of the East Portland Action Plan and the Outer Powell Concept plan. I believe that the community based work being done in East Portland can be model for transportation funding choices. I look forward to working with Representative Fagan and the other East Portland legislators on finding solutions for that undeserved area. Within weeks of my appointment (and before I was sworn in), I participated in a legislative discussion with Commissioner Novick and the Oregon Department of Transportation with the East Multnomah County legislative delegation on priorities for the 2014 and 2015 sessions. I also support Commissioner Novick's efforts to increase revenue in Portland, much of which will be used in East Portland.

10. Health. How will you make sure that transportation priorities support Oregon's greenhouse gas emission reduction goals?

I think that any transportation package put forward by the legislature in 2015 must continue the work of Senate Bill 1059 from the 2009 session and include support for Oregon's greenhouse emission reduction goals. And as a member of the Energy and Environment committee, I plan to focus on removing the sunset from Clean Fuels program and working to ensure its continued implementation.

11. Personal Example and Understanding. How do you currently travel around town, and how do you commute to work?

I lived in Washington, DC, for 10 years without a car, and did all of my commuting by Metro, bus or foot. My husband and I determined much of where we would live (Rose City Park/Hollywood) on finding a walkable community. I am a regular walker and bike rider for most of my neighborhood transportation (grocery store, library, etc.). During my five years working for Senator Wyden, I was an avid bike commuter, riding with my kids to drop them off at school before riding to work most

days. I am well known at my children's school for bike commuting in skirts and heels, and I am looking forward to resuming my bike commute once the legislative session in Salem has concluded.

12. Past active transportation accomplishments. What are your specific accomplishments in helping improve conditions for bicycling, walking and accessing transit in Portland region, or other places?

I have worked with my children's school's PTA to get more bike racks installed at our school, and I have regularly led bike trains as well.

13. Vision. Five years from now, what will you say when asked, "Over the past five years, what has the State accomplished with regard to transportation and what was your influence on that?"

My vision for the State of Oregon is to increase funding for our multi-modal transportation system, including bike and pedestrian facilities that are the envy of the nation. I also want to see a fully functional transit system that is accessible, affordable and helps to create a vibrant economy and gives the kind of transportation choices that makes for a liveable and safe community.

14. Campaign Viability. What makes you a viable candidate for state Representative? How do you differentiate yourself from your opponent?

I was appointed to the legislature by a unanimous vote of the Multnomah County Commission, after being the top choice of 40 of 48 Democratic precinct committee people. I have served as the incumbent in HD-45 during the 2014 legislative session, where I have established strong relationships with my fellow legislators. Before session began, I was endorsed by WIN-PAC (Women's Information Network) and the Oregon Trial Lawyers, and I raised \$15,500 in three weeks, \$10,000 from friends and family. I am planning to earn the endorsement of every group that makes a choice in this Primary, and to significantly out-raise my opponent. I have an extensive professional background in legislative and campaign issues, and am skilled at bringing together groups with divergent viewpoints to work together on practical solutions.

15. Transportation Network. The reach of expensive, high-capacity transit investments is typically limited to corridors and town centers. At the same time, the bus system that feeds into the high capacity system is experiencing significant service cuts. What is your strategy for developing true geographic and demographic equity in the region's transportation network?

Though I support Portland's fixed rail investments, such investments cannot be made at the expense of the bus system. As new high capacity lines are studied in the Southwest and Powell-Division Corridors, access to geographic and demographic equity must be considered.