

Before the Joint Transportation Committee
HB 3231 and HB 3233

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Co-Chairs Gorsek and McLain, Members of the Committee

*Retired from Oregon DHS in the field of health care regulation, I am a life-long student of, and advocate for, **responsible public policy in transportation**.*

*Thank you Senators Gorsek, Anderson, Frederick, Pham and Woods;
Representatives Nathanson, Gamba, and Mannix, for sponsoring HB 3231.*

We need to develop and implement strategies to increase capacity of railway infrastructure **throughout Oregon for both passengers and freight**. There is a need for **state match dollars** to pursue federal funding. Too often federal dollars have bypassed Oregon because **we lack** state funds and **staff** needed to pursue them.

Increasing reliance on *Safe, Economical, Environmental and Equitable* railway technology, and public transportation, are key to addressing the heavy financial burden under which ODOT now struggles. We rely too heavily on a mode of transport **not** suited for meeting all our transportation needs.

Over dependence on single occupant vehicles and long-haul trucks:

- degrades roadway infrastructure, increases maintenance costs,
- increases congestion, **degrades operation of our roads**,
- inflates transportation costs, damages our economy,
- adversely impacts environment, intensifies climate change, and
- increases our health care costs.

I urge you to move HB 3231, and 3233, with a **Do Pass** recommendation.

NOTE: *Ensure Oregon retains the Talgo trainsets after the new Siemens Airo trains are delivered. This is needed to ensure capacity demands are met and Oregon's investment is protected. WashDOT "locked" Oregon into Talgo equipment years ago, and then (apparently unilaterally) devalued our investment. **More equipment** is needed to increase frequency and provide service to Hood River, The Dalles, Hermiston, Pendleton, LaGrande, Baker City, Ontario, Boise and beyond.*