



Alan R.P. Journet Ph.D.  
Cofacilitator  
Southern Oregon Climate Action Now  
April 15<sup>th</sup> 2025

### SOCAN Testimony supporting HB2945

Co-Chairs Gorsek & McLain and members of the Joint Committee on Transportation:

As I have noted previously, Southern Oregon Climate Action Now is the oldest grassroots climate organization in the Rogue Valley and represents some 2,000 Southern Oregonians who are concerned about the climate crisis and seek federal, state and local action to address it. We are rural and coastal Southern Oregonians who live on the frontlines of the warming, reducing snowpack, heatwaves, drought, rising sea level and the increasing wildfire risk that these trends conspire to impose on us. Because of our concern, we pay close attention to efforts nationally, statewide, and locally that impact our collective efforts to address the climate crisis. As our logo above indicates, the focus of SOCAN is to promote action through science while encouraging that this be undertaken through a social justice lens.

The greenhouse gas inventory data from the state Department of Environmental Quality indicate clearly that the transportation sector is one of the largest contributors to statewide regulated greenhouse gas emissions (DEQ 2025). Baumhardt (2024) reported that the Federal Government had awarded Oregon's DEQ \$6.5 million to promote conversion of diesel buses allowing school districts to retire 26 diesel school buses. She pointed out that: "Diesel and heavy-duty gas-powered buses emit high levels of air pollutants that cause asthma and cardiovascular disease along with greenhouse gases that spur climate change..." These funds originated from the Inflation Reduction Act. Of course, as would be expected, one of the current federal Administration's early mindless acts was to undermine efforts of the previous administration to promote a transition in the transportation sector to clean vehicles by halting climate and energy investments under the Inflation Reduction and Infrastructure Investment and Jobs Acts (Kaswan 2025).

This represents an example of what many in the climate and environmental arenas considered would be a critical factor for the states: namely resisting and overcoming the regressive policies of the new administration that would lead to deteriorating health, accelerating greenhouse gas emissions, and environmental destruction. In short, to protect human and environmental health, we know that diesel vehicles should be replaced by cleaner vehicles, especially electric vehicles where possible. We are not surprised that the current administration has taken such

an incredibly destructive approach to promoting deteriorating human health and environmental destruction. However, given that our fears have come to fruition, we find ourselves needing to urge the Oregon Legislature to fill the void created by unreasonable federal action and support from state funds the electrification of the state's fleet of diesel school buses.

For the above reasons Southern Oregon Climate Action Now urges support for HB2945.

Respectfully Submitted

A handwritten signature in black ink, appearing to read "Alan P. Journet". The signature is fluid and cursive, with the first name "Alan" and last name "Journet" being more legible than the middle initial "P".

Alan Journet Ph.D.

7113 Griffin Lane

Jacksonville

OR 97530-4182

[alan@socan.eco](mailto:alan@socan.eco)

541-500-2331

541-301-4107

#### Sources Cited:

Baumhardt A 2024 EPA sending Oregon millions for more electric school buses. Oregon Capital Chronicle. <https://oregoncapitalchronicle.com/briefs/epa-sending-oregon-millions-for-more-electric-school-buses/>

DEQ 2025 Oregon Greenhouse Gas Sector-Based Inventory Data. Oregon Department of Environmental Quality <https://www.oregon.gov/deq/ghgp/pages/ghg-inventory.aspx>

Kaswan A. 2025 President Trump's War on Electric Vehicles: Part III. Center for Progressive Reform <https://progressivereform.org/cpr-blog/trump-war-on-electric-vehicles-part-iii/>