

Submitter: Rich Peppers
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB2945
Chairs McLain and Gorsek, Members of the Committee -

My name is Rich Peppers and I live in Portland and respectfully urge your support for HB 2945 along with the -1 amendment. I volunteer as co-chair of the Mobilizing Climate Action Together (MCAT) Transportation Committee, and we join with others who advocate for equitable policies that reduce greenhouse gas emissions and vehicle miles traveled in cars; encourage transit, rail, and safe roads and trails for pedestrians, cyclists, and other similar traveling.

Global warming affects us all, as we are seeing in increasingly severe and erratic weather patterns and consequences for our environment and human populations. Oregon has been working on reducing greenhouse gas emissions, the leading cause of global warming for over a decade, with only partial success, so far.

At the ODOT Climate Office's website "oregontransportationemissions.com" one can find the following statements:

"In Oregon, greenhouse gas emissions from transportation are about 35% of total emissions and represent the largest sector of emissions. In response, the Oregon Departments of Transportation, Energy, Environmental Quality, and Land Conservation and Development are working together to reduce emissions from transportation to 80% below 1990 levels by 2050."

...

"Using the new policies, programs and laws, state government's current analysis shows Oregon reducing emissions nearly 60% below 1990 levels by 2050. It's short of the 80% goal, ..."

The Climate Office goes on to say they are still developing strategies to achieve that 80% threshold by 2050. But even just being on track for the too low 60% threshold relies on past decisions to implement the Clean Cars I and II and Advanced Clean Trucks rule, along with other policies to reduce the overall vehicle miles traveled in cars by providing alternatives such as rail, transit, and bicycle/pedestrian trails and making them convenient. It will take more efforts to get on track to 80% of 1990 emissions levels by 2050.

HB 2945 -1 is an excellent option for helping to achieve the Department's and the State's goals for further reducing greenhouse gas emissions. In keeping with ODOT's Transportation Electrification Infrastructure Needs Analysis (TEINA), HB

2945 -1 recognizes some of the best chances for reducing transitioning to ZEVs are in local area fleets where trips occur over relatively short ranges with breaks in between to provide opportunities for charging if needed.

HB 2945 -1 would be worthy of passage if only for the significant health benefits it brings - especially to the thousands of school-age children who ride the buses but also to the adult bus drivers and surrounding communities - by reducing diesel exhaust which contributes to such respiratory conditions as asthma, heart disease, and bronchitis.

HB 2945 -1 adopts a reasonable approach: It's provisions for favoring the purchase of ZEV buses only kick in if the overall costs (counting purchase prices, rebates/incentives, maintenance, fuels, etc) of ZEV buses versus buses powered by diesel engines are equivalent, while allowing for appropriate exceptions established by rule. The -1 amendment apparently omitted the provision for reserving 40% of the grant funding to frontline communities which are most likely to need the financial assistance. We would support returning that language to the bill.

HB 2945 -1 calls for \$20 million to be allocated to the Zero-Emission School Bus Assistance Fund, as well as \$3 million in technical assistance resources. To have a significant impact, these levels seem appropriate and we support them. Similarly, the \$30 million request to support medium and heavy duty trucks phasing in e-trucks and charging infrastructure would be warranted to keep the transportation system at least on its current track of reaching 60% of 1990 greenhouse gas emission levels by 2050 and keep the 80% goal in sight.

Thank you for your consideration of my comments.