

Submitter: Rich Peppers

On Behalf Of:

Committee: Joint Committee On Ways and Means Subcommittee On Natural Resources

Measure, Appointment or Topic: SB5520

Ways & Means Committee on Natural Resources  
SB 5520 - Department of Environmental Resources Budget

Co-Chairs Senator Frederick and Representative Levy, Members of the Committee -

My name is Rich Peppers, I live in Portland and I volunteer as co-chair of the Mobilizing Climate Action Together (MCAT) Transportation Committee. Our Committee takes a science-based approach to advocating for equitable policies that reduce tailpipe greenhouse gas emissions and vehicle miles traveled in cars; encourage improved transit and rail options for travel, and safe roads and trails for pedestrians and cyclists of all types.

I am here to express my strong support for SB 5520, the budget bill for the Department of Environmental Quality, along with several recommendations for adjustments, below. DEQ's role in ensuring Oregonians have clean air, land, and water for future generations makes it an essential agency to take steps for slowing down and stopping climate pollution that leads to global warming and eventual overheating.

MCAT as a whole supports the full range of DEQ's work (and funding), but the MCAT Transportation Committee is focused on improvements that can be made in the transportation system. Toward that end, note that the ODOT Climate Office's website "[oregontransportationemissions.com](http://oregontransportationemissions.com)" includes 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 from collaborating agencies 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 funding these efforts at appropriate levels, and additional new efforts to get on track to 80% below 1990 emissions levels by 2050, not to mention that this 80% below goal itself is probably outdated by now.

Therefore, I respectfully also request funding of:

\$60 million for clean MHD trucks and charging infrastructure rebates or grants  
\$12 m. to \$15 m. for the Oregon Clean Vehicle and Charge Ahead Rebate Program, weighted toward Charge Ahead

POP 111 for a greenhouse gas emissions reporting package

POP 170 to close funding gaps identified by the 2024 Secretary of State Audit

Thank you for your consideration of these funding requests.