

Submitter: Amanda Short

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Dear Co-Chairs Gorsek and McLain, Co-Vice Chairs Starr and Davis, and members of the Joint Committee,

Thank you for the thoughtful work reflected in HB 2025. I'm glad to see funding for Safe Routes to School, Great Streets, public transit, and efforts to reduce wildlife-vehicle collisions.

However, I urge you to strengthen this bill to better align with Oregon's climate and public health goals. Critically, the bill lacks funding for medium and heavy-duty (MHD) zero-emission vehicle (ZEV) incentives or charging infrastructure—despite the fact that these vehicles are among our largest sources of transportation pollution. Additionally, HB 2025 also increases costs for drivers who choose cleaner vehicles. EV and plug-in hybrid owners face higher fees through continued registration fees and the Road Usage Charge, and will often pay more than gas-only drivers despite their lower environmental impact. This not only undermines the state's ZEV goals—it discourages adoption. We need dedicated investment in clean truck incentives, public and private MHD charging, and rural and equitable passenger vehicle charging.

Finally, I'm disappointed that the Oregon Community Paths & Trails program is left out entirely. Safe, accessible walking and biking routes are essential infrastructure for climate resilience, safety, and health—and must be prioritized.

If necessary to fund these initiatives, I would be in support of a luxury vehicle sales tax. Every dollar in this bill should be aligned with our climate commitments, and all funded programs should be accountable for their impact on those goals. Please ensure HB 2025 moves Oregon forward, not backward.

Thank you,  
Amanda Short  
Bend, OR