



Re: HB2025 Transportation Reinvestment Pkg_TRIP_2025-06-11

TO: Joint Committee on Transportation Reinvestment Co-Chairs Senator Chris Gorsek and Representative Julie Fahey

My name is Kathaleen B Parker, and I am (neutral) about the upcoming 2025 transportation package.

Many communities are dependent on alternative forms of transportation other than single-occupancy vehicles.

Transportation is the second largest expense for households after housing. As Oregon continues to invest in affordable housing, investments must be paired with increased public transit, so new housing is connected to job centers and services without adding congestion.

As a homeowner in Salem, I feel it would help the state if the MAX/WES rail would be extended down to Salem. For years, Willamette Valley residents have hoped to connect Salem to Wilsonville, Beaverton and Portland by commuter rail.

I also advocate for an affordable future for all the fast-moving changes that Oregonians pay taxes on, and I feel the legislature needs to reflect our shared values. With just weeks left in the session, and after hundreds of Oregonians gave public comments and shared their stories, the package had reflected few of the priorities consistently raised by residents across the state.

People with disabilities, rural families, people of color, and working folks have the greatest need for affordable transportation. Taking public transit is ten times safer than traveling by car. Investments in public transit are directly correlated with a reduction in traffic collisions and fatalities.

I approve HB2025 as a system that will focus and prioritize supporting and enhancing our existing infrastructure with safe bike lanes and pedestrian paths versus increasing road capacity.

ODOT owns and supports over 2,600 bridges, with an average service life of a bridge being about 75-100 years. For our safety, Oregon should be aiming to replace about 26 bridges a year, which is not happening. Per ODOT's 2024 bridge report, the average replacement rate is three bridges per year.

An electric bus driving over a bridge can replace 10 - 15 cars (or more) and funding for transportation electrification (e-bikes, electric vehicles, electric buses, and charging station infrastructure) is what we hear Oregonians really want, and is especially crucial as President Trump's federal support for statewide infrastructure evaporates.

ODOT gets about 33% of their budget from the Federal Government. Trump and Musk are highly likely to severely cut Federal money coming to Oregon. That affects Oregon's economic development. Every \$10 million invested in transit capital projects yields \$30 million in increased business sales.

Connecting transportation costs directly to usage without cross-subsidizing unrelated programs aligns with the user-pays principle...as I see the Tech Industry wanting Oregon's land and resources for mega-projects such as data centers, large energy use facilities, and now Lithium mining, The Bureau of Land Management (BLM) proposed to explore for lithium in the McDermitt Caldera near Nevada in Malheur County, Oregon. The project has been subject to a fast-track review process, with a short public comment period, prompting concerns about the lack of transparency and public input.

"In 2022 alone, big tech companies — Amazon, Facebook, Google, Apple and Twitter — together reaped \$180 million in property tax breaks for their data centers, according to extensive reporting by The Oregonian's Mike Rogoway. The following year, Morrow County gave Amazon yet another massive tax break for data centers, this one valued at \$1 billion over 15 years.

While supporters of the tax giveaways justify them on the grounds of economic development, the reality is that the returns are low and the costs are high."

I oppose that any of the 2025 TRIP funds be allowed to get diverted towards funding a mega-highway expansion for the lithium mining McDermitt project. In March, the Federal assessment said the project will begin "immediately upon federal and state authorization."

All of us need to pay for roads and transport - Democrats and Republicans alike.

Thank You,

Kathaleen Parker, Salem homeowner

Re: Tax subsidies for data centers bring few benefits for Oregonians and many downsides
<https://www.ocpp.org/2024/12/13/tech-giants-playing-oregonians/>
Oregon Center for Public Policy
December 13, 2024
By: Juan Carlos Ordóñez