

Submitter:

John Christensen

On Behalf Of:

Committee:

Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I could support HB 2025 if you include climate friendly provisions such as investments for clean, electric transportation. We need to move toward electrifying the biggest and most polluting trucks on our roads, investing in public charging, and making electric vehicles (EVs) affordable for people with low to moderate incomes. We have to invest in public transportation and accelerate our movement away from fossil fuels. As a forest landowner, I've had to evacuate during the Eagle Creek fire of 2017. Many Oregonians have lost homes and forestland due to wildfires, and this week's Rowena fire is a reminder that climate-caused wildfires are becoming more intense and frequent. This year the wildfire season has started a month earlier than usual. Increasing the electrification infrastructure of our transportation system is a key component of Oregon's efforts to meet its climate goals. Oregonians who purchase an electric car or truck need accessible charging. Funding for Community Charging Rebates and Zero Emission Fueling Program brings key charging infrastructure to rural and underrepresented communities. As drafted, this package will fail to deliver needed investments in clean, electric vehicles or charging infrastructure, while simultaneously imposing punishing new fees that specifically target electric vehicle drivers.

For these reasons I oppose HB 2025 in its current form.