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On Behalf of 350SalemOR.org

Topic: HB 2025

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Greetings Co-Chairs McLain and Gorsek, Co-Vice Chairs Starr and Boshart Davis, and members and staff of the Joint Committee on Transportation Reinvestment

In recent transportation roundtables Oregonians focused on taking care of what we already have. They emphasized the need for basics like fixing potholes and plowing roads in winter, not costly megaprojects.

- Oregonians should have the freedom to choose how they move from city to city without needing to own a private motor vehicle. More options like expanded passenger rail and regional buses allow people to avoid commuter traffic and safely travel with confidence while also reducing the need for costly highway megaprojects.
- **People do not want their taxes increased for huge costly projects that promise to reduce congestion but fail to deliver on that promise.**
- Money budgeted for operations and maintenance should be spent on those actions. Funds should not be moved around later to fill gaps in bloated highway construction budgets leaving maintenance unfunded.
- **This ruse does not fool anyone.** Fixing existing infrastructure should be a priority. This critical function should not be funded only if there is some money left over after ODOT's pet projects.
- Transportation funding for electric vehicle charging should be increased substantially. This is the ultimate solution to climate and toxic pollution from land transportation – freight and passenger travel. But it cannot arrive in time to avoid the most horrific effects of climate change.

¹ Philip Carver's Ph.D. is in Natural Resource and Utility Economics from Johns Hopkins U. (1978). He worked 37 years as an Economist and Sr. Policy Analyst for the Oregon Dept. of Energy and Public Utility Commission principally on energy efficiency, renewable generation and reducing greenhouse gas emissions.

To maintain anything like our current lifestyles and economy in Oregon and the U.S., the world (**including Oregon!**) needs to approach zero net greenhouse gas (GHG) emissions in the next 25 years. Most countries, even very poor countries, are doing more than Oregon to reduce emissions.

Reducing GHG emissions does not reduce economic activity or mean a loss of good paying jobs. Climate change is already damaging four of Oregon's largest economic sectors: forestry, agriculture, tourism and fishing.

There are already more than ten times as many good-paying green² jobs in Oregon than in supplying fossil fuels. Electricity produced by new wind and solar projects is already cheaper than the operating cost of existing gas-fired and coal-fired generation. And renewable generation is getting cheaper while fossil fuel costs are generally going up.

Twenty-five years is a short time frame for transportation planning. In this larger context we must have adequate and stable funding for public transit and active mobility options. We need to grow these alternatives.

Oregon has undertaken a number of policies and programs toward achieving climate and environmental protection goals. Safe and well maintained infrastructure like good sidewalks, protected bike lanes, traffic calming, carefully designed streets and intersections along with programs like Safe Routes to School, Great Streets and lower speed limits enable people to reduce motor vehicle use with confidence. **And reducing motor vehicle use reduces toxic pollution that kills or harms the health of hundreds of thousands of Oregonians every year.**

In this context the Legislature should require that ODOT's plans be consistent on a percentage-reduction-basis with the State's greenhouse statutory reduction goals.

Thank you for the opportunity to submit written testimony.

² "Green jobs" refers to the manufacture and installation of renewable resources and energy efficiency equipment. This includes jobs in electric utilities which produce less emissions than fossil fuel alternatives. In most cases electric appliances provide better quality service at comparable or lower cost than fossil fueled appliances.