



June 13, 2025

Co-chairs McClain, Gorsek, and the other members of the Joint Committee on Transportation Reinvestment,

My name is Jeff Hammarlund. I am testifying on behalf of Consolidated Oregon Indivisible Network (COIN) and its 60 grassroots Indivisible groups and nearly 30,000 members located in every part of the state - rural, urban, and everything in between. On a personal note, while I am a semi-retired professor of climate and energy policy, I once served as the senior transportation planner with the City of Beaverton when we were planning Beaverton's light rail stations associated with the West Side Light Rail Project. I also helped Beaverton develop its contribution to the State Transportation Planning Rule. Over the years, I have served on several citizens advisory committees focusing on transportation hosted by Metro and Tri-Met. And just a month ago, while walking on a street without sidewalks I was hit from behind by a taxi and am very lucky to be alive. I can say with the deepest possible conviction that safety needs to be our top priority.

COIN is officially neutral on HB 2025 because we have some recommendations for improvement. However, we want to congratulate the members of this committee who have worked so hard to craft a bi-partisan bill that offers real progress. As a coalition that has grassroots groups in every legislative district in the state we are delighted every time we see even a hint of bipartisanship.

Here are our specific comments and recommendations for improvement:

- We know that the transportation sector is the most significant source of pollution in Oregon. We need a major push toward electrification of as many vehicles as possible to address this problem. Increased funding for electric vehicle charging stations is vital. Funding for Community Charging Rebates and Zero Emission Fueling Program will help to bring key charging infrastructure throughout the state, including to rural and underrepresented communities. We support the concept of raising fees on the most expensive luxury vehicles to help pay for a significant expansion in charging stations.
- 30% of Oregonians can't or don't drive. The lack of safe streets and paths disproportionately harms people who must walk, bike, roll, or ride transit, leaving them with limited access to jobs, education, healthcare, and groceries. There is a

clear need for increased funding for public transit, which is so essential for the elderly and others who are unable to drive.

- Oregon lacks sufficient intercity transportation options. By investing in passenger rail, HB 2025 will increase accessibility between cities and give Oregonians more choice in how they move. Rail travel is one of the safest, most sustainable, and reliable transportation options available across the world. It should also be the case in Oregon.
- The Oregon Department of Transportation (ODOT) should be required to evaluate the projected greenhouse gas emissions for all future highway projects and mitigate any increased emissions.
- Funding needs to be included to begin the transition to non-polluting electric school buses. Funds are not currently for a major push in this area. However, a small revolving fund can help get this movement started so more successful demonstration projects can show how valuable zero-emission school buses can be for our kids, our schools, our electric grid, and our health. Such a revolving fund has been suggested by the supporters of Zero-Emission School Bus Act (HB 2945).

COIN is an enthusiastic supporter of the Move Oregon Forward Coalition. As such, we can endorse their more detailed comments as well.

Thank you for your time and consideration.

Jeff Hammarlund, co-chair, COIN Climate, Energy and Environment Team and member, COIN Legislative Team, presenting on behalf of COIN as a whole