

Submitter: Rich Peppers

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Co-Chairs Pham and McLain, Members of the Committee -

My name is Rich Peppers. I live in Portland and I am a volunteer member of Mobilizing Climate Action Together, or MCAT, and I co-chair our MCAT Transportation Committee. We promote science-based climate policy to help avert global warming and its consequences.

I acknowledge that the amendment you are facing today, which I support, is a compromise amendment, and as such does not fulfill all the hopes the MCAT Transportation Committee and I have had for this legislation, but it is still a step forward - just a smaller step. It begins to stabilize a structural deficit in the transportation system, prioritizes Safety, Maintenance, Operations, and Preservation, and increases funding for Transit. Transit helps reduce vehicle miles traveled which in turn helps reduce climate polluting emissions.

On the downside, and like the last version of the bill, it does not advance Oregon's transportation electrification goals - even allowing them to slide backwards - and along with that, it does not substantially tackle greenhouse gas emissions from transportation. As we know, the transportation sector is responsible for the highest percentage of emissions of all economic sectors - at 37%.

This compromise amendment still represents a small step toward an overall refocusing of transportation funding toward maintaining our current road system over building more and more new roads that we then cannot afford or maintain. I do hope the legislature will revisit the question of transportation electrification incentives in the future with a more positive outcome for charging infrastructure, vehicle purchasing rebates, and focused accountability for emissions reductions measures. So, I support this amendment and then the bill. Thank you.