

Senator Fredrick, Representative Nathanson and members of the Committee.

I am a resident of SD 22 and serve on the steering committee for MCAT, Magnifying Climate Action Together. The MCAT Transportation Team has formalized our position on tolling which is attached to this email and should be included as part of my testimony. Our basic message is tolling must reduce vehicle miles traveled, be equitable, and encourage non-freeway travel by providing multimodal options. Personally, I am a supporter of Albina Vision Trust because vibrant walkable neighborhoods strengthen our community and help bring back the spirit of the neighborhood that was here before the freeway. I biked over I-5 for years on my daily commute to Nike and it is not pleasant. Buildable caps over the freeway will create a vibrant neighborhood and take us to the river.

I want to be able to breathe the air in Lillis-Albina Park and know the young people attending Harriett Tubman school can do so in good health. Reducing congestion will help. Widening freeways will ease congestion for a few months at most. I want this committee to understand that widening freeways to reduce congestion is like me buying bigger pants because I ate too much for Thanksgiving even though I know I risk filling those bigger pants by the New Year.

I think paying for the roads we use makes sense. And we must find methods that decrease climate pollution. If that need is not already clear to anyone, please contact me. As inconvenient as it is, climate change is real, threatens our future, and we can take action to slow and even reverse it. One gallon of gasoline burned pumps about 12 and a half pounds of CO2 into our air. That's why I started my bike and MAX commute to Nike back in 2012.

Traffic congestion and idling internal combustion engine (ICE) vehicles increase pollution over that same amount of smooth traffic moving through an area. Research proves that a small toll based on time of travel can reduce congestion, especially when other alternatives are readily available. *'There is a consensus among economists that congestion pricing represents the single most viable and sustainable approach to reducing traffic congestion'*. https://ops.fhwa.dot.gov/congestionpricing/cp_what_is.htm#:~:text=There%20is%20a%20consensus%20among,approach%20to%20reducing%20traffic%20congestion. Alternatives like safe walking and bike lanes, safe buses and light rail are available and can be improved with the toll dollars. **Tolling before we expand lanes prevents unnecessary expansion** just like watching our weight so we don't need to buy bigger pants.

Regional tolling prevents drivers from going across town to avoid a toll at the expense of increasing their vehicle miles traveled and, more importantly, their carbon emissions. Tolling that considers the need for one's drive and available resources is more equitable. Transponder technology allows us to program a rate for the owner of that transponder in advance to avoid burdensome requests for rebates. We could set a tolling system that charges a young apprentice who must transport their tools to a different job site each day a little less than the CEO commuting in their town car because they choose to not ride MAX.

Today we talk about tolling but we must address the overall system of funding. We need a road payment system that encourages zero emissions vehicles. We need infrastructure that encourages healthy travel alternatives like walking and biking. We need communities that provide goods as services close to home, not new housing on the edge of the urban growth boundary that requires a personal vehicle. We need a statewide public transportation system that will take us to visit Senator Findley's District cleanly and efficiently. Improved rail for freight and passengers with a network

of electric minibuses or delivery vans seems like a viable option. We need to reexamine all road user charges and fees. We need the funds that are generated to go to support all forms of transportation. I suggest we change the name and the purpose of the Highway Trust Fund so we can fund the transportation for the future.

I think I voted for that constitutional amendment. At the time using the fossil fuel tax for roads made sense to me. Now the social cost of the carbon emissions from fossil fuels is somewhere between \$50 and \$150 per ton. [https://www.brookings.edu/articles/what-is-the-social-cost-of-carbon/#:~:text=The%20social%20cost%20of%20carbon%20\(SCC\)%20is%20an%20estimate%20of,a%20ton%20of%20carbon%20emissions](https://www.brookings.edu/articles/what-is-the-social-cost-of-carbon/#:~:text=The%20social%20cost%20of%20carbon%20(SCC)%20is%20an%20estimate%20of,a%20ton%20of%20carbon%20emissions). The 12.5 pounds per gallon emissions add up fast. But that is not the only consideration. Infrastructure built with steel, concrete, and asphalt also contribute CO2 emissions. If we are going to build transportation infrastructure I think we must consider how many people and how much product can be moved by that infrastructure. The more the better so the cost in dollars and CO2 emissions is lower per person and per pound of product.

We must also consider the health implications and the benefits to our communities. Reducing emissions makes us all healthier. Active transportation makes us healthier. Active transportation builds community. We can say hello to people we pass while walking and even biking and we can talk with people on the bus and MAX but we have to work at connection when we are in a car. The best walking and biking communities are described in the Climate Friendly and Equitable Community rules <https://www.oregon.gov/lcd/cl/pages/cfec.aspx>. We can build these communities as we build more housing. One big cost of building is the price of land. Think about how much more land would be available if we did not require all the parking lots we have now? I know this change from highways is difficult and it is something we need to do.

I grew up with the jingle 'see the USA in your Chevrolet' in my ears and I got my driver's license on my 16th birthday. Sixty years later our climate and our transportation needs have changed. It is past time to put on our bike shorts or hiking pants and think of transportation for the future, not just substituting an EV for an ICE vehicle. It is time to help ODOT move from being the highway department to being the Department of Transportation. I suggest a referral to the voters to end the restrictions on the Highway Trust Fund. This prepares the state to make the best use of transportation funds whether they come from tolls, gas tax, vehicle fees, bike registration, transit fares, or just the general fund. Then we can build transportation systems for the future.