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Submitted written testimony to the Joint Committee on Transportation for the 6/4 Roadshow Hearing:

I urge Oregon legislators to prioritize bold moves that will significantly shift funding toward dramatically increasing public transit capacity, frequency, and coverage, as well as bike & pedestrian infrastructure, and away from increasing road capacity and vehicle miles traveled. I will provide more specifics on each of these elements:

1. The legislature should provide adequate funding for road repair, but **not** for the increasingly expensive boondoggle of the I-5 Rose Quarter expansion and other similar megaprojects. The Rose Quarter project in particular must be ended now; it threatens to swallow funding for everything else.
2. The legislature must force ODOT to prioritize reducing greenhouse gas emissions (GHG) in every project approval and funding decision. Specifically, the legislature must impose on ODOT a mandate to assess the GHG impact of all projects, and a requirement to progressively **reduce** GHG emissions and vehicle miles traveled (VMT) over time, as Colorado and Minnesota have already done. Amid the rapidly worsening climate crisis, it is unconscionable that Oregon would not align our transportation investments with the state's already-adopted commitments to dramatically reduce GHG emissions.
3. When it comes to electric vehicles (EVs), it is imperative that the legislature **not** impose any extra financial burdens on EV owners and buyers. The extra EV road-user fees currently being discussed are a terrible idea—they will be a direct disincentive for people to choose EVs over fossil-fuel vehicles. We should be doing everything possible to incentivize increased EV adoption/usage, **not** penalize current and potential EV owners. Additionally, the "Charge Ahead" EV rebate program—now currently suspended due to a lack of funding—must be fully funded by the legislature so that the funding meets all demand for EVs in Oregon, as do our neighbor states of Washington and California. Having an inactive EV rebate program is a real embarrassment for Oregon.
4. In terms of additional revenue sources, the legislature should draw any additional revenue from: a) the heaviest cars and trucks, instituting weight-based vehicle registration fees (but with an exemption for battery EVs); and b) the most polluting cars and trucks—particularly trucks using diesel fuel, which is highly polluting and damaging to human health.

5. The legislature must dramatically increase funding for a) public transit systems, both bus and rail, in all Oregon cities, prioritizing Bus Rapid Transit (BRT) and frequent-service routes that come at least every 15 minutes all day long.

6. The legislature must significantly expand Oregon's funding for the Amtrak Cascades train service, so that trains will run far, far more frequently through the Willamette Valley than they currently do. Instead of two slow, unreliable trains daily between Portland and Eugene, the legislature should fund at least 10 trains per day, following the example of California's Capitol Corridor and WSDOT's goal of 13 trains daily between Seattle and Portland. It is unacceptable to have I-5 choked with single-occupancy vehicle traffic between Portland and Salem when a ready alternative with far lower GHG emissions—Amtrak Cascades—is ready and waiting for expanded service. Legislators in particular would benefit directly from substantially more frequent and dependable train service to Salem.

None of these ideas are either radical or untried; indeed, they have all been adopted already by other states. Oregon must move in a more fiscally sound and environmentally sensitive direction with our transportation funding.

Thank you for your attention and consideration.