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

Transportation is one of the most significant sectors relating to climate pollution and quality of life, and it affects almost everyone on a daily basis. It would be a tragic mistake to prioritize continuing the status quo that puts private cars and trucks as the default. Everything about infrastructure for cars and trucks needs to be considered in terms of transitioning to a healthier future, and that means one that puts transit and active transportation as absolute top priorities. Cars and trucks are the appropriate best option for only a tiny fraction of the current uses. The vast majority of car trips are unnecessary, harmful, and directly antisocial. People driving by in cars do not have spontaneous interaction with neighbors. Cars and trucks are the greatest safety risk for everyone, especially younger and older people. Roughly 30% of Americans do not have drivers' licenses because they are too young, too old, have disabilities, or choose to prioritize healthier transportation options. And many many more people could use transit, bikes, and walking if only those were prioritized enough to make them the default, most convenient options.

Do not overly celebrate the non-zero support for "alternative" transportation. Stop considering the healthy and efficient options as alternatives. Make them the default. After prioritizing a situation where everyone of all ages can easily and safely use transit, bikes, or walking, \*then\* we can budget just enough to continue supporting those who still have reasons to drive (while prioritizing carpooling support where feasible).

Also, the heavier trucks driven by many now are creating significant road wear, pollution, and safety hazards. They are not paying anywhere near their costs. The approach we need is a weight-miles tax. Those who put more miles with heavier vehicles are the ones who take up the most space and cause the most wear and tear. The funding mechanisms should incentivize and reward the choices to use more efficient smaller cars and to move toward ebikes and transit. Do not put extra fees on people for making choices that \*reduce\* systemic costs. Every added bicycle and every added bus rider cause effectively zero extra cost to a system that has some set fixed costs. Every extra truck on the highway causes more wear, pollution, noise, and congestion. Charge the uses that incur the most costs!

Thank you