

Dear Co-Chairs McLain and Gorsek, committee members,

My name is Peter Hoeckel, I live in unincorporated Washington county, and I am very concerned about our state's transportation system and some of the options to address funding gaps, along with some of the massive projects that are creating some of those same funding gaps.

While we must ensure ODOT's capability to create and maintain a safe and equitable transportation system, we must also keep the state's other priorities in mind. In particular, our efforts to solve transportation issues must not work against the mandate to reduce vehicle miles traveled (VMT) [Section 660-012-0160 - Reducing Vehicle Miles Traveled], and the state's programs to decarbonize our economy, including transportation.

Some of my key concerns are:

- Trend to ever-wider roadways: since numerous studies have shown that adding lanes will not relieve congestion long-term but increase VMT, but clearly increase future maintenance costs, investments must be focused on transitioning to more public transit instead. This will make our transportation system more equitable, more efficient, burden future Oregonians with lower maintenance costs, and simultaneously reduce GHG emissions.
- Funding mechanism largely ignores cause of maintenance requirements: essentially all the damage to roads is caused by the largest, heaviest vehicles, maybe with the exception of the disproportionate wear caused by studded tires.
- Need for comprehensive approach to some of our largest interconnected problems: we cannot solve the state's problems by narrowly focusing on the transportation system without considering the impact our actions will have on costs associated with healthcare and climate change. Both of those are heavily impacted by emissions from our transportation sector. The way we fund our transportation system must not negate the efforts to improve the health of our most vulnerable citizens, and it must not counter the state's efforts to transition to clean fuels. We cannot use a narrow focus on lower gas tax revenues from more efficient vehicles to justify increased fees for registration, title, and potentially road usage, unless we are willing to compensate those same drivers for the state's future cost savings associated with healthcare and climate change.

Please ensure that any large project will make our transportation system safer and more equitable, lead to fewer VMT, and reduce emissions (both GHG and pollutants with a more direct impact on human health).

Sincerely,

Peter Hoeckel