

August 26, 2025

Dear Co-Chairs Fahey and Wagner, Vice Chairs Drazen and Bonham, and members of the committee:

Thank you for reading this testimony.

My name is James Prihoda and I live in Portland. I'm testifying today because this special session budget stopgap is vital, but the work is not done here. I urge you to come back to pass a transportation package that works for ALL Oregonians and reflects our shared values of safety, affordability, equity, and climate resilience.

Oregon's communities need a better transportation system that is healthy, affordable, and safe. Imagine an Oregon where we all. But this funding needs to be fair - especially to those who have invested in EVs to help improve our climate therefore reducing public costs for slowing climate change. Relatively small investments now can have huge payouts in getting all Oregonians where they need to go while improving our economy, environment, and public health.

We need to pass a transportation package that

- Advances our climate goals.
- Invests deeply in public transit.
- DOES NOT penalize EV owners who are investing in our climate goals.

This is important to me:

- To prevent further worsening of the extreme weather leading to destructive fires damaging homes and the tourism industry. As well as the extreme heat that we have had in Oregon leading to deaths.
- I use public transportation, but it has been more difficult after the post COVID cuts.

I am writing for my concerns above but I am probably most motivated by my anger that the funding favors truckers and penalizes EV owners (who have already invested in our climate goals

The Road Usage Charge needs to be re-evaluated noting how [Oregon's MPG average is much closer to 30MPG](#), with that number [only estimated to go up](#) by state agencies. The simple fix: reset the MPG index to 30-40 MPG to ensure **equity** for EV's. That one change protects rural households, and preserves the trust and clarity this precedent-setting program needs.