

Submitter: Cory Pinckard  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure, Appointment or Topic: HB2963

Oregon owes a lot of its strengths to commuter rail infrastructure, much of which unfortunately no longer even exists (including the Oregon Electric & Red Electric Interurban Passenger Railways, an elaborate & extensive streetcar network they interfaced with as well as an integrated assortment of trolley lines.) The further we move away from the logical layout provided by intricate streetcar grids & electric commuter interurban railroads the uglier & less livable the area becomes. The smart move is to install city assets that will benefit us for generations such as a rail route beneath the Willamette meaning the Steel Bridge won't break the light rail circuit interrupting all MAX lines every time it lifts & railway going between Vancouver & Portland when the new bridge is finally finished. I-5 should be buried on the inner east side stretch to make the deafening, hostile area tolerable & reclaim space for the Black community to rebuild their community they had stolen from them. The WES should expand to extend at least down to Salem reuniting the Portland metropolitan area with our capital by rail. It makes perfect sense to build the full Southwest Corridor (Purple) MAX Line (which will connect with the WES dramatically increasing ridership) with railway stations on Marquam Hill & Portland Community College Sylvania Campus, for example & zero sense not to. Electric cars destroy the environment as ICE cars do through resource mining, manufacturing processes and ultimately going to the landfill in mass droves. The pollution they cause is simply unnecessary as is the amount of urban space squandered on parking & other paved over autocentric wastes. MORE VEHICLES ON THE ROAD MEANS MORE AVOIDABLE DEATHS WILL CONTINUE TO CONSTANTLY OCCUR! They also perpetuate redlining, urban sprawl, the food deserts that come from that invariably, along with unwalkable cities also dangerous for bicycling. Lots of people can't drive because of health concerns & other issues. They add to traffic congestion. Commodification of societal needs & normalization of trying to substitute rampant consumerism where we need standardized, regulated & uniform public utilities doesn't work. Profit motive always hurts the public in such cases. Putting the financial burden of transportation inefficiently & directly on the individual citizen is simply not wise or fair & hasn't been the norm for even 80 years. We need to invest in commuter rail that's properly implemented as it typically is overseas. A commuter rail system is an engineering marvel that serves as the framework for arranging walkable cities around while buses are just buses. The most reliable predictor of a neighborhood being impoverished is if it has no commuter rail connection. E-bikes, scooters & other micromobility devices help transportation be affordable enhancing access to our meager transportation infrastructure & it benefits the area by not adding to traffic congestion or urban clutter. Weaning people off of the

relatively recent assumption that they default to that transit means driving (the most inefficient mode of transportation spatially, financially, carrying capacity-wise, environmentally, regarding urban planning, prevention accidents & death/injury, human error reduction, etc. is the best thing we can do for the citizen, city & planet. No one should be forced to own a car or operate one just to get to work & back or any of life's necessary functions, but that's today's time-wasting, money wasting, stress inducing, space wasting reality that has us stuck in gridlock, mired in road rage instead of being a freewheeling, fluidly moving place through streamlined thoroughfares made possible by smart rail connections and nifty pedestrian/bicycle tunnels, bridges, trails & other neat features such as electric ferries, elevators & more. In the meantime these devices are extremely helpful to an increasing amount of people & they'll likely be utilized to some extent even when we have a decent commuter rail system for recreation & short, ziz-zagging or meandering trips to corner stores.