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**Subject: Testimony on Senate Bill 324, February 2, 2015**

History clearly demonstrates higher rates of personal mobility significantly contributes to greater economic productivity which in turn generates more family wage and better paying jobs.

Adding a carbon tax and increasing the costs of motor fuels with a new standard will have a negative impact on jobs and slow the economy, especially for small businesses. One of the primary factors contributing to the most recent recession was high fuel prices. One of primary factors driving the recovery are today's low fuel prices. The European economic model that includes heavy anti-mobility taxes is one reason why Europe's per capita GDP lags well behind the US. The anti-driving, anti-mobility political mindset in Europe is also a contributing factor as to why European incomes are over all lower than in the US.

When flipping through the TV channels the other night, I just caught the end of an interview where the person being interviewed was suggesting that gasoline would be \$5.00 a gallon by the end of this decade. If that proves to be true, the country will likely be in another recession, and the new fuels standard would be a driving force assisting to cripple the economy.

Hammering drivers with high taxes on motor fuels and then hijacking a portion of the revenues to fund alternative transport infrastructure is a social engineering inequity. Instead of freeloading and exploiting motorist paid taxes and fees as if they were an on the house ATM, bicyclists need to pay their own way for the specialized bicycle infrastructure they utilize and lobby for. Public transit - that on average uses more energy per passenger mile as measured in BTUs, and creates more emissions per passenger mile as measured in Co2 than driving a fuel efficient hybrid car - needs to become more financially self-sustainable with the majority share paid for by the users.

The legislature needs to acknowledge that automobiles are the preferred mode of transport by the people of Oregon. They vote by driving cars daily. Yet the majority in the legislature this session seems hell bent on increasing the cost of living by escalating the price of energy and adding more taxes to gasoline even though most Oregon incomes are flat and not keeping up with rising expenses. The price of gasoline is currently on low end of a volatile curve. Applying that standpoint to raise the tax is a legislative con game.

Finally, if the fuel standard is not allowed to sunset, the price of motor fuels to power mobility will likely become excessive and the working middle class as we know it today will vanish, barely able to make ends meet and living pay check to pay check. The impact will even be greater for low income households and seniors on fixed incomes - all requiring more government services. Since Oregon doesn't have any oil refineries, my message to you is to let the states with refineries deal with the standards and absorb the costs. Let Oregon's costly fuel standard bask in and vanish in the sunset

Respectfully submitted,

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