

Roberta Robles

Transport Justice Advocate -

Rural Unaffiliated Indigenous Voice

Senate District 28

House District 56

Congressional District 2

Joint Transport Committee

HB 3035

Testimony in Opposition

Klamath Falls, OR 97601

Joint Transport Committee

This testimony is provided in opposition to HB 3055 for the following reasons:

- A flat aviation fuel tax is a regressive tax. The tax has been in place for 5 years and during that time most rural airports have struggled to come up with their 10% matching funds for federal funding. They have access to additional resources from the following: fees from maintenance, hangars and training schools and other service related fees associated with the use. These fees from these sources should be increased before a fuels tax.
- In 2018 or 2019 at an OTC meeting this same agency suggested some airports were abusing the taxation free zones around the airport inappropriately. Recommend Fagan audit airport tax zones for equity and contribution to rural utility districts.
- For instance, Prineville is right next to the Facebook Data Center and does not solely serve rural Oregon residents.
- If a rural airport cannot provide 10% of their revenue from the above sources perhaps that land should be put to better use such as affordable housing.

How amazing! Convert rural airports into Right 2 Dream III “Angels of the Sky” #wwjd? I would recommend starting in Sisters OR. We have a Bend and Redmond airport. A Sisters Airport is redundant and infringing on using the adjacent land for local housing. Consider turning airfields into vehicle occupied homeless recovery services. Or longer term assisted staycations at the local airfields for those in recovery from addictions over the summer 2021.

The Oregon aviation department intends to use a portion of those funding for staff to write responses in opposition to local land use proposals such as Wind Farms near airports. For instance, Wasco airport in the Eastern Gorge on the Washington side.

Rural airports that are barely solvent should not be allowed to impede on the development of alternative energy sources.

Recommend developing a study that estimates converting turning old airports to solar panel zones, wind farms, compost collection zones or affordable housing. Possibilities are as endless as are Oregon skies.

I would very much like to speak on additional concerns I have regarding language that expands and furthers regulations on a booming bike industry. The language is unclear and includes unnecessary regulations on bikes based on ideological opposition. For the purposes of safety recommend defining road users as inside a cage (car) or outside a cage (car). A person inside a cage will always be safer and cause more damage to a person who is outside of the vehicle. I learned this at the motorcycle school at Swan Island. Recommend no change in definition or additional public hearing to ascertain the need.

For the purposes of legal definitions: base the definition on the safety of the vulnerable road user who is outside of the safety bubble of a vehicle.

Furthermore, there is additional language on electric vehicles. However, the committee should be advised there is a shortage of lithium supplies which is used in the development of batteries for vehicles. Lithium mines are displacing indigenous communities and consuming ENORMOUS amounts of water in arid places. Not just the USA.

Recommend the Oregon State legislature delay all hearings on electric vehicles until the battery supply chain is based in equity and climate change objectives. Not offset credit programs.

Therefore, I will support Oregon Business Industry in opposing any new additional taxes in the transportation sector and allowing taxes to sunset is good policy given the precarious perch the economy is at, less regulations and taxes in the transport sector is a positive position to take for Oregon citizens concerns with climate action.

Sincerely,

Roberta Robles

