

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

Meeting Response 2/9/2021 & Amendment recommendations.

I have included below my original testimony in opposition HB 3035. I still stand by requests and include the following:

EDIT: I want to clarify that I sincerely want the strongest air quality standards and filters everywhere. But my brain only has capacity for transport travel models, so my testimony is not meant to impede on any other clean air initiatives. Air quality models are more esoteric than transport models. I prefer the latter for consistency and accuracy.

However, unfortunately travel models lack accuracy at the biking and pedestrian projects of estimation for state level budget scale. Come back to this later. All models are a tool, not the deciders.

My contribution is focused on tax collection and equitable distribution that is long term sustainable.

SUPPORT: Jurisdictional transfer. Slow down measures, and expansion of Safe Routes to School in rural areas. Our schools are opening. We need services.

Split Motorcycle lanes legal: stop using bikers as political kickball.

Urgent: There is a highway that gets washed out every year on the Southern Oregon Coast. This stretch of highway services a hospital in Brock's district. This needs a REAL bridge for REAL people who don't even have a bridge to earthquake proof.

Oppose: Consider that the City of Portland closed its seismic steering committee. They found it too expensive and created housing affordability. Similarly, 1/3 of ODOT Budget going to earthquake proof bridges is serving an industry, not a real community need. We are in a housing crisis that does not need to compete with "mega" transport projects for the skilled tradesmen and forecasted spikes in building material costs. Shift 30% of earthquake proofing to cycleways and hard protective infrastructure.

Oppose: The incursion of religious leaders in the decision making process. They don't pay taxes and tend to dismiss the safety of adjacent neighborhoods and cyclists in favor of LARGE Sunday morning parking lots that sits unused for the rest of the week. Assert the separation of church from state decisions in the transport sector.

Re: Rep. Gorseck: Agree there is a crisis in the police departments statewide. They are lacking integrity and community backing. But still, we need them. Spikes in crime hurt the most vulnerable first. It is fully in the duty, obligation, and authority for the State of Oregon state elected officials to set broad level direction for staffing initiatives in state and local agencies. TELL the police force to set staffing levels to one third directed at traffic enforcement AFTER RACIAL training. Take a heavy hand with the build up of a new equity based community justice programs based safe streets programs. Programs and staffing are especially important to help people transition from car mode to other modes.

I can certify here I was harassed and followed all over town by police. They are using their 'extra' time to harass peaceful citizens.

STUDY Request ODOT study potential sources of biodiesel such as hemp. Currently the market is so hindered with over regulation it is not economically viable. Study market opportunities to assist in developing local bio-diesel sources, such as a hemp to bio-fuels farm. Consider allowing all economic zones available for additional buildable land to reduce land prices. Local jurisdictions have too many limitations

Sunsets are nice too. Consider transitioning rural airports into buildable space for the Oregon Recovery Care services. This will keeps costs way down.

Sincerely,



Roberta Robles



02/10/2021

Original Letter in ~~Opposition~~:

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

