

Submitter: Ms. Fast  
On Behalf Of:  
Committee: Joint Interim Committee On Transportation  
Funding  
Measure, Appointment or LC 2  
Topic:

I'm unsure about this bill, though paying for road upkeep through a sufficiently set gas tax is an obvious necessity. Some people use, wear down, and profit from our shared public roads far more than others, while some can barely access safe use of the roads at all. So parts of this bill as outlined by my county's Rep Gomberg serve a system that remains unfair and imbalanced.

I'm generally in favor of hiring ODOT, as an agency of our shared government, to do necessary repairs. ODOT's like a local library of tools and skills, and the state clearly must "Share the ODOT" just as travelers "Share the Road." I have no interest in scouring Reddit to learn how to mix hot, stinky asphalt and fill potholes myself, as if I'm a believer in wheelbarrows and personal responsibility (though I do own a wheelbarrow). I don't want to leave Thanksgiving pie on the table to go fix an icy landslide, or scrape elk off the road, much less spend three years getting a Master's in Sustainable Transportation just to finally get bike parking installed, and a nightly northbound bus running on the coastal state highway.

Yet DIY can seem easier than hurdling through the jurisdictional maze of Ask ODOT, city and county staff, committees, and commerce chambers, or emailing state reps, begging to please help get bike racks installed at local businesses and bus stops. Why should Portland be served all the bike racks and bike lanes? Why should only car and driver needs be served elsewhere? What if Dial-A-Ride won't serve rider needs after the magic hour of 3:30pm? I eschew blistering van rides to the airport with any private service boasting questionable customer service reviews. Maybe I'll trim that bush encroaching the sidewalk myself. Maybe I'm a "No" on this bill if it only cements car dependency, ignores vehicle weight as a cause of road wear, and refuses to help people choose lighter vehicles.

Maybe the way to go instead is to publicly ask car-catering businesses and event centers to also choose to be non-car transportation destinations. The best way they can do that is to advocate for bus transit and install bike parking to lock bikes to (we don't want to leave our bikes leaned against a wall unlocked while out for beers, or walk our bikes while trying to shop coastal Artisan Faire booths, or impose on a business to park in some closet). I doubt that, as is, this LC 2 Bill will ensure that legislator-to-Chamber-of-Commerce bike parking conversations are even happening, much less producing results. So can "green parking" tax incentives be amended in? What about a dollar-for-dollar business tax credit to install staple racks? It's probably no more than a thousand dollar cost, but if ten people bike to a business and spend

\$100 bucks each, those staple racks are paid for even without a tax credit. You could literally make \$1000 profit, since bike parking attracts new customers who may not own a car or have an evening bus, but are able to ride a bicycle and are hungry for a \$100, well-cooked restaurant meal. And drivers on the road experience less car congestion, and the road experiences less road wear.

But if affordable new bike parking and nightly bus transit aren't going to be ensured by this bill (like bypasses and interstate widening apparently are), then that DIY option starts to look good. DIY as in, just buying and adding another SUV to the road to join everyone else who's deferring these problems to other people's grandkids, and joining the rest of the citizens who are angry about gas taxes, congestion, being forced to drive two hours to health care services, sometimes with poor night vision, and of course, potholes.