

Submitter: Paul Diller

On Behalf Of:

Committee: Joint Special Session Committee On Transportation
Funding

Measure, Appointment or Topic: HB3991

Dear Co-chairs Wagner and Fahey and Co-Vice chairs Bonham and Drazan,

This state desperately needs more revenue for its rut-filled, traffic-clogged highways and public transportation that should be more extensive. I know the limitations of the Willamette Valley's infrastructure well from two decades of commuting between the Portland area and Salem. This bill, however, moves the state backwards by implementing a regressive fee structure. By putting so much weight on increased title and registration fees, the bill raises revenue disproportionately from those who drive less, rather than from those who drive more. Moreover, by repealing the tolling program that was the linchpin of the 2017 transportation package, the state will lose the ability to incentivize when people drive. The bill provides no replacement in terms of traffic management. It replaces a potentially dynamic, variable fee with a "dumb," fixed charge. This is the exact opposite of what a self-styled "progressive" state should be doing in terms of infrastructure funding, especially in a time of dire climate change.

Sincerely,
Paul Diller
Wilsonville, Ore.