

Submitter: Terry Parker

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

It seems like some members of the Joint Committee on Transportation Reinvestment are acting like authoritarian royalty and seem to think all motorists are wealthy and have pocketbooks stuffed with cash that can be raided as if they are limitless ATMs for the purpose of subsidizing and funding the alternative transport mode users. Not only is this socialism, but it is NOT representing the majority of constituencies; many of whom drive to their place of employment while living paycheck to paycheck, or are older adults and retired Senior Citizens on Social Security who rely on their car for a variety of reasons.

The automobile is one of the economic engines that powers our modern economy. Nearly ten percent of the jobs in Oregon are directly tied the automobile. Transportation costs are added into everything we as humans construct and consume. While not transported by bike or bus, most goods, home service supplies, building materials and food products all have a motor vehicle transportation cost component factored in. Significantly increasing taxes and fees on cars, trucks and driving will radically add to across the board inflation. This includes increasing costs at the grocery store and the construction of new and needed housing.

ALL Oregonians and not just motorists need to pay their share of transportation infrastructure costs. This absence of equity is one place where HB2025 comes up empty! Instead of hammering in a whole raft of insane new and increased taxes and fees onto motorists, public transit needs to become far more financially self-sustainable by way of the farebox. Transit riders also need to be held financially responsible to pay for the heavy wear and tear buses do to the roadway pavement on transit routes. Moreover, instead having only a minuscule sales tax on new bikes and otherwise allowing bicyclists to freeload while supplying a profusion of lip service, bicyclists (and not motorists) must start accepting the financial responsibility for funding bicycle infrastructure, possibly through bicycle registration and license fees recommended to start at \$60.00 a year, the price of a latte a month.