

Submitter: Samuel Dusenberry
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB3155

To whom it may concern,

My name is Samuel Dusenberry. My wife and 2 children live in The Dalles Oregon a small town of 16k people along the Colombia Gorge just east of Hood River. We are avid off-road enthusiasts. We make many trips to the mountains and the Oregon coast to ride our SXS. We would greatly be in favor of the chance to operate our sxs on country roads. We live within 4 miles of couple of great riding spots. With current requirements we must load and secure our SXS to a flat bed trailer and transport it to these riding spots. Which can lead to over crowding in the small parking lots located at the OHV areas. Along with the convenience of being able to ride our SXS to these areas it would also be of great convenience if we were able to take our small vehicles to town. We own a large crew cab truck that can sometimes be a hassle just to park at the grocery store. The allowance of these smaller vehicles would be of great benefit cutting down traffic in these smaller country towns that saw a significant population increase from 2020-2023. We often visit Washington state with our SXS and love to see the convenience of using these vehicles on the roads. Quick trips to the store, picking up farm supplies and especially the school pickup line which can get a bit crowded with larger vehicles. I know the issue of safety will be a large talking point in this discussion. I have ridden a multitude of different motorcycles from Harley's to street bikes and street legal enduros. I absolutely without a doubt feel much safer riding in a SXS with helmets doors and a full roll cage ment to keep the riders safe, along with a full 4 or 5 point harness much safer than a normal 3 point seat belt found in all modern automobiles. We have thrown around the idea of relocating in the past few years and a major plus of every state we have looked at (WA ID MT AZ UT) has an allowance of SXSs on roads with a speed limit of 55mph and lower. Along with the other positive reasons I have mentioned would come the amount of revenue via licensing and registration fees plus the extra brought in through fuel tax. This would be a significant benefit that could be put back into our road infrastructure along with providing funds to keep our great mountain OHV areas open.

Thank you for your consideration
Samuel Dusenberry