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On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Transportation costs are added into everything we as humans construct and consume. Most goods, home services and food products all have a motor vehicle transportation cost components factored in. Such products and services do not usually come by bus or bike. Significantly increasing taxes and fees on cars, trucks and driving will radically add to across the board inflation. This includes significantly increasing costs at the grocery store and the construction of new and needed housing.

Instead of implementing (dictating) more discriminatory social engineering aimed at people driving by excessively increasing taxes and fees on cars and trucks which will likely slow if not stifle any economic recovery in Oregon; an equity lens needs to be applied to HB2025 whereby alternative mode users start accepting more financial accountability for what they utilize.

A decade or so ago transit farebox revenues funded about 25% of TriMet's operational costs. It is my understanding today's farebox revenues cover less than 20% of TriMet's operational costs. In other words, farebox revenues have not kept up with inflation.

Furthermore, It has been fact checked and verified by multiple sources that one 40 foot two-axle transit bus does as much pavement wear to the roadways as 1200 cars. A battery electric bus doubles that amount of pavement wear. Instead adding more subsidies and/or siphoning off and extorting dollars from taxes and fees assessed on motorists to pay for public transit operations, infrastructure and the damage transit buses do to the roadways; public transit needs to become more financially self-sustainable. This must include increasing transit fares and adding a surcharge to the fares to help pay for the damage buses do to roadways.

As for providing free transit for any group of Oregonians; it should only be provided to senior citizens likely from the baby boomer generation who paid transit fares throughout their school age youth, contributed to society throughout their lives, but now are on fixed incomes struggling to survive due to today's government initiated inflation. The young adults of today who have been taught through schooling to become accustom to receiving just about anything the government can provide for free must start accepting reality by paying their own way which includes paying the fares when riding transit. Likewise, instead of just providing I want lip service, bicyclists need to self fund bicycle specific infrastructure, possibly with registration and license fees for bicycles.

There is a choice to be made with this legislative tax package. The automobile is likely to continue to be one of the economic engines that powers our modern economy. Either implement more socialist policy making by dictating extreme motor vehicle taxes and fees thereby extensively increasing cost of living for all Oregonians as some apparently legislators want to do; or, help to boost the economy by keeping motor vehicle tax and fee increases to a basic minimum and round file (toss out) the so-called Smart Framework for Oregon's 2025 Transportation Package as too across the board inflationary. The common sense and fairest choice here is keeping motor vehicle taxes and fees to a basic minimum and grow the economy.