

Submitter: Robinson Foster

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Dear Legislators,

Please read the bi-partisan reforms in the Climate Rail Alliance Recommendations for the State of Oregon 2025 Transportation Bill, previously submitted to the Joint Committee on Transportation during the 2024, pre-session hearings, (<https://olis.oregonlegislature.gov/liz/2023I1/Downloads/CommitteeMeetingDocument/286280>).

All transportation already is, or should be deeply subsidized by the public. That statement will satisfy most independents and liberals.

Oregon's Statewide Transit Improvement Fund must not be continued or increased unless the Climate Rail Alliance recommendations for reform are implemented. That statement will satisfy most independents and conservatives.

The Climate Rail Alliance recommendations for reform sharply increase ridership and revenue, and add freight revenue, too. These increased revenues help pay fixed and variable cost, and reduce the percent of and total need for public subsidy. This is a win for liberals, independents, and conservatives alike.

The liberal flaw is to simply tax and spend. The conservative flaw is to simply not tax and not spend. The strength of independents is to target taxes and spending.

I disagree with what the Association of Oregon Rail and Transit Advocates writes in support of Oregon's Statewide Transit Improvement Fund, that, "We can't afford to leave people behind, especially rural families, youth, people with disabilities, and low-income Oregonians who already face the greatest barriers to mobility." Enough with segregation.

I say, in support of the Climate Rail Alliance recommendations for reform, that we can't afford to continue to operate a transit system that is not competitive with automobiles in price, reliability, and travel time that is appealing to and popular with everyone, from those who don't drive, to those who do drive.

These Climate Rail Alliance recommendations for reform target taxes and spending that will satisfy most liberals, independents, and conservatives. This is the bi-partisan way forward for the 2025 Oregon Transportation bill.

If no Climate Rail Alliance recommendations for reform, then no bi-partisan deal, and no increase in Oregon's Statewide Transit Improvement Fund.

Robinson Foster  
West Linn, Ore.