

Hello Joint Committee on Transportation Preservation and Modernization,

I wanted to communicate my disappointment with House Bill 2017 that was announced earlier this week. This bill fails to address congestion in a meaningful way and avoids tackling some major problems with our transportation infrastructure.

- The excise (sin) tax on new bicycle sales is perverse and petty. The amount of money it will raise is laughable and the message it sends is that Oregon doesn't want people to ride bikes because the fees are higher than cars.
- Induced demand is a force that no jurisdiction has managed to avoid, yet the projects included in this bill are painted as a way to fix all that ails our transportation network. They won't work, will cost a fortune, and will, at best, allow more people to sit in traffic while driving their cars.
- Reducing greenhouse gas emissions is cited as a goal of this bill yet the amount of funding for pedestrian and bicycling projects (including Safe Routes to Schools) is minuscule compared to that for car/freight.
- The State's money will go much further building protected bike lanes than adding another highway lane.
 - Bicycles:
 - barely cause any road wear compared to any other vehicle
 - use less space than any other vehicle-based transportation option
 - emit insignificant greenhouse gases
 - do not pollute
 - reduce stress levels, and
 - improve the health and welfare of all Oregonians
- Failing to call out the significant amount of wear caused by studded tires is unacceptable. According to ODOT's 2014 Studded Tire Report, this damage was over \$8 million per year and that *does not include local roads*. Studded tires should be subject to excise and/or installation taxes collected when the tires are installed each season.

Above all else I am disappointed at the lack of forward thinking in this bill. The underlying assumption is that we can build our way out of this and people will need to keep on driving the entire time. Investing in maintenance and a vast expansion of pedestrian and bicycling facilities that prevent the short 1-5 mile trips that clog up our network would have a much greater impact than the highway building called for in this bill.

I urge you to not support this bill in its current form and insist on provisions that will reduce congestion by meaningfully funding alternatives rather than sinking massive amounts of money into trying to make driving easier.

Respectfully,

David Stein
Resident, SW Portland