

From: [Terry Parker](#)
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Mapps](#); [Ryan, Dan](#); [Commissioner Rubio](#); [Commissioner Hardesty](#)
Subject: Email Testimony for City Council agenda item #450, revising transportation fees, May 25, 2022
Date: Tuesday, May 24, 2022 12:50:55 PM

To Members of the Portland City Council,

Raising fees on only motorists is inflationary for everybody! Increasing transportation and delivery costs in this manner will only spiral an increase in the cost of living and especially food products, even for Portlanders who do not drive.

To maximize and diversify the City's revenue base to raise sufficient revenue to support essential City services, the city also needs to diversify the incoming revenue stream by collecting revenue from not only motorists, but also the alternative transport mode users. Raising the fees by fleecing more money from drivers will only equate to spending more dollars to subsidize the entire cost of living for people living on low incomes. **Genuine Equitable Mobility also requires equitable financial accountability.**

As opposed to essential services, far too many of the additional dollars collected will also be utilized to subsidize and/or construct specialized and privileged infrastructure for the alternative modes such as bicycling and transit which in turn have a negative impact, principally for the motorists that pay the taxes and fees. Recent examples of privileged bicycle infrastructure include \$13 Million for the Naito bikeway and another \$13 million for the bicycle/ped bridge over I-84. Various transit projects on the drawing board include 162nd, 122nd and 82nd, all of which are geared to reducing motor vehicle capacity by eliminating full service motor vehicle travel lanes along with adding curb extensions and eliminating right turn lanes. **The specific mobility impacts will be increased traffic congestion, increased fuel consumption and more carbon emissions.**

It also needs to be noted that one two-axle transit bus does as much damage to the roadways as 1200 cars. On 82nd Avenue where TriMet made 223 trips a day in 2019, it would have taken 267,600 cars in a 24 hour period traveling the entire length of the street to do the same amount of roadway wear and tear. Pre-pandemic transit fares barely covered 25% of TriMet's operating costs. The latest figures I have been given is that transit fares now scarcely cover 19% of TriMet's operating costs.

Instead of extorting more dollars from motorists such as with higher parking fees to fund the alternatives while still allowing bicycles to be chained up to any old lamp post or utility pole, freeloading bicyclists need to pay for parking and storage, and be charged a registration and license fee to pay their own way for privileged bicycle infrastructure they utilize. Likewise, transit needs to become more financially self-sustainable with the ridership not only paying more of the operating costs, but also some of the infrastructure costs.

In closing, there is one other piece of information that needs to be noted which relates to the parking meters: The whole enter your license plate number pay system is very confusing for a lot of people. If a person doesn't have a smart cell phone to send the information to and with no printed receipt, the system is discriminatory. People that do not have cell phones should be allowed to park FREE!

Respectfully submitted,

Terry Parker
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