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**Subject: Testimony to the Portland Planning and Sustainability Commission on  
the Portland Transportation System Plan, March 22, 2016**

Welcome to Fantasyland. No, it's not Disneyland, it's the Portland Transportation System Plan. The plan exemplifies the standpoint of Bernie Sanders and the posture of Donald Trump all rolled up into one. It guides a complicated, convoluted and elaborate taxpayer funded Ponzi scheme to fund alternative mode transport - echoing from a car hater mindset. This includes extorting and siphoning off motorist paid tax revenues to provide free transit passes to employers, and spending gone wild with over 800 million dollars to accommodate freeloading bicyclists all while reducing automobile capacity.

Car trips are expected to increase by 49 percent over the next 20 years regardless of how much mass transit service is added\*. Road diets create more congestion and add to emissions. As an example, the road diet planned for Foster Road - which will likely allow TriMet buses to act like big bullies to other traffic by stopping for passengers in travel lanes - is projected to add three minutes to the average travel time. Given the number of motor vehicles that use Foster Road, that is 1180 hours more a day that engines will be running longer and idling in traffic.

The plan creates a hierarchy which is a snake bite recoil of an obsolete monarch system of government whereby the surfs were excessively taxed to pay for the lifestyles of royalty. There is no royalty status as it applies to transport mode. Hierarchies which can also be described as modern day social engineering have no place in a democratic society that constitutionally protects equality. If hierarchies had any legitimacy, groups at the top would be taxed at higher rates for the privilege as opposed to those groups at the bottom. Additionally, there is protective language in the Oregon Constitution that forbids special privileges and immunities. When it was written, the likely intent was to be applied in a broad sense of purpose.

Not only do TriMet's two-axle buses do the heaviest damage to Portland streets\*\*, but public transit on average uses more energy per passenger mile as measured in BTUs, and creates more emissions per passenger mile as measured in Co2 than driving a modern fuel efficient car\*\*\*. Without a financially self-sustainable transit fare structure, and without adult bicyclists paying their just share own way with user and license fees, the TSP is no different than the bullying of a big fat kid taking school lunch money from the smaller kids. With little to no proportionate motorist specific representation in both developing the TSP and on PBOT advisory committees, primary financial stakeholder motorists have become the recipients of discrimination. With the absence of equity, where is the TSP Fantasyland reality check? Extorting motorist paid funds to pay for alternative modes along with the bullying and discrimination of motorists are all good reasons for voters to reject any gas tax increase. With sizeable motorist specific representation, the TSP needs to be reworked to avoid total gridlock on our streets!

Respectfully submitted,

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\* Figures gathered by the Portland Business Alliance. \*\* Sam Adams. \*\*\* From the book Gridlock.