

Portland City Council Agenda Written Testimony  
Document Number 2025-136

	Name or Organization	Position	Comments	Attachment	Created
1	Anonymous	Support with changes	Recent changes were proposed to the Title 11 fee scheduals to ensure there were no penalties for doing work without a permit. Please ensure this fee scheduals also has no penalties for doing work without a permit.  I also see there is a few for administrative review and appeals. Please ensure these fees are reduced to zero. It is inappropriate to have a fee stopping a community member from identifying a City error.	No	04/06/25 1:02 PM
2	Anonymous	Support with changes	Our fees should recover 100% of the cost of services we render we must raise fees	No	05/05/25 5:13 PM
3	Terry Parker	Oppose	<p>To Members of the Portland City Council.</p> <p>Raising parking fees that can easily correlate to less people coming into downtown while at the same time attempting to reduce auto miles driven thereby cutting into those dollars makes no sense/cents at all. The contradiction as it applies to raising dollars for PBOT is obvious. The concept is essentially a money grab shake down of motorists and a FAILURE to represent taxpaying constituents who for whatever reason drive to where they are going. The discriminatory social engineering of motorists paying for alternative mode infrastructure thereby subsidizing alternative mode users needs to be replaced with across the board financial accountability from the users of alterenative modes of travel.</p> <p>The automobile is one of the economic engines that in truth powers our modern economy. Nearly 10% of the jobs in Oregon are related to the auto industry. With traditional sources of revenue falling short, to start with, PBOT needs to adopt a maintenance first policy before redesigning and investing in new infrastructure. Instead of siphoning off and embezzling more motorist paid tax dollars to fund the alternative modes, the time has come for EQUITY by requiring financial accountability from alternative mode users.</p> <p>As fact checked and verified by KGW, one two-axle 40-foot transit can do as much or more pavement damage than 1200 cars. That equates to the pavement wear of approximately 30 cars for each bus seat. Due to the weight of batteries, one 40-foot battery electric bus can double the amount of pavement wear up to as much as 2500 cars per bus, or about 60 plus cars per bus seat. Yet TriMet fares only cover about 19% of only the operational costs of</p> <p>Respectfully,</p> <p>Terry Parker Portland, District 3</p> <p>running the system. The upshot here is that buses do more pavement damage to the streets than cars, and therefore transit fares need to be both equitably increased along with including surcharges that help to pay for roadway maintenance and infrastructure, primarily for streets that have bus routes.</p> <p>Additionally, the only tax on bicycling is a small charge on the sale of a new bike. However, people do not replace their bikes on a yearly basis. Instead of continuing to accept only lip service from bicyclists and further allowing the bicycle community to freeloading utilizing infrastructure that is funded by siphoning off motorist paid taxes and fees; bicyclists too need to start equitably paying their own way. Any such funding mechanism should bring in no less than \$60.00 a year per adult bicyclist, the price of a latte a month.</p> <p>Anything less than creating a financial accountability system whereby the alternative users equitably self fund the specific infrastructure being utilized is an injustice to your constituents and the motoring public who currently fund the roads. We live in a democracy. Equity must prevail and the social engineering must come to an end!!!</p>	No	05/06/25 9:20 PM

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4	Anonymous	Oppose	Last summer KGW TV did a story on how buses do far more pavement wear and damage to the streets than cars do. Instead of implementing more discriminatory social engineering against people driving their cars by increasing parking rates to pay for street maintenance and streetcars (possibly reducing the number of people and families who come downtown), people who ride the bus need to be paying their share of the costs instead of just being slackers. Likewise, bicyclists who seemingly want to take over all the streets with bike stuff for themselves also need to pay their share instead of just being mouthpieces that expect drivers to pay their bills. The prejudice against the family car is anti-American!	No	05/20/25 3:58 PM
5	Joe Jackson	Oppose	Increase of more than double the current per trip fee for TNC fares would not only increase passenger cost. But impact tens of thousands of rideshare drivers that operate in Portland with no say on how the money is spent. Drivers deserve a seat at the table, thank you	No	05/21/25 10:02 AM