

Submitter: Angelita Sanchez  
On Behalf Of: 60000 working Oregonians  
Committee: Joint Committee On Transportation  
Measure: SB1519

Chair Gorsek, Chair McLain, Co-Chair Boquist, Co-Chair BOSHART-Davis, members of the committee.

My name is Angelita Sanchez. I am the co-director of Timber Unity PAC. We represent 60000 working Oregonians, many of whom are truck drivers like myself. I'm sure that you're aware there is pending litigation regarding overcharging heavy commercial trucks on their weight mile tax. The state's own data proves that. Outside of the lawsuit, the most critical step now is to lower the rates.

"For at least the past six years, heavy-weight trucks have paid an ever-increasing and disproportionate share of the State of Oregon's road revenue, contravening the mandate from the Oregon Constitution," the lawsuit says.

<https://www.wweek.com/news/2024/01/30/truckers-sue-kotek-lawmakers-and-stateof-oregon-alleging-hundreds-of-millions-in-over-charges-on-road-tax/>

Additionally, I would suspect that it might also align with Governor Kotek's robust housing goals. As we know, when we reduce fees, goods and services become less expensive. And during these trying economic times, any sort of fee reduction allows goods and services to be sold for less cost, to contractors who hire these trucks. These pennies add up to thousands of dollars for the owner-operator, and much much more to large fleet owners. If we want Oregon to meet these housing goals, among other goals, the only common sense thing to do is lower taxes and regulatory fees. Then and only then, will it be affordable, since we all know increasing costs always trickle down to the consumer.

It's high time to cut us some slack and pump the brakes.

We wholly support this bill and appreciate the Sponsors who have brought this forward. We hope that the entire committee will see the benefit this bill will offer, to all of their constituents, and support it as well.

Thank you