

Submitter:

Elvis Clark

On Behalf Of:

Committee:

Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I object as follows: (1) There should be no increase in the payroll tax - as it penalizes those who work while subsidizing a failing transit agency, namely, TriMet - who is steadily losing ridership as it allows people who do not work to ride their systems largely free of charge. TriMet should fund more of its operations through the fare box but probably can't because it has not streamlined its services and maintained safety for those who would be willing to ride and pay fares if provided a level of safety and comfort. Therefore, TriMet should not be bailed out with a payroll tax but instead allowed to go into bankruptcy with the aim of making its operations more streamlined and appealing for those willing to pay fares. (2) The mileage fee for electric vehicles should be raised from the proposed 5% to 6.5% to equalize with a conventional gasoline fueled motor vehicle with fuel efficiency of 25 miles per gallon. Finally, (3) the Great Streets Fund should be funded not by the proposed HB 2025 taxes and fees; but should instead be funded from the "Clean Fuels Program;" or if not funded by Cleans Fuel, then the Clean Fuels Program should be eliminated, saving gasoline taxpayers so as to partially offset HB 2025's 15 cents per gallon increase in the state gasoline tax. I will say I am glad blanket tolling or "congestion pricing" of Oregon Highways is not a part of HB 2025 (so at least, it appears). "Congestion Pricing" got high jacked by competing goals such as equity, emissions reduction, and actual physical road improvement. I will also say that having Electric Vehicles help pay for maintaining Oregon Highways is in keeping with the concept of road user fee.