

June 11, 2025

Please Support the 2025 Transportation Package

Co-Chairs McLain and Gorsek, members of the Joint Committee on Transportation Reinvestment, I am Allan Pollock and I serve as the General Manager for Cherriots, the transit provider for Oregon's Capital City and the surrounding areas.

I also serve as Vice-President for the Oregon Transit Association, which represents transit providers across the state. I have served in a leadership role at OTA for many years and was an active participant during the 2017 transportation package discussions.

Now, as then, transit districts, riders, constituents and stakeholders from all over the state are asking for your leadership in supporting vital investments in transit services to all corners of Oregon. You have seen them at every stop of last year's roadshow hearing – dozens of citizens in each city advocating for more transit services. People urging your support in rural parts of the state as often as city centers along the I-5 corridor. Over 60% of all public testimony at the roadshow urged the legislature to dedicate additional funding to transit service.

We appreciate the legislature's work to support public transportation despite the state's budget challenges. While the funding proposed in this package is not enough to allow transit providers to expand service and some cuts will still be necessary, it aligns with the rest of the package in maintaining core service. Most importantly, this increase in transit funding to 0.3% will prevent tens of thousands of Oregonians from being stranded without the transportation access they depend on

The Statewide Transportation Improvement Fund (STIF) implemented in the 2017 package has been transformational and allowed new transit investments all over the state. Here in Salem, Cherriots was able to implement weekend and evening service and provide expanded access to youth riders. These efforts have resulted in rider numbers that are HIGHER than what we saw before the pandemic, showing a strong need for more investments and services.

OTA members have shown dozens of examples across Oregon, of how STIF has improved lives and expanded service for Oregonians. Working with our members, OTA developed a website to help educate the public, lawmakers and the media about those investments.

You can view maps broken out by county or legislative district at **TRANSIT MOVES OREGON DOT COM** (<https://www.transitmovesoregon.com/>).

The STIF program has been a successfully implemented element of that 2017 package, and OTA's members have been sound financial stewards of the resources given to them over the past few years. Please also know that accountability is a key component built into the STIF from the beginning, and recipients must adhere to stringent reporting and auditing requirements to utilize those funds.

I would like to put a little context to the numbers. The 0.3% equates to 3 pennies for every \$10 in payroll. Unlike a sales tax, a payroll tax for transit is not regressive. People at the lower end of the financial spectrum pay the least and often utilize the service the most, while the opposite is true for those at the highest income brackets.

Thank you for listening. I am available for any questions you may have.

Allan Pollock
General Manager, Cherriots