

BOSSCO TRADING LLC

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Chairs Senator Gorsek, Representative McLain, and Members of the Committee,

My name is Alexis Jacobson, and I am the International Accounts Manager at BOSSCO Trading LLC. We are a grass straw and hay exporter out of the Willamette Valley, and we containerize our agricultural goods here for export to beef and dairy farms across Japan and Korea. From field to barn to compression for containerization to haulage to our West Coast Ports, train depots, marine container vessels and container yards, our product relies on heavy equipment, often fueled by diesel, to keep it moving.

Today, I urge you to **oppose HB2025**, the transportation package. This bill as currently written could be devastating to our farmers, to our trucking partners, and small businesses like ours that operate on low margins. It's important to note that Oregon's farmers and trucking companies already contribute significantly to our state's road and highway systems. Through fuel taxes, vehicle registrations, and equipment permits, they're doing their part. In fact, farm-plated trucks already meet their highway cost responsibilities through motor fuel taxes. Adding weight-mile assessments on top of that is not only unnecessary, **it's unfair**.

HB2025 represents an estimated \$1 billion per year in new taxes and fees. That's a heavy hit for Oregon households and small businesses, especially during a time of inflation, market instability, and increasing production costs. For farmers like me, every dollar counts. We're already facing unprecedented regulatory pressures and unpredictable markets. Now is not the time to add more financial strain.

Fuel and energy taxes should be collected at the final point of distribution — not layered throughout the supply chain where they become hidden and inefficient. Farmers should not be taxed for mass transit systems we don't use, and off-road fuel uses must remain exempt. Likewise, alternative fuel vehicles should contribute their fair share to road maintenance, just like conventional vehicles.

Agriculture exports depends on a safe, reliable rural road system to move our crops globally. Transportation policy must prioritize the needs of rural communities and EFU zones across the entire state — not just urban congestion relief. Titling and registration fees should reflect administrative costs only, not serve as a general revenue stream. Many of the proposed taxes and fees unfairly target rural communities without proper analysis or representation. Payroll taxes, in particular, should not be used to fund transportation projects. They make Oregon's agricultural employers less competitive in our national and global markets.

I strongly urge you to keep this in mind: there is not one agricultural commodity produced in America that cannot be produced elsewhere. Forage (hay and straw) is the number one containerized export out of the US West Coast, including our own Port of Portland. We are a high-volume commodity, but we are not a high-value commodity. Each increased cost to our industry edges us out of a global market, heightening the trade deficit between our imported goods and exported goods.

Sincerely,



Alexis Jacobson
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