

Submitter: Matthew Sharifiazad

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I, strongly and vehemently, oppose HB 2025.

As an Oregon citizen, we already pay for very high gas taxes that are meant to fix our aging and damaged roads, yet many roads in and around the Portland metro area are riddled with potholes. Over time, those potholes are filled only to have new potholes appear.

The vehicle sales tax is a direct violation of Article IX of the Oregon Constitution banning sales taxes.

Regarding the TriMet payroll tax increase. TriMet has a proven history, despite public statements, of becoming an increasingly unsafe system to ride. They have prioritized management over operations and safety for many years. TriMet's cry for more money comes on the backs of many people who refuse to ride the buses or trains due to the lack of safety measures and fare enforcement in place across the entire system.

Even if this bill passes, TriMet will not use the additional money to increase the safety of those who ride legally, but will instead continue to focus on management growth. It should be noted that the General Manager of TriMet, Sam Desue, makes more money each year than the President of The United States. This is offensive to the ground level operators, maintenance workers, and mechanics who diligently strive each day to help the citizens of the greater Portland metro area go where they need to. Also, for many years TriMet has had a lackadaisical enforcement of fare collection. As such, TriMet has turned into an Uber for the homeless and mentally unstable folks in and around Portland. All it takes is one look at the incident involving a TriMet bus being hijacked to see that there are problems that are not being addressed. Increasing the payroll tax will not fix these problems.