

Submitter: Aaron Williamson
On Behalf Of: JDM Oregon Advocates
Committee: Joint Committee On Transportation Reinvestment
Measure, Appointment or Topic: HB2025

Hello,

I'm an Oregon resident currently living in Southwest Portland. I'm writing in support of HB 2025, specifically Amendment -10, which would finally legalize kei trucks on most Oregon roadways. I've been a fan of these vehicles for years and have long hoped to see them made accessible in our great state.

There are many compelling reasons to legalize these fantastic vehicles—many of which I've outlined on the website I founded, JDMOregonAdvocates.com. I started this group to bring together Oregon residents in support of allowing kei trucks to be titled and registered. For me personally, these vehicles just make practical sense.

As a community garden manager here in Portland, I frequently transport materials such as soil, mulch, and wood. I don't own a truck because most makes and models are overkill for the type of work I need to do—and they're often way more expensive than I'm willing to spend. As a result, I have to cram materials into my SUV, often making multiple trips. I've also taken on home improvement projects needed sometimes only a single sheet of plywood—yet couldn't transport it in my SUV. That left me with the options of renting an entire truck or arranging for delivery, both of which are cumbersome and costly for such simple materials.

A kei truck is a practical, affordable alternative. They're significantly less expensive than modern American trucks and can handle many of the day-to-day hauling tasks that many people face. Whether it's a quick trip to Home Depot or transporting materials a few miles to the community garden, a kei truck is more than sufficient. Again, these are only my use cases, kei trucks serve many other practical uses pertaining to other hobbies and small businesses.

Beyond my personal needs, it's illogical and inconsistent to ban these vehicles while allowing others of similar design and age on Oregon's roads. I'm referring specifically to vehicles that are over 25 years old and share many characteristics with kei trucks. The ban on kei trucks was a reaction to outdated concerns and mischaracterizations that lumped them in with off-road-only mini-trucks. I'm incredibly excited that this bill aims to correct that mistake.

I'm thrilled that Oregon has the opportunity to course-correct and lift the ban on these practical and efficient vehicles. Kei trucks have a wide range of legitimate uses, and as other states have already reversed similar bans with great success. I hope Oregon can lead the way for West Coast states to follow suit—giving citizens access to

affordable, useful transportation.

Thank you for your time,?Aaron Williamson