

# BOSSCO TRADING LLC

32788 Tangent Loop  
Tangent, Oregon 97389, USA

Ph: 541-928-8662  
Fax: 541-967-7588

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Chairs Senator Pham, 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 and the recently released -28 amendment**. This bill and its latest amendment as currently written could be devastating to our farmers, trucking partners, and small businesses like ours. 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 at some of the highest transportation costs in our country.

This amendment includes dozens of fee increases, gas tax increases, and increased weight-mile taxes, instead of the fixes our trucking industry desperately needs. That's a heavy hit for Oregon households and small businesses, especially during a time of inflation, market instability, and increasing production costs. We're already facing unprecedented regulatory pressures and unpredictable markets. Now is not the time to add more financial strain. In addition, it's extremely concerning that Highway Trust Fund dollars are being redirected into non-highway uses. Using them elsewhere undermines the very purpose of the fund and leaves our rural infrastructure to crumble.

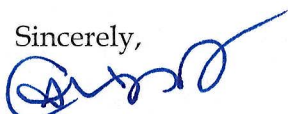
Fuel and energy taxes should be collected at the final point of distribution — not layered throughout the supply chain where they become hidden and inefficient. Farmers should not be taxed for mass transit systems we don't use, and off-road fuel uses must remain exempt. Likewise, alternative fuel vehicles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

In addition, it is extremely concerning the lack of transparency and inclusion as lawmakers drafted this amendment behind closed doors. That's not how good policy is made. We deserve a voice in decisions that affect our livelihoods.

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  
BOSSCO Trading LLC  
[alexis@bosscotrading.com](mailto:alexis@bosscotrading.com)