

Submitter: Denice Searcy
On Behalf Of: TRIP i.e. Tax Residents Into Poverty Bill
Committee: Joint Committee On Transportation Reinvestment
Measure, Appointment or Topic: HB2025
NO on HB 2025 A

We are watching how you vote this bill and WILL BE sending letters to the contributors of your campaigns.

NO MORE NEW TAXES!! Oregon is taxing the citizens into financial oblivion. How about being fiscally responsible with the monies that are already there? Everything that has been done this legislative session is geared towards running good tax-paying small businesses and families right out of Oregon. Are we hated? My observation is that MOST legislators just do what they want according to their personal beliefs and ideologies and NOT THE WILL OF THE PEOPLE.

DO WE WANT OUR FUNDS AND DATA TO BE SENT TO AN INTERNATIONAL CLEARINGHOUSE? THAT IS IN HB 2025. In the current embedded HB2025 in section 14 line 29, discusses ORS 825.555 and the plan to send the bulk of the \$15.5M (which is actually a lower number than their revenue folks found because it does not account for compounding, per revenue folks) to international clearing house (China??) and then "exchange" the private data they collect "among the jurisdictions". No definition of who they mean by "jurisdiction". Is it the foreign country who will be the clearinghouse? Because of GPS in vehicles, etc. this, in essence, gives another country ability to access all private data for every Oregonian who drives, sells, buys a vehicle/aviation machine or vehicle/aviation fuel. The only ones they can't trace are cartels and illegal immigrants who have false ID, and this is a fair sized number in Oregon.

The Act says that diesel will be taxed in the same way that gas is taxed now. The Act increases and adds taxes related to roads, cars, trucks and buses and says how revenue must be used. The Act would make the per-mile road usage charge mandatory for registered owners and lessees of vehicles over time beginning with electric vehicles on July 1, 2026. The Act would let a person pay a yearly fee instead of the per-mile road usage charge. The Act tells the Division of Audits to do performance audits of ODOT.

Out of 751 testimonies the first day, twice as many oppose as those that support. This bill will cost Oregonians over \$1 billion per year (REVISED REVENUE IMPACT SAYS OVER \$15 BILLION). This bill cuts a blank check to bureaucrats on the backs of Oregonians. Oregon already has more transportation dollars to spend for transportation than most other states.

Many DMV fees doubled last year. We ask politicians to stop wasting our transportation dollars. For instance; \$61 million to study tolling. \$200 million for an I-5 Columbia River bridge never built. \$134 million and \$19 million to build expensive bridges in high traffic jam areas (Tillikum, Blumenauer) that forbids cars. Highway 20 Eddyville Project exceeded its budget by \$200 million. Passing HB 2025 proposed taxes will only double the wasteful spending and problems.

Over 35 taxes and fee increases including: a new sales tax on cars (in addition to the privilege tax you're already paying), and a tripling of the tax on your wages, a driver's test for non-commercial vehicles (Class C) will go from \$9 to \$45, the cost of a commercial driver's skill test will increase from \$70 to \$145, and Commercial Driver's License Renewal (CDL) fee will increase from \$61 to \$104. In addition:

- Oregon has nation's #10 highest gas tax... as lawmakers eye + 37.5% increase
- Oregon nation's #3 highest car title fee... as lawmakers eye +137% increase
- Oregon nation's #3 highest license plate fee... as lawmakers eye +175% increase
- Oregon only state with statewide transit wage tax (.1%)... as lawmakers eye +300% increase

This is shameful. Oregon's government has become so WOKE and so against its citizens. We are keeping track of how each of you votes and we are spreading it all over social media for ALL TO KNOW. AND WE WILL SEND YOUR VOTING RECORD TO ALL OF YOUR CAMPAIGN CONTRIBUTORS.