

Submitter: Stan Boshart

On Behalf Of:

Committee: Joint Interim Committee On Transportation
Funding

Measure, Appointment or
Topic: LC 2

Chairs Senator Wagner, Representative Fahey, and Members of the Joint Interim Committee on Transportation Funding,

My name is Stan Boshart, and I am writing to you to oppose LC2. I'm here today to express deep concern about LC2 and the impact it will have on those of us who rely on Oregon's roads and highways not just for business—but for survival. This bill could be devastating to farmers, like me, and their ability to produce some of the highest quality crops in the world. Our farm grows grass seed, specialty crops, hazelnuts, and we bale grass straw for export. I am proudly a second-generation farmer in Linn County. If we can continue farming, I plan to pass on the farm to the third and fourth generations. All these commodities help grow our Oregon economy. I have significant concerns about LC2 and its potential impact on family farms throughout the state.

Oregon's farmers and ranchers already contribute significantly to our state's road and highway systems. Through fuel taxes, vehicle registrations, and equipment permits, we're doing our part. Adding additional assessments on top of that is not only unnecessary, it's unfair.

This bill proposes a 15% increase in both gas and diesel taxes. Our farm relies on diesel-powered equipment and trucks. There is no alternative fuel for our tractors, so we will be stuck paying these additional fees.

This bill includes dozens of fee increases, many of them over 100%. That's a heavy hit for Oregon households and small businesses (including family farms like mine), 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. These are not just fees, they are market barriers.

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. Any fees we pay should directly benefit those who pay them, and fuel and energy taxes should be collected at the final point of distribution and 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. Using them elsewhere undermines the very purpose of the fund and leaves our rural infrastructure to crumble.

In addition, it is extremely concerning the lack of transparency to Oregonians as this LC was drafted and presented to the general public. That's not how good policy is made. We deserve a voice in decisions that affect our livelihoods.

In closing, I urge you to oppose LC2. It threatens the economic viability of farms and ranches across our state. We're proud to share Oregon crops around the world, but we need policies that support—not hinder—our ability to do so.

Thank you for your time and consideration.

Sincerely,

Stan Boshart
SJB Farms