

Submitter: Maxso Sherman
On Behalf Of:
Committee: Joint Special Session Committee On Transportation
Funding
Measure, Appointment or Topic: HB3991

I am a hard no on any new taxes or fees!!, We need to live within our budget and address the waste and liberal tax, spend, and regulate to death policies that have give us come of the highest fuel cost in the nation!!! WE HAVE HAD ENOUGH , WE ARE TIRED!

I am a rural Oregonian, I will use my own vehicle and statistics to show the true cost to my family. Due to the distances of services and the activities my wife and I enjoy, we drive considerable more miles than the average Oregonian, as do all of us in rural Oregon. I drive a newer 1/2 ton diesel pickup that gets a respectable 25 miles to the gallon, I put an average of 20,000 miles a year on it, my gas tax "increase" will cost \$48.00 per year but that is only the start to the Transportation package cost.

. The additional gas tax of \$48.00 per year will total \$480.00 over the next 10 years. The average Oregonian make \$65,000 per year so the doubling of the payroll tax will cost \$65.00 per year or \$650.00 for 10 years. This does not include the additional fees in the package. In addition it does not reflect the additional cost hikes that are inevitable over the next 10 years. I am sure the increase in the hidden sales tax on new and used cars will come back next session.

But that only a small part of the cost. Oregonians pay more for their gas and diesel compared to many other parts of the country, many in Salem claim it is "out of our control". I agree that much of the cost of fuel such as OPEC policies, world markets, natural disasters, world politics etc are "out of our control", that's true no mater what state you live in. However I pay \$1.50 more per gallon of diesel than my daughter pays in Kentucky! I would argue that a majority if not all of the \$1.50 is not "out of our control" but a direct results of conscious decisions made by liberal West Coast politicians over the past 25+ years. Added fees to "save the planet", requirements for special blends of fuel, additional regulations that cost or restrict the building, updating or expansion of refineries. Regulations and restrictions that have close refineries, policies that restrict or eliminate the ability to access West Coast petroleum resources, etc. One could argue that for the past 25+ years every West Coast policy that has affected our fuel cost has only been individually only a few bucks a month that now give us some of the highest fuel cost in the nation. It's a shame because of our proximity to the California and Alaska oil reserves we should be able to compete with nearly any market in the US. These are intentional policies that are not "out of our control" but a burden place on all Oregonians by liberal politicians. The cost to me is an additional \$1200 per year or \$12,000 over the expected life of my pickup!

The average Oregonian has reached the breaking point. Our roads need serious attention and delays will only escalate the cost but until there is a break in our high fuel cost an increase for ODOT, no matter how small, is going to be met with resistance.

I urge our Legislators to pursue efficiencies, cut waste and to divert funding from non essential functions to prevent layoffs and ensure critical functions to maintain and preserve our roads are met. We need policy that rolls back the regulations that has made our fuel some of the most expensive in the nation. Imagine if our legislators were to enact such policy and it resulted in a reduction in our fuel cost by 50 cents per gallon and if half of that savings went to ODOT...

We don't NEED to raise taxes on anyone.
Please vote no on HB3991

Maxson Sherman