

Submitter: Angie Jones

On Behalf Of:

Committee: Joint Special Session Committee On Transportation
Funding

Measure, Appointment or Topic: HB3991

Co-Chair Wagner and Co-Chair Fahey.

To continue saying that HB 3991 pushes a 100% increase in payroll tax makes it sound like \$30,000 per year, per Oregonian, or worse. The true REALITY is it increases the payroll tax from .01% to .02%. To put it in perspective, .02% is 2 cents of every \$10.00.

\$2 .00 for every thousand.

These funds allow public transit to CONTINUE to provide ESSENTIAL transportation services across Oregon. Including in the highly rural communities where our most vulnerable populations rely so heavily on public transit to get to things like doctor appointments, the pharmacy, grocery store and much more. It allows our elders in assisted living facilities to do all of the above and travel about the community which aids in their independence. It allows our students to attend more after school programs and activities, where no one else may be able to take them. It allows tens of thousands each day to travel to and from work. Public transit does so much for everyone in Oregon. Adding .01% saves essential services. It's not just used by the mass transit like TriMet or RVTB, it's used by every county, transit district and every Indian Tribe in Oregon. Hundreds of thousands of miles traveled hundreds of thousands hours driven and untold passenger ridership each month.

Public transit IS essential, and it IS needed. Think of it this way. If I didn't have a car in my driveway, how would I get to: work, school, Dr. appointments, shopping or any place I need to go?

So many transit providers use those original funds to provide free services. Agencies were able to start new routes to improve access with the original funds (most routes are fare free). Covid doubled and even tripled costs, that's the reality. Vehicles, parts, fuel, equipment, cleaning supplies, office supplies, software to be able to operate the program. Every single piece of sustaining operations. The truth of the matter is, current STIF funding (payroll tax) doesn't pay for full services of the routes originally started with those funds. Transit programs can't sustain them without additional support.

If the Republican proposal were to pass it would eliminate all of those funds completely from public transit. It would be gone. In Eastern Oregon (Region 5 alone), that's a loss of routes and severely decreased demand response in Baker, Grant, Harney, Union, Malheur, Morrow, Umatilla and Wallowa counties. Also, a loss to the

Burns Paiute and Confederated Tribes of the Umatilla Indian Reservation.
The Burns Paiute Tribal Transit routes and demand response services are ONLY funded by STIF Formula fund. Imagine the devastation that would happen to lose that money?

Public Transit, Bike/Ped, Passenger Rail, Safe Routes to School are all essential services and deserve to be sustained for all Oregonians.

Thank you for your time,
Angie Jones