

McClymont, Keelan

From: Chris Freeman <Chris@BettendorfTrucking.com>
Sent: Friday, February 7, 2020 3:55 PM
To: Council Clerk – Testimony
Cc: wendland@ortrucking.org
Subject: Heavy Vehicle Use Tax

Dear Portland City Council

I am writing to oppose the extension of the additional Heavy Vehicle Use Tax. As you know, Oregon has increased the weight miles tax several times in recent years to pay for highways in addition to adding a transit tax on employee wages and now a gross receipts tax. Adding more taxes is not a path to prosperity, but a recipe to follow California into the gutter. This tax will only result in higher costs being passed along to consumers in the Portland area and due to the additional collecting and reporting burdens, encourage trucking companies not to haul in or out of Portland (which is the easiest fix for us as we have plenty of business elsewhere).

Thank you for your consideration,

Chris Freeman, Controller

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Lodestone Pacific Holding Company, Inc.
4945 Boyd Road
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McClymont, Keelan

From: Troy Tallent <troy.tallent@omegamorgan.com>
Sent: Wednesday, February 5, 2020 5:48 PM
To: Council Clerk – Testimony
Subject: Heavy Vehicle Use Tax, Code Section 7.02.500.

To whom it may concern,

I firmly oppose the HVT becoming permanent. This was intended to be TEMPORARY lasting only four years! Oregon is already the most expensive state in the U.S. to operate a heavy vehicle at over \$30,000 per truck. All funds collected by the state are cost responsible. Collecting this local tax is charging heavy vehicles twice for the same road wear. After the passage of HB 2017 cities are receiving 20% of a \$5.3 billion dollar Transportation package. By 2023 Portland will be receiving \$17,480,266 annual revenue, every year! Portland also receives the lions share of Multnomah counties fund due to a very old intergovernmental agreement. This needs to change, the transportation industry can't afford to be taxed twice. I'm a native Oregonian and we employ 300 people that are majority Oregonians. Omega Morgan is seriously considering relocating to another state where we can be more cost competitive in the national and global market if this HVT becomes permanent.



Troy Tallent VP of Specialized Operations

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McClymont, Keelan

From: Pia Welch <pswelch@fedex.com>
Sent: Wednesday, February 5, 2020 5:37 PM
To: Council Clerk – Testimony
Subject: February 6, 2020 Heavy Vehicle User Tax (HVUT) Testimony
Attachments: February 6, 2020 HVUT Testimony.pdf

Hello,

Please find copy of my testimony regarding the Heavy Vehicle User Tax.

Thank you,

Pia

Pia Welch
Project Engineering Specialist
PACNW
503 249 6414

Date: February 6, 2020

To: Mayor Ted Wheeler
City Council Members

From: Pia Welch

Subject: Heavy Vehicle User Tax II

I am here as the Past Chair and Vice-Chair of the Portland Freight Committee.

In good faith, because a transportation bill had not been passed and the City wanted a short-term funding mechanism until a transportation bill was passed, we brainstormed with Commissioner Novick and staff and as a result the Heavy Vehicle Tax came into existence.

The city decided to allocate 56% of the funds to street repairs and maintenance. The rest to safety projects.

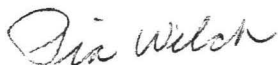
This agreement has now come to its natural end.

With the passage of the 2017 Transportation Bill, the Vehicle Mile Tax increased for trucks by 52%. The Portland Bureau of Transportation has already been the yearly recipient of these monies. Monies that the Portland Bureau of Transportation decides how to spend.

We are not aware of any in-depth analysis or justification as to why the continuation of the Heavy Vehicle User Tax is needed, and why the tax should be increased.

We continue to look forward in working in concert for sustainable and fair funding streams for the maintenance of the city's streets.

Respectfully,



Pia Welch
Past Chair and Vice-Chair
Portland Freight Committee

Moore-Love, Karla

From: Keith Lucht <keith.lucht@edstaub.com>
Sent: Tuesday, February 4, 2020 5:23 PM
To: Council Clerk – Testimony
Subject: Stop Portland's Heavy Vehicle Tax from Becoming Permanent!

1. There is **no requirement** that they connect the Portland fuel tax to a Portland weight-mile tax. The constitution requires the state to collect revenues in a proportional way, but does not require cities or counties to do so.
2. All funds collected by the state are already cost-responsible. This means heavy vehicles have already been charged once for their wear on Oregon's roads, and this includes city streets and county roads as well. Collecting a local tax **charges heavy vehicles twice for the same road wear.**
3. Given that there is no requirement to collect the tax, Portland has the burden of proof that these additional revenues are required. This is especially true after passage of HB 2017, which splits the \$5.3 billion transportation package three ways (50% state, 30% counties, 20% cities). **By 2023 they receive \$17,480,266 in new annual revenue, every year!** Note they also get the lion's share of Multnomah County's funds due to a very old intergovernmental agreement. [Click here](#) to see the full report (page 29).
4. The city has demonstrated a poor track record of administrating and collecting the tax.
5. Oregon is the **#1 most expensive state** in the U.S. to operate a heavy vehicle, at over \$30,000 per truck.

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Thank you,

Keith Lucht

DOT Compliance Manager

Ed Staub & Sons Petroleum, Inc./Ed's Trucking LLC

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Moore-Love, Karla

From: Erik Zander <erik@omegamorgan.com>
Sent: Wednesday, February 5, 2020 6:46 AM
To: Council Clerk – Testimony
Subject: Heavy Vehicle Use Tax, Code Section 7.02.500

Dear Council-

I strongly urge you to not make the HVT tax that was supposed to be "temporary" permanent. You may not know this but Oregon is the #1 most expensive state to operate a truck in currently at over \$30,000 per truck per year. This additional tax continues to make it more difficult for my company to operate in the state and city. We are currently looking at options to move our business of more than 300 to a neighboring state that is more business friendly to the blue collared workers that deliver your good to you on a daily basis.

I am sure you know this but I wanted to remind you that all funds collected by the state are already cost-responsible. This means heavy vehicles have already been charged once for their wear on Oregon's roads, and this includes city streets and county roads as well. Collecting a local tax **charges heavy vehicles twice for the same road wear.**

Please honor your commitment and abolish this tax and give small business a chance to thrive once again.

Thanks,



Erik Zander Director of Sales

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