

Submitter: C Scott Davis

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I am writing to strongly oppose House Bill 2025 (HB 2025), the proposed transportation package, and urge you to vote NO on this legislation. As a concerned Oregonian, I find the financial burden this bill places on struggling families and individuals unacceptable, especially given the clear evidence of waste and mismanagement within the Oregon Department of Transportation (ODOT). Before asking Oregonians to shoulder more costs, ODOT must get its house in order. HB 2025 proposes staggering increases in taxes and fees, including raising the gas tax from 40 cents to as high as 80 cents per gallon, a \$50 increase in vehicle registration fees, an additional \$70 for vehicle titles, and new sales taxes of 2% on new vehicles and 1% on used vehicles. Additionally, it introduces a per-mile charge on medium-weight duty vehicles and hikes the transit payroll tax from 0.1% to 0.3%, which will drive up the cost of goods and services for all. These measures disproportionately harm working families, small businesses, and rural residents who rely on personal vehicles and affordable transportation. Oregonians are already grappling with rising costs of living—housing, groceries, and healthcare—and this bill would push many over the edge.

The wastefulness of ODOT further justifies my opposition. The Rose Quarter Project, initially funded with \$201.7 million in 2017, has ballooned to a staggering \$2 billion, with no clear accounting of where the money went. ODOT has been criticized for a "credibility problem" due to poor cost estimates, contract mismanagement, and staffing issues, including over 500 unfilled positions. Meanwhile, TriMet seeks a \$74 million bailout to address its own deficit, with no credible plan to right-size its budget. Why should Oregonians be taxed more to fund agencies that have failed to manage existing resources responsibly?

I urge you to reject HB 2025 and instead support alternatives like HB 3982, which proposes funding ODOT for the next two years without imposing new taxes. ODOT and TriMet must address their internal inefficiencies—through better project oversight, modern financial systems, and staffing solutions—before asking struggling Oregonians to pay more. I call on you to hold these agencies accountable and protect our state's residents from further financial strain.

Thank you for considering my testimony. I respectfully request that you vote NO on HB 2025.