

To Whom It May Concern,

HB 2025 raises gas taxes by 38%, and adds layered fees—placing a heavy financial burden on everyday Oregon drivers. This isn't just about commuters—it's about rural families and working people who drive long distances and rely on their cars.

Before asking taxpayers to pay more, ODOT should identify and eliminate internal waste and reprioritize unfinished projects from the 2017 package. Indexing taxes to inflation without future legislative input removes voters' ability to push back. Road-usage fees on EVs discourage innovation and may infringe on privacy if per-mile systems are tracked.

HB 2025 will hike the gas tax by 15 ¢ over two years—and with inflation indexing, that means automatic future spikes. Combined with hefty DMV, title, and vehicle purchase taxes, middle-income families could pay hundreds more a year.

Rural and low-income Oregonians—who lack transit alternatives—are being forced to pay more, while wealthier metro drivers are less affected. That's regressive.

ODOT still has a \$350 million budget shortfall. We must see internal reform and spending efficiencies before loading more taxes on Oregonians. The proposed road-usage fees for EVs threaten consumer incentives and raise real privacy concerns.

We can't afford the cost of living as it is now, there's no way we can handling MORE taxes. Quality of life has gone down with the cost of living going up and this bill would further exacerbate this horrific situation we are in. I'm begging you please don't make my life even harder than it is. I'm a professional in my career and am struggling financially with how expensive everything is, please please don't make it worse.

Thank you,

Maeve Swakhammer