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Committee: Joint Committee On Transportation Reinvestment
Measure, Appointment or Topic: HB2025

The cheapest way to get and drive a car in Oregon under HB 2025 is to buy a used, fuel-efficient gasoline car (ideally with less than 40 MPG to keep the surcharge at \$25/year) from a private seller in Oregon.

This avoids all the new and higher fees targeting new, electric, plug-in hybrid, and out-of-state vehicles.

Key Takeaways

Avoid Plug-In Hybrids and EVs: If you want to save on fees, steer clear of plug-in hybrids and EVs, as the per-mile road usage charge can add up quickly.

Consider Hybrids (But Not Plug-In): A regular hybrid (like the Camry Hybrid) can give you excellent fuel economy without the per-mile charge.

Look for Near-New: A 2-3 year old car can offer a lot of modern features and safety tech at a lower price than a brand new one.

Luxury Without the EV: You can still get a luxury car (like an Acura TLX) without the EV fees, as long as it's a gasoline-powered model.

In summary, to save the most on fees while still getting a newer or more luxurious car, focus on fuel-efficient gasoline or hybrid models (but not plug-in hybrids) that are a few years old. This lets you avoid the per-mile road usage charge and the new car privilege tax.

The most alarming numbers involve the potential for millions of dollars in lost revenue for new car dealerships and increased costs for electric vehicle fleet operators, as well as the risk of hundreds to thousands of job losses in the auto industry and the disproportionate impact on small business owners.

Here's a clear, itemized list of all the specific projects and funds covered by HB 2025, including the exact annual dollar amounts allocated to each, as stated in the bill. This list is based on the most recent and detailed allocation language in the bill (Sections 110–116):

Direct Annual Allocations (from increased taxes and fees)

Great Streets Fund

\$125 million per year*

Purpose: Grants for main street and corridor improvements in communities statewide.

Safe Routes to Schools Fund

\$25 million per year*

Purpose: Matching grants for projects that improve safety for children walking or biking to school.

Wildlife-Vehicle Collision Reduction Fund

\$5 million per year*

Purpose: Projects to reduce animal-vehicle collisions (e.g., wildlife crossings, fencing).

Anchor Project Account (Major Highway/Bridge Projects)

\$125 million per year*

Purpose: To pay for costs and debt service on bonds for the following 5 projects, in this order of priority:

1. Interstate 5 Rose Quarter Project (Senator Lew Frederick's district, also includes Rep. Tawna Sanchez)

2. Abernethy Bridge Project (Senate President Rob Wagner's district)

3. Interstate 205 Freeway Widening Project from Stafford Road to OR 213 (also in Senate President Rob Wagner's district)

4. Newberg-Dundee Bypass Project (Republican Senator Bruce Starr's district, also includes Republican Rep. Lucetta Elmer)

5. State Highway 22 and Center Street Bridge Seismic Retrofit (Salem - Republican Representative Kevin Mannix's district)

After the above annual allocations, all remaining new revenue is distributed as follows:

50% to the Oregon Department of Transportation (ODOT) for state-level transportation projects and programs.

28.63% to counties (for local road projects, as provided in ORS 366.762).

1.37% to small counties (as provided in ORS 366.772(3)).

20% to cities (for local street projects, as provided in ORS 366.800).

HB 2025's new and increased transportation fees will have ripple effects across several Oregon industries and business types, including the most alarming numbers that involve the potential for millions of dollars in lost revenue for new car dealerships and increased costs for electric vehicle fleet operators, as well as the risk of hundreds to thousands of job losses in the auto industry and the disproportionate impact on small business owners.