



June 10, 2025

RE: HB 2025

To: Joint Committee On Transportation Reinvestment

Dear Co-Chairs Sen. Gorsek and Rep. McClain,

Thank you for the opportunity to provide testimony on behalf of Oregon Just Transition Alliance (OJTA) on HB 2025. OJTA is currently neutral on the bill. While we are excited about the record investments to public transit and a commitment to stabilize it, we ask you to be bold, and to ensure that transportation funding mechanisms don't fall solely on low-income, rural, and BIPOC communities already facing unfair burdens.

OJTA is a statewide alliance of communities facing environmental racism, climate change, and economic exploitation. We represent both urban and rural communities across the state who don't have reliable or affordable transportation options, requiring people to own and drive cars. We also have many community members in our Transportation Justice that rely on public transportation to access basic needs like going to doctor appointments and getting groceries that have also already testified in support of transit investments. We are supportive of the plans to keep transit funding level and increasing services in areas beyond just the city.

However, when it comes to road investments, Oregonians deserve to know where their tax dollars go. Oregon needs stronger accountability where funding first goes to take care of the potholes, road repairs, and broken guardrails **before** we pursue expensive highway expansions in Portland- which have the impact of increasing climate emissions. Such emissions then ultimately disproportionately harms frontline communities.

We need a fair and sustainable way to fund our transportation future- one that delivers real value for Oregonians of every age, wage, and community. HB 2025 charges electric vehicles more in Road User Charges (RUC) than it would the gas tax. It also double charges EV hybrids by way of a gas tax increase and a RUC, which could discourage the use of such high-efficiency vehicles. These funding mechanisms are not climate-forward, fair, or sustainable.

Lastly, the current package also adds a number of increased fees, payroll tax, gas taxes, and road user charges to the everyday Oregonians. Like the cost of increased energy bills,

we know frontline communities bear a disproportionate burden when the cost of living becomes higher. Those with means must pay their fair share.

We are encouraged and heartened by the idea of a luxury vehicle sales tax, for example, in a forthcoming amendment, and urge you all to adopt more of these kinds of equitable, funding mechanisms in the future, to upkeep key long-term community investments for all of Oregon in lieu of regressive measures– such as creating a transportation payroll tax tier for high income earners, eliminating the kicker for the top 2%, increasing fees for private planes, or extending the vehicle privilege tax to recreational watercraft vehicles such as boats and yachts.

Thank you for your consideration.

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