

Submitter: Sheryl Stauffer

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

I am an owner of a multi-generation farm in Oregon, established 1865.

I oppose HB 2025 because it raises taxes without reforming how funds are spent.

This bill unfairly targets rural Oregonians who depend on fuel and transportation for their livelihoods.

Farmers can't absorb triple payroll taxes and vehicle fee hikes.

Even with the amendments, HB 2025 still represents a significant tax increase that rural Oregonians and farmers simply cannot afford.

We're already facing high operating costs — added fuel and vehicle taxes directly cut into our ability to produce and distribute food.

These taxes come at a time when farmers are already grappling with inflation, increased input costs, and global market pressures.

Oregon's agricultural sector cannot absorb another layer of taxation.

Agriculture relies on trucks, equipment, and long-distance transport at nonstandard times.

Farm-plated trucks and heavy equipment, used over long distances and in unique operational cycles, are not easily substituted or electrified.

Farmers already pay significant road use taxes, including fuel taxes, equipment permits, and vehicle registration.

HB 2025 lacks an understanding of how roads are used in agricultural contexts.

Policies must reflect actual road use, not assumptions.

HB 2025 reflects no clear guarantees that rural roads and bridges—already underfunded and in disrepair—will receive adequate investment.

Highway Use Fund expenditures must be tied directly to the repair and maintenance of roads and bridges, not diverted toward priorities such as congestion relief or mass transit.

Now is not the time to impose additional costs on rural communities, family farms, and small businesses already struggling to remain competitive.

Oregon needs better transportation infrastructure, but not at the cost of the people who feed our state and nation.