

Submitter: Ryan Hutchens

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

To: Joint Committee on Transportation Reinvestment

From: Ryan Hutchens, Oregon Citizen & Employee in the Trucking Industry

Date: 6/26/25

Subject: Written Testimony in Opposition to HB 2025

Opposition to HB 2025 — Speaking as a Taxpayer and Transportation Professional
I am writing in firm opposition to HB 2025.

As both a private citizen and someone who works in the trucking industry, I see how much Oregonians already pay to keep this state moving. HB 2025 is yet another bloated transportation bill that raises taxes across the board—on fuel, vehicle registrations, new and used car purchases, payroll, and weight-mile taxes for trucks.

This bill would hit my industry hard, but it would also hit me personally—at the pump, during vehicle renewals, and at the store as higher transportation costs trickle down into the cost of goods. Families like mine are already struggling with inflation and rising living costs. This bill piles on.

We've Been Burned Before,

The last time Oregon passed a transportation "package," we were promised road and bridge improvements. My company and others in the industry paid more through fuel and weight-mile taxes, and we were told it would lead to results.

We never got what was promised. ODOT failed to deliver.

Now we're being asked to support another round of increases, with no real accountability or structural reform. There's nothing in HB 2025 that guarantees this time will be different. Until ODOT can show it can manage funds and follow through on commitments, there's no reason to trust that these new taxes will go where they're supposed to.

What Needs to Happen,

If lawmakers want public and industry support, then any transportation legislation must:

Prioritize core infrastructure needs—roads and bridges used by everyone, not just urban projects or light rail.

Include clear accountability and oversight for ODOT, with performance benchmarks and public reporting.

Provide specific protections for working families and rural communities, who disproportionately shoulder these costs.

Respect the essential role of the trucking industry, which already pays more than its share and keeps the supply chain moving.

Conclusion,

HB 2025 is not a transportation solution. It's a tax-heavy package with no guarantees, no reforms, and no accountability. As someone who works in trucking and lives in this state like any other Oregonian, I urge you to vote no unless this bill is dramatically changed to protect working people and essential industries.

Sincerely,

Ryan Hutchens

Citizen of Eagle Point, OR