



Subject: Vote NO on HB 2025-28 – A Harmful Blow to Oregon’s Trucking Industry and Transportation Equity

Dear Legislators,

I urge you to vote NO on HB 2025-28, the proposed transportation package that will be heard today at 3:30 p.m. before the Joint Transportation Reinvestment Committee.

This bill poses a direct threat to the trucking industry, Oregon’s freight economy, and the foundational principle of fair, transparent infrastructure funding. It seeks to raise over \$10 billion through sweeping increases to taxes and fees, disproportionately burdening carriers and undermining trust in the legislative process.

Here are key reasons why this bill is deeply flawed:

**1. No Seat at the Table**

This package was developed behind closed doors, without meaningful input from key transportation stakeholders. Trucking—responsible for moving the majority of Oregon’s goods—was excluded from discussions that determine its financial fate.

**2. Punitive and Inequitable Tax Burden**

Starting in 2026, the bill imposes a 12-cent increase on both gas and diesel taxes. In 2028, trucking will not only face this new diesel rate but also a further increase in the weight-mile tax. Worse still, HB 2025-28 removes critical language that would have allowed the industry to adjust the weight-mile tax if the Highway Cost Allocation Study revealed an unfair cost burden.

**3. Unprecedented Fee Hikes**

Dozens of transportation-related fees will skyrocket—many by over 100%—placing unnecessary financial strain on businesses already contending with inflation, supply chain challenges, and workforce shortages.

#### 4. Misuse of Funds

HB 2025-28 will divert revenue from Oregon's Highway Trust Fund, originally intended to maintain and improve roads, to non-highway projects. This not only violates the spirit of the trust but also risks further degradation of our roadways—upon which all Oregonians depend.

Oregon's trucking industry supports jobs, local economies, and ensures timely delivery of goods across the state. It deserves a fair, fact-based, and transparent funding process—not a backroom deal that dumps billions in costs on its shoulders.

For these reasons and more, I urge you to oppose HB 2025-28 and advocate instead for a transportation solution that is collaborative, equitable, and aligned with Oregon's long-term economic health.

*Heather Zwald Taksdal*

Heather Zwald Taksdal  
President