

Submitter: Ruby Prowell

On Behalf Of:

Committee: Joint Interim Committee On Transportation
Funding

Measure, Appointment or
Topic: LC 2

Hearing Date/Time: August 25, 2025, at 3 p.m.

Location: Hearing Room F, Oregon State Capitol

To: Members of the Legislative Committee on Transportation Funding (or insert specific committee name if available)

Subject: Strong Opposition to Governor Kotek's Proposed 6-cent Gas Tax Increase (from 40¢ to 46¢ per gallon) and Associated Fee Hikes

Dear Committee Members,

My name is Ruby Prowell, and I reside in Sutherlin, Oregon. I am writing in firm opposition to Governor Kotek's transportation funding proposal, which includes a 6-cent increase in the state gas tax (from 40¢ to 46¢ per gallon), along with significant hikes in vehicle title and registration fees, increased payroll taxes, and new requirements for electric vehicle drivers. Governor Kotek is trying every means to pay for her mishandling of the budget and to pay for illegal immigrants. A public hearing on this proposal is scheduled for August 25, 2025, at 3 p.m. in Hearing Room F at the State Capitol your attentive consideration of this testimony is greatly appreciated.

Key Concerns and Arguments

1. Additional Burden on Already Overburdened Oregonians:

Oregon already ranks among the states with the highest fuel costs. With the current average at \$3.98 per gallon approximately 84¢ above the U.S. average families are paying significantly more just to fuel their vehicles.

The proposed 6-cent increase may seem modest per gallon, but the annual impact is substantial: for a two-car household driving 12,000 miles per car at 25 MPG, this amounts to around \$58 in extra annual fuel tax, on top of routine costs.

When combined with the payroll tax increase and the hidden Clean Fuels surcharge, the total burden can climb by several hundred dollars a year per family.

2. Disproportionate Impact on Rural and Working-Class Communities

Many Oregonians in rural and suburban areas rely heavily on personal vehicles for commuting due to limited public transportation options. This increase hits them

disproportionately harder.

Small businesses and delivery drivers already coping with narrow margins will likely pass additional costs onto consumers.

3. Insufficient Transparency and Equity in Usage of Raised Revenue

The bill raises significant funds estimated to range between \$90 million and \$150 million annually from the gas tax alone.

How much of that goes toward frontline maintenance work versus administrative overhead? Oregonians deserve clarity on how these funds will be allocated, and how oversight will ensure accountability.

4. Alternative Solutions Were Not Fully Explored

Republican lawmakers have proposed alternatives such as reallocating existing emergency funds or providing ODOT with greater flexibility to re-prioritize current revenue streams rather than turning to new taxes.

A collaborative, transparent budgeting process may deliver better outcomes without disproportionately burdening communities already coping with rising costs.

Requested Actions

Reject the proposed 6-cent gas tax increase, along with the associated vehicle fee hikes and payroll tax increase.

Direct lawmakers to prioritize using existing funds including emergency board allocations or underutilized transportation budgets before seeking additional revenue from Oregon families.

If new revenue is deemed absolutely necessary, advance a more equitable, transparent, and phased-in approach, ensuring low-income households and rural Oregonians are not left behind.

Thank you for allowing Oregonians like myself to participate in this democratic process. I strongly urge you to oppose this proposal to protect economically vulnerable households and support responsible funding choices.

Respectfully submitted,

Ruby Prowell
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