

Submitter: Suraj Sindia

On Behalf Of:

Committee: Joint Interim Committee On Transportation
Funding

Measure, Appointment or
Topic: LC 2

Submitted to the Joint Interim Committee on Transportation
August 25, 2025 – 3:00 PM

I, Suraj Sindia, a resident of Aloha, Oregon, do hereby affirm and state the following:

Identity and Interest

I am a community resident, parent, and professional in the technology sector. I submit this affidavit in strong opposition to the Governor's transportation proposal (LC 02), which imposes multiple new taxes, fees, and governance changes that I believe will harm Oregon families, workers, and long-term economic stability.

Opposition to Specific Proposals

Gas Tax Increase (6¢ per gallon):

Oregon already has one of the highest fuel costs in the region. Adding more tax further burdens working families, commuters, and small businesses during a period of high inflation and economic uncertainty.

Registration Fees Doubling & Title Fee Increase (\$139 ? \$216):

These hikes are regressive. They disproportionately hurt low- and middle-income households, many of whom rely on older vehicles and cannot afford frequent replacements. This is effectively a penalty for simply owning a car in Oregon.

Payroll Tax Doubling to Fund Urban Transit:

Doubling payroll taxes is harmful to both workers and employers. It reduces take-home pay, discourages hiring, and unfairly shifts the cost of urban transit onto people who may not benefit from those services, especially those living in suburban or rural areas.

Road Usage Charge on EVs & Hybrids:

Penalizing EV and hybrid owners with a new usage tax contradicts Oregon's stated climate and clean-energy goals. This discourages adoption of sustainable transportation and undermines years of progress toward reducing carbon emissions.

Governor Taking Over Appointment of ODOT Director:

Concentrating appointment power in the Governor's office diminishes accountability and undermines checks and balances. Transportation decisions should remain

transparent and involve broader oversight, not centralized executive control.

Overall Concerns:

Collectively, these measures represent excessive taxation without meaningful reforms in spending efficiency or accountability at ODOT. Oregon residents are being asked to pay more without assurance that funds will be managed responsibly or that structural inefficiencies will be addressed first.

Recommendations:

- Prioritize cost savings and accountability measures within ODOT before imposing new financial burdens on residents.
- Explore alternative revenue sources that do not disproportionately harm working families, such as public-private partnerships or efficiency audits.
- Protect incentives for clean energy adoption rather than penalizing EV and hybrid owners.
- Maintain independent oversight of ODOT leadership appointments to ensure transparency and public trust.

Closing:

I strongly urge the committee to reject these proposals in their current form. Oregon deserves a transportation funding plan that is fair, efficient, and aligned with long-term sustainability — not one that overburdens residents and concentrates power.

Respectfully submitted,

Suraj Sindia

Aloha, Oregon

Dated: August 25, 2025