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On Behalf Of:
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Funding
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Topic:

Stop the Tax Hike—Fix the Budget First

Governor Kotek and ODOT want a new transportation tax, claiming Oregon underfunds its roads compared to our Western neighbors. It sounds dire—until you check the facts.

According to the Brookings Institution and Census Bureau data, Oregon spends about \$630 per person on roads—right in line with states like Washington and California. The confusion? Other states charge hefty sales taxes on cars, but that revenue doesn't go to roads—it goes to general funds. It's a fiscal sleight of hand, not a spending shortfall.

And yet, here we are, facing another broad-based tax proposal that'll hit working families hardest. Oregon's economy doesn't need more taxes—it needs a break. Higher costs ripple outward, stifling small businesses and squeezing already overburdened citizens.

Even worse? While ODOT plans to lay off hundreds of frontline maintenance workers, it's keeping high-paid administrators and DEI staff fully intact. The folks fixing potholes are getting pink slips while office bureaucrats keep their desks warm. That's not equity—it's economic absurdity.

And history has a warning: high vehicle fees helped trigger the recall of California Governor Gray Davis, paving the way (literally) for Governor Schwarzenegger. Voters don't like being squeezed at the pump and at the ballot box.

Oregon doesn't need higher taxes. We need smarter budgeting: reallocate funds, cut waste, and prioritize actual transportation work. Before you take more from taxpayers, try taking a hard look at the budget mirror.

The road to fiscal sanity doesn't start with a tollbooth.