

Submitter: Jane Herb  
On Behalf Of: Oregonians who can't afford more taxes  
Committee: Joint Interim Committee On Transportation  
Funding  
Measure, Appointment or Topic: LC 2

Dear Oregon Legislators:

Please vote NO on this monstrous new tax package. 8 years ago the Oregon legislature passed a massive transportation bill:

Enacted in July 2017, HB?2017 authorized a \$5.3 billion investment over the next decade—the most ambitious transportation package of its time in Oregon

To fund this, HB?2017 introduced a multi-layered revenue approach:

Gas tax increases phased over several years.

Vehicle registration, title, and DMV fee hikes.

A new 0.1% payroll tax dedicated to transit (STIF).

A 0.5% privilege tax on vehicle dealers (including adult bicycles).

A \$15 excise tax on adult bicycles costing \$200+.

Weight-mile taxes for heavy trucks and more

Gas tax started at 30¢/gal and rose gradually to 40¢/gal by 2024, with capped increments every two years

Revenue allocation: 50% to ODOT, 30% to counties, 20% to cities

Major investment areas included:

Congestion relief (I-5 Rose Quarter, I-205, OR-217),

Transit improvements and expansion,

Multi-modal infrastructure, including biking and pedestrian paths,

Safe Routes to School programs,

Environmental incentives via EV rebates and zero-emission programs

## 5. Accountability Enhancements

HB?2017 incorporated transparency and oversight mechanisms:

Continuous improvement committees,

Publishing project cost-benefit analyses,

Public reporting requirements, and

Strengthened governance via the Oregon Transportation Commission

Since then, ODOT had a \$1.1?billion accounting error—nearly 19?percent of its biennial \$5.9?billion budget—due to an overestimation of federal funding and failure to reconcile projections with actual receipts. Auditors found they lacked even a basic check against historical actuals, raising serious questions about the department's financial oversight.

Willamette Week

In light of this, Oregonians deserve answers, not more money-grabs. Errors, along with dramatic cost overruns (like the Abernethy Bridge's budget soaring by more than 300%), must be fully addressed before asking Oregonians for more money.

This new transportation bill also reportedly gives the governor the power to appoint the head of ODOT—with Senate confirmation—and allows ODOT to raise its own revenues every two years without a public vote or legislative approval. Meanwhile, Oregonians are already among the highest-taxed citizens in the nation, and our small businesses are struggling under the costs of operation. This proposed consolidation of power, paired with unchecked tax authority, feels like a step toward executive overreach.

Before granting more funds, we must demand real accountability—not just more taxes. Republicans have offered alternative funding paths that prioritize critical transportation needs, retain ODOT's workforce, and safeguard taxpayer dollars without raising new taxes.

Please VOTE NO.

Thank you,

Sincerely,

Jane Herb  
Keizer, OR