

Submitter: Michaela Hammerson  
On Behalf Of:  
Committee: Joint Interim Committee On Transportation  
Funding  
Measure, Appointment or Topic: LC 2

As the former Chairwoman and current Director of the Umpqua Public Transportation District, I strongly oppose LC 0002 on behalf of my constituents, who would bear the brunt of this burdensome transportation proposal during Oregon's 2025 Special Session. The steep tax increases—such as raising the fuel tax from 34¢ to 46¢ per gallon, nearly doubling vehicle registration fees (e.g., from \$43 to \$85 for passenger cars), hiking title fees from \$77 to \$216, doubling the employer transit payroll tax from 0.1% to 0.2%, and imposing a new per-mile road usage charge on EVs and hybrids phased in from 2027—would exacerbate financial hardships for rural Oregonians already struggling with high costs and limited access to reliable transportation options. My constituents depend on affordable vehicles for daily necessities, including medical transport and bussing services that receive no dedicated support in this measure, yet they face these regressive fees without meaningful representation or benefits in return. Furthermore, the power expansions, including shifting ODOT Director appointments to the Governor and authorizing automatic tax adjustments from 2030 if the legislature fails to act, represent an alarming overreach that undermines accountability and risks perpetuating ODOT's history of fiscal mismanagement. The potential for waste—through new audits, expanded committees, quarterly reporting, and costly infrastructure for per-mile tracking—mirrors existing administrative inefficiencies, diverting funds from essential rural infrastructure to overhead and unelected oversight. I urge the legislature to reject LC 0002 and prioritize solutions that genuinely support, rather than penalize, the hardworking residents of rural districts like Umpqua.