



August 25, 2025

Dear Speaker Fahey, President Wagner, and members of the Joint Transportation Funding Committee,

The Grants Pass & Josephine County Chamber of Commerce strongly **opposes LC 2 in its current form** because it would add yet another income tax burden to Oregon workers while providing little to no tangible benefit to rural communities like ours.

Our Chamber represents hundreds of local businesses in Josephine County — small employers, entrepreneurs, and community leaders who serve as the backbone of our economy. They provide the jobs, goods, services, and philanthropy that sustain Southern Oregon.

Like OSCC, we have historically supported transportation funding packages that address highway maintenance and local road improvements. Rural counties depend heavily on safe, reliable road infrastructure to move goods, connect workers to jobs, and support commerce. However, Oregon workers already pay among the highest personal income tax rates in the nation. At present, they contribute up to 9.45% of their income, on top of a 0.6% wage tax for Paid Leave Oregon and a 0.1% tax for statewide transit funding. LC 2 proposes to raise that income tax burden yet again — to 9.55% — and to double the transit tax to 0.2%. For Josephine County workers and small business owners, these increases pile on to already significant affordability challenges.

The truth is, in Grants Pass and Josephine County, most residents do not have access to robust public transit. Our workers rely on personal vehicles to commute, often long distances, with no viable alternatives. Gas tax increases and higher income taxes will disproportionately hurt rural families, commuters, and the very businesses already struggling to attract and retain workforce in a competitive economy.

Oregon is at risk of cementing a reputation as a high-tax, low-service state, with workers and businesses being asked to contribute more and more without seeing direct benefit. We share the widespread concern that ODOT has not earned the trust of taxpayers to responsibly steward these additional revenues.

For these reasons, we respectfully urge you to reject LC 2 as currently drafted and instead pursue equitable funding solutions that support transportation maintenance without further burdening rural Oregon workers and businesses.

Respectfully,

Terry Hopkins

President & CEO

Grants Pass & Josephine County Chamber of Commerce