

Submitter: Michael Madlener  
On Behalf Of:  
Committee: Joint Interim Committee On Transportation  
Funding  
Measure, Appointment or LC 2  
Topic:  
To whom it may concern:

I am writing as a deeply concerned Oregonian to respectfully urge you to vote against HB 2025. While framed as a “transportation funding” measure, this bill places disproportionate financial burdens on working families, rural Oregonians, those on fixed incomes, and small businesses, the very people our state leaders claim to protect.

Under HB 2025, Oregonians will face:

- Gas tax increase from \$0.40 to \$0.55 per gallon (+37.5%), automatically indexed to inflation.
- A new road usage charge, effectively taxing drivers twice.
- Vehicle title fees increased by 136%.
- A new 1% sales tax on used vehicles over \$10,000, disproportionately penalizing those who cannot afford new cars.
- Driver’s license and testing fee hikes of 72%–147%.

These costs will hit lowest-income households hardest, as transportation is not optional, it is essential. For rural drivers with long commutes, tradespeople reliant on work trucks, or families maintaining older vehicles, HB 2025 translates to hundreds of dollars in additional annual expenses.

Meanwhile, HB 2025 channels billions into projects that many Oregonians neither use nor benefit from, such as poorly utilized light rail lines and bike infrastructure concentrated in Portland. This leaves the rest of the state unfairly subsidizing projects that fail to serve them.

Equally troubling is the lack of trust and accountability at ODOT, given the failures of HB 2017:

- Accountability promises unmet: Reporting requirements went unenforced, with little legislative follow-through.
- Project mismanagement: Auditors found incomplete tracking of expenditures and timelines.
- Significant cost overruns and delays: More than 100 projects were delayed in 2024 due to funding failures.
- Revenue assumptions inflated: ODOT consistently overestimated federal matching funds, worsening shortfalls.

Before asking Oregonians for another tax increase, the Legislature must first demand a full audit, management reform, and transparency measures from ODOT. Without these, HB2025 becomes just another blank check with no safeguard against the exact problems that plagued HB2017.

Oregonians are already among the most heavily taxed populations in the nation. We cannot, and should not, continue to shoulder regressive taxes with no guarantee of accountability or meaningful return.

I respectfully urge you to reject HB2025 and instead champion reforms that prioritize accountability, fair funding mechanisms, and true equity for all Oregonians.

Thank you for your time and for your service to our state. I look forward to hearing your position on this critical matter.

Michael D. Madlener  
(503) 871-3567