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

I respectfully oppose the proposed transportation tax package. Oregon residents already face one of the heaviest overall tax burdens in the nation, and additional taxes will disproportionately harm working families, rural drivers, and small businesses.

Oregon's Existing Burden

- Oregon's income tax rates reach 9.9%, among the highest in the U.S.
- The state already collects \$0.40 per gallon in gas taxes—placing Oregon in the top ten nationally—plus the federal \$0.184.
- Registration and title fees have risen steadily, and payroll taxes are already in place.

The Proposed Hikes

- A 6-cent increase in the gas tax, raising it to \$0.46 per gallon.
- Higher vehicle fees: +\$42 registration, +\$139 title, and extra EV surcharges.
- Doubling of the payroll transit tax from 0.1% to 0.2%.
- Movement toward road-usage charges, adding costs for EV and rural drivers.

Why This Matters

- Families are struggling with high housing, food, and energy costs; layering more taxes adds financial strain.
- Rural Oregonians, who must drive longer distances, will be hit hardest by both fuel and mileage fees.
- Public opposition is clear: more than 1,200 Oregonians testified against a recent tire tax proposal, with only about 10% in support.
- Tax revenue from fuel is declining with EV adoption, but the solution should not be endless fee hikes—it should be smarter budgeting and accountability.

Closing

Transportation infrastructure is important, but fairness matters too. Oregon should prioritize efficiency, partnerships, and reforming current funds before raising costs yet again. I urge you to reject this proposal and seek more equitable alternatives.