TO:	The Joint Committee on Transportation Reinvestment
FROM:	Davis Hayter, Oregon Resident & Business Owner
SUBJECT:	Written Testimony in Opposition to House Bill 2025 ("HB 2025")
DATE:	June 27, 2025

Dear Members of the Joint Transportation Reinvestment Committee,

My name is Davis Hayter, a lifelong Oregonian, recent graduate of Lewis & Clark Law School, and a member of a family that has proudly owned and operated small businesses within this state since 1978. I'm writing to express my strongest opposition to House Bill 2025 ("HB 2025"). I urge you to please not allow it to go forward. This bill, while perhaps well-intentioned, threatens to push Oregon further down a path this state is already on—one marked by rising costs of living, fleeing businesses, and shrinking opportunities for Oregonians.

Oregon is at a crossroads. While I recognize the general importance of maintaining and improving Oregon's transportation infrastructure, I am deeply concerned about the adverse impact HB 2025 will likely have on our state's already-troubled outlook. This bill is projected to impose an additional tax burden of over $11.7 billion upon *all* Oregonians—hitting families, businesses, and communities at a time when many of us are already struggling.

My family's manufacturing business supports, among other sectors, Oregon's semiconductor industry. In recent years, we've seen once-flourishing market sectors in this state deteriorate. We've watched companies we once partnered with either pack up and leave Oregon or shut down completely. The sentiment across the various industries we support is consistent and clear: Oregon's tax environment is *already* unsustainable. Those who remain have begun talks of contingency planning that involves moving on from this state in the event conditions do not improve. HB 2025 would directly make things worse by driving up supply chain costs even more, giving companies—including ours—yet another reason to look elsewhere. I love Oregon and do not want to leave. This is my home. But there is breaking point for us, which is rapidly approaching, and this bill would bring us even closer to it.

It's not just businesses that will feel the strain. HB 2025's additional tax burden will hit *all* Oregonians, many of whom are already stretched thin in the state's current climate. The 2025 Oregon ALICE report, published just last month, revealed that *over half* of Oregonians—more than 737,000 households—cannot afford their basic cost of living,[1] and are "just one car repair or medical bill away from being unable to cover their most basic needs."[2] Oregon already ranks 30th nationally in overall tax competitiveness[3] and has the fourth-highest gas prices in the U.S., with

---

[1] https://www.UnitedForALICE.org/Oregon
[2] https://www.koin.com/news/oregon/half-oregonians-cannot-afford-cost-of-living-alice-report-05162025/
[3] https://taxfoundation.org/statetaxindex/states/oregon/

fuel taxes currently sitting at $0.40 per gallon. Nevertheless, HB 2025 posits that Oregonians, despite the fact that over half of whom are already struggling, should now have to pay *even more* in order to own and operate a personal vehicle. I struggle to see the justification for this, as do many other Oregonians I know, and it seems wildly unfair and out of touch.

I believe there's a better way. Oregon already collects some of the highest tax receipts per capita in the nation. Oregonians have already been forced to do more with less as a result of existing tax policies—stretch their finances, spend more efficiently, and make concessions. I urge you to explore options that involves the state doing some of the same: using existing resources more efficiently instead of asking Oregonians to bear another heavy tax burden.

Thank you for your time and consideration of my perspective in this testimony. I trust you'll make a decision that aligns with our shared vision of Oregon being a place where families and businesses can thrive.

Sincerely,

Davis Hayter