

Submitter: Devon Lawson  
On Behalf Of:  
Committee: Joint Special Session Committee On Transportation  
Funding  
Measure, Appointment or Topic: HB3992

HB 3992 is the budget fast-track for implementing the transportation package moving this special session. It carries an emergency clause (effective on passage) and explicitly funds immediate rollout of the companion bill's new charges and administrative machinery. For households already squeezed by rent, food, insurance, and utilities, that's the wrong order: higher costs first, accountability and visible improvements later.

What does HB3992 actually do?

It moves money and expands spending authority immediately. It reduces the General Fund appropriation to the Emergency Board by \$800,000 and then expands ODOT expenditure limits across multiple divisions to implement the companion transportation bill (HB 3991). It also adds General Fund appropriations to other agencies and declares an emergency.

Ties directly to HB 3991's policy (named in statute throughout): finance & budget (+\$2,429,666), administrative services (+\$1,150,063), commerce & compliance (+\$3,746,382), public transportation (+\$196,600,000), policy/data/analysis (+\$252,725), project delivery & support (+\$191,889). It also adds \$479,446 (Secretary of State Audits Division), \$300,000 (Legislative Policy & Research Committee), and \$500,000 (DAS to review Highway Cost Allocation methodology), all "for implementation of" Enrolled HB 3991.

Companion policy raises household exposure. HB 3991 itself increases/adds transportation-related fees and taxes, mandates a per-mile Road Usage Charge for EVs/hybrids (with an annual-fee option), repeals the mandatory toll program, and shifts governance by making the ODOT Director a gubernatorial appointment. HB 3992 is the budget vehicle that makes all of that operational immediately.

Costs go up before families see benefits. HB 3992 green-lights the machinery to collect more from working Oregonians now, before there are visible, near-term fixes in their neighborhoods. Passing an emergency budget to implement new charges without front-loaded deliverables is backward.

By routing spending authority through agency divisions "effective on passage," this bill concentrates power centrally rather than letting cities and counties co-decide urgent priorities that residents feel day-to-day.

Under Oregon's Constitution (Article IX, §3a), most motor-vehicle and fuel-tax revenues are legally dedicated to "highway purposes." That constrains how much of the companion package can deliver sidewalks, safe crossings, and frequent local buses unless paired with separate, non-Article IX funds. HB 3992 doesn't fix that mismatch.

This isn't anti-infrastructure. It's anti-blank-check. Keep the audits and the cost-allocation review; stop the rush to activate vendor-administered systems that take a cut on every mile; and let communities choose demand-management tools that fit local culture and economy. That is pragmatic, pro-family, and pro-Oregon independence.

HB 3992, as written, turns on the spending taps now for a policy package that raises household exposure now, while the benefits people can see remain down the road. Please vote NO and bring back a budget that first delivers visible neighborhood upgrades, protects data and paychecks, and empowers local decision-making, then asks families to pay.

Thank you for your consideration.

Sincerely,  
Devon Lawson