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I'm a EV driver 10 years (wanted to do it in 1970's (dress rehearsal for now), but golf cart and cost more than my home. OEVA. Battery Insight conversion for 8 years, plug-in hybrid with 30 mile electric range, getting a Leaf by the end of the month. Driven many EV's of the 90's and today as well.

Just to clear the air, avoiding road taxes is not even in our thought process when considering an EV. If we made our David Letterman top 10 list for driving an EV, it would include national security, our balance of payments, the drain on our local, state, national economies, clean air, lower fuel costs, lower maintenance costs, massive torque (John Wayland), better handling from low center of gravity, instant response and other factors that make it fun to drive. Chris Paine, who did WKTEC, has an A-Z list. Avoiding road taxes was not on it, either. For all the money I've spent on EV's and PHEV's, I could have had a Tesla Roadster, too. In Hillsboro, we all pay \$3.10 each month on our water bill for road maintenance, and we pay for guarding the straits of Hormuz for which we get no direct benefit. This flies in the face of the pay for use philosophy that this bill wants to promote.

We pay about 2 cents per mile for electricity which are about the same as they were in 1914, or the energy equivalent of \$3.34 per gallon. Fortunately, we get 90 to 200 miles per gallon equivalent. And there is little to no drive train maintenance. While the ratio of road tax to fuel costs is high, it is not a burden. Perhaps the real problem with road revenue is that the 30 cents/gallon has fallen from 20% when gas was \$1.50/gal to less than 10% (and declining) of today's cost, while road maintenance costs increase with the price of oil like many other things.

We have had lengthy discussions regarding the EV road tax. Some continue to want to link the tax to our fuel use (MPGe). However, personally, I recognize that the road does not know what kind of fuel we are using to power the vehicle. It does recognize the impact of the weight of the vehicle and the speed at which it is driven. Many of us feel that fairness in the EV taxes should mean that we pay the same road tax as the gasoline driver would for the same or comparable weight and size vehicle. My 1800 lb Insight, and my 3200 lb Prius/Leaf/Volt, should pay less than my future EV Rialta motorhome that currently gets 20 MPG on gasoline.

How to collect the tax: for a low tech solution, we would prefer quarterly estimated road tax payments (this seems to work for the income tax). The odometer could be checked periodically at DEQ or DMV offices, or just do it at our 2 year license renewal. Gas cars need to have emissions checked, but collecting the road tax at the pump is easy. EV's need no emissions check, but we could bring it in for an odometer check at the same interval—imposing a similar burden that most of us are used to.

A flat fee has been done in the past—I paid \$30 extra to register my first EV in Oregon. In those days, we had mostly heavy lead batteries. My EV range was 20 for my car, and 50 miles for an S10 with 52 batteries. Despite my best efforts to drive without gas, I only drove a mere 3000 miles per year. A flat fee does not recognize that some hobby or amateur conversions may have extremely limited range, and thus cannot be driven very much.

As an aside, the confiscation and auctioning of vehicles seems to be rather drastic. Why not just not renew the tags on the vehicle—effectively disallowing its on-road use. Is this provision the same for gas

vehicles?

When should we start collecting this tax? Suggestions include when EV's reach a certain percentage of the market, when it is profitable for the state to do so because there are enough EV's to justify it, and others.

Finally, today EV's still cannot effectively use all of Oregon's roads—we cannot go where we go with gasoline vehicles. We have federal funding to install charging stations, but few exist today despite our best efforts. Perhaps it would be fair to only collect the tax when EV's can reach a certain percentage of our roads, or to reduce the EV rate in proportion to the reachable roads.

We don't mind paying our fair share. Some would be happy to pay a bit more at first, if it meant funding more infrastructure so that we can actually use all the roads and go all the places in the state that we normally go.