

Vote “No” on House Bill 2453

A new Vehicle Miles Traveled Tax is the wrong road for Oregon to head down at this time

The automobile industry is having a hard time selling EVs and will have a harder time in Oregon if potential buyers face the brand new tax with an unfamiliar taxing mechanism found in HB 2453.

Industry has been clear that any Vehicle Taxes Traveled tax (VMT) in Oregon should not discriminate against one particular fuel source. HB 2453 only applies only to electric vehicles.

HB 2453 runs counter to Oregon’s long-standing policy of promoted EVs.

Oregon will soon require the sale of Zero Emission Vehicles or ZEVs in the state. A VMT tax that singles out EVs will harm sales and lead to increased costs for all vehicles sold in Oregon.

HB 2453 won’t raise money for Oregon’s highway fund in its early years. There simply are not enough EVs in Oregon at this time. In fact, this bill will cost money. It has a significant fiscal attached, which is why it was sent to Ways and Means.

A multi-state VMT pilot program sponsored by the National Conference of State Legislatures and funded being discussed in Salem and other state capitols, as well as Washington, D.C. The industry has worked with the incoming president of NCSL on this, and will continue to do so. We should all be working together on the issue of new ways to provide adequate fund our highways and infrastructure. Passage of HB 2453 will make it harder to achieve this multi-state solution.

- A federally funded multi-state VMT pilot project will have adequate scope and scale
- HB 2453’s EV-exclusive approach won’t provide meaningful data because there are simply not enough EVs in Oregon.
- A multi-state VMT pilot project that includes all will provide meaningful data for policy makers in Oregon and elsewhere.

The new tax in HB 2453 will require a 3/5ths tax vote in the House yet the primary champion of the VMT tax in the 2011 Legislature is now focused on a federally funded multi-state pilot project.

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