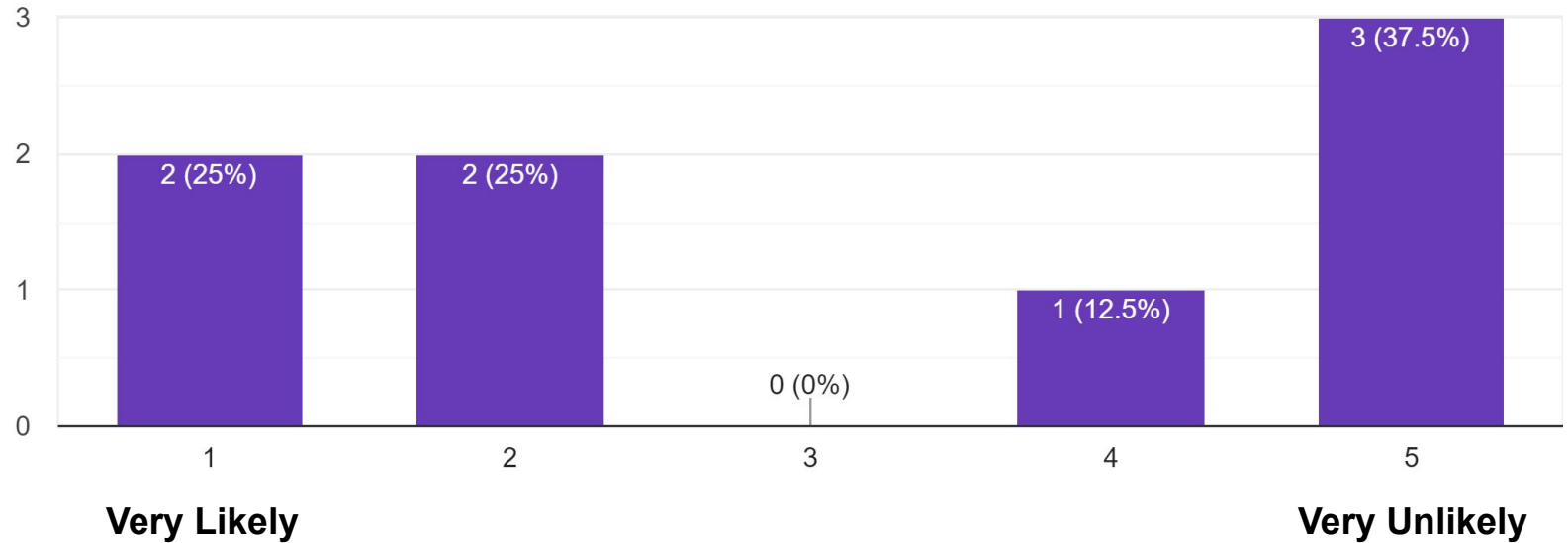


Task Force on Supporting Businesses in Reducing Diesel Emissions

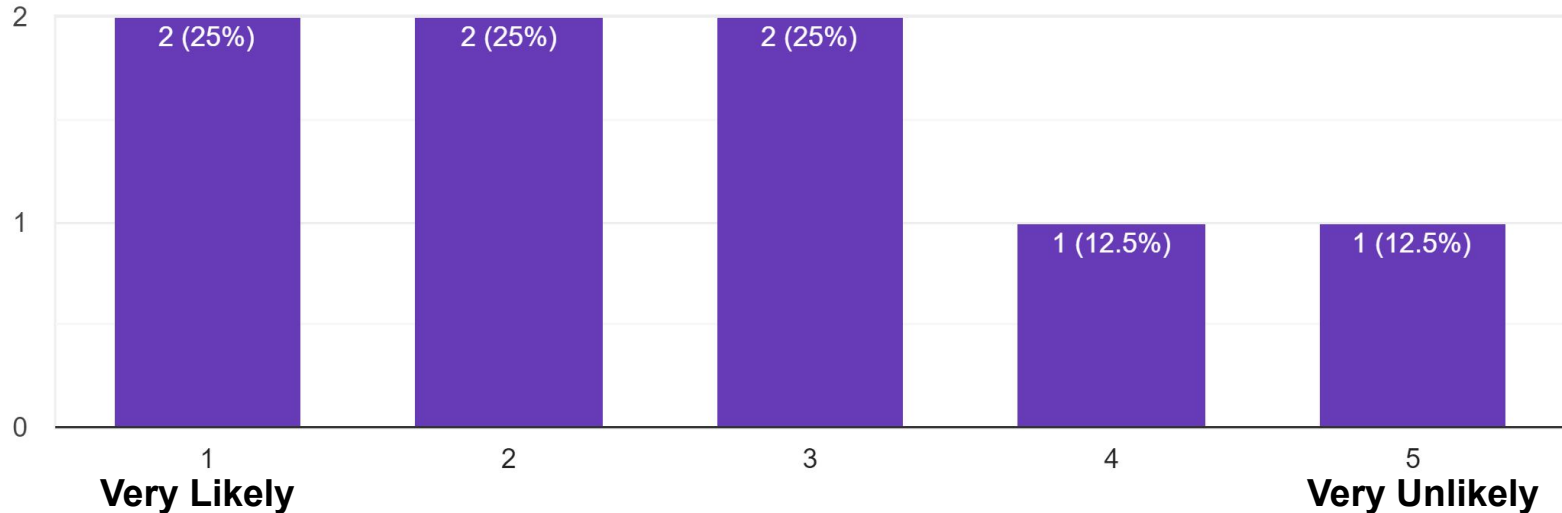
Funding Option Preferences
Results Summary
15 November 2020

Oregon has in the past used tax credits (\$400 - \$925 per engine) to promote less-polluting equipment, although the pollution reduction benefits were not well established. **How likely are you to support tax credits as a task force recommendation?**



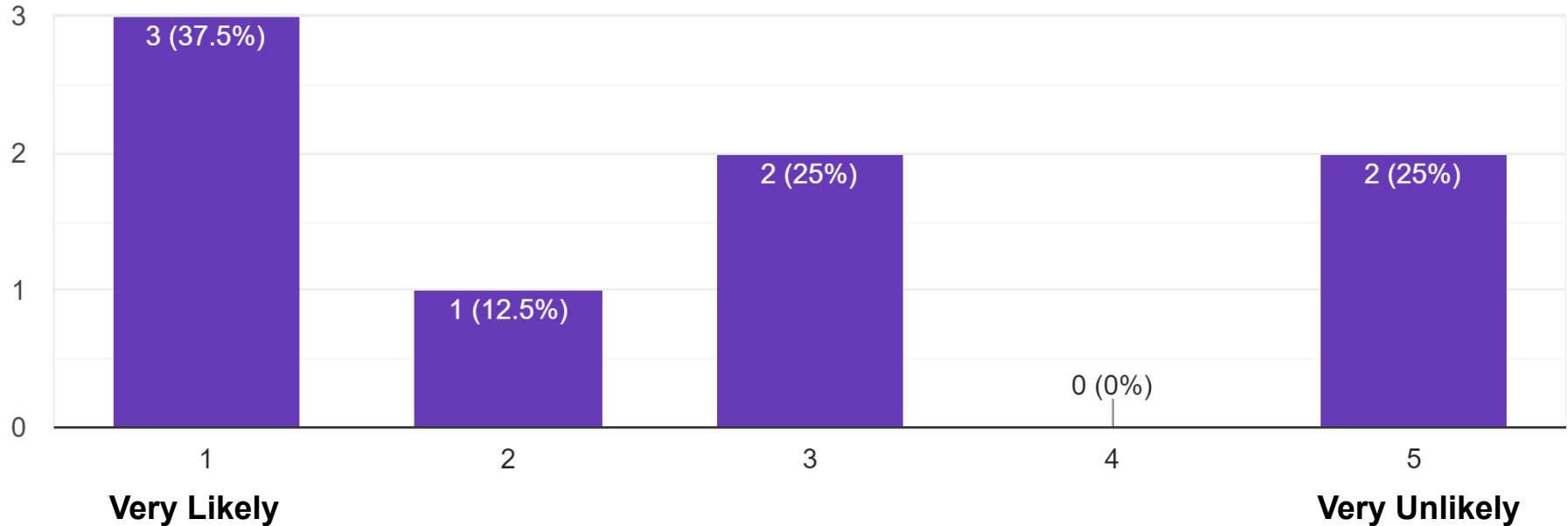
Even split, no consensus by Task Force Survey respondents as a preferred option.

Oregon currently dedicates \$500,000 per biennium of federal Congestion Mitigation and Air Quality (CMAQ) to DEQ's Clean Diesel Engine Fund. The rest is distributed via a funding formula maintained by the Oregon Transportation Commission to be used for non-highway projects, e.g. rail and port enhancements, bike trails, etc. Buy-American provisions may be a barrier for vehicle replacement and CMAQ as a funding source has specific conditions established by the FHA and the OR Transportation commission and future clean diesel expenditures would need to meet those conditions. **How likely are you to support greater allocations of CMAQ funding as a task force recommendation?**



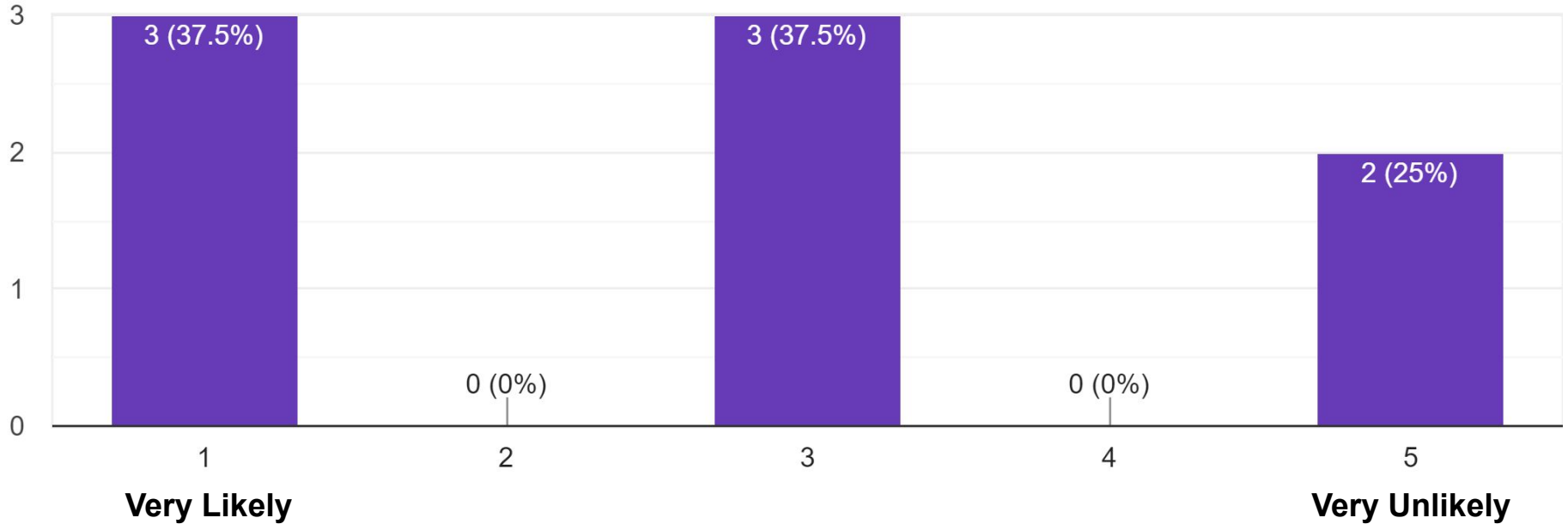
A majority of Task Force survey respondents favored this option. Area of greatest agreement among the various options, less polarized.

California imposes a \$1 - \$1.75 surcharge on the purchase of new tires. **How likely are you to support new tire sales privilege tax as a task force recommendation?**



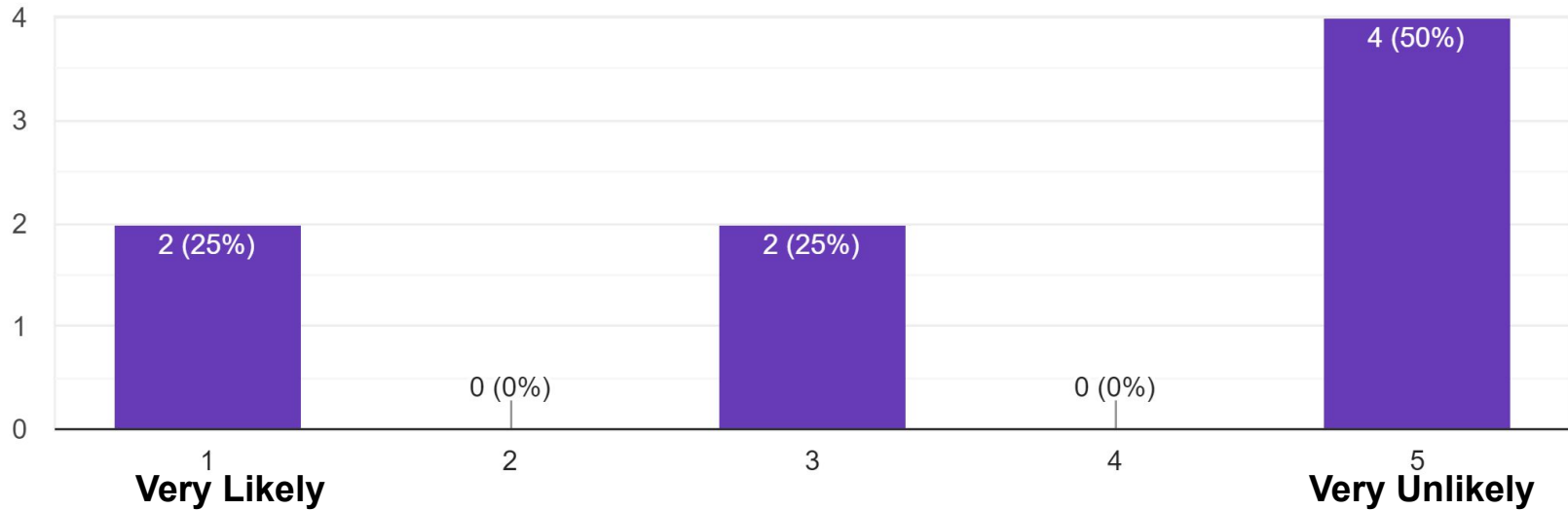
A majority of Task Force survey respondents favored this option. Area of greatest agreement among the various options, but polarized.

Texas imposes a surcharge on the sale, lease, and rental of off-road equipment. The surcharge is assessed at 1.5% of the sale/lease/rental value. **How likely are you to support a surcharge on purchase, lease & rental of off-road equipment as a task force recommendation?**



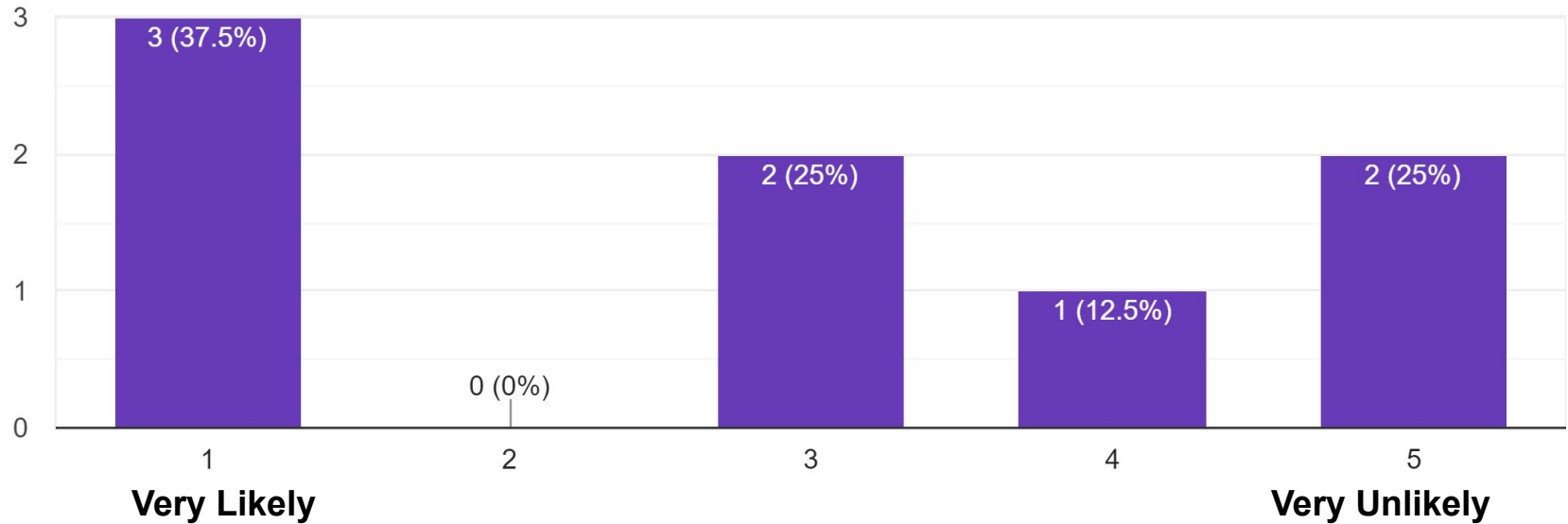
A majority of Task Force survey respondents favored this option.

Oregon's existing new sales privilege tax applies to most vehicles and trucks less than 26,000 lbs gross vehicle weight rating (GVWR). The tax is assessed at 0.5% of the retail sales price. **How likely are you to support a heavy-duty (>26,000 lbs GVWR) new-vehicle sales privilege tax as a task force recommendation?**



A majority of Task Force survey respondents opposed this option.

Oregon's constitutional limitations on the use of transportation fuel taxes do not apply to the sale of diesel fuel used in off-road vehicles. **How likely are you to support a tax on diesel fuel used for off-road engines as a task force recommendation?**



Even split, no consensus by Task Force Survey respondents as a preferred option.

What **other** ideas for revenue would you like the task force to consider?

- Look elsewhere. If this is a public health problem and public health costs will go down as a result of lowered particulate emissions from diesel, then some of those projected savings should go toward reducing diesel emissions.
- I think a % of tire fee makes more sense than a flat per tire- eg 0.25 to 0.5% or something like that. Preserve a lower fee therefore for budget tires but then more specialized, luxury purchases have a higher fee to generate more options to help provide sufficient funds. Would want to ensure have a mechanisms to provide waive of fee for leasing if companies are engaged in construction of low income housing, etc, to ensure not worsening housing crisis .
- A property tax for those that choose to live in City's with XXX population or higher.