

From: [Terry Parker](#)
To: [HEE Exhibits](#)
Subject: HB4151 testimony to the House Committee On Energy and Environment
Date: Monday, February 10, 2020 4:02:02 PM

Dear Legislators,

HB4151 goes well beyond the emerging socialist style tax and dictate theme of Oregon's 2020 legislative session. HB4151 is more like an assault to fleece motorists for the purpose of providing a freeloading ride for electric car owners.

People that drive electric cars, especially luxury cars like Teslas, need to be paying their own way for energy and road user taxes. Charging stations need to have credit card and an electronic method of payment options in addition accepting cash payments for people that do not have cell phones or credit cards. Not providing a cash payment option would be a form of discrimination primarily targeted at low income people.

The charging stations themselves need to be funded by the power companies, **not** by adding a tax to electricity rates or by adding additional taxes to the sale of motor vehicles. The cost of energy at the charging stations needs to include a fee to help pay for the charging station infrastructure, and a tax equal to the gas tax to pay for the roads.

HB4151 is being framed as increasing the rate of privilege imposed on motorists. More profuse is the privilege afforded bicyclists that freeload and pay no user fees for specialized and dedicated bicycle infrastructure. These lanes of privilege along with other bicycle specific infrastructure is currently being inequitably funded by raiding and siphoning off the gas tax dollars motorists already pay.

HB4151 needs to be processed through the gut and stuff sausage maker that deletes the sales tax on motor vehicles; deletes any tax on utility bills to construct electric vehicle charging infrastructure; and adds language that requires energy, the vehicle charging infrastructure and road tax payments be made when using the charging stations. Additionally, the bill needs to include language that all new residential development in Oregon's more populous cities require adequate off-street parking with overnight charging capabilities for electric vehicles.

To address the equity of privileges, HB4151 also needs to include an adult bicycle registration and license fee of no less than \$60.00 a year (the cost of a latte a month) to pay for bicycle infrastructure.

Respectively submitted,

Terry Parker
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