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On Behalf Of:
Committee: Joint Interim Committee On Transportation
Funding
Measure, Appointment or Topic: LC 2

I feel strongly that putting the burden on EV owners to subsidize road services (the Road Usage Charge Program) is backwards. EV drivers are paying climate change mitigation costs through their fuel, but ICE drivers do not. If you want to ask EV drivers to pay a fair share, let's move to a weight-mile tax for road services, plus a carbon tax that adequately comprehends the other costs associated with burning fossil fuels. Never mind that EV drivers already pay higher registration fees, and higher privilege tax (since the average new EV costs more than the average ICE car). If we want to talk about a fair share, I would like to see the contribution from ICE cars towards pollution-related healthcare costs and the trillions of dollars we are spending and will be spending to mitigate the impacts of climate change caused by burning fossil fuels.

A reasonable per-mile rate at 5% of the per-gallon fuel tax means that the EV pays a fee equal to an ICE vehicle that gets 20 MPG. So an ICE vehicle getting >20 MPG pays less taxes than an EV getting 105 MPGe. And an "electric delivery vehicle" pays a 10% rate (same as 10 MPG), so a Prius taking medical samples to the lab pays more than many motorhomes. We should be going to a weight*mile tax (same for all fuels), but maybe a 2.5% rate (same as 40 MPG) is a step in the right direction. Thank you for your attention.