

Submitter: Kurt Liebezeit

On Behalf Of:

Committee: Joint Special Session Committee On Transportation
Funding

Measure, Appointment or Topic: HB3991

I strongly oppose the per-mile taxing provisions of this bill, which will undoubtedly involve some form of GPS monitoring of motorists. This is an unreasonable intrusion into the privacy of the citizens of this state. The overarching agenda of government in recent times has been control and surveillance of citizenry, and this bill advances that goal handsomely. I get it that electric cars are evading gas taxes altogether, and that hybrid cars have an advantage in paying less tax; however, the proposed remedy is far too intrusive, and I'm sure that the yearly fee will be structured to be so expensive as to discourage anyone from exercising that option. If there is going to be a per-mile fee at all it should be collected at DEQ as part of the registration fee done biannually. I realize that electric cars currently don't have to be tested at DEQ (and would have to be required to visit the clean air stations for the express purpose of a mileage tax), but the infrastructure is already there in place to provide a fair and equitable and privacy-preserving means of implementing this type of tax.

I'd also like to point out that cars are generally NOT the major cause of damage to Oregon's highway infrastructure that is ODOT is responsible for. By far the greatest damage is inflicted by heavy over-the-road trucks. Good governance requires that taxes should be collected proportionally from those who cause the most damage. On that basis the shortfall in transportation funding should be entirely collected via taxes on highway diesel sales, which currently cannot be evaded by electric or hybrid technology. And I say that as a citizen who would be negatively impacted by higher diesel taxes, as I own a diesel technology car.