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On Behalf Of:

Committee: Joint Special Session Committee On Transportation
Funding

Measure, Appointment or Topic: HB3992

Joint Special Session Committee On Transportation Funding -

Heavy vehicles cause more wear and tear on our roads. That is clearly understood for heavy vehicles (ORS 825.476), but is also true for light vehicles. The gas tax provides a lower per mile rate for small cars with better gas mileage causing less road damage. Imposing the same per mile rate for a Tesla Cybertruck as a Fiat 500e is inherently unfair and regressive.

Especially when the rate per mile is 5% of the rate per gallon - the same rate as a gas car at 20 mpg. The average gas car gets better than that, so equivalent EVs pay more. (We thought driving electric was helping our neighbors, but no good deed goes unpunished.)

You might try 3% (33 mpg equivalent) to maintain the incentive to meet Oregon's climate action goals, but that is generous to heavy EV's.

As a math teacher, I'm giving the equation:

Fee (\$/mile) = GVWR * (fuel tax) * (6.8 ppm*gal/lb/mile)

GVWR: Gross Vehicle Weight Rating (shown on door jam sticker)

ppm: parts per million = 1/1,000,000

Road Usage Fee (per 1000 miles at \$0.40/gal)

\$20.00 for 20 mpg gas vehicle

\$12.42 for average 2022 sedan wagon, 32.2 mpg, 3600/4600 lb curb/GVWR (source: US EPA)

\$12.51 for EV with same 4600 lb GVWR

\$22.30 for Cybertruck with 6,634/8,199 lb curb/GVWR

"But vehicles aren't always fully loaded" you say. So if everyone drives at half capacity, then everyone pays an equivalent rate. Those driving full loads are more productive, making fewer trips for the same load. An empty big rig is inefficient, and the state should not subsidize extravagance.

If taxes aren't progressive, then at least make them fair - and maintain incentives to achieve our climate goals. Scrap the per mile fee and impose a per weight*mile fee.

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