

Submitter: Barbara Kahl
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB3362

Oregonians are already stretched thin by one of the heaviest tax loads in the nation. Adding a 4% tire tax on sales is an unnecessary jab at working families, small businesses, and rural residents who rely on their vehicles daily. Our state ranks among the highest for personal income taxes, with top rates hitting 9.9%, and we're saddled with steep property taxes that burden homeowners and renters alike. Gas taxes and vehicle fees already pile on costs for drivers—adding a tire tax just rubs salt in the wound.

Tires aren't a luxury; they're a necessity. For folks in rural areas like Eastern Oregon, where public transit isn't an option, safe tires are non-negotiable for getting to work, school, or the grocery store. A 4% tax—on top of existing sales costs—could mean \$20-40 extra per set, hitting low-income households hardest. Small businesses, like auto shops and delivery services, would also take a hit, passing costs to customers or eating into razor-thin margins.

Proponents might argue it funds road maintenance or environmental goals. Fine—then use the taxes we already pay more efficiently. Oregon's gas tax and vehicle registration fees are supposed to cover infrastructure, yet we still dodge potholes daily. Another tax won't fix mismanagement; it'll just deepen the frustration of Oregonians who feel nickel-and-dimed at every turn.

This isn't about greed—it's about fairness. Oregonians deserve a break, not another bill. Scrap the tire tax.