

Submitter: Terry Parker
On Behalf Of:
Committee: Joint Committee On Transportation
Measure, Appointment or Topic: HB3362

HB 3362 is yet another attempt to dictate freedom of choice through the pocketbook as it relates to choice of travel in Oregon. The automobile is one of the economic engines that powers our modern economy. Nearly 10% of the jobs in Oregon are tied to the auto industry. Along with current taxes paid by the trucking industry, automotive fuel taxes and other existing motor vehicle taxes and fees pay for our roads and bridges, and currently even bike lanes. Federal gas tax dollars also currently pay for new buses and other public transit infrastructure.

Radically increasing the taxes and/or fees on cars and trucks will drastically add to inflation, including at the grocery store.

As fact checked and verified, one two-axle 40-foot transit bus does as much pavement wear as 1200 cars. Due to the weight of batteries, one 40-foot battery electric bus can due as much pavement wear as 2500 cars. Given the wear to the pavement, it is likely the tires on a bus far and away create more tire pollution than on a car or light truck.

Existing TriMet fares cover less than 20% of merely operating the system. Alternative mode users need to become far more financially accountable by equitably paying their share for the infrastructure they utilize. For transit passengers, that must include any issues where the rubber meets the road and for any pollution created when repairing the asphalt or concrete due to excessive damage done by transit buses.

Furthermore, in Oregon, the only tax on bicycling is a trivial charge on the sale of a new bike that barely covers the cost for a gallon of green paint. As part of equitably finding a method for bicyclists to self fund bike lanes and other bicycle specific infrastructure, a bicycle tire tax may make sense as part of an overall self funding package.