

Submitter: Matthew Chaisson  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure, Appointment or Topic: HB3362

As an Oregon farmer I Have a firsthand grasp of escalating operational costs, I find the proposed tire tax both illogical and inequitable. The rationale—presumably to bolster infrastructure or offset environmental impact—disregards the disproportionate burden it places on rural producers like me. Tires are not a discretionary expense; they're the lifeline of my enterprise, ferrying crops to market and navigating fields daily. With fuel prices spiking, fertilizer costs soaring, and equipment maintenance already straining my budget, this additional levy isn't just inconvenient—it's punitive. Oregon's existing revenue streams, from fuel taxes to vehicle registration fees, are designed to fund transportation needs—I contribute substantially to those. Imposing a tire tax atop this framework smacks of redundancy, targeting individual operators while sparing larger corporate fleets that exact a far heavier toll on our roads. A more rational approach might involve graduated assessments on high-impact commercial users or enhanced tire reclamation programs funded through broader, less regressive means.

I urge you to reassess this measure. It's not merely a matter of cost; it's a question of fairness and economic sustainability for those of us who underpin Oregon's agricultural backbone. Let's pursue solutions that don't erode the viability of rural livelihoods.

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