



Joint Committee on Transportation  
900 Court St. NE  
Salem, Oregon 97301

March 4, 2025

Re: HB 3362 (Imposes an excise tax on retail sales of tires)

Co-Chairs Gorsek and McLain, Co-Vice Chairs Starr and Boshart Davis, and Members of the Committee,

This testimony is submitted by the Oregon Wildlife Coalition in support of HB 3362. Members of the Oregon Wildlife Coalition include Bird Alliance of Oregon, Cascadia Wildlands, Defenders of Wildlife, Humane Voters Oregon, Humane World for Animals, Think Wild, Oregon Wild, Western Environmental Law Center, and Willamette Riverkeeper.

HB 3362 would reduce the instances of wildlife-vehicle collisions, improve wildlife connectivity and begin the process of mitigating the deleterious effects of 6PPD pollution in Oregon's waterways by:

- 1) Imposing an excise tax of 4% on each sale of taxable tires in Oregon.
- 2) Transferring 75% of the proceeds to the Tire Pollution and Rail Transit Fund. One-third of these proceeds shall be allocated to the, yet to be established, Department of Environmental Quality and Department of Fish and Wildlife "Tire Pollution Prevention and Mitigation Program."
- 3) Transferring 25% of the proceeds to the Wildlife-Vehicle Collision Reduction Fund.

**HB 3362 would sustainably fund the Wildlife-Vehicle Collision Reduction Program.**

Habitat loss and fragmentation – and the resulting connectivity loss – are one of the main threats to many species' ability to disperse, reproduce, and find food. For many species in Oregon, our highways are one of the biggest challenges to their survival. Climate change impacts are further exacerbating the problem – our changing climate is impacting habitats and changing the availability and seasonality of food sources, which makes it even more important for wildlife to be able to travel to find what they need.

As development and demographic pressures grow in Oregon, the state must balance development with conserving natural resources. This balance includes ensuring there is sufficient habitat connectivity by way of wildlife corridors and safe crossing areas. Wildlife species must be able to move around to find food, water, and shelter, to adapt to changing environments and the effects of climate change and reach breeding or overwintering areas. In Oregon, wildlife-vehicle collisions (WVC) kill threatened [Pacific marten](#), [gray wolves](#), and [mule deer](#) (the most commonly hit animal in the state), which have seen population declines of up to 54% in recent years

In addition to the loss of an animal and the cost of species recovery, instances of WVC and their financial costs are significant. According to [ODOT](#), there are over 7,000 WVC collisions each year, resulting in over 500 "serious" human injuries and four human fatalities, [the highest among West Coast states](#).

Unfortunately, the instances of WVC are likely much higher than reported, as multiple studies have shown that nearly three times more collisions are likely to go unreported.

Efforts to reduce instances of WVC and improve connectivity are very successful; [for example](#), in its first year, the Lava Butte wildlife underpass on Hwy 97 in Central Oregon was used by 29 different species, and instances of WVC involving deer were reduced by over 90%. Because of these successes, programs to improve wildlife connectivity and reduce instances of WVC are widely supported amongst diverse stakeholders and the public – a [2020 poll](#) commissioned by the Pew Charitable Trusts found that 86% of Oregon voters favor constructing more wildlife crossings.

HB 3362 builds upon past efforts of the Legislature to address the problem of the loss of wildlife connectivity and the high rate of WVC by establishing and sustainably funding the “Wildlife-Vehicle Collision Reduction Fund.” This would be a significant step in addressing the safety and environmental consequences of habitat fragmentation caused by roadways and would position Oregon alongside [Utah](#) as the only state with annual funding for wildlife crossings.

**HB 3362 would establish a program to mitigate the effects of tire pollution.**

Modern tires contain “6PPD,” a “tire-rubber stabilizer” additive that extends tire lifespan. Unfortunately, 6PPD is also highly toxic to fish populations, causing [mass die-offs](#) when tire particles from worn tires enter waterways. One particular species highly vulnerable to 6PPD is coho salmon – an [Oregon Species of Greatest Conservation Need](#). One [study](#) estimated that up to 90% of coho salmon die from 6PPD poisoning.

HB 3362 would start the process of mitigating this issue; revenue from the tax on tires would fund filtration systems and stream restoration projects to intercept and reduce 6PPD pollution, protecting vital salmon habitats.

Overall, HB 3362 would make Oregon a safer place to drive and would improve Oregon’s terrestrial and aquatic environment. The Oregon Wildlife Coalition commends the Legislature for its attention to these critical issues and supports the passage of HB 3362.

***Bird Alliance of Oregon  
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Humane Voters Oregon  
Humane World for Animals***

***Think Wild  
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