

Transportation Funding Ideas

1. Fees
 - a. Add license fee/tax for bicycles of \$10/year.
 - b. Charge more for vehicle registration and driver's license
 - c. Registration fees could be based on value of car
 - d. Use tolls
 - i. Toll on semi-trucks traveling through Oregon
 - ii. Make 1-5 a toll road
 - e. Charge purchasers of fuel efficient vehicles a one-time fee to make up for less gas tax they will pay or other type of fee on fuel efficient vehicles.
 - f. Require drivers-owners to buy a permit to use studded tires, about \$25.
2. Other Taxes
 - a. Transportation energy tax; tax electric or hydrogen like gasoline.
 - b. All (not just drivers) should pay for maintenance of roads/transportation system since all in society benefit through a sales tax or income tax
 - c. Sales tax on tires and other auto maintenance items (air filters, etc)
 - d. Spread the tax between a gas tax and a tire tax
 - e. Sales tax on food and goods being shipped; shipping tax on any freight transported through our state
 - f. Use some of funds from Oregon Cannabis Tax Act for transportation
 - g. Add three percent sales tax, repeal property tax, reduce income tax, keep gas tax
 - h. Very heavy tax on the sale of studded tires, maybe \$150 per tire
 - i. Adopt the FAIR tax
 - j. Adopt a sales tax
3. Gas Tax
 - a. Keep gas tax
 - b. Raise fuel taxes to compensate for fewer miles driven
 - c. Link gas tax to percentage of tax, not cents per gallon, so tax rises as price rises
 - d. Increase gas tax for heavy vehicles which do more damage to the road
 - e. Increase diesel fuel tax
 - f. Link the gas tax to a "gas sales index": as people drive less the tax will go up; as people drive more the tax will go down
4. Government should budget better and reduce ODOT waste
 - a. Repeal Davis-Bacon wage requirements
 - b. Repeal minority requirements
 - c. Contact with companies who will charge less for the work
 - d. Stop spending money transportation dollars on light rail projects
 - e. Use gas tax funds for only road improvements
 - f. Cut legislator/state employees pay; use savings for road repairs
 - g. Give road maintenance responsibilities to the private sector
5. GPS/ per miles ideas
 - a. Use electronic odometers for tax only non-gasoline powered vehicles
 - b. Measure miles driven with odometer, not GPS tracking system, to be checked during DEQ tests

- c. Catch out-of-staters with a gas tax only near major highways
 - d. See email below addressing challenges of GPS tracking
- 6. Reduce wear on roads
 - a. Push for greater usage of rail transportation to reduce use of highways
 - b. Shorten studded tire season
- 7. Status Quo
 - a. Keep things as they are; electric and hybrid cars should be taxed less to promote their use
- 8. Other
 - a. Reduce the size of the funded road system; Tax to discourage oil consumption while funding essential routes; Help lower income and rural people weather the transition from oil; Move the emphasis from global and national economies to local economies; Do item 4 above with care - do not promote isolationism.

From E-mail sent to Rep. Richardson:

Fuel economy is affected by driver behavior, owner modifications to the engine, poor engine efficiency in the first place, etc. Also, road maintenance is related to weight and area of contact on the ground (and thus indirectly related to inflation of tires, in an inverse relationship to fuel economy when inflation drops, ironically).

That being said, I actually work in spatial databases (in the GPS field).

I'm a Senior Software Engineer for deCarta, Inc. My company put Google Maps on the map by actually writing the spatial database and routing engine for their initial launch.

So I can provide some answers to all your four challenges:

(1.) How do we determine the rates-per-mile that take into consideration miles driven and size/weight/class of vehicles without raising the current costs being paid in gas taxes?

I think you leave gas taxes as they are and add on mileage tracking.

(2.) How do we track miles being driven on a vehicle without infringing on individual rights to privacy-without using a GPS satellite tracking device?

GPS devices do not need to be capable of sending logs to the government. In fact, they can be "private" devices, written to specification of the government, where people can choose a device that simply isn't capable of sending GPS logs.

(3.) How do we collect revenue from non-resident drivers using Oregon roads?

A few ideas: track their entry and exit via photographing their license plates. Give them transponders on entry and exit (Washingtonians would love this). Require people who commute into Oregon to have a transponder device.

Use transponders that track points on the major state highways and freeways and charge accordingly. GPS isn't required if enough transponder receivers are distributed. This is actually worse than using a GPS device that doesn't send its data out.

(4.) How do we keep from charging for miles driven outside of Oregon?

Allow people to get a credit back on their tax by self-reporting mileage outside of Oregon.

GPS devices can do "geofencing" -- detecting when they enter or exit an area. This is all thus managed automatically.

I'd also add that GPS devices can track when people are on state roads versus private roads by having a database of all "taxable" roads that needs to be updated regularly. The type of road may also be input to allow "congestion charging", such as charging for use of expensive bridges instead of overland routes more, or charging for driving in downtown Portland like London has done successfully.

The total summary can be provided by the device, rather than the actual GPS log.

My father, sister, and brother-in-law were or are currently truck drivers and truck driving trainers. I think you should try to come up with a solution that actually works with long haul truckers well. They are a major user of the roads and it may work to cooperate with other states who are considering the same thing to ensure standardization across the different states to ensure trucking companies don't all have to make a unique investment for each state in having their miles tracked.

End of E-mail.