



**Testimony before House Revenue Committee April 15 Hearing
David W. Reinhard of Public Affairs Counsel, representing General Motors**

Co-chairs Berger and Barnhardt and members of the committee, my name is Dave Reinhard and I'm here today representing General Motors in opposition to HB 2328. I'd like to associate myself with the remarks Paul Cosgrove made yesterday. But we urge to send this issue back for more study on the part of the many actors – the many state actors -- in this issue.

We believe that electric vehicles and other alternative fuel vehicles should ultimately pay their fair share for the use of the highway. We believe in equity. But this is not the time.

Now, a lobbyist asking for more time for study can illicit some skepticism even among the most bright-eyed legislator. I'm reminded of Saint Augustine's prayer, "Make me chase – but not yet." We believe, however, that there's a reason to delay a decision on this new tax.

We believe your decision needs to be looked at in the context of the plug-in electric vehicle and alternative fuel tax credits. In fact, we think they should be looked at in tandem. Oregon has worked to be a leader in the adoption and development of electric vehicle and other alternative fuel vehicles.

Imposing a new tax on plug-in electric vehicles as you extend the tax-credit for plug-ins and fueling stations would be confusing policy at best and incoherent on at worst, to say nothing of the technological and practical issues that are not yet addressed for the collection of the new tax. What kind of message would this send? Better to impose the new highway tax for plug-in EVs as you sunset the tax credit when the technology reaches as point of market maturity.

There are, as well, many equities involved in this issue, as you heard in yesterday's discussion of vehicle weights and higher MPG for internal combustion engines.

Again, the dollars involved here are small, but we think the signal you would send would be big. That big signal would be that Oregon is not serious – or it's simply confused – about becoming a leader in electric vehicle use, technology and manufacturing.