



February 19, 2018

Senator Lee Beyer, Representative Caddy McKeown, Co-Chairs
Joint Committee on Transportation
Oregon State Capitol
Salem, OR 97301

RE: House Bill 4060, sections 29-32 – EV Incentives

Co-Chair Beyer, Co-Chair Mckeown and Members of the Committee,

We write in support of HB 4060, sections 29-32 and urge you to pass the bill, **not reduce the EV incentives**, and keep the provision that allows them to apply to leases. The 2017 transportation package provides tax incentives to purchase zero emission cars and buses. The benefits to Oregon from electric vehicles are significant, including reduced pollution and keeping more of the dollars we spend on transportation close to home.

A study by Drive Oregon released in 2015 showed the positive impact that increased reliance on electric vehicles has on our economy.¹ The 5,000 electric vehicles on the road in Oregon at the time of the 2015 study contributed an estimated \$10 million annually to the state economy, and generated over \$675,000 in state and local tax revenue. Now that electric vehicles and plug-in hybrid vehicles in the state total more than 12,000, those economic benefits have undoubtedly increased tremendously as well. An average Oregon family can save hundreds of dollars per month driving an electric vehicle. Further, if 15% of new car buyers in the state chose electric, those car purchases would contribute between **\$113-\$182 million annually to Oregon's economy**.

Oregon has committed to science-based greenhouse gas reduction goals, to cut pollution 75% below 1990 levels by 2050.² While a wide variety of state and local policies brought us closer toward achieving these goals – most recently the Clean Fuels Program and Oregon Clean Electricity and Coal Transition Plan (SB 1547(2016)) – the most significant remaining barrier to reaching these targets is rising transportation emissions. The Oregon Global Warming Commission's recent report to the legislature highlighted that the use of gasoline and diesel are responsible for **60% of the state's increased climate emissions** from 2014 to 2015.³ Protecting our health and environment by meeting Oregon's greenhouse goals will require dramatic acceleration of the transition to electric vehicles, including most new car sales by 2050 and electrified transit.

Despite having one of the best charging networks in the country, Oregon currently has no state incentive to buy electric vehicles (unlike Washington and California).⁴ A rebate to help people

¹ <http://driveoregon.org/wp-content/uploads/2015/02/Oregon-EV>Returns.pdf>

² Oregon Revised Statutes § 468A.205

³ Oregon Global Warming Commission, Biennial Report to the Legislature 2017, <https://olis.leg.state.or.us/liz/2017R1/Downloads/CommitteeMeetingDocument/95809>

⁴ <http://www.plugshare.com/>

lease or buy an electric vehicle is one the most effective ways to accelerate the large-scale shift needed in our transportation sector.

The EV incentive found in the 2017 transportation package is one policy that can move Oregon closer to our pollution reduction goals, improving our health, climate and economy. We urge you to not reduce the EV incentives in the transportation package.

Thank you for your consideration of these comments.

Sincerely,



Meredith Connolly
Oregon State Director
Climate Solutions

About our organization:

Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis. For 20 years, Climate Solutions has been working to implement energy efficiency, renewable energy, and carbon reduction policies that demonstrate that clean energy and broadly shared economic prosperity go hand-in-hand.