

Dear Senator Beyer, Representative McLain and members of the Committee,

Climate change is a grave threat to us. We need to act quickly to prevent the worst effects. As transportation contributes the largest portion of Oregon's greenhouse pollution, this is a key area of focus. We need a rapid shift to electrification of our transportation system. Other measures are also crucial, such as reduced miles driven, placing homes nearer to jobs, increase in use of public transit, and increase in human-powered mobility.

Current disincentives to more EV purchases include lack of rapid charging stations and higher purchase costs (vs gas-powered vehicles) despite lower costs over longer-term. I urge you to move HB2165A on to passage. This bill will address these disincentives.

This bill will empower electric utilities to collect funds (0.25% of total revenues) toward transportation electrification, such as installing EV chargers. At least half of funds need to be invested in TE for underserved communities. This will allow utilities to recover costs of infrastructure measures from consumers. This will modify eligibility for Charge Ahead rebates for medium-income households (to >80% and <120% of area median income) and increase Charge Ahead rebates to >\$2,500, max of \$5000 (currently capped at \$2500). It will expand outreach to qualifying households (<400% of federal poverty guidelines) and low-income service providers. The bill requires consumer choice in type of EV charging stations. It requires \$12 million of tax money from selling cars at retail to fund the Zero-Emission Incentive Fund. It takes the needed step of repealing sunset on standard and Charge Ahead EV rebate programs. And the bill caps admin program costs to <10%.

These actions will achieve the goals of speeding conversion to EVs, increased access of EVs for lower income folks, while providing longer-term access to EV rebates. This bill is truly a step in the right direction!

Respectfully,

Joe Stenger MD