



April 6th, 2021

Senator Lee Beyer, Co-Chair  
Representative Susan McLain, Co-Chair  
Joint Committee on Transportation  
Oregon State Capitol  
Salem, OR 97301

**Re: HB 2165A - SUPPORT**

Co-Chairs Beyer and McLain and Members of the Committee,

We write in strong support of HB 2165A. Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis.

In order to achieve our SB 1044 goals, we must ensure that:

1. Low- and moderate- income households are able to **receive rebates that bring the total cost of new and used EVs down to cost-parity** of new and used conventional gas-powered vehicles;
2. **Outreach and education is conducted in a manner that reaches everyone** (taking into account socio-economic barriers, cultural differences, language barriers and urban and rural barriers to adoption) especially underserved communities and;
3. **Public EV charging infrastructure is accessible and affordable**, ensuring that transportation electrification solutions meet the needs of all communities with special attention to underserved communities who have been left out of the EV conversation and transition.

HB 2165A addresses all of the needs listed above while also setting a required minimum (.25%) of utility monthly meter charges, to support transportation electrification infrastructure. While utilities are already exceeding the .25% investment floor HB 2165A sets, utilities must also continue to significantly ramp up investments to ensure that ratepayers benefit from all types of utility investments to transportation electrification such as, stability in electricity prices, reduction of shared costs to the system, proactive investments to the grid, expansion of grid-connected EV charging that further supports decarbonization and ratepayer benefits. At least half of the funds collected, will also support transportation electrification in underserved communities that have been largely left out of this transition due to a lack of private and public investment. Utilities can play an important role in ensuring that transportation electrification infrastructure is widespread, publicly accessible and affordable and HB 2165A supports that vision. It is our hope that the utilities will work with diverse and underrepresented stakeholders and communities to identify community-led solutions that address transportation electrification barriers and lead to equitable transportation electrification solutions.

A [recent UCLA study](#) has shown that offering rebates for the purchase of hybrids, plug-in hybrid electric vehicles, and battery electric vehicles has the highest effect on purchase rates among low- and moderate-income customers over other incentives such as access low-interest financing. While we expect the expansion of federal incentives such as EV tax credits, this does not address the needs of low- and moderate-income households who do not make enough income to claim tax credits, or if a household purchases a used vehicle ([the same UCLA study](#) found, “households who bought their main vehicle used were much more likely to be lower income”).

With all this in mind, in order to meet our state’s EV goals and to ensure that EV rebates benefit all Oregonians including households that need it most, it is of utmost important that HB 2165A passes. This will result in Oregon extending the sunset of the Charge Ahead rebate and broader EV rebates, increasing rebate amounts for income-eligible applicants, separating community outreach and education from the “administrative expenses” cap to expand outreach and education to community-based organizations to ensure that education and outreach is conducted in a culturally appropriate and geographically appropriate manner, and establishing a minimum on utility investment in transportation electrification infrastructure.

**Please support HB 2165A! Thank you for your consideration of these comments.**

Sincerely,

Victoria Paykar  
Oregon Transportation Policy Manager