

Ladies and Gentlemen of the Oregon Joint Committee on Transportation,

Thank you for the opportunity to address you in Albany on July 16th. My name is Shawn Tucker, a concerned citizen deeply invested in the future of transportation AND environmental sustainability in our great state of Oregon.

The short version:

- 1) Change the vehicle licensing fees to align with the State's Climate Goals for GHG emissions.
- 2) Reform Clean Vehicle Rebate to be ONLY EVs, or if you must include hybrids, 50 miles fully electric or more ONLY.
- 3) Eliminate red tape and get the NEVI funding and charging stations built QUICKLY.

The long version:

I am a member of the Emerald Valley Electric Vehicle Association and we aim to encourage and promote Electric Vehicle adoption and a cleaner environment for transportation. Like many Oregonians I am not able to live close to my employment, and must commute. I live in Albany and work in Corvallis due to the home values in Corvallis being out of our purchasing ability. My commute is 18 miles, on a good day about a 30 minute drive. By public transportation that would be close to two hours with 1.5 miles of that being by foot with no public transportation stops near the beginning or ending point of that travel. Public transportation, while important, isn't a viable option for all.

I urge you to consider and support several crucial initiatives that can significantly impact our environment, our economy, and our way of life.

Firstly, I propose a fundamental shift in our licensing fee structure. Licensing of vehicles in Oregon is cheap. Extremely cheap. The fee structure also benefits polluting vehicles over cleaner vehicles. It's time we incentivize the adoption of electric vehicles (EVs) by reversing the tiers for licensing fees. It should be cheaper to license an EV as a cleaner alternative, while simultaneously there should be much higher licensing fees on polluting and low-efficiency vehicles. By aligning fees with environmental impact, we encourage responsible consumer choices that prioritize our air quality and reduce greenhouse gas emissions. I understand the need for registration fees to be higher to offset the loss in revenue from the gas tax, but there should be an incentive to purchase EVs, and a strong disincentive to LICENSE vehicles that pollute. If we go away from the gas tax and go to a per mile charge, then the registration fees for EVs needs to be equal to other vehicles for parity.

Additionally, I advocate for reforming our clean vehicle rebate program. The clean vehicle rebate program was open for barely two months this year. Let us direct our resources more effectively by offering rebates to fully electric vehicles exclusively. If you feel the need to include hybrid vehicles, they should have a minimum of 50 miles of fully electric range to qualify for the Clean Vehicle Rebate. This ensures that our incentives support vehicles that can make a SUBSTANTIAL difference in reducing fossil fuel consumption and emissions.

Furthermore, the infrastructure for electric vehicles must be a top priority. While progress has been made, it is not enough. The state has a lot of federal money coming in to increase the number of charging stations. We need a far more aggressive and timely rollout of charging stations across our state. Eliminating any road blocks and governmental red tape to get these stations active should be a priority. A robust charging infrastructure is crucial to alleviating range anxiety, supporting long-distance travel, and ultimately increasing consumer confidence in making the switch to electric vehicles.

In conclusion, the decisions we make today will shape Oregon's future for generations to come. By promoting electric vehicles through adjusted licensing fees, focusing rebates on fully battery electric and possibly high-efficiency hybrids, and accelerating our charging infrastructure, we not only protect our environment but also foster economic growth and innovation.

I urge each of you to consider the long-term benefits of these proposals and act with courage and foresight. Together, we can lead Oregon towards a more sustainable, prosperous, and resilient future.

Thank you for your time and dedication to our state's transportation and environmental stewardship.