



Good evening, Members of the Joint Committee on Transportation:

I am the vice chair of the Emerald Valley Electric Vehicle Association, an organization of electric vehicle advocates in the southern Willamette Valley and the Central Coast, including our Central Coast EV Association chapter--I live in Newport. Thank you for the opportunity to offer input today.

It's clear widespread adoption of electric vehicles is helping reduce air pollution in Oregon, making our neighborhoods cleaner and quieter. A study released last year by the University of Southern California found the rate of emergency room visits due to asthma was significantly reduced in zip codes with the highest electric vehicle adoption.

Electric vehicle owners appreciate that as more and more Oregonians drive electric, gasoline taxes funding highway maintenance and other road projects are shrinking. **Electric vehicle drivers support paying our fair share to support ODOT's important work.**

As you look at ways to fill the holes in ODOT's budget for roads, bridges, and maintenance, please do not discourage EV adoption. Thanks to Oregon's largely clean and renewable power mix, electricity in our state is much, MUCH cleaner than gasoline and diesel fuel. Further, jobs in electricity generation and distribution generally pay well, and primarily employ Oregonians to provide power here, not workers in distant oil fields or coal mines. There are also social benefits to electric vehicles, including significantly less expensive fuel, and lower maintenance costs.

We urge you to resist quick-fix solutions such as raising registration or other fees on EVs to fill budget gaps, and instead to consider comprehensively how to address funding needs while continuing to strongly encourage vehicle electrification.

I know this is an ODOT committee, and not an Oregon DEQ committee, but I must tell you the Oregon Clean Vehicle Rebate program is broken. The program is vastly under-funded, yet half of the program's limited source of funding--a tax on new vehicle sales--is allocated for purposes unrelated to clean vehicles. That doesn't make much sense. Those funds should be entirely budgeted for the Clean Vehicle Rebate program--it's Oregon's most effective tool for encouraging EV adoption. While we are very pleased federal funding has been received to fund the low income portion of the program--the Charge Ahead Rebate--for next year, stable and permanent funding is very much needed for Charge Ahead.

The Oregon Clean Vehicle Rebate program applies to plug-in hybrid EVs as well as fully electric vehicles. Plug-in hybrids are less expensive than fully electric vehicles and they don't have the same benefit to the environment, or the climate. It seems reasonable to discontinue offering the rebate for plug-in hybrids, or at least increasing the minimum battery size, so that cars must have 40 or 50 miles of electric range in order to qualify. This would help limited rebate dollars go further.

In closing, we ask that Oregonians who drive electric aren't penalized financially for choosing zero-emission vehicles. Thank you for the opportunity to comment.

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