

Good evening, Chairs Steiner and Sanchez, Members of the Committee, my name is Chris Chandler and I'm a resident of Newport. Thank you for holding this hearing in a rural community. I have been driving various electric vehicles for ten years now, tallying more than 200,000 electric miles between various makes and models. I have been there, and charged that!

I'm here of course to support HB 2613's funding to support the Oregon Clean Vehicle Rebate Program. I appreciate you have many calls for funding for many excellent purposes. Zero-emission electric vehicles make Oregon's air cleaner, and our streets and roads quieter. This is particularly valuable to disadvantaged Oregonians who often live close to roads and highways. A study performed by the University of Southern California found every 20 additional electric vehicles in a zip code led to a 3.2% drop in emergency room visits due to asthma. That is a significant cost savings in health care expenses.

In Georgia, when a state-offered EV rebate was withdrawn, EV sales plummeted. Our \$2,500 standard rebate has helped Oregon land in the top five nationally for EV sales. Pausing the program would cause a great deal of confusion, and set us back even further in our climate goals. Snow in April? That's not normal in Western Oregon, and we need to do all we can to prevent it from becoming a new normal.

In a state which has so much renewable energy on its grid, it is sound policy to do what we can to encourage people to fuel their vehicles with electricity, not gasoline, which as you know is not produced in Oregon. I think the "carrot" method of encouraging Oregonians to drive electric with a rebate, is

far better than any draconian requirements no one wants to see enacted. Further, the Charge Ahead Rebates help disadvantaged Oregonians drive electric, too. HB 2613 will support that continued assistance.

Yes; I appreciate the federal tax rebate for new EV purchases has been reinstated, however, the requirements of that program are difficult to navigate, and it's hard to tell if an EV a buyer or lessee is looking at will qualify. Our Clean Vehicle Rebate Program is simple to access, and has does a great deal to encourage Oregonians to drive electric.

Studies have shown that transportation is the second-highest household expenditure category after housing. HB 2613 allows our state to do a great thing--support a cleaner and quieter environment, improved health outcomes, AND climate goals while helping families with this very expensive line item.

I urge you to strongly support HB 2613, helping Oregon to get closer to its climate goals, supporting cleaner air and quieter roadways, and our state becoming a more equitable place to live. Thank you.

