



February 12, 2026

Oregon State Legislature
House Committee On Transportation
900 Court St. NE
Salem, OR 97301

RE: Testimony on House Bill 4009, Relating to Transportation

Dear Chair McLain, Vice Chairs Boshart Davis and Gamba, and Members of the Committee,

On behalf of the more than 55,000 members and supporters of the Sierra Club Oregon Chapter, we appreciate the opportunity to provide our feedback on this important transportation proposal.

We recognize the importance of ensuring that Oregon's transportation system can sustainably raise the funds required to provide reliable and safe transportation options for all Oregonians. However, as written, we are concerned that this bill does not ensure that Electric Vehicle (EV) and hybrid vehicle drivers do not end up paying more than their fair share.

Under the 2025 transportation package (HB 3991), the per-mile road usage charge (RUC) for EVs was set at a level equivalent to the fuel tax paid by a gas vehicle achieving about 20 mpg. In reality, the average Oregon passenger vehicle achieves closer to 30 mpg. As a result, many EV drivers would pay significantly more (\$100+ annually) than the typical gasoline driver, while plug-in hybrid drivers would pay even more when both fuel taxes and mileage charges are considered¹. This outcome undermined fairness and sent the wrong message at a time when Oregon is working to accelerate a greener tomorrow. With HB 4009, we have an opportunity to correct course and ensure that any per-mile road usage charge adopted for EV and hybrid vehicles will incentivize, not penalize, the cleanest vehicle technologies. We urge you to ensure that such guardrails are adopted into this bill and any future bills relating to fees imposed on EV and hybrid vehicles.

Separately, we support prioritizing limited available funds for the Charge Ahead Rebate Program to ensure that lower- and moderate-income Oregonians have access to clean vehicle options. Equitable access is essential to a just transition. At the same time, we continue to believe the Standard Rebate Program plays an important role in accelerating clean vehicle adoption statewide. We encourage the Legislature to identify a stable, long-term funding source for the full Oregon Clean Vehicle Rebate Program so that both equity and market transformation goals can be met.

Respectfully submitted,
Emily Bowes, Policy Strategist

A handwritten signature in black ink that reads "Emily Bowes".

¹<https://olis.oregonlegislature.gov/liz/2025I1/Downloads/CommitteeMeetingDocument/309800>