

Support for HB 2613 to reinstate the Oregon Clean Vehicle Rebate Program (OCVRP)

As someone who has owned or leased 100% electric cars since 2013, I have observed the transition from curiosity, to real interest, to actual purchase of electric vehicles among the people I encounter.

In 2019, I joined two groups of electric vehicle owners in the Eugene area, which now extend to Lane County and beyond. E-TAG, the Electric Transportation Action Group, part of 350 Eugene, and the Emerald Valley Electric Vehicle Association (EVEVA) were both formed in 2019 to engage and educate local residents about the benefits of owning and driving an electric car. I have spoken to dozens of people over the last four years about my own experience as an EV owner. Many of them were convinced that an EV would be affordable for them when they saw the price of a 100% electric car reduced by \$2500, \$5,000, and now even \$7,500 by the Oregon Clean Vehicle Rebate. The rebate has obviously been successful in encouraging EV ownership, as seen by the number of people applying both for the standard and the charge-ahead rebates.

As a retired teacher married to a farmer, I have been able to take advantage of both rebates, allowing us to purchase a new 2019 Chevrolet Bolt and a used 2015 Nissan Leaf.

Now, with the funding running out, legislators need to reinstate the money for the rebate immediately, in order to maintain the momentum in EV adoption across the state. Oregon's carbon emission reduction goals cannot be met without a steady increase in 0-emission vehicle adoption.

In the future, please consider the option of eliminating PHEVs from the rebate as a way to make the money spent more effective in reducing carbon emissions in the state. PHEVs are not 0-emission vehicles. Another cost-saving change would be to make the vehicle price requirement \$50,000 or less for the actual purchase price of a vehicle, rather than as the base MSRP of the vehicle. People should not be given rebates for a vehicle with luxury add-ons above a \$50,000 base MSRP. Promoting and subsidizing basic affordable electric cars, such as the Chevy Bolt, to the average-income resident, should be the standard for EV adoption in Oregon.

Thank you for your time and your commitment to a transition to low-carbon electric transportation in Oregon.

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