

**Date:** April 6 2023

**To:** Co-Chair Rep. Susan McLain  
Co-Chair Sen. Chris Gorsek  
Interim Co-Chair Sen. Lew Frederick  
Vice Chair Sen. Brian Boquist  
Vice Chair Rep. Shelly Boshart Davis

**Re:** Proposed Amendment for HB 2613: Income Cap, MSRP Cap, Sourcing Requirements

Dear Members of the Joint Committee on Transportation,

As a full-time worker and tax paying Oregonian, I believe it's important that our taxes be used in a fiscally responsible manner.

This last year, the federal Inflation Reduction Act updated the Federal EV tax credit to include new requirements, including an income cap of \$300,000 for married households, \$225,000 for heads of households, and \$150,000 for all other filers. Additionally, requirements were placed on location of where the vehicle was manufactured, along with battery sourcing requirements. Finally, there was also an MSRP cap of \$80,000 for Vans, Pickup trucks and, SUV's and \$55,000 for all other vehicles.

The market for electric vehicles has clearly shifted since the introduction of this rebate. In the next few years, we will be seeing Chinese and overseas automakers dumping EV's into the US market, undercutting U.S. manufacturers and driving prices down even further.

I urge the committee to take the time with this funding package to align Oregon's EV rebates with the federal rebates. Otherwise, we will be subsidizing EV's for the ultra wealthy, and helping overseas car makers and battery makers. Our EV rebates should go to supporting our local industries and rebuilding our manufacturing base here at home.

Please do not let this \$30M go to funding electric vehicles for the ultra-wealthy "electric Lamborghinis," and do not let this \$30M go to funding EV's built overseas.

Please be strong stewards of our taxpayer dollars, and realign the Oregon EV rebate with the federal tax credit program before spending an additional \$30M..

Sincerely,  
Richard Sheperd  
Portland