

Good evening co-chairs Steiner and Sanchez, and members of the committee.

My name is Stuart Green and I am a policy manager at Forth and a resident of Jackson Co. Thank you for the opportunity to testify in support of a climate-resilient budget.

I want to specifically highlight the need for full funding of Oregon's Clean Vehicle Rebate Program. The rebate program has assisted over 26,000 Oregonians in the transition to electric vehicles and has helped close a substantial affordability gap. Unfortunately this program is about to enter a period of suspension due to the lack of funding.

Without action by the Legislature, Oregon's EV rebate as we know it will end on May 1.

The rebate is a crucial mechanism for allowing everyday Oregonians to purchase an EV. This rebate is the key to widespread decarbonization.

I live on a small farm in rural Southern Oregon. During the Covid-19 lockdown, my family had the opportunity to be a one-vehicle family; and, to make that vehicle electric. Electric vehicles are more expensive than similar gas vehicles. The Clean Vehicle Rebate Program was the factor enabling us to make this change.

We are gradually electrifying our vehicles and farm tools—each time with great benefits. An electric chainsaw does nearly all of our woodcutting. An electric mower and yard tools easily maintain our pasture. We've pulled heavy trailers more than 6,000 miles across the American West with our EV.

Electric vehicles are viable options for rural Oregonians who can afford them. Oregon's clean vehicle rebate program is the vital tool at our disposal to help Oregonians make this transition.

I appreciate the opportunity to testify in support of a strong climate-focused budget. Please consider full funding for the Oregon Clean Vehicle Rebate Program.

Thank you.

Stuart Green
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