

**Testimony to the House Committee on Climate, Energy, and Environment
re: HB 2961**

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**Kristopher Fortin Grijalva, Transportation Program Director
Oregon Environmental Council**

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

Re: Oregon Environmental Council support for HB 2961

Good morning Chair Lively and Members of the Committee,

On behalf of our thousands of members statewide, I am writing today to support HB 2961.

A key to adoption of zero emission electric vehicles is to have an accessible charger in your home. [As of November 2024, there were over 100,000 electric vehicles \(EVs\) registered in Oregon](#). This includes both battery electric vehicles and plug-in hybrid vehicles.

Oregon's leadership has been instrumental in getting us to these numbers. [As of today, the Oregon Clean Vehicle Rebate program has distributed more than 33,000 rebates to Oregonians, giving them access to funding to help purchase an electric vehicle](#). Roughly 7,000 low- to moderate-income households have benefited to date from OCVRP's income qualifying Charge Ahead and Standard+Charge Ahead programs. To qualify for the \$5000 Charge Ahead program, your household income must be below 400% of the federal poverty guideline. Qualifying purchases can bundle the Charge Ahead rebate with the Standard rebate totalling \$7500, bringing the cost of an electric vehicle closer to the affordability of an internal combustion, and making it much more possible for residents to buy-in to an electric vehicle.

But the missing piece to all this is infrastructure. As our transportation system evolves, and new technology comes online, we need to support Oregonians who are making this move and evolve with their needs, and especially those living in multifamily housing. And for many low-income households, compelling vehicle incentives must be accompanied by access to convenient and reliable charging solutions. HB 2961 would help to prioritize the needs of multifamily residents wanting to opt into electric vehicles, knocking down another structural barrier in the way toward meeting our state's healthy climate and air quality goals.

In the spirit of collaboration, I would encourage the bill's sponsors' to work with developers of multifamily housing, especially affordable housing developers, to continue to refine and bolster this bill.

Again, I'd like to reiterate our support for SB 1559. Thank you for your time and consideration.

Sincerely,

Kristopher Fortin Grijalva
Transportation Program Director
Oregon Environmental Council
kristopherf@oeonline.org