



Oregon
Environmental
Council



February 12, 2026

House Committee on Transportation
Oregon State Capitol
900 Court St. NE
Salem Oregon 97301
Re: Testimony on HB 4009 and HB 4126

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

Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis.

We write to raise the following concerns regarding HB 4009, also known as the Electric Vehicles Work Group Bill. Through the fall, Climate Solutions, Forth, and Oregon Environmental Council, and partners engaged in the EV WG, and raised many of the points mentioned in this testimony. **It is for these reasons below that our organizations are neutral on HB 4009, and supportive of HB 4126.**

While we agree Oregon needs a sustainable long-term approach to transportation revenue as gas tax receipts decline, any transition to a Road User Charge (RUC) should follow two basic guardrails: **do not penalize households for choosing cleaner vehicles**, and ensure vehicles in similar classes pay a **comparable share** for using the system.

In the last session, we raised concerns about the proposed fees for light-duty electric vehicles under the Road User Charge (RUC) because the bill set a higher proportional amount for electric vehicles than for light-duty ICE vehicles. That disparity is not addressed in this bill, and we urge the committee to ensure that light-duty electric vehicles pay only their fair share relative to light-duty ICE vehicles. **A simple benchmark is that an EV driver should not pay more in RUC than a comparable ICE driver would pay in gas tax for similar annual mileage and typical fuel economy. We urge ODOT to publish a clear comparison table to demonstrate this parity.**

While we are heartened to see the -3 removes the delivery RUC, we support adding medium-duty electric vehicles to the RUC, provided it is done fairly and equitably compared to

what medium-duty internal combustion (ICE) vehicles pay in gas tax. A delivery RUC is a narrow, gameable tax (which could be easily avoided by just driving a diesel truck) that risks pushing clean trucks out of Oregon for negligible revenue; a medium-duty RUC is a durable, technology-neutral way to ensure trucks pay their fair share without penalizing electrification. **Medium-duty electrification is a key climate strategy, and the RUC structure should avoid front-loading costs on early fleet electrifiers relative to comparable ICE, or even EV vehicles.**

We also support the provision in HB 4009 that would impose a temporary moratorium on funding and allocate the limited amount of incentive dollars for the purchase of new and used electric vehicles to the Charge Ahead program for lower-income households. However, we urge the committee to amend the bill to provide DEQ with the flexibility to reallocate incentive dollars to the standard program as well if additional funding becomes available through state or federal sources. **This flexibility would allow DEQ to respond to changing funding levels and consumer demand while still prioritizing low-income Oregonians.** Given the limited incentive dollars, we also support the -3 amendment that would limit the EV rebate to one vehicle per person to stretch scarce funds and prevent duplicate claims.

Finally, we support the provision in Section 18 and the similar policy concepts in HB 4126 that would require ODOT to submit a report to each interim Transportation Committee recommending the per-mile rate under the RUC required to sustainably maintain Oregon's road system. **That report should clearly tie the recommended rate to statewide maintenance and preservation needs and total vehicle miles traveled, and be transparent about the assumptions used. This should not be limited purely to the RUC though, and until all vehicles are on the RUC, should make similar recommendations about the rate of gas taxes.** This

Sincerely,

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