

A typical combustion engine car built in 2009 belches out 90 percent less tailpipe pollution as one built in the 1960s. But the net benefits to the atmosphere have not materialized, because the average "vehicle miles" driven per person has tripled. The technology for hybrid electric vehicles is well developed; the market is well established. This bill is a way to encourage a new and rapidly growing industry in the production of electric drive vehicles – and that production, unlike the hybrid vehicles we're purchasing today, could be here in Oregon.

You'll see some amendments to the bill, and those are to ensure that tax credits will apply to a wider array of vehicles than what we are encouraging today. Four-wheel four-door sedans are great family cars; three-wheel cars for trips to work oughta be available, too. Fuel-efficient driving at highway speeds is great; it would be great to have even more fuel efficiency for all the short trips in town. So let me tell you a little about why I think we need to encourage electric vehicles, and how this bill will help Oregon. And I want to add a special point to consider as you listen to the testimony: there's more to the automobile industry than just "the big giants."

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## **Economic Benefits**

### **Built in Oregon**

We have companies in Oregon right now working on designing and building electric vehicles, and the parts that go into them. Tax credits awarded will contribute to economic activity and preserving or creating job jobs in Oregon.

The recent troubles of the RV and manufacturing industries have left thousands of skilled workers unemployed - who could immediately be employed in the electric vehicle industry.

The current recession provides a unique opportunity to realign Oregon's struggling manufacturing base toward a new, long-term growth industry that will provide high-quality, living-wage jobs for many years to come. These jobs will be in many sectors, including: Manufacturing; Engineering and Design; Fabricating Components; the electric charging infrastructure; renewable energy installation; and the associated administrative, professional, sales and marketing work.

### **Keeping Money in Oregon**

Redirects fuel expenses to local utilities: The average Oregon driver would spend \$250 per year at local utilities, rather than sending \$1,100 per year to out of state petroleum companies.

Approximately 85,000 cars are sold in Oregon each year (\$2 Billion in sales), all of which are built out of state. Redirecting some of these purchases to local manufacturers would further stimulate the local economy.

### **Savings for car owners**

Electric vehicles are cheaper to run – the energy, as well as the other costs. Unlike supporting a combustion engine car, the average Oregon driver would save about \$2,000 per year in fuel and maintenance costs by switching to an electric vehicle.

### **Savings for taxpayers**

Electric vehicles are lighter than gasoline powered vehicles which will reduce the amount of wear and tear on crumbling infrastructure, slowing down the rate of road deterioration.

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## **Environmental Benefits**

### **Climate Change**

An electric vehicle charged on the Pacific Northwest electricity grid will produce about 5 times less carbon dioxide (CO<sup>2</sup>) than a 30 MPG combustion vehicle.

### **Reduced Pollution in cities**

As we eliminate emissions of VOC (Volatile Organic Compound) and carbon monoxide, coupled with a 90% reduction in Nitrogen Oxides (NOx) emissions, we'll have cleaner city air and healthier people.

Public Health officer for Lane County, Dr. Sarah Hendrickson: "Diesel and gasoline emissions are both linked to an increase in respiratory health problems. ... We know that gasoline gives off a benzene vapor, a carcinogen that is cancer causing ... It makes sense to move to electricity."

### **Batteries are Recyclable**

97% of Lead Acid Batteries are Fully Recycled. Other battery chemistry recycling technology is coming online, including a company in Bend that is leading in the field.

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Oregonians have already shown interest in hybrid-electric vehicles. Let's help provide the next option. This will position Oregon as a leader in the emerging electric vehicle market, as a user and as a producer.

So, is this idea realistic? Should we be promoting electric cars for Oregon? Sure we should! Consider that 72.5% of the workers in Oregon commute alone in cars. Electric vehicles are lighter. Many of the newer designs are smaller. Both the physical footprint and energy cost are less than combustion engine cars.

We should not be limited to only cars designed to the max - to travel 65 miles an hour and handle 370 miles on a tank of gas. It's smart to support Oregon manufacturing; it's smart to show leadership with green technology jobs and green consumer choices. It's smart to encourage electric-drive vehicles.