

# Alissa Keny-Guyer

Please pass the proposed Advanced Clean Cars and Clean Trucks standards as soon as possible!

With a Masters in Public Health, I volunteer with the NM Health Professionals for Climate Action and with the Sierra Club Rio Grande Chapter, both of whom support these standards.

I also serve as VP of the National Caucus of Environmental Legislators (NCEL), which does not advocate for specific laws or rules - but shares environmental data and policies with state legislators and state policy makers, such as yourselves. I helped NCEL hold a forum in Santa Fe just last month for legislators from five SW states to strategize on how to increase the transmission grid capacity.

Previous to becoming a New Mexican in 2021, I served nearly ten years in the Oregon Legislature. There, I served on the Energy, Environment, and Water Committee, as well as on the Health Care Committee, where I heard hours of testimony from experts and examined data about the impact of the transportation sector on greenhouse gasses, on the climate crisis, and on the health of our communities.

Because of my alarm at the environmental and health costs due to fossil fuel production, transmission, and emissions, I strongly supported the Clean Fuels legislation that Oregon passed in 2015. Since then, Oregon has gone on to support more clean energy bills.

Oregon's law requires that by January 1, 2026, 35% of a manufacturer's car be battery-electric, hydrogen-powered, or plug-in hybrid (PHEV). This percentage increases annually. By 2035, 100% of new passenger cars, SUVs, and light-duty pickup trucks must either be battery electric or plug-in hybrid electric vehicles.

To help achieve that goal, the Oregon Clean Vehicle Rebate Program offers a cash rebate for Oregon drivers who purchase or lease electric vehicles. Note that a cash rebate is far more helpful to lower income families than a tax credit that they may not be able to take advantage of, due to a low taxable income level.

Given I had to drive over an hour a day from my home to Oregon's state capitol, I also changed my personal consumer choices on vehicles. I purchased a Prius in 2008, which I replaced with a leased Nissan (EV) Leaf in 2016, and then a Tesla in 2018. While I appreciate the enormous energy and maintenance savings and convenience from my consumer choices, I am well aware that not every New Mexican family can currently afford to make this choice.

We need to do all in our power to enable all New Mexicans to benefit from the widespread adoption of EV vehicles in our state.