



March 30, 2023

Co-Chairs Senator Dembrow and Representative Pham and esteemed members of the Joint Committee on Ways and Means Subcommittee on Natural Resources. Lyft is concerned that HB 5018 will be passed without sufficient funding for Oregon's Clean Vehicle Rebate Program (OCVRP).

Lyft is a multimodal transportation network that operates across the United States, and we have a very ambitious goal to have all rides on our platform be given by electric vehicles by the end of 2030. Meeting this goal will require partnership between private and public sectors and forward-thinking policies that accelerate equitable access to EV vehicles.

The OCVRP has assisted over 25,000 Oregonians in the transition to clean electric vehicles since 2018 and has helped close a substantial affordability gap in EV adoption. Without action by the Legislature, Oregon's EV rebate will end on May 1 and enter a period of suspension due to the lack of funding. This comes at a very important time as EV adoption is accelerating. Program suspension at this moment would be detrimental to advancing EV adoption and long-term environmental and public health goals.

Lyft supports a one time funding allocation to help the program come out of suspension and maintain current service levels through the 2023-2025 biennium. House Bill 2613, would fully fund the rebate in the next biennium and will greatly help the State in achieving its greenhouse gas emissions reduction and air quality goals, including the state's commitments to requiring all new passenger cars, trucks, and SUVs sold in Oregon to be electric or plug-in hybrid by 2035. Oregonians have been paving the way to a greener and cleaner future for a long time and funding the OCVRP will continue that momentum.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Johnson", with a long horizontal flourish extending to the right.

Nick Johnson  
Director of Government Affairs - West  
Lyft